CALIFORNIA ENERGY COMMISSION

CALIFORNIA NATURAL RESOURCES AGENCY

California Energy Commission

STAFF REPORT

Localized Health Impacts Report

Projects Awarded Funding Under Solicitation GFO-24-607 — Fast and Available Charging for All Californians (FAST) 2.0

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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 or similar 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 that (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 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 competitive grant solicitation GFO-24-607, "Fast and Available Charging for All Californians (FAST) 2.0." This grant initiative seeks to deploy fast-charging electric vehicle infrastructure for the public. CEC staff has proposed projects for awards under solicitation GFO-24-607, and each of these projects has multiple locations. Based on project site information provided by the awardees, 15 of the 30 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, electric vehicle (EV), charging infrastructure, environmental justice (EJ) indicators, Environmental Justice Screening Method (EJSM), localized health impacts (LHI)

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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. CEC staff proposes 21 projects for awards under solicitation GFO-24-607, "Fast and Available Charging for All Californians (FAST) 2.0." This initiative seeks to deploy fast-charging electric vehicle infrastructure for the public.

Under California Code of Regulations Title 13, Section 2343, this Localized Health Impacts Report describes the electric vehicle charging 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 comes from the California Air Resources Board. Demographic data are from the U.S. Census Bureau and the California Employment Development Department.

CEC staff analyzed localized health impact information submitted by the project awardees. Based on project site information provided by the awardees, 15 of the 30 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). The statute authorizes the California Energy Commission (CEC) to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change and clean air goals. Assembly Bill 126 (Reyes, Chapter 319, Statutes of 2023) most recently reauthorized the Clean Transportation Program through July 1, 2035, and focused the program on zero-emission transportation.

On December 18, 2024, the CEC released a competitive grant solicitation, "Fast and Available Charging for All Californians (FAST) 2.0" (GFO-24-607). GFO-24-607 offered grant funding for projects that install electric vehicle (EV) fast charging infrastructure for the public. GFO-24-607 will support switching from gasoline vehicles to EVs, which will reduce criteria air pollutants and greenhouse gas (GHG) emissions in disadvantaged and low-income communities.

Projects Selected

On July 15, 2025, the CEC posted a notice of proposed awards identifying the projects awarded grant funding under GFO-24-607. [1] This report assesses the locations of each of the 21 projects being developed. Table 1 lists the proposed project locations for 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 locations 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 following the project locations postal address in the table below.

Table 1: Project Details with Indicators

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
City of Downey	City of Downey Civic Center Fast Charger Project	11121 Brookshire Ave, Downey, CA 90241	Minority
County of Alameda	Access Alameda — Accelerating Community Charging & Equitable Sustainability Solutions in Alameda	8711 MacArthur Blvd, Oakland, CA 94605	Poverty
County of Alameda	Access Alameda — Accelerating Community Charging & Equitable Sustainability Solutions in Alameda	3600 Norbridge Ave, Castro Valley, CA 94546 (Alameda County)	Minority

1 Cary, Eilene. 2025. "Notice of Proposed Awards." California Energy Commission. Accessed September 9, 2025. Cover letter available at https://www.energy.ca.gov/sites/default/files/2025-07/GFO-24-607_NOPA_Cover_Page_2025-07-15_ada.docx, and table of awardees available at https://www.energy.ca.gov/sites/default/files/2025-07/GFO-24-607_NOPA_Result_Table_2025-07-15_ada.xlsx.

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
County of Alameda	Access Alameda — Accelerating Community Charging & Equitable Sustainability Solutions in Alameda	4501 Pleasanton Ave, Pleasanton, CA 94566	Minority
County of Alameda	Access Alameda — Accelerating Community Charging & Equitable Sustainability Solutions in Alameda	2520 Church St, Oakland, CA 94605	Poverty
DynaChrg, Inc (Lankershim)	DynaCrg — Fast Charging California (Lankershim)	4888 Lankershim Blvd North Hollywood, CA 91601 (Los Angeles)	Minority, Poverty, Unemployment
ElectricFish Energy Inc.	Resilient, BESS-Integrated Fast Charging to Overcome Grid Constraints for Californians	1690 Broadway, Redwood City, CA 94063	Minority
ElectricFish Energy Inc.	Resilient, BESS-Integrated Fast Charging to Overcome Grid Constraints for Californians	8000 Edgewater Dr, Oakland, CA 94621	Poverty
Eneridge, Inc.	Deployment of Public DC Fast Charging Hubs in Priority Communities of Santa Barbara and Irvine	15 Santa Barbara St, Santa Barbara, CA 93101	Age, Minority, Poverty
Eneridge, Inc.	Deployment of Public DC Fast Charging Hubs in Priority Communities of Santa Barbara and Irvine	15215 Barranca Pkwy, Irvine, CA 92618	Minority
EV Charging Solutions, Inc.	FAST Charging (TBD)	2055 E Harbor Blvd, Ventura, CA 93001 (San Buenaventura)	Minority
EV Charging Solutions, Inc.	FAST Charging (TBD)	1610 E St Andrew Pl, Santa Ana, CA 92705	Minority
EvGateway (Bakersfield)	EvGateway's Proposal for FAST 2.0	2201 Taft Hwy, Bakersfield, CA 93313	Age, Minority, Poverty, Unemployment
EvGateway (Madera)	EvGateway's Proposal for FAST 2.0	32603 Ave 7, Madera, CA 93637 (Madera County)	Age, Minority, Poverty, Unemployment
EVgo Services LLC	EVgo Services LLC - FAST 2.0 Proposal	2959 Crenshaw Blvd, Los Angeles, CA 90016	Minority, Poverty, Unemployment
EVgo Services LLC	EVgo Services LLC - FAST 2.0 Proposal	7080 Santa Monica Blvd, West Hollywood, CA 90038 (Los Angeles)	Minority, Poverty, Unemployment
EVgo Services LLC	EVgo Services LLC - FAST 2.0 Proposal	17308 Bellflower Blvd, Bellflower, CA 90706	Minority, Poverty, Unemployment
Gravity, Inc.	Gravity ChargeUp: Powering Inclusive EV Adoption in Underserved Communities	9053 Sepulveda Blvd, North Hills, CA 91343 (Los Angeles)	Minority, Poverty, Unemployment
Gravity, Inc.	Gravity ChargeUp: Powering Inclusive EV Adoption in Underserved Communities	390 N Rosemead Blvd, Pasadena CA 91107 (Pasadena City)	Minority, Poverty
Ionna LLC	Ionna Airport Plaza Charging	10212 S La Cienega Blvd, Inglewood, CA 90304 (Los Angeles County)	Minority, Poverty, Unemployment
Ionna LLC	Ionna Airport Plaza Charging	2238 Arden Ave, San Bernardino, CA 92404 (San Bernardino County)	Minority, Poverty, Unemployment

Proposed Awardee	Project Title	Project Location	EJ Indicator(s)
Renewable Energy Partners	Big Bear Lake DCFC	42142 Big Bear Blvd, Big Bear Lake, CA 92315	Age
Revel Transit, Inc. (Airport)	Revel Charging Hub 400 S Airport	400 S Airport Blvd, South San Francisco, CA 94080	Minority
Rivian (Bakersfield)	Rivian Adventure Network — Bakersfield, CA	3915 Rosedale Hwy, Bakersfield, CA, 93308	Age, Minority, Poverty, Unemployment
Rivian (Cabazon)	Rivian Adventure Network - Cabazon, CA	48400 Seminole Dr, Cabazon, CA 92230 (Cabazon CDP)	Age, Minority, Poverty
Rivian (Long Beach)	Rivian Adventure Network — Long Beach, CA	6324 East Pacific Coast Hwy, Long Beach, CA 90803	Minority, Poverty, Unemployment
Rivian (Temecula)	Rivian Adventure Network — Temecula, CA	40820 Winchester Rd, Temecula, CA 92591 (Temecula City)	Age
SKYCHARGERS, LLC (Lake Tahoe)	South Lake Tahoe Community Charging Hub	3445 Lake Tahoe Blvd, South Lake Tahoe, CA 96150	Poverty
SKYCHARGERS, LLC (San Francisco)	San Francisco Airport DCFC Charging Hub	San Francisco International Airport South McDonnell Rd, San Francisco, CA 94128 (San Mateo County)	Minority
Tesla, Inc.	Tesla, Inc Application for California FAST 2.0	4601 2nd St, Davis, CA 95618	Poverty
Tesla, Inc.	Tesla, Inc Application for California FAST 2.0	1500 Anna Sparks Wy, McKinleyville, CA 95519 (McKinleyville CDP)	Poverty, Unemployment
Tesla, Inc.	Tesla, Inc Application for California FAST 2.0	3609 Bradshaw Rd, Sacramento, CA 95827 (Mather CDP)	Age
Tesla, Inc.	Tesla, Inc Application for California FAST 2.0	1071 Helen Power Dr, Vacaville, CA 95687	none
Tesla, Inc.	Tesla, Inc Application for California FAST 2.0	2339 Fair Oaks Blvd, Sacramento, CA 95825 (Arden-Arcade CDP)	Poverty, Unemployment
Tesla, Inc.	Tesla, Inc Application for California FAST 2.0	3405 McHenry Ave, Modesto, CA 95350	Age, Minority, Poverty, Unemployment
Volta Charging, LLC (Inglewood)	Shell Inglewood Hub Project 2025	701 W Manchester Blvd, Inglewood, CA 90301	Minority, Poverty, Unemployment

Source: CEC staff

Funding for these projects is contingent upon approval at a publicly noticed CEC business meeting and the execution of the 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 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-24-607 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 local community groups and other interested parties. This chapter summarizes the information submitted by the awardees.

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

City of Downey

The City of Downey's proposed project, titled "City of Downey Civic Center Fast Charger Project," will install five dual-port direct current fast chargers (DCFCs) within the Downey Civic Center campus. The public chargers will be located near a library, theater, restaurants, hotel, banking, downtown, and city hall. The estimated GHG emissions avoided over the six-year project is 14,191,200 kilograms (kg) of carbon dioxide (CO_2).

Outreach efforts will include regular social media posts, flyers at all facilities, wayfinding signage directing vehicles to the stations, and promotion on the city website. The project team will share information on safe, secure, reliable, and accessible fast-charging opportunities for the community. The project team will promote the lower-cost alternative to commercial DCFC stations that are looking to make a profit. Education on GHG reduction through the project will also be shared with the community.

County of Alameda

The County of Alameda's proposed project, titled "Access Alameda — Accelerating Community Charging & Equitable Sustainability Solutions in Alameda," will install 40 public DCFC ports across four sites. The site locations serve the Castro Valley Library, Youth Uprising Community Center, Eastmont Mall, and Alameda County Fairgrounds. For the DCFC chargers operating for six years, the estimated GHG savings is 26,415,780 kilograms of CO_2 equivalent (CO_2e).

The Alameda County project will implement a comprehensive and community-driven outreach strategy to ensure that residents, businesses, and key stakeholders are informed about the benefits, progress, and impacts of the new EV charging infrastructure. Outreach efforts will focus on education, engagement, and accessibility for disadvantaged and low-income communities, where EV adoption has historically been lower due to infrastructure gaps.

Outreach will begin with targeted education campaigns through flyers, fact sheets, and online resources distributed in multiple languages at libraries, community centers, and social service agencies. Furthermore, the project will host quarterly public workshops and town hall meetings in partnership with local community groups and environmental justice organizations to ensure widespread participation. Hands-on engagement will be provided through "Charger

Demonstration Days" at each project site, where community members can see chargers in action, learn how to operate them, and access educational resources on EV ownership.

DynaChrg, Inc.

DynaChrg, Inc., is an EV infrastructure company that provides EV charging management services. DynaChrg's proposed project, titled "DynaChrg — Fast Charging California (Lankershim)," will install 21 public DCFC ports in a high-traffic area in central Los Angeles. Surrounded by shops, restaurants, and service businesses within walking distance, the charging locations encourage longer dwell times and repeat usage. Over the six years of operation of the project, emissions are estimated to be reduced by 2,138,866 kg of CO_2e.

DynaChrg Lankershim project outreach methods will include in-person or virtual community sessions, flyers, online engagement, partnerships with neighborhood councils and community-based organizations, and on-site signage. Outreach activities will begin two to three months before construction, culminating with a post-installation event for each site.

ElectricFish Energy Inc.

ElectricFish Energy Inc. is an EV infrastructure company with a strong track record of deployment. ElectricFish Energy's proposed project, titled "Resilient, BESS-Integrated Fast Charging to Overcome Grid Constraints for Californians," will install 10 dual-port DCFCs at sites located near motels. Emissions are estimated to be reduced by 20,926,940 kg of CO_2e over eight years.

The project team plans to leverage outreach methods to educate the surrounding communities on the benefits and impacts of the project. These methods include posting flyers locally at the properties as well as at adjacent businesses, introducing the projects at neighborhood forums and meetings, and ribbon-cutting launch ceremonies.

Eneridge, Inc.

Eneridge, Inc. owns and operates EV charging stations, integrated with its network platform. Eneridge's proposed project, titled "Deployment of Public DC Fast Charging Hubs in Priority Communities of Santa Barbara and Irvine," will deploy 20 public DCFC ports across two sites, 10 each in Santa Barbara and Irvine. Based on expected utilization[2] over a six-year operational period, the proposed project is estimated to avoid nearly 20,000 metric tons of CO_2e emissions.

Eneridge will actively partner with the Cities of Santa Barbara and Irvine to support public education, permitting coordination, and community alignment. Outreach efforts may include public signage, coordination with city staff and local stakeholders, public websites and newsletters, surveys, and customer engagement tools integrated into the user interface to

[2] Charger utilization refers to the usage rate of a charging station. See "Assembly Bill 2127 Second Electric Vehicle Charging Infrastructure Assessment: Assessing Charging Needs to Support Zero-Emission Vehicles in 2030 and 2035." California Energy Commission. Accessed September 30, 2025. Available at https://www.energy.ca.gov/publications/2024/assembly-bill-2127-second-electric-vehicle-charging-infrastructureassessment.

gather feedback. These outreach actions will ensure that the public understands the value of the project, particularly in improving air quality, reducing emissions, and supporting equitable EV adoption.

EV Charging Solutions, Inc.

EV Charging Solutions, Inc., is an EV infrastructure company that provides automotive electrical services. EV Charging Solutions' proposed projects, "FAST Charging (TBD)," will install 40 public DCFCs across two sites. The first site will be located by the Ventura Beach Marriott, and the second site will be by the Costa Mesa freeway. During the six-year project, it is estimated that 6,900 to 7,500 tons of CO_2 will be reduced.

Outreach activities for the project will support EV and EV infrastructure adoption. Methods used include collaborating with local housing authorities, social service providers, employment agencies, and community organizations to disseminate program information to their constituents. Project information booths will be available at community gatherings, public spaces, and community ride-along opportunities. EV Charging Solutions will also disseminate project information to rideshare workers through their partnership with Lyft® and offer discounted charging rates to rideshare drivers.

EvGateway

EvGateway is a software development company focused on offering EV charging station management tools. EvGateway's proposed projects, "EvGateway's Proposal for FAST 2.0," will install 10 public DCFC ports at a new travel plaza in Bakersfield and 10 public DCFCs at a site in Madera County. The estimated GHG emissions avoided over six years is 33,638,400 kg of CO_2e for each project site.

EvGateway will deploy a community-driven approach to its charger deployment outreach plan. It will engage with local leaders in government, education, private sectors, and community organizations to promote EV infrastructure to support local driver adoption. The team also plans to develop and launch a consumer-oriented education program. The program will educate the public on the basics of EV ownership, potential benefits and downfalls of owning an EV, cost, and incentives available. It will also encourage community input and maintain an active feedback loop.

EVgo Services LLC

EVgo Services LLC (EVgo) has more than 10 years of experience in designing, developing, operating, and maintaining a charging network with more than 1,000 locations. EVgo's proposed project, "EVgo Services LLC — FAST 2.0 Proposal," will install 42 public DCFC ports at sites in Los Angeles County. The three sites are in commercially zoned areas. Over six years, the project will result in an estimated GHG reduction of 42,588 metric tons of CO_2e.

EVgo's marketing and communications teams employ a multipronged strategy of direct-to-consumer, business-to-business, and thought leadership outreach to communicate charging service offerings and to educate customers. When a site opens, EVgo promotes the site through standardized marketing and advertising initiatives, including social media promotion, emails to local customers, press releases, and ribbon-cutting events.

Gravity, Inc.

Gravity, Inc., has experience in deploying complex charging sites and managing infrastructure projects. Gravity's proposed project, "Gravity ChargeUp: Powering Inclusive EV Adoption in Underserved Communities," will install 24 public DCFCs at two existing sites in Los Angeles County. It is estimated that the project will avoid between 1.68 million to 2.70 million kg CO_2 through June 2030 and about 2.52 million to 4.05 million kg CO_2 through the six-year operation of the sites.

Community engagement is integral to the success of the project. Gravity will build relationships with local community organizations to ensure they are attuned to local dynamics. Outreach for the project will include town hall meetings, surveys, press releases, and partnerships with community-based organizations.

Ionna LLC

Ionna LLC is a fast-charging station operator. Ionna's proposed project, "Ionna Airport Plaza Charging," will install 16 dual-port DCFCs at two sites in Southern California. One site will be accessible for drivers traveling to the Los Angeles International Airport, and the second site will serve drivers near the San Bernardino Airport. An estimated 46,652,903 kg of CO_2 will be avoided because of this project.

There are no outreach efforts proposed for the project.

Renewable Energy Partners

Renewable Energy Partners has led clean energy projects across California and specializes in deploying EV charging infrastructure in rural and underserved areas. Renewable Energy Partners' proposed project, "Big Bear Lake DCFC," will install DCFCs at a retail center in Big Bear Lake (San Bernardino County). Over the seven-year project period, the project is estimated to reduce GHG emissions by 613,200 kg of CO_2e.

To educate the community about the health and environmental benefits of EV charging, Renewable Energy Partners will implement multichannel outreach before, during, and after installation. The project aims to reach more than 3,000 residents, visitors, and shoppers within the trade area through bilingual flyers distributed on-site, informational signage posted at the retail center, and updates on the app and online platform of the charger network.

Revel Transit, Inc.

Revel Transit is a New York-based transportation company. Revel Transit's proposed project, "Revel Charging Hub 400 S Airport," will install 30 public DCFC ports at a site near San Francisco International Airport. Revel estimates that this project will result in a GHG reduction of 766.6 short tons per year, or 4,599.6 short tons over the life of the project.

Revel plans to keep the surrounding community informed about the benefits and impacts of installing DCFC stations. It will use various methods to ensure stakeholders are aware of the project and have a chance to share feedback starting at the launch of the project. Revel will then continue regular check-ins to monitor the success of the site and incorporate community feedback.

Rivian

Rivian is a vertically integrated charging network provider that manufactures and operates EV chargers. Rivian's proposed projects, "Rivian Adventure Network," will deploy DCFCs at sites in Bakersfield, Cabazon, Long Beach, and Temecula as below:

- 10 DCFC ports at a site located in a Starbucks parking lot in Bakersfield, with estimated GHG emissions avoided of 6,793,181 kg of CO_2 over six years of operation
- 10 DCFC ports at the parking lot of Desert Hills Premium Outlets in Cabazon (Riverside County), with estimated GHG emissions avoided of 16,032,775 kg of CO_2 over six years of operation
- 12 DCFC ports at the parking lot of the Marina Pacifica Shopping Mall in Long Beach, with estimated GHG emissions avoided of 6,434,252 kg of CO_2 over six years of operation
- 12 DCFC ports at the parking lot of Promenade Mall in Temecula, with estimated GHG emissions avoided of 17,132,988 kg of CO_2 over six years of operation

Rivian's standard practices for expansion of the Rivian Adventure Network incorporate community outreach at various stages. When planning sites, Rivian's team regularly conducts outreach with local governments and businesses during site identification. This outreach helps ensure sites meet driver needs and address local charging infrastructure gaps. As part of ongoing communication, Rivian publicly lists all upcoming and active locations on its website. Upon site opening, Rivian will announce a site availability to the public via its website and social media channels. These communication strategies and engagement practices serve to inform the public and relevant stakeholders about the availability and expansion of Rivian's charging network.

Skychargers, LLC

Skychargers, LLC, is one of the largest nonoriginal equipment developers of fast-charging station infrastructure in California. Skychargers' proposed projects, "South Lake Tahoe Community Charging Hub" and "San Francisco Airport DCFC Charging Hub," will deploy 12 single-port DCFCs along the central corridor of South Lake Tahoe and 24 DCFC ports at the San Francisco International Airport. Over six years of operation, emissions are estimated to be reduced by 10,736,000 kg of CO_2e for the South Lake Tahoe project and by 59,348,000 kg of CO_2e for the San Francisco project.

The project team is committed to ensuring that local residents benefit from project-driven opportunities and economic development. These opportunities will include outreach to all businesses and community-based organizations in the project area to inform them of the project, including the opportunity to benefit from increased business from EV drivers and reduced air pollution in the project area. Outreach will occur before beginning project construction and again after the chargers are operational. The project team will make presentations to career and technical education classes at South Tahoe High School to inform students about the project and job opportunities.

Tesla, Inc.

Tesla, Inc., is an automotive company that manufactures, owns, operates, and maintains all charging equipment directly. Tesla's proposed project, "Tesla, Inc. Application for California FAST 2.0," will deploy 112 DCFCs at five locations throughout Northern California. Over the projected five-year operational period, the project is estimated to reduce GHG emissions by 81,266,993 kg of CO_2e.

Tesla notifies local mayoral offices whenever new charger sites open in their cities and plans to expand this outreach to include more community stakeholders and nonprofit organizations. Tesla will also offer EV educational videos on its website and host community-focused educational events upon site openings. The project team will also conduct quarterly outreach activities throughout the state, such as supporting the Elementary Institute of Science in San Diego, a nonprofit dedicated to providing science, technology, engineering, and math education opportunities for disadvantaged youth.

Volta Charging, LLC

Volta Charging, LLC, also known as Shell Recharge Solutions, provides EV technology and charging solutions. Volta Charging's proposed project, "Shell Inglewood Hub Project 2025," will deploy 18 dual-port DCFCs in Inglewood (Los Angeles County). Over six years of operation, emissions are estimated to be reduced by 61,810,560 kg of CO_2e.

The project has garnered interest and support from various community stakeholders, including local businesses and residents, during the planning commission hearing administered by the city. The strategic location of the charging site near popular businesses enhances the appeal and accessibility of the project. Shell also plans to use marketing through its proprietary application, as well as traditional avenues to bring attention to the new site once open for business.

CHAPTER 3:
Location Analysis

This LHI Report identifies projects 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 (PM_{10}). The environmental standard uses CARB air-quality monitoring data on nonattainment status for these pollutants.[4]

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.

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3 Pastor Jr., Manuel (University of Southern California), Rachel Morello-Frosch (University of California, Berkeley), and James Sadd (Occidental College). 2010. *Air Pollution and Environmental Justice: Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*. California Air Resources Board. Accessed September 9, 2025. Available at https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf.

4 A *nonattainment* area is a geographic area that does not meet the Ambient Air Quality Standards (state, national, or both) for a given pollutant. See "Maps of State and Federal Area Designations." California Air Resources Board. Accessed September 9, 2025. 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 five-year estimates[5] on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data[6] on unemployment. Specifically, this LHI Report uses city-level[7] and county-level[8] unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

Staff finds that 15 of the 30 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. Fifteen 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 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)	Unemploy-ment (July 2025)
California	**1.1%**	**15.3%**	**5.5%**	**39.8%**	**0.4%**	**5.6%**	**15.3%**	**12.0%**	**6.1%**
EJ Indicator Threshold	**30.0%**	**30.0%**	**30.0%**	**30.0%**	**30.0%**	**6.7%**	**18.4%**	**12.0%**	**6.1%**
Alameda County	0.9%	**32.2%***	9.9%	23.3%	0.7%	5.3%	14.9%	9.2%	5.3%

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

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

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

8 Most recent data only: "Monthly Labor Force Data for Counties." Employment Development Department. Accessed September 9, 2025. Available at https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf.

Arden-Arcade CDP†	0.7%	11.4%	8.6%	20.6%	0.4%	6.6%	17.0%	**18.5%***	**6.9%***
Bakersfield†	1.3%	7.8%	6.1%	**53.6%***	0.2%	**7.7%***	10.8%	**16.0%***	**7.6%***
Bellflower†	1.3%	12.0%	11.5%	**60.8%***	0.3%	5.5%	11.9%	**13.2%***	**6.5%***
Big Bear Lake	0.6%	2.5%	0.6%	25.2%	0.0%	4.7%	**20.7%***	9.4%	5.6%
Cabazon CDP†	0.0%	0.9%	0.3%	**55.1%***	1.4%	**10.6%***	14.0%	**15.6%***	5.5%
Davis	0.9%	24.6%	2.6%	15.2%	0.4%	2.7%	14.0%	**25.1%***	5.6%
Downey	2.0%	7.4%	3.7%	**75.3%***	0.3%	5.0%	14.1%	9.1%	6.0%
Inglewood†	0.8%	2.4%	**39.9%***	**48.9%***	0.2%	5.5%	13.6%	**14.9%***	**7.0%***
Irvine	0.2%	**44.1%***	2.0%	11.3%	0.4%	6.5%	10.5%	11.7%	4.8%
Long Beach†	1.4%	12.8%	11.9%	**43.4%***	0.6%	5.2%	13.2%	**15.0%***	**6.2%***
Los Angeles†	1.2%	12.0%	8.5%	**47.2%***	0.1%	5.2%	13.8%	**16.5%***	**6.5%***
Los Angeles County†	1.3%	15.0%	7.8%	**48.3%***	0.2%	5.3%	14.7%	**13.6%***	**6.4%***
Madera County†	1.9%	2.5%	2.6%	**60.4%***	0.1%	**6.8%***	14.4%	**19.9%***	**8.3%***
Mather CDP	0.4%	8.9%	1.5%	15.4%	0.5%	**7.2%***	9.5%	3.6%	5.6%
McKinleyville CDP†	4.5%	3.3%	0.4%	11.9%	0.0%	5.2%	17.8%	**14.8%***	**6.5%***
Modesto†	1.3%	7.4%	4.7%	**43.9%***	0.9%	**6.9%***	14.4%	**13.0%***	**7.4%***
Oakland	1.2%	15.5%	21.1%	28.9%	0.4%	5.7%	14.3%	**13.7%***	5.5%
Pasadena City†	0.7%	17.8%	7.7%	**34.1%***	0.1%	4.8%	17.1%	**13.2%***	5.9%
Pleasanton	0.5%	**41.9%***	1.7%	12.7%	0.4%	4.4%	16.5%	5.5%	5.1%
Redwood City	2.2%	18.1%	2.4%	**35.2%***	1.0%	5.4%	13.6%	6.6%	4.3%
San Bernardino County†	1.3%	8.1%	8.0%	**54.6%***	0.3%	6.5%	12.3%	**13.6%***	**6.2%***
San Buenaventura	1.0%	4.3%	1.6%	**35.7%***	0.2%	4.9%	18.2%	10.4%	4.9%
San Mateo County	1.1%	**30.8%***	2.2%	24.9%	1.1%	5.2%	17.3%	6.5%	4.3%
Santa Ana	1.5%	12.0%	0.8%	**77.3%***	0.1%	5.5%	11.1%	11.1%	4.9%
Santa Barbara†	1.3%	3.8%	1.3%	**36.8%***	0.2%	4.8%	**20.1%***	**13.1%***	4.0%
South Lake Tahoe	1.3%	6.1%	0.6%	28.2%	0.3%	4.6%	16.3%	**12.4%***	5.6%
South San Francisco†	0.7%	**43.0%***	1.7%	**30.8%***	1.1%	4.3%	17.7%	7.1%	4.3%
Temecula City	0.5%	11.5%	4.3%	28.5%	0.2%	**7.6%***	12.2%	7.4%	5.4%
Vacaville	1.0%	10.8%	8.7%	26.7%	0.6%	5.8%	15.4%	7.5%	5.8%

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

Summary

If funded, the proposed projects would result in an expanded supply of electric vehicle DC fast charging infrastructure for the public. These infrastructure projects will achieve emissions reductions by encouraging residents to switch from gas-powered vehicles to EVs.

Based on the Environmental Justice Screening Method standards, CEC staff has identified 15 out of 30 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 EV 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 (CO_2)	A colorless, odorless, non-poisonous gas that is a normal part of the air. Carbon dioxide is exhaled by humans and animals and is absorbed by green-growing things and by the sea. CO_2 is the greenhouse gas whose concentration is being most affected directly by human activities. CO_2 also serves as the reference to compare all other greenhouse gases (see carbon dioxide equivalent). The major source of CO_2 emissions is fossil fuel combustion. CO_2 emissions are also a product of forest clearing, biomass burning, and nonenergy production processes such as cement production. Atmospheric concentrations of CO_2 have been increasing at a rate of about 0.5 percent per year and are now about 30 percent above preindustrial levels.
Carbon dioxide equivalent (CO_2e)	A metric measure used to compare emissions from various greenhouse gases based upon the relative global warming potential (GWP). Carbon dioxide equivalents are commonly expressed as "million metric tons of carbon dioxide equivalents (MMTCDE)" or "million short tons of carbon dioxide equivalents (MSTCDE)" The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP. MMTCDE= (million metric tons of a gas) * (GWP of the gas) For example, the GWP for methane is 24.5. This means that emissions of 1 million metric tons of methane is equivalent to emissions of 24.5 million metric tons of carbon dioxide. Carbon may also be used as the reference and other greenhouse gases may be converted to carbon equivalents. To convert carbon to carbon dioxide, multiply the

	carbon by 44/12 (the ratio of the molecular weight of carbon dioxide to carbon)
Census Designated Places (CDP)	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 on 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 (DAC)	A designation by the California Environmental Protection Agency used to identify areas disproportionately affected by environmental pollution or hazards due to geographic, socioeconomic, public health, and environmental factors.
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 infrared 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).
Global warming potential (GWP)	The relative warming of a greenhouse gas over a specified period of time as compared to carbon dioxide (GWP of 1). GWP allows for the conversion of different greenhouse gas emissions into the same emissions unit, carbon dioxide equivalents (CO_2e).
Localized health impacts (LHI)	Potential health impacts on communities.
Low-income community (LIC)	Census tracts with median household incomes at or below 80 percent of the statewide median income or with median household incomes at or below the threshold designated as low income by the Department of Housing and Community Development's list of state income limits adopted under Section 50093. (Definition from AB 1550, Gomez, Chapter 369, Statutes of 2016)
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 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, University of Michigan School of Public Health, and U.S. Environmental Protection Agency