

STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

For Selected Projects Awarded Funding Through the
Alternative and Renewable Fuel and Vehicle Technology
Program Under Solicitation PON-11-602 - Alternative Fuels
Infrastructure: Electric, Natural Gas, Propane, E85, and
Diesel Substitutes Terminals



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PREFACE

The increased use of alternative and renewable fuels supports California's commitment to curb greenhouse gas emissions (GHG), reduce petroleum use, improve air quality, and stimulate the sustainable production and use of alternative fuels within California. Alternative and renewable transportation fuels include electricity, natural gas, biomethane, propane, hydrogen, ethanol, renewable diesel, and biodiesel. State investment is needed to fill the gap and fund the differential cost of these emerging fuels and vehicle technologies.

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This statute, amended by Assembly Bill 109 (Núñez, Chapter 313, Statutes of 2008), authorizes the California Energy Commission to "develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies."

The statute also directs the California Air Resources Board (ARB) to develop guidelines to ensure air quality improvements. The ARB Air Quality Improvement Program (AQIP) Guidelines, approved in 2008, are published in the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1, AB 118 Air Quality Guidelines for the Alternative and Renewable Fuel and Vehicle Technology Program and the AQIP*. The *AQIP Guidelines* require the Energy Commission, as the funding agency, to analyze the localized health impacts of ARFVTP-funded projects that require a permit (13 CCR § 2343).

The Energy Commission received proposals in response to Program Opportunity Notice (PON) -11-602 for an alternative fuels infrastructure and is considering approving and funding the projects described in this *LHI Report*. This report contains the project and site descriptions (including geographic locations), potential impacts and benefits, and outreach efforts as declared by the proposers in their documentation. No potential exists for adverse health effects from the nominal increase in criteria emissions from the proposed projects.

ABSTRACT

California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1, § 2343(c)(6), requires the California Energy Commission to consider the localized health impacts when selecting projects for funding. For each funding cycle, the Energy Commission is required to analyze localized health impacts for projects proposed for program funding that require a permit.

This *Localized Health Impacts Report* reviews the project proposals under consideration for funding that were submitted in response to the Alternative Fuel Infrastructure Grant Solicitation: Electric, Natural Gas, Propane, E-85 and Diesel Substitutes Terminal (PON-11-602) by the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). This *Localized Health Impacts Report* contains project and site descriptions (including geographic locations), and potential impacts as contained in the proposals.

This *Localized Health Impacts Report* analyzes the aggregated locations of projects, 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, as declared by the project proposers or also as determined by Energy Commission staff. This report identifies outreach to community groups and other affected stakeholders, also as declared by the project proposers.

Keywords: air pollution, air quality, air quality improvement program (AQIP), Air Resources Board (ARB), alternative fuel, Assembly Bill (AB) 118, assessment, biodiesel, California Environmental Quality Act, compressed natural gas (CNG), criteria emissions, demographic, E85, Energy Commission, environmental justice, Environmental Justice Screening Method (EJSM), environmental justice (EJ), greenhouse gas emissions (GHG), hydrogen, liquefied natural gas (LNG), localized health impact (LHI), unified school district

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EXECUTIVE SUMMARY

Under the *California Code of Regulations Title 13, (CCR § 2343)*, this *Localized Health Impacts Report* describes the alternative fuel infrastructure projects proposed for Alternative and Renewable Fuel and Vehicle Technology Program (ARVTP) funding that may or may not require a conditioned or discretionary permit or environmental review, such as conditional use permits, air quality permits, wastewater permits, hazardous waste disposal permits, and other land use entitlements. This report does not include projects requiring only residential building permits, mechanical/electrical permits, or fire/workplace safety permits, as these are determined to have no likely impact on the environment.

The California Energy Commission is required to assess the localized health impacts of the projects proposed for ARVTP funding under Alternative Fuels Infrastructure PON-11-602. This *Localized Health Impacts Report* focuses on the potential impacts the projects may or may not have on a particular community, particularly those communities that are considered especially vulnerable to emissions increases within their community. For projects located in high-risk communities, this report assesses the impacts from criteria emissions/air toxics, the air quality attainment status, and mitigation plans, if available. This *Localized Health Impacts Report* includes information about the proposer's outreach efforts including public notices and community outreach.

Environmental justice communities, low-income communities and minority communities are considered to be the most impacted by any project that could result in increased criteria and toxic air pollutants within an area because these communities typically have the most significant exposure to the emissions. Assessing these projects and the communities surrounding them is important because of the health risks associated with these pollutants. Preventing health issues from air pollution in any community is important, but it is especially important to minimize any negative impacts in communities that are already considered to be at risk due to their continued exposure to these contaminants.

The projects assessed in this report include three biodiesel bulk storage and blending facilities, 23 natural gas fueling stations, and a network of 101 E85 retail fueling stations. In the course of normal operations, none of these facilities generate criteria emissions, particulate matter (PM), or air toxics at any appreciable level. The projects in this *Localized Health Impacts Report* are assessed for potential health impacts for the communities in which they could be located; they vary in terms of socioeconomic factors. Based on this analysis, it is not anticipated that the implementation of the projects will have negative impacts on surrounding communities because there will not be a net increase in criteria and toxic emissions, specifically those communities that are considered most vulnerable. Potentially, the projects stand to provide improved quality of life through cleaner air.

CHAPTER 1:

Projects Proposed for Funding

This chapter summarizes the projects proposed for Energy Commission Funding. The projects in this *LHI Report* are:

Fuel Category: Diesel Substitutes (Biodiesel Blending)

- Targa Terminals, LLC, 3028 Navy Drive, Port of Stockton, Stockton, CA
- Whole Energy Pacifica LLC, 810 Wright Avenue, Richmond, CA
- North Star Biofuels, 860 W. Beach Street, Watsonville, CA

Fuel Category: E85

- Propel Fuels, Inc. (101 Station network, throughout California)

Fuel Category: Natural Gas for School Fleets, CNG Station, LNG or L/CNG Station

- Bear Valley Unified School District, 44548 Baldwin Lane, Sugarloaf, CA
- SCAQMD –Murrieta, 25620 Jefferson Ave., Murrieta, CA
- Blackhawk Logistics, 450 S. Willow Street, Blythe, CA
- Atlas Disposal BioRefinery #1, 8550 Fruitridge Road, Sacramento, CA
- City of Riverside Water Quality Control Plant, 5950 Acorn Street, Riverside, CA
- Waste Management of California, Inc., 2141 Oceanside Boulevard, Oceanside, CA
- Sysco Food Services of Los Angeles, 15750 Meridian Parkway, Riverside, CA
- Bonita Unified School District, 115 W. Allen Avenue, San Dimas, CA
- Walnut Valley Unified School District, 880 S. Lemon Ave., Walnut, CA
- Arcadia Unified School District, 35 Saint Joseph Street, Arcadia, CA
- CR&R Inc., 1706 Goetz Road, Perris, CA
- Los Angeles Unified School District, 1425 S. San Pedro Street, Los Angeles, CA
- Calexico Unified School District, 1085 Andrade Ave., Calexico, CA
- Southern California Gas, 44416 Division Street, Lancaster, CA
- Clean Fuels Connection, 1919 Torrance Blvd, Torrance, CA
- Upland Unified School District, 1428 West 9th St. Upland, CA
- Valley Garbage and Rubbish, 1850 W. Betteravia, Santa Maria, CA
- Paso Robles Waste & Recycle, 2951 Wallace Drive, Paso Robles, CA
- Lompoc Unified School District, 1301 North A Street, Lompoc, CA
- City of Monterey Park, City Hall, 320 W. Newmark Ave., Monterey Park, CA

CHAPTER 2: Assessment Approach, Definitions, and Projects Proposed for Funding

The California Energy Commission, through the Alternative and Renewable Fuels and Vehicle Technology Program (ARFVTP), released a competitive Grant Solicitation and Application Package on February 8, 2012. The application due date was March 14, 2012. Grant Solicitation Program Opportunity Notice (PON) 11-602 sought to fund projects that encourage the establishment of an alternative transportation fuels infrastructure to accommodate the deployment of a growing number of alternative fuel vehicles (AFVs), reduce the use of petroleum fuels and greenhouse gas (GHG) emissions to help the state achieve its public policy goals, provide competition in the transportation fuels market, and improve the economic vitality in California.

The projects assessed in this report include three biodiesel bulk storage and blending facilities, 23 natural gas fueling stations, and a network of 101 E85 retail fueling stations. In the course of normal operations, none of these facilities generate criteria emissions, particulate matter (PM), or air toxics at any appreciable level. They are fuel transport and distribution facilities, not fuel production facilities such as biorefineries. Moreover, all of these proposed stations and facilities would be located at existing fueling stations or bulk storage or blending terminals. For some facilities, there may be a minor increase in truck traffic to accommodate the transport of biodiesel, natural gas, or E85 fuel to the wholesale or retail distribution and sales stations.

The projects will be assessed in two separate rounds based on the completion of the requirements of the California Environmental Quality Act (CEQA). This report is an assessment of Round 1. Based on funding encumbrance deadlines for funding in this solicitation, all EV infrastructure projects will be assessed in the second round of projects, Round 2, and will be included in a separate *Localized Health Impacts (LHI) Report*.

The Energy Commission is required to analyze and publish this *LHI Report* for public review and comment for a period of 30 days. Based on the Energy Commission's interpretation of the Air Quality Improvement Program (AQIP) Guidelines, this *LHI Report* provides information about the communities surrounding the potential project sites and assesses the potential impacts to public health in those communities as a result of the project. This report is prepared under the *California ARB AQIP Guidelines, California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR § 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.”

This *LHI Report* is not intended to be a detailed environmental health or impact analysis of projects potentially to be funded by the program nor is this assessment intended to be a substitute for the comprehensive environmental review conducted by regulatory agencies during the CEQA process. The application of CEQA would provide a more detailed analysis of the potential for adverse environmental effects of the proposed projects.

This report collects available information about the potential air quality impacts of the proposed projects and provides a collective, narrative analysis of the potential for localized health effects from those projects. The AQIP Guidelines mandate that the Energy Commission track the projects’ progress through the CEQA process and ensure a commitment exists from the proposers to complete all mitigation measures required by the permitting agency before they receive the first funding allocation.

Staff reviewed results from the Environmental Justice Screening Method (EJSM) to identify projects located in areas with social vulnerability indicators and the greatest exposure to air pollution and associated health risks.¹ The EJSM was developed to identify low-income communities highly affected by air pollution for assessing the impacts of climate change regulations, specifically Assembly Bill 32 (Núñez/Pavley, Chapter 488, Statutes of 2006), the California Global Warming Solutions Act of 2006.

The EJSM identifies the various levels of risk in regions throughout California, and high-risk communities are considered especially vulnerable to even the smallest impacts. The EJSM integrates data on exposure to air pollution, cancer risk, ozone concentration and frequency of high ozone days, race/ethnicity, poverty level, home ownership, median household value, educational attainment, and sensitive populations (populations under 5 years of age, or over 65 years of age).

¹ California Air Resources Board (ARB), *Air Pollution and Environmental Justice, Integrating Indicators of Cumulative Impact and Socio-Economic Vulnerability Into Regulatory Decision-Making*, 2010. (Sacramento, California) Contract authors: Manuel Pastor Jr., Ph.D., Rachel Morello-Frosch, Ph.D., and James Sadd, Ph.D.

The ARB applied the method to the San Francisco Bay Area, San Joaquin Valley, and California's desert region. However, the results consider only income among the list of social vulnerability indicators. For communities not yet assessed in the EJSM, the Energy Commission identifies high-risk areas as those in nonattainment basins for ozone, particle pollution, or particulate matter (PM) 2.5 and PM 10, along with populations that have high poverty and minority rates as well as a high percentage of sensitive populations.

This *LHI Report* contains detailed assessments for projects proposed to be located in a low-income community that is highly impacted by air pollution. The reasons this *LHI Report* contains detailed assessment for these communities is that the populations within these communities are presumed to be most susceptible to health risks because of their exposure to criteria and toxic air pollutants on a more continual basis as compared with other geographic regions.

Permits

For this assessment, the Energy Commission interprets "permits" to connote discretionary and conditional use permits because they require a review of potential impacts to a community and the environment before issuance. For air permits, local air districts conduct a New Source Review (NSR) to determine the emission impacts. Since ministerial-level permits, such as building permits, do not assess public health-related pollutants, the Energy Commission staff does not assess projects requiring only ministerial level permits in this report. An overview of the permit requirements for identified projects potentially to be located in at risk communities is included in the project overviews in this *LHI Report*.

Incremental increases in criteria emissions must be reduced or mitigated through a pollution control standard known as Best Available Control Technologies (BACT), and possibly, Emission Reduction Credits (ERC) which are granted upon request by an emission source.² An NSR determines if a modification to an existing station or construction of a new station will result in significant increased air emissions within a given region, and this report contains the related information as given by the project proposers. Immediate action must be taken by the appropriate party for any toxics released that exceed predetermined thresholds before a facility is reconsidered for a permit.

Demographic Data

Staff collected information on ethnicity, age, and income for the city/community where the potential project, if funded, would be located. The information identifies those communities with higher minority populations, lower incomes, and highly sensitive groups based on age.

2 California Air Resources Board (ARB), *Air Quality Guidance for Siting Biorefineries in California*, 2012 (Sacramento, California) <http://www.arb.ca.gov/fuels/lcfs/bioguidance/bioguidance.htm>

For this assessment, staff identifies sensitive populations as individuals younger than 5 years of age and older than 65 years of age. The demographic data for the proposed project sites is provided.

Emissions

Staff collected information about predicted emissions from the project proposals. The emissions considered for this assessment include those from biorefineries, E85 stations, CNG, LNG and RNG.

Community Status of Proposed Projects

The following community status for the proposed projects is based on the ARB *Proposed Screening Method* which integrates data to identify low-income communities that are highly impacted by air pollution.³ The California State Implementation Plans (<http://www.arb.ca.gov/planning/sip/sip.htm>) are used as a source for public notices for attainment plans. The *Green Book Nonattainment Areas for Criteria Pollutants* (<http://www.epa.gov/oaqps001/greenbk>) is also used as an information source for this assessment.

The following tables summarize the findings of the project assessment. For high-risk cities/communities, more detail is provided in the following chapters. Staff identifies high-risk cities/communities using the following factors: (1) those located in nonattainment air basins for ozone, PM 2.5, and/or PM 10, (2) those located in communities with high poverty, minority, and/or unemployment rates, and (3) those located in communities with a high percentage of sensitive populations (under 5 years of age or over 65 years of age). Those in high-risk communities would be located in nonattainment air basins and have one or more of the other two factors. More details about the factors, such as sensitive populations, are covered later in this *LHI Report*.

Community Status for Proposed Biodiesel Projects

All three proposed biodiesel projects would be located in nonattainment zones for ozone, PM 2.5, and PM 10. As shown in the following table, all of the projects would also be located in high-risk communities. The sensitive populations are environmental justice (EJ) indicators described later in this report.

³ California Air Resources Board (ARB), *Proposed Screening Method for Low-Income Communities Highly Impacted by Air Pollution*, 2010 (Sacramento, California).

Table 1: Community Status for Proposed Biodiesel Projects

Proposal Number	Company /Project	High-Risk Community	CEQA Completed	Air District Permit Status	Attainment Status for Ozone, Particulate Matter (PM) 2.5, PM 10
4	Targa Terminals LLC - Biodiesel Blending Facility	Yes	In process	In process	Nonattainment (ALL)
155	Whole Energy Pacifica LLC – Biodiesel Inline Blending Terminal	Yes	In process	In process	Nonattainment (ALL)
10	North Star Biofuels - Terminal Storage and Blending Facility	Yes	In process	In process	NonAttainment (ALL)

Source: Energy Commission staff analysis

Emissions for Targa Terminals LLC

Targa Terminals, LLC proposes to develop a biodiesel blending facility at the Targa Stockton Terminal. Targa is proposing a tank farm/terminal facility on approximately 19+/- acres within the rail circle that encompasses the Pacific Ethanol production facility, located at 3028 Navy Drive, Stockton, CA. The firm proposes to use Berth #9 at the Stockton Port and an existing right of way for a production pipeline (for transferring fuels from Berth #9 to the tank farm/terminal facility.)

The facilities would allow loading and unloading of tanker trucks, railcars, and marine vessels with fully blended biodiesel at the Targa Terminal Racks. The Targa loading racks would be installed with specialized blending equipment to blend pure (B100) biodiesel with petrodiesel supplied at Targa’s diesel and additive storage tanks. The Targa Terminal would allow the distribution of biodiesel fuels within California by all modes of transportation (truck, rail, marine, and pipeline). The Terminal will also provide a deep water port for receiving global supplies of biofuel feedstock for blending and distribution into California’s inland areas.

The proposed biodiesel blending facility element would complement and not interfere with efforts to achieve and maintain federal and state ambient air quality standards. The proposer states that the project also provides reductions in toxic air contaminant emissions per the Air Quality Sections of Tiered Initial Study/Mitigated Negative Declaration. This project also maintains or improves upon emission reductions and air quality benefits in the State Implementation Plan for Ozone, California Phase 2 Reformulated Gasoline Standards and Diesel Fuel Regulations. The proposed project will be implemented in compliance with all local, state, and federal laws, ordinances, and regulations. The proposer notes that the biodiesel in blends of B20 show a reduction in petroleum use from 15 percent to 17 percent and a reduction in GHG of 10 percent to 13 percent. Targa also notes that the biodiesel blends incorporated into offroad equipment could result in greater emission benefits than those achieved with new on-road vehicles. This project has an off-road component servicing biodiesel demand of the construction and agricultural markets.

Outreach Efforts for Targa

The San Joaquin Valley Area Air Pollution Control District has experience in issuing permits for biorefineries and will ensure that Targa complies with all federal, state, and air district standards to guarantee the safety and health of all surrounding communities.

Emissions for Whole Energy Fuels Pacifica LLC

Whole Energy Fuels Pacifica LLC proposes a project site that is a terminal for loading motor oil and lubricants. The site is equipped with a large tank farm, and mixing and processing equipment and is located at 810 Wright Avenue, Richmond, CA 94804. Surrounding the project site are light industrial companies that store and process either petroleum products or vegetable oil products and the nearest residential area is between one and two miles away.

The project emissions would be generated from the transport of both biodiesel and diesel by truck with the bulk of the localized health impacts (LHI) occurring when trucks drive two miles between the site of origin for the biodiesel and diesel and the blending terminal. The proposer's "best practices" include turning off the trucks during loading and unloading to minimize air emissions.

This project would create a facility and processes for blending of biodiesel with diesel fuel and as a result the accessibility to blended biodiesel fuels in the San Francisco Bay Area will increase. This project will lead to greater adoption of blended biodiesel fuel which will result in lower criteria emissions from diesel vehicles burning biodiesel blends. This project may result in blending over 1,000,000 gallons of biodiesel fuel into diesel fuel per year.

Outreach Efforts Whole Energy LLC

Whole Energy Fuels plans to schedule annual meetings to provide question and answer sessions on the biodiesel blending facility and on the benefits of blended biodiesel fuels. The proposer would also meet with neighboring businesses to present and discuss their blending facility. Whole Energy Fuels also plans to work with community organizations to increase the awareness of their activities and those of other firms engaged in a similar business. The Bay Area Air Quality Management District (BAAQMD) has experience in issuing permits for biorefineries and will ensure that Whole Energy complies with all federal, state, and air district standards to guarantee the safety and health of all surrounding communities.

Emissions for Northstar

North Star Biofuels LLC proposes to develop a commercial scale blending facility for its biodiesel production plants. The blending facility would be integrated in the North Star plant for producing biodiesel and biojet fuel from waste animal fats and other feedstocks. The Company operates a 50 barrels per day (750,000 gallons per year) production plant at the Port of Redwood City, CA, and proposes to sublease a portion of the site at 860 W. Beach Street, Watsonville, CA for its Central Coast 1,000 barrels per day production plant (15 million gallons per year). The proposed Watsonville plant would use animal tallow, recycled vegetable oils, restaurant grease, and other feedstocks to produce ultra-pure biodiesel, jet fuel, and other products. By-products of the process include glycerin, a non-hazardous component of soaps, cosmetics, and other products, which will be sold to wholesale and retail customers.

Outreach Efforts for Northstar

The Monterey Bay Unified Air Pollution Control District has experience in issuing permits for biorefineries and will ensure that Northstar complies with all federal, state, and air district standards to guarantee the safety and health of all surrounding communities.

Community Status for Proposed E85 Projects

Propel proposes to build and operate a network of 101 publically accessible E85 retail sites planned for areas with high density of flexible fuel vehicles (FFVs) designed to run on gasoline or a blend of up to 85 percent ethanol (E85). The proposed infrastructure would be an upgrade to existing gasoline stations, enable customers to obtain carbon offset conventional gas purchases, and be integrated with the company's renewable fuel delivery system. The network of centrally-managed stations would create efficiencies in fuel purchasing, distribution and customer service. Other features include CleanDrive®, an integrated fuel and emission reduction tracking platform, and a comprehensive marketing and sales plan including fleet sales representatives.

All of the proposed E85 projects would be located in non-attainment zones for ozone, PM 2.5, and PM 10. As shown in the following table, 47 of the 101 proposed E85 projects (46 percent)

would be in high-risk (low-income) communities. The sensitive populations are EJ indicators described later in this report.

Table 2: Community Status for Proposed E85 Projects (all Propel Fuels)

Proposal Number	Propel Fuels Stations	High-Risk Community	CEQA Completed	Air District Permit Status	Attainment Status for Ozone, Particulate Matter (PM) 2.5, PM 10
73	California Low-carbon Ethanol Access Network (CLEAN) Project, #1-10	Yes for Stations #2,3,6,7	In process	In process	Nonattainment (ALL)
74	CLEAN Project, #11-20	Yes for Stations #12,14,16,17,18,19	In process	In process	Nonattainment (ALL)
75	CLEAN Project, #21-30	Yes for Stations #22,23,25,29,30	In process	In process	Nonattainment (ALL)
76	CLEAN Project, #31-40	Yes for Stations #34,35,38	In process	In process	Nonattainment (ALL)
77	CLEAN Project, #41-50	Yes for Stations #43,44,46,48,49	In process	In process	Nonattainment (ALL)
78	CLEAN Project, #51-60	Yes for Stations #51,52,54,57,58	In process	In process	Nonattainment (ALL)
79	CLEAN Project, #61-70	Yes for Stations #61,62,63,65,66,68,69	In process	In process	Nonattainment (ALL)
80	CLEAN Project, #71-80	Yes for Stations #72,75,79,80	In process	In process	Nonattainment (ALL)
81	CLEAN Project, Sites 81-90	Yes for Stations #81,82,85,87	In process	In process	Nonattainment (ALL)
82	CLEAN Project, Sites 91-101	Yes for Stations #91,92,97,98	In process	In process	Nonattainment (ALL)

Source: Energy Commission staff analysis

Outreach Efforts for Propel Fuels

The proposer will conduct outreach activities to increase public awareness of the value of E85. The air districts for the site locations has experience in issuing permits for stations will ensure that Propel complies with all federal, state, and air district standards to guarantee the safety and health of all surrounding communities.

Community Status for Proposed Natural Gas Projects

All of the natural gas projects proposed would be located in non-attainment zones for ozone, PM 2.5, and PM 10. As shown in the following table, 10 out of 21 (47.6 percent) of the proposed stations would be in high-risk (low-income) communities. The sensitive populations are EJ indicators described later in this report.

Table 3: Community Status for Proposed Natural Gas Projects

Proposal Number	Company / Project	High-Risk Community	CEQA Completed	Air District Permit Status	Attainment Status for Ozone, Particulate Matter (PM) 2.5, PM 10
156	Bear Valley Unified School District (USD) - Installation of CNG time-fill/Fast fill-fueling station	Yes	In process	In process	Nonattainment (ALL)
159	South Coast Air Quality Management District (SCAQMD) - Murrieta CNG Station Project	No	In process	In process	Nonattainment (ALL)
16	Blackhawk Logistics LLC - Blythe LNG Public Access Infrastructure Project	No	In process	In process	Nonattainment (ALL)
164	Atlas Disposal Industries (ATLAS) - The Sacramento BioRefinery #1 CNG/RNG Fueling Station	No	In process	In process	Nonattainment (ALL)

Proposal Number	Company / Project	High-Risk Community	CEQA Completed	Air District Permit Status	Attainment Status for Ozone, Particulate Matter (PM) 2.5, PM 10
1	City of Riverside - City of Riverside, WQC, Public Accessible CNG Station Infrastructure Project	No	In process	In process	Nonattainment (ALL)
12	Waste Management of California, Inc. – Waste Management Oceanside CNG Refueling Station	No	In process	In process	Nonattainment (ALL)
17	Sysco Food Services of Los Angeles, Inc. – Sysco Food Services of Los Angeles LNG Refueling Station in Riverside	Yes	In process	In process	Nonattainment (ALL)
153	Bonita Unified School District (USD) - New Fleet Fueling Station	Yes	In process	In process	Nonattainment (ALL)
3	Walnut Valley USD - Upgrade and Expand Existing CNG Station	No	In process	In process	Nonattainment (ALL)
154	Arcadia USD - CNG Replacement and Upgrade Project	No	In process	In process	Nonattainment (ALL)
18	CR&R Inc. – CR&R Perris CNG Refueling Station	Yes	In process	In process	Nonattainment (ALL)
28	Los Angeles Unified School District (LAUSD) - San Julian Bus Lot Slow-Fill Dispensing	Yes	In process	In process	Nonattainment (ALL)

Proposal Number	Company / Project	High-Risk Community	CEQA Completed	Air District Permit Status	Attainment Status for Ozone, Particulate Matter (PM) 2.5, PM 10
	Units				
19	Calexico Unified School District (USD) - CNG Station Upgrade Project	No	In process	In process	Nonattainment (ALL)
8	Southern California Gas Company - Lancaster CNG Station	Yes	In process	In process	Nonattainment (ALL)
157	Clean Fuel Connection - Upgrade to Public Fast-Fill Station at American Honda	No	In process	In process	Nonattainment (ALL)
2	Upland Unified School District (USD) - Upgrade and Expand Existing CNG Station	No	In process	In process	Nonattainment (ALL)
13	Valley Garbage and Rubbish Company, Inc. - Waste Management Santa Maria CNG Refueling Station	Yes	In process	In process	Nonattainment (ALL)
38	Paso Robles Waste & Recycle - Installation of New CNG Fueling Station	Yes	In process	In process	Nonattainment (ALL)
9	Lompoc Unified School District (USD) - Installation of New CNG Fueling Station	Yes	In process	In process	Nonattainment (ALL)
30	City of Monterey Park - CNG Fueling System	No	In process	In process	Nonattainment (ALL)

Source: Energy Commission staff analysis

Outreach Efforts for Proposed Natural Gas Projects

The proposers will conduct outreach activities to increase public awareness of the value of CNG, LNG, and RNG as fuels. The air districts for the site locations has experience in issuing permits for proposers' sites and will ensure that the companies and public organizations comply with all federal, state, and air district standards to guarantee the safety and health of all surrounding communities.

Community Status for all Proposed Projects (Biodiesel, E85, and Natural Gas)

All of the proposed biodiesel, E85, and natural gas projects would be located in non-attainment zones for ozone, PM 2.5, and PM 10. Of the three biodiesel projects, 101 E85 stations, and twenty-one natural gas projects, sixty would be located in high-risk communities which the staff identifies as those located in nonattainment air basins for ozone, PM 2.5, and/or PM 10, and having one or more factors that include high poverty, minority, and/or unemployment rates, and those located in communities with a high percentage of sensitive populations (under 5 years of age or over 65 years of age). The means that all three proposed biodiesel projects would be in high-risk communities, 47 for E85, 10.

Chapter 3: Location Analysis and Community Impacts

Based on the staff's assessment of the proposed projects, it is expected that none of the surrounding communities would be disproportionately impacted by the implementation of the projects. For this *LHI Report*, environmental justice (EJ) indicators are evaluated as follows.

- A minority EJ is indicated if a minority subset represents more than 30 percent of a given city's population.
- A poverty level EJ is indicated if a city's poverty level exceeds the state of California's poverty level (for the entire state – 13.7 percent).
- An unemployment EJ is indicated if a given city's unemployment rate exceeds the state of California's unemployment rate (for the entire state – 10.9 percent as of January 2012).
- An EJ indicator is also noted for cities where the percentage of persons younger than 5 years of age or older than 65 years of age is 20 percent higher than the average of the percentage of persons under 5 years of age or over 65 years of age for the entire state. (For the entire state, the percentage of persons under the age of 5 years is 6.8 percent, and the percentage of persons over the age of 65 years is 11.4 percent.)

Of the 127 proposed sites, 50 sites have minority EJ indicators. The poverty EJ indicator exists in 38 locations for the planned sites and 38 sites have unemployment EJ indicators. The age EJ indicator exists in 40 proposed sites. The proposed projects are expected to have a net benefit by reducing emissions and leading to improved air quality. While overall air quality depends on a number of factors, the Energy Commission expects that air quality will improve over time where the sites are proposed. Appendix A of this *LHI Report* covers the cities with EJ indicators which are described as minority EJ, poverty level EJ, unemployment EJ, and age EJs.

CHAPTER 4: Summary

If funded, the proposed projects would result in 127 different sites, for a combination of biodiesel terminals, E85 stations, and natural gas projects. Appendix A lists the cities in which the sites are proposed to be located. The sites will increase the widespread use of alternative fuel vehicles in place of their diesel counterparts. As more alternative fuel vehicles enter the market and begin to displace gasoline and diesel vehicles, tailpipe pollutants will decrease significantly. The facilities stand to nominally increase mobile source traffic; truck trips will be needed to transport feedstock and diesel. Yet, a net benefit is realized from less petroleum use and more alternative fuel use as a result of these projects.

The anticipated impacts to the cities where these projects would be located are positive in terms of cleaner air and anticipated GHG reductions. Appendix B contains the unit conversions used to calculate the GHG reductions for this assessment.

Of the 78 different cities listed in Appendix A (with projects proposed for 127 different sites), 27 have no EJ indicators, 39 have one EJ indicator, 17 have two indicators, 24 have three indicators, and 20 have four EJ indicators. The anticipated benefit from these projects for the people who live in these cities is highly likely, if not certain, to be positive. More demographics for the cities is contained in Appendix C. Appendix C contains information on persons below the poverty level, black persons, American Indian and Alaska Native, persons of Hispanic or Latino origin, white persons and persons under 5 years of age and over 65 years of age. The unemployment rates for the various cities are also given in Appendix C.

Table 4: Proposed Sites With EJ Indicators

	127 Different Sites	Percent
No EJ Indicators	27	21.3
One EJ Indicator	39	30.7
Two EJ Indicators	17	13.4
Three EJ Indicators	24	18.9
Four EJ Indicators	20	15.7
		100.0 Total

The following table shows the amount of fuel displacement and anticipated GHG reductions. The projects are grouped according to fuel type: biodiesel, E85, and natural gas.

Table 5: Annual Displacement of Diesel Gallon Equivalent (DGE), Gasoline Gallon Equivalent (GGE), and GHG Reductions For the Proposed Projects

Fuel	Total Displacement	GHG Reductions (estimated)
Biodiesel	246,283,672 DGE/year	463,283 tons/year
E85	10,377,947 GGE/year	94,513 tons/year
Natural Gas	4,744,573 DGE/year	114,802 tons/year

The details in terms of displaced DGE and GGE are shown in Appendices D (biodiesel blending terminals), E (E85 stations), and F (natural gas). The details are presented on a terminal-by-terminal, station-by-station, and site-by-site basis. The displacement of DGE and GGE demonstrates that the increased use of alternative fuel vehicles will benefit the communities and the people who live in them with cleaner air.

CHAPTER 5:

Acronyms

Air Quality Improvement Program (AQIP)

Air Quality Improvement Program (AQIP)

Air Quality Management District (AQMD)

Air Resources Board (ARB)

Alternative Fuel Vehicle (AFV)

Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP)

American Society for Testing and Materials (ASTM)

Best Available Control Technologies Act (BACT)

California Code of Regulations (CCR)

California Energy Commission (Energy Commission)

California Environmental Quality Act (CEQA)

Carbon monoxide (CO)

Compressed Natural Gas (CNG)

Emission reduction credits (ERC)

Environmental impact report (EIR)

Environmental justice (EJ)

Environmental justice screening method (EJSM)

Ethanol fuel blend up to 85% (E-85)

Greenhouse gas (GHG)

Greenhouse Gases, Regulated Emissions, and Energy Use in Transportation (GREET)

Fiscal year (FY)

Liquefied Natural Gas (LNG)

Localized health impact (LHI)

New Source Review (NSR)

Nitrogen oxide / oxides of nitrogen (NO_x)

Particulate matter (PM)

Program Opportunity Notice (PON)

Sulfur oxide (SO_x)

Tons per day (TPD)

Tons per year (TPY)

Ultra-low-sulfur diesel (ULSD)

United States Environmental Protection Agency (U.S. EPA)

Unified School District (USD)

Volatile organic compound (VOC)

APPENDIX A: Cities With EJ Indicators

Table A-1: Cities With EJ Indicators

Number	City	Minority	Poverty Level	Unemployment Rate	Age
1	Arcadia				X
2	Azusa	X	X	X	
3	Bakersfield	X	X		X
4	Banning	X	X	X	X
5	Bellflower	X		X	
6	Blythe	X	X	X	
7	Buellton	X			
8	Calexico	X			
9	Carmichael				X
10	Chula Vista	X			
11	Colton	X		X	X
12	Concord	X			
13	Corona	X			
14	Covina	X			
15	Culver City				X
16	Escondido	X	X		
17	Fairfield			X	
18	Fontana	X	X	X	X
19	Fresno	X	X	X	X
20	Garden Grove	X			
21	Grass Valley		X		X
22	Hawaiian Gardens	X	X	X	X
23	Hawthorne	X	X	X	
24	Hayward	X			
25	Hemet	X	X	X	X
26	La Habra	X			
27	La Mirada	X			X
28	La Puente	X			
29	Lancaster	X	X	X	
30	Lompoc	X	X	X	
31	Long Beach	X	X	X	
32	Los Angeles	X	X	X	
33	Merced	X	X	X	X

34	Modesto	X	X	X	
35	Monterey Park				X
36	Moreno Valley	X	X	X	X
37	Oakland		X	X	
38	Oceanside	X			
39	Orinda				X
40	Oxnard	X	X	X	X
41	Palo Alto				X
42	Paso Robles	X			
43	Perris	X	X	X	X
44	Pinole				X
45	Pomona	X	X	X	
46	Rancho Cordova		X	X	X
47	Redlands	X			
48	Rialto	X	X	X	X
49	Richmond	X	X	X	
50	Riverside	X	X	X	
51	Sacramento		X	X	
52	Salida	X	X	X	X
53	San Bernardino	X	X	X	X
54	San Diego		X		
55	San Dimas		X	X	
56	San Jose	X			
57	San Leandro				X
58	San Marcos	X			X
59	San Mateo				X
60	Santa Cruz		X	X	
61	Santa Maria	X	X	X	X
62	Santa Monica				X
63	Sherman Oaks	X	X		
64	South El Monte	X	X	X	X
65	Stockton	X	X	X	X
66	Sugarloaf		X		X
67	Sun City	X		X	X
68	Sun Valley	X	X		
69	Torrance				X
70	Turlock	X	X	X	
71	Upland	X			
72	Victorville	X	X	X	X
73	Watsonville	X	X	X	X
74	Westminster				X
75	Whittier	X			

76	Williams	X		X	X
77	Willits				X
78	Yuba City		X	X	

Source: Energy Commission staff analysis

APPENDIX B: Unit Conversions

	Alternate Fuel Unit in Gasoline Gallon Equivalents (GGE)⁴	Alternate Fuel Unit in Diesel Gallon Equivalents (DGE)	Examples Source: Energy Commission staff analysis
Diesel Gallon	1.140	1.000	5.0 DGE = 5.7 GGEs
Gasoline Gallon	1.000	0.877	1.0 GGE = 0.877 DGEs
Liquefied Natural Gas (LNG) Gallon	0.636	0.558	12 LNG Gallons = 7.632 GGEs
Compressed Natural Gas (CNG) Therm	0.832	0.729	10 CNG Therms = 8.32 GGEs
E85 Gallon 85% Ethanol, 15% gasoline	0.731	0.641	10 E85 Gallons = 7.31 GGEs
B20 Gallon 20% biodiesel, 80% diesel	1.122	0.984	10 B20 Gallons = 11.22 GGEs
B100 Gallon 100% biodiesel	1.047	0.918	15 B100 Gallons = 15.705 GGEs
Liquefied Petroleum Gas (LPG/Propane) Gallon	0.744	0.653	15 LPG Gallons = 11.16 GGEs

⁴ California Energy Commission, Transportation Energy Division, Fossil Fuels Office, *Gasoline Gallon Equivalents for Alternative Fuels for Transportation Vehicles*, 2012. (Sacramento, California) <http://www.energyalmanac.ca.gov/transportation/gge.html>

APPENDIX C: Demographic Data

Table C-1: Demographic Data for Cities with EJ Indicators⁷ (percent)

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
1	Arcadia Population: 56,364	9.10	1.20	0.30	12.10	25.70	4.30	16.30	6.90
2	Azusa Population: 46,361	17.40	3.20	1.20	67.60	19.30	7.50	7.70	13.10
3	Bakersfield Population: 347,483	17.30	8.20	1.50	45.50	37.80	9.00	8.40	10.90
4	Banning Pop: 29,603	14.60	7.30	2.20	41.10	43.40	6.20	25.90	14.50
5	Bellflower Pop: 76,616	13.10	14.00	1.00	52.30	19.50	7.60	8.60	12.20
6	Blythe Pop: 20,817	16.80	15.00	1.20	53.20	28.30	5.30	8.60	15.20
7	Buellton Pop:	7.30	0.80	1.60	30.10	62.80	6.60	13.20	6.50

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
	4,828								
8	Calexico Pop: 38,572	2.10	0.30	0.50	96.80	1.70	7.70	11.40	29.60
9	Carmichael Pop: 61,762	10.2	4.8	0.9	11.7	74.4	5.6	17.6	8.7
10	Chula Vista Pop: 243,916	9.60	4.60	0.80	58.20	20.40	7.20	10.00	10.90
11	Colton Pop: 52,154	17.90	9.70	1.30	71.00	13.00	9.40	7.00	13.30
12	Concord Pop: 122,067	9.60	3.60	0.70	30.60	50.30	6.80	11.80	10.40
13	Corona Pop: 152,374	8.90	5.90	0.80	43.60	38.10	7.40	7.30	9.30
14	Covina Pop: 47,796	10.70	4.20	1.10	52.40	29.90	6.30	11.70	8.50
15	Culver City Pop: 38,883	7.20	9.50	0.50	23.20	48.00	5.30	14.90	8.30

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
16	Escondido Pop: 143,911	15.60	2.50	1.00	48.90	40.40	8.10	10.50	9.70
17	Fairfield Pop: 105,321	11.00	15.70	0.80	27.30	35.20	7.40	10.20	11.90
18	Fontana Pop: 196,069	12.50	10.00	1.00	66.80	15.40	8.60	5.70	12.80
19	Fresno Pop: 494,665	24.90	8.30	1.70	46.90	30.00	8.90	9.30	16.20
20	Garden Grove Pop: 170,883	12.90	1.30	0.60	36.90	22.60	6.70	10.80	10.00
21	Grass Valley Pop: 12,860	16.30	0.40	1.60	10.40	83.70	5.90	23.50	9.20
22	Hawaiian Gardens Pop: 14,254	15.80	3.80	1.20	77.20	7.30	9.00	7.90	13.50
23	Hawthorne Pop: 84,293	16.10	27.70	0.70	52.90	10.30	8.00	7.40	15.60

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
24	Hayward Pop: 144,186	12.50	11.90	1.00	40.70	18.80	7.50	10.20	10.60
25	Hemet Pop: 78,657	18.00	6.40	1.60	35.80	51.80	7.20	22.10	15.90
26	La Habra Pop: 60,239	10.80	1.70	0.90	57.20	30.20	7.20	10.90	5.00
27	La Mirada Pop: 48,527	5.20	2.30	0.80	39.70	38.00	5.10	15.20	7.40
28	La Puente Pop: 39,816	12.00	1.40	1.10	85.10	4.60	7.50	9.20	7.40
29	Lancaster Pop: 156,633	20.20	20.50	1.00	38.00	34.20	8.00	8.10	16.80
30	Lompoc Pop: 42,434	18.90	5.70	1.80	50.80	36.30	7.60	10.00	15.50
31	Long Beach Pop: 462,257	19.10	13.50	0.70	40.80	29.40	7.00	9.30	13.20
32	Los Angeles	19.50	9.60	0.70	48.50	28.70	6.60	10.50	13.30

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
	Pop: 3,792,621								
33	Merced Pop: 78,958	26.20	6.30	1.50	49.60	30.00	9.40	8.80	19.80
34	Modesto Pop: 201,165	16.80	4.20	1.20	35.50	49.40	7.40	11.70	14.80
35	Monterey Park Pop: 60,269	12.60	0.40	0.40	26.90	5.00	4.50	19.30	9.10
36	Moreno Valley Population: 193,365	16.20	18.00	0.60	54.40	41.90	8.40	6.30	14.60
37	Oakland Pop: 390,724	18.70	28.00	0.80	25.40	25.90	6.70	11.10	14.40
38	Oceanside Pop: 167,086	10.10	4.70	0.80	35.90	48.40	7.00	12.90	8.90
39	Orinda Pop: 17,643	2.20	0.80	0.10	4.60	78.80	4.60	20.10	3.70
40	Oxnard	15.10	2.90	1.50	73.50	14.90	8.90	8.30	13.00

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
	Pop: 197,899								
41	Palo Alto Pop: 64,403	5.70	1.90	0.20	6.20	60.60	5.40	17.10	4.70
42	Paso Robles Pop: 29,793	10.00	2.10	1.00	34.50	59.10	7.80	13.40	10.30
43	Perris Pop: 68,386	22.30	12.10	0.90	71.80	11.00	10.00	4.90	19.50
44	Pinole Pop: 18,390	7.70	13.40	0.80	21.80	37.10	5.10	15.50	6.70
45	Pomona Pop: 149,058	17.20	7.30	1.20	70.50	12.50	8.10	7.60	13.40
46	Rancho Cordova Pop: 64,776	16.30	10.10	1.00	19.70	52.30	8.30	10.20	12.80
47	Redlands Pop: 68,747	10.1	5.2	0.9	30.3	54.0	6.0	13.1	9.0
48	Rialto Pop: 99,171	14.70	16.40	1.10	67.60	12.60	8.70	7.00	15.70

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
49	Richmond Pop: 103,701	16.40	26.60	0.60	39.50	17.10	7.40	10.20	15.50
50	Riverside Pop: 303,871	14.90	7.00	1.10	49.00	34.00	7.20	8.60	12.80
51	Sacramento Pop: 466,488	17.30	14.60	1.10	26.90	34.50	7.50	10.60	13.10
52	Salida Pop: 13,722	10.30	3.20	0.80	46.80	42.00	7.50	6.30	12.00
53	San Bernardino Pop: 209,924	27.40	15.00	1.30	60.00	19.00	9.30	7.90	16.50
54	San Diego Pop: 1,307,402	14.10	6.70	0.60	28.80	45.10	6.20	10.70	9.30
55	San Dimas Pop: 33,371	5.40	3.20	0.70	31.40	52.30	4.40	15.50	7.10
56	San Jose Pop: 945,942	10.80	3.20	0.90	33.20	28.70	7.30	10.10	9.80

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
57	San Leandro Pop: 84,950	8.60	12.30	0.80	27.40	27.10	6.20	13.80	9.40
58	San Marcos Pop: 83,781	11.30	2.30	0.70	36.60	48.60	8.40	10.20	9.30
59	San Mateo Pop: 97,207	5.90	2.40	0.50	26.60	46.50	6.80	14.40	5.80
60	Santa Cruz Pop: 59,946	17.80	1.80	0.70	19.40	66.70	3.90	8.80	11.40
61	Santa Maria Pop: 99,553	17.70	1.70	1.80	70.40	21.70	9.90	9.40	13.80
62	Santa Monica Pop: 89,736	11.10	3.90	0.40	13.10	70.10	4.10	15.00	10.00
63	Sherman Oaks Pop: 52,677	20.00	9.60	0.70	48.50	28.70	7.00	11.00	9.00
64	South El Monte Pop: 20,116	15.60	0.50	1.20	84.90	3.40	8.40	8.90	15.30

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
65	Stockton Pop: 291,707	19.80	12.20	1.10	40.30	22.90	8.40	10.00	17.30
66	Sugarloaf Pop: 5,019	21.10	0.40	1.00	21.40	73.30	5.00	20.40	9.10
67	Sun City Pop: 17,773	9.00	5.00	0.80	33.00	54.20	7.00	19.00	12.00
68	Sun Valley Pop: 9,519,38	20.00	9.65	0.70	48.50	28.70	7.00	11.00	9.00
69	Torrance Pop: 145,438	6.30	2.70	0.40	16.10	42.30	5.20	14.90	6.00
70	Turlock Pop: 68,549	14.10	1.70	0.90	36.40	52.80	7.50	11.70	13.20
71	Upland Pop: 73,732	8.90	7.30	0.70	38.00	44.20	6.20	12.10	9.80
72	Victorville Pop: 115,903	19.40	16.80	1.40	47.80	28.30	8.90	8.10	17.00
73	Watsonville	18.70	0.70	1.20	81.40	13.70	9.50	8.30	25.80

Number	2010 Data	Persons Below Poverty Level	Black persons	American Indian and Alaska Native	Persons of Hispanic or Latino Origin	White persons	Persons under 5 years of age	Persons over 65 years of age	Unemployment rate
	Pop: 51,199								
74	Westminster Pop: 89,701	12.90	0.90	0.40	23.60	25.60	5.90	14.30	10.50
75	Whittier Pop: 85,331	9.20	1.30	1.30	65.70	28.30	6.70	11.70	9.10
76	Williams Pop: 5,123	13.40	1.20	1.10	76.00	19.80	10.30	8.30	29.50
77	Willits Pop: 13,120	13.10	0.50	3.90	15.10	83.00	6.10	14.60	10.10
78	Yuba City Pop: 64,925	14.30	2.50	1.40	28.40	47.40	8.10	11.70	21.50
	California Population 37,253,956 (2010)	13.7 (2006-2010)	6.2 (2010)	1.0% (2010)	37.6 (2010)	57.6 (2010)	6.8 (2010)	11.4 (2010)	10.9 (2010)

5, 8 <http://www.labormarketinfo.edd.ca.gov/Content.asp?pageid=133>

and <http://www.bls.gov/eag/eag.ca.htm>

6, 7 <http://quickfacts.census.gov>

Source: Energy Commission staff analysis

APPENDIX D: Proposer, Project Location, EJ Indicators, and Anticipated DGE Displacement for the Proposed Biodiesel Blend Terminal Projects

Table D-1: Proposer, Project Location, EJ Indicators, and Anticipated DGE Displacement for the Proposed Biodiesel Blend Terminal Projects

Proposer/project location	EJ Indicators	Anticipated DGE Displacement
Targa Terminals, LC 3028 Navy Drive, Port of Stockton, Stockton, CA 95206	This project would be in a low-income community that would be highly impacted by air pollution. (4 EJ indicators)	206,283,672 DGE/year
Whole Energy Pacifica LLC 810 Wright Avenue, Richmond, CA 94804	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	10,000,000 DGE/year
North Star Biofuels 860 W. Beach Street, Watsonville, CA 95076	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	30,000,000 DGE/year
		Total = 246,283,672 DGE/year

Source: Energy Commission staff analysis

APPENDIX E: Proposer, Project Location, EJ Indicators, and Anticipated Gasoline Gallon Equivalent (GGE) Displacement for the Proposed Propel Fuels E85 Stations

Table E-1: Proposer, Project Location, EJ Indicators, and Anticipated Gasoline Gallon Equivalent (GGE) Displacement for the Proposed Propel Fuels E85 Stations

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Station#1 201 East Redlands Blvd, Redlands, CA 92374	The city has no EJ indicators	245,292 GGE/year
Station#2 17013 Lakewood Blvd, Bellflower, CA 90706	This project would not be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	202,125 GGE/year
Station#3 806 East Ocean Avenue, Lompoc, CA 93436	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	131,172 GGE/year
Station#4 42245 Fremont Blvd., Fremont, CA 94538	The city has no EJ indicators	93,318 GGE/year
Station#5 12422 Valley View St., Garden Grove, CA 92845	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	98,082 GGE/year
Station#6 832 E. Ramsey Blvd, Banning, CA 92220	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	78,247 GGE/year
Station#7 1021 E. Shaw Ave, Fresno, CA 93710	This project would be in a low-income community that is highly impacted by air	70,108 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
	pollution. (4 EJ indicators)	
Station#8 909 N. Citrus, Covina, CA 91722	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	55,610 GGE/year
Station#9 67 Moraga Way, Orinda, CA 94563	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	43,340 GGE/year
Station#10 1250 South Main St, Willits, CA 95490	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	38,262 GGE/year
Station#11 89 East Hwy 246, Buellton, CA 93427	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	336,570 GGE/year
Station#12 1303 S Western Ave, Los Angeles, CA	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	156,309 GGE/year
Station#13 99 Mt. Hermon Rd, Scotts Valley, CA 95066	No EJ indicators	148,737 GGE/year
Station#14 5007 West Sunset Blvd, Los Angeles, CA 90027	This project would not be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	102,735 GGE/year
Station#15 16455 Almaden Expressway, San Jose, CA 95120	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	66,257 GGE/year
Station#16 1195 W. Foothill,	This project would be in a low-income community that is	68,396 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Azusa, CA 91702	highly impacted by air pollution. (3 EJ indicators)	
Station#17 501 E. Florida Ave, Hemet, CA 92543	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	53,996 GGE/year
Station#18 728 Colusa Ave, Yuba City, CA 95991	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	49,879 GGE/year
Station#19 112 S. Rancho Sante Fe, San Marcos, CA 92078	This project would not be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	31,409 GGE/year
Station#20 12559 Lambert Road, Whittier, CA 90606	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	16,562 GGE/year
Station#21 501 W. Whittier, La Habra, CA 90631	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	229,455 GGE/year
Station#22 2020 Childs Avenue, Merced, CA 95341	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	153,101 GGE/year
Station#23 2696 Foothill Blvd, San Bernardino, CA 92410	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	159,780 GGE/year
Station#24 12507 Rancho Bernardo Road, San Diego, CA 92128	This project would be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	182,962 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Station#25 4773 West El Segundo Boulevard, Hawthorne, CA 90250	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	82,048 GGE/year
Station#26 13129 Valley Blvd., La Puente, CA 91746	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	68,765 GGE/year
Station#27 1690 Sullivan Ave, Daly City, CA 94015	The city has no EJ indicators	62,489 GGE/year
Station#28 698 N. Fair Oaks Ave, Sunnyvale, CA 94085	The city has no EJ indicators	53,043 GGE/year
Station#29 2851 E. Vineyard Ave, Oxnard, CA 93036	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	40,190 GGE/year
Station#30 16088 Mojave Drive, Victorville, CA 92395	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	8,714 GGE/year
Station#31 2855 S. Winchester Blvd, Campbell, CA 95008	The city has no EJ indicators.	368,752 GGE/year
Station#32 5103 Fair Oaks Blvd, Carmichael, CA 95608	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	188,737 GGE/year
Station#33 632 N. Garfield Ave, Monterey Park, CA 91754	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	90,141 GGE/year
Station#34 14865 Magnolia	This project would be in a low-income community that is	75,080 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Bldv, Sherman Oaks, CA 91403	highly impacted by air pollution. (2 EJ indicators)	
Station#35 4400 Raley Blvd, Sacramento, CA 95838	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	86,270 GGE/year
Station#36 114 E. 14th St, San Leandro, CA 94577	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	70,793 GGE/year
Station#37 2200 Mendocino Ave, Santa Rosa, CA 95403	The city has no EJ indicators.	44,444 GGE/year
Station#38 12904 Roscoe Blvd, Sun Valley, CA 91352	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	44,924 GGE/year
Station#39 81 Center Ave, Pacheco, CA 94553	The city has no EJ indicators.	40,190 GGE/year
Station#40 11284 Venice Blvd, Culver City, CA 90066	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	18,597 GGE/year
Station#41 6606 Alhambra Ave, Martinez, CA 94553	The city has no EJ indicators.	275,874 GGE/year
Station#42 4505 Clairemont Mesa Blvd, San Diego, CA 92117	This project would be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	224,609 GGE/year
Station#43 505 4th St, Williams, CA 95987	This project would not be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	149,236 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Station#44 750 Geer Rd, Turlock, CA 95380	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	128,164 GGE/year
Station#45 1590 Mckee Rd, San Jose, CA 95116	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	66,257 GGE/year
Station#46 1808 Durfee Ave, South El Monte, CA 91733	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	56,055 GGE/year
Station#47 41700 Grimmer Blvd, Fremont, CA 94538	The city has no EJ indicators.	43,168 GGE/year
Station#48 24840 Sunnymead Blvd, Moreno Valley, CA 92553	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	31,053 GGE/year
Station#49 1111 S. Sanderson Ave, Hemet, Ca 92545	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	14,839 GGE/year
Station#50 2320 Roll Dr., San Diego, CA 92154	This project would be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	13,640 GGE/year
Station#51 750 N. Escondido Blvd, Escondido, CA 92025	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	188,089 GGE/year
Station#52 105 S. Pepper Ave, Rialto, CA 92376	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	189,125 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Station#53 4323 Clayton Road, Concord, CA 94521	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	182,396 GGE/year
Station#54 1140 S. Mt Vernon Ave, Colton, CA 92324	This project would not be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	199,430 GGE/year
Station#55 14880 E. 14th St., San Leandro, CA 94578	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	87,245 GGE/year
Station#56 39925 Mission Blvd, Fremont, CA 94539	The city has no EJ indicators.	69,775 GGE/year
Station#57 7550 South Sepulveda Blvd, Los Angeles, CA 90045	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	48,777 GGE/year
Station#58 630 High Street, Oakland, CA 94601	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	28,242 GGE/year
Station#59 4430 Main Street, Chula Vista, CA 91911	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	30,178 GGE/year
Station#60 6702 Westminster Ave, Westminster, CA 92683	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	8,470 GGE/year
Station#61 15003 Imperial Hwy, La Mirada, CA 90638	This project would not be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	191,488 GGE/year
Station#62	This project would be in a low-	155,891 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
598 E. Anaheim Street, Long Beach, CA 90813	income community that is highly impacted by air pollution. (3 EJ indicators)	
Station#63 800 South Rancho Santa Fe Road, San Marcos, CA 92078	This project would not be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	163,090 GGE/year
Station#64 4004 Mowry Ave, Fremont, CA 94538	The city has no EJ indicators.	97,502 GGE/year
Station#65 325 Maze Blvd, Modesto, CA 95351	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	117,224 GGE/year
Station#66 11807 Carson St, Hawaiian Gardens, CA 90716	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	84,960 GGE/year
Station#67 33365 Mission Blvd, Union City, CA 94587	The city has no EJ indicators.	84,802 GGE/year
Station#68 1595 Bell, Sacramento, CA 95838	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	80,672 GGE/year
Station#69 1955 Rosemead Blvd, South El Monte, CA 91733	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	42,932 GGE/year
Station#70 3142 Boyington, Penryn/Loomis, CA 95663	The city has no EJ indicators.	40,033 GGE/year
Station#71 2240 Compton Ave, Corona, CA 92881	This project would not be in a low-income community that is highly impacted by air	319,059 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
	pollution. (1 EJ indicator)	
Station#72 5800 W Manchester, Los Angeles, CA 90045	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	123,529 GGE/year
Station#73 39990 Fremont Blvd, Fremont, CA 94538	The city has no EJ indicators.	131,685 GGE/year
Station#74 11000 Victory Blvd, North Hollywood, CA 91605	The city has no EJ indicators.	92,679 GGE/year
Station#75 623 Mission Street, Santa Cruz, CA 95060	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	118,392 GGE/year
Station#76 1498 Melrose Ave, Chula Vista, CA 91911	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	96,482 GGE/year
Station#77 391 West A St, Hayward, CA 94541	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	73,498 GGE/year
Station#78 1401 Fitzgerald Ave, Pinole, CA 94564	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	41,069 GGE/year
Station#79 22 Rio Rancho Rd, Pomona, CA 91766	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	39,236 GGE/year
Station#80 9629 Rosedale Hwy, Bakersfield, CA 93312	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	19,391 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Station#81 4600 Melrose Ave, Los Angeles, CA 94601	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	176,745 GGE/year
Station#82 2001 Nevada City Hwy, Grass Valley, CA 95945	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	160,274 GGE/year
Station#83 6499 Camden Avenue, San Jose, CA 95120	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicators)	157,981 GGE/year
Station#84 4490 Central Way, Fairfield, CA 94534	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	133,676 GGE/year
Station#85 16125 Baseline Ave, Fontana, CA 92336	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	82,974 GGE/year
Station#86 1802 Cloverfield Blvd, Santa Monica, CA 90404	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	115,210 GGE/year
Station#87 4265 Foothill Blvd, Oakland, CA 94601	This project would not be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	67,079 GGE/year
Station#88 835 San Antonio Rd, Palo Alto, CA 94303	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicators)	76,057 GGE/year
Station#89 706 East 4th Ave, San Mateo, CA 94402	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	65,645 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
Station#90 3402 Foothill Blvd, La Crescenta, CA 91214	The city has no EJ indicators.	79,843 GGE/year
Station#91 4530 Kiernan Ave, Salida, CA 95368	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	190,327 GGE/year
Station#92 10299 Folsom Blvd, Rancho Cordova, CA 95670	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	162,709 GGE/year
Station#93 39707 Paseo Padre Pkwy, Fremont, CA 94538	The city has no EJ indicator.	131,685 GGE/year
Station#94 1150 W. La Habra Blvd, La Habra, CA 90631	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	97,502 GGE/year
Station#95 13341 Poway Rd, Poway, Ca 92064	The city has no EJ indicators.	94,154 GGE/year
Station#96 501 Peabody Road, Vacaville, CA 95687	The city has no EJ indicator.	109,668 GGE/year
Station#97 26980 McCall Boulevard, Sun City, CA 92586	This project would not be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	82,536 GGE/year
Station#98 5137 N. Figueroa St, Los Angeles, CA 90042	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	80,965 GGE/year
Station#99 5399 Clayton Road, Concord, CA 94521	This project would not be in a low-income community that is highly impacted by air	18,738 GGE/year

Propel Fuels project locations	EJ Indicators	Anticipated Gasoline Gallon Equivalent (GGE) Displacement
	pollution. (1 EJ indicator)	
Station#100 3501 Homestead Rd, Santa Clara, CA 95051	The city has no EJ indicator.	14,522 GGE/year
Station#101 1450 3rd Ave, Chula Vista, CA 91911	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	131,495 GGE/year
		Total Annual Displacement (Propel): 10,377,947 GGE

Source: Energy Commission staff analysis

APPENDIX F:

Proposer, Project Location, Community, and Anticipated DGE Displacement for the Proposed Natural Gas Projects

Table F-1: Proposer, Project Location, Community, and Anticipated DGE Displacement for the Proposed Natural Gas Projects

Proposal Number	Proposer / Project Location	EJ Indicators	Anticipated DGE Displacement
156	Bear Valley Unified School District 44548 Baldwin Lane, Sugarloaf, CA 92386	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	11,275.6 DGE/year
159	SCAQMD –Murrieta 25620 Jefferson Ave., Murrieta, CA 92562	The city has no EJ indicators.	61,540 DGE /year
16	Blackhawk Logistics 450 S. Willow Street, Blythe, CA	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	212,500 DGE/year
164	Atlas Disposal BioRefinery #1 8550 Fruitridge Road, Sacramento, CA 95828	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	864,320 DGE/year
1	City of Riverside Water Quality Control Plant, 5950 Acorn Street, Riverside, CA 92504	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	263,100 – 368,340 DGE/year
12	Waste Management of CA, Inc., 2141 Oceanside Boulevard, Oceanside, California	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	382,000 DGE/year (2015)
17	Sysco Food Services of Los Angeles 15750 Meridian Parkway,	This project would be in a low-income community that is highly impacted by air	812,500 DGE/year

Proposal Number	Proposer / Project Location	EJ Indicators	Anticipated DGE Displacement
	Riverside, CA 92518	pollution. (3 EJ indicators)	
153	Bonita Unified School District 115 W. Allen Avenue, San Dimas, CA 91773	This project would be in a low-income community that is highly impacted by air pollution. (2 EJ indicators)	61,200 DGE/year
3	Walnut Valley Unified School District 880 S. Lemon Ave., Walnut, CA 91789	The city has no EJ indicators.	97,200 DGE/year
154	Arcadia Unified School District 35 Saint Joseph Street, Arcadia, CA 91007	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	35,350 DGE/year
18	CR&R Inc. 1706 Goetz Road, Perris, CA	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	299,499 DGE/year
28	Los Angeles Unified School District 1425 S. San Pedro Street, Los Angeles, CA 90015	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	Not available
19	Calexico Unified School District 1085 Andrade Ave., Calexico, CA 92231	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicators)	42,925 DGE/year
8	Southern California Gas 44416 Division Street, Lancaster, CA 93535	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	24,731 DGE/year
157	Clean Fuels Connection 1919 Torrance Blvd, Torrance, CA 90501	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	21,925 DGE/year
2	Upland Unified School District 1428 West 9th St. Upland,	This project would not be in a low-income community that is highly impacted by air	54,000 DGE/year

Proposal Number	Proposer / Project Location	EJ Indicators	Anticipated DGE Displacement
	CA 91786	pollution. (1 EJ indicator)	
13	Valley Garbage and Rubbish 1850 W.Betteravia, Santa Maria, CA	This project would be in a low-income community that is highly impacted by air pollution. (4 EJ indicators)	182,000 DGE/year
38	Paso Robles Waste & Recycle 2951 Wallace Drive, Paso Robles, CA 93446	This project would not be in a low-income community that is highly impacted by air pollution. (1 EJ indicator)	50,400 DGE/year
9	Lompoc Unified School District 1301 North A Street, Lompoc, CA 93436	This project would be in a low-income community that is highly impacted by air pollution. (3 EJ indicators)	22,837 DGE/year
30	City of Monterey Park City Hall, 320 W. Newmark Ave., Monterey Park, CA 91754	This project would not be in a low-income community that is highly impacted by air pollution. (1EJ indicator)	109,500 DGE/year
			Estimated Total DGE displacement: 4,744,573/year

Source: Energy Commission staff analysis