

California Energy Commission
STAFF REPORT

LOCALIZED HEALTH IMPACTS REPORT

Addendum 13 for a Project With a Location Change Awarded
Funding Through the Alternative and Renewable Fuel and
Vehicle Technology Program Under Solicitation PON-11-602
– Alternative Fuels Infrastructure: Electric, Natural Gas,
Propane, E85, and Diesel Substitutes Terminals

California Energy Commission

Edmund G. Brown Jr., Governor

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Patrick Brecht
Primary Author

Sharon Purewal
Project Manager

John P. Butler II
Office Manager
ZERO-EMISSION VEHICLE AND INFRASTRUCTURE OFFICE

John Y. Kato
Deputy Director
FUELS AND TRANSPORTATION DIVISION

Drew Bohan
Executive Director

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ADDENDUM 13

The *Localized Health Impacts (LHI) Report for Selected Projects Awarded Funding Through the Alternative and Renewable Fuel and Vehicle Technology Program Under Solicitation PON-11-602* was posted April 27, 2012 (CEC-600-2012-004).¹ The addendum LHI for PON-11-602 was posted September 21, 2012 (CEC-600-2012-004-AD).² This addendum applies the same localized health impacts assessment method. Under the Electric Vehicle Supply Equipment category, the South Coast Air Quality Management District (SCAQMD) proposes one backup electric vehicle charging station location. The proposed location is not replacing a previously proposed station location. Electric vehicle charger type and quantity are unchanged from the original proposal. The newly proposed location is described in Table 1, along with environmental justice (EJ) indicators.³

Table 1: Original and New Site Location for South Coast Air Quality Management District, Along With Environmental Justice Indicators

Original Site Location	New Site Location	EJ Indictors for New Location
Electric Vehicle Supply Equipment Category		
N/A	21865 Copley Drive Diamond Bar, CA 91765	Minority

Source: California Energy Commission staff

1 Baronas, Jean, 2012. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2012-004.

2 Baronas, Jean, 2012. *Localized Health Impacts Report*. California Energy Commission, Fuels and Transportation Division. Publication Number: CEC-600-2012-004-AD.

3 The EJ indicators follow: (i.) minority subset represents more than 30 percent of a given city's population (2010), (ii.) city's poverty exceeds California's poverty level of 14.3 percent (2011-2015), (iii.) city's unemployment rate exceeds California's unemployment rate of 5.1 percent as of September 2017, and (iv.) city's percentage of persons younger than 5 years of age or older than 65 years of age is 20 percent higher than California's average. For the entire state, the percentage of persons under the age of 5 years is 6.8 percent, and the percentage of persons over the age of 65 years is 11.4 percent.

Air Quality and EJ Indicators

The newly proposed station location (electric vehicle charging station) is in a nonattainment zone for ozone, particulate matter (PM⁴) 2.5 and PM 10. If a project site is in a nonattainment zone and has more than one EJ indicator, as shown in Table 1, with further detail in Table 2, it is considered a high-risk community, according to the Environmental Justice Screening Method.⁵ According to staff's assessment, Diamond Bar is not considered a high-risk community.

Table 2: EJ Indicators Compared With California
Yellow highlighted percentages indicate EJ indicators

	Below Poverty Level (2011-2015)	Black Persons (2010)	American Indian and/or Alaska Native (2010)	Asian and/or Pacific Islander (2010)	Persons of Hispanic or Latino Origin (2010)	Persons Under 5 Years of Age (2010)	Persons Over 65 Years of Age (2010)	Unemployment (September 2017)
California	14.3%	6.2%	1.0%	13.0%	37.6%	6.8%	11.4%	5.1%
EJ Indicators	>14.3%	>30%	>30%	>30%	>30%	>8.16%	>13.8%	>5.1%
Diamond Bar	7.0%	4.1%	0.3%	52.5%	20.1%	4.3%	5.4%	3.1%

Sources: Unemployment information from the State of California, Employee Development Department Labor Market Information Div.: <http://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html#Tool>. U.S. Census Bureau, <http://www.census.gov/quickfacts/table/PST045215/0664000.06.00> and http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

⁴ "Particulate matter" is unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. The numbers stand for microns in diameter.

⁵ California Air Resources Board (ARB), *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.

Location Analysis and Community Impacts

Based on the staff's assessment of the proposed station location, it is not expected that the surrounding community would be disproportionately impacted by the project. While overall air quality depends on several factors, the Energy Commission expects that air quality will improve over time due to electric vehicles, which will be replacing California reformulated gasoline (RFG). Replacing RFG will decrease criteria pollutants and toxic air contaminants, which will benefit surrounding communities, especially those at risk.

APPENDIX A:

Localized Health Impact Report Assessment Method

This LHI Report assesses the potential impacts to communities as a result of the projects proposed by the ARFVTP. This report is prepared under the *California CARB AQIP Guidelines, California Code of Regulations, Title 13, Motor Vehicles, Chapter 8.1 (CCR § 2343)*:

“(6) Localized health impacts must be considered when selecting projects for funding. The funding agency must consider environmental justice 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 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 environmental health impact analysis of proposed projects nor is it intended to substitute for the environmental review conducted during the California Environmental Quality Act (CEQA) review. This LHI Report includes staff’s application of the Environmental Justice Screening Method (EJSM) to identify projects located in areas with social vulnerability indicators and the greatest exposure to air pollution and associated health risks.⁶

The EJSM was developed to identify low-income communities highly affected by air pollution for assessing the impacts of climate change regulations, specifically Assembly Bill 32 (Núñez, Chapter 488, Statutes of 2006), the California Global Warming Solutions Act of 2006. The EJSM integrates data on (i.) exposure to air pollution, (ii.) cancer risk, (iii.) ozone concentration, (iv.) frequency of high ozone days, (v.) race/ethnicity, (vi.) poverty level, (vii.) home ownership, (viii.) median household value, (ix.) educational attainment, and (x.) sensitive populations (populations under 5 years of age or over 65 years of age).

⁶ California Air Resources Board (ARB). *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.

To determine high-risk communities, environmental justice (EJ) indicators for locations of the electric vehicle chargers are compared to data from the U.S. Census Bureau or other public agency. Staff identifies high-risk communities by using a two-part standard. For a community to be considered high-risk, for this assessment, it must meet both Parts 1 and 2 of this standard.

Part 1:

- Communities located in nonattainment air basins for ozone, PM 2.5 or PM 10

Part 2:

- Communities having more than one of the following EJ indicators: (1) minority, (2) poverty, (3) unemployment and (4) high percentage of population under 5 years of age and over 65 years of age. The EJ indicators follow:
 - A minority subset represents more than 30 percent of a given city's population.
 - A city's poverty level exceeds California's poverty level.
 - A city's unemployment rate exceeds California's unemployment rate.
 - The percentage of people living in that city are younger than 5 years of age or older than 65 years of age is 20 percent higher than the average percentage of persons under 5 years of age or over 65 years of age for all of California.