Synergy: (sin’ar.je) n. 1. a combined and correlated force; 2. united for action

One Step Closer to Victory!
Omnitrans to Remove the Tanks!

August 2015
For more than a decade, residents of the Westside neighborhood of San Bernardino have battled to get two tanks storing more than 60,000 gallons of explosive natural gas out of their residential neighborhood.

At CCAEJ’s Inland Valley EJ Task Force meeting on July 8, 2015, CEO/General Manager Scott Graham announced that Omnitrans has taken the first step in removing the LNG tanks by issuing a Design/Construction bid. He reported that he estimates they will have completed the transition and removed the tanks by June of 2016.

This is a huge step for the Westside neighborhood. CCAEJ joins with residents in thanking the San Bernardino City Unified School District (SBCUSD) for joining us in demanding these tanks be removed from the neighborhood and away from Ramona Alessandro Elementary School. On October 21, 2014 with the support of School Board members Dr. Barbara Flores, Danny Tillman, and Abigail Medina we won the support of the SBCUSD through a resolution calling for the removal of the tanks from this neighborhood.

Through our Inland Valley EJ Task Force we asked that an analysis be done if an accident occurred. The map below identifies the area that would be impacted – the “Zone of Harm” – if an accident happened at Omnitrans. More than 1,739 people and 447 homes would be impacted – not counting the school.

We will be closely monitoring the process as we move through this transition. We also will be working with Omnitrans and the School District to make sure there is an effective emergency notification process in place. If there is a problem at the facility, everyone in the area needs to be notified.
Residents living near and around the former military/industrial waste site known as Ag Park, finally won a major victory! The Department of Toxic Substances Control (DTSC) has agreed to do testing to determine if the site is actually clean or if it is contaminated. It is through the persistence and hard work of the residents that justice has finally arrived.

The Ag Park was formerly part of Camp Anza, a military training base which constructed and operated a sewage treatment plant on the site. It ended up being purchased by Rohr Industries, a DOD contractor and industrial user which discharge waste like PCB (Aroclor 1248 found at the Ag Park). The City took ownership in 1962 and closed the plant in 1965. The City of Riverside owned the site from 1962-2006. In a land swap, Chuck Cox and Friends of Riverside Airport LLC took ownership in 2006.

The current contamination issues surrounding this 62 acre of undeveloped land began in 2003 when the City discovered the presence of polychlorinated biphenyls (“PCBs”) and other toxic chemicals. While grading the Ag Park property, workers punctured industrial sewer digester at the Site. The rupture caused a release of 10,000 gallons of PCBs and sewer sludge into the soil. Without notifying appropriate agencies, the developer and city ordered city workers to remove the PCB contaminated sludge to the current Acorn sewer treatment plant where it was mixed with soil for disposal at Kettlemen Hills. Workers were not informed of the PCB contamination and were not provided appropriate protective gear. The list of illegal and questionable actions by the city and the developer have left residents and community experts concerned that appropriate clean up of the site has not taken place and certainly not for the building of residential homes. The residents who live at the fence line of the contaminated site have been exposed through deposition of the airborne chemicals and have experienced some unusual illnesses and deaths. They want to ensure that future families are not exposed to the PCBs and other chemicals. In addition, the reports indicate that no remediation of groundwater has taken place even though the site is adjacent to the Santa Ana River, a domestic water source for Orange County.

CCAEJ held a **People's Hearing for Justice** to outline the facts and health concerns regarding the Ag Park. They demanded that further testing be completed before homes are built and that their homes and yards be tested and cleaned if any chemicals are found. Visit [www.CCAEJ.org](http://www.CCAEJ.org) for more information.
POMONA

Under the driving skills of Chela Larios (CCAEJ’s Policy Advocate) we traversed to Pomona to meet up with members of United Voices of Pomona for Environmental Justice. Edgar and Pablo directed us around the southeast neighborhoods where major recycling facilities have invaded the community. This area is a mixed bag of homes, schools and industrial facilities ranging from spa manufacturers to wood, metal, and garbage recycling facilities. From the drive by one could smell the odors wafting through the air and see the towering piles of waste products.

To have so many facilities in such a compact area, mixed in with homes, was very disturbing to us all. The newest facility is Pomona Valley Transfer Station owned by Valley Vista Services. The owner of the facility, former City of Industry Mayor David Perez, is under investigation which seems to be overflowing to Pomona as well.

COLTON

Traveling along I-10, following the rail lines as they expand along Fontana and Rialto, we pull off to see the south side of the City of Colton. Known as the home of the "Colton Crossing", the neighborhood has been surrounded by industrial facilities for years. It is home to two Superfund sites, the Colton Rail yard and an auto shredding facility. The shredding facility was moved by National Metal from the city of Carson to Colton. The Colton Crossing used $97.5 million of public funding to build a separation between two major rail
road companies, Warren Buffet's BNSF rail road and Union Pacific. Colton is the only place in the nation where the two rail road companies' lines cross. The rail road argued that it created long delays and inconvenience to their operations having to wait for the other rail road locomotives to pass. Residents argued that the two rail roads often block their travel into and out of the neighborhood and endanger their families and children as they walk to school. The rail lines cut residents off from the rest of the community, leaving them stranded.

**BLOOMINGTON**

Next stop was Bloomington. This unincorporated community is in the cross hairs of massive warehouses. Senator Leyva stands with residents next to the lot where the proposed warehouse would be placed - just feet from the Rocha's home. One thing science tells us is that the closer one is to a diesel source, the greater the health risk. There is also a school located one block from this location. Reports are that the County of San Bernardino is not even requiring environmental studies and appropriate mitigations for approval of the project. This is one project CCAEJ will definitely be following.

CCAEJ conducts Learning Tours periodically for elected officials, universities, and the general public. If you or your group would like a tour contact CCAEJ at 951-360-8451 for costs and information.

**CLEAN AIR — NOT IN MIRA LOMA!**

Although significant progress has been made in improving air quality for the region, the South Coast Air Basin still cannot meet the 24-hour PM2.5 National Ambient Air Quality Standard (NAAQS). During the first quarter of this year, the Mira Loma monitoring station demonstrated that we had 39 unhealthful days and the levels continue to rise.

This has prompted South Coast AQMD to seek from EPA a reclassification of the air basin to a Serious Nonattainment area that would allow them a deadline extension for meeting the federal standards until 2019. If this reclassification does not occur and the compliance time extended to 2019, we stand to incur federally mandated sanctions, including the loss of federal transportation funding needed to improve the roads, freeways and interchanges. While these penalties are severe, CCAEJ does not support the reclassification. With every extension in time more lives are impacted. Since AQMD has not adopted its air plan or an Indirect Source Rule which would allow them to regulate facilities’ operations that contribute to pollution, we believe granted the reclassification would only postpone the necessary actions to address this critical situation and allow yet another generation of children to suffer from the breathing their air.
In April of this year, CCAEJ joined with the City of Jurupa Valley and the Nation’s largest homebuilders, Lennar; as well as Vernola Apartments, IDI (Brookfield Logistics), and Stratham Homes to file a protest with the California Public Utilities Commission (CPUC) regarding the EIR for the City of Riverside and Southern California Edison massive project – the Riverside Transmission Reliability Project (RTRP). Riverside used its unique powers as its own utility to green light an Environmental Impact Report for the project. Acres of planned business parks, new homes, commercial/tourist sites plus new retail will have to be scuttled because of the overhead transmission lines that are planned. Riverside has relied on information and assumptions that are almost ten years old in pushing forward its transmission line alignment as the single best option. The parties filing protests are requesting that the CPUC force the consideration of less costly and intrusive alternate paths that take into account the important developments in Jurupa Valley that have taken place over the last decade and are planned in the immediate future.

Our working class, primarily Latino community fought hard to become a city for the main reason that we wanted to make land use decisions for ourselves. From the Stringfellow Acid Pits to the massive warehouses, we continually had projects imposed upon us from outside forces with little input, yet had to bear the burden of their impacts. The transmission lines, once again, create a situation where residents of Jurupa Valley have little say in whether the project is inserted into our community and under what conditions. We prefer an alternate route be selected or at the minimum, the lines be placed underground to have the least impact on our lives, she continued. If an upper class community like Chino Hills can have the lines placed underground - so should our community.

On June 10, 2015 the CPUC agreed, ordering Riverside and SCE to go back and redo their EIR. The ruling states in part, “CEQA requires consideration of alternatives that are capable of substantially reducing or eliminating significant environmental effects...Define alternatives that meet the project objectives and reduce or avoid potentially significant impacts of the proposed project on the approved Riverbend housing project and Vernola Marketplace Apartment Community, This may include local routing alternative or electrical system alternatives.” In other words, Riverside must go back and redo their EIR.

WILDOMAR
The Autumnwood housing tract in Wildomar continues to weigh heavy upon our hearts and minds. After DTSC manipulated the testing, we were able to get EPA to step in. After reviewing the reports they agreed with us that data results that were tested were omitted from the report and need to be accounted for. They have requested the raw data from the labs and are in the process of going through it.
Democratic decision-making relies on a healthy, vibrant public debate. But to have a healthy debate, we must all be working from a legitimate, verified set of common facts and understandings. For the proposed 40 million sq. foot warehouse project known as the World Logistics Center, the Environmental Impact Report analysis is supposed to lay out the facts and assumptions, hear the comments concerning them, and base decisions upon that discussion. That has not happened.

Commissioner Jeff Sims has advised that he would not be troubling himself with the adequacy of the record before him, he would just vote based on a balancing of those supporting and those opposed. More startling, was that none of the City officials, including the attorney, stepped forward to advise the Planning Commissioners that a recommendation as to the adequacy of the EIR was, in part, exactly what they were there to do. Judging from the commission’s vote to approve the project, one would surmise that all a developer needs to do is promise 20,000 jobs and all legitimate concerns about traffic, air quality, health, greenhouse gas and biological impacts go out the window!

Whether those jobs ever appear and whether they are good paying jobs in safe working conditions is questionable based on the history of the warehouse industry around the region. Are these the types of jobs that will lure local residents off the morning commute to work in the city? I doubt it. If we want jobs we should be working to get facilities with high numbers of jobs per square foot and paying more than minimum wage – that’s not warehousing.

The draft EIR(DEIR) was released in February of 2013 with extensive reviews and comments by local residents, regional and state agencies, and others. More than two years later the final EIR(FEIR) was released. Instead of addressing the comments and concerns raised we found an EIR rewritten and reanalyzed with new or amended studies and reports – some of which drastically changed the content and conclusions of the DEIR. The result is a totally new but immensely defective report! The FEIR threw out all the prior health risk analyses and relied on a single study of mice who survived after exposure to diesel exhaust as the basis for concluding that no humans would die from cancer caused by exposure. Even the authors of that study and the California Air Resources Board (ARB), the study’s sponsor, have advised that the conclusion is wrong.

Instead, the ARB, in their June 8th comment letter strongly urges that the “health risk analysis must be revised to ensure the potential impacts are fully analyzed and disclosed. ARB finds the final EIR to be legally inadequate, and we urge the city to revise and recirculate the EIR.” The South Coast Air Quality Management District's (AQMD) June 24th comment letter joined in the FEIR criticism with, “…the project's mitigation is insufficient.” Their letter also mentions that if air quality standards are not achieved, then federally mandated sanctions will be imposed which includes "loss of federal transportation funding."

The FEIR raised eyebrows and a few smirks, when it suggests in the revised traffic analysis that the majority of the big trucks coming to Moreno Valley will not be coming from the ports (some 70 plus miles away), but instead will originate just 35 miles away with no explanation why they believe so few trucks would be originating from the ports. This is especially puzzling given the very premise for the WLC is to serve as the logistics hub for the goods imported to this country for distribution to stores and consumers. The trip generation analysis is flawed as it fails to consider the impacts of additional truck traffic along the entire transportation corridor from the ports to the WLC and beyond.

CCAEJ is working with Earthjustice, the Center for Biological Diversity, Sierra Club, and other groups whose members live in and around Moreno Valley in opposing the World Logistics Center. We stand ready to fight this project in court if necessary. But first, we’re appealing to the developer and local policymakers to give this project the review and analysis that we need to fully understand its impacts as requested by many state, regional and local agencies. The city officials’ job and moral obligation is to base your vote on carefully considered accurate facts, not flashy presentations and superficial popularity contests.
Building power means collaborating with other powerful groups that are working for social justice. When you are a member of CCAEJ you are also connected with powerful regional, state and national movements.

**Regional**

As part of our efforts to build power in the Inland Valley, CCAEJ started our civic engagement program to outreach to new and infrequent voters and encourage them to get into the habit of voting. Since 2005, we have evolved a strong effective program for engaging voters. But as effective as we have been, it takes more outreach than we alone can do. So we joined with 12 social justice organizations in the two counties of Riverside and San Bernardino to form the **Inland Empowerment Collaboration**. In the next few months you’ll hear more about this exciting collaboration and their planned activities to engage low income, communities of color in playing a larger role in decision making in the region.

**State**

CCAEJ is a core member of the **California Environmental Justice Alliance**, an alliance of 6 base building EJ organizations around the state. CEJA is comprised of Environmental Health Coalition (EHC) in San Diego; CCAEJ; Center on Race, Poverty and the Environment (CRPE) in the Central Valley and Bay area; People Organized to Demand Environmental & Economic Rights (PODER) in San Francisco; the Asian Pacific Environmental Network (APEN) in Oakland; and Communities for a Better Environment (CBE) in Los Angeles and Oakland. We also have partner organizations – Central Coast Alliance United for a Sustainable Economy Leadership Counsel for Accountability and Justice; Pacoima Beautiful and Physicians for Social Responsibility, Los Angeles. We provide support to our sister organizations, for example in the fight CBE waged against the Excide site. We combine our power and influence to advance state policies that meet the needs of low-income communities of color. Each year we hold a ‘Congreso’ to bring our members together and meet with and educate our elected officials. For more information, visit www.caleja.org.

**Nationwide**

CCAEJ is also a founding member of the **Moving Forward Network (MFN)**, made up of communities directly affected by Goods Movement industries – ports, railyards, intermodal facilities and warehouses. MFN brings communities together to plan and implement a national strategy to eliminate diesel fuel to zero emission technology. Our Zero Campaign is designed to require ports and freight facilities to meet clean air standards so that their deadly diesel emissions—causing asthma, lung cancer, heart disease, strokes and neurological disorders are eliminated. Zero emission technology exists to make this possible. Visit www.zeroemissionsnow.net
2014 Statement of Activities

Operating Support and Revenue
- Foundation Grant Revenue $917,741
- Government Grants and Contracts $788,705
- Membership $7,050
- Total Support & Revenue $1,747,769

Expenses
- Program Expenses $1,756,514
- Management & General $125,713
- Fundraising $32,334
- Total Expenses $1,914,561

Income
- Gov. Grants-Contracts, $788,705 45%
- Foundation Grants $917,741 53%
- Membership and donations $7050 .004%

Expenses
- Program, $1,756,514 92%
- Fundraising $32,334 2%
- Management and General $125,713 6%

Graph:
- Total
- Program
- Management
- Fundraising
- Years: 2008 to 2014
As part of our settlement on Mira Loma Village warehousing included the City of Jurupa Valley considering an EJ Element. CCAEJ worked with the city to adopt an EJ Element – only the second in the state. The American Planning Association, Inland Empire Chapter awarded the City with their Best Practices Award. Then on the APA, California Chapter, pulled it from consideration in the Best Practices and elevated it to Advancing Diversity and Social Change in Honor of Paul Davidoff. It will now go to the national level. CCAEJ is proud to have been the motivator of this element and proud of our city for adopting it.

EPA Recognizes Penny with the EJ Pioneer Award

At the 2015 EPA National Environmental Justice Advisory Council meeting, Penny Newman, long time activist, was recognized with EJ Pioneer Award. In the presentation it was noted that Penny was working for Environmental Justice before the term was adopted, going back to 1978 and her groundbreaking work around the Stringfellow Acid Pits and development of hazardous materials management policy.
CCAEJ is grateful to Board and Staff members who left in 2014-15, whose commitment and hard work helped us accomplish our goals.

2015 Board Members:

**Officers:**
Maggie Hawkins, President
Gwen D’Arcangelis, President Elect
Brinda Sarathy, Secretary
Elizabeth Lopez, Financial Officer

**Members:**
Teresa Flores-Lopez
Sandy Briggs
Nanette Pratini

Staff Members:

Penny Newman, Executive Director
Jean Kayano, Associate Director
Cindy Graham Newman, Administrative Director
Graciela Larios, Policy Advocate
Ericka Flores, Community Organizer
Hakan Jackson, Technology Scientist
Ashley Newman, Communications Coordinator

CCAEJ’s Newest Talent -
Hakan Jackson, Technology Scientist

Hakan has been brought onto CCAEJ’s staff to provide data management, technology assessment, GIS expertise and voter data skills to expand our voter analysis and engagement, and technology capacity. Hakan is a graduate of the University of Maryland with a BS and an MBA from Boston University Graduate School of Management. He was Staff Sargent in the United State Air Force and served as a Biomedical Equipment Technician. He has extensive experience with computer data management; programming and networking. Recently he served as the Campaign Manager for Dr. Angelov Farooq in his run for the Riverside Community College Board and served as the Election Campaign Field Organizer for Mark Takano for Congress Campaign. We are excited to welcome Hakan to the CCAEJ family.