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STAFF REPORT

Localized Health Impacts Report

Addendum 1 for a Project With Location Changes Awarded
Funding Through the Alternative and Renewable Fuel and
Vehicle Technology Program Under Solicitation GFO-15-603 –
DC Fast Chargers for California's Interregional Corridors

Gavin Newsom, Governor

December 2020 | CEC-600-2016-008-AD1-REV

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ADDENDUM 1

The Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Clean Transportation Program Under Solicitation GFO-15-603 was posted November 10, 2016 (CEC-600-2016-008).¹ This addendum uses the same approach to assess the localized health impacts for a project with location changes. EV Connect, Inc. has proposed three new replacement electric vehicle charging station locations. The newly proposed locations are described in Table 1, along with environmental justice (EJ) indicators.² (See Appendix A.) Charger quantity and type for the new locations are identical to the original proposal.

Table 1: Project Details Along With EJ Indicators

Original Site Locations	New Site Locations	EJ Indicators for New Location
1693 2nd Avenue Beaumont, CA 92223	6071 Joshua Palmer Way Banning, CA 92220	Poverty and Minority
45116 Valley Central Way Lancaster, CA 93536	44933 North Fern Avenue Lancaster, CA 93534 43063 10th St W, Lancaster, CA 93534	Poverty, Unemployment, and Minority
1260 Rancho Vista Boulevard Palmdale, CA 93551	434 West Avenue Palmdale, CA 93551	Poverty, Unemployment, Minority, and Age

Source: California Energy Commission staff

1 Brecht, Patrick, 2016. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2016-008.

2 [EJ indicators](https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen) developed by the U.S. Environmental Protection Agency (EPA), Office of Policy, <https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen>.

Air Quality and EJ Indicators

The original and the newly proposed station locations (electric vehicle charging stations) are in a nonattainment zone for ozone, particulate matter (PM³) 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 1, with further detail in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method.⁴ According to staff's assessment, Banning, Palmdale and Lancaster are all considered high-risk communities.

Table 2: EJ Indicators by Project Location City Demographic

	Below Poverty (2011-2015)	Black or African American (2010)	American Indian and Alaska Native (2010)	Asian and Native Hawaiian and Pacific Islander (2010)	Hispanic or Latino Race (2010)	Persons Under 5 Years of Age (2010)	Persons Over 65 Years of Age (2010)	Unemployment (September 2017)
California	14.3%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	5.1%
EJ Indicator Threshold	>14.3%	>30%	>30%	>30%	>30%	≥8.16%	≥13.8%	>5.1%
Banning	21.2%*	7.3%	2.2%	5.2%	41.1%*	6.2%	10.9%	5.0%
Lancaster	23.5%*	20.5%	1.0%	4.3%	38.0%*	8.0%	3.4%	5.4%*
Palmdale	21.3%*	14.8%	0.9%	4.3%	54.4%*	8.3%*	6.6%	6.5%*

Sources: California Energy Commission staff, Employment Development Department, and U.S. Census Bureau. *The city/county names in **bold** indicate a high-risk community, while the asterisk (*) next to the percentages indicate which categories exceed the EJ indicator threshold. **A dagger (†) after the city name signifies a default to county demographics or labor information or both.

Location Analysis Summary

The newly proposed station locations are assessed according to the original LHI. The environmental justice indicators have not changed from the original station locations, the charger quantity and type along with the estimated gasoline gallons displaced are also

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.

identical, and the anticipated impacts to the communities where the electric vehicle chargers will be located remains positive in terms of cleaner air and anticipated greenhouse reductions.

Public Comment

As provided by Title 13 CCR Section 2343 of the California Code of Regulations, a 30-day public review period applies to this LHI report from the date it is posted on the CEC website. The [original posting date for this report](#) is listed at www.energy.ca.gov/altfuels/documents/.

The CEC encourages comments by email. Please include your name or 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.

The public can email comments to FTD@energy.ca.gov or send them to:

California Energy Commission
Fuels and Transportation Division
1516 Ninth 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.

APPENDIX A:

Localized Health Impacts Report Method

This LHI report assesses the potential health impacts on communities from projects proposed to receive Clean Transportation Program funding. This LHI report is prepared under the *California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR section 2343)*:

“(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider EJ 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 the 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 pollution analysis of proposed projects nor is it intended to substitute for the environmental review conducted during CEQA. This LHI report includes staff’s application of the EJSM developed by the U.S. EPA to help identify projects in areas where social vulnerability indicators, high exposure to pollution, and greater health-risks are present.

CEC staff identifies high-risk community project locations using data from CARB, the U.S. Census Bureau, and other public agencies. Staff analyzes these data to assign EJ indicators for each project location specified in the LHI report. The proposed project location must meet a two-part standard as follows:

Part 1 – Environmental Standard:

- Communities located within an air quality nonattainment zone for ozone, PM 2.5, or PM 10, as designated by the California Air Resources Board for criteria pollutants.

Part 2 – Demographic Standard:

- Communities having more than one of the following EJ indicators for (1) minority, (2) poverty, (3) unemployment, and (4) age. The EJ indicator thresholds is defined by staff as:
 - 1) A minority subset represents more than 30 percent of a given city’s population.
 - 2) A city’s poverty level exceeds the state average poverty level.

- 3) The city (or county if city data is unavailable) unemployment rate exceeds the state average unemployment rate.
- 4) The percentage of people living in a city who are younger than 5 years of age or older than 65 years of age is 20 percent higher than the state average for persons under 5 years of age or over 65 years of age.