



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

**Selected Projects Awarded Funding Through
the Clean Transportation Program Under
Solicitation GFO-21-603 Reliable, Equitable,
and Accessible Charging for Multi-family
Housing (REACH)**

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California Energy Commission

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ABSTRACT

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-21-603. This initiative seeks to expand electric vehicle charging infrastructure at multifamily housing sites, particularly those in low-income and disadvantaged communities. 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.

Staff finds that 19 of 42 communities where these projects are located are high-risk communities. Community members near the proposed project 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 around these projects.

Keywords: Air pollution, air quality improvement program (AQIP), 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)

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TABLE OF CONTENTS

| | Page |
|---|------|
| Localized Health Impacts Report | i |
| Abstract | i |
| Table of Contents..... | iii |
| List of Tables | v |
| Executive Summary..... | 1 |
| CHAPTER 1: Projects Proposed for Funding | 3 |
| Background | 3 |
| Projects Selected..... | 4 |
| Table 1: Project Details Along With EJ Indicators..... | 4 |
| Public Comment..... | 9 |
| CHAPTER 2: Project Descriptions | 10 |
| Bay Area Air Quality Management District..... | 10 |
| ChargePoint, Inc. (Northern California)..... | 11 |
| ChargePoint, Inc. (Southern California)..... | 11 |
| CLEARresult Consulting Inc. | 11 |
| Table 2: CLEARresult Estimated Emissions Reductions Over Five Years | 12 |
| County of Los Angeles | 12 |
| East Bay Community Energy | 12 |
| Ecology Action | 13 |
| EV Charging Solutions, Inc..... | 13 |
| Table 3: EVCS Estimated CO ₂ Emissions Reductions | 14 |
| EVgo Services LLC (Northern California) | 14 |
| EVgo Services LLC (Southern California) | 14 |
| FLO Services USA, Inc. | 15 |
| GRID Alternatives Greater Los Angeles | 15 |
| Sacramento Municipal Utility District..... | 16 |
| CHAPTER 3: Location Analysis | 17 |
| Environmental Standard | 17 |
| Demographic Standard | 17 |
| Analysis Results | 18 |
| Table 4: EJ Indicators by Project Location City Demographic..... | 18 |
| Summary..... | 21 |
| Glossary | 23 |

List of Acronyms25
APPENDIX A: Localized Health Impacts Report Method.....1

LIST OF TABLES

| | Page |
|---|------|
| Table 1: Project Details Along With EJ Indicators | 4 |
| Table 2: CLEAResult Estimated Emissions Reductions Over Five Years..... | 12 |
| Table 3: EVCS Estimated CO ₂ Emissions Reductions | 14 |
| Table 4: EJ Indicators by Project Location City Demographic | 18 |

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 the multifamily housing (MFH) electric vehicle (EV) charging 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 13 projects for CTP grant funding awards under Solicitation GFO-21-603, titled "Reliable, Equitable, and Accessible Charging for Multi-Family Housing (REACH)." This initiative seeks to expand EV charging infrastructure at multifamily housing, enabling and encouraging residents to switch from gasoline vehicles to EVs. Staff analyzes localized health impact information submitted by the project awardees. Based on project site information provided by the awardees, 19 of 42 communities where these projects are located are considered high-risk communities. Community members near the proposed project 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:

Projects Proposed for Funding

Background

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 (CEC), as the funding agency, to analyze the localized health impacts of Clean Transportation Program (CTP) funded projects that require a permit (California Code of Regulations Section 2343).

On November 24, 2021, the CEC released a competitive grant solicitation titled “Reliable, Equitable, and Accessible Charging for multi-family Housing (REACH)” (GFO-21-603). GFO-21-603 offered CTP grant funding for projects that install electric vehicle (EV) chargers at multifamily homes, encouraging residents to adopt EVs. The solicitation requires that at least 50 percent of individual chargers be located in low-income and/or disadvantaged communities. GFO-21-603 will support switching from gasoline vehicles to EVs, which will reduce criteria air pollutants and greenhouse gas (GHG) emissions in California.

Please Note: This report has been revised. Added language appears in bold underline (**example**) and deletions appear in strikethrough (~~example~~). To effectively include access to the marked-up language for all users, please refer to the following key codes:

- “(bbu)” means begin bold underline text.
- “(ebu)” means end bold underline text.
- “(bst)” means begin strikethrough text.
- “(est)” means end strikethrough text.

Projects Selected

On May 11, 2022, the CEC posted a notice of proposed award (NOPA)¹ identifying the 13 projects awarded grant funding under GFO-21-603. 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.² EJ indicator definitions are in Appendix A of this LHI report, and EJ indicator analysis is in Table 4.

Note: Some awardees have not yet finalized their project locations, but have submitted potential locations for this LHI analysis. These are marked with a bold “**Potential**” in the table below. Amendment(s) to this LHI report, with a 30-day public comment period, will be released when specific sites are finalized.

Table 1: Project Details Along With EJ Indicators

| Proposed Awardee | Project Title | Project Location | EJ Indicator(s) |
|--|--|--|-------------------|
| Bay Area Air Quality Management District | Expanding Equitable EV Charging Access in the Bay Area | Potential: 1904 Adeline St, Oakland, CA 94607 | Poverty |
| Bay Area Air Quality Management District | Expanding Equitable EV Charging Access in the Bay Area | Potential: 802 Chesley Ave, Richmond, CA 94801 | Minority, Poverty |
| Bay Area Air Quality Management District | Expanding Equitable EV Charging Access in the Bay Area | Potential: 150 S 45th St, Richmond, CA 94804 | Minority, Poverty |
| Bay Area Air Quality Management District | Expanding Equitable EV Charging Access in the Bay Area | Potential: 2989 Pullman Ave, Richmond, CA 94804 | Minority, Poverty |
| Bay Area Air Quality Management District | Expanding Equitable EV Charging Access in the Bay Area | Potential: 680 S 37th St, Richmond, CA 94804 | Minority, Poverty |
| Bay Area Air Quality Management District | Expanding Equitable EV Charging Access in the Bay Area | Potential: 270 Curry St, Richmond, CA 94801 | Minority, Poverty |

1 See [notice of proposed award \(cover letter\)](https://www.energy.ca.gov/sites/default/files/2022-05/GFO-21-603_NOPA_Cover_Letter_2022-05-11_ada.docx), [https://www.energy.ca.gov/sites/default/files/2022-05/GFO-21-603_NOPA_Cover_Letter_2022-05-11_ada.docx](https://www.energy.ca.gov/sites/default/files/2022-05/GFO-21-603_NOPA_Result_Table_2022-05-11_ada.xlsx), and [notice of proposed award \(table of awardees\)](https://www.energy.ca.gov/sites/default/files/2022-05/GFO-21-603_NOPA_Result_Table_2022-05-11_ada.xlsx), https://www.energy.ca.gov/sites/default/files/2022-05/GFO-21-603_NOPA_Result_Table_2022-05-11_ada.xlsx.

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>.

| Proposed Awardee | Project Title | Project Location | EJ Indicator(s) |
|-----------------------------|---|---|---------------------------------|
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Northern California | Potential: 45 Newell Rd, East Palo Alto, CA 94303 | Minority, Poverty |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Northern California | Potential: 1475 Fillmore St, San Francisco, CA 94115 | Minority |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Northern California | Potential: 2570 3rd St, Sacramento, CA 95818 | Poverty |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Northern California | Potential: 385 14th St, Oakland, CA 95612 | Poverty |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Northern California | Potential: 1826 Poggi St, Alameda, CA 94501 | Minority |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Northern California | Potential: 25800 Industrial Blvd, Hayward, CA 94545 | Minority |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Southern California | Potential: 3883 Parkview Ln, Irvine, CA 92612 | Minority |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Southern California | Potential: 209 S Westmoreland Ave, Los Angeles, CA 90004 | Minority, Poverty, Unemployment |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Southern California | Potential: 1120 W 6th St, Los Angeles, CA 90017 | Minority, Poverty, Unemployment |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Southern California | Potential: 1501 E Grand Ave, Escondido, CA 92027 | Minority, Poverty |
| ChargePoint, Inc. | Replicable Approach to EV Charging for MFH Residents in Southern California | Potential: 540 N Central Ave, Glendale, CA 91203 | Poverty, Unemployment |
| CLEARresult Consulting Inc. | Scalable Charging to Enable Majority EV Ownership | 2000 Pennsylvania Ave, Fairfield, CA 94533 | (None) |
| CLEARresult Consulting Inc. | Scalable Charging to Enable Majority EV Ownership | 1515 Valdora St, Davis, CA 95618 | Poverty |

| Proposed Awardee | Project Title | Project Location | EJ Indicator(s) |
|----------------------------|---|--|---------------------------------|
| CLEAResult Consulting Inc. | Scalable Charging to Enable Majority EV Ownership | 1414 Olive Dr, Davis, CA 95616 | Poverty |
| CLEAResult Consulting Inc. | Scalable Charging to Enable Majority EV Ownership | 650 San Antonio Rd, Palo Alto, CA 94043 | Minority |
| CLEAResult Consulting Inc. | Scalable Charging to Enable Majority EV Ownership | 2321–2323 10th St, Berkeley, CA 94710 | Poverty |
| County of Los Angeles | Charging into the Future with Los Angeles County’s Public Housing Residents | 5028 West Ave L-12, Quartz Hill, CA 93536 | Minority |
| County of Los Angeles | Charging into the Future with Los Angeles County’s Public Housing Residents | 42051 51st St W, Quartz Hill, CA 93536 | Minority |
| County of Los Angeles | Charging into the Future with Los Angeles County’s Public Housing Residents | 26607 S Western Ave, Lomita, CA 90717 | Minority |
| County of Los Angeles | Charging into the Future with Los Angeles County’s Public Housing Residents | 851 E Via Carmelitos, Long Beach, CA 90805 | Minority, Poverty, Unemployment |
| East Bay Community Energy | East Bay Community Energy’s Multi-family Hotspot Fast Charging Hubs | 1044 C St, Hayward, CA 94541 | Minority |
| East Bay Community Energy | East Bay Community Energy’s Multi-family Hotspot Fast Charging Hubs | 300 Estudillo Ave, San Leandro, CA 94577 | Minority |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Alameda County | Minority |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Contra Costa County | (None) |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Fresno County | Minority, Poverty, Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Madera County | Minority, Poverty, Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Merced County | Minority, Poverty, Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Monterey County | Minority, Unemployment |

| Proposed Awardee | Project Title | Project Location | EJ Indicator(s) |
|-------------------------|--|--|---------------------------------|
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Sacramento County | Poverty |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: San Benito County | Minority, Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: San Joaquin County | Minority, Poverty, Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: San Mateo County | (None) |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Santa Clara County | Minority |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Santa Cruz County | Minority, Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Solano County | Unemployment |
| Ecology Action | Multifamily EV Accelerator Initiative | Potential: Stanislaus County | Minority, Poverty, Unemployment |
| EV Charging Solutions | EVCS Southern California EV Charging serves affordable housing | 1331 N Cahuenga Blvd, Los Angeles, CA 90028 | Minority, Poverty, Unemployment |
| EV Charging Solutions | EVCS Southern California EV Charging serves affordable housing | 1855 Industrial St, Los Angeles, CA 90021 | Minority, Poverty, Unemployment |
| EV Charging Solutions | EVCS Southern California EV Charging serves affordable housing | 1115 W Sunset Blvd, Los Angeles, CA 90012 | Minority, Poverty, Unemployment |
| EVgo Services LLC | Reliable Fast Charging Access for Multi-Family Housing – Northern California | 4060 Monterey Rd, San Jose, CA 95111 | Minority |
| EVgo Services LLC | Reliable Fast Charging Access for Multi-Family Housing – Northern California | 17599 Monterey Rd, Morgan Hill, CA 95037 | Minority |
| EVgo Services LLC | Reliable Fast Charging Access for Multi-Family Housing – Southern California | 11986 Bernardo Plaza Dr, San Diego, CA 92128 | Minority |
| EVgo Services LLC | Reliable Fast Charging Access for Multi-Family Housing – Southern California | 1310 W Baseline Rd, Rialto, CA 92376 | Minority, Poverty, Unemployment |

| Proposed Awardee | Project Title | Project Location | EJ Indicator(s) |
|---|--|--|---------------------------------|
| EVgo Services LLC | Reliable Fast Charging Access for Multi-Family Housing – Southern California | 1735 W Artesia Blvd, Gardena, CA 90248 | Minority, Poverty, Unemployment |
| EVgo Services LLC | Reliable Fast Charging Access for Multi-Family Housing – Southern California | 3300–3530 W Century Blvd, Inglewood, CA 90303 | Minority, Poverty, Unemployment |
| FLO Services USA, Inc. | EV Charging for Affordable Housing | 575 E Baseline St, San Bernardino, California 92410 | Minority, Poverty, Unemployment |
| FLO Services USA, Inc. | EV Charging for Affordable Housing | 950 N Valencia Ave, San Bernardino, California 92410 | Minority, Poverty, Unemployment |
| FLO Services USA, Inc. | EV Charging for Affordable Housing | 610 E Olive St, San Bernardino, CA 92410 | Minority, Poverty, Unemployment |
| FLO Services USA, Inc. | EV Charging for Affordable Housing | E Olive St, San Bernardino, CA 92410 | Minority, Poverty, Unemployment |
| GRID Alternatives Greater Los Angeles | GRID Alternatives REACH Program | 9800 Grape St, Los Angeles, CA 90002 | Minority, Poverty, Unemployment |
| GRID Alternatives Greater Los Angeles | GRID Alternatives REACH Program | 11965 Allin St, Culver City, CA 90230 | Unemployment |
| GRID Alternatives Greater Los Angeles | GRID Alternatives REACH Program | 1526 E 4th St, Los Angeles, CA 90033 | Minority, Poverty, Unemployment |
| Sacramento Municipal Utility District | ChargeReady Community | 4637 Underwood Way, Sacramento, CA 95823 | Poverty |
| Sacramento Municipal Utility District | ChargeReady Community | 7351 Stockton Blvd, Sacramento, CA 95823 | Poverty |
| (bst)Sacramento Municipal Utility District | ChargeReady Community | 2201 Northview Dr, Sacramento, CA 95833 | Poverty(est) |
| Sacramento Municipal Utility District | ChargeReady Community | 6010 34th St, North Highlands, CA 95660 | Poverty |
| Sacramento Municipal Utility District | ChargeReady Community | 5324 Hemlock St, Sacramento, CA 95841 | Poverty |
| (bst)Sacramento Municipal Utility District | ChargeReady Community | 2394 Glen Ellen Cir, Sacramento, CA 95822 | Poverty(est) |
| (bbu)Sacramento Municipal Utility District | ChargeReady Community | 631 F Street, Sacramento, CA 95814 | Poverty |

| Proposed Awardee | Project Title | Project Location | EJ Indicator(s) |
|---|-------------------------------------|---|-----------------------------|
| <u>Sacramento Municipal Utility District</u> | <u>ChargeReady Community</u> | <u>1616 F, Street Sacramento, CA 95814</u> | <u>Poverty</u> |
| <u>Sacramento Municipal Utility District</u> | <u>ChargeReady Community</u> | <u>6311 Sampson Blvd, Sacramento, CA 95824</u> | <u>Poverty</u> |
| <u>Sacramento Municipal Utility District</u> | <u>ChargeReady Community</u> | <u>6000 Lemon Hill Ave, Sacramento, CA 95824</u> | <u>Poverty</u> |
| <u>Sacramento Municipal Utility District</u> | <u>ChargeReady Community</u> | <u>5500 Sky Parkway, Sacramento, CA 95823</u> | <u>Poverty</u> |
| <u>Sacramento Municipal Utility District</u> | <u>ChargeReady Community</u> | <u>3335 Norwood Ave, Sacramento, CA 95838</u> | <u>Poverty</u> |
| <u>Sacramento Municipal Utility District</u> | <u>ChargeReady Community</u> | <u>3301 Norwood Ave, Sacramento, CA 95838</u> | <u>Poverty</u> (ebu) |

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 Descriptions

As part of the GFO-21-603 process for selecting projects, applicants must provide LHI information for their proposed project and location. This includes the expected impact of the project on local communities, and the outreach efforts the applicant has made to engage disadvantaged communities³ or other local communities. This chapter summarizes that information submitted by the awardees. 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.

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

Bay Area Air Quality Management District

Bay Area Air Quality Management District's (BAAQMD's) proposed project, titled "Expanding Equitable EV Charger Access in the Bay Area," will install EV chargers at urban and suburban multifamily housing properties across the San Francisco Bay Area region, focusing on the Oakland and Richmond/San Pablo regions. Sites have not yet been finalized. The project proposes 80 Level 1 chargers, 62 Level 2 chargers, and 6 direct current fast chargers (DCFCs). BAAQMD will also connect residents with incentives to purchase EVs, such as BAAQMD's Clean Cars for All Program. By providing EV charging and incentives for EV purchase, BAAQMD estimates that the project will result in the adoption of at least 250 EVs by the end of the project's operational period in 2030. This is projected to reduce greenhouse gas (GHG) emissions by at least 2,800 metric tons of carbon dioxide equivalent (CO₂e), and reduce about 1.8 metric tons of criteria and toxic air pollutants (nitrogen oxides, particulate matter, and reactive organic gases) throughout the project's five-year operational period.

The project team has conducted initial outreach with housing authorities, property owners, and community-based organizations (CBOs). Community engagement is a focus of the project and will be used, for instance, to inform charger type and configuration at each site. BAAQMD intends to use pre-project surveys and public forums to better understand EV interest and concerns, EV charger needs, number of EVs owned, transportation needs, and safety and vandalism risks, and to collect general comments. The project team will directly educate tenants on the project and on EV technology, and will help them access incentive programs to purchase new or used EVs, as mentioned above.

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>.

ChargePoint, Inc. (Northern California)

ChargePoint's proposed project, titled "Replicable Approach to EV Charging for MFH Residents in Northern California," will install Level 2 EV chargers on-site at multifamily housing. Sites have not yet been finalized, but ChargePoint plans to locate at least 75 percent of charging ports in disadvantaged and/or low-income communities, more than the minimum of 50 percent under the solicitation. The project proposes 62 dual-port and 130 single-port chargers, for a total of 254 charging ports. By enabling residents to switch to EVs, ChargePoint estimates that the project will reduce GHG emissions by 566,990 metric tons of CO₂e over the five-year agreement period. ChargePoint also expects that the project will reduce criteria air pollutants and toxic air contaminants.

Outreach methods will include email blasts, flyers, online webinars, social media and posting on partner websites. Outreach will be conducted on a quarterly basis, targeting 3,700 to 5,000 stakeholders throughout the region. The project team will hold interactive, educational events before and after charger installation at each site. Post-installation events will have at least one EV available for ride-and-drive. Bilingual presentations and take-home materials on EV adoption, incentives, ChargePoint app instructions and price comparisons of EV versus gasoline vehicles will be provided.

ChargePoint, Inc. (Southern California)

ChargePoint's proposed project, titled "Replicable Approach to EV Charging for MFH Residents in Southern California," will install Level 2 EV chargers on-site at multifamily housing. Sites have not yet been finalized, but ChargePoint plans to locate at least 75 percent of charging ports in disadvantaged and/or low-income communities, more than the minimum of 50 percent under the solicitation. The project proposes 62 dual-port and 130 single-port chargers, for a total of 254 charging ports (the same as the Northern California project). By enabling residents to switch to EVs, ChargePoint estimates that the project will reduce GHG emissions by 566,990 metric tons of CO₂e over the five-year agreement period. ChargePoint also expects that the project will reduce criteria air pollutants and toxic air contaminants.

Outreach methods will include email blasts, flyers, online webinars, social media and posting on partner websites. Outreach will be conducted on a quarterly basis, targeting 3,700 to 5,000 stakeholders throughout the region. The project team will hold interactive, educational events before and after charger installation at each site. Post-installation events will have at least one EV available for ride-and-drive. Bilingual presentations and take-home materials on EV adoption, incentives, ChargePoint app instructions and price comparisons of EV versus gasoline vehicles will be provided.

CLEAResult Consulting Inc.

CLEAResult's proposed project, titled "Scalable Charging to Enable Majority EV Ownership," will install a total of 100 on-site Level 2 EV chargers, distributed among five different multifamily housing (MFH) locations in Northern California. By allowing residents to switch from gasoline to EVs, CLEAResult estimates that the project will lower emissions over five years as shown in Table 2.

Table 2: CLEAResult Estimated Emissions Reductions Over Five Years

| Site | Gateway Village | Fox Creek | Olive Court | Palo Alto Gardens | 10th St Apartments |
|---|------------------------|------------------|--------------------|--------------------------|---------------------------|
| Housing Units | 56 | 36 | 24 | 156 | 8 |
| CO ₂ Emission Reduction (tons) | 132 | 85 | 56 | 368 | 19 |
| NO _x Emission Reduction (kg) | 116 | 75 | 50 | 323 | 17 |
| VOC Emission Reduction (kg) | 18 | 11 | 8 | 49 | 2.5 |

Source: CLEAResult Consulting Inc.

This results in a total of 660 tons less CO₂, 581 kg less nitrogen oxides (NO_x), and 88.5 kg less volatile organic compounds (VOCs) being emitted.

Outreach efforts will include at least one public webinar and case study that will provide information on project benefits, and will address language and accessibility barriers. CLEAResult will seek to develop relationships with resident “champions” to facilitate engaging with other residents. Residents at each property will be able to participate in at least one workshop to discuss the project, provide input, and have their concerns and questions about EV ownership addressed.

County of Los Angeles

Los Angeles County’s proposed project, titled “Charging into the Future with Los Angeles County’s Public Housing Residents,” will deploy 32 Level 2 chargers at four public-housing sites in the county. The project will use a solar canopy at one site and self-contained solar-powered chargers at two more, reducing grid dependence and GHG emissions. By encouraging residents to switch from gasoline vehicles to EVs, Los Angeles County predicts that the project will lower GHG emissions by 100.6 metric tons of CO₂e over the first three years. This includes 36.8 metric tons CO₂e at the Harbor Hills site, 39.9 metric tons CO₂e at the Lomitas site, and 12.0 metric tons CO₂e at each of the Quartz Hill sites. The project team did not submit details on how much criteria air pollutants or toxic air contaminants will be reduced, but stated that the project will have a net positive impact on health.

Outreach efforts will include mail flyers, email, voicemails, and online and in-person engagement. There will be at least one in-person event at each location. Materials will be targeted towards all residents, over 2,000 people, living within the housing developments. Topics will focus on the benefits of shifting from a gas-powered vehicle to an EV, the resources and incentives to help make purchasing a new or used EV more affordable, and the improvements to air quality, and in turn, health, as more drivers switch to EVs. There will also be surveys a year or more after chargers are installed.

East Bay Community Energy

East Bay Community Energy’s (EBCE’s) proposed project, titled “Multi-family Hotspot Fast Charging Hubs”, will install DCFCs at two public locations: 10 dual-port DCFCs at a parking

garage in Hayward and 11 dual-port DCFCs at a lot in San Leandro, for a total of 42 charging ports. The project will encourage MFH residents in the area to switch from gasoline to EVs, and EBCE plans to purchase 100 percent renewable electricity for the project, further lowering GHG emissions. EBCE estimates that the project will reduce GHG emissions by 50,591 metric tons of CO₂e over the first five years, and also reduce criteria air pollutants and toxic air contaminants.

MFH residents within a 5-mile radius of each fast charging hub will receive email announcements of the project and related resources. Outreach will include “EV 101” workshops (likely online and in-person), tabling at the San Leandro farmers market, and discount charging cards distributed to MFH residents who register an EV with EBCE.

Ecology Action

Ecology Action’s proposed project, titled “Multifamily EV Accelerator Initiative”, will install Level 1 and Level 2 EV chargers on-site at MFH complexes. Sites have not yet been selected. Ecology Action plans to choose 76 sites from 14 Northern California counties, including rural, medium-density, and high-density areas. The project team aims for 50 percent of sites to be in the Central Valley. Since the project will encourage MFH residents to switch from gasoline vehicles to EVs, Ecology Action estimates that it will reduce GHG emissions by 7,509 metric tons of CO₂ over the five-year period. The project team also expects a significant decrease in criteria air pollutants, such as NO_x, SO_x, and PM_{2.5}.

Outreach will be virtual and in-person (COVID-19 permitting), and will include flyers, online surveys, door-knocking, and workshops. Since applications for EV purchase incentives can take up to 3 to 5 months to be processed, the project team will seek to educate residents on these incentive programs even before chargers are installed. The project team also plans to hold events where MFH residents can see an EV or plug-in hybrid and learn how to start a charging session.

EV Charging Solutions, Inc.

EV Charging Solutions’ (EVCS’s) proposed project, titled “EVCS Southern California EV Charging serves affordable housing,” will install a total of 245 Level 2 chargers and 2 DCFCs. Chargers will be located on-site at three multifamily housing complexes in Los Angeles. The two DCFCs will also be open to the public. By encouraging MFH residents to switch from gasoline to EVs, EVCS expects the project to reduce GHG emissions. EVCS estimated GHG reductions based on two different assumptions for vehicle miles traveled per year, as shown in Table 3.

Table 3: EVCS Estimated CO₂ Emissions Reductions

| Annual Mileage Per Vehicle Scenario | Vehicles, Year 1 | Tons of CO ₂ Avoided | Vehicles, Year 2 | Tons of CO ₂ Avoided | Vehicles, Year 3 | Tons of CO ₂ Avoided |
|-------------------------------------|------------------|---------------------------------|------------------|---------------------------------|------------------|---------------------------------|
| 7,200 mi | 20 | 64 | 50 | 160 | 100 | 321 |
| 12,000 mi | 20 | 107 | 50 | 267 | 100 | 534 |

Source: EV Charging Solutions, Inc.

EVCS did not directly address criteria air pollutants or toxic air contaminants. As with other GFO-21-603 projects, however, CEC staff expects that the project will lower criteria and toxic air pollutants by increasing the use of EVs.

Outreach efforts will include attendance at community events, door-to-door leafletting, announcements on local media (English and Spanish), and an orientation event for at least 50 first-time EV drivers. EVCS plans to hire a local outreach coordinator from the community, and hire local high-school and community-college students to help contact residents. The project team also plans to help residents apply for EV incentive programs, such as CARB’s Clean Cars 4 All.

EVgo Services LLC (Northern California)

EVgo’s proposed project, titled “Reliable Fast Charging Access for Multi-Family Housing – Northern California,” will install DCFCs at two commercial properties. Some of the chargers will be dual-port. There will be 6 charging ports at the Seven Trees Shopping Center in San Jose and 4 in the center of Morgan Hill, for a total of 10 charging ports. While chargers will be open to the public, sites were chosen to be convenient for MFH residents to use while shopping, and MFH residents can reserve a charger in advance. The project will encourage residents to switch from gasoline to EVs, and EVgo will purchase 100 percent renewable electricity to further lower GHG emissions. EVgo estimates a reduction of 5,947 metric tons of CO₂ during the five-year period.

For other forms of pollution, EVgo stated only that the project will not add criteria pollutants and toxic air contaminants. As with other GFO-21-603 projects, however, CEC staff expects the project to lower criteria and toxic air pollutants by increasing the use of EVs.

Outreach will include handouts, mailers, training sessions, and distributing 100 free EVgo Plus memberships. EVgo plans to work with local community-based organizations (CBOs) to facilitate outreach, and may attend local events such as farmers markets.

EVgo Services LLC (Southern California)

EVgo’s proposed project, titled “Reliable Fast Charging Access for Multi-Family Housing – Southern California,” will install DCFCs at four commercial properties. Some of the chargers will be dual-port, and there will be a total of 28 charging ports. While chargers will be open to the public, sites were chosen to be convenient for MFH residents to use while shopping, and MFH residents can reserve a charger in advance. The project will encourage residents to

switch from gasoline to EVs, and EVgo will purchase 100 percent renewable electricity to further lower GHG emissions. EVgo estimates a reduction of 16,651 metric tons of CO₂ during the five-year period.

For other forms of pollution, EVgo stated only that the project will not add criteria pollutants and toxic air contaminants. As with other GFO-21-603 projects, however, CEC staff expects the project to lower criteria and toxic air pollutants by increasing the use of EVs.

Outreach will include handouts, mailers, training sessions, and distributing 200 free EVgo Plus memberships. EVgo plans to work with local CBOs to facilitate outreach, and may attend local events such as farmers markets.

FLO Services USA, Inc.

FLO's proposed project, titled "EV Charging for Affordable Housing," will install Level 2 EV chargers at four locations in San Bernardino. Three of the locations will be on-site at multifamily housing complexes, with off-site charging at the fourth location. There will be a total of 22 charging ports. The project will encourage residents to switch from gasoline to EVs, and will use distributed energy resources (DERs), such as solar panels and a battery storage system, to further reduce GHG emissions. For those reasons, FLO predicts the project will reduce GHG emissions by 2,675 metric tons CO₂e over five years. FLO also predicts the following reductions in criteria air pollutants and toxic air contaminants:

- NO_x: 1.109 metric tons
- PM_{2.5}: 0.021 metric tons (21 kg)
- PM₁₀: 0.025 metric tons (25 kg)
- ROG: 0.287 metric tons (287 kg)

Outreach will include distributing materials (such as flyers) explaining the benefits of EVs, and hosting group workshops and office hours (both of which will include information on available EV purchase incentives). Frequency of resident outreach is expected to be once per month, with approximately 10 percent of residents (32 residents) per event. FLO plans to gather feedback directly from residents to ensure issues are promptly addressed when they arise.

GRID Alternatives Greater Los Angeles

GRID Alternatives' proposed project, titled "GRID Alternatives REACH Program," will install Level 2 EV chargers at three MFH locations in Southern California. There will be a total of 30 charging ports. At one location, chargers will be open to the public during the day but reserved for residents at night. The project will encourage MFH residents to switch from gasoline vehicles to EVs, and will also install solar panels at one location, further lowering GHG emissions. GRID Alternatives predicts that the project will reduce GHG emissions by 1,198.4 metric tons CO₂e. They also predict a reduction in criteria air pollutants and toxic air contaminants.

Outreach will be geared toward informing residents of available EV purchase incentives, such as the CARB's Advanced Clean Cars programs. Outreach plans include regularly scheduled

presentations (both virtual and in-person, COVID-19 permitting), ride-and-drive events, web-based updates, and supporting residents in filling out applications.

Sacramento Municipal Utility District

Sacramento Municipal Utility District's (SMUD's) proposed project, titled "ChargeReady Community", will install Level 2 EV chargers on-site at six MFH communities. There will be a total of 108 charging ports. By encouraging residents to switch from gasoline vehicles to EVs, SMUD expects that the project will lower GHG emissions by 632.35 metric tons CO₂e over six years. If only wind electricity is used, this would deliver a greater reduction of 865.37 metric tons CO₂e. SMUD did not directly address criteria air pollutants or toxic air contaminants. As with other GFO-21-603 projects, however, CEC staff expects that the project will lower criteria and toxic air pollutants by increasing the use of EVs.

Outreach will include surveys before, during, and after construction. MFH site managers will be trained on equipment operation and serve as point of contact for residents. Customized education and marketing material will be designed in multiple languages and use resident feedback. Materials will include information on an electric car-sharing program available to residents.

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.

Environmental Standard

The environmental standard uses CARB air quality monitoring data on nonattainment⁶ status for areas with a high concentration of air pollutants.

Based on data for the year 2020,⁷ all projects are located in communities that meet the environmental standard, since they are located within a nonattainment zone for either ozone, particulate matter⁸ 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

The demographic standard uses the U.S. Census Bureau’s *American Community Survey*⁹ five-year estimates on age, poverty, and race, and the California Employment Development

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

8 *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.

9 Codes DP05 and S1701 were used to find data. See U.S. Census Bureau [American Community Survey](#), <https://data.census.gov/cedsci/>.

Department's *Unemployment Rate and Labor Force*¹⁰ monthly data on unemployment. Specifically, this LHI report uses city-level unemployment data¹¹ when available, and county-level unemployment data¹² otherwise. Unemployment data are not seasonally adjusted.

19 of the 42 communities (including potential locations) where these projects are located meet the demographic standard, since they exceed the threshold for two or more EJ indicators (Table 4).

Analysis Results

Staff finds that 19 of the 42 communities (including potential locations) where these projects are located meet the criteria for high-risk communities, since they meet both the environmental and demographic standards. In the table below, an asterisk (*) indicates categories that exceed a given EJ indicator threshold. The city/county names in **bold** indicate a high-risk community.

Table 4: EJ Indicators by Project Location City Demographic

| Site Location | American Indian and Alaska Native (2019) | Asian (2019) | Black or African American (2019) | Hispanic or Latino (Any Race) (2019) | Native Hawaiian and Pacific Islander (2019) | Under 5 Years of Age (2019) | 65 Years of Age and Over (2019) | Below Poverty Level (2019) | Unemployment (March 2022) |
|-------------------------------|--|--------------|----------------------------------|--------------------------------------|---|-----------------------------|---------------------------------|----------------------------|---------------------------|
| California | 0.8% | 14.5% | 5.8% | 39.0% | 0.4% | 6.2% | 14.0% | 13.4% | 4.2% |
| EJ Indicator Threshold | 30% | 30% | 30% | 30% | 30% | 26.2% | 34.0% | 13.4% | 4.2% |
| Alameda | 0.5% | 30.3%* | 7.4% | 12.8% | 0.3% | 6.0% | 15.7% | 7.3% | 2.7% |
| Alameda County | 0.7% | 30.1%* | 10.6% | 22.4% | 0.8% | 5.8% | 13.5% | 9.9% | 3.2% |
| Berkeley | 0.5% | 21.0% | 7.9% | 11.4% | 0.5% | 3.6% | 14.3% | 19.2%* | 2.6% |
| Contra Costa County | 0.5% | 16.7% | 8.7% | 25.6% | 0.5% | 5.7% | 15.4% | 8.7% | 3.5% |
| Culver City | 0.3% | 16.3% | 8.8% | 23.7% | 0.1% | 5.1% | 16.5% | 6.1% | 4.8%* |

10 [Unemployment Rate and Labor Force](https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html) (overview page; most recent and previous months available), <https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>.

11 [Monthly Labor Force Data for Cities and Census Designated Places \(CDP\)](https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls) (most recent month only), <https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls>.

12 [Monthly Labor Force Data for Counties](https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf) (most recent month only), <https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>.

| Site Location | American Indian and Alaska Native (2019) | Asian (2019) | Black or African American (2019) | Hispanic or Latino (Any Race) (2019) | Native Hawaiian and Pacific Islander (2019) | Under 5 Years of Age (2019) | 65 Years of Age and Over (2019) | Below Poverty Level (2019) | Unemployment (March 2022) |
|------------------------|--|--------------|----------------------------------|--------------------------------------|---|-----------------------------|---------------------------------|----------------------------|---------------------------|
| Davis | 0.4% | 22.9% | 2.2% | 13.6% | 0.3% | 3.5% | 11.3% | 29.8%* | 1.9% |
| East Palo Alto | 1.4% | 5.1% | 11.6% | 66.1%* | 4.6% | 7.6% | 6.9% | 13.5%* | 3.2% |
| Escondido | 1.0% | 7.1% | 2.2% | 51.7%* | 0.4% | 7.2% | 12.3% | 14.2%* | 3.1% |
| Fairfield | 0.5% | 16.9% | 15.2% | 29.3% | 1.3% | 7.3% | 12.2% | 8.6% | 4.2% |
| Fresno County | 1.2% | 10.3% | 4.8% | 53.1%* | 0.2% | 7.9% | 12.0% | 22.5%* | 6.9%* |
| Gardena | 0.6% | 24.9% | 22.5% | 39.3%* | 1.2% | 5.6% | 16.8% | 13.7%* | 4.7%* |
| Glendale | 0.2% | 16.2% | 1.8% | 17.5% | 0.1% | 4.9% | 17.6% | 13.5%* | 4.9%* |
| Hayward | 0.8% | 27.2% | 9.6% | 40.3%* | 2.2% | 6.0% | 12.1% | 8.4% | 3.7% |
| Ingle-wood | 1.1% | 2.1% | 40.9%* | 50.6%* | 0.5% | 6.3% | 12.3% | 16.8%* | 5.8%* |
| Irvine | 0.2% | 43.1%* | 1.7% | 10.3% | 0.2% | 6.4% | 10.2% | 13.4% | 2.9% |
| Lomita | 0.8% | 16.3% | 6.3% | 33.4%* | 0.3% | 7.9% | 17.3% | 10.5% | 2.2% |
| Long Beach | 1.1% | 13.1% | 12.7% | 42.6%* | 0.8% | 6.5% | 11.4% | 16.8%* | 5.0%* |
| Los Angeles | 0.7% | 11.6% | 8.9% | 48.5%* | 0.2% | 5.9% | 12.4% | 18.0%* | 5.0%* |
| Madera County | 1.6% | 2.1% | 3.2% | 57.8%* | 0.1% | 7.5% | 13.8% | 19.9%* | 6.4%* |
| Merced County | 0.9% | 7.5% | 3.2% | 59.6%* | 0.2% | 7.9% | 11.0% | 21.2%* | 8.3%* |
| Monterey County | 0.7% | 5.6% | 2.6% | 58.7%* | 0.5% | 7.3% | 13.2% | 13.1% | 7.6%* |
| Morgan Hill | 0.4% | 14.0% | 1.9% | 31.3%* | 0.1% | 6.7% | 14.0% | 4.7% | 3.0% |
| North Highlands | 0.8% | 6.8% | 12.9% | 26.2% | 0.1% | 7.9% | 11.5% | 25.0%* | 2.9% |
| Oakland | 0.9% | 15.5% | 23.8% | 27.0% | 0.6% | 6.3% | 13.1% | 16.7%* | 3.9% |
| Palo Alto | 0.3% | 32.5%* | 1.8% | 5.6% | 0.1% | 5.0% | 19.4% | 6.1% | 1.7% |
| Quartz Hill | 1.7% | 3.4% | 6.1% | 31.7%* | 0.3% | 6.1% | 15.1% | 13.4% | 4.2% |

| Site Location | American Indian and Alaska Native (2019) | Asian (2019) | Black or African American (2019) | Hispanic or Latino (Any Race) (2019) | Native Hawaiian and Pacific Islander (2019) | Under 5 Years of Age (2019) | 65 Years of Age and Over (2019) | Below Poverty Level (2019) | Unemployment (March 2022) |
|---------------------------|--|--------------|----------------------------------|--------------------------------------|---|-----------------------------|---------------------------------|----------------------------|---------------------------|
| Rialto | 0.6% | 2.6% | 13.0% | 74.3%* | 0.0% | 7.5% | 9.3% | 16.2%* | 4.8%* |
| Richmond | 0.5% | 15.4% | 20.2% | 42.5%* | 0.4% | 6.2% | 13.4% | 14.7%* | 4.0% |
| Sacramento | 0.7% | 18.9% | 13.2% | 28.9% | 1.7% | 6.6% | 13.1% | 16.6%* | 4.2% |
| Sacramento County | 0.7% | 15.7% | 9.8% | 23.2% | 1.1% | 6.5% | 13.7% | 14.7%* | 4.0% |
| San Benito County | 0.7% | 3.0% | 0.8% | 59.8%* | 0.1% | 6.4% | 12.5% | 8.4% | 5.3%* |
| San Bernardino | 0.7% | 4.1% | 14.3% | 65.2%* | 0.3% | 8.1% | 9.0% | 26.0%* | 5.5%* |
| San Diego | 0.5% | 16.7% | 6.4% | 30.3%* | 0.4% | 5.9% | 12.6% | 12.8% | 3.3% |
| San Francisco | 0.4% | 34.4%* | 5.2% | 15.2% | 0.4% | 4.5% | 15.4% | 10.3% | 2.5% |
| San Joaquin County | 0.6% | 15.6% | 7.0% | 41.4%* | 0.6% | 7.1% | 12.5% | 14.5%* | 5.7%* |
| San Jose | 0.6% | 35.9%* | 3.0% | 31.6%* | 0.5% | 6.1% | 12.5% | 8.7% | 2.6% |
| San Leandro | 0.7% | 34.7%* | 10.3% | 27.1% | 1.1% | 5.3% | 15.1% | 9.6% | 3.7% |
| San Mateo County | 0.4% | 28.7% | 2.3% | 24.4% | 1.4% | 5.7% | 15.8% | 6.7% | 2.3% |
| Santa Clara County | 0.5% | 36.5%* | 2.5% | 25.5% | 0.4% | 6.0% | 13.2% | 7.5% | 2.5% |
| Santa Cruz County | 0.5% | 4.8% | 1.1% | 33.6%* | 0.1% | 5.2% | 15.8% | 13.1% | 5.2%* |
| Solano County | 0.5% | 15.4% | 13.9% | 26.5% | 0.9% | 6.1% | 15.2% | 9.5% | 4.6%* |
| Stanislaus County | 0.8% | 5.5% | 3.0% | 46.3%* | 0.7% | 7.2% | 12.8% | 15.1%* | 5.7%* |

Sources: CEC staff, California Air Resources Board, 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 for MFH residents. This will achieve emissions reductions by encouraging residents to switch from gas-powered to EVs.

Based on EJSM standards, staff has identified 19 out of 42 communities where projects are located as high-risk communities. This finding indicates that the communities near the proposed project location 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 air pollutants, toxic air contaminants, and GHGs that contribute to climate change.

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 CHARGING — High-speed charging of electric vehicles. DC fast charging uses direct current (DC) and can provide more power than either Level 1 or Level 2 charging.

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 factors.

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 1 — The slowest category of electric-vehicle charging. Level 1 uses alternating current (AC) at standard North American household voltage (e.g., 120 volts).

LEVEL 2 — Medium-speed charging of electric vehicles. Level 2 uses alternating current (AC) at a higher voltage (e.g., 240 volts) than Level 1, providing more power.

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 particles resulting from combustion.

LIST OF ACRONYMS

| | |
|-------------------|--|
| AB | Assembly Bill |
| AQIP | Air Quality Improvement Program |
| CalEPA | California Environmental Protection Agency |
| CARB | California Air Resources Board |
| CBO | community-based organization |
| CCR | California Code of Regulations |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CO ₂ | carbon dioxide |
| CO ₂ e | carbon dioxide equivalent |
| EJ | environmental justice |
| EJSM | Environmental Justice Screening Method |
| EV | electric vehicle |
| GFO | grant funding opportunity |
| GHG | greenhouse gas |
| 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 |
| ROG | reactive organic gas (closely related to VOC) |
| SB | Senate Bill |
| SO _x | sulfur oxide |
| U.S. EPA | United States Environmental Protection Agency |
| VOC | volatile organic compound (closely related to ROG) |

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 to be considered a “high-risk community”:

Part 1 – Environmental Standard:

- Communities located within an air quality nonattainment zone for ozone, PM_{2.5}, or PM₁₀, as designated by CARB for criteria pollutants.

Part 2 – Demographic Standard:

- Communities having two or more 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.