



**CALIFORNIA
ENERGY COMMISSION**



**CALIFORNIA
NATURAL
RESOURCES
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California Energy Commission

STAFF REPORT

Localized Health Impacts Report

**Selected Projects Awarded Funding Through
the Clean Transportation Program Under
Solicitation LHI GFO-21-601 Charging Access
for Reliable On-Demand Transportation
Services (CARTS)**

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ABSTRACT

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Clean Transportation Program. 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.” Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013) reauthorizes the Clean Transportation Program to January 1, 2024.

Assembly Bill 118 also directs the California Air Resources Board (CARB) to develop guidelines to ensure air quality improvements. CARB’s Air Quality Improvement Program Guidelines, approved in 2008, are published in the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1, AB 118 Air Quality Guidelines for the Clean Transportation Program*. The guidelines require the California Energy Commission, as the funding agency, to analyze the localized health impacts of Clean Transportation Program funded projects that require a permit (California Code of Regulations Section 2343).

This Localized Health Impacts Report analyzes and reports on the potential health impacts to communities from projects seeking California Energy Commission funding under Grant Solicitation GFO-21-601. This initiative seeks to support electric vehicle charging infrastructure for high mileage on-demand transportation services. Information submitted by awardees is used in this report to help identify communities at a higher risk of adverse health effects from pollution. Under California Code of Regulations Section 2343, this report is available for public comment for 30 days before the approval of projects at a publicly noticed business meeting.

Keywords: Air pollution, air quality improvement program (AQIP), California Air Resources Board (CARB), Assembly Bill (AB) 118, California Environmental Quality Act (CEQA), environmental justice (EJ) indicators, electric vehicle (EV), Environmental Justice Screening Method (EJSM), localized health impacts (LHI), zero-emission vehicle (ZEV)

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EXECUTIVE SUMMARY

The California Energy Commission's (CEC) Clean Transportation Program (CTP) provides funding to support innovation and accelerate the development and implementation of advanced transportation and fuel technologies. Under the California Code of Regulations, Title 13, (California Code of Regulations Section 2343), this Localized Health Impacts Report describes electric vehicle (EV) charging infrastructure projects proposed for funding that may require a conditional or discretionary permit or environmental review. These permits include conditional-use permits, air-quality permits, wastewater permits, hazardous waste disposal permits, and other land-use entitlements. Since ministerial-level permits do not assess public health-related pollutants, staff does not assess projects requiring only ministerial-level permits in this report.

The CEC is required to assess the local health impacts of projects proposed for CTP funding. This report focuses on the potential health impacts to communities from project-related emissions or pollution. Project locations where communities potentially have a higher risk of adverse health impacts from pollution are identified as "high-risk community project locations." High-risk communities are identified using demographic data with environmental data for air quality from the California Air Resources Board.

Environmental justice communities, low-income communities, and minority communities are considered the most impacted by any project that could result in increased criteria and toxic air pollutants within an area. Preventing or minimizing health-risks from pollution is vital in any community, but it is especially important for communities considered to be at high risk due to preexisting poor air quality and other prevalent factors.

CEC staff proposes 10 projects for CTP grant funding awards under Solicitation GFO-21-601, titled "Charging Access for Reliable On-Demand Transportation Services (CARTS)." This initiative seeks to expand the availability of EV charging infrastructure for high-mileage on-demand transportation services including ride-hailing, taxis, and meal or grocery delivery in California. Staff analyzes localized health impact information submitted by the project awardees. Based on project site information provided by the awardees, proposed project site locations in Huron, Los Angeles, Ontario, and Stockton meet the criteria for high-risk communities. Community members near these sites may be at a higher risk of adverse health impacts from pollution. Staff does not anticipate a net increase in the pollution burden for the communities where these projects are located.

CHAPTER 1:

Project Proposed for Funding

Background

On August 31, 2021, the California Energy Commission (CEC) released a competitive grant solicitation titled “Charging Access for Reliable On-Demand Transportation Services (CARTS)” (GFO-21-601). GFO-21-601 offered Clean Transportation Program (CTP) grant funding for projects that develop EV charging infrastructure for high-mileage on-demand transportation services including ride-hailing, taxis, and meal or grocery delivery. This solicitation will support the transition of delivery service and transportation network company (TNC) fleets to electric vehicles (EVs) which helps reduce criteria air pollutants and greenhouse gas (GHG) emissions in California. As required by California Code of Regulations (CCR) Section 2343, this Localized Health Impacts Report (LHI report) analyzes the potential community health impacts near the CTP-funded projects and is made publicly available at least 30 days before approval at a publicly noticed meeting.

Projects Selected

On February 14, 2022, the CEC posted a notice of proposed award (NOPA)¹ identifying the projects awarded grant funding. This LHI report assesses the project locations chosen by each of the 10 GFO-21-601 applicants (awardees) identified in the NOPA. Table 1 lists the proposed project location(s) for each of the awardees and the corresponding environmental justice (EJ) indicators.² EJ indicator definitions are in Appendix A of this LHI report.

Table 1: Project Details Along With EJ Indicators

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
AMPLIFY Power, Inc.	Robust Airport Charging for Electric Ride Hail Fleets "RACER" Project	5455 W 111th St, Los Angeles, CA 90045	Poverty, Minority, Unemployment
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in NorCal	780 S. Airport Blvd., San Francisco, CA, 94128	Minority
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in NorCal	1 Airport Drive, Oakland, CA, 94621	Poverty
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in NorCal	160 14th St., San Francisco, CA 94122	Minority
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in SoCal	1 World Way, Los Angeles, CA 90045	Poverty, Minority, Unemployment

1 See [notice of proposed award](https://www.energy.ca.gov/sites/default/files/2022-02/GFO-21-601_NOPA_Cover_Letter_2022-02-14_ADA.pdf), https://www.energy.ca.gov/sites/default/files/2022-02/GFO-21-601_NOPA_Cover_Letter_2022-02-14_ADA.pdf.

2 [EJ indicators](https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen) developed by the U.S. EPA, Office of Policy. Available at <https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen>. See Appendix A for staff definitions.

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in SoCal	1000 Elysian Park Avenue; Los Angeles, 90026	Poverty, Minority, Unemployment
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in SoCal	404 South Figueroa St., Los Angeles, CA 90071	Poverty, Minority, Unemployment
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in SoCal	1850 W. Empire Avenue, Burbank, CA 91504	Unemployment
EV Go Services, LLC	Bay Area Twin Hubs On Demand Electrification Project	2860 16th St., San Francisco, CA 94103	Minority
EV Go Services, LLC	Bay Area Twin Hubs On Demand Electrification Project	1201 Marina Blvd., San Leandro, CA 94577	Minority
EV Go Services, LLC	Los Angeles Twin Hubs On Demand Electrification Project	3029 S Robertson Blvd, Los Angeles, CA 90034	Poverty, Minority, Unemployment
EV Go Services, LLC	Los Angeles Twin Hubs On Demand Electrification Project	1876 S La Brea Ave, Los Angeles, CA 90019	Poverty, Minority, Unemployment
FreeWire Technologies	Enabling TNC EV Adoption Through the Deployment of Battery-Integrated DC Fast Chargers in Central California	1243 W March Ln, Stockton, CA 95207	Poverty, Minority, Unemployment
FreeWire Technologies	Enabling TNC EV Adoption THROUGH the Deployment of Battery-Integrated DC Fast Chargers in Central California	8696 Greenback Ln, Orangevale, CA 95662	None
KIGT, Inc.	Driver-centric Charging Model to Accelerate TNC EV Adoption and Support Disadvantaged Communities	3351 N Centre Lake Dr, Ontario, CA 91761	Poverty, Minority, Unemployment
TeraWatt Infrastructure, LLC	SNAREV - Santa Ana Airport (SNA) Ride-Hail Electric Vehicle Charging Depot	2701 S. Birch Street in Santa Ana, CA 92707	Minority
The LEAP Institute	LEAP DCFC Supported by DER in Huron, CA	17010 Apple Ave., Huron, CA 93234	Poverty, Minority, Unemployment
Zeco Systems, Inc. dba Shell EV Charging Solutions Americas	Project LATCH (Los Angeles TNC Charging Hubs)	1201 S Figueroa St, Los Angeles, CA 90015	Poverty, Minority, Unemployment
Zeco Systems, Inc. dba Shell EV Charging Solutions Americas	Project LATCH (Los Angeles TNC Charging Hubs)	1526 East 4th St., Los Angeles, CA 90033	Poverty, Minority, Unemployment

Source: California Energy Commission 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 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](#) is at <https://www.energy.ca.gov/altfuels/documents/>.

The CEC encourages comments by email. Please include your name or 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.

The public can email comments to FTD@energy.ca.gov or send them 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 Description

As part of the GFO-21-601 process for selecting projects, applicants must provide LHI information for their proposed project and location. This chapter summarizes the LHI information submitted by the awardees regarding the expected impact of their project on local communities and the outreach efforts they have made to engage disadvantaged communities³ or other local communities. Disadvantaged communities are identified by the awardees using the CalEnviroScreen⁴ screening tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities facing the burdens of pollution and socioeconomic disadvantage.

AMPLY Power, Inc.

AMPLY’s proposed project, titled “Robust Airport Charging for Electric Ride Hail Fleets ‘RACER’ Project,” will deploy 48 direct current (DC) fast charger spots available exclusively for ride-hail and taxi fleets at Los Angeles International Airport (LAX). The charging hubs will take up two double parking rows or 64 parking spaces. This project is designed to be modular to allow flexible scaling of charging hub installation to meet future projected demand for rideshare EVs. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions, as shown in Table 2.

Table 2: AMPLY Power’s Estimated Aggregate Avoided Emissions Under Full Utilization (in metric tons)

Pollutant	2030	2035	2040
CO ₂ e	207,546	396,352	585,158
PM _{2.5}	0.695	1.257	1.819
NO _x	17.907	34.754	51.616

Source: AMPLY Power, Inc.

AMPLY has established several outreach channels to communicate important project details to stakeholders. This outreach will be accomplished through partnerships with Los Angeles Cleantech Incubator (LACI), Breathe SoCal, Uber, and Lyft to develop the following activities and materials to educate and engage TNC drivers on EVs and the availability of the project EV chargers:

- LACI will publish website links, social media posts, and email marketing on the project and host four promotional events.

³ Disadvantaged communities are identified using the CalEnviroScreen tool, which ranks U.S. Census tracts based on geographic, socioeconomic, public health, and environmental hazard criteria.

⁴ See [Office of Environmental Health Hazard Assessment website](https://oehha.ca.gov/calenviroscreen), <https://oehha.ca.gov/calenviroscreen>.

- Breathe SoCal, a Southern California nonprofit organization working to provide clean air education and awareness, will host a panel discussion, conduct town hall meetings, and create promotional materials for the project.
- AMPLY will use email campaigning including educational materials, host an educational webinar for TNC drivers, and publish a press release through social media.

ChargePoint (Northern California)

ChargePoint’s proposed project, titled “Scalable Approach to EV Infrastructure for TNCs in NorCal,” will install DC fast chargers for TNCs at San Francisco International Airport (SFO) and Oakland International Airport (OAK) and 12 DC fast chargers at a high-traffic site in the Mission District, San Francisco. The quantity and power levels of the chargers to be deployed at the airport sites are still being assessed at the time of the NOPA release. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions, as shown in Table 3.

Table 3: ChargePoint’s (NorCal) Estimated Avoided Emissions (in Metric Tons)

Pollutant	Year 1	Year 2	Year 3	Year 4	Year 5	Total
CO2e	286	409	585	837	1,088	3,206
PM _{2.5}	5	8	11	16	20	60
NOx	164	234	335	479	623	1,836

Source: ChargePoint

ChargePoint will perform outreach beginning in 2023 by working with Uber and its marketing team to advertise the benefits of EV driving and the availability of the new chargers, discounted charging rates, and other EV incentives.

ChargePoint (Southern California)

ChargePoint’s proposed project, titled “Scalable Approach to EV Infrastructure for TNCs in SoCal,” will install DC fast chargers for TNCs at LAX and three other high-traffic sites in Southern California. Six DC fast chargers are expected to be deployed at each site. The quantity and power levels of the chargers to be deployed at the airport site are still being assessed at the time of the NOPA release. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions, as shown in Table 4.

Table 4: ChargePoint’s (SoCal) Estimated Avoided Emissions (in Metric Tons)

Pollutant	Year 1	Year 2	Year 3	Year 4	Year 5	Total
CO2e	209	299	428	612	796	2,345
PM _{2.5}	5	8	11	16	20	60
NOx	7	10	14	20	26	77

Source: ChargePoint

ChargePoint will perform outreach beginning in 2023 by working with Uber and its marketing team to advertise the benefits of EV driving and the availability of the new chargers, discounted charging rates, and other EV incentives.

EVgo Services, LLC (Bay Area)

EVgo Services' (EVgo's) proposed project, titled "Bay Area Twin Hubs On Demand Electrification Project," will deploy DC fast chargers for TNCs at two sites in the Bay Area. The San Francisco site will have 18 DC fast charging stalls dedicated to Cruise, an autonomous car company piloting on-demand passenger transportation and food delivery. An additional eight DC fast chargers will be collocated at this site and open for public use with optimization for TNC drivers. Four DC fast chargers will be dispatched to the San Leandro site near the OAK for public use. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions. Under full utilization, EVgo estimates a GHG emissions reduction between 7,200 and 9,600 metric tons of carbon dioxide equivalent (CO₂e) per year.

EVgo has a dedicated marketing team to support project marketing, education, outreach, and press releases. EVgo's marketing team uses a standardized outreach campaign for all new charging locations. When a site is commissioned and opens, EVgo promotes the site through different marketing and advertising initiatives, including digital media promotion and updating various charging mapping applications and websites.

EVgo Services, LLC (Los Angeles)

EVgo Services' (EVgo's) proposed project, titled "Los Angeles Twin Hubs On Demand Electrification Project," will dispatch DC fast chargers for TNCs at two sites in the Los Angeles area. The South Robertson Boulevard site will have 18 high-powered DC fast charger stalls and be accessible for rideshare and delivery drivers making the trek between West and East Los Angeles. Eight DC fast chargers will be deployed at the La Brea site for public use. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions. Under full utilization, EVgo estimates a GHG emissions reduction between 7,800 and 10,400 metric tons of CO₂e per year.

EVgo has a dedicated marketing team to support project marketing, education, outreach, and press releases. EVgo's marketing team uses a standardized outreach campaign for all new charging locations. When a site is commissioned and opens, EVgo promotes the site through different marketing and advertising initiatives, including digital media promotion and updating various charging mapping applications and websites.

FreeWire Technologies

FreeWire's proposed project, titled "Enabling TNC EV Adoption Through the Deployment of Battery-Integrated DC Fast Chargers in Central California," will deploy battery-integrated DC fast chargers for TNCs at sites in Orangevale (Sacramento County) and Stockton (San Joaquin County). The Orangevale and Stockton sites will host three and two DC fast chargers, respectively. The project is in collaboration with BP (British Petroleum) and Uber and will offer discounted charging rates for EV drivers on the Uber platform. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions.

FreeWire does not have direct plans for outreach. However, the project will be publicized through Uber via email communication, promotional charging rates, and in-app notifications.

KIGT, Inc.

KIGT’s proposed project, titled “Driver-centric Charging Model to Accelerate TNC EV Adoption and Support Disadvantaged Communities,” will deploy EV chargers at a site within one mile of the Ontario International Airport (ONT) for ride-hailing, taxi, and car-sharing services that serve the travelers to and from the airport. The charging station will host 170 KIGT Level 2 chargers and 10 DC fast chargers. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions. KIGT does support avoided emissions expectation with estimates, but they are not included in this report since they do not adequately delineate reduction estimates for this specific site.

KIGT will perform outreach by working with community-based organizations and San Bernadino County to provide awareness and education on the benefits of EV adoption, facts about EV operation and maintenance, low-income charger subsidies, and no-cost charging options for low-income EV users. KIGT will use email and signage to advertise its charging station and updating websites and applications that list charger availability for users.

TeraWatt Infrastructure, LLC

TeraWatt’s proposed project, titled “SNAREV — Santa Ana Airport (SNA) Ride-Hail Electric Vehicle Charging Depot,” will deploy EV charging infrastructure for ride-hailing fleet of Kaptyn, a premium ride-hailing service, in Santa Ana (Orange County). The proposed project will include 7 DC fast chargers and 12 Level 2 chargers. The project will indirectly replace an estimated 200 internal combustion engine (ICE) vehicles with EVs by augmenting the availability of EV charging infrastructure. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions, as shown in Table 5.

Table 5: TeraWatt’s Estimated Avoided Emissions (in Metric Tons)

Year	2023	2024
EV Fleet Size	100	200
CO₂e	2,173	4,345
NO_x	0.144	0.289
CO	4.83	9.65
PM	0.014	0.029

Source: TeraWatt

Outreach will include flyers and promotions at SNA and Kaptyn’s partner hotels, as well as a social media campaign on Facebook. These flyers and promotions will have educational information on air quality and the benefits of electrifying vehicles, including environmental impacts, community health improvements, and economic savings.

The LEAP Institute

The LEAP Institute’s (LEAP’s) proposed project, titled “LEAP DCFC Supported by DER in Huron, CA,” will deploy four DC fast chargers at a site in Huron (Fresno County) for the EV fleet of the Green Raiteros, a ride-sharing service supporting transportation for low-income residents in rural areas. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions, as shown in Table 6.

Table 6: LEAP’s Estimated Avoided Emissions Over 20 Years

Pollutant	Avoided Emissions (in metric tons)
CO ₂ e	874.13
NO _x	536.32
SO _x	12.07

Source: The LEAP Institute

Outreach will consist of public meetings and community surveys to gather input on the chargers and spread awareness of EVs and charging infrastructure. LEAP will also work with its public relations firm, Tzunu Strategies, to inform existing and potential drivers of charging opportunities and benefits of driving EVs.

Zeco Systems, Inc. DBA Shell EV Charging Solutions Americas

Shell’s proposed project, titled “Project LATCH (Los Angeles TNC Charging Hubs),” will dispatch at least six DC fast chargers for TNC and public fleets across two sites in Los Angeles. There will be no emissions associated with the project operations and will result in the reduction of criteria air pollutants and GHG emissions. Shell estimates a GHG emissions reduction of 862 metric tons of CO₂e per year.

Shell will use a variety of methods to promote awareness of EVs and the availability EV chargers. Its outreach plan includes attending and presenting at EV industry events. Outreach will also be promoted through its partnerships with LACI and EV Noire to facilitate the following activities: leverage the Uber platform to promote the availability of the new chargers and discounted charging rates, reach out to broader TNC networks to raise project awareness, and reach out to the community to advertise the availability of EV chargers and promote EV adoption.

CHAPTER 3:

Location Analysis

Under CCR Title 13 (CCR Section 2343), this LHI report describes projects proposed for Clean Transportation Program funding 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 assess public health-related pollutants, CEC staff does not assess projects requiring only ministerial-level permits in this report.

This LHI report analyzes the project locations by applying the Environmental Justice Screening Method (EJSM).⁵ A proposed project location must meet a two-part environmental and demographic standard for staff to identify it as a high-risk community project location. The environmental standard uses California Air Resources Board (CARB) air quality monitoring data on nonattainment⁶ status for areas with a high concentration of air pollutants. The demographic standard uses data from the California Employment Development Department’s *Monthly Labor Force Data*⁷ and the U.S. Census Bureau’s *American Community Survey*⁸ data on age, poverty, race, and unemployment.

Environmental Standard

Based on CARB air quality monitoring data,⁹ each project location is within a nonattainment zone for either ozone, particulate matter¹⁰ 2.5 microns in diameter or less (PM_{2.5}), or particulate matter 10 microns in diameter or less (PM₁₀). This finding indicates that there may be existing poor air quality where the proposed projects are located.

Demographic Standard

Staff finds that the proposed projects site locations in Huron, Los Angeles, Ontario, and Stockton meet the criteria for high-risk community project locations as they exceed the

5 CARB, *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

6 [Nonattainment area](https://ww3.arb.ca.gov/desig/adm/adm.htm) is a geographic area identified by the U.S. EPA or CARB or both as not meeting either National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards CAAQS standards for a given pollutant. See <https://ww3.arb.ca.gov/desig/adm/adm.htm>.

7 Employment Development Department [Labor Force Data](https://www.labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf), <https://www.labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>.

8 U.S. Census Bureau [American Community Survey](https://data.census.gov/cedsci/), <https://data.census.gov/cedsci/>.

9 See [CARB air quality monitoring data](https://ww3.arb.ca.gov/desig/adm/adm.htm), <https://ww3.arb.ca.gov/desig/adm/adm.htm>.

10 *Particulate matter* is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The number following “PM” represents particle size in micrometers.

demographic standard threshold for more than one EJ indicator (Table 7). The project locations also meet the environmental standard due to existing poor air quality.

Table 7: EJ Indicators by Project Location City Demographic

Site Location	Below Poverty (2019)	Black or African American (2019)	American Indian and Alaska Native (2019)	Asian and Native Hawaiian and Pacific Islander (2019)	Hispanic or Latino Race (2019)	Persons Under 5 Years of Age (2019)	Persons Over 65 Years of Age (2019)	Unemployment (January 2022)
California	11.8%	6.5%	1.6%	16.0%	39.4%	6.0%	14.8%	5.5%
EJ Indicator Threshold	11.8%	30%	30%	30%	30%	26.0%	34.8%	5.5%
Burbank	10.6%	3.3%	0.7%	11.8%	23.6%	5.3%	15.6%	6.1%*
Huron	41.3%*	0.3%	6.9%	0.0%	94.5%*	8.5%	7.0%	8.1%*
Los Angeles	16.9%*	8.8%	0.7%	12.0%	48.1%*	5.7%	12.9%	6.1%*
Oakland	13.9%*	27.2%	2.3%	18.2%	26.8%	6.4%	13.8%	4.3%
Ontario	13.3%*	5.8%	1.0%	6.6%	70.0%*	6.9%	9.5%	5.7%*
Orangevale	11.4%	13.4%	1.3%	6.1%	18.5%	6.0%	16.5%	5.4%
San Leandro	9.3%	10.3%	1.0%	36.3%*	26.6%	4.5%	16.4%	4.3%
Santa Ana	1.0%	0.6%	0.6%	12.3%	76.0%*	6.7%	9.8%	4.2%
Stockton	16.8%*	11.5%	0.7%	21.5%	43.5%*	7.4%	12.4%	7.3%*
San Francisco	10.3%	5.9%	0.8%	37.4%*	15.2%	4.5%	15.4%	3.4%

Sources: CEC staff, Employment Development Department, and U.S. Census Bureau. The city/county names in **bold** indicate a high-risk community, while the asterisk (*) next to the percentages indicate which categories exceed the EJ indicator threshold.

Summary

If funded, the proposed projects would result in expanded EV charging and infrastructure for high-mileage on-demand transportation services. The project will support the conversion and acceleration from conventionally fueled vehicles to EVs in both the light-duty vehicle and medium-/heavy-duty fleet spaces. As greater EV adoption takes place, there will be reductions in criteria air pollutants and GHG emissions in California.

Based on EJSM standards, staff has identified Huron, Los Angeles, Ontario, and Stockton locations as high-risk communities. This finding indicates that the communities near these proposed project locations are at a higher risk of adverse health effects from pollution.

However, 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. Staff's analysis found no indication that there would be adverse community health impacts associated with the identified projects in this LHI report as selected for Clean Transportation Program grant funding. Moreover, a net benefit from these proposed projects may be realized for the surrounding communities by reducing harmful criteria pollutants by supporting transportation electrification.

GLOSSARY

AIR QUALITY IMPROVEMENT PROGRAM — Established by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (Assembly Bill 118, Núñez, Chapter 750, Statutes of 2007), it is a voluntary incentive program administered by CARB to fund clean vehicle and equipment projects, research of biofuels production, and the air quality impacts of alternative fuels, and workforce training.

CALIFORNIA CODE OF REGULATIONS — 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 — 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.

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 (O₃), carbon monoxide (CO), nitrogen oxides (NO_x), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}).

DC FAST CHARGERS — Equipment that provides charging through a direct current plug, typically at a rate of 50 kilowatts or higher to make recharging of electric vehicles easier.

DISADVANTAGED COMMUNITIES — A designation by the California Environmental Protection Agency used to identify areas disproportionately affected by environmental pollution or hazards due to geographic, socioeconomic, public health, and environmental hazard present.

ENVIRONMENTAL JUSTICE — 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 — A screening approach for combining environmental and demographic indicators to inform agency outreach and engagement practices regarding environmental justice.

GRANT FUNDING OPPORTUNITY — Where the California Energy Commission offers applicants an opportunity to receive grant funding for projects meeting the solicitation requirements.

LEVEL 2 CHARGER — Equipment that provides charging through a 240-volt (typical in residential applications) or 208-volt (typical in commercial applications) alternative-current plug. This equipment requires a dedicated 40-amp circuit.

LOCALIZED HEALTH IMPACTS — Potential health impacts to communities.

METRIC TON — A unit of weight equal to 1,000 kilograms or 2,205 pounds.

PARTICULATE MATTER — 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 particle combustion products.

LIST OF ACRONYMS

AB	Assembly Bill
AQIP	Air Quality Improvement Program
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCR	California Code of Regulations
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CO	carbon monoxide
CO ₂	carbon dioxide
DC	direct current
EJ	environmental justice
EJSM	Environmental Justice Screening Method
EV	electric vehicle
GFO	grant funding opportunity
HC	hydrocarbons
LHI	localized health impact
NOPA	notice of proposed award
NO _x	nitrogen oxide
OEHHA	Office of Environmental Health Hazard Assessment
PM _{2.5}	particulate matter; 2.5 microns or smaller in diameter
PM ₁₀	particulate matter; 10 microns in diameter
RCNG	Renewable Compressed Natural Gas
SB	Senate Bill
SO _x	sulfur oxide
TNC	transportation network company
U.S. EPA	United States Environmental Protection Agency
VOC	volatile organic compound

APPENDIX A:

Localized Health Impacts Report Method

This LHI Report assesses the potential health impacts on communities from projects proposed to receive Clean Transportation Program funding. This LHI Report is prepared under the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR Section 2343)*:

“(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider EJ 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 the 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.”

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. This LHI report includes staff’s application of the EJSM developed by the U.S. EPA to help identify projects in areas where social vulnerability indicators, high exposure to pollution, and greater health risks are present.

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 standard:

Part 1 – Environmental Standard:

- Communities located within an air quality nonattainment zone for ozone, PM 2.5, or PM 10, as designated by CARB for criteria pollutants.

Part 2 – Demographic Standard:

- Communities having more than one of the following EJ indicators for (1) minority, (2) poverty, (3) unemployment, and (4) age. The EJ indicator thresholds is defined by staff as:
 - 1) A minority subset represents more than 30 percent of a given city’s population.
 - 2) A city’s poverty level exceeds the state average poverty level.
 - 3) The city (or county if city data is unavailable) unemployment rate exceeds the state average unemployment rate.

- 4) The percentage of people living in a city who are younger than 5 years of age or older than 65 years of age is 20 percent higher than the state average for persons under 5 years of age or over 65 years of age.