



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

**Projects Awarded Funding Under Solicitation
GFO-22-611 — FAST - Fast and Available
Charging for All Californians**

November 2023 | CEC-600-2023-060



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PREFACE

This Localized Health Impacts Report (LHI Report) assesses the local health impacts from projects proposed to receive Clean Transportation Program (CTP) or similar funding. Preventing or minimizing health risks from pollution is vital in any community, but especially in those that are at high risk due to preexisting poor air quality and other factors. Environmental justice (EJ) communities, low-income communities, and minority communities are considered the most impacted by any project that could increase air pollution. Therefore, they are considered “high-risk communities.” This LHI Report:

- Identifies proposed projects located in high-risk communities.
- Analyzes the potential health impacts to communities from project-related emissions or pollution, based on information submitted by the project awardees.
- Describes the plans for community outreach for each project.

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007), which created the CTP, also directed the California Air Resources Board (CARB) to develop guidelines to ensure the CTP improves air quality. CARB’s *AB 118 Air Quality Guidelines*, approved in 2008, are published in the California Code of Regulations (CCR), Title 13, Motor Vehicles, Chapter 8.1. Those guidelines require the CEC to issue LHI Reports (13 CCR Section 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 report for review and comment by the public at least 30 calendar days prior to approval of projects. The report 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.”

In addition, the CEC issues LHI Reports for certain projects that are similar to CTP projects but do not receive CTP funding.

The CEC publishes this LHI Report at least 30 days before approving projects at a publicly noticed meeting. This report includes projects that may require a conditional-use permit, discretionary permit, or California Environmental Quality Act (CEQA) review. The CEC interprets “permits” to suggest discretionary and conditional-use permits, because they require a review of potential impacts to communities and the environment before issuance. Since ministerial-level permits do not review public health–related pollutants, CEC staff does not assess projects requiring only ministerial-level permits in this report.

ABSTRACT

This Localized Health Impacts Report describes the potential health impacts to communities from projects seeking California Energy Commission (CEC) funding under Grant Solicitation GFO-22-611. This grant initiative supports electric vehicle (EV) charging infrastructure for high-mileage on-demand transportation services, car sharing enterprises, car rental agencies, and the public. Under California Code of Regulations Title 13, Section 2343, this report is available for public comment for 30 days before projects can be approved at a publicly noticed business meeting.

CEC staff has proposed three projects for Clean Transportation Program or similar grant funding awards under Solicitation GFO-22-611. Each of these projects has multiple locations. Based on project site information provided by the awardees, 14 of the 21 communities where these projects are located are considered high-risk communities. However, staff does not anticipate a net increase in the pollution burden for the communities where these projects are located.

Keywords: Air pollution, California Air Resources Board (CARB), Assembly Bill (AB) 118, California Environmental Quality Act (CEQA), electric vehicles (EVs), electric vehicle supply equipment (EVSE), environmental justice (EJ) indicators, Environmental Justice Screening Method (EJSM), localized health impacts (LHI), multifamily housing (MFH)

Please use the following citation for this report:

McKinny, Jana. November 2023. *Localized Health Impacts Report: Projects Awarded Funding Under Solicitation GFO-22-611 — Fast and Available Charging for All Californians (FAST)*. California Energy Commission. Publication Number: CEC-600-2023-060.

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EXECUTIVE SUMMARY

The California Energy Commission's (CEC's) Clean Transportation Program provides funding to support innovation and accelerate the development and implementation of advanced transportation and fuel technologies. The CEC also provides funding from programs that are similar to but separate from the Clean Transportation Program. An example of a similar program is the funding described in Section 74 of the Budget Act of 2021 (Senate Bill 129, Skinner, Chapter 69, Statutes of 2021).

Under California Code of Regulations Title 13, Section 2343, this Localized Health Impacts Report describes the electric vehicle charger projects proposed for funding that may require certain kinds of permits or environmental review. The CEC is required to assess the local health impacts of projects proposed for Clean Transportation Program funding.

This report focuses on how project-related emissions or pollution could affect community health. Environmental justice communities, low-income communities, and minority communities are at higher risk of harm from pollution. Project locations in these communities are considered "high-risk community project locations." CEC staff identifies high-risk communities using a combination of demographic and environmental data. Environmental data for air quality come from the California Air Resources Board. Demographic data are from the U.S. Census Bureau and the California Employment Development Department.

CEC staff proposes three projects for Clean Transportation Program or similar grant funding awards under Solicitation GFO-22-611, titled "FAST - Fast and Available Charging for All Californians." This initiative supports electric vehicle (EV) charging infrastructure for high mileage on-demand transportation services, car sharing enterprises, car rental agencies, and the public. Staff analyzed localized health impact information submitted by the project awardees. Based on project site information provided by the awardees, 14 of the 21 communities where proposed projects are located are considered high-risk. Community members near the proposed project sites may be at a higher risk of negative health impacts from pollution. However, staff does not anticipate a net increase in the pollution burden for the communities where these projects are located. Instead, staff expects the projects to result in a net benefit for the surrounding communities, by expanding the supply of publicly available EV charging stations and reducing harmful criteria air pollutants. Each project has identified outreach activities to inform communities of charging opportunities and benefits of alternative transportation fuels and vehicle technologies.

CHAPTER 1:

Projects Proposed for Funding

Background

Assembly Bill (AB) 118 (Núñez, Chapter 750, Statutes of 2007) created the Clean Transportation Program (CTP). AB 118, amended by AB 109 (Núñez, Chapter 313, Statutes of 2008), authorizes the CEC to “develop and deploy innovative technologies that transform California’s fuel and vehicle types to help attain the state’s climate change policies.” AB 126 (Reyes, Chapter 319, Statutes of 2023) reauthorized the CTP through July 1, 2035.

On April 5, 2023, the CEC released a competitive grant solicitation titled “FAST - Fast and Available Charging for All Californians” (GFO-22-611). GFO-22-611 offered funding for projects that install publicly accessible electric vehicle (EV) chargers that are focused on serving high mileage on-demand transportation services, car sharing enterprises, or car rental agencies. The solicitation requires that projects must be open to the public and may not restrict public use of installed chargers. GFO-22-611 will support switching from gasoline vehicles to EVs, which will reduce criteria air pollutants and greenhouse gas (GHG) emissions in California.

Projects Selected

On August 25, 2023, the CEC posted a notice of proposed awards (NOPA)¹ identifying the three projects awarded grant funding under GFO-22-611. This LHI Report assesses the locations of each of those projects. Table 1 lists the proposed project location(s) for each of the awardees and their corresponding environmental justice (EJ) indicators. EJ indicator definitions are in Chapter 3 of this LHI Report, and EJ indicator analysis is in Table 3. In some cases, the city listed in a project’s postal address may differ from the geographic entity assigned by the U.S. Census Bureau. In these cases, the Census location (county, place, or Census Designated Place) used for EJ indicator analysis is listed in parentheses in the table below.

Table 1: Project Details with EJ Indicators

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	1010 Fairway Dr, Walnut, CA 91789 (Industry city)	Age, Minority, Unemployment
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	105 S Pepper Ave, Rialto, CA 92376 (San Bernardino city)	Minority, Poverty, Unemployment

1 Dyer, Phil. 2023. “Notice Of Proposed Awards.” California Energy Commission. Accessed September 22, 2023. [Cover letter](https://www.energy.ca.gov/sites/default/files/2023-08/GFO-22-611_%20FAST_NOPA_Cover_Memo_2023-08-25_ada.docx) available at https://www.energy.ca.gov/sites/default/files/2023-08/GFO-22-611_%20FAST_NOPA_Cover_Memo_2023-08-25_ada.docx, and [table of awardees](https://www.energy.ca.gov/sites/default/files/2023-08/GFO-22-611_FAST_NOPA_Results_Table_2023-08-25_ada.xlsx) available at https://www.energy.ca.gov/sites/default/files/2023-08/GFO-22-611_FAST_NOPA_Results_Table_2023-08-25_ada.xlsx.

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	1600 W Olympic Blvd, Los Angeles, CA 90015	Minority, Poverty, Unemployment
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	170 Hidden Valley Pkwy, Norco, CA 92860	Minority
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	17299 Pacific Coast Hwy, Pacific Palisades, CA 90272 (Los Angeles city)	Minority, Poverty, Unemployment
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	22400 Van Buren Blvd, March Air Reserve Base, CA 92518	Age, Poverty
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	4 W Foothill Blvd, Arcadia, CA 91006	Age, Minority
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	6510 Butterfield Ranch Rd, Chino Hills, CA 91709	Minority
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	7760 Crescent Ave, Buena Park, CA 90620	Minority
Electrify America, LLC	Ultra-Fast Charging for TNC Fleets – Los Angeles	945 N Weir Canyon Rd, Anaheim, CA 92807	Minority, Poverty
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	1302 State St, Santa Barbara, CA 93101	Age, Minority, Poverty
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	15555 E Main St, Hesperia, CA 92345	Age, Minority, Poverty, Unemployment
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	1770 W Carson St, Torrance, CA 90501	Minority
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	2120 S Bradley Rd, Santa Maria, CA 93455	Age, Minority, Poverty
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	25701 Barton Rd, Loma Linda, CA 92354	Age, Poverty

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	275 N Moorpark Rd East, Thousand Oaks, CA 91360	Age
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	2754 Alpine Blvd, Alpine, CA 91901	Age, Unemployment
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	27612 Antonio Pkwy, Ladera Ranch, CA 92694	Age
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	36101 Bob Hope Dr, Rancho Mirage, CA 92270	Age, Unemployment
EVgo Services, LLC	Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California	4583 Mills Circle Center, Ontario, CA 91764	Minority, Poverty
Sacramento Municipal Utility District	SACommunity EV Hubs	401 I St, Sacramento, CA 95814	Poverty
Sacramento Municipal Utility District	SACommunity EV Hubs	6000 J St, Sacramento, California, 95819	Poverty
Sacramento Municipal Utility District	SACommunity EV Hubs	6900 Airport Blvd, Sacramento, CA 95837 (Sacramento County)	Poverty

Source: CEC staff

Funding for these projects is contingent upon approval at a publicly noticed CEC business meeting and execution of a grant agreement.

Public Comment

As provided by Title 13 of the CCR, Section 2343, a 30-day public review period applies to this LHI Report from the date it is posted on the CEC website. The [original posting date for this report](https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/localized-health-impacts-reports) is at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/localized-health-impacts-reports>.

The CEC encourages comments by email. Please include your name or your organization's name in the name of the file. Send comments in either Microsoft® Word format (.doc) or Adobe® Acrobat® format (.pdf) to FTD@energy.ca.gov.

A hard copy can be mailed to:

California Energy Commission
Fuels and Transportation Division
715 P Street, MS-44
Sacramento, CA 95814-5512

All written comments will become part of the public record and may be posted to the Internet. News media should direct inquiries to the Media and Public Communications Office at 916-654-4989 or by email at mediaoffice@energy.ca.gov.

CHAPTER 2:

Project Descriptions

As part of the GFO-22-611 process for selecting projects, applicants must provide LHI information for their proposed project and location. This information includes the expected impact of the project on local communities and the outreach efforts the applicant has made to engage disadvantaged communities or other local communities. This chapter summarizes that information submitted by the awardees. The awardees identify disadvantaged communities using the CalEnviroScreen² screening tool developed by the Office of Environmental Health Hazard Assessment.

Note: Applicants use different methods for estimating emissions reductions, so estimates may vary significantly between similar projects.

Electrify America, LLC

Electrify America’s proposed project, titled “Ultra-Fast Charging for TNC Fleets – Los Angeles,” will install a network of 40 new ultra-fast direct-current fast chargers (DCFCs) across 10 sites in the Los Angeles metro region to support on-demand transportation services and car rental agencies. Each project site features four 350-kilowatt chargers in a power-sharing configuration with 700 kilowatts of overall simultaneous site power. All sites are located at existing fueling stations in Los Angeles, Orange, Riverside, and San Bernardino counties. While project sites may see a slight traffic increase due to EV charging stations, all drivers visiting the DCFC stations are assumed to be in battery electric vehicles which generate no direct emissions. Over time, the project may reduce local air pollution by replacing some gasoline vehicle miles traveled (VMT) with zero-emission electric VMT.

Outreach methods will include conducting a webinar or in-person meetings to give an overview of the proposed project to interested residents. Electrify America will also coordinate with transportation network companies (TNCs) to notify members of the new charging stations.

EVgo Services, LLC

EVgo’s proposed project, titled “Deploying Regional DC Fast Charging to Support Electric Transportation in Southern California,” will install a total of 66 350-kilowatt DCFCs at 10 locations along corridors in Southern California to support high-mileage on-demand transportation services. All project sites are located at existing commercial facilities including shopping centers and banks. EVgo expects a minimal increase in emissions of medium-duty and heavy-duty (MDHD) vehicle traffic during construction. Otherwise, positive health benefits

² This tool ranks U.S. Census tracts based on geographic, socioeconomic, public health and environmental hazard criteria. See “[CalEnviroScreen](https://oehha.ca.gov/calenviroscreen).” Office of Environmental Health Hazard Assessment. Accessed September 28, 2023. Available at <https://oehha.ca.gov/calenviroscreen>.

are expected from a reduction in nitrogen oxides (NOx) and criteria air pollutant emissions as EVs for rideshare and food delivery displace internal combustion engine (ICE) vehicles.

Outreach methods include cost-effective social media campaigns, conferences, and direct marketing. EVgo has a dedicated marketing team ready to support the proposed project, including station marketing, education and outreach, and press releases. EVgo will update digital applications and websites such as the EVgo App, PlugShare, the Alternative Fuels Data Center, and Google Maps with the locations of each new charger site. Outreach may also include ribbon cuttings, ride-and-drive events, school visits, or other community events.

Sacramento Municipal Utility District

Sacramento Municipal Utility District’s (SMUD’s) proposed project, titled “SACommunity EV Hubs,” will install three DCFC fast charging hubs with a total of 15 stations and 30 ports, increasing EV charging access for ride-share drivers, food delivery drivers, rental car fleets, shared mobility services, and residents in Sacramento. Fast charging hubs will be located at the Sacramento International Airport, Sacramento Valley Station-AMTRAK, and California State University, Sacramento (CSUS). In addition, SMUD will develop a mobile app with an integrated e-Roaming platform to enable convenient access. This interface will allow users to locate and compare chargers, activate sessions, and pay for charging across multiple charging networks through a single account.

Using the 2020 Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) model, SMUD estimates this project will reduce GHG emissions by approximately 376 short tons per year, in addition to reductions in carbon monoxide (CO), NOx, particulate matter (PM), volatile organic compounds (VOCs), and sulfur oxides (SOx) by avoiding fossil fuel combustion (Table 2). Assuming an industry-standard useful life of 10 years for the 15 CEC-funded DCFC stations, that is 3,760 short tons over the life of the equipment or 7,520,000 pounds.

Table 2: Energy Use and Emission Benefits

Charging Hub Location	Petroleum Use (barrels)	GHG (short tons)	CO (lb)	NOx (lb)	PM10 (lb)	PM2.5 (lb)	VOC (lb)	SOx (lb)	Electricity Dispensed (kWh)
Airport and Train Station	463.6	208.7	1,894.2	23.3	3.1	3.1	230.6	2.5	206,486
California State University, Sacramento	371.5	167.3	1,517.9	18.7	2.4	2.4	184.8	2.0	165,467
Total	835.1	376.0	3,412.1	42.0	5.5	5.5	415.4	4.5	371,953

Source: SMUD

Outreach efforts will include developing materials to inform drivers of charger operations, potential discounts, and the benefits of EVs. During project operation, SMUD will conduct surveys focusing on EV knowledge, intent to adopt, payment, pricing, and availability. Site managers will be trained on equipment operation and serve as a point of contact for consumers. SMUD’s Sustainable Communities team will conduct outreach to multifamily

housing residents to educate drivers about EVs, fast charger operation, and SMUD's app and available discounts. SMUD will also partner with CSUS to use the on-campus chargers as a technical training opportunity for engineering students.

CHAPTER 3:

Location Analysis

This LHI Report identifies projects located in high-risk communities, using staff's adaptation of the Environmental Justice Screening Method (EJSM).³ High-risk communities are those with social vulnerability indicators, high exposure to pollution, and greater health risks. This LHI Report is not intended to be a detailed pollution analysis of proposed projects, nor is it intended to substitute for the environmental review conducted during CEQA.

CEC staff identifies high-risk community project locations using data from CARB, the U.S. Census Bureau, and other public agencies. The data are analyzed to assign EJ indicators for each project location specified in the LHI Report. The proposed project location must meet a two-part environmental and demographic standard to be considered in a "high-risk community."

Part 1: Environmental Standard

Communities meet the environmental standard if they have a high concentration of air pollutants. These pollutants include ozone, particulate matter 2.5 microns in diameter or smaller (PM_{2.5}), or particulate matter 10 microns in diameter or smaller (PM₁₀). The environmental standard uses CARB air quality monitoring data on nonattainment⁴ status for these pollutants.

Using 2022 data,⁵ all projects are in communities that meet the environmental standard, since they are within a nonattainment zone for ozone, PM_{2.5}, or PM₁₀. This finding indicates that there may be existing poor air quality where the proposed projects are located.

Part 2: Demographic Standard

Communities meet the demographic standard if they have two or more EJ indicators for minority, age, poverty, and unemployment. Staff defines the EJ indicator thresholds as:

1. A minority subset represents more than 30 percent of a given city's population.

³ Pastor Jr., Manuel (University of Southern California), Rachel Morello-Frosch (University of California, Berkeley), and James Sadd (Occidental College). 2010. [Air Pollution and Environmental Justice: Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making](https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf). California Air Resources Board. Accessed September 29, 2023. Available at <https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf>

⁴ A *nonattainment* area is a geographic area that does not meet the Ambient Air Quality Standards (state, national, or both) for a given pollutant. See "[Maps of State and Federal Area Designations](https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations)." California Air Resources Board. Accessed September 29, 2023. Available at <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

⁵ Ibid.

2. The percentage of people living in a city who are younger than 5 years of age, or who are 65 years of age or older, is more than 1.2 times (more than 20 percent higher than) the state average for those age categories.
3. A city's poverty rate exceeds the state average poverty rate.
4. The city (or county if city data are unavailable) unemployment rate exceeds the state average unemployment rate.

The demographic standard uses the U.S. Census Bureau's American Community Survey five-year estimates⁶ on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data⁷ on unemployment. Specifically, this LHI Report uses both city-level⁸ and county-level⁹ unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

Staff finds that 14 of the 21 communities where these projects are located meet the criteria for high-risk communities since they meet both the environmental and demographic standards. In Table 3, a **bold** number followed by an asterisk (*) indicates categories that exceed a given EJ indicator threshold. A city/county name in **bold**, followed by a dagger (†), indicates a high-risk community.

Table 3: EJ Indicators by Project Location City Demographic

Site Location	American Indian and Alaska Native (2021)	Asian (2021)	Black or African American (2021)	Hispanic or Latino (Any Race) (2021)	Native Hawaiian and Pacific Islander (2021)	Under 5 Years of Age (2021)	65 Years of Age and Over (2021)	Below Poverty Level (2021)	Unemployment (August 2023)
California	0.9%	14.9%	5.7%	39.5%	0.4%	6.0%	14.4%	12.3%	5.1%
EJ Indicator Threshold	30%	30%	30%	30%	30%	7.2%	17.3%	12.3%	5.1%
Alpine CDP†	0.3%	2.7%	1.4%	15.5%	0.5%	6.3%	17.6%	9.0%	7.5%

6 American Community Survey codes DP05 and S1701 were used to find data. See "[Explore Census Data](#)." U.S. Census Bureau. Accessed September 22, 2023. Available at <https://data.census.gov/cedsci/>.

7 Overview page with data from most recent and previous months: "[Unemployment Rate and Labor Force](#)." Employment Development Department. Accessed September 22, 2023. Available at <https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>.

8 Most recent data only: "[Monthly Labor Force Data for Cities and Census Designated Places \(CDP\)](#)." Employment Development Department. Accessed September 22, 2023. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls>.

9 Most recent data only: "[Monthly Labor Force Data for Counties](#)." Employment Development Department. Accessed September 22, 2023. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>.

Site Location	American Indian and Alaska Native (2021)	Asian (2021)	Black or African American (2021)	Hispanic or Latino (Any Race) (2021)	Native Hawaiian and Pacific Islander (2021)	Under 5 Years of Age (2021)	65 Years of Age and Over (2021)	Below Poverty Level (2021)	Unemployment (August 2023)
Anaheim city†	0.7%	17.3%	2.7%	54.0%	0.4%	6.1%	11.8%	13.0%	4.1%
Arcadia city†	0.2%	56.9%	1.6%	15.5%	0.8%	4.8%	19.0%	8.9%	4.5%
Buena Park city†	1.3%	32.5%	2.7%	39.0%	0.2%	5.9%	13.9%	9.8%	4.2%
Chino Hills city	0.5%	38.6%	4.4%	27.3%	0.1%	6.4%	12.2%	6.9%	3.7%
Hesperia city†	0.9%	2.5%	3.6%	60.6%	0.2%	7.5%	10.6%	18.9%	6.6%
Industry city†	0.0%	6.1%	1.6%	54.9%	0.0%	10.2%	13.5%	8.1%	6.7%
Ladera Ranch CDP	0.5%	14.0%	1.1%	11.9%	0.5%	9.2%	6.6%	2.5%	3.9%
Loma Linda city†	1.2%	25.4%	9.2%	24.9%	1.1%	3.9%	18.9%	13.6%	4.2%
Los Angeles city†	0.9%	11.7%	8.6%	48.4%	0.2%	5.5%	12.9%	16.6%	6.2%
March AFB CDP†	0.0%	12.0%	3.7%	26.7%	0.0%	1.7%	35.3%	20.2%	0.0%
Norco city	0.5%	3.6%	4.5%	34.6%	0.1%	4.2%	13.9%	4.6%	4.3%
Ontario city†	1.4%	7.0%	5.7%	69.9%	0.3%	6.8%	9.8%	13.0%	4.6%
Rancho Mirage city†	0.8%	4.7%	1.7%	12.9%	0.1%	1.4%	50.0%	11.3%	7.7%
Sacramento city	0.8%	19.0%	13.4%	28.9%	1.8%	6.3%	13.3%	14.8%	5.0%
Sacramento County	0.7%	16.9%	9.7%	23.8%	1.1%	6.3%	14.1%	13.3%	4.7%
San Bernardino city†	1.0%	3.9%	12.5%	67.6%	0.3%	6.9%	9.4%	20.9%	6.5%

Site Location	American Indian and Alaska Native (2021)	Asian (2021)	Black or African American (2021)	Hispanic or Latino (Any Race) (2021)	Native Hawaiian and Pacific Islander (2021)	Under 5 Years of Age (2021)	65 Years of Age and Over (2021)	Below Poverty Level (2021)	Unemployment (August 2023)
Santa Barbara city†	0.7%	3.7%	1.7%	36.2%	0.1%	4.8%	19.0%	12.9%	3.4%
Santa Maria city†	1.7%	4.7%	1.2%	77.4%	0.0%	9.6%	10.1%	12.8%	4.3%
Thousand Oaks city	0.5%	9.8%	1.7%	19.4%	0.1%	5.1%	19.4%	6.6%	4.5%
Torrance city	0.5%	37.1%	3.3%	19.6%	0.2%	5.8%	16.7%	7.2%	4.5%

Sources: CEC staff, Employment Development Department, and U.S. Census Bureau.

Summary

If funded, the proposed projects would result in an expanded supply of conveniently accessible EV charging infrastructure for high mileage on-demand transportation services, car sharing enterprises, car rental agencies, and the public. This expansion will achieve emissions reductions by encouraging residents to switch from gas-powered vehicles to EVs.

Based on EJSM standards, CEC staff has identified 14 out of 21 communities where these projects are located as high-risk communities. These communities are at a higher risk of adverse health effects from pollution. However, staff found no indication that the projects identified in this LHI Report would negatively affect community health. Staff does not anticipate a significant increase in local pollutants, and the project awardees identify no major construction that would generate criteria emissions or pollutants. In fact, these proposed projects may create a net benefit for the surrounding communities, by reducing harmful criteria air pollutants, toxic air contaminants, and greenhouse gases (GHGs) that contribute to climate change.

GLOSSARY

Term	Definition
California Code of Regulations (CCR)	The official compilation and publication of the regulations adopted, amended, or repealed by state agencies under the Administrative Procedure Act (APA). Properly adopted regulations that have been filed with the Secretary of State have the force of law.
California Environmental Quality Act (CEQA)	A statute that requires state and local agencies to identify the significant environmental impacts of their actions and avoid or reduce those impacts, if feasible.
CalEnviroScreen	A screening tool that evaluates and ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions.
Carbon monoxide (CO)	A colorless, odorless, highly poisonous gas formed by the incomplete combustion of certain fuels, including gasoline.
Census Designated Places	A statistical entity defined by the U.S. Bureau representing closely settled, unincorporated communities that are locally recognized and identified by name. The statistical equivalents of incorporated places.
Census Place	A legally bounded entity such as an incorporated city or a town with a functioning governmental structure.
Criteria air pollutant	An air pollutant for which acceptable levels of exposure can be determined and for which the U.S. Environmental Protection Agency has set an ambient air quality standard. Examples include ozone (O ₃), carbon monoxide (CO), nitrogen oxides (NO _x), sulfur oxides (SO _x), and particulate matter (PM ₁₀ and PM _{2.5}).
Direct-current fast charger (DCFC)	High-speed charger for electric vehicles. DC fast charging uses direct current (DC) and can provide more power than either Level 1 or Level 2 charging.
Electric vehicle (EV)	A vehicle that is powered partly or completely by electricity. This often refers to battery-electric vehicles, which have no engine and store all the energy in batteries. The term can also include other vehicle types, such as plug-in hybrids.

Term	Definition
Environmental justice (EJ)	The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Environmental Justice Screening Method (EJSM)	An approach that combines environmental and demographic indicators to inform agency outreach and engagement practices regarding environmental justice.
Grant Funding Opportunity (GFO)	Where the California Energy Commission offers applicants an opportunity to receive grant funding for projects meeting certain requirements.
Internal combustion engine (ICE)	An engine in which fuel is burned inside the engine. A car's gasoline engine or rotary engine is an example of a internal combustion engine. It differs from engines having an external furnace, such as a steam engine.
Localized health impacts (LHI)	Potential health impacts to communities.
Medium-duty and heavy-duty (MDHD)	Classes 4–6 medium-duty trucks generally weigh between 14,000 and 26,000 pounds. Classes 7 and 8 heavy-duty trucks weigh between 26,001 and 33,000 pounds.
Nitrogen oxides (NO _x)	A general term including nitric oxide (NO), nitrogen dioxide (NO ₂), and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation.
Notice of proposed awards (NOPA)	A document identifying projects that are proposed to receive funding under a California Energy Commission funding opportunity, such as a Grant Funding Opportunity.
Particulate matter (PM)	Any material besides pure water that exists in a solid or liquid state in the atmosphere. The size of particulate matter can vary from coarse, wind-blown dust particles to fine particles resulting from combustion.
PM _{2.5}	Particulate matter with particles 2.5 microns in diameter or smaller. Also called "fine particulate matter."
PM ₁₀	Particulate matter with particles 10 microns in diameter or smaller. Also called "coarse particulate matter."
Short ton	An Imperial unit of mass equal to 2,000 pounds.

Term	Definition
Sulfur oxides (SO _x)	A group of pungent, colorless gases formed primarily by the combustion of sulfur-containing fossil fuels, especially coal and oil. Considered major air pollutants, sulfur oxides may impact human health and damage vegetation.
Toxic air contaminant	An air pollutant, identified in California Air Resources Board regulations, which may cause negative health effects even at very low concentrations.
Transport network company (TNC)	A company providing prearranged transportation services for compensation using an online-enabled application or platform (such as smart phone apps) to connect drivers using their personal vehicles with passengers.
Vehicle miles traveled (VMT)	The miles traveled by motor vehicles over a specified length of time (e.g., daily, monthly or yearly) or over a specified road or transportation corridor.
Volatile organic compound (VOC)	Closely related to the term "reactive organic gas" (ROG). VOCs are carbon-containing compounds that evaporate into the air (with a few exceptions), and often have an odor. VOCs contribute to the formation of smog, and/or may themselves be toxic. Some examples include gasoline, alcohol, and the solvents used in paints.
Zero-emission vehicle (ZEV)	A vehicle that produces no emissions from the onboard source of power. Common examples are battery-electric vehicles and fuel-cell electric vehicles.

Sources: California Air Resources Board, CEC Energy Glossary, University of Michigan School of Public Health, U.S. Department of Transportation, U.S. Census Bureau, and U.S. Environmental Protection Agency