



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

Addendum 3 for Projects with Location Changes Awarded Funding Through the Clean Transportation Program Under Solicitation GFO-15-603 – DC Fast Chargers for California's Interregional Corridors

Gavin Newsom, Governor

June 2020 | CEC-600-2016-008-AD3-REV1

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ADDENDUM 3

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 LHI for projects with location changes. ChargePoint, Inc. has proposed nine new replacement electric vehicle direct current (DC) fast charging station locations, and EV Connect, Inc. has proposed seven new replacement electric vehicle DC fast charging station locations. The newly proposed locations are described in Table 1, along with environmental justice (EJ) indicators² (See Appendix A). Charger quantity and type for the new locations are similar to the original proposals.

Table 1: Original and New Site Locations for ChargePoint, Inc. and EV Connect, Inc. Along With EJ Indicators

Grantee	Original Site Location	New Site Location	EJ Indicator(s)
ChargePoint, Inc.	13358 Lincoln Way Auburn, CA 95607	2415 W Kettleman Lane Lodi, CA 95242	Poverty, Unemployment, and Minority
ChargePoint, Inc.	1540 E. 2nd Street Beaumont, CA 92223	1479 E. 2nd Street Beaumont, CA 92223	Poverty, Unemployment, and Minority
ChargePoint, Inc.	7663 North Blackstone Avenue Fresno, CA 93720	71 E. Via la Plata Fresno, CA 93720	N/A
ChargePoint, Inc.	705 US-101705 US-101 Garberville, CA 95542	445 Lake Benbow Drive Garberville, CA 95542	N/A
ChargePoint, Inc.	10021 Pacheco Pass Highway Hollister, CA 95023	6765 Camino Arroyo Gilroy, CA 95020	Unemployment

1 Brecht, Patrick. 2016. *Localized Health Impacts Report Under Solicitation GFO-15-603-DC Fast Chargers for California's Interregional Corridors*. 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>.

Grantee	Original Site Location	New Site Location	EJ Indicator(s)
ChargePoint, Inc.	44 North 19 ½ Avenue Lemoore, CA 93245	300 E Street Lemoore, CA 93245	Unemployment
ChargePoint, Inc.	1405 West Pacheco Boulevard Los Banos, CA 93635	1400 Mercey Springs Road Los Banos, CA 93635	Unemployment
ChargePoint, Inc.	42625 Jackson Street Indio, CA 92203	34940 Monterey Avenue Palm Desert, CA 92211	Poverty
ChargePoint, Inc.	300 CA-12 Rio Vista, CA 94571	609 CA-12 Rio Vista, CA 94571	Poverty
EV Connect, Inc.	1693 2nd Street Beaumont, CA 92223	6071 Joshua Palmer Way Banning, CA 92220	Poverty
EV Connect, Inc.	62450 Chiriaco Road Chiriaco Summit, CA 92201	45-761 Dillon Road Coachella, CA 92236 6261 Joshua Palmer Way, Banning, CA 92220	Poverty
EV Connect, Inc.	276 Sunset Avenue Suisun City, CA 94585	1 Jelly Belly Lane Fairfield, CA 94534	Minority
EV Connect, Inc.	6428 W Banner Street Lodi, CA 95242	15250 Thornton Road Lodi, CA 95242	Minority
EV Connect, Inc.	1434 Flight Line Mojave, CA 93501	16200 Sierra Highway Mojave, CA 93501	Minority
EV Connect, Inc.	434 West Avenue Palmdale, CA 93551	38250 Sierra Highway Palmdale, CA 93550	Minority
EV Connect, Inc.	2415 W Kettleman Lane Lodi, CA 95242	205 CA-12 Rio Vista, CA 94571	Minority

Source: California Energy Commission staff. *Backup locations shown with an asterisk (*) after new site location address.

Air Quality and EJ Indicators

The newly proposed electric vehicle charging stations are all in nonattainment³ zones for ozone, particulate matter (PM⁴) 2.5, and PM 10. If a project site is in a nonattainment zone and has more than one EJ indicator (shown in Table 1) as detailed in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method (EJSM).⁵

Table 2 shows a comparison of proposed project locations with the state average and staff's EJ indicator thresholds. When a project located in a nonattainment zone has more than one EJ indicator category exceeding the threshold, it is considered a high-risk community project location (in bold in Table 2). For instance, the proposed project location in Banning is in a nonattainment zone and exceeded the EJ thresholds for poverty level, persons of Hispanic or Latino origin, and unemployment, making it a high-risk community project location. According to staff's assessment, Banning, Beaumont, Coachella, Fresno, Gilroy, Lemoore, Lodi, Los Banos, Mojave, and Palmdale are all considered high-risk communities.

Table 2: EJ Indicators by Project Location City Demographic

	Below Poverty Level (2012-2016)	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 (February 2018)
California	15.8%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	4.3%
EJ Indicator Threshold	>15.8%	>30%	>30%	>30%	>30%	>8.16%	>13.8%	>4.3%
Auburn	12.9%	0.8%	1.0%	1.8%	10.0%	5.1%	19.0%*	3.8%
Banning	23.2%*	7.3%	2.2%	5.2%	41.1%*	6.2%*	10.9%	5.9%*
Beaumont	11.3%	6.2%	1.5%	7.7%	40.3%*	9.1%*	4.9%	2.7%

3 "Nonattainment zones" are areas designated by the California Air Resources Board (CARB) with at least one violation of an air quality standard for pollutants within the last three years, as of June 2017.

4 "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.

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

	Below Poverty Level (2012-2016)	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 (February 2018)
Coachella	30.1%*	0.8%	0.7%	0.7%	96.4%*	11.1%*	4.5%	7.4%*
Fairfield	12.1%	15.7%	0.8%	14.9%	27.3%	7.4%	4.3%	4.7%*
Fresno	30.0%*	8.3%	1.7%	12.6%	46.9%*	8.9%*	9.3%	9.3%*
Garberville†	26.3%*	1.5%	3.2%	1.9%	5.9%	4.7%	6.1%	4.0%
Gilroy	13.0%	1.9%	1.7%	7.1%	57.8%*	8.5%*	3.6%	3.3%
Lemoore	16.5%*	6.4%	1.4%	8.2%	40.0%*	9.0%*	3.2%	6.0%*
Lodi	16.5%*	0.8%	0.9%	6.9%	36.4%*	7.9%	13.5%	5.6%*
Los Banos	22.9%*	3.8%	1.4%	3.2%	64.9%*	9.0%*	8.6%	9.1%*
Mojave	33.6%*	15.1%	1.3%	1.3%	37.6%*	10.0%*	10.4%	14.3%*
Palmdale	20.6%*	14.8%	0.9%	4.3%	54.4%*	8.3%*	2.8%	6.3%*
Palm Desert	12.4%	1.8%	0.5%	3.4%	22.8%	4.2%	32.9%*	3.1%
Rio Vista	10.6%	5.1%	0.7%	4.9%	12.4%	3.7%	32.3%*	3.6%

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 and/or labor information.

Location Analysis and Community Impacts

The proposed charging station locations and the EJ indicators used are comparable to the original LHI report. The charger quantity and type, along with the estimated gasoline gallons displaced, are also comparable, and the anticipated impact to the communities where the electric vehicle DC fast chargers will be located remains positive in terms of cleaner air and anticipated greenhouse gas 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](http://ww2.energy.ca.gov/altfuels/documents/) is listed at ww2.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 § 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 California Environmental Quality Act. 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 California Air Resources Board, 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.