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). 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**

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

Source: CEC staff

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

**Table 2: Updated Emissions Reduction Estimates for Project**

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>CO₂e (tons)</td>
<td>350</td>
<td>500</td>
<td>715</td>
<td>1,023</td>
<td>1,330</td>
<td>3,918</td>
</tr>
<tr>
<td>PM₂.₅ (kg)</td>
<td>7</td>
<td>9</td>
<td>13</td>
<td>19</td>
<td>25</td>
<td>73</td>
</tr>
<tr>
<td>NOₓ (kg)</td>
<td>200</td>
<td>286</td>
<td>410</td>
<td>586</td>
<td>761</td>
<td>2,243</td>
</tr>
</tbody>
</table>

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

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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
(\(\text{PM}_{2.5}\)), or particulate matter 10 microns in diameter or less (\(\text{PM}_{10}\)). The environmental
standard uses CARB air quality monitoring data on the nonattainment\(^3\) 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 estimates\(^4\) on race, ethnicity, age, and poverty, and the California Employment
Development Department’s monthly data\(^5\) on unemployment. Specifically, this LHI Report
Addendum uses city-level\(^6\) 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, \(\text{PM}_{2.5}\), or \(\text{PM}_{10}\). This indicates that there may be existing poor
air quality around the proposed project locations.

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\(^3\)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,” California Air Resources

\(^4\)American Community Survey codes DP05 and S1701 were used to find data. See “Explore Census Data,” 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,”
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),” Employment
Development Department. Available at https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls.

\(^7\)“Maps of State and Federal Area Designations,” California Air Resources Board. Available at
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**

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>California</td>
<td>0.8%</td>
<td>14.8%</td>
<td>5.7%</td>
<td>39.1%</td>
<td>0.4%</td>
<td>6.1%</td>
<td>14.3%</td>
<td>12.6%</td>
<td>3.4%</td>
</tr>
<tr>
<td>EJ Indicator Threshold</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
<td>30%</td>
<td>26.1%</td>
<td>34.3%</td>
<td>12.6%</td>
<td>3.4%</td>
<td></td>
</tr>
<tr>
<td>San Jose†</td>
<td>0.6%</td>
<td>37.2%*</td>
<td>2.9%</td>
<td>31.0%*</td>
<td>0.5%</td>
<td>5.9%</td>
<td>13.0%</td>
<td>8.3%</td>
<td>2.0%</td>
</tr>
<tr>
<td>San Francisco</td>
<td>0.4%</td>
<td>34.3%*</td>
<td>5.1%</td>
<td>15.2%</td>
<td>0.4%</td>
<td>4.5%</td>
<td>15.8%</td>
<td>10.1%</td>
<td>1.9%</td>
</tr>
</tbody>
</table>

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 is at https://www.energy.ca.gov/programs-and-topics/programs/clean-transportation-program/localized-health-impacts-reports.

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
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715 P Street, MS-44
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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.