



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

**Project Awarded Funding Under Solicitation
GFO-24-609 — Charging Interoperability and
Collaboration Yard (Charge Yard)**

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PREFACE

This Localized Health Impacts (LHI) Report assesses the local health impacts from project 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 project 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 awardee.
- 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 project 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 project. The report must analyze the aggregate locations of the funded project, 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) Project 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 project but do not receive Clean Transportation Program funding.

The CEC publishes this LHI Report at least 30 days before approving project at a publicly noticed meeting. This report includes project 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 project requiring only ministerial-level permits in this report.

ABSTRACT

This Localized Health Impacts Report describes the potential health impacts to the local community from a project seeking California Energy Commission (CEC) funding under competitive grant solicitation GFO-24-609, “Charging Interoperability and Collaboration Yard (Charge Yard).” This grant initiative seeks to provide an open and neutral space for industry collaboration, knowledge sharing, interoperability testing, and conformance testing for electric vehicle charging equipment. CEC staff has proposed one project for award under solicitation GFO-24-609 at one project location. Based on project site information provided by the awardee, the community where the project is located is not considered a high-risk community. Staff does not anticipate a net increase in the pollution burden for the community where this project is 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 one project for award under solicitation GFO-24-609, "Charging Interoperability and Collaboration Yard (Charge Yard)." This initiative seeks to provide an open and neutral space for industry collaboration, knowledge sharing, interoperability testing, and conformance testing for electric vehicle charging equipment.

Under California Code of Regulations Title 13, Section 2343, this Localized Health Impacts Report describes the electric vehicle charging equipment project 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 project requiring only ministerial-level permits in this report. The CEC is required to assess the local health impacts of project 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 awardee. Based on project site information provided by the awardee, the proposed project is not located in a high-risk community. Staff expects the project to reduce pollution levels.

CHAPTER 1:

Project 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.

Project Selected

On March 14, 2025, the CEC released a competitive grant solicitation, "Charging Interoperability and Collaboration Yard (Charge Yard)" (GFO-24-609). GFO-24-609 offered grant funding for projects that provide space for industry collaboration, knowledge sharing, interoperability testing, and conformance testing for electric vehicle charging equipment. On September 11, 2025, the CEC posted a notice of proposed awards identifying one project awarded grant funding under GFO-24-609.¹ As part of the GFO-24-609 project selection process, applicants must provide information on 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. The below section summarizes the information submitted by the awardee.

California Energy, Power, and Innovation Collaborative

California Energy, Power, and Innovation Collaborative (Cal EPIC's) proposed project, "Capital Charge Yard," will develop a neutral charging interoperability and collaboration space that is open for industry collaboration, knowledge sharing, interoperability testing, and conformance testing for EVs and electric vehicle chargers. The permanent space will include a flexible design to quickly energize chargers and test capabilities. As an interoperability testing facility, the project is not expected to have meaningful immediate environmental benefits or impacts. Effective interoperability between EVs and chargers is expected to help support the transition from gasoline to EVs, which will reduce harmful tailpipe emissions. There are no outreach efforts proposed for the project.

¹ Hong, Chester. 2025. "Notice Of Proposed Awards." California Energy Commission. Accessed September 15, 2025. [Cover letter](https://www.energy.ca.gov/sites/default/files/2025-09/GFO-24-609_NOPA_Cover_Page_ADA.docx) available at https://www.energy.ca.gov/sites/default/files/2025-09/GFO-24-609_NOPA_Cover_Page_ADA.docx. and [table of awardees](https://www.energy.ca.gov/sites/default/files/2025-09/GFO-24-609_NOPA_Results_Table_ADA.xlsx) available at https://www.energy.ca.gov/sites/default/files/2025-09/GFO-24-609_NOPA_Results_Table_ADA.xlsx.

This report assesses the location of the project. Table 1 lists the proposed project location for the awardee and the corresponding environmental justice (EJ) indicator. EJ indicator definitions are in Chapter 3 of this report, and EJ indicator analysis is in Table 2.

Table 1: Project Details With Indicators

Proposed Awardee	Project Title	Project Location	EJ Indicator
California Energy, Power, & Innovation Collaborative (Cal EPIC)	Capital Charge Yard	8351 Luzon Ave, Sacramento, CA 95828	Poverty

Source: CEC staff

Funding for this project 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:

Location Analysis

This LHI Report identifies projects in high-risk communities, using staff's adaptation of the Environmental Justice Screening Method.² *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 the proposed project, 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 nonattainment³ 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.

² 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://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf). California Air Resources Board. Accessed September 15, 2025. Available at <https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/04-308.pdf>.

³ 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://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations)." California Air Resources Board. Accessed September 15, 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 estimates⁴ on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data⁵ on unemployment. Specifically, this LHI Report uses city-level⁶ unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

Staff finds that the community where the project is located, Sacramento, does not meet the criteria for a high-risk community since the project location does not meet the demographic standard. Sacramento does not meet the demographic standard since it exceeds only the EJ indicator threshold for poverty. The project does meet the environmental standard since the project location is 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 project is located.

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 2025)
California	1.0%	15.1%	5.6%	39.7%	0.4%	5.7%	14.9%	12.1%	5.8%
EJ Indicator Threshold	30.0%	30.0%	30.0%	30.0%	30.0%	6.8%	17.9%	12.1%	5.8%
Sacramento	0.8%	19.5%	12.6%	29.4%	1.8%	6.0%	13.8%	14.8%*	5.6%

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

4 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 October 14, 2025. Available at <https://data.census.gov/cedsci/>.

5 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 October 14, 2025. Available at <https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>.

6 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 October 14, 2025. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls>.

Summary

If funded, the project would result in developing a space for charging interoperability and conformance testing across multiple EVs and EV chargers. This industry collaboration space will support technology development for a more robust and reliable electric vehicle charging infrastructure network by encouraging knowledge sharing, advancing interoperability, accelerating standards development, and fostering multistakeholder alignment. A robust electric vehicle charging network enables consumers to switch from gas-powered vehicles to EVs, which will reduce criteria air pollutants and greenhouse gas (GHG) emissions in disadvantaged and low-income communities.

Based on the Environmental Justice Screening Method standards, the location of the proposed project is not located in a high-risk community. Staff does not anticipate a significant increase in local pollutants and found no indication that the project identified in this LHI Report would negatively affect community health. The proposed EV charging interoperability project may create a net benefit for the community by enabling technologies that reduce 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.
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}).
Disadvantaged community	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.

Term	Definition
Grant funding opportunity (GFO)	Where the California Energy Commission offers applicants an opportunity to receive grant funding for project 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 ₂ O), halogenated fluorocarbons (HCFCs), ozone (O ₃), perfluorinated carbons (PFCs), and hydrofluorocarbons (HFCs).
Localized health impacts (LHI)	Potential health impacts on communities.
Notice of proposed awards (NOPA)	A document identifying project 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."
Toxic air contaminant	An air pollutant, identified in California Air Resources Board regulations, which may cause negative health effects even at very low concentrations.

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