The View From Our Window

The Impacts of the Goods Movement on Communities in Southern California

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Environmental Justice and the Goods Movement Industry

Background

The communities of southern California are increasingly concerned that the financial goals of the international trade and logistics industry are taking priority over the distressing health and quality of life impacts upon our families. Global and domestic corporations are demanding more ports to bring in more imported goods, which must have someway of getting from Long Beach to any one of thousands of destinations. More goods mean expanding the logistics industry with added marine terminals, wider freeways, more truck-only lanes, more rail yards, and more warehouses for cargo.

The expansion of global trade is having devastating effects from the goods movement corridors (rail lines, truck routes,) and facilities (ports, railyards, intermodal facilities, truck yards and distribution centers) in communities from the ports such as Wilmington Long Beach and San Pedro; through communities in Riverside and San Bernardino Counties. More than one-third of all cargo imported into the U.S. by ship now enters through the Los Angeles and Long Beach Ports making them the most active load centers in the world, having handled more than 13 million TEUs (twenty foot equivalent units). Together, they comprise the largest port complex in the United States and the third largest port in the world, only after Hong Kong and Singapore.

The ports are also the single largest source of air pollution in the Southern California. This is without even considering the heavy emissions from the hundreds of diesel-powered locomotives and thousands of diesel-spewing trucks transporting imported freight containers. The need to move the huge volume of imports draws increased numbers of diesel spewing locomotives and trucks. For example, there are more than 47,000 truck trips per day out of the ports of Los Angeles and the number is estimated to skyrocket to 100,000 trips per day by 2025. More than 35,000 trains—many of them
longer than a mile, pulled by four diesel powered locomotives—course through the region every year. In Colton alone, more than 160 trains roll through the city each day. The number of locomotives (with their heavy polluting high-sulfur content diesel) moving throughout the region is expected to increase by three times the current number by 2020.

BNSF Watson Rail Yard in a residential area of Wilmington

The composition of U.S. trade has been shifting toward lighter goods that are more likely to be shipped by air, creating opportunities for new and expanded air cargo ports. Two are proposed for the Inland Valleys at Norton Air Base and March GlobalPort. It has been described that one plane taking off produces the same amount of pollution as a gas station on fire. Forecasts estimate that 9.5 million tons of air cargo will be handled by the region’s cargo-capable airports in the year 2025. That amounts to a 265% increase in volume.

Scientific Proof

Meanwhile, recent USC studies show that children who are exposed to higher levels of mobile source pollution (from cars/trucks/trains/ships) have significantly reduced lung function and slower lung growth. This includes children in Long Beach, Riverside and Mira Loma, where levels of these pollutants are very high. Kaiser Foundation Hospitals Study in the Inland Valleys found increase in hospitalizations for respiratory disease, chronic obstructive lung disease, pneumonia, heart disease and deaths during high pollution days.

In another recent USC study, researchers found that residents living in a number of contiguous census tracts immediately adjacent to the truck-congested 710 Freeway had significantly higher than expected rates of certain types of throat and lung cancer.

Public Policy-Driven by Health Science or Profits?

Even with the increased scientific knowledge of the devastating health impacts upon our communities, government agencies and elected officials continue to
promote proposals to expand the 710 Freeway, expand the port complex, build mega warehouses and distribution centers, expand railyards and build new freeway lanes to accommodate three to five times as many trucks carrying cargo from the Ports by the year 2020. Governor Schwarzenegger has declared expansion of the goods industry as the highest priority for this year while our communities’ health and well-being are ignored.

The South Coast Air Basin has been designated an extreme non-attainment basin for years, exceeding Clean Air Act pollution levels.

Goods on the Move—Communities At Risk

We are communities that work, live, learn and play in areas smothered in pollution, confined in poverty and ignored for services. It is these communities that are directly impacted by the goods movement industry through its ports (sea and air), corridors, rail and intermodal facilities, mega-warehouses and distribution centers. We are working class, working poor, communities of color.

We believe that it is unacceptable that our communities are targeted for exploitation by the goods movement and port industries, causing the degradation of our quality of life; exposing our neighborhoods to extreme levels of pollution, inflicting disease and irreparable harm upon our families and imposing an unnecessary financial burden for our communities. As the burdens and negative impacts fall disproportionately upon communities of color, the promise of equality to all people regardless of race, creed or color, is blatantly disregarded.

The full impact of the operation and expansion of these facilities is destroying our communities in numerous, substantive ways:

Ocean waters have been contaminated by Port air pollution, construction, agricultural food & plant fumigation, oil & fuel spills, water run off, ship bilge dumping, facility, ship vessel, vehicles, equipment & container deterioration, ship vessel and port equipment repair & maintenance, toxic & hazardous chemical storage tank leaks and valve connection & pipeline breakdowns. High levels of PCB, DDT, Lead and numerous other toxic and carcinogenic chemicals have already been identified at the Port of Los Angeles Harbor.

Quality of Life.

Quality of life issues go beyond health impacts. Our communities are more than a bunch of buildings clumped together, or land to be divided up—they are families, friends, and people that share a common culture, history, sense of place, and vision of their future. The close relationships and community cohesion is priceless and can not be replaced.
The *Quality of Life* for a community depends on the rich relationships of its inhabitants, the basic services to its residents, the feeling of safety and lack of fear, a right to clean surroundings and enrichment of social relationships of its people. These can not be measured in quantifiable terms. Cultural networks and ways of being can not be replaced.

The encroachment into our communities by goods movement and ports industries is disrupting and destroying the very fabric of our communities. Displacement of neighborhoods to facilitate expansion of the logistics industry is unacceptable. Land use decisions must be directed by local residents, not dictated by outside corporations and facilitated by regional, state and federal officials.

For example, in the City of Commerce, the expansion of the freeways and railyards has created a situation where children must play in the midst of industrial activities.

*City of Commerce*

Expansion of the rail yards has placed idling locomotives and trucks within feet of children’s bedrooms.

(Pictured is the Bandini Park, Commerce, CA., surrounded by the 710 Freeway and the UP Rail yard and Intermodal facility)
Westside of San Bernardino.

Idling trucks park next to Community Park waiting to get into the BNSF Intermodal facility in San Bernardino. The railroad has offered to buy the community park from the City. This historic park houses a child care center, community center, swimming pool and is the only park for the entire neighborhood.

Health- Health impacts from the goods movement are substantial. Particulates irritate the eyes and nose and aggravate respiratory problems, including asthma, which afflicts 13 million Americans. Very small particles, called fine particulates, have also been directly associated with an increased risk of premature death. One recent landmark study found that the risk of premature death in areas with high levels of fine particulates was 26 percent greater than in areas with lower levels. Researchers estimate that, nationwide, tens of thousands of people die prematurely each year as a result of particulate pollution. Diesel engines contribute to the problem by releasing particulates directly into the air and by emitting nitrogen oxides and sulfur oxides, which transform into "secondary" particulates in the atmosphere.

Diesel plays a major role in the illness and death of southern Californians. There are more than 450 different chemical compounds in diesel exhaust; 40 are known to cause cancer. Diesel exhaust is classified as a toxic substance and is a toxic air contaminant. In the South Coast Air Quality Basin, mobile sources account for 90% of the cancer risk of region residents; 70% of that cancer risk comes from diesel.

City of Commerce

Backyards have been eaten up by rail yard expansion, putting families dangerously close to diesel operations. The noise, dirt, pollution and light is unbearable for residents.

The expansion of facilities place the railyards with nothing more than a wall between homes and locomotives.
Diesel exposure is linked to respiratory disease, asthma, cardiac deaths, increased hospitalizations, and birth defects. The Children’s Health Study of 6000 children in 12 communities in Southern California, heavy traffic near a child’s home at study entry was associated with a 7-fold increased risk of lifetime asthma. In another analysis, it was found that air pollution not only exacerbates asthma it causes asthma. USC researchers found a 3 to 4-fold increased risk of asthma among children playing multiple team sports in high, but not low pollution communities.

**Location, Location, Location**

The proximity to the diesel source determines the level of risk. While diesel exhaust is a regional issue creating levels of pollution resulting in the South Coast Air Basin being classified as an extreme non-attainment area (until recently the only one in the United States—this year it was joined by the Central Valley with that distinction). Studies show that the closer one is to the diesel source the higher the health risk. In the Mira Loma Community Specific Air Quality Study conducted by the SCAQMD, researchers found that the highest risk is in the first 1500 feet from the diesel source.

Union Pacific Auto Distribution Center in Mira Loma, directly across a small road from the athletic field of the Jurupa Valley High School—the highest cancer risk in Mira Loma, estimated at 1500 in a million instead of 1 or 10 in a million.

South Coast AQMD’s recommendation:

“If we have diesel sources, the best thing we can do is to keep them 500 meters (1500 feet) away from people.”
In the South Coast Air Basin 1,415 people die prematurely; 1,273 have chronic bronchitis and 2,084 are hospitalized each year. The cost of the health impacts totals $10.2 Billion each year. ¹

¹ Union of Concerned Scientists, Image Source: California Air Resources Board. Results are based on the mean estimate. Union of Concerned Scientists.
Environmental Pollution- Environmental pollution goes beyond air quality. The industrial operations around railyards, truck facilities and port operations creates pollution from industrial lighting, severe noise pollution, consumes our open space and curtails our ability to have access to pleasurable outdoor activities. Water run-off issues impact our water supplies and poor air quality inhibits our ability to participate in recreational activities. Noise levels limit the desirability to use our yards and affects the over all quality of rest and relaxation of local communities.

In Mira Loma heavy duty diesel trucks make it impossible for residents to enjoy horseback riding on the trails throughout our community.

Water runoff from facilities impact our water supplies

Truck, rail, ship and air traffic creates noise, destruction of public and private property, creating severe congestion within our communities and with total disregard of local residents. Local residents are being forced to share their communities of homes, churches, schools and parks with big rig trucks, exhaust, industrial lighting and round the clock noise. Little regard is given to the loss of time for families trying to maneuver through their daily lives while competing on residential streets with industrial traffic.

Destruction of property is common place. Residents are concerned about big rig trucks getting stuck near their homes, not able to make turns on residential streets and ending up in our yards where our children play. These intruders threaten the safety of our families.

Noise from the operations of the logistics industry is a major problem for communities. Noise is detrimental to health in several respects, for example, hearing impairments, sleep disturbance, cardiovascular effects, psycho physiologic effects, psychiatric symptoms and fetal development. In addition, noise has widespread psychosocial effects including noise annoyance, reduced
performance, and increased aggressive behavior. Even ear-safe sound levels can cause non-
auditory health effects if they chronically interfere with much needed recreational activities such
as sleep and relaxation, if they disturb communication and speech intelligibility, or if they interfere
with mental tasks that require a high degree of attention and concentration. For communities
where noise levels are high and constant, the twenty four hour operations, seven days a week
provide no reprieve for families.

**Public safety**- Increased risk to the public’s health and safety from transportation of toxic
materials and explosives. The history of spills, derailments and accidents.

March 8, 2005 – Man dies at crossing in Mira Loma/Glen Avon. A derailment at Etiwanda the same week closed the roads for hours.

Derailment in the City of Commerce sent lumber and railcars through residents’ homes


The long history of derailments, accidents and toxic spills involving rail roads, keeps local residents on edge. The Inland Valley has the highest rate of derailments in the country.

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2 Wolfgang Babisch, Environmental Health Perspectives, January 2005, Volume 113 number 1

3 March 8, 2005 – Man dies at crossing in Mira Loma/Glen Avon. A derailment at Etiwanda the same week closed the roads for hours.

Derailment in the City of Commerce sent lumber and railcars through residents’ homes.


**CHEMICAL ACCIDENTS:** San Bernardino County had more reported hazardous-materials spills, leaks and other incidents from trains than any other county in the nation from 1993 through 2004.

<table>
<thead>
<tr>
<th>County</th>
<th>Number of incidents</th>
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<tbody>
<tr>
<td>San Bernardino Co.</td>
<td>620</td>
</tr>
<tr>
<td>Harris Co., Texas</td>
<td>493</td>
</tr>
<tr>
<td>(Houston area)</td>
<td></td>
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<tr>
<td>Los Angeles Co.</td>
<td>443</td>
</tr>
<tr>
<td>Cook Co., Ill.</td>
<td>325</td>
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<tr>
<td>(Chicago)</td>
<td></td>
</tr>
<tr>
<td>Laramie Co., Wyo.</td>
<td>249</td>
</tr>
</tbody>
</table>

Source: U.S. Department of Transportation
The railroads are not the only area of concern involving logistics industry. Truck accidents not only snarl traffic but spills involving toxic materials are an ever present concern. Last year at a warehouse in Mira Loma, residents were held prisoner in their homes due to a toxic spill resulting in a mixture of two chemicals that could have killed hundreds. The County of Riverside had no idea of the contents in that warehouse. Since most warehouses are built on speculation without a tenant identified, no one knows what is in the hundreds of warehouses in the Mira Loma community. Since Riverside County doesn’t require a business license the county doesn’t even know what businesses are operating in the unincorporated community.

Blight - Industry encroachment, cranes, ships, emptied container yards, and massive buildings have created an aesthetic nightmare. Residents attempting to maintain their property and provide a nice living environment are often overwhelmed with the industrial nature of their surroundings. As more industry moves in other dirty businesses like engine re-builders, diesel engine repairs and tire shops spring up turning nice family neighborhoods into industrial parks.

The resident in this house where a mega warehouse was built directly across the street remarked, lamenting the loss of his view of the surrounding mountain ranges, “Now they’ve stolen my mountains”
High Cost of Cheap Goods

Goods Movement Industry Costs $2.5 billion in externalized health costs each year. That cost alone is approximately $7,000 for each new job created!

Expansion of the International Goods Movement competes directly with domestic products and businesses.

In our local communities we have seen a shift from good quality manufacturing jobs with safe, healthy working conditions to undesirable jobs with lower wages, unhealthy work environments and minimum benefits.

The importation of goods encourages and subsidizes the outsourcing of manufacturing and goods production from our country creating reliance upon foreign industries.

According to Dr. Jon Haveman, Public Policy Institute of California, there is evidence that supports the notion of actual reduced economic opportunities surrounding the logistics industries. Near the ports, Intermodal facilities, rail yards and distribution centers are economic dead zones—areas that bear the brunt of the negative impacts but do not share in any increased economic benefits. For example, between 1990 and 2000, areas within 3 miles of these facilities experienced a slower employment growth and slower development of business establishments.

Competition for land use influences the character of a community. Land devoured by goods movement industries result in the loss of open space and recreational areas and also competes with alternative uses such as green businesses, high tech industries, manufacturing and small locally owned businesses.

Slowing the pace of trade growth might not be all bad. Goods movement is heavily subsidized directly by building the infrastructure, and indirectly in impaired quality of life. This subsidy of imported goods results in prices that do not reflect the true costs of those goods. The cheap goods are coming at a high price to local communities. These hidden costs are never factored in as a line item in the economic balance sheet. For example, if we build a $5 billion expansion of the 710, that’s a subsidy to the goods movement industry to the extent that the Ports, the shippers and the carriers don’t contribute to its construction.

The business as usual approach to trade growth is not economically efficient. Economic efficiency with this industry results from taxing it, not subsidizing it. Trade is only economically efficient if prices reflect the true costs.
## Impacts on Communities from Goods Movement/Logistics Industries

### Health and Welfare Impacts
- Decreased lung function
- Asthma Hospitalizations
- Pulmonary and Cardiovascular Hospitalizations
- Heart Attacks
- Increased infant mortality
- Chronic Bronchitis
- Premature death
- Loss of school and work days
- Restricted Activity days
- Disproportionate Impacts
- Respiratory illnesses
- Cancer
- Developmental Disabilities
- Reproductive health risks
- Premature death
- Sensitive populations
  - children and elders

### Costs
- Hidden/ignored public subsidized public
- Missed school/job days
- Job (do they come to local communities)
- Infrastructure - who pays?
- Health care – Clinic and Pharmaceuticals

### Community Exploitation
- Env. Racism/classism
- Communities of color
- Working class, poor, low income
- Underserved
- Language
- No mitigation to offset impacts
- Minimum and incomplete mitigation
- Disproportionate impact/exposure
- Burden
- High rate of illegal/ port related businesses and activities

### Quality of Life
- Loss of community
- Health/ Pollution
- Traffic
- Public safety
- Invasion of community, encroachment
- Blighted (less desirable)
- Community degradation
- Trucks parking on public streets
- Driving through communities
- Using public streets as “staging areas”
- Right to breathe clean air
- Disruption of social networks

### Self Determination
- Land acquisition
- Eminent domain abuse
- Zoning (improper)
- Participate in decision-making process at start
- Development
- Transformation of community
- EJ Community consensus building

### Safety
- Derailments
- Truck traffic
- Toxic spills

### Environmental Pollution
- Air Quality
- Noise
- Lighting
- Water
- Land
The dynamic of the current discussion around the goods movement industry is framed to promote swift growth and expansion, but we cannot and should not move forward on projects without addressing the problems that currently exist in our communities as outlined below.

Health First!

The discussion around the goods movement industry as one of the key solutions to recovering California’s economy must be reframed to include health effects in directly impacted communities.

- Conduct a comprehensive analysis of the current economic model to prioritize healthy communities, workplace, etc.
- Prioritize (fund) research that assesses health and quality of life in impacted communities
- Develop education campaigns to change polluters’ attitudes about conducting healthy business
- Provide incentives to polluting businesses that incorporate these healthy business practices/policies

Air Quality

There must be a reduction in existing unacceptable and deadly air pollution in and around communities that are directly affected by the goods movement industry. To aim for a goal of simply not increasing the level of air pollution that currently exists is not enough. It is a minimal standard for air quality and for the health of communities that are most affected.

The goods movement industry’s current system of operation generates hidden costs that are disproportionately paid for by communities adjacent to ports, rail yards and inter-modal facilities, corridors, and mega-warehouses. Regrettably, this system does not account for environmental pollution, risk to health, and threat to quality of life in our neighborhoods.

Air pollution can be reduced by requiring that port, rail yard and inter-modal facilities be:

- 80% green by shifting from the current forms of energy use to new and cleaner technologies
- Utilize other ports of entry, rather than concentrating the majority of goods movement through the Los Angeles/Long Beach ports
- Industries should pay its full cost of doing business. Put a significant tariff on ships and logistics industries bringing in and moving goods
- Phase out dirty burning fuels to transition into alternative technologies such as magnetic levitation or electric rail used in other countries – Japan, Sweden, Norway
**Develop a process for self-determination by communities in all development projects**

You cannot take into consideration the health and quality of life of our communities unless you involve our communities.

- Respect people’s time by scheduling meetings when it is possible for community members to attend, such as during the evening or weekend days
- Incorporate a process for meaningful participation that includes input from the beginning stages
- Draw on knowledge and experiences from the community
- Acknowledge that, for the community, the effects of the goods movement industry is a disproportionate burden and should be mitigated
- Provide acknowledgement to community concerns by following up with a timely and thorough response
- All mitigation measures and strategies developed through this process must be implemented before any expansion project begins

For example, the process used in establishing the Community Advisory Committee Tier 2 involved the community members impacted by the I-710 expansion project. The document, (including the conditions framed on the next page) was a collaboration of work reflecting the will of multiple stakeholders who are directly affected by goods movement.

*Conditions Outlined by the I-710 Community Advisory Committee*

1. Implement a corridor level action plan to improve community air quality. The State shall levy fees on containers to fund environmental improvements and community programs to address hidden costs attributable to goods movement impacts, including the funding of community health care clinics.

2. Major infrastructure improvements must be conditioned on achieving air quality goals to protect public health.
   Based on air monitoring data collected by regional air quality agency stations (including, but not limited to, South Coast Air Quality Management District (AQMD) stations in Lynwood and North Long Beach), corridor air quality must be in compliance with State and National Ambient Air Quality Standards prior to the start of freeway construction. Furthermore, the entire 710 corridor improvement project must from inception result in a reduction in criteria pollutants (particulate matter, ozone, nitrogen dioxide, and carbon monoxide) in the corridor and rail and port communities, as compared to 2002 baseline values according to the SCAQMD, State standards, or National Ambient Air Quality Standards, whichever are lower, and that reduction must be maintained. The lowering of emissions shall include those from the ports of Long Beach and Los
Angeles. No construction project on the mainline shall move forward until credible, acceptable plans for achieving this reduction are received and approved by the OPC and Tier 2 CAC.

3. Prior to the initiation of the environmental review process, all Tier 1 Community Advisory Committees (CACs) must have formally endorsed (signed off) the freeway improvement design concept.

4. Prior to adopting a preferred alternative, the OPC must conduct a study of potential goods movement alternatives (such as the use of maglev system for freight movement) as an alternative to increasing the capacity of the I-710 Freeway; this study must include a cost benefit analysis.

5. A study of the impact of construction on air quality, traffic, congestion, noise and impact on surrounding communities must be conducted, and if construction does go forward, specific mitigation plans must be developed and put into effect during the construction process to minimize and mitigate the impact of said construction of the surrounding communities.

6. Major infrastructure improvements must be conditioned on achieving a net decrease in noise impacts upon the affected communities.

**Local Control of Sources Currently Regulated on State and Federal Level**

**Railroads**

While railroads have a significant impact upon our communities, local, regional and state agencies have no control over their facilities, locomotives and activity. There needs to be action to make them accountable for the pollution, damage and nuisance they create in our neighborhoods.

CCAEJ has proposed several mechanisms for controlling railroad pollution. We sponsored three bills with AQMD that would develop a process for addressing locomotive pollution. The bills passed through all the committees but were killed at the last floor vote when CARB made a secret deal with the railroads resulting in a voluntary agreement that purported to provide controls but have resulted in little improvements in our community members’ lives.

We advocated for Regulatory Rules at AQMD to be put in place that would result in controls at the railyards. After adoption, the Railroad companies took AQMD to court claiming the rules were preempted by federal law. The court ruled that the rules aren’t federally preempted but that AQMD was not the appropriate agency to enforce the rules it had to be the California Air Resources Board. After waiting for CARB to take action, CCAEJ petitioned the agency to conduct rule making. That request has been ignored.

Finally this year, CCAEJ and East Yard Communities for Environmental Justice have filed a federal lawsuit under Resource Conservation and Recovery Act (RCRA) claiming that the emissions from locomotives is a hazardous material and that when it lands in our community it is an illegal disposal of hazardous waste and therefore must be regulated.
In addition, working with AQMD we have included the elements of the 4 rules in the components of the State Implementation Plan. Since CARB has to adopt the SIP and EPA must approve it it then becomes their rules.

**Environmental Justice - Disproportionate impacts in all communities need to be eliminated.**

Along, near and adjacent to goods movement corridors and facilities community reside. Freeways, Warehousing, Ports, Rail Yard, Intermodal Facilities and airport etc. have encroached upon our communities. Our communities are majority working class, working poor and/or communities of color.

The goods movement industry and facilities have inflicted disproportionate impacts upon our communities. These impacts are in violation of our civil right and ignore regulatory and administrative orders in affect such as Presidential Executive Order 12989 of 1998; Cal EPA ‘s Environmental Justice Policy and other Federal actions to address Environmental Justice in Minority and Low-Income Populations.

**The fact that these impacts fall upon Minority Populations and Low-Income Populations is unacceptable and needs to be eliminated.**

Our communities will not allow exploitation of residents and workers by shippers, corporations and the logistics industries for the sole purpose of profit that in no way return to our communities. Wages, working conditions and living conditions in and around goods movement industries and facilities must meet the highest standards.

In the protection of public health and environmental justice zoning controls strategies such as buffer zones must be established. Land use decisions must be made with the recognition of the existing communities and compatibility with existing infrastructure and area land uses.

The encroachment of goods movement industries and facilities into communities must stop. Public and private land such as parks, open space and homes etc. should not be sacrificed for the main purpose of goods movement for profit corporate and/or industries such as Rail Roads or via federal, state or local agencies.

Our communities demand the right of Self determination. As the public we have the right to full, authentic and meaningful participation, in determining all developments in our communities.
Communities First – Local Control, Local Benefit, Self-Determination

California’s Vibrant Past Based on Self-Reliance

California has always been a state that valued its natural resources, its self-reliance, independence, and self-determination as well as its status as a role model and leader for the rest of the country. It was the place that provided for others and had a strong economy by doing so. Its natural resources, mild weather, beautiful vistas and vast landscapes created a vibrant agricultural industry. The beauty of our landscape, beaches and diversity attract people from all over creating a dynamic tourism economy. Its hard working people produced goods sent around the country and the independent, locally owned small businesses provided the backbone to strong communities. The small businessman not only provided goods and services to his neighbors, but supported the critical social fabric of our towns and neighborhoods by investing their families’ time, money, energy and talents into the activities of the community.

Our communities were more than just a bunch of buildings clumped together. They were families, neighbors, friends who recognized the necessity of sharing power and sharing responsibilities so that the community was a place in which we all benefited. This combined decision-making brought all voices to the table to decide what ‘we’ as a community wanted for ‘our’ families.

Today’s Dependency Brings Illusion of Prosperity

Today our communities are viewed as simply territory to be divided, consumed and devoured by outside developers and powerful sources for the benefit of a few. Our communities are now viewed as simply groupings of buildings filled with consumers, customers or clients whose behavior is studied, managed and manipulated by powerful outside forces. Our communities have become the commodity—use at will, ignore in decision making, and destroy when a bigger, better use is identified. The old slogan “Buy American” is long forgotten since America doesn’t produce anything.

Over the past few decades California has given up our independence and become overwhelmingly reliant on the importation of goods rather than providing and manufacturing the goods to be exported. This loss of self-reliance in the name of quick economic gain, has placed the state and especially southern California in the compromising situation of having to rely on China, Japan and large corporation like Wal-Mart, Target and Home Depot for our sole economic base. We have gone from the provider to others, to dependency upon others.

Our tax money goes to subsidize the outside interests in the hope of creating a few promised jobs that rarely benefit the local community. Our jobs have been sent to other places where workers can be more easily exploited. We have become more dependent upon outside forces for our economic health. The vibrant southern California of the past has become nothing more than a receiving, storage, and transport station, devouring our previously prized landscapes; polluting our air and water; devastating our families’ health and destroying the basic social fabric of our once strong communities. Local subsidies of corporate interests have siphoned off the funds desperately needed to provide the basic services for our communities.
Profits over Protection - the Politics of Pollution

Study after study has demonstrated that the most affected in this process are the poor neighborhoods and communities of color. They have become viewed as ‘expendable’ in the drive to please the outside forces. As one local Riverside official said, “It doesn’t matter what the facts are, or what science says, the profits are too great to turn them down.” He went on to say, “…development is a political issue not a social or science issue. Some community must bear the brunt of impacts, so it might as well be yours.”

In the process we are selling out our communities by providing subsidies, repairing and building new infrastructures with local tax monies, sacrificing the health of our communities from the heavy pollution burdens from port and distribution activities, and eliminating the backbone of local community economy—the small, locally-owned businesses.

In this entire process the affected communities were never asked if they wanted to become the warehouse for the world. We never had it on a ballot, we never had a public debate. These decisions were made by the players—the foreign importers, the corporations, the investors, the politicians—all behind closed doors. Our communities were mapped out, divided up, changed, manipulated, and ultimately destroyed without our voice in the debate.

Sustainability

For the last few decades, researchers and policy makers have talked about the concept of “sustainability” to describe the goal of integrating concerns that join ecological health, social justice and economic development. In 1987, The United Nations’ “World Commission on Environment and Development” released it report *Our Common Future* which adopted and popularized the concept of sustainability. In it sustainable development was defined as “…development which meets the needs of the present without compromising the ability of future generations to meet their own needs.” We would add that sustainability is a social goal that must be realized between people in a civil society. Our definition would be in line with that offered by the Latino Issues Forum in their report *Latinos and a Sustainable California: Building a Foundation for the Future* that would include issues of governance, access and opportunity, and public participation.

**Sustainable Development** ensure that all members of present and future generations can achieve economic security, social-wellbeing, good quality of life and preserve ecological integrity on which all life depends.

**A Sustainable Community** ensures all participants access and opportunity to effectively use their social, financial and natural resources to meaningfully participate in shaping their futures.

In this context local communities must be at the center of all decisions. Outside forces can not dictate the future of a community or force market driven project upon unwilling residents. The imposed burden of pollution drastically impacts the health and well being of a community and dictates the quality of life for those families. Any analysis of the direction for economic growth must be an open, public debate with local residents leading the way.
**A Major National Security Threat—**

**The Goods Movement**

At a recent Clean Cities Conference in Palm Desert, we had the opportunity to hear a panel of three international experts on National Security issues. The panel spoke on the security issues threatening the United States and what we need to do to protect ourselves.

These aren’t tree hugging, liberal, environmentalists.

**Milton Copulas** is President of the *National Defense Council Foundation*, and has advised Presidents from Ronald Reagan to George Bush. On his board are US Senators Orrin Hatch and Trent Lott; Hubert H. Humphrey, Jr. is the Economic Advisor; and former advisors include Dick Cheney and Newt Gingrich.

**Dr. Gal Luft**, co-Director of *Institute for the Analysis of Global Security (IAGS)* specializes in strategy, geopolitics, terrorism, Middle East and energy security. He has published numerous studies and articles on security and energy issues in various newspapers and publications such as *Foreign Affairs, Commentary Magazine, Middle East Quarterly, LA Times, The Washington Post* and *The Wall Street Journal*.

Co-Director, **Anne Korin** focuses on energy supply vulnerabilities, OPEC, Africa, maritime terrorism, energy security, energy strategies and technological innovation. IAGS Advisors include R. James Woolsey former Director of the US CIA; Robert McFarlane former US National Security Advisor to President Reagan.

Their comments raised some intriguing and alarming questions.

- Are we Building a Secure Future in the Southern California?
- So what does National Security have to do with the Goods Movement?
- Why do some view the actions of our local leaders in promoting the Goods Movement dangerous?
- Why is their leadership irrational, irresponsible and down right dangerous to America’s best Interest?
Institute for the Analysis of Global Security (IAGS) Vision

“If we don't change our course we'll end up where we're headed.”
Chinese proverb

Since September 11, it has become evident that there is a close connection between America's national security problems and global dependence on oil. Throughout the world, oil money has fueled terrorism and armed conflict and has sustained oppressive regimes. As consumer of a quarter of the world's oil and holder of only three percent of its reserves, the U.S. is heavily dependent on foreign oil. Since half of America's oil is imported, terror organizations like al-Qaeda and its affiliates can disrupt the free flow of crude oil into the U.S. by cutting oil transportation routes and by attacking tankers and pipelines. The U.S. is forced to pay a growing price in blood and treasury to maintain the uninterrupted oil supply upon which our economy depends. Without expeditious action our dependency is only going to grow in the next decade.

Conservation and exploration of new oil fields can at best buy us a few more years of status quo. The only way to ensure long-term energy security is to reduce overall demand for oil. This can be done through a shift to a global economy based on next-generation fuels. We are fortunate to live in an age in which technology provides us with a wealth of other energy sources that can be easily, cleanly, safely, and more cheaply used as fuel for automotive transportation, among them 25% of the world's coal reserves, built and unutilized nuclear energy infrastructure, and renewables. There is therefore no reason for us to continue to be dependent on hostile countries for our energy needs. There is also no reason for us to compromise our lifestyles, to settle for small cars or give up the joy of driving the open road that is so deep a part of the free spirit of America. Through technology we can develop cars just as comfortable as the ones we have, run on American made next-generation fuel.

Moving beyond oil could be our best economic stimulus. Every industrial and technological revolution in history brought with it an economic boom. The energy revolution will likely do the same. Building an infrastructure for mass production of next-generation cars and fuels would generate millions of jobs around the world, and revitalize the automobile industry as well as other related industries. The shift from oil will bring about significant geopolitical changes and could reshape America's strategic landscape in a way more conducive to prosperity and global security. Shifting to next-generation fuels will allow more countries to generate growing portions of their energy needs domestically. The U.S. and its allies will no longer be forced to fight oil wars in the Middle East or be subjected to supply disruptions and price manipulations as during the 1970s-1980s. Above all, a shift from oil is the best weapon against America's enemies, who derive their power from oil and use it to fuel terror and spread hatred toward our nation.

There is no better legacy we can leave our children than a secure, energy independent nation. Though the transition to an era of energy security and independence is a monumental task, nothing we do will have more lasting benefit for more people.

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Two good reasons we need to rethink our direction for economic growth.

1. National Security

   If these experts are right and we need to dramatically cut our dependency on foreign oil for our national security, why are we hitching our economic wagon to the Goods Movement—an industry that is totally reliant upon oil? The movement of goods from the ports of LA and Long Beach through the communities of southern California with rail yards, warehouses, ports and Intermodal facilities, depends upon ships, trains, trucks and planes—all huge oil users—increasing, not reducing, our dependency upon foreign oil. Our elected officials throughout southern California urged on by Governor Schwarzenegger, local economists and the industrial developers from LA and Orange County have decided to put all our economic eggs in one basket. Does this make any sense to anyone?

   Not only does the goods movement make us more reliant upon foreign oil, it also makes us dependent upon foreign goods! We don’t make anything anymore—we import. Wal-Mart, Kmart, Target—all import foreign products for us to buy. Not only do we depend on China and India for products, our jobs depend on moving those products. We are expanding our dependency not reducing it. What if someone gets the idea that they want to hurt our economy. They simply stop selling us gas, (no way to move goods) stop shipping goods (nothing to buy) and with no goods to move we have no jobs. Does this sound like a good idea to anyone?

2. Community Health

   In addition to becoming more dependent upon other countries, we are destroying our health and our communities.

   We, in Riverside and San Bernardino, live in an area where it is harmful to our health to simply take a breath! We have pollution levels that are clearly killing our children with each and every breath they take. The levels of pollution in our air are documented to cause a reduced lung function and the slower lung growth for our kids more than any other children in southern California due to particulate pollution. And it’s a deficit that is permanent. The air pollution for active children actually causes asthma.

   **What We Know**

   **WE KNOW**—that nearly 1500 people die from air pollution in the South Coast Air District each year.

   **WE KNOW**—70% of our cancer risk in our area comes from transportation sources—90% of that is directly from diesel exhaust.

   **WE KNOW**—More people die from air pollution each year in California than die from Murders, Car Accident, and AIDS—COMBINED!
WE KNOW— 3 million Californians have asthma – 700,000 of them children
WE KNOW— we have the 4th highest levels of particulate pollution n the world only after--
    Jakarta, Indonesia; Calcutta, India; and Bangkok, Thailand
WE KNOW— The levels in our area is like living with a smoker
WE KNOW— Air pollution causes asthma – those participating in 3 or more sports had a 3 fold increase in their chance of developing asthma.

Yet with all this information, our decision makers decide to bring more deadly pollution into our Valley in the form of diesel.

The Logistics industry (ports, rail yards, warehouses, air cargo ports) rely on ships, trucks, trains and planes --all heavily polluting activities.

And yet every day our leaders permit hundreds of million-square-foot industrial warehouses that drawing thousands of diesel-spewing trucks into our communities. They seek out contractors (like DHL, a German Company) to establish air cargo ports at Norton and March Air Bases, that will add millions of tons of pollution to the very heart of our communities. They know that the expansion of rail yards by Union Pacific and BNSF bring the dirtiest of diesel pollution next to homes and schools into neighborhoods that are our most vulnerable---low income, communities of color. They have the data. They have the scientific studies. They know they are killing our families but they continue in their search for the quick profit, the easy money, the greed of the wealthy few.