



**CALIFORNIA
ENERGY COMMISSION**



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STAFF REPORT

Localized Health Impacts Report

**Addendum 1 for Selected Project
Awarded Funding Through the Clean
Transportation Program Under
Solicitation GFO-21-604 — Rural
Electric Vehicle (REV) Charging**

September 2022 | CEC-600-2022-060-AD1



California Energy Commission

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ADDENDUM 1

The Localized Health Impacts Report (LHI Report) for Grant Solicitation GFO-21-604 was posted August 3, 2022 (CEC-600-2022-060).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 a new 30-day public comment period.)

The GFO-21-604 awardee GC Green Incorporated (GC Green) proposes to replace the electric vehicle (EV) charging station location in Independence, California with a new location in the Sierra Nevada foothills near Porterville. This revised location is described in Table 1, along with environmental justice (EJ) indicators.

Table 1: Details of Revised Project Location Along With EJ Indicators

Awardee	Project Title	Revised Site Location	EJ Indicators for Revised Location
GC Green Incorporated	Demonstrating Resilient and Net-Zero EV Fast Charging Development in California Indian Country	31267 Hwy 190 Porterville, CA 93257	Age, Minority, Poverty, Unemployment

Source: CEC staff, Google Maps

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 analyzed to assign EJ indicators for each project location, as shown in Table 1 with further detail in Table 2. 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 nonattainment² status for these pollutants.

1 Tuggy, Benjamin. 2022. *Localized Health Impacts Report: Selected Projects Awarded Funding Through the Clean Transportation Program Under Solicitation GFO-21-604 — Rural Electric Vehicle (REV) Charging*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2022-060.

2 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. Accessed September 13, 2022. Available at <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

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 represents more than 30 percent of a given 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 1.2 times (more than 20 percent 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 estimates³ on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data⁴ on unemployment. Unemployment data are not seasonally adjusted.

This LHI Report Addendum uses county-level rather than city-level data for unemployment⁵ and other demographic factors, since the revised project location is several miles outside the Porterville urban area.

Analysis Results

Using 2020 data,⁶ the revised project location meets the environmental standard since it is 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 location.

The revised project location also meets the demographic standard since it exceeds the threshold for two or more EJ indicators (Table 2). Therefore, the revised location is considered to be in a high-risk community.

In Table 2, 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.

3 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. Accessed September 13, 2022. Available at <https://data.census.gov/cedsci/>.

4 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. Accessed September 13, 2022. Available at <https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>.

5 Most recent data only: "[Monthly Labor Force Data for Counties](https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf)." Employment Development Department. Accessed September 13, 2022. Available at <https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf>.

6 "[Maps of State and Federal Area Designations](https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations)." California Air Resources Board. Accessed September 13, 2022. Available at <https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>.

Table 2: 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 (July 2022)
California	0.8%	14.8%	5.7%	39.1%	0.4%	6.1%	14.3%	12.6%	3.9%
EJ Indicator Threshold	30%	30%	30%	30%	30%	7.3%	17.2%	12.6%	3.9%
Tulare County†	1.3%	3.7%	1.6%	65.1%*	0.1%	8.0%*	11.4%	21.8%*	7.6%*

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

Location Analysis Summary

The proposed project location is assessed according to the original LHI method. The assessment shows that the proposed project location is within a high-risk community. However, staff does not expect the project to cause significant negative health impacts to the community. Staff anticipates that the local health impacts will remain positive, 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>.

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 mail a hard copy to:

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