



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

**Projects Awarded Funding Under Solicitation
GFO-23-606 — Charging Infrastructure for
Government Fleets**

November 2024 | CEC-600-2024-059-REV1

California Energy Commission

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DISCLAIMER

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PREFACE

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

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

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007), which created the Clean Transportation Program, also directed the California Air Resources Board (CARB) to develop guidelines to ensure the Clean Transportation Program improves air quality. CARB’s *AB 118 Air Quality Guidelines*, approved in 2008, are published in the California Code of Regulations (CCR), Title 13, Motor Vehicles, Chapter 8.1. Those guidelines require the California Energy Commission (CEC) to issue LHI Reports (13 CCR Section 2343):

“(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider environmental justice consistent with state law and complete the following:

“(A) For each fiscal year, the funding agency must publish a staff report for review and comment by the public at least 30 calendar days prior to approval of projects. The report must analyze the aggregate locations of the funded projects, analyze the impacts in communities with the most significant exposure to air contaminants or localized air contaminants, or both, including, but not limited to, communities of minority populations or low-income populations, and identify agency outreach to community groups and other affected stakeholders.

“(B) Projects must be selected and approved for funding in a publicly noticed meeting.”

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

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

ABSTRACT

This Localized Health Impacts Report describes the potential health impacts to communities from projects seeking California Energy Commission (CEC) funding under Grant Solicitation GFO-23-606. This grant initiative seeks to provide electric vehicle charging infrastructure for light-duty government fleets. Under California Code of Regulations Title 13, Section 2343, this report is available for public comment for 30 days before projects can be approved at a publicly noticed business meeting.

CEC staff has proposed 12 projects for Clean Transportation Program or similar grant funding awards under Solicitation GFO-23-606. Each of these projects has multiple locations. Based on project site information provided by the awardees, 20 of the 48 communities where these projects are located are considered high-risk communities. Staff does not anticipate a net increase in the pollution burden for the communities where these projects are located.

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

Please use the following citation for this report:

McKinny, Jana. November 2024. *Localized Health Impacts Report: Projects Awarded Funding Under Solicitation GFO-23-606 — Charging Infrastructure for Government Fleets*. California Energy Commission. Publication Number: CEC-600-2024-059-REV1.

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EXECUTIVE SUMMARY

The California Energy Commission's (CEC's) Clean Transportation Program provides funding to support innovation and accelerate the development and implementation of advanced transportation and fuel technologies. The CEC also provides funding from programs that are similar to but separate from the Clean Transportation Program. An example of a similar program is the funding described in Section 77 of the Budget Act of 2021 (Senate Bill 129, Skinner, Chapter 69, Statutes of 2021).

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

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

CEC staff proposes 12 projects for Clean Transportation Program or similar grant funding awards under Solicitation GFO-23-606, "Charging Infrastructure for Government Fleets." This initiative seeks to provide electric vehicle charging infrastructure for light-duty government fleets. Staff analyzed localized health impact information submitted by the project awardees. Based on project site information provided by the awardees, 20 of the 48 communities where proposed projects are located are considered high-risk. Community members near the proposed project sites may be at a higher risk of negative health impacts from pollution. However, staff does not anticipate a net increase in the pollution burden for the communities where these projects are located. Instead, staff expects the projects to reduce pollution levels.

CHAPTER 1:

Projects Proposed for Funding

Background

This solicitation uses the processes established under the Clean Transportation Program and Assembly Bill (AB) 118 (Núñez, Chapter 750, Statutes of 2007). AB 118, amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008), authorizes the California Energy Commission (CEC) 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 126 (Reyes, Chapter 319, Statutes of 2023) most recently reauthorized the Clean Transportation Program through July 1, 2035. Section 77 of the Budget Act of 2021 (Senate Bill 129, Skinner, Chapter 69, Statutes of 2021) provides funding that is related to but separate from the Clean Transportation Program.

On December 21, 2023, the CEC released a competitive grant solicitation, “Charging Infrastructure for Government Fleets” (GFO-23-606). GFO-23-606 offered general grant funding for projects that install reliable and readily accessible electric vehicle (EV) chargers for light-duty government fleets. In addition to supporting local government goals of sustainability and/or climate action plans through electrification of government fleets, GFO-23-606 will reduce criteria air pollutants and greenhouse gas (GHG) emissions in disadvantaged and/or low-income communities.

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.

Items marked with an asterisk in parentheses (*) were updated after the original version of this LHI Report was published, but it is not practical to show the changes in this revised report. See Addendum 1 for these previous changes.¹

¹ McKinny, Jana. November 2024. [Localized Health Impacts Report: Projects Awarded Funding Under Solicitation GFO-23-606 — Charging Infrastructure for Government Fleets](https://www.energy.ca.gov/publications/2022/localized-health-impacts-report-selected-projects-awarded-funding-through-clean-4). California Energy Commission. Publication Number: CEC-600-2024-059. Accessed November 6, 2024. Available at <https://www.energy.ca.gov/publications/2022/localized-health-impacts-report-selected-projects-awarded-funding-through-clean-4>.

Projects Selected

On September 18, 2024, the CEC posted a notice of proposed awards (NOPA)² identifying the 16 projects awarded grant funding under GFO-23-606. This report assesses the locations of each of those projects. Table 1 lists the proposed project location(s) for each of the awardees and the corresponding environmental justice (EJ) indicators. EJ indicator definitions are in Chapter 3 of this report, and EJ indicator analysis is in Table 2. In some cases, the city listed in the project location postal address may differ from the geographic entity assigned by the U.S. Census Bureau. In these cases, the census location (county, place, or census designated place) used for EJ indicator analysis is listed in parentheses in the table below.

Table 1: Project Details with EJ Indicators

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
City and County of San Francisco	City and County of San Francisco	1 Christmas Tree Point Rd, San Francisco, CA 94114	Minority
City and County of San Francisco	City and County of San Francisco	1 Moreland Dr, San Bruno, (bst)VA(est) (bbu)CA(ebu) 94066	Minority
City and County of San Francisco	City and County of San Francisco	1 S Van Ness Ave, San Francisco, CA 94103	Minority
City and County of San Francisco	City and County of San Francisco	1 Sgt John V Young Ln, San Francisco, CA 94112	Minority
City and County of San Francisco	City and County of San Francisco	100 Larkin St, San Francisco, CA 94102	Minority
City and County of San Francisco	City and County of San Francisco	100 Martin Luther King Jr Dr, San Francisco, CA 94122	Minority
City and County of San Francisco	City and County of San Francisco	1000 El Camino Real, Millbrae, CA 94030	Age, Minority
City and County of San Francisco	City and County of San Francisco	1001 Potrero Ave, San Francisco, CA 94110	Minority
City and County of San Francisco	City and County of San Francisco	1150 Wayland St, San Francisco, CA 94134	Minority
City and County of San Francisco	City and County of San Francisco	1245 3rd St, San Francisco, CA 94158	Minority
City and County of San Francisco	City and County of San Francisco	1419 Bryant St, San Francisco, CA 94103	Minority

² Cary, Eilene. September 2024. "Notice Of Proposed Awards." California Energy Commission. Accessed September 23, 2024. [Cover letter](https://www.energy.ca.gov/sites/default/files/2024-09/GFO-23-606_NOPA_2024-09-18_ada.docx) available at https://www.energy.ca.gov/sites/default/files/2024-09/GFO-23-606_NOPA_2024-09-18_ada.docx, and [table of awardees](https://www.energy.ca.gov/sites/default/files/2024-09/GFO-23-606_NOPA_Results_Table_2024-09-18_ada.xlsx) available at https://www.energy.ca.gov/sites/default/files/2024-09/GFO-23-606_NOPA_Results_Table_2024-09-18_ada.xlsx.

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
City and County of San Francisco	City and County of San Francisco	1508 Bancroft Ave, San Francisco, CA 94124	Minority
City and County of San Francisco	City and County of San Francisco	1645 Geneva Ave, San Francisco, CA 94134	Minority
City and County of San Francisco	City and County of San Francisco	1650 Mission St, San Francisco, CA 94103	Minority
City and County of San Francisco	City and County of San Francisco	1657 Rollins Rd, Burlingame, CA 94010	none
City and County of San Francisco	City and County of San Francisco	1740 17th St, San Francisco, CA 94103	Minority
City and County of San Francisco	City and County of San Francisco	1849 Harrison St, San Francisco, CA 94103	Minority
City and County of San Francisco	City and County of San Francisco	1995 Evans Ave, San Francisco, CA 94124	Minority
City and County of San Francisco	City and County of San Francisco	2323 Cesar Chavez St, San Francisco, CA 94124	Minority
City and County of San Francisco	City and County of San Francisco	2500 Mariposa St, San Francisco, CA 94110	Minority
City and County of San Francisco	City and County of San Francisco	335 McAllister St, San Francisco, CA 94102	Minority
City and County of San Francisco	City and County of San Francisco	375 Laguna Honda Blvd, San Francisco, CA 94116	Minority
City and County of San Francisco	City and County of San Francisco	425 Geneva Ave, San Francisco, CA 94112	Minority
City and County of San Francisco	City and County of San Francisco	49 S Van Ness AVE, San Francisco, CA 94103	Minority
City and County of San Francisco	City and County of San Francisco	51 Havelock St, San Francisco, CA 94112	Minority
City and County of San Francisco	City and County of San Francisco	555 7th St, San Francisco, CA 94103	Minority
City and County of San Francisco	City and County of San Francisco	601 25th St, San Francisco, CA 94107	Minority
City and County of San Francisco	City and County of San Francisco	698 2nd St, San Francisco, CA 94107	Minority
City and County of San Francisco	City and County of San Francisco	700 Pennsylvania Ave, San Francisco, CA 94107	Minority

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
City and County of San Francisco	City and County of San Francisco	750 Phelps St, San Francisco, CA 94124	Minority
City and County of San Francisco	City and County of San Francisco	755 Stanyan St, San Francisco, CA 94117	Minority
City and County of San Francisco	City and County of San Francisco	811 Stanyan St, San Francisco, CA 94117	Minority
City and County of San Francisco	City and County of San Francisco	Pier 3 Embarcadero, San Francisco, CA 94111	Minority
City and County of San Francisco	City and County of San Francisco	Pier 50, Terry Francios Blvd, San Francisco, CA 94158	Minority
City of Livermore	City of Livermore	101 W Jack London Blvd, Livermore, CA 94551	none
City of Livermore	City of Livermore	1052 S Livermore Ave, Livermore, CA 94550	none
City of Livermore	City of Livermore	1110 S Livermore Ave, Livermore, CA 94550	none
City of Livermore	City of Livermore	3500 Robertson Park Rd, Livermore, CA 94550	none
City of Livermore	City of Livermore	680 Terminal Cir, Livermore, CA 94551	none
City of Long Beach	City of Long Beach	1249 Pier F Ave, Long Beach, CA 90802	Minority, Poverty, Unemployment
City of Long Beach	City of Long Beach	200 W Broadway, Long Beach, CA 90802	Minority, Poverty, Unemployment
City of Oakland	City of Oakland	1 Frank H Ogawa Plz, Oakland, CA 94612	Poverty
City of Oakland	City of Oakland	1250 Martin Luther King Jr Wy, Oakland, CA 94608	Poverty
City of Oakland	City of Oakland	2651 73rd Ave, Oakland, CA 94605	Poverty
City of Oakland	City of Oakland	7101 Edgewater Dr, Oakland, CA 94621	Poverty
City of Oakland	City of Oakland	Between 6th and Washington St and 6th and Broadway, Oakland, CA 94607	Poverty
City of Sacramento	City of Sacramento	1395 35th Ave, Sacramento, CA 95822	Poverty

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
City of Sacramento	City of Sacramento	20 28th St, Sacramento, CA 95816	Poverty
City of Sacramento	City of Sacramento	2812 Meadowview Rd, Sacramento, CA 95832	Poverty
City of Sacramento	City of Sacramento	300 Richards Blvd, Sacramento, CA 95811	Poverty
City of Sacramento	City of Sacramento	3550 Marysville Blvd, Sacramento, CA 95838	Poverty
City of Sacramento	City of Sacramento	5303 Franklin Blvd, Sacramento, CA 95820	Poverty
City of Sacramento	City of Sacramento	5730 24th St, Sacramento, CA 95822	Poverty
City of Sacramento	City of Sacramento	5770 Freeport Blvd, Sacramento, CA 95822	Poverty
City of Sacramento	City of Sacramento	915 I St, Sacramento, CA 95814	Poverty
City of Sacramento	City of Sacramento	918 Del Paso Rd, Sacramento, CA 95834 (Sacramento County)	Poverty
Contra Costa County Department of Public Works	Contra Costa County	1000 Ward St, Martinez, CA 94553	Age
Contra Costa County Department of Public Works	Contra Costa County	1126 Escobar St, Martinez, CA 94553	Age
Contra Costa County Department of Public Works	Contra Costa County	1305 McDonald Ave, Richmond, CA 94801	Minority, Poverty
Contra Costa County Department of Public Works	Contra Costa County	13601 San Pablo Ave, San Pablo, CA 94806	Minority
Contra Costa County Department of Public Works	Contra Costa County	151 Linus Pauling Dr, Hercules, CA 94547	Minority
Contra Costa County Department of Public Works	Contra Costa County	2311 Loveridge St, Pittsburg, CA 94565	Minority
Contra Costa County Department of Public Works	Contra Costa County	2467 Waterbird Way, Martinez, CA 94553 (Vine Hill CDP)	Unemployment
Contra Costa County Department of Public Works	Contra Costa County	2530 Arnold Dr, Martinez, CA 94553	Age
Contra Costa County Department of Public Works	Contra Costa County	3020 2nd St, Knightsen, CA 94548	Age

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
Contra Costa County Department of Public Works	Contra Costa County	3095 Richmond Parkway, Richmond, CA 94806	Minority, Poverty
Contra Costa County Department of Public Works	Contra Costa County	50 Douglas Dr, Martinez, CA 94553	Age
Contra Costa County Department of Public Works	Contra Costa County	51 John Glenn Dr, Concord, CA 94520 (Contra Costa County)	none
Contra Costa County Department of Public Works	Contra Costa County	5555 Giant Highway, Richmond, CA 94806	Minority, Poverty
Contra Costa County Department of Public Works	Contra Costa County	9100 Brentwood Blvd, Brentwood, CA 94513	none
County of Alameda	County of Alameda	1131 Harbor Bay Pkwy, Alameda, CA 94502	Minority
County of Alameda	County of Alameda	165 13th St, Oakland, CA 94612	Poverty
County of Alameda	County of Alameda	2130 Fairmont Dr, San Leandro, CA 94578 (Castro Valley CDP)	Age, Minority
County of Alameda	County of Alameda	224 W Winton Ave, Hayward, CA 94544	Minority
County of Alameda	County of Alameda	24100 Amador St, Hayward, CA 94544	Minority
County of Alameda	County of Alameda	2500 Fairmont Dr, San Leandro, CA 94578 (Castro Valley CDP)	Age, Minority
County of Alameda	County of Alameda	3600 Norbridge Ave, Castro Valley, CA 94546	Age, Minority
County of Alameda	County of Alameda	5560 Martinelli Wy, Dublin, CA 94568	Age, Minority
County of Alameda	County of Alameda	585 7th St, Oakland, CA 94607	Poverty
County of Alameda	County of Alameda	6175 Madigan Rd, Dublin, CA 94568	Age, Minority
County of Los Angeles	County of Los Angeles	1100-1110 Eastern Ave, Los Angeles, CA 90063 (East Los Angeles CDP)	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	11236 Playa Ct, Culver City, CA 90230	Unemployment
County of Los Angeles	County of Los Angeles	12605 Osborne St, Pacoima, CA 91331 (Los Angeles)	Minority, Poverty, Unemployment

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
County of Los Angeles	County of Los Angeles	1320 N Eastern Ave, Los Angeles, CA 90063 (East Los Angeles CDP)	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	13483 Fiji Way, Marina Del Rey, CA 90292	Age
County of Los Angeles	County of Los Angeles	13575 Mindanao, Marina del Rey, CA 90292	Age
County of Los Angeles	County of Los Angeles	13811 Del Sur St, San Fernando, CA 91340 (Los Angeles)	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	2300 Ocean Front Walk, Venice, CA 90291 (Los Angeles)	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	23525 Civic Center Way, Malibu, CA 90265	Age
County of Los Angeles	County of Los Angeles	269 Cloverleaf Drive, Baldwin Park, CA 91706	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	301 N Baldwin Ave, Arcadia, CA 91007	Age, Minority
County of Los Angeles	County of Los Angeles	318 W Adams, Los Angeles, CA 90007	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	360 W El Segundo Blvd, Los Angeles, CA 90061 (West Rancho Dominguez CDP)	Minority, Poverty
County of Los Angeles	County of Los Angeles	4139 Dell Avenue, Marina Del Rey, CA 90292 (Los Angeles)	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	42110 N 6th St, West Lancaster, CA 93534 (Lancaster)	Minority, Poverty, Unemployment
County of Los Angeles	County of Los Angeles	7400 Imperial Hwy, Downey, CA 90242	Minority, Unemployment
County of Los Angeles	County of Los Angeles	9230 Imperial Hwy, Downey, CA 90242	Minority, Unemployment
County of Los Angeles	County of Los Angeles	930 S Fremont, Alhambra, CA 91803,	Age, Minority, Poverty
County of San Mateo	County of San Mateo	1300 Maple St, Redwood City, CA 94063	Minority
County of San Mateo	County of San Mateo	1900 Coyote Point Dr, San Mateo, CA 94401	none

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
County of San Mateo	County of San Mateo	222 Paul Scannell Dr, San Mateo, CA 94402 (Highlands CDP)	Minority
County of San Mateo	County of San Mateo	225 37th Ave, San Mateo, CA 94403	none
County of San Mateo	County of San Mateo	2500 Middlefield Rd, Redwood City, CA 94063 (North Fair Oaks CDP)	Age, Minority
County of San Mateo	County of San Mateo	30, 31, 32 Tower Rd, San Mateo, CA 94402 (Highlands CDP)	Minority
County of San Mateo	County of San Mateo	310 Pine St, Redwood City, CA 94063	Minority
County of San Mateo	County of San Mateo	40 and 50 Tower Rd, San Mateo, CA 94402 (Highlands CDP)	Minority
County of San Mateo	County of San Mateo	501 Winslow St, Redwood City, CA 94063	Minority
County of San Mateo	County of San Mateo	728 Heller St, Redwood City, CA 94063	Minority
County of San Mateo	County of San Mateo	752 Chestnut St, Redwood City, CA 94063	Minority
County of San Mateo	County of San Mateo	8879 Pescadero Creek Rd, Pescadero, CA 94060 (San Mateo County)	Minority
County of San Mateo	County of San Mateo	9850 Cabrillo Hwy, Half Moon Bay, CA 94019 (Moss Beach CDP)	Age
County of Santa Barbara	County of Santa Barbara	105 E Anapamu St, Santa Barbara, CA 93101	Age, Minority, Poverty
County of Santa Barbara	County of Santa Barbara	14470 Calle Real, Goleta, CA 93117 (Santa Barbara County)	Minority, Poverty
County of Santa Barbara	County of Santa Barbara	2010 Sweeney Rd, Lompoc, CA 93436 (Santa Barbara County)	Minority, Poverty
County of Santa Barbara	County of Santa Barbara	2225 Highway 154, Santa Barbara, CA 93105 (Santa Barbara County)	Minority, Poverty
County of Santa Barbara	County of Santa Barbara	2301 Black Rd, Santa Maria, CA 93455 (Santa Barbara County)	Minority, Poverty
County of Santa Barbara	County of Santa Barbara	260 N San Antonio Rd, Santa Barbara, CA 93110 (Eastern Goleta Valley CDP)	Age

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
County of Santa Barbara	County of Santa Barbara	300 Goodwin Rd, Santa Maria, CA 93455 (Orcutt CDP)	Age, Minority
County of Santa Barbara	County of Santa Barbara	3500 Black Rd, Santa Maria, CA 93455 (Santa Barbara County)	Minority, Poverty
County of Santa Barbara	County of Santa Barbara	4415 Cathedral Oaks Rd, Santa Barbara, CA 93110 (Eastern Goleta Valley CDP)	Age
County of Santa Barbara	County of Santa Barbara	4430 Calle Real, Santa Barbara, CA 93110 (Eastern Goleta Valley CDP)	Age
County of Santa Barbara	County of Santa Barbara	4436 Calle Real, Santa Barbara, CA 93110 (Eastern Goleta Valley CDP)	Age
County of Santa Barbara	County of Santa Barbara	548 W Foster Rd, Santa Maria, CA 93455	Age, Minority, Poverty
County of Sonoma - Climate Action and Resiliency	County of Sonoma	1200 Century Ct, Santa Rosa, CA 95403 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	1247 Century Ct, Santa Rosa, CA 95403 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	13839 Old Redwood Highway, Healdsburg, CA 95448	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	14900 Armstrong Woods Rd, Guerneville, CA 95446	Age, Unemployment
County of Sonoma - Climate Action and Resiliency	County of Sonoma	17270 Healdsburg Ave, Healdsburg, CA 95448 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	19722 8th St E, Sonoma, CA 95476	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	2175 Airport Blvd, Santa Rosa, CA 95403 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	2290 Airport Blvd, Santa Rosa, CA 95403 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	2300 Professional Dr, Santa Rosa, CA 95403	Age, Minority
County of Sonoma - Climate Action and Resiliency	County of Sonoma	2680 Ventura Ave, Santa Rosa, CA 95403	Age, Minority
County of Sonoma - Climate Action and Resiliency	County of Sonoma	2796 Ventura Ave, Santa Rosa, CA 95403	Age, Minority

Proposed Awardee	Government Entity Supported	Project Location	EJ Indicator(s)
County of Sonoma - Climate Action and Resiliency	County of Sonoma	300 Fiscal Dr, Santa Rosa, CA 95403	Age, Minority
County of Sonoma - Climate Action and Resiliency	County of Sonoma	411 Chileno Valley Rd, Petaluma, CA 94952 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	463 Aviation Blvd, Santa Rosa, CA 95403 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	5390 Montgomery Dr, Santa Rosa, CA 95409	Age, Minority
County of Sonoma - Climate Action and Resiliency	County of Sonoma	5869 Cannon Lane, Petaluma, CA 94954 (Sonoma County)	Age
County of Sonoma - Climate Action and Resiliency	County of Sonoma	709 Russell Ave, Santa Rosa, CA 95403	Age, Minority
County of Sonoma - Climate Action and Resiliency	County of Sonoma	7425 Rancho Los Guilicos Rd, Santa Rosa, CA 95409	Age, Minority
Los Angeles World Airports	City of Los Angeles	16461 Sherman Wy, Van Nuys, CA 91406 (Los Angeles)	Minority, Poverty, Unemployment
Los Angeles World Airports	City of Los Angeles	16813 Stagg St, Van Nuys, CA 91406 (Los Angeles)	Minority, Poverty, Unemployment
Los Angeles World Airports	City of Los Angeles	5972 96th St, Los Angeles, CA 90045	Minority, Poverty, Unemployment
Los Angeles World Airports	City of Los Angeles	7417 World Way West, Los Angeles, CA 90045	Minority, Poverty, Unemployment
Los Angeles World Airports	City of Los Angeles	8100 Westchester Pkwy, Los Angeles, CA 90045	Minority, Poverty, Unemployment
Los Angeles World Airports	City of Los Angeles	9160 Loyola Blvd, Los Angeles, CA 90045	Minority, Poverty, Unemployment

Source: CEC staff

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

Public Comment

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

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

A hard copy can be mailed to:

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

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

CHAPTER 2:

Project Descriptions

As part of the GFO-23-606 process for selecting projects, applicants must provide LHI information for their proposed project and location. This information includes the expected impact of the project on local communities and outreach efforts the applicant has made to engage disadvantaged communities or other local communities. This chapter summarizes the information submitted by the awardees. The awardees identify disadvantaged communities using the CalEnviroScreen³ screening tool developed by the Office of Environmental Health Hazard Assessment.

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

City and County of San Francisco

The City and County of San Francisco's proposed project, "Fleet Charging Infrastructure Project," will install 403 Level 2 chargers at 36 city-owned properties. The project will enable the transition of approximately 1,228 light-duty internal combustion engine (ICE) municipal fleet vehicles domiciled at the selected sites to zero-emission vehicles (ZEVs), supporting the emissions and pollution reduction objectives outlined in the City and County of San Francisco's Climate Action Plan.⁴ Charger installation will require minimal construction, and there are no expected impacts on community parking. Converting all vehicles at the selected project sites to EVs will reduce 3,586 tons of carbon dioxide (CO₂) annually.

Outreach methods include posting signage and flyers 14 days before the project begins to inform community members of any transit, parking, or other potential impacts from project construction. The flyers will also include contact information for questions about potential project impacts. San Francisco Environment Department will share project results as part of its community update on the city's light-duty fleet transition.

³ This tool ranks U.S. Census tracts based on geographic, socioeconomic, public health and environmental hazard criteria. See "[CalEnviroScreen](https://oehha.ca.gov/calenviroscreen)." Office of Environmental Health Hazard Assessment. Accessed October 4, 2024. Available at <https://oehha.ca.gov/calenviroscreen>.

⁴ City and County of San Francisco. 2021. [Climate Action Plan](https://www.sfenvironment.org/files/events/2021_climate_action_plan.pdf). Accessed October 7, 2024. Available at https://www.sfenvironment.org/files/events/2021_climate_action_plan.pdf.

City of Livermore

The City of Livermore's proposed project will install 192 Level 2 chargers and eight DC fast chargers (DCFCs) at five city-owned locations to charge city fleet vehicles for the Police, Public Works, and Community Development Departments. The project will enable the transition of 111 light-duty ICE fleet vehicles domiciled at the planned sites to ZEVs. The City of Livermore recently completed a Fleet Electrification Assessment to inform this project and is updating the city's Fleet Master Plan to transition to 100 percent ZEV by 2045 by replacing aging and low-performing ICE with EVs where feasible. Some trenching and diesel truck traffic is expected during construction, and pollutants generated during the construction phase will be minimal when considered over the entire geography of the service area. By the project's completion in 2028, 198,700 kilograms (kg) of carbon dioxide equivalent (CO₂e) emissions will have been avoided. When the City of Livermore light-duty fleet reaches 100 percent electrification by 2045, 4,535,300 kg of CO₂e will have been avoided.

Outreach methods will include posing signage at each site describing the project and community benefits; project information will also be included in the City of Livermore's annual Progress Report for the Climate Action Plan. Project updates will be provided through the city's website and social media pages. Finally, the City of Livermore is coordinating with the local high schools and the community college to organize presentations and field trips to the project site to educate students on the project and the city's plan for ZEV infrastructure.

City of Long Beach

The City of Long Beach's proposed project will install 60 Level 2 chargers and 18 DCFCs at the City's Lincoln Garage and the Port of Long Beach. The project will support transitioning 849 light-duty ICE fleet vehicles for the City of Long Beach and 166 light-duty ICE fleet vehicles at the Port of Long Beach to ZEVs. The Port of Long Beach has committed to transitioning 100 percent of its fleet to ZEVs by 2030. The project team did not submit details on how much criteria air pollutants or toxic air contaminants will be reduced but stated that since electric vehicle chargers will enable the replacement of ICE vehicles with ZEVs, the project is not expected to generate any point source emissions.

Outreach methods will include attending at least two Sustainable City Commission meetings per quarter to provide project progress updates and gather public input on program development and implementation. Project information will also be provided through the city website, press releases, fliers, and regular engagement with environmental justice and community-based organizations. The Port of Long Beach will also highlight the project during summer harbor tours.

City of Oakland

The City of Oakland's proposed project will install 88 Level 2 chargers and 12 DCFCs at five sites: the Maintenance Service Center, City Center West Garage, Eastmont Substation, Frank Ogawa Plaza, and the Police Administration Building. The project will enable the transition of 525 light-duty ICE fleet vehicles domiciled at the five proposed site locations to ZEVs and support the cities' Zero Emission Vehicle Action Plan target of electrifying 50 percent of light-duty fleet vehicles by 2030 and 100 percent by 2045. No increase in traffic is expected since these sites currently serve the county's fleet vehicles. Pollutants emitted during the six-month construction phase are expected to have a minimal impact when considered over the entire geography of the service area. Upon project completion in 2028 the project is expected to avoid 996,000 kg CO₂e, and 18,686,000 kg CO₂e by 2045.

Outreach methods will include placing signage at each site with project and community benefit information. The City of Oakland also partners with local workforce training partners to co-create ZEV-specific training programs and host the annual Clean, Green and Just Business and Employment Exposition.

City of Sacramento

The City of Sacramento's proposed project will install 160 Level 2 charging ports and four DCFC ports at ten city fleet storage facilities. This project will enable converting 188 light-duty ICE fleet vehicles to ZEVs over the project timeline and can potentially support charging up to 336 EVs supporting the city's goal of a fully decarbonized light-duty fleet by 2035. No increase in traffic is expected at the project sites since the infrastructure will serve fleet vehicles that already frequent the sites. The project will not result in any increase in direct point emissions or toxic pollutants. Enabling the transition of ICE fleet vehicles to ZEV will avoid 14,701,036 pounds of CO₂e annually over the project timeline.

Outreach methods will include providing project updates through monthly citywide newsletters, city social media platforms, and quarterly climate action updates at city council meetings.

Contra Costa County Department of Public Works

Contra Costa County Department of Public Works's proposed project will install 158 Level 2 chargers and 20 DCFCs at 14 locations. The project will support transitioning 598 light-duty ICE fleet vehicles to ZEV by 2035. The construction phase of this project is expected to generate approximately 53 short tons of CO₂e. Since all Contra Costa County facilities are on Marin Clean Energy's Deep Green rate, using 50 percent solar and 50 percent wind energy, this project will avoid 13,710 short tons of CO₂e over ten years.

Outreach methods will include posting flyers at project site locations to provide information on the project scope, timeline, and any temporarily restricted areas. The county will conduct outreach to daycare centers, elder care centers, and medical facilities within a quarter mile of the project sites.

County of Alameda

The County of Alameda's proposed project will install 191 Level 2 chargers and 13 DCFCs at ten county-owned sites. The project will support transitioning the 462 light-duty ICE fleet vehicles to ZEVs, supporting the county's goal of electrifying 15 percent of its fleet by 2026 and 100 percent by 2040. No increase in traffic is expected as the project sites currently serve county fleet vehicles. Minimal emissions from diesel trucks and trenching at sites requiring electrical upgrades are expected during the project's construction phase. Upon project completion in 2028 the project anticipates avoiding 311,000 kg CO₂e, and 7,476,000 kg CO₂e over 15 years.

Outreach methods will include posting signs at each site with project and community benefit information about transitioning county fleet vehicles to ZEVs.

County of Los Angeles

The County of Los Angeles proposed project, "Drive LA: Electrifying Tomorrow's Fleet in Los Angeles County," will install 220 Level 2 chargers and 10 DCFCs at 18 county-owned sites. The selected project sites are operated by the Los Angeles County Library and five county departments: the Internal Services Department, the Department of Public Works, the Department of Parks and Recreation, the Fire Department, and the Department of Beaches and Harbors. The project will enable the county to transition 1,078 light-duty ICE fleet vehicles to ZEV by 2029 and support objectives outlined in the *Los Angeles Countywide Sustainability Plan*.⁵ The County of Los Angeles estimates that the project will reduce greenhouse gasses by 1,460.3 short tons of CO₂e annually.

Outreach methods will include hosting in-person and remote events to provide educational opportunities regarding the benefits of EVs and chargers and identify key community concerns. Community engagement will be led by Plug-in America, Breathe SoCal, LA County Library Foundation, and GRID Alternatives.

County of San Mateo

The County of San Mateo's proposed project will install 130 Level 2 charging ports and 20 DCFC ports at 13 county facilities. The project will enable transitioning 253 light-duty ICE fleet vehicles to ZEV and support the goal of achieving carbon neutrality for government operations by 2035, as directed by the county's 2021 *Government Operations Climate Action Plan*.⁶ GHG emissions and pollutants produced during the manufacturing and installation of the charging stations are assumed to be negligible. The county grid that uses 100% carbon-free electricity will provide electrical utilities for the selected sites. The County of San Mateo estimates this project will reduce emissions by 3,026,716 kg of CO₂e over seven years.

⁵ The County of Los Angeles. July 2019. [Los Angeles Countywide Sustainability Plan](https://ourcountyla.lacounty.gov/wp-content/uploads/2019/07/OurCounty-Final-Plan.pdf). Accessed October 8, 2024. Available at <https://ourcountyla.lacounty.gov/wp-content/uploads/2019/07/OurCounty-Final-Plan.pdf>

⁶ County of San Mateo. January 2021. [Government Operations Climate Action Plan](https://www.smcsustainability.org/climate-ready/climate-action-plans/goc-action-plan/). Accessed October 8, 2024. Available at <https://www.smcsustainability.org/climate-ready/climate-action-plans/goc-action-plan/>.

Public outreach methods will include providing project information through board meetings and press releases. Since chargers will not be accessible to the public, there is no formal community engagement process. Internally, interviews were conducted with each county department to gather fleet information and discuss benefits and concerns associated with the ZEV fleet transition.

County of Santa Barbara

The County of Santa Barbara's proposed project will install 114 Level 2 charging ports and 36 DCFC ports at 14 county-owned locations. The project will enable the purchase of up to 175 light-duty ZEVs during the grant term and support the county's *Zero-Emission Vehicle Policy*.⁷ The project team did not submit information on local health impacts from the project since they are using a streamlined plan check process in place of permits. However, the County of Santa Barbara estimates this project will reduce GHG emissions by 1,587 metric tons of CO₂e through 2028.

As this project is limited to EV charging for county fleet vehicles and there are no anticipated emissions or health impacts, the County of Santa Barbara does not have any planned outreach efforts for this project.

County of Sonoma - Climate Action and Resiliency

The County of Sonoma - Climate Action and Resiliency proposed project will install 100 Level 2 chargers and 10 DCFCs across 18 locations. The project will enable transitioning the county's 1,139 light-duty ICE vehicles to 30 percent ZEVs by 2026 and directly supports Sonoma County's *Five-Year Strategic Plan*⁸ on climate action and resiliency. The County of Sonoma estimates the project will reduce GHG emissions by 7,051,248 kg of CO₂ over the six-year project timeline.

Outreach methods to provide project and GHG reduction information will include announcements in the county public newsletter, the newspaper, ribbon cuttings, and social media. Since the project is specifically designed for government fleet vehicles, there is limited focus on public outreach.

7 County of Santa Barbara. February 2023. "[Zero-Emission Vehicle Policy](https://santabarbara.legistar.com/LegislationDetail.aspx?ID=6020714&GUID=909CB9C4-29EA-4488-A892-32517AF8A052)." Accessed October 8, 2024. Available at <https://santabarbara.legistar.com/LegislationDetail.aspx?ID=6020714&GUID=909CB9C4-29EA-4488-A892-32517AF8A052>

8 County of Sonoma. March 2021. [Five-Year Strategic Plan](https://socostrategicplan.org/). Accessed October 8, 2024. Available at <https://socostrategicplan.org/>.

Los Angeles World Airports

Los Angeles World Airport's proposed project, "Fleet Electrification EV Charging," will install 254 Level 2 chargers and six DCFCs at six locations at the Los Angeles International Airport and Van Nuys Airport. No increase in traffic is expected since the project will enable replacing existing vehicles with ZEVs. The project will support transitioning the 650 light-duty ICE fleet vehicles to ZEVs and reduce GHG emissions by 16,346,840.4 kg CO₂e over six years.

A community outreach plan will be developed to engage community members throughout the project. Los Angeles World Airports will also announce the project completion through a press release and a website update.

CHAPTER 3:

Location Analysis

This LHI Report identifies projects located in high-risk communities, using staff's adaptation of the Environmental Justice Screening Method.⁹ *High-risk communities* are those with social vulnerability indicators, high exposure to pollution, and greater health risks. This LHI Report is not intended to be a detailed pollution analysis of proposed projects, nor is it intended to substitute for the environmental review conducted as part of the California Environmental Quality Act (CEQA).

CEC staff identifies high-risk community project locations using data from the California Air Resources Board (CARB), the U.S. Census Bureau, and public agencies. CEC staff analyzes the data to assign EJ indicators for each project location specified in the report. The proposed project location must meet a two-part environmental and demographic standard to be considered in a high-risk community.

Part 1: Environmental Standard

Communities meet the environmental standard if they have a high concentration of air pollutants. These pollutants include ozone, particulate matter 2.5 microns in diameter or smaller (PM_{2.5}), or particulate matter 10 microns in diameter or smaller (PM₁₀). The environmental standard uses CARB air quality monitoring data on nonattainment¹⁰ status for these pollutants.

Using 2022 data,¹¹ all projects are in communities that meet the environmental standard since they are within a nonattainment zone for ozone, PM_{2.5}, or PM₁₀. This finding indicates that there may be existing poor air quality where the proposed projects are located.

Part 2: Demographic Standard

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

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

9 Pastor Jr., Manuel (University of Southern California), Rachel Morello-Frosch (University of California, Berkeley), and James Sadd (Occidental College). 2010. [Air Pollution and Environmental Justice: Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making](https://www2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf). California Air Resources Board. Accessed September 23, 2023. Available at <https://www2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf>

10 A *nonattainment* area is a geographic area that does not meet the Ambient Air Quality Standards (state, national, or both) for a given pollutant. See "[Maps of State and Federal Area Designations](https://www2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations)." California Air Resources Board. Accessed September 23, 2023. Available at <https://www2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

11 Ibid.

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

The demographic standard uses the U.S. Census Bureau's American Community Survey five-year estimates¹² on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data¹³ on unemployment. Specifically, this LHI Report uses city-level¹⁴ and county-level¹⁵ unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

Staff finds that 20 of the 48 communities where these projects are located meet the criteria for high-risk communities since they meet both the environmental and demographic standards. In Table 2, a **bold** number followed by an asterisk (*) indicates categories that exceed a given EJ indicator threshold. A city/county name in **bold**, followed by a dagger (†), indicates a high-risk community.

Table 2: EJ Indicators by Project Location Demographic

Site Location	American Indian and Alaska Native (2022)	Asian (2022)	Black or African American (2022)	Hispanic or Latino (Any Race) (2022)	Native Hawaiian and Pacific Islander (2022)	Under 5 Years of Age (2022)	65 Years of Age and Over (2022)	Below Poverty Level (2022)	Unemployment (August 2024)
California	1.0%	15.1%	5.6%	39.7%	0.4%	5.7%	14.9%	12.1%	5.1%
EJ Indicator Threshold	30.0%	30.0%	30.0%	30.0%	30.0%	6.8%	17.9%	12.1%	5.1%
Alameda	0.4%	31.4%*	6.9%	12.1%	0.5%	6.2%	17.0%	7.1%	5.0%

12 American Community Survey codes DP05 and S1701 were used to find data. See "[Explore Census Data](https://data.census.gov/cedsci/)." U.S. Census Bureau. Accessed September 23, 2023. Available at <https://data.census.gov/cedsci/>.

13 Overview page with data from most recent and previous months: "[Unemployment Rate and Labor Force](https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html)." Employment Development Department. Accessed September 23, 2023. Available at <https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>.

14 Most recent data only: "[Monthly Labor Force Data for Cities and Census Designated Places \(CDP\)](https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls)." Employment Development Department. Accessed September 23, 2023. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls>.

15 Most recent data only: "[Monthly Labor Force Data for Counties](https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf)." Employment Development Department. Accessed September 23, 2023. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>.

Site Location	American Indian and Alaska Native (2022)	Asian (2022)	Black or African American (2022)	Hispanic or Latino (Any Race) (2022)	Native Hawaiian and Pacific Islander (2022)	Under 5 Years of Age (2022)	65 Years of Age and Over (2022)	Below Poverty Level (2022)	Unemployment (August 2024)
Alhambra†	0.9%	51.3%*	2.5%	35.1%*	0.1%	4.9%	18.5%*	12.5%*	5.6%
Arcadia†	0.2%	57.1%*	1.5%	16.3%	0.5%	4.1%	19.6%*	8.9%	5.3%
Baldwin Park†	3.1%	22.2%	1.0%	72.8%*	0.0%	5.3%	13.5%	13.8%*	6.7%*
Brentwood	0.7%	15.3%	10.2%	25.5%	0.3%	3.3%	15.2%	6.9%	5.3%
Burlingame	0.1%	28.2%	1.2%	13.6%	0.2%	6.0%	15.3%	5.0%	4.1%
Castro Valley CDP†	0.9%	31.7%*	8.7%	17.1%	0.2%	4.7%	18.3%*	7.1%	3.3%
Contra Costa County	0.7%	18.3%	8.7%	26.4%	0.5%	5.4%	16.4%	8.3%	5.3%
Culver City	0.4%	17.6%	8.0%	20.3%	0.2%	6.0%	17.3%	5.9%	6.3%*
Downey†	1.4%	7.2%	3.8%	74.4%*	0.2%	4.9%	13.2%	9.5%	6.2%*
Dublin†	0.7%	53.5%*	4.3%	10.1%	0.4%	7.0%*	9.6%	3.9%	4.8%
Eastern Goleta Valley CDP	1.3%	4.5%	1.1%	27.1%	0.0%	4.4%	22.3%*	6.8%	4.6%
East Los Angeles CDP†	2.3%	1.4%	0.6%	95.5%*	0.1%	5.4%	10.8%	17.2%*	6.6%*
Guerneville CDP†	2.1%	1.9%	0.4%	16.1%	0.0%	1.2%	28.6%*	8.9%	7.8%*
Hayward	1.2%	29.6%	9.0%	39.7%*	2.4%	5.5%	13.2%	9.6%	5.6%
Healdsburg	0.2%	1.9%	0.0%	27.8%	0.2%	4.7%	27.6%*	10.8%	5.1%
Hercules	0.0%	41.7%*	19.5%	15.7%	1.0%	4.3%	17.7%	4.7%	5.0%
Highlands CDP	0.0%	30.1%*	3.2%	6.0%	0.0%	5.5%	17.6%	5.3%	4.0%
Knightesen CDP	1.2%	6.7%	0.0%	28.4%	0.0%	12.5%*	15.6%	3.4%	2.0%

Site Location	American Indian and Alaska Native (2022)	Asian (2022)	Black or African American (2022)	Hispanic or Latino (Any Race) (2022)	Native Hawaiian and Pacific Islander (2022)	Under 5 Years of Age (2022)	65 Years of Age and Over (2022)	Below Poverty Level (2022)	Unemployment (August 2024)
Lancaster†	1.1%	4.1%	21.2%	45.3%*	0.1%	6.4%	11.2%	17.6%*	8.9%*
Livermore	0.7%	16.1%	1.7%	22.6%	0.5%	6.7%	14.4%	4.3%	4.2%
Long Beach†	1.3%	12.7%	12.0%	44.1%*	0.6%	5.4%	12.5%	15.1%*	6.8%*
Los Angeles†	1.0%	11.8%	8.6%	48.1%*	0.1%	5.3%	13.4%	16.6%*	6.8%*
Malibu	0.0%	3.4%	0.6%	11.7%	0.2%	2.4%	29.5%*	8.5%	4.6%
Marina Del Rey CDP	0.0%	10.2%	6.3%	8.0%	0.3%	9.1%*	8.2%	4.0%	4.5%
Martinez	0.8%	10.5%	3.0%	19.4%	0.0%	7.1%*	17.6%	5.3%	4.5%
Millbrae†	0.3%	47.7%*	0.5%	10.4%	1.6%	5.5%	20.8%*	6.4%	4.1%
Moss Beach CDP	0.5%	5.3%	0.4%	29.2%	0.0%	6.7%	24.4%*	5.3%	4.0%
North Fair Oaks CDP†	1.6%	6.4%	1.9%	72.8%*	0.0%	8.3%*	10.9%	11.5%	5.6%
Oakland	1.2%	15.9%	21.8%	26.6%	0.5%	5.7%	14.1%	13.2%*	5.9%
Orcutt CDP†	1.3%	3.8%	1.6%	30.5%*	0.1%	5.3%	19.5%*	6.2%	3.3%
Pittsburg	1.2%	17.8%	15.2%	43.2%*	1.0%	6.8%	13.0%	9.9%	5.8%
Redwood City	2.0%	16.9%	2.1%	36.1%*	1.0%	5.3%	13.0%	6.4%	3.9%
Richmond†	1.2%	14.2%	18.3%	44.0%*	0.5%	5.4%	14.3%	14.3%*	5.8%
Sacramento	0.8%	19.5%	12.6%	29.4%	1.8%	6.0%	13.8%	14.8%*	5.6%
Sacramento County	0.7%	17.2%	9.6%	24.0%	1.1%	6.1%	14.6%	13.1%*	5.3%
San Bruno	0.1%	32.4%*	1.0%	29.5%	3.1%	4.7%	16.0%	5.6%	4.0%
San Francisco	0.6%	34.8%*	5.2%	15.5%	0.4%	4.3%	16.7%	10.5%	4.1%

Site Location	American Indian and Alaska Native (2022)	Asian (2022)	Black or African American (2022)	Hispanic or Latino (Any Race) (2022)	Native Hawaiian and Pacific Islander (2022)	Under 5 Years of Age (2022)	65 Years of Age and Over (2022)	Below Poverty Level (2022)	Unemployment (August 2024)
San Mateo	1.0%	27.0%	1.9%	24.7%	1.4%	6.0%	16.4%	7.3%	3.8%
San Mateo County	0.9%	30.5%*	2.3%	23.9%	1.2%	5.3%	16.9%	6.4%	4.0%
San Pablo	1.3%	17.1%	11.5%	56.5%*	0.1%	5.1%	10.4%	11.8%	5.8%
Santa Barbara County†	1.4%	5.5%	1.9%	46.6%*	0.1%	6.0%	15.9%	13.5%*	4.6%
Santa Barbara†	0.8%	3.7%	1.4%	36.1%*	0.1%	4.9%	19.9%*	13.0%*	3.8%
Santa Maria†	2.0%	4.7%	1.3%	77.8%*	0.0%	9.2%*	10.7%	13.5%*	5.4%
Santa Rosa†	1.1%	6.2%	1.8%	34.0%*	0.4%	5.0%	18.3%*	10.0%	4.7%
Sonoma County	1.1%	4.5%	1.6%	28.0%	0.3%	4.7%	20.6%*	8.9%	4.5%
Vine Hill CDP	0.0%	5.0%	1.6%	27.1%	0.0%	6.3%	10.0%	9.5%	6.8%*
West Rancho Dominguez CDP†	2.6%	0.9%	41.5%*	51.8%*	0.0%	6.5%	12.7%	13.2%*	4.1%

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

Summary

If funded, the proposed projects would result in an expanded supply of reliable and readily accessible electric vehicle charging infrastructure dedicated to government fleet vehicles. This expansion will achieve emissions reductions by supporting electrification of government fleets and their corresponding sustainability and climate action plans.

Based on the Environmental Justice Screening Method standards, CEC staff has identified 20 out of 48 communities where these projects are located as high-risk communities. These communities are at a higher risk of adverse health effects from pollution. However, staff does not anticipate a significant increase in local pollutants and found no indication that the projects identified in this LHI Report would negatively affect community health. These proposed electric

vehicle charging projects may create a net benefit for the communities by reducing harmful criteria air pollutants, toxic air contaminants, and greenhouse gas emissions.

GLOSSARY

Term	Definition
California Code of Regulations (CCR)	The official compilation and publication of the regulations adopted, amended, or repealed by state agencies under the Administrative Procedure Act (APA). Adopted regulations that have been filed with the Secretary of State have the force of law.
California Environmental Quality Act (CEQA)	A statute that requires state and local agencies to identify the significant environmental impacts of their actions and avoid or reduce those impacts, if feasible.
CalEnviroScreen	A screening tool that evaluates and ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions.
Carbon dioxide equivalent (CO ₂ e)	A measure used to compare the emissions from various greenhouse gases based upon the associated global warming potential.
Census Designated Places	A statistical entity defined by the U.S. Census Bureau representing closely settled, unincorporated communities that are locally recognized and identified by name. The statistical equivalents of incorporated places.
Census Place	A legally bounded entity such as an incorporated city or a town with a functioning governmental structure.
Community-based organization (CBO)	An organization that is intended to serve a particular geographic area and is based mainly in the community which it serves.
Criteria air pollutant	An air pollutant for which acceptable levels of exposure can be determined and for which the U.S. Environmental Protection Agency has set an ambient air quality standard. Examples include ozone (O ₃), carbon monoxide (CO), nitrogen oxides (NO _x), sulfur oxides (SO _x), and particulate matter (PM ₁₀ and PM _{2.5}).
Direct-current fast charger (DCFC)	High-speed charger for electric vehicles. DC fast charging uses direct current (DC) and can provide more power than either Level 1 or Level 2 charging.
Disadvantaged community	A designation by the California Environmental Protection Agency used to identify areas disproportionately affected by

Term	Definition
	environmental pollution or hazards due to geographic, socioeconomic, public health, and environmental factors.
Electric vehicle (EV)	A vehicle that is powered partly or completely by electricity. This definition often refers to battery-electric vehicles, which have no engine and store all the energy in batteries. The term can also include other vehicle types, such as plug-in hybrids.
Environmental justice (EJ)	The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.
Environmental Justice Screening Method (EJSM)	An approach that combines environmental and demographic indicators to inform agency outreach and engagement practices regarding environmental justice.
Grant Funding Opportunity (GFO)	Where the California Energy Commission offers applicants an opportunity to receive grant funding for projects meeting certain requirements.
Greenhouse gas (GHG)	Any gas that absorbs infra-red radiation in the atmosphere. Greenhouse gases include water vapor, carbon dioxide (CO ₂), methane (CH ₄), nitrous oxide (N ₂ O), halogenated fluorocarbons (HCFCs), ozone (O ₃), perfluorinated carbons (PFCs), and hydrofluorocarbons (HFCs).
Internal combustion engine (ICE)	An engine in which fuel is burned inside the engine. A car's gasoline engine or rotary engine is an example of an internal combustion engine. It differs from engines having an external furnace, such as a steam engine.
Level 2 charger	Medium-speed charger for electric vehicles. Level 2 uses alternating current (AC) at a higher voltage (for example, 240 volts) than Level 1, providing more power.
Localized health impacts (LHI)	Potential health impacts to communities.
Metric ton	A unit of weight equal to 1,000 kilograms or 2,205 pounds.
Notice of proposed awards (NOPA)	A document identifying projects that are proposed to receive funding under a California Energy Commission funding opportunity, such as a Grant Funding Opportunity.
Particulate matter (PM)	Any material besides pure water that exists in a solid or liquid state in the atmosphere. The size of particulate matter can

Term	Definition
	vary from coarse, wind-blown dust particles to fine particles resulting from combustion.
PM _{2.5}	Particulate matter with particles 2.5 microns in diameter or smaller. Also called "fine particulate matter."
PM ₁₀	Particulate matter with particles 10 microns in diameter or smaller. Also called "coarse particulate matter."
Short ton	An Imperial unit of mass equal to 2,000 pounds.
Toxic air contaminant	An air pollutant, identified in California Air Resources Board regulations, which may cause negative health effects even at very low concentrations.
Zero-emission vehicle (ZEV)	A vehicle that produces no emissions from the onboard source of power. Common examples are battery-electric vehicles and fuel-cell electric vehicles.

Sources: California Air Resources Board, CEC Energy Glossary, and U.S. Environmental Protection Agency