



**CALIFORNIA
ENERGY COMMISSION**



California Energy Commission

STAFF REPORT

Localized Health Impacts Report

**Addendum 2 for Selected Project
Awarded Funding Through the Clean
Transportation Program Under
Solicitation GFO-21-601 — Charging
Access for Reliable On-Demand
Transportation Services (CARTS)**

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California Energy Commission

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ADDENDUM 2

The Localized Health Impacts Report (LHI Report) for Grant Solicitation GFO-21-601 was posted April 7, 2022 (CEC-600-2022-056).¹ This addendum uses the same approach to assess the localized health impacts for a project with location changes. (In some cases, CEC staff describes changes in an “LHI Report Revision.” When project changes require new location analysis, however, staff releases an “LHI Report Addendum” with its own 30-day public comment period.)

The GFO-21-601 awardee ChargePoint, Inc. (ChargePoint) proposes to replace the planned site at 160 14th St, San Francisco, California 94122 with a new location in the same city. Also, ChargePoint proposes to add a location in San Jose. These locations are described in Table 1, along with environmental justice (EJ) indicators.

Table 1: Details of New Project Locations Along With EJ Indicators

Awardee	Project Title	New Site Location	EJ Indicators for New Location
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in NorCal	1270 Bush St/1200 Larkin St, San Francisco, CA 94109	Minority
ChargePoint	Scalable Approach to EV Infrastructure for TNCs in NorCal	1639 Airport Blvd, San Jose, CA 95110	Minority

Source: CEC staff

For the full project (titled “Scalable Approach to EV Infrastructure for TNCs² in NorCal”), ChargePoint has provided updated emissions reduction estimates, which are shown in Table 2.

Table 2: Updated Emissions Reduction Estimates for Project

Pollutant	Year 1	Year 2	Year 3	Year 4	Year 5	Total
CO _{2e} (tons)	350	500	715	1,023	1,330	3,918
PM _{2.5} (kg)	7	9	13	19	25	73
NO _x (kg)	200	286	410	586	761	2,243

Source: ChargePoint

Air Quality and EJ Indicators

High-risk community project locations are identified using data from the California Air Resources Board (CARB), the U.S. Census Bureau, and other public agencies. The data are

¹ Comiter, Michael. 2022. *Localized Health Impacts Report: Selected Projects Awarded Funding Through the Clean Transportation Program Under Solicitation LHI GFO-21-601 Charging Access for Reliable On-Demand Transportation Services (CARTS)*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2022-056.

² “Transportation Network Companies,” a term that includes common ride-sharing apps.

analyzed to assign EJ indicators for each project location, as shown in Table 1 with further detail in Table 3. The proposed project location must meet a two-part environmental and demographic standard to be considered in a “high-risk community.”

Part 1: Environmental Standard

Communities meet the environmental standard if they have a high concentration of air pollutants. These pollutants include ozone, particulate matter 2.5 microns in diameter or less (PM_{2.5}), or particulate matter 10 microns in diameter or less (PM₁₀). The environmental standard uses CARB air quality monitoring data on the nonattainment³ status for these pollutants.

Part 2: Demographic Standard

Communities meet the demographic standard if they have two or more EJ indicators for minority, age, poverty, and unemployment. Staff defines the EJ indicator thresholds as:

1. A minority subset that represents more than 30 percent of a city’s population.
2. The percentage of people living in a city who are younger than 5 years of age, or who are 65 years of age or older, is more than 20 percentage points higher than the state average for those age categories.
3. A city’s poverty rate exceeds the state average poverty rate.
4. The city (or county if city data are unavailable) unemployment rate exceeds the state average unemployment rate.

The demographic standard uses the U.S. Census Bureau’s American Community Survey five-year estimates⁴ on race, ethnicity, age, and poverty, and the California Employment Development Department’s monthly data⁵ on unemployment. Specifically, this LHI Report Addendum uses city-level⁶ unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

For 2020,⁷ both new project locations meet the environmental standard since they are within a nonattainment zone for ozone, PM_{2.5}, or PM₁₀. This indicates that there may be existing poor air quality around the proposed project locations.

3 A *nonattainment* area is a geographic area that does not meet state and/or national Ambient Air Quality Standards for a given pollutant. See “[Maps of State and Federal Area Designations](https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations).” California Air Resources Board. Available at <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

4 American Community Survey codes DP05 and S1701 were used to find data. See “[Explore Census Data](https://data.census.gov/cedsci/).” U.S. Census Bureau. Available at <https://data.census.gov/cedsci/>.

5 Overview page with data from most recent and previous months: “[Unemployment Rate and Labor Force](https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html).” Employment Development Department. Available at <https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>.

6 Most recent data only: “[Monthly Labor Force Data for Cities and Census Designated Places \(CDP\)](https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls).” Employment Development Department. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls>.

7 “[Maps of State and Federal Area Designations](https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations).” California Air Resources Board. Available at <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

The project location in San Jose also meets the demographic standard since San Jose exceeds the threshold for two or more EJ indicators (Table 3). Therefore, this new location is considered to be in a high-risk community.

In Table 3, an asterisk (*) indicates categories that exceed a given EJ indicator threshold. A city/county name in **bold**, followed by a dagger (†), indicates a high-risk community.

Table 3: EJ Indicators by Project Location City Demographic

Site Location	American Indian and Alaska Native (2020)	Asian (2020)	Black or African American (2020)	Hispanic or Latino (Any Race) (2020)	Native Hawaiian and Pacific Islander (2020)	Under 5 Years of Age (2020)	65 Years of Age and Over (2020)	Below Poverty Level (2020)	Unemployment (May 2022)
California	0.8%	14.8%	5.7%	39.1%	0.4%	6.1%	14.3%	12.6%	3.4%
EJ Indicator Threshold	30%	30%	30%	30%	30%	26.1%	34.3%	12.6%	3.4%
San Jose†	0.6%	37.2%*	2.9%	31.0%*	0.5%	5.9%	13.0%	8.3%	2.0%
San Francisco	0.4%	34.3%*	5.1%	15.2%	0.4%	4.5%	15.8%	10.1%	1.9%

Sources: CEC staff, Employment Development Department, and U.S. Census Bureau.

Location Analysis Summary

The proposed project locations are assessed according to the original LHI method. The assessment shows that one of the two proposed locations is within a high-risk community. Positive health impacts to both communities are expected in terms of cleaner air and reduced greenhouse gases.

Public Comment

As provided by Title 13 CCR Section 2343, a 30-day public review period applies to this LHI Report Addendum from the date it is posted on the CEC website. The [original posting date for this report](https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/localized-health-impacts-reports) is at <https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/localized-health-impacts-reports>.

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