CALIFORNIA ENERGY COMMISSION

CALIFORNIA NATURAL RESOURCES AGENCY

California Energy Commission

STAFF REPORT

Localized Health Impacts Report

Addendum 2 for Selected Projects Awarded Funding Under Solicitation GFO-23-602 — Charging and Refueling Infrastructure for Transport in CALifornia Provided Along Targeted Highway Segments (CRITICAL PATHS)

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ADDENDUM 2

The Localized Health Impacts (LHI) Report for Grant Solicitation GFO-23-602 Charging and Refueling Infrastructure for Transport in CALifornia Provided Along Targeted Highway Segments was posted April 19, 2024 (CEC-600-2024-040).[1] Project changes have been proposed, which require new location analysis using the same overall approach to assess the localized health impacts.

The GFO-23-602 awardee, WattEV Inc., proposes to replace two site locations for medium- and heavy-duty electric vehicle charging stations with new locations in Fresno County and Stockton. In some cases, the city listed in the postal address for a project may differ from the geographic entity assigned by the U.S. Census Bureau. In these cases, the census location (county, place, or census designated place) used for environmental justice (EJ) indicator analysis is listed in parentheses in the table below. This revised project site locations are described in Table 1, along with the EJ indicator analysis outcome.

Table 1: Details of Revised Project Location with EJ Indicators

Awardee	Project Title	Revised Site Location	EJ Indicators for Revised Location
WattEV, Inc.	WattEV Connecting California's Corridors (3C) Project	4131 Chestnut Ave, Fresno CA 93725 (Fresno County)	Age, Minority, Poverty, Unemployment
WattEV, Inc.	WattEV Connecting California's Corridors (3C) Project	920 Performance Dr, Stockton, CA 95206	Age, Minority, Poverty, Unemployment

Source: California Energy Commission

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. A 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

1 McKinny, Jana. April 2024. *Localized Health Impacts Report: Projects Awarded Funding Under Solicitation GFO-23-602 — Charging and Refueling Infrastructure for Transport in CALifornia Provided Along Targeted Highway Segments (CRITICAL PATHS)*. California Energy Commission. Publication Number: CEC-600-2024-040. Accessed November 4, 2024. Available at https://www.energy.ca.gov/publications/2024/localized-health-impacts-report-projects-awarded-funding-under-solicitation-gfo-5.

($PM_{2.5}$), or particulate matter 10 microns in diameter or less (PM_{10}). The environmental standard uses CARB air-quality-monitoring data on nonattainment[2] 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 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 estimates[3] on race, ethnicity, age, and poverty, and the California Employment Development Department's monthly data[4] on unemployment. Specifically, this LHI Report Addendum uses city-level[5] and county-level[6] unemployment data. Unemployment data are not seasonally adjusted.

Analysis Results

The revised project locations meet the environmental standard since they are within a nonattainment zone for ozone, $PM_{2.5}$, or PM_{10}. This finding indicates that there may be existing poor air quality around the proposed project locations. The revised project locations also meet the demographic standard since they exceed the threshold for two or more EJ indicators (Table 2). Therefore, the revised sites are located in high-risk communities.

In Table 2, a **bold** number followed by 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.

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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." California Air Resources Board. Accessed November 4, 2024. Available at https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations.

3 American Community Survey codes DP05 and S1701 were used to find data. See "Explore Census Data." U.S. Census Bureau. Accessed November 4, 2024. Available at https://data.census.gov/cedsci/.

4 Overview page with data from most recent and previous months: "Unemployment Rate and Labor Force." Employment Development Department. Accessed November 4, 2024. Available at https://labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html.

5 Most recent data only: "Monthly Labor Force Data for Cities and Census Designated Places (CDP)." Employment Development Department. Accessed November 4, 2024. Available at https://labormarketinfo.edd.ca.gov/file/lfmonth/allsubs.xls.

6 Most recent data only: "Monthly Labor Force Data for Counties." Employment Development Department. Accessed November 4, 2024. Available at https://labormarketinfo.edd.ca.gov/file/lfmonth/countyur-400c.pdf.

Table 2: EJ Indicators by Project Location City Demographic

Site Location	American Indian and Alaska Native (2022)	Asian (2022)	Black or African American (2022)	Hispanic or Latino (Any Race) (2022)	Native Hawaiian and Pacific Islander (2022)	Under 5 Years of Age (2022)	65 Years of Age and Over (2022)	Below Poverty Level (2022)	Unemploy-ment (October 2024)
California	**1.0%**	**15.1%**	**5.6%**	**39.7%**	**0.4%**	**5.7%**	**14.9%**	**12.1%**	**5.3%**
EJ Indicator Threshold	**30.0%**	**30.0%**	**30.0%**	**30.0%**	**30.0%**	**6.8%**	**17.9%**	**12.1%**	**5.3%**
Fresno County†	1.3%	10.7%	4.5%	**54.2%***	0.2%	**7.2%***	12.5%	**19.5%***	**6.9%***
Stockton†	1.2%	20.9%	11.6%	**45.2%***	0.6%	**7.0%***	12.8%	**15.6%***	**6.9%***

Sources: California Energy Commission, Employment Development Department, and U.S. Census Bureau

Location Analysis Summary

The proposed project locations were assessed according to the original localized health impacts method. The assessment shows that both new project sites are located within high-risk communities. This finding indicates that the communities near the proposed project locations are at a higher risk of adverse health effects from pollution. However, staff does not anticipate a significant increase in local pollutants and found no indication that the updated project site locations identified in this LHI Report would negatively affect community health. Moreover, a net benefit from the proposed electric vehicle charging project may be realized for the surrounding community due to associated reductions in harmful criteria air pollutants, toxic air contaminants, and greenhouse gas emissions.

Public Comment

As provided by the California Code of Regulations, Title 13, 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 your 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.

A hard copy can be mailed to:

California Energy Commission
Fuels and Transportation Division
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.