



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

Projects Awarded Funding Under Solicitation GFO-23-607 — Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development

February 2025 | CEC-600-2025-006



California Energy Commission

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PREFACE

This Localized Health Impacts (LHI) Report assesses the local health impacts from projects proposed to receive Clean Transportation Program funding from the California Energy Commission (CEC). 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 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."

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 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-23-607. This grant initiative seeks to accelerate zero-emission vehicle adoption among California Native American tribes by funding electric vehicle infrastructure, infrastructure planning, and workforce training and development. 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 nine projects for Clean Transportation Program grant funding awards under Solicitation GFO-23-607. Based on project site information provided by the awardees, 6 of the 10 communities where projects installing electric vehicle charging infrastructure 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), environmental justice (EJ) indicators, Environmental Justice Screening Method (EJSM), localized health impacts (LHI)

Please use the following citation for this report:

McKinny, Jana. February 2025. Localized Health Impacts Report: Projects Awarded Funding Under Solicitation GFO-23-607 — Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development. California Energy Commission. Publication Number: CEC-600-2025-006.

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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.

Under California Code of Regulations Title 13, Section 2343, this Localized Health Impacts Report describes the electric vehicle charger, planning, and workforce development 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 nine projects for Clean Transportation Program grant funding awards under Solicitation GFO-23-607, "Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development." This initiative seeks to provide funding for Tribes, Tribal Organizations, and Tribally owned businesses for electric vehicle charging infrastructure, infrastructure planning, and workforce training and development. Staff analyzed localized health impact information submitted by the project awardees for seven of the proposed projects that are installing electric vehicle charging infrastructure.

Based on project site information provided by the awardees, 6 of the 10 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.

On January 18, 2024, the CEC released a competitive grant solicitation, "Tribal Electric Vehicle Infrastructure, Planning, and Workforce Training and Development" (GFO-23-607). GFO-23-607 offered Clean Transportation Program grant funding for Tribes, Tribal Organizations, and Tribally owned businesses to install electric vehicle (EV) charging infrastructure and related resiliency equipment. Awardees could also utilize solicitation funds for EV infrastructure planning and workforce training and development activities related to EVs. GFO-23-607 will support zero-emission vehicle transportation, which will reduce criteria air pollutants and greenhouse gas (GHG) emissions in California.

Projects Selected

On November 20, 2024, the CEC posted a notice of proposed awards identifying nine projects awarded grant funding under GFO-23-607.¹ Two of the projects proposed for awards, submitted by Aha Macav Power Service and the Paskenta Band of Nomlaki Indians, do not include activities to install electric vehicle infrastructure. As these two projects will not require environmental review or permits, they have not been analyzed for localized health impacts and are not included in this report. The locations of each of the remaining seven projects have been assessed for this report. 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 3. In some cases, the city listed in the postal address for a project 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 following the project location address in the table below.

¹ Cary, Eilene. "Notice Of Proposed Awards." California Energy Commission. Accessed December 12, 2024. <u>Cover</u> <u>letter</u> available at https://www.energy.ca.gov/sites/default/files/2024-11/GFO-23-607_NOPA_Cover_Letter_2024-11-20.docx, and <u>table of awardees</u> available at https://www.energy.ca.gov/sites/default/files/2024-11/GFO-23-607_Results_Table_2024-11-20.xlsx.

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
Agua Caliente Band of Cahuilla Indians	Agua Caliente EV Charger Initiative	5401 Dinah Shore Dr, Palm Springs, CA 92264	Age, Poverty
Agua Caliente Band of Cahuilla Indians	Agua Caliente EV Charger Initiative	68960 E Palm Canyon Dr, Cathedral City, CA 92234	Age, Minority, Poverty
Agua Caliente Band of Cahuilla Indians	Agua Caliente EV Charger Initiative	32-279 Bob Hope Dr, Rancho Mirage, CA 92270 (Riverside County)	Minority, Unemployment
Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation, California	Barona Tribal EV Infrastructure, Planning, and Workforce Training and Development Project	1054 Barona Rd, Lakeside, CA 92040 (San Diego County)	Minority
Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation, California	Barona Tribal EV Infrastructure, Planning, and Workforce Training and Development Project	1932 Wildcat Canyon Rd, Lakeside, CA 92040 (San Diego County)	Minority
Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation, California	Barona Tribal EV Infrastructure, Planning, and Workforce Training and Development Project	1095 Barona Rd, Lakeside, CA 92040 (San Diego County)	Minority
California Indian Manpower Consortium	Accelerating Tribal EV Charging Infrastructure, Planning and Workforce Development (Bishop Maiyut Tribe)	2750 N Sierra Hwy, Bishop, CA 93514	Age
California Indian Manpower Consortium	Accelerating Tribal EV Charging Infrastructure, Planning and Workforce Development (Bishop Maiyut Tribe)	180 N See Vee Ln, Bishop, CA 93514	Age
Dry Creek Rancheria Band of Pomo Indians	Dry Creek Rancheria EV Infrastructure & Planning	235 Kelly Rd, Cloverdale, CA 95425 (Sonoma County)	Age
Dry Creek Rancheria Band of Pomo Indians	Dry Creek Rancheria EV Infrastructure & Planning	2411 Alexander Valley Rd, Healdsburg, CA 95448 (Sonoma County)	Age
Paseki Strategies Corporation	ELECT- Paséki (EV Localized Electrification at Community hubs on Tribal land: Paséki Strategies Corporation)	3089 Norm Niver Rd, Thermal, CA 92274 (Imperial County)	Age, Minority, Poverty, Unemployment

Table 1: Project Details with EJ Indicators

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
Paseki Strategies Corporation	ELECT- Paséki (EV Localized Electrification at Community hubs on Tribal land: Paséki Strategies Corporation)	66725 Martinez Rd, Thermal, CA 92274 (Oasis CDP)	Minority, Poverty, Unemployment
Vector Energy Group	Chumash Casino EV Charging Project	3400 CA-246, Santa Ynez, CA 93460 (Santa Ynez CDP)	Age
Yurok Tribe	Yurok Tribe EV Infrastructure Plan and Workforce Development	96 Owl Creek Road, Tulley Creek, CA 95546 (Humboldt County)	Age, Poverty

Source: CEC staff

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

Public Comment

As provided by Title 13 of the CCR, Section 2343, a 30-day public review period applies to this LHI Report from the date it is posted on the CEC website. The <u>original posting date for this</u> <u>report</u> 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 <u>FTD@energy.ca.gov</u>.

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 <u>mediaoffice@energy.ca.gov</u>.

CHAPTER 2: Project Descriptions

As part of the GFO-23-607 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 CalEnviroScreen² 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.

Agua Caliente Band of Cahuilla Indians

Agua Caliente Band of Cahuilla Indian's proposed project, "Agua Caliente EV Charger Initiative" will install EV chargers at three locations on tribal lands—the Agua Caliente Tribal Administrative Plaza, Agua Caliente Cathedral City Casino, and Agua Caliente Fuel. The project proposes to install a total of 24 Level 2 chargers and 12 DC fast chargers (DCFCs). The project will not generate emissions. Based on the positive impact associated with installing chargers, and the resulting increase in zero-emission vehicles, the project is expected to improve air quality.

No direct outreach efforts to educate the surrounding community of project benefits or project impacts were included in the project scope or application package.

Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation, California

Barona Group of Capitan Grande Band of Mission Indians of the Barona Reservation's (Barona Band) proposed project, "Barona Tribal EV Infrastructure, Planning, and Workforce Training and Development Project" will install 84 Level 2 chargers and 12 DCFCs at four locations—the Barona Resort and Casino, Barona Government Building, Barona Community Center, and Barona Gas Station. The project will improve mobility and access to EV charging infrastructure in the Barona community while reducing local transportation emissions and costs.

The proposed project will also develop EV transition plans for the Barona Band and up to 24 other Tribes in the Southern California Tribal Chairmen's Association and establish a regional workforce training program. Project partners will work with the Southern California Tribal

² This tool ranks U.S. Census tracts based on geographic, socioeconomic, public health and environmental hazard criteria. See "<u>CalEnviroScreen</u>." Office of Environmental Health Hazard Assessment. Accessed December 12, 2024. Available at https://oehha.ca.gov/calenviroscreen.

Chairmen's Association and Tribal Energy & Climate Collaborative to facilitate engagement with Tribes for the project's workforce training and EV infrastructure and fleet transition planning.

California Indian Manpower Consortium

California Indian Manpower Consortium proposed project, "Accelerating Tribal EV Charging Infrastructure, Planning and Workforce Development" will install two Level 2 chargers, four DCFCs, and 215 kilowatt hours of integrated battery storage at two gas stations owned by the Bishop Paiute Tribe. The project also entails developing a strategic plan for the Bishop Paiute Tribe to accelerate EV infrastructure deployment supporting passenger, heavy-duty, and offroad vehicles. The project proposes to conduct EV site awareness training, prepare tribal participants to become electric vehicle supply equipment technicians, and support EV Infrastructure Training Program certification for licensed general electricians. The project will not result in any new criteria or toxic air emissions. Installation of charging infrastructure is expected to reduce GHG emissions by 158.3 million tons of carbon dioxide equivalent (CO_2e) per year.

Outreach efforts include providing project information, education about EV incentives, and promotion of EVs to tribal members.

Dry Creek Rancheria Band of Pomo Indians

Dry Creek Rancheria Band of Pomo Indian's (DCR's) proposed project, "Dry Creek Rancheria EV Infrastructure & Planning" will install a total of 10 Level 2 chargers at two locations, the Bi'du Khaale Housing Development and Wildhaven Sonoma Glamping. To enhance community resilience, the project will also install 40 kilowatt hours of battery storage and five emergency solar panels to generate mobile off-grid power during utility grid power outages. DCR will also develop an economic feasibility assessment and business model for installing charging stations near the tribally owned casino. Emissions generated by manufacturing and installing the charging infrastructure and resilience equipment are expected to be offset by the long-term use of EVs which produce significantly less emissions than internal combustion engine vehicles. EVs supported by the project's charging infrastructure are estimated to save 2.6 million tons of CO_2e equivalent annually per vehicle.

Outreach efforts include providing project information and promoting the use of EV chargers through DCR's website, newsletter communications, social media postings, and regularly scheduled Board of Directors meetings. Prior to construction, targeted outreach will engage with over 900 DCR members, tribally owned business, and the populations of Cloverdale and Healdsburg where the project sites are located.

Paseki Strategies Corporation

Paseki Strategies Corporation's proposed project, "ELECT- Paséki (EV Localized Electrification at Community hubs on Tribal land: Paséki Strategies Corporation)" will install a total of 14 Level 2 chargers and three DCFCs at the Red Earth Casino and Torres Martinez Tribal Administration Office. Using the Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) Charging and Fueling Infrastructure (CFI) Emission tool, Paseki Strategies Corporation estimates this project will reduce GHG emissions by approximately 40.9 short tons annually, in addition to reductions in carbon monoxide (CO), nitrogen oxide (NOx), particulate matter (PM), volatile organic compounds (VOCs), and sulfur oxides (SO_x) by avoiding fossil fuel combustion.

Charger Type	Fuel Dispensed (kWh)	Petroleum Equivalent (barrels)	CO (lb)	NOx (lb)	РМ10 (Ib)	PM2.5 (lb)	VOC (lb)	SOx (lb)	GHG (tn)
14 Level 2 Chargers	24,090	55.7	188.1	3.6	0.5	0.2	19.4	0.3	22.2
3 DC Fast Chargers	20.273	46.8	158.3	3.0	0.4	0.2	16.3	0.3	18.7

Table 2: Energy Use and Emission Benefits

Source: Argonne National Laboratory, AFLEET CFI tool

Outreach efforts include installing signage along highways and in various tribal locations to increase awareness and visibility of the charging stations. The project team will work with Torres Martinez council members and president to identify key community engagement events to inform community members on the viability of electric transportation and address concerns that may arise from the community. A survey for tribal members will be conducted to gather information or concerns around EVs and education material via digital communication will support the engagement process.

Vector Energy Group

The Santa Ynez Band of Chumash Indians has designated Vector Energy Group as its tribal representative for the proposed project, "Chumash Casino EV Charging Project" to install 41 Level 2 chargers at the Chumash Casino Resort. Emissions generated during the construction from transporting materials and equipment are expected to be offset by the installation of chargers reducing reliance on traditional combustion engines. The project expects to avoid 713,147 kilograms of GHG emissions, the equivalent of planting 18,285 trees and letting them grow for 10 years.

Outreach efforts include educating Chumash community members about the Tribe's environmental goal of clean air by decreasing harmful carbon emissions and the economic and environmental benefits of the project. Vector Energy Group will collaborate closely with the Santa Ynez Chumash Environmental Office, leveraging their Community Outreach Program and

Air Program to provide information about EV chargers and their benefits through flyers and emails to local businesses.

Yurok Tribe

Yurok Tribe's proposed project, "Yurok Tribe EV Infrastructure Plan and Workforce Development" will install 3 Level 2 chargers at the Kenek Transportation Building on the Yurok Reservation. The project will also prepare an EV Infrastructure Plan, develop an apprenticeship program to support community college and vocational training for electricians, and certify licensed electricians through the EV Infrastructure Training Program. Emissions generated during equipment manufacturing and transport during the project's construction phase are expected to be offset by the long-term operation of zero-emission vehicles utilizing the installed charging infrastructure. Assuming each charging station will be used two to three hours per day the project is expected to prevent more than 112 metric tons of CO₂e emissions equivalent per year.

Community outreach efforts include providing project information, EV benefits, and charging station familiarization to tribal members through the Yurok Tribe website, newsletter communications, and regional meetings. The project team will discuss the infrastructure plan purpose, promote public use of the EV chargers, and invite interested members of the Yurok, Karuk, and Hoopa Valley Tribes to participate in the workforce development programs.

CHAPTER 3: Location Analysis

This LHI Report identifies projects located in high-risk communities, using staff's adaptation of the Environmental Justice Screening Method.³ *High-risk communities* are those with social vulnerability indicators, high exposure to pollution, and greater health risks. This LHI Report is not intended to be a detailed pollution analysis of proposed projects, nor is it intended to substitute for the environmental review conducted 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 nonattainment⁴ status for these pollutants.

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.
- 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.

³ Pastor Jr., Manuel (University of Southern California), Rachel Morello-Frosch (University of California, Berkeley), and James Sadd (Occidental College). 2010. <u>Air Pollution and Environmental Justice: Integrating Indicators of</u> <u>Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making</u>. California Air Resources Board. Accessed December 12, 2024. Available at https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf

⁴ A *nonattainment* area is a geographic area that does not meet the Ambient Air Quality Standards (state, national, or both) for a given pollutant. See "<u>Maps of State and Federal Area Designations</u>." California Air Resources Board. Accessed December 12, 2024. Available at https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

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 fiveyear estimates⁵ on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data⁶ on unemployment. Specifically, this LHI Report uses city-level⁷ and county-level⁸ unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

Staff finds that 6 of the 10 communities where these projects are located meet the criteria for high-risk communities since they meet both the environmental and demographic standards. All projects are in communities that meet the environmental standard since they are within a nonattainment zone for ozone, $PM_{2.5}$, or PM_{10} . This finding indicates that there may be existing poor air quality where the proposed projects are located. Six of the proposed project locations also meet the demographic standard since they are in communities that exceed the threshold for two or more EJ indicators

In Table 3, a **bold** number followed by an asterisk (*) indicates categories that exceed a given EJ indicator threshold. A city/county name in **bold**, followed by a dagger (†), indicates a high-risk community.

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)	Unemploy- ment (November 2024)
California	1.0%	15.1%	5.6%	39.7%	0.4%	5.7%	14.9%	12.1%	5.3%
EJ Indicator Threshold	30.0%	30.0%	30.0%	30.0%	30.0%	6.8%	17.9%	12.1%	5.3%

Table 3: EJ Indicators by Project Location Demographic

⁵ American Community Survey codes DP05 and S1701 were used to find data. See "<u>Explore Census Data</u>." U.S. Census Bureau. Accessed January 9, 2025. Available at https://data.census.gov/cedsci/.

⁶ Overview page with data from most recent and previous months: "<u>Unemployment Rate and Labor Force</u>." Employment Development Department. Accessed January 9, 2025. Available at https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html.

⁷ Most recent data only: "<u>Monthly Labor Force Data for Cities and Census Designated Places (CDP)</u>." Employment Development Department. Accessed January 9, 2025. Available at https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls.

⁸ Most recent data only: "<u>Monthly Labor Force Data for Counties</u>." Employment Development Department. Accessed January 9, 2025. 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)	Unemploy- ment (November 2024)
Palm Springs†	1.0%	5.2%	5.7%	23.3%	0.2%	1.9%	33.2%*	13.9%*	5.0%
Bishop	0.1%	2.3%	0.0%	17.4%	0.0%	0.4%	25.2%*	7.3%	3.0%
Cathedral City†	2.0%	6.9%	1.9%	58.9%*	0.3%	5.0%	18.0%*	17.3%*	5.1%
Humboldt County†	4.1%	3.2%	1.4%	12.6%	0.3%	4.8%	18.9%*	19.8%*	4.8%
Imperial County†	1.5%	1.5%	2.6%	85.4%*	0.0%	7.5%*	13.2%	21.1%*	19.0%*
Oasis CDP†	1.6%	0.2%	0.8%	97.5%*	0.0%	5.5%	4.9%	43.0%*	5.4%*
Riverside County†	1.0%	6.9%	6.5%	50.8%*	0.3%	6.0%	14.8%	11.4%	5.4%*
San Diego County	0.8%	12.1%	4.8%	34.5%*	0.4%	5.8%	14.7%	10.6%	4.6%
Santa Ynez CDP	4.4%	1.2%	0.3%	19.5%	0.0%	3.4%	24.2%*	11.7%	0.1%
Sonoma County	1.1%	4.5%	1.6%	28.0%	0.3%	4.7%	20.6%*	8.9%	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 EV charging for Tribal members. This expansion will achieve emissions reductions by encouraging Tribal members to switch from gas-powered vehicles to EVs.

Based on Environmental Justice Screening Method standards, CEC staff has identified 6 out of 10 communities where these proposed 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 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.
Carbon monoxide (CO)	A colorless, odorless, highly poisonous gas formed by the incomplete combustion of certain fuels, including gasoline.
Census Designated Places	A statistical entity defined by the U.S. 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.
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	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_2O), halogenated fluorocarbons (HCFCs), ozone (O_3), perfluorinated carbons (PFCs), and hydrofluorocarbons (HFCs).						
Internal combustion engine	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.						
Nitrogen oxides (NO _x)	A general term including nitric oxide (NO), nitrogen dioxide (NO ₂), and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation.						

Term	Definition
Notice of proposed awards (NOPA)	A document identifying projects that are proposed to receive funding under a California Energy Commission funding opportunity, such as a Grant Funding Opportunity.
Particulate matter (PM)	Any material besides pure water that exists in a solid or liquid state in the atmosphere. The size of particulate matter can vary from coarse, wind-blown dust particles to fine particles resulting from combustion.
PM _{2.5}	Particulate matter with particles 2.5 microns in diameter or smaller. Also called "fine particulate matter."
PM ₁₀	Particulate matter with particles 10 microns in diameter or smaller. Also called "coarse particulate matter."
Short ton (tn)	An Imperial unit of mass equal to 2,000 pounds.
Sulfur oxides (SO _x)	A group of pungent, colorless gases formed primarily by the combustion of sulfur-containing fossil fuels, especially coal and oil. Considered major air pollutants, sulfur oxides may impact human health and damage vegetation.
Volatile organic compound (VOC)	Closely related to the term "reactive organic gas" (ROG). VOCs are carbon-containing compounds that evaporate into the air (with a few exceptions), and often have an odor. VOCs contribute to the formation of smog or may themselves be toxic or both. Some examples include gasoline, alcohol, and the solvents used in paints.
Zero-emission vehicle (ZEV)	A vehicle that produces no emissions from the onboard source of power. Common examples are battery-electric vehicles and fuel-cell electric vehicles.

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