California Energy Commission

STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum 10 for a Project With Location Changes Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-13-606 – Electric Vehicle Charging Infrastructure

CALIFORNIA
ENERGY COMMISSION
Edmund G. Brown Jr., Governor

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ADDENDUM 10

The *Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-13-606* was posted April 11, 2014 (CEC-600-2014-002).[1] This addendum uses the same approach to assess the localized health impacts for a project with location changes. The City of Corona proposes to eliminate one site location, replace two, and add a third new location. The original and new locations are described in Table 1, along with environmental justice indicators[2] and new surroundings.

Table 1: Original and New Site Locations for the City of Corona With Environmental Justice (EJ) Indicators and New Surroundings

Original Site Locations	New Site Locations	EJ Indictors for New Locations	Surroundings for New Locations (Within 1-Mile Radius)
4160 Temescal Canyon Road, Corona, California 92883	Site is removed	N/A	N/A
2785 Lakeshore Drive, Corona, California 92883	2785 Cabot Drive, Corona, California 92883	Minority	One school, no day centers, and two medical offices/hospitals
1265 Corona Pointe Court, Corona, California 92879	735 Public Safety Way, Corona, California 92880	Minority	10 schools, 4 day care centers, and 8 medical offices/hospitals
	400 South Vicentia Avenue, Corona, California 92882	Minority	12 schools, 6 day care centers, and 13 medical offices/hospitals

Source: Energy Commission staff analysis

1 Brecht, Patrick, Jennifer Allen, Lindsee Tanimoto. 2014. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2014-002.

2 The EJ indicators follow: (i.) minority subset represents more than 30 percent of a given city's population (2010), (ii.) city's poverty exceeds California's poverty level of 15.9 percent (2009-2013), (iii.) city's unemployment rate exceeds California's unemployment rate of 5.8 percent as of December 2015, and (iv.) city's percentage of persons younger than 5 years of age or older than 65 years of age is 20 percent higher than then California's average. 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.

Air Quality and EJ Indicators

All three locations are in nonattainment zones for ozone, particulate matter (PM[3]) 2.5 and PM 10. If a project site is in a nonattainment zone and has more than one EJ indicator, as shown in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method[4]. The City of Corona's newly proposed station locations have only one EJ indicator (minority), therefore, the three locations are not considered in high-risk communities.

Table 2: EJ Indicators Compared With California
Yellow highlighted percentages indicate EJ indicators

	Below Poverty Level (2009 – 2013)	Black Persons (2010)	American Indian and/or Alaska Native (2010)	Asian and/or Pacific Islander (2010)	Persons of Hispanic or Latino Origin (2010)	Persons Under 5 Years of Age (2010)	Persons Over 65 Years of Age (2010)	Unemployment (December 2015)
California	15.9%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	5.8%
EJ Indicators	>15.9%	>30%	>30%	>30%	>30%	>8.16%	>13.8%	>5.8%
Corona	10.8%	5.9%	0.8%	9.9%	43.6%	7.4%	7.3%	4.7%

Sources: Unemployment information from the State of California, Employee Development Department Labor Market Information Div.: http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html#Tool. Demographics from: U.S. Department of Commerce, U.S. Census Bureau, http://quickfacts.census.gov/qfd/states/06/0616378.html and http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Location Analysis and Community Impacts

Although the street addresses have changed, the assessment remains unchanged from the original *LHI*. The environmental justice indicators are the same, the estimated gasoline gallons displaced is unchanged, and the anticipated impact to the communities where the electric vehicle chargers will be located remains positive in terms of cleaner air and anticipated greenhouse reductions.

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3 "Particulate matter" is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The numbers stand for microns in diameter.

4 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.