



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

For Selected Projects Awarded Funding Through the Clean
Transportation Program Under Solicitation GFO-19-603
Electric Vehicle Ready Communities Phase II- Blueprint
Implementation

Gavin Newsom, Governor
April 2021 | CEC-600-2021-005

California Energy Commission

Michael Comiter

Primary Author

Kyle Corrigan

Sharon Purewal

Commission Agreement Managers

Charles Smith

Office Manager

TRANSPORTATION POLICY AND ANALYSIS OFFICE

Hannon Rasool

Deputy Director

FUELS AND TRANSPORTATION DIVISION

Drew Bohan

Executive Director

DISCLAIMER

Staff members of the California Energy Commission prepared this report. As such, it does not necessarily represent the views of the CEC, its employees, or the State of California. The CEC, the State of California, its employees, contractors, and subcontractors make no warrant, express or implied, and assume no legal liability for the information in this report; nor does any party represent that the uses of this information will not infringe upon privately owned rights. This report has not been approved or disapproved by the CEC nor has the Commission passed upon the accuracy or adequacy of the information in this report.

ABSTRACT

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Clean Transportation Program (formerly known as the Alternative and Renewable Fuel and Vehicle Technology Program). 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.” Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013) reauthorizes the Clean Transportation Program through January 1, 2024.

Assembly Bill 118 also directs the California Air Resources Board (CARB) to develop guidelines to ensure air quality improvements. CARB’s Air Quality Improvement Program 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 Clean Transportation Program*. The guidelines require the California Energy Commission, as the funding agency, to analyze the localized health impacts of Clean Transportation Program-funded projects that require a permit (California Code of Regulations Section 2343).

This Localized Health Impacts Report analyzes and reports on the potential health impacts to communities from projects seeking California Energy Commission funding under grant solicitation GFO-19-603. Grant-funding awardees will implement these projects with the goal to accelerate the rate of greenhouse gas emissions reductions in the state through transportation electrification projects such as augmenting car sharing and the availability of zero-emission vehicles and charging infrastructure. Information submitted by awardees is used in this report to help identify communities at a higher risk of adverse health effects from pollution. As provided by California Code of Regulations section 2343, this report is available for public comment for 30 days before the approval of projects at a publicly noticed business meeting.

Keywords: Air pollution, air quality improvement program (AQIP), California Air Resources Board (CARB), Assembly Bill (AB) 118, California Environmental Quality Act (CEQA), environmental justice (EJ) indicators, Environmental Justice Screening Method (EJSM), localized health impacts (LHI), zero-emission vehicle (ZEV)

Please use the following citation for this report:

Comiter, Michael. 2021. *Localized Health Impacts Report Under Solicitation GFO-19-603 Electric Vehicle Ready Communities Phase II- Blueprint Implementation*. California Energy Commission. Publication Number: CEC-600-2021-005.

TABLE OF CONTENTS

	Page
Localized Health Impacts Report	i
Abstract	i
Table of Contents	ii
List of Tables.....	iii
Executive Summary	1
CHAPTER 1: Project Proposed for Funding	3
Background	3
Projects Selected	3
Public Comment.....	9
CHAPTER 2: Project Description	10
City of Sacramento.....	10
Contra Costa Transportation Authority	11
Kern Council of Governments.....	12
Ventura County Regional Energy Alliance	12
CHAPTER 3: Location Analysis	13
Environmental Standard	13
Demographic Standard.....	13
Summary	14
Glossary.....	16
List of acronyms	18
APPENDIX A: Localized Health Impacts Report Method	A-1

LIST OF TABLES

	Page
Table 1: City of Sacramento Project Sites with EJ Indicators.....	4
Table 2: Contra Costa Transportation Authority Project Sites with EJ Indicators	4
Table 3: Kern Council of Governments Project Sites with EJ Indicators	8
Table 4: Ventura County Regional Energy Alliance Project Sites with EJ Indicators	9
Table 5: City of Sacramento Predicted Emissions Reductions Over Project Lifetime.....	11
Table 6: Contra County Transportation Authority Predicted Emissions Reductions Over Project Lifetime	11
Table 7: Kern Council of Governments Predicted Emissions Reductions Over Project Lifetime	12
Table 8: EJ Indicators by Project Location City Demographic.....	14

EXECUTIVE SUMMARY

The California Energy Commission's Clean Transportation Program provides funding to support innovation and accelerate the development and deployment of advanced transportation and fuel technologies. Under the California Code of Regulations Title 13, (California Code of Regulations section 2343), this Localized Health Impacts Report describes electric vehicle and related infrastructure projects proposed for funding that may require a conditional 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. Since ministerial-level permits do not assess public health-related pollutants, staff does not assess projects requiring only ministerial-level permits in this report.

The Energy Commission is required to assess the local health impacts of projects proposed for Clean Transportation Program funding. This report focuses on the potential health impacts to communities from project-related emissions or pollution. Project locations where communities potentially have a higher risk of adverse health impacts from pollution are identified as "high-risk community project locations." High-risk communities are identified using demographic data with environmental data for air quality from the California Air Resources Board.

Environmental justice communities, low-income communities, and minority communities are considered the most impacted by any project that could result in increased criteria and toxic air pollutants within an area. Preventing or minimizing health-risks from pollution is vital in any community, but it is especially important for communities already considered to be at high risk due to preexisting poor air quality and other prevalent factors.

Staff proposes four projects for Clean Transportation Program grant funding awards under solicitation GFO-19-603, titled "Electric Vehicle Ready Communities Phase II — Blueprint Implementation." The projects were previously developed and identified in Phase I, Blueprint Development, of the Electric Vehicle Ready Communities Challenge. The goal of this initiative is to accelerate the reductions of greenhouse gas emissions in the state through transportation electrification projects such as augmenting car sharing and the availability of zero emission vehicles and charging infrastructure. Staff analyzes localized health impact information submitted by the project awardees. Based on the project site information provided by the awardees, the proposed project locations are each in a high-risk community except those in Concord, Richmond, and Sacramento. Community members near project sites that are considered "high-risk" may be at a greater risk to experience adverse health impacts from pollution. Staff does not anticipate a net increase in the pollution burden for the communities where these projects are located.

CHAPTER 1:

Project Proposed for Funding

Background

On August 12, 2020, the California Energy Commission (CEC) released a competitive grant solicitation titled “Electric Vehicle Ready Communities Phase II — Blueprint Implementation” (GFO-19-603). GFO-19-603 offered Clean Transportation Program (CTP) grant funding for projects that will implement projects developed and identified in Phase I, Blueprint Development, of the Electric Vehicle (EV) Ready Communities Challenge. The goal of this initiative is to accelerate the rate of greenhouse gas emissions reductions in the state through high-impact transportation electrification projects. As required by California Code of Regulations (CCR) section 2343, this Localized Health Impacts Report (LHI report) analyzes the potential community health impacts near the Clean Transportation Program (CTP) funded projects 30 days before approval at a publicly noticed meeting.

Projects Selected

On January 8, 2021, the CEC posted a notice of proposed award (NOPA)¹ identifying the projects selected by CEC staff for CTP grant-funding awards. This LHI report assesses the project locations chosen by each of the four GFO-20-602 applicants (awardees) identified in the NOPA. For each of the awardees, Tables 1, 2, 3, and 4 list the proposed project locations and the corresponding environmental justice indicators.² EJ indicator definitions are in Appendix A of this LHI report.

1 See [notice of proposed award](https://www.energy.ca.gov/sites/default/files/2021-01/GFO-19-603_NOPA_Cover_Letter_ADA.docx), https://www.energy.ca.gov/sites/default/files/2021-01/GFO-19-603_NOPA_Cover_Letter_ADA.docx.

2 [EJ indicators](https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen) developed by the U.S. EPA, Office of Policy. Available at <https://www.epa.gov/ejscreen/environmental-justice-indexes-ejscreen>. See Appendix A for staff definitions.

Table 1: City of Sacramento Project Sites With EJ Indicators

Project Location	EJ Indicator(s)
5699 South Land Park Dr., Sacramento, CA 95822	Poverty
4623 T St., Sacramento, CA 95819	Poverty
6207 Logan St., Sacramento, CA 95824	Poverty
3271 Marysville Blvd., Sacramento, CA 95815	Poverty
3425 Martin Luther King Jr. Blvd., Sacramento, CA 95817	Poverty
2450 Meadowview Rd., Sacramento, CA 95832	Poverty
2921 Truxel Rd., Sacramento, CA 95833	Poverty
5600 South Land Park Dr., Sacramento, CA 95822	Poverty
4799 Stockton Blvd., Sacramento, CA 95820	Poverty
920 Grand Ave., Sacramento, CA 95838	Poverty
7340 24th St. Bypass, Sacramento, CA 95822	Poverty
4660 Via Ingoglia, Sacramento, CA 95835	Poverty
7400 Imagination Parkway, Sacramento, CA 95758	Poverty

Source: California Energy Commission staff

Table 2: Contra Costa Transportation Authority Project Sites With EJ Indicators

Project Location	EJ Indicator(s)
1010 Power Ave, Pittsburg, CA 94565	Poverty and Minority
1780 Chester Dr, Pittsburg, CA 94565	Poverty and Minority
11 Atlantic Cir, Pittsburg, CA 94565	Poverty and Minority
875 Stoneman Ave, Pittsburg, CA 94565	Poverty and Minority
2205 E Leland Rd, Pittsburg, CA 94565	Poverty and Minority

Project Location	EJ Indicator(s)
2351 Loveridge Rd, Pittsburg, CA 94565	Poverty and Minority
3225 Harbor St, Pittsburg, CA 94565	Poverty and Minority
177 El Dorado Dr, Pittsburg, CA 94565	Poverty and Minority
875 El Pueblo Ave, Pittsburg, CA 94565	Poverty and Minority
928 Black Diamond St, Pittsburg, CA 94565	Poverty and Minority
14 E 4th St, Pittsburg, CA 94565	Poverty and Minority
1000 Pheasant Dr, Pittsburg, CA 94565	Poverty and Minority
1271 Lakeview Cir, Pittsburg, CA 94565	Poverty and Minority
2 Marina Blvd, Pittsburg, CA 94565	Poverty and Minority
Meadowbrook Cir, Pittsburg, CA 94565	Poverty and Minority
2555 E Leland Rd, Pittsburg, CA 94565	Poverty and Minority
256 Peppertree Way, Pittsburg, CA 94565	Poverty and Minority
110 Dias Cir, Pittsburg, CA 94565	Poverty and Minority
875 Stoneman Ave, Pittsburg, CA 94565	Poverty and Minority
1000 Pheasant Dr, Pittsburg, CA 94565	Poverty and Minority
1006 West St, Pittsburg, CA 94565	Poverty and Minority
101 E Leland Rd, Pittsburg, CA 94565	Poverty and Minority
1128 E Leland Rd, Pittsburg, CA 94565	Poverty and Minority
2000 Villa Dr, Pittsburg, CA 94565	Poverty and Minority
2006 Villa Dr Building # 4, Pittsburg, CA 94565	Poverty and Minority

Project Location	EJ Indicator(s)
2025 Villa Dr Building #15, Pittsburg, CA 94565	Poverty and Minority
2027 Villa Dr Building #19, Pittsburg, CA 94565	Poverty and Minority
2300 Loveridge Rd, Pittsburg, CA 94565	Poverty and Minority
3225 Harbor St, Pittsburg, CA 94565	Poverty and Minority
375 Presidio Ln, Pittsburg, CA 94565	Poverty and Minority
390 E Leland Rd, Pittsburg, CA 94565	Poverty and Minority
4116 Loveridge Rd, Pittsburg, CA 94565	Poverty and Minority
760 Railroad Ave, Pittsburg, CA 94565	Poverty and Minority
850 E Leland Rd, Pittsburg, CA 94565	Poverty and Minority
208 E 6th St, Pittsburg, CA 94565	Poverty and Minority
1650 Ashbury Dr, Concord, CA 94520	None
1350 Galindo Street Concord, CA 94520	None
1335 – 1385 Galindo St., Concord, CA 94520	None
1313 – 1321 Galindo St., Concord, CA 94520	None
1135 Lacey Lane, Concord, CA 94520	None
1371 Detroit Ave, Concord, CA 94520	None
2217 Chalomar Rd #2504, Concord, CA 94518	None
Atchison Village Park Richmond, CA 94801	Poverty and Minority
Shields Reid, Richmond, CA 94801	Poverty and Minority

Project Location	EJ Indicator(s)
Nystrom Village/Martin Luther King Park, Richmond, CA 94804	Poverty and Minority

Source: California Energy Commission staff

Table 3: Kern Council of Governments Project Sites With EJ Indicators

Project Location	EJ Indicator(s)
141 Plumtree Drive, Arvin, CA 93203	Poverty, Minority, and Unemployment
205 North A Street, Arvin, CA 93203	Poverty, Minority, and Unemployment
205 1/2 South Langford Avenue, Arvin, CA 93203	Poverty, Minority, and Unemployment
651-699 Haven Dr, Arvin, CA 93203	Poverty, Minority, and Unemployment
890 Walnut Dr, Arvin, CA 93203	Poverty, Minority, and Unemployment
925 Varsity Rd, Arvin, CA 93203	Poverty, Minority, and Unemployment
1656 18th St, Bakersfield, CA 93301	Poverty, Minority, and Unemployment
4101 Truxtun Ave, Bakersfield, CA 93301	Poverty, Minority, and Unemployment
28801 CA-58, Bakersfield, CA 93301	Poverty, Minority, and Unemployment
1801 Panorama Drive, Bakersfield, CA 93301	Poverty, Minority, and Unemployment
1212 Airport Rd, Delano, CA 93215	Poverty, Minority, and Unemployment
100 2nd St, McFarland, CA 93250	Poverty, Minority, and Unemployment
341 Central Avenue, Shafter, CA 93263	Poverty, Minority, and Unemployment
1280 Poplar Ave, Wasco, CA 93280	Poverty, Minority, and Unemployment
1400 J Street, Wasco, CA 93280	Poverty, Minority, and Unemployment

Source: California Energy Commission staff

Table 4: Ventura County Regional Energy Alliance Project Sites With EJ Indicators

Project Location	EJ Indicator(s)
135 Magnolia Avenue, Oxnard, CA 93030	Poverty and Minority
1901 Auto Center Drive, Oxnard, CA 93036	Poverty and Minority

Source: California Energy Commission staff

Funding for these projects is contingent upon approval at a publicly noticed CEC business meeting and execution of a grant agreement.

Public Comment

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

CHAPTER 2:

Project Description

As part of the GFO-19-603 process for selecting projects, applicants must provide LHI information for their proposed project and locations. This chapter summarizes the LHI information submitted by the awardees regarding the expected impact of their project on local communities and the outreach efforts they have made to engage disadvantaged communities³ or other local communities. Disadvantaged communities are identified by the awardee using the CalEnviroScreen⁴ screening tool developed by the Office of Environmental Health Hazard Assessment (OEHHA) to identify communities facing the burdens of pollution and socioeconomic disadvantage. Projects are listed below in the order shown in Tables 1, 2, 3, and 4.

City of Sacramento

The City of Sacramento's proposed project, *Sacramento Electric Vehicle (EV) Blueprint Phase 2 — Implementation*, will establish new EV charging infrastructure and initiatives, focusing on low-income and disadvantaged communities within Sacramento. Key elements of this project include delivering Level 2 chargers at 13 city-owned community centers and libraries, an e-bike pilot, an EV art education campaign, and an equity-oriented analysis that drives project outreach and a monitoring and reporting system. This project will also incorporate an expanded electric car-share program and efforts to augment electric mobility. Based on greenhouse gas emissions assumptions of the electric vehicle supply equipment (EVSE), electric car share, and e-bikes, the City of Sacramento estimates 1,640.48 short tons of carbon dioxide equivalent (TCO_{2e}) GHG reductions over the lifetime of the project grant (Table 5).

If awarded funding, the City of Sacramento will use a combination of digital and physical forms of outreach to notify and collaborate with local communities and agencies. Outreach conducted in Phase I Blueprint will also be used to inform implementation. This outreach is designed to enable immediate support access for these EV initiatives.

³ "Disadvantaged communities" are identified using the CalEnviroScreen tool, which ranks U.S. Census tracts based on geographic, socioeconomic, public health and environmental hazard criteria.

⁴ See [Office of Environmental Health Hazard Assessment website](https://oehha.ca.gov/calenviroscreen), <https://oehha.ca.gov/calenviroscreen>.

Table 5: City of Sacramento Predicted Emissions Reductions Over Project Lifetime

	Total TCO₂e Reductions Over Project Lifetime
EVSE	1,613.72
EV Car Share	15.20
E-Bikes	11.46
Total	1,640.48

Source: City of Sacramento

Contra Costa Transportation Authority

Contra Costa Transportation Authority's (CCTA) proposed project, *From Roadmap to Reality: Securing Contra Cost's Electric Mobility Future*, aims to accelerate the use of zero-emission vehicles (ZEVs), electric car share, workforce training of EV technicians, e-bikes, and installation of Level 1 and Level 2 EVSE in multifamily dwellings and public locations in underserved communities in Contra Costa County. The program will also provide rebates to low-income residents for electric-assist bicycles and leverage an existing electric bike-share program in Richmond. Based on greenhouse gas emissions assumptions of the EVSE, electric car share, and e-bikes, the CCTA estimates 54,640.77 TCO₂e GHG reductions over the lifetime of the project grant (Table 5).

If awarded funding, CCTA will lead outreach efforts for the project. The authority will use a combination of digital and physical forms of outreach to notify and collaborate with communities about the project. This outreach includes virtual community-based town halls and outreach to community-based organizations and housing authorities. All material and outreach will be offered in Spanish and English and will explain project incentives and opportunities.

Table 6: Contra County Transportation Authority Predicted Emissions Reductions Over Project Lifetime

	Total TCO₂e Reductions Over Project Lifetime
EVSE	54,226.38
EV Car Share	316.17
E-Bikes	98.22
Total	54,640.77

Source: Contra County Transportation Authority

Kern Council of Governments

Kern Council of Governments' (Kern COG) proposed project, *Kern County EV Charging Station Blueprint Implementation*, will establish new EV charging infrastructure and an expanded EV car-share system by working with Miocar, a rideshare service, to complement survey data on community wants and needs for transportation. This project will install 49 Level 2 chargers and three DC fast chargers, as well as 10 new ZEVs for the Miocar car share fleet. Based on greenhouse gas emissions assumptions of the EVSE and electric car share, the Kern COG estimates 253.09 TCO₂e GHG reductions over the lifetime of the project grant (Table 7).

If awarded funding, Kern COG will use a combination of digital and physical forms of outreach to notify and collaborate with communities about the project. This outreach includes regional EV and EVSE awareness marketing campaigning and in-person workshops.

Table 7: Kern Council of Governments Predicted Emissions Reductions Over Project Lifetime

	Total TCO₂e Reductions Over Project Lifetime
EVSE	151.02
EV Car Share	102.07
Total	253.09

Source: Kern Council of Governments

Ventura County Regional Energy Alliance

Ventura County Regional Energy Alliance's (VCREA) proposed *Ready, Set, Go Electric Ventura County* will establish new EV charging infrastructure and switch from an internal combustion engine to plug-in hybrid minivan for a vanpool in Oxnard. Based on greenhouse gas emissions assumptions of EVSE and switching to a plug-in hybrid van, the VCREA estimates 33.29 TCO₂e GHG reductions over the lifetime of the project grant.

If awarded funding, VCREA will conduct outreach over six weeks throughout the community to educate and promote this new service. Multilingual educational materials will be created on how to lower health risks associated with low air quality. Follow-up meetings will be conducted after six months to reflect on benefits to the community and provide additional information on clean energy efforts in the county.

CHAPTER 3:

Location Analysis

Under CCR Title 13 (CCR section 2343) this LHI report describes projects proposed for CTP funding that may require a conditional use permit, discretionary permit, or California Environmental Quality Act (CEQA) review. The CEC interprets “permits” to suggest discretionary and conditional use permits because they require a review of potential impacts to communities and the environment before issuance. Since ministerial-level permits do not assess public health-related pollutants, CEC staff does not assess projects requiring only ministerial-level permits in this report.

This LHI report analyzes the project locations by application of the Environmental Justice Screening Method (EJSM).⁵ A proposed project location must meet a two-part environmental and demographic standard for staff to identify it as a high-risk community project location. The environmental standard uses California Air Resources Board (CARB) air quality monitoring data on nonattainment⁶ status for areas with a high concentration of air pollutants. The demographic standard uses data from the California Employment Development Department’s *Monthly Labor Force Data*⁷ and the U.S. Census Bureau’s *American Community Survey*⁸ data on age, poverty, race, and unemployment.

Environmental Standard

Based on CARB air quality monitoring data,⁹ each project location is within a nonattainment zone for either ozone, particulate matter¹⁰ 2.5 microns in diameter or less (PM_{2.5}), or particulate matter 10 microns in diameter (PM₁₀). This finding indicates that there may be existing poor air quality where the proposed projects are located.

Demographic Standard

Staff finds that the proposed project locations listed in bold in Table 8 meet the criteria for high-risk community project locations, as they meet the demographic standard of having more

5 CARB, *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.

6 [Nonattainment area](#) is a geographic area identified by the U.S. EPA or CARB or both as not meeting either National Ambient Air Quality Standards (NAAQS) or California Ambient Air Quality Standards CAAQS standards for a given pollutant. See <https://ww3.arb.ca.gov/desig/adm/adm.htm>.

7 Employment Development Department [Labor Force Data](#), <https://www.labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>.

8 U.S. Census Bureau [American Community Survey](#), <https://data.census.gov/cedsci/>.

9 See [CARB air quality monitoring data](#), <https://ww3.arb.ca.gov/desig/adm/adm.htm>.

10 *Particulate matter* is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The number following “PM” represents particle size in micrometers.

than one EJ indicator threshold exceeded (Table 8). The project locations also meet the environmental standard due to existing poor air quality.

Table 8: EJ Indicators by Project Location City Demographic

	Below Poverty (2019)	Black or African American (2019)	American Indian and Alaska Native (2019)	Asian and Native Hawaiian and Pacific Islander (2019)	Hispanic or Latino Race (2019)	Persons Under 5 Years of Age (2019)	Persons Over 65 Years of Age (2019)	Unemployment (2020)
California	11.8%	6.5%	1.6%	16.0%	39.4%	6.0%	14.8%	7.9%
EJ Indicator Threshold	11.8%	30%	30%	30%	30%	26.0%	34.8%	7.9%
Arvin	30.0%*	0.6%	0.4%	0.8%	94.4%*	12.7%	5.2%	10.8%*
Bakersfield	17.4%*	7.6%	0.9%	7.6%	50.2%*	8.3%	10.0%	10.8%*
Concord	9.8%	3.4%	0.5%	13.2%	29.9%	6.4%	15.0%	7.5%
Delano	22.6%*	4.0%	0.7%	12.6%	77.4%*	7.8%	8.3%	10.8%*
McFarland	32.4%*	1.1%	0.3%	0.1%	94.7%*	8.9%	4.4%	10.8%*
Oxnard	13.8%*	2.6%	1.3%	7.5%	73.6%*	6.9%	9.9%	7.4%
Pittsburg	12.9%*	15.4%	0.8%	17.3%	43.4%*	7.5%	11.0%	7.5%
Richmond	14.7%*	20.2%	0.5%	15.8%	42.5%*	6.2%	13.4%	7.5%
Sacramento	16.6%*	13.2%	0.7%	20.6%	28.9%	6.6%	13.1%	8.1%
Shafter	23.0%*	2.1%	0.2%	0.7%	84.2%*	7.2%	7.8%	10.8%*
Wasco	21.5%*	6.1%	0.7%	0.7%	82.2%*	7.5%	6.7%	10.8%*

Sources: CEC 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.

Summary

If funded, the proposed projects would result in expanded EV charging infrastructure, shared electric transportation, and mobility options. These projects will support California’s transportation electrification efforts. Increasing electric vehicle options will help reduce GHG emissions and related tailpipe pollutants.

Based on EJSM standards, staff has identified each proposed project location as being in a high-risk community (except those in Concord, Richmond, and Sacramento) and are,

therefore, at a higher risk of adverse health effects from pollution. However, staff does not anticipate a significant increase in local pollutants, and the project awardee identified no major construction that would generate criteria emissions or pollutants. Staff's analysis found no indication that there would be adverse community health impacts associated with the identified projects in this LHI report as selected for CTP grant funding. Moreover, a net benefit from these proposed projects may be realized for the surrounding communities by reducing harmful criteria pollutants and supporting infrastructure to replace internal combustion engine vehicles.

GLOSSARY

AIR QUALITY IMPROVEMENT PROGRAM — Established by the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 (AB 118, Statutes of 2007, Chapter 750), is a voluntary incentive program administered by CARB to fund clean vehicle and equipment projects, research of biofuels production.

CALIFORNIA CODE OF REGULATIONS — The official compilation and publication of the regulations adopted, amended, or repealed by state agencies under the Administrative Procedure Act (APA). Properly adopted regulations that have been filed with the Secretary of State have the force of law.

CALIFORNIA ENVIRONMENTAL QUALITY ACT — A statute that requires state and local agencies to identify the significant environmental impacts of their actions and avoid or reduce those impacts, if feasible.

CALENVIROSCREEN — A screening tool that evaluates and ranks census tracts in California based on potential exposures to pollutants, adverse environmental conditions, socioeconomic factors, and prevalence of certain health conditions.

CRITERIA AIR POLLUTANT — An air pollutant for which acceptable levels of exposure can be determined and for which the U.S. Environmental Protection Agency has set an ambient air quality standard. Examples include ozone (O₃), carbon monoxide (CO), nitrogen oxides (NO_x), sulfur oxides (SO_x), and particulate matter (PM₁₀ and PM_{2.5}).

DISADVANTAGED COMMUNITIES — A designation by the California Environmental Protection Agency used to identify areas disproportionately affected by environmental pollution or hazards due to geographic, socioeconomic, public health, and environmental hazard present.

ENVIRONMENTAL JUSTICE — The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.

ENVIRONMENTAL JUSTICE SCREENING METHOD — A screening approach for combining environmental and demographic indicators to inform agency outreach and engagement practices regarding environmental justice.

GRANT FUNDING OPPORTUNITY — Where the California Energy Commission offers applicants an opportunity to receive grant funding for projects meeting the solicitation requirements.

LEVEL 1 CHARGER – Equipment that provides charging through a 120-volt alternative-current plug.

LEVEL 2 CHARGER – Equipment that provides charging through a 240-volt (typical in residential applications) or 208-volt (typical in commercial applications) alternative-current plug. This equipment requires a dedicated 40-amp circuit.

LOCALIZED HEALTH IMPACTS — Potential health impacts to communities.

PARTICULATE MATTER — Any material besides pure water that exists in a solid or liquid state in the atmosphere. The size of particulate matter can vary from coarse, wind-blown dust particles to fine particle combustion products.

ZERO-EMISSION VEHICLE — A vehicle that produces no pollutant emissions from the onboard source of power.

LIST OF ACRONYMS

AB	Assembly Bill
AQIP	Air Quality Improvement Program
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CNG	Compressed Natural Gas
CO	carbon monoxide
CO ₂	carbon dioxide
EJ	environmental justice
EJSM	Environmental Justice Screening Method
EVSE	electric vehicle supply equipment
GFO	grant funding opportunity
HC	hydrocarbons
LHI	localized health impact
NOPA	notice of proposed award
NO _x	nitrogen oxide
OEHHA	Office of Environmental Health Hazard Assessment
PM _{2.5}	particulate matter; 2.5 microns or smaller in diameter
PM ₁₀	particulate matter; 10 microns in diameter
SB	Senate Bill
SO _x	sulfur oxide
TCO _{2e}	short tons of carbon dioxide equivalent
U.S. EPA	United States Environmental Protection Agency
VOC	volatile organic compound
ZEV	zero-emission vehicle

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.

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

Part 1 – Environmental Standard:

- Communities located within an air quality nonattainment zone for ozone, PM 2.5, or PM 10, as designated by CARB 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.