



Trade, Health, Environment

Making the Case for Change



THE Impact Project is a collaborative that uses science-based information and community engagement to inform public policy decision-making, encouraging healthy solutions for communities impacted by ports, rail yards, intermodal facilities, distribution centers, trucking routes and other goods movement expansion activities. One of THE Impact Project's goals is to ensure that reducing health, environmental and community impacts becomes central to the transportation and goods movement planning and policy process. THE Impact Project also seeks to shift the nature of the debate about ports and freight movement to elevate community voices in policy-making, while also using the science and policy work of the academic partners to strengthen those voices.

THE Impact Project Partners

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THE Impact Project team in December 2007 (clockwise from bottom middle): Carla Truax, USC; Elina Green, LBACA; Alena Groopman, USC; Helen Tol, USC; Sofia Carillo, EYCEJ; Penny Newman, CCAEJ; Rachel Lopez, CCAEJ; Mark Valliantos, UEPI; Andrea Hricko, USC; Cynthia Romo, LBACA; Robert Gottlieb, UEPI; Jesse N. Marquez, CFASE; Sylvia Betancourt, CCAEJ; Angelo Logan, EYCEJ



Making the Case for Change

The Southern California region, more than any place in the country, is in the direct path of the flow of goods related to global trade — or “goods movement.” As a consequence, the region is subject to the enormous negative effects of goods movement on community life and human and environmental health. We are at the center of this storm because of the sheer size of the Ports of Los Angeles and Long Beach, through which more than 40% of the nation’s imports flow. The containers that hold those goods stream into our neighborhoods carried by diesel trucks and locomotives, spreading air pollution throughout Southern California and degrading the health and quality of life for everyone who lives here.

The problems are magnified here, but those containers and the cargo they carry move from our region out into nearly every community in this country. Unless things change, increased respiratory illness and cancer will follow. The reason why we participate in THE (Trade, Health and Environment) Impact Project is to make sure they don’t.

This report is part of that effort and is funded by The California Endowment to describe and evaluate its support of THE Impact Project. After three years of hard work by our collaborative, we decided one of the greatest services we could provide to the growing national movement around goods movement is to show how we got here. To describe

what worked, what didn’t and what’s taking longer than expected.

In this report, we share what we’ve learned about ensuring that public and environmental health is considered when transportation and goods movement policies are made. We also provide some thoughts on best practices and lessons learned about forming a collaborative that includes both academic and community-based organization partners. We’ve divided our accomplishments into policy, community engagement and movement-building sections — an artificial distinction because these activities combine to make a larger impact.

In order to most effectively make the case for change, our collaborative marries cutting-edge science, community organization research, alternative technology knowledge and groundbreaking land-use policy expertise with the authentic voices of people on the ground, directly impacted by the problems.

We hope you’ll join us in protecting environmental and human health.

The term “goods movement” refers to the system that transports consumer products from the location of manufacture or harvest to their final retail destination within the U.S.

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Beginnings of the Collaborative

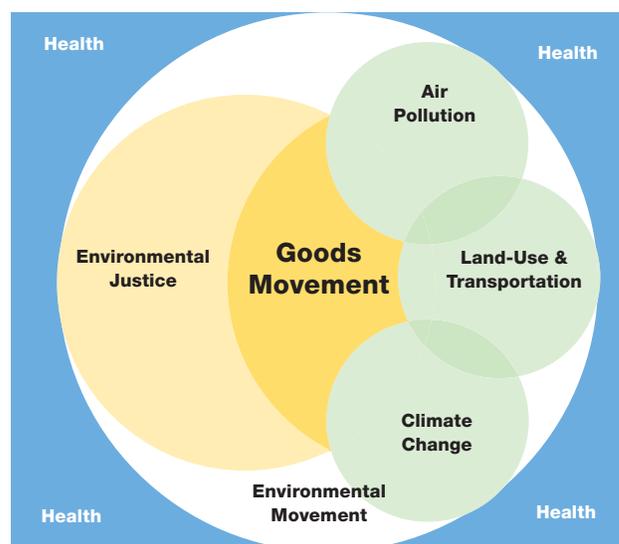
THE Impact Project’s successes are grounded in the solid environmental justice movement built in Southern California over the past two decades. In 1995 policymakers seldom talked about environmental justice; now it’s part of official government policy at federal, state and even some local levels.

Goods movement is following a similar trajectory — in 2001 policymakers rolled their eyes when someone mentioned “health impacts” from the Ports. A 2002 “White Paper on Goods Movement” from the Southern California Association of Governments neglected to mention the word “health.” Today, Port Commissioners state openly that air pollution is a major issue. In 2008 Port of Long Beach Harbor Commission President James Hankla commented: “We are not in denial about the toxic footprints that the Ports create... We agree, the health impacts are awful.”

Around 2001 several developments occurred in Southern California that caused the partners to move from a focus on problems with truck traffic, rail and Port issues in their specific geographic areas to look more broadly at the problems as a connected, systemic issue, and to work together more closely to combat the regional health and community impacts. These developments include:

- A lawsuit by NRDC representing Harbor-area residents against the Port of Los Angeles, asserting the Port failed to prepare an environmental impact report for the China Shipping Terminal project, which halted construction of an 80% completed project and resulted in a \$50 million settlement and mitigation requirements.
- News that the Ports of L.A. and Long Beach planned to triple in size and capacity, along with the I-710 Freeway doubling.
- The release of a report by the South Coast Air Quality Management District that showed diesel emissions account for 70% of total cancer risk from air pollution and that the areas around the Ports and truck-congested freeways were the most heavily impacted.

- Formation of new community-based groups to fight Port-related air pollution (e.g., CFASE and EYCEJ).
- A Town Hall Meeting organized by the USC outreach program, with more than 300 attendees, at which USC/ UCLA scientists learned first-hand from community members about the impact of the Ports in their residential neighborhoods, and residents heard about new research findings showing more serious effects of air pollution on health than earlier envisioned.
- In working to stop 700 acres of new warehouse construction, CCAEJ made the case for looking at “regional impacts” of Ports and goods movement, including 60 miles from the Ports in Riverside County where acres and acres of warehouses to service the Ports were changing the rural landscape.
- Increased news media coverage of Port impacts on the community, highlighting that goods movement is the cause of significant air pollution emissions and public health problems.
- A new initiative at the USC/UCLA environmental health sciences center to include Ports/goods movement on its research agenda — and to develop a campaign to inform the public and decision-makers about the latest research findings on health effects of air pollution.



In 2001 and 2005 the partners all participated in two large Town Hall Meetings, organized by the USC outreach program, which defined the scope of goods movement in the region and its potential impacts on the environment and public health. Between these events partners saw one another at meetings and convenings, and called upon one another for information and support. Community-based partners supported one another's campaigns, training sessions and community mobilizations. Research partners provided air quality and land-use data and new research results, as well as technical assistance to the community-based partners. A formal academic community collaborative was formed with USC's Children's Environmental Health Center and CCAEJ and LBACA that together developed the concept of Neighborhood Assessment Teams (A-Teams).

Three of THE Impact Project community partners worked together for several years through the Modesta Avila Coalition, which increased visibility of the railroad industry's impacts on communities statewide through legislation and documenting community stories in a report titled *A View from Our Window*. Issues of environmental health and air quality drew them together, and work on a common agenda built trust and strong relationships of respect.

From this constant contact, informal relationships grew stronger and a common agenda was developed. In 2006, the six groups decided to create a formal collaborative. They requested funding from The California Endowment and received a grant to develop the Trade, Health and Environment (THE) Impact Project – a new region-wide, community/academic collaborative.

The collaborative's work to change the debate and ensure that "health" is no longer a forgotten word when discussing growth of the Ports and the goods movement industry is reflected in a 2008 statement by another Port of Long Beach Harbor Commissioner, Mario Cordero: "Having been on this commission for a number of years, I would say that your leadership and that of others has created change at this Port...It is because of that leadership and advocacy that we are where we are today in terms of our environmental policies."

Collaborative Partner Profile

Center for Community Action and Environmental Justice (CCA EJ) El Centro de Acción Comunitaria y Justicia Ambiental



Riverside & San Bernardino
www.ccaeje.org

Headed by Penny Newman, the Center for Community Action & Environmental Justice has been the lone environmental justice voice in the Inland Valleys since the 70s when community activists identified the largest Superfund site in the country. More recently, areas of Riverside and San Bernardino Counties have moved from an agricultural base to become the home of mega-warehouses and huge rail yards that attract diesel trucks from the Port to residential neighborhoods.

Community Perspective:

"I've been a resident of the rural community of Glen Avon/Mira Loma for more than 40 years. In five years, our sleepy, agriculturally based community turned into a major industrial park. More than 120 warehouses have replaced cow pastures and vineyards. Our mountain views have been replaced by looming cement monoliths. The expansion of the Ports has led directly to the expansion of the Union Pacific rail yard in our community – now the largest auto distribution center in the world. The rail yard is directly next to our high school. Hundreds of trucks pass the athletic fields where our children play. Our families simply can't take any more."

- Penny Newman
Glen Avon/Mira Loma
resident and Executive
Director of CCAEJ



The Impact of THE Impact Project

It can be difficult to assess the collective work of a collaborative made up of six dynamic and effective organizations. Each of the partners has its own strategic goals and specific campaigns, many of which overlap with those of THE Impact Project as a whole.

But without question two large-scale outcomes were made possible because of the combined work of the collaborative. These outcomes could not have been achieved by any one organization alone, and show that the sum of this collaborative is greater than its parts.

Shifting the Policy Debate

From the outset, the collaborative's goal has been a future in which all decisions about goods movement would take into account health and environmental impacts, and infrastructure projects would not move forward unless sources of pollution were removed or mitigated to reduce their potential harm.

The first step in achieving this future was to change the nature of the discussion. Before 2001, whenever expansion of the Port or a rail facility was discussed it was framed only

This regional and national approach framed the issue in a new way that helped Southern California residents understand and pay closer attention.

positively, as the “economic engine” of the region. Policy-makers focused solely on the benefits that could accompany a tripling of goods movement through Southern California — jobs related to construction, shipping and transportation of imported goods.

While recognizing that this region struggles with under-employment and embracing

the need to create jobs, THE Impact Project believed it was important to move from a purely business/labor/economic benefit model to one that looked at the whole of the community and its needs. In short, what good are jobs if

residents or workers have children with asthma or die early from respiratory illnesses or cancer? Questions were also raised about the quality of some of these jobs — not all of which provide living wages — and the working conditions for truck drivers and warehouse workers.



Impact Project partners testify in support of the San Pedro Bay Ports Clean Air Action Plan.

Following the lead of industry, which looked at the movement of cargo as an internationally linked system, the collaborative began pulling back from its specific focus on trucks or rail or the Ports to view goods movement in a bigger picture. The collaborative began to see that a container that came from China on a ship that docked at the Port of L.A., was then transferred to a truck that moved it to a rail yard in Commerce before being unloaded at a mega warehouse in Mira Loma, where the contents were unpacked and loaded onto more trucks that then spread throughout the country. This regional and national approach framed the issue in a new way that helped Southern California residents understand and pay closer attention to its impacts, fostering greater participation in public policy.

At the heart of the collaborative's ability to shift the debate is a deep and respectful partnership between community and researchers (both scientific and policy) that combines evidence-based information with grassroots community organizing. It's a unique mind-set: the community-based partners have a thirst for science and research (“research-literate”) and the academic partners seek out partnerships with community to conduct participatory or “action” research.

Even though up against international corporations, the rigorous scientific underpinnings of THE Impact Project have created a measure of equality with industry and its claims, changing the way health issues are perceived. Robert Gottlieb, Director of UEPI, explains, “The link between research and community organizing allows the collaborative to react to changes nimbly — and to utilize knowledge that flows both ways between the different partners.”

With this evidence-based approach, the collaborative has:

- Increased community and policymaker awareness of the negative impacts of diesel truck and locomotive air pollution through conducting and disseminating research on air pollution and its impact on human health.
- Tabled consideration of an Inland Port in Riverside and San Bernardino to handle the anticipated tripling of cargo, which would have had devastating health impacts on a community already over-burdened with thousands of acres of distribution centers.
- Slowed approval of a second off-dock loading rail yard in the west Port area, which would increase truck traffic through residential neighborhoods, until all health impacts are considered.
- Advocated for green alternative technologies to remove or reduce pollution, such as on-dock loading over off-dock, exhaust hoods for trains that capture diesel fumes before they hit the air, and cleaner modes of transport (such as magnetic levitation trains or electric trucks).
- Participated as leaders in winning the San Pedro Bay Ports Clean Air Action Plan, the first in the nation.

Building a Community-Driven Movement

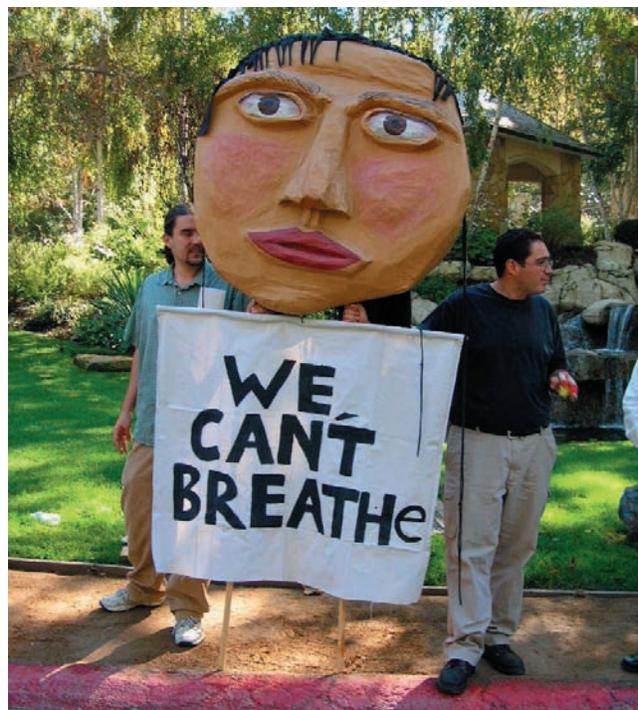
Another important goal of THE Impact Project is to dramatically change the way in which policy decisions about goods movement are made, from a system with virtually no public participation in planning and oversight to deep and wide community participation in the decisions that impact their lives every day. “People who are directly affected are not being represented by someone else,” says Penny Newman, Executive Director of CCAEJ, “but instead are advocating for themselves.”

The community-based partners use community organizing as a strategy to build strong and informed community voices

about health impacts in low-income and communities of color. In the process they are building a base of community leaders who will have the skills and understanding to tackle many of their communities’ issues. “I have learned a lot, especially about local politics,” says Elena Rodriguez-Gutierrez, Community Outreach Liaison for LBACA, “Through my volunteer and staff involvement at LBACA I have a deeper understanding of the community and how to move issues forward.”

An essential component of involving community members is to develop an understanding of the complicated intersection between the goods movement industry and the political and economic systems, as well as the science behind air pollution’s impact on human health. Training in many forms is a large part of this (see Goods Movement 101 on page 13). Although critical, training and knowledge aren’t enough, says Angelo Logan, Executive Director of EYCEJ — what is needed is action. “We have a training exercise that we end by asking participants to describe the impact on their head (what did you learn?), their heart (how did it make you feel?) and, most importantly, their feet (what are you going to do about it?).”

Neighborhood Assessment Teams (A-Teams) are one of the primary ways THE Impact Project creates action on the ground. Groups of community members are trained to collect air quality data and translate that data and mobilize their neighbors, co-workers and fellow church-goers. (Read more about A-Teams on page 11.)



Collaborative Partner Profile

Coalition For A Safe Environment (CFASE)

Los Angeles & Long Beach Harbor Communities
www.cfase.org

In April 2001 the Coalition For A Safe Environment (CFASE) was started by Jesse N. Marquez to stop the expansion of a Port container terminal in Wilmington. CFASE soon realized that the community also faced numerous other air pollution sources such as oil refineries and manufacturing plants. It quickly became apparent that other communities bordering the Ports and along train transportation corridors also suffered significantly and CFASE expanded its geographic focus to include them.

Community Perspective:

"I live in Wilmington in the shadow of the Ports of Los Angeles and Long Beach. When I wake up in the morning I do not smell the fresh clean ocean air or see beautiful blue skies that are only a distant childhood memory. Instead I smell tons of diesel exhaust from ships, cargo trains, and thousands of diesel trucks, and see a deadly



brown smog cloud looming overhead. Almost every family I know has someone suffering from asthma, respiratory health problems, lung disease, or cancer.

Our community is located in what is now called the "Diesel Death Zone." People die prematurely so that Wal-Mart, Nike, K-Mart, and others can sell inexpensive toys, clothes and other products, making billions in profits."

- Jesse N. Marquez, Wilmington resident and Executive Director of CFASE

THE Impact Project has been able to inform policymakers and industry by providing solid scientific evidence, explaining health impacts on individuals, families and neighborhoods and focusing on how to solve the problem. Acknowledging that goods movement is causing severe impacts and that new or expanded facilities are being proposed every day, the collaborative has focused on how to make sure the negative impacts are reduced or eliminated. Ensuring that policy decisions take public health effects into account; researching and advocating for clean alternative technologies to protect health; and broadening the discussion of community impacts to include noise and light pollution are some of the proactive ways the collaborative has worked to solve the problem.

The regional focus also ensures that the problem doesn't just get pushed to another community. Ed Avol, an environmental health professor at USC who advises the collaborative on how to interpret the latest science, says: "THE Impact Project thinks about where the cargo is coming from and where it's going. They understand that each of their communities is in the middle of a complex system that circles the globe." This awareness of the global reach of goods movement and the inter-connectedness of communities impacted by it is a hallmark of the environmental justice movement. "We must help our brothers and sisters in the next community, and the next," says Jesse N. Marquez, Executive Director of CFASE.

THE Impact Project began as a regional undertaking and has developed significant statewide and national momentum. But in the beginning it was difficult for the individual partners. Jesse N. Marquez describes the early years of CFASE as trying, "We shed tears as we learned what we were up against and the life and death issues we were facing." By convening and connecting formerly isolated communities to share experiences and strategies members of the collaborative have come to understand that "we are not alone."

Now collaborative partners are connecting to communities across the country and the world, finding that the name of the port, rail yard, warehouse complex or freeway may be different, but the issues are essentially the same. As community leaders in South Carolina, Texas and Kansas connect to THE Impact Project's information and resources they too say, "We're no longer alone." (For more on the collaborative's national work, see page 14.)

What's Been Achieved: Public Policy

The goal of THE Impact Project is to inform public policy so that planning takes into account the impact of goods movement on human and environmental health. This shift encompasses everything from ensuring there are emissions controls at local facilities (partially achieved); adequate buffer zones between mobile pollution sources and homes, schools and workplaces (in progress); and having federal legislation that regulates land-use decision-making to always protect human health first (still in the future).

This section discusses the ways in which THE Impact Project is changing the policy and regulatory landscape.

Health Risk Assessments Help Residents

At first skeptical of Health Risk Assessments (HRAs) because they are based on computer models instead of actual air pollution measurements and public health data, collaborative

partners learned the value of HRAs as a tool when the California Air Resources Board conducted them on 18 rail yards across the state. The HRAs showed that the rail yards in Commerce, West Long Beach/Wilmington and San Bernardino ranked among the highest in cancer risk from diesel emissions, confirming the experience of residents in those communities who had long raised concerns about the emissions.

“ We all knew we had to battle a huge industry and apply the brake on growth that didn't bring public health into the discussion.”

Angelo Logan of EYCEJ

Community partners called public meetings of residents to explain the HRA findings. Academic partners presented and explained the science on diesel and health risks. Community members were outraged and determined to change the situation. With THE Impact Project's help, they are seeking strong mitigation plans for the rail yards in their neighborhoods. They have gotten the attention of local elected officials in Commerce, Long Beach and the Inland Valleys. At a public meeting in 2008 Patrick Morris, the Mayor of San Bernardino,

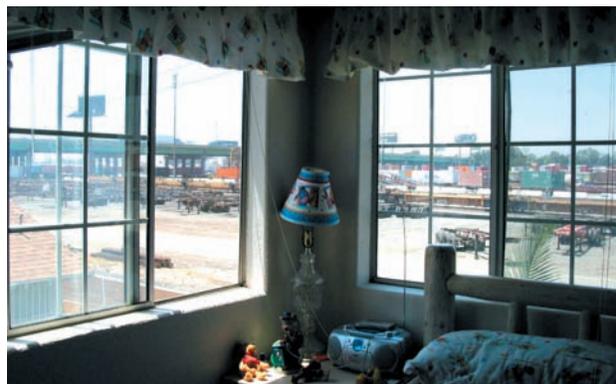
said he was alarmed by the HRA findings: “This report tells us loud and clear that we need to do more to protect our residents from something this hazardous. We have a school and a park that abuts the rail yard...We have people living, studying and recreating within a stone's throw of this rail yard...I am concerned about diesel emissions and the link to cardiovascular deaths, lung cancer and other risks for the young and the old. The health of our city depends on this.”

THE Impact Project and other advocates have also expanded the use of this tool when they insisted that an HRA be done as part of planning for the I-710 Freeway, an \$8-12 billion project and one of the largest infrastructure projects in the country — the first time an HRA has been required for an interstate highway project. Recently, collaborative partners successfully insisted on an HRA for expansion of the SR 47 Highway project in Wilmington that will border homes, schools and child-care centers and churches.

Securing the use of HRAs as a standard part of reviewing proposed rail and truck transportation expansion projects in California is an important step toward understanding health impacts of goods movement and establishing more stringent regulations to address these impacts in communities.

Informing Those At-Risk of Health Hazards

During the housing boom earlier in the decade, vast residential subdivisions sprang up in parts of Riverside with new homeowners unaware of the serious health risks



associated with the mega warehouses located next to their homes, which attract thousands of diesel trucks a day from the Ports. Until the health impacts can be mitigated, reduced or removed, potential residents need to be informed of the risks so they can decide for themselves if they want to live in the area.

CCAIEJ is working to secure a requirement that existing and potential residents in certain new housing developments near mega warehouses must be informed in writing about the extent of diesel truck traffic and the associated health risks.



Los Angeles Mayor Antonio Villaraigosa announced the San Pedro Bay Ports Clean Air Action Plan (CAAP). Five Impact Project partners were appointed by Mayors of L.A. and Long Beach to a task force overseeing implementation of the CAAP.

Winning a National Model for Cleaner Ports

In 2006 an historic agreement called the San Pedro Bay Ports Clean Air Action Plan was signed, vowing that the Ports of Los Angeles and Long Beach would reduce air pollution by 45% by 2011 by using measures such as on-dock loading onto rail, reducing the need for 6,500-plus trucks to carry cargo from each ship. Then, in December 2007 both Ports also adopted a landmark Clean Truck Plan to replace 17,000 polluting big-rig trucks with new models that meet tighter EPA emission standards. The Long Beach and L.A. Ports produce a significant amount of air pollution that directly impacts the coastal communities near them, and indirectly impacts the whole L.A. basin.

All of THE Impact Project collaborative members were actively involved — along with many other environmental and public health organizations and coalitions — in securing the agreement. In addition, the Mayors of Los Angeles and

Long Beach appointed members from five Impact Project partners to a Task Force to oversee implementation of the plan.

Including Goods Movement in City General Plans

Every city (and there are 88 in Los Angeles County alone) must develop a General Plan, which regulates all aspects of the city's life: traffic, development standards, environmental quality, and more. But most do not include standards for how truck, rail and Port activities impact the community.

The collaborative has pinpointed General Plans as a significant, useful tool. EYCEJ has successfully piloted this strategy in the City of Commerce, which now has an environmental justice resolution and an oversight committee on which Angelo Logan and Andrea Hricko sit. They also will begin regularly using Health Risk Assessments as they contemplate new development or traffic planning.

The Long Struggle to End Rail Idling

THE Impact Project wants two of the nation's largest railroad companies to stop idling trains in people's backyards. Idling trains release diesel exhaust high in particulate matter (an acknowledged carcinogen) and other harmful toxins. For communities like Commerce and San Bernardino in which people's backyards abut a large rail yard, this practice is a serious problem.

In 2005 the South Coast Air Quality Management District put in place rules (3501-3504 rules) that restricted rail idling but the railroad industry fought back in the courts. A judge ruled that the statewide regulatory agency, the California Air Resources Board, is the appropriate agency to implement these rules, rather than the AQMD. Years of community mobilization and hard work from THE Impact Project's community partners and other community-based and environmental organizations have moved the regulatory agencies to consider adopting these idling rules to reduce air pollution and health risk.

An example of the odds and significant industry pressure collaborative partners are up against, this seemingly simple way to protect human health has been stalled for several years and implementation is not guaranteed. But community leaders are optimistic — the Clean Air Action Plan included stopping rail idling and policymakers are beginning to understand the significant dangers to human health.

Strategic Engagement with Policymakers

An AQMD meeting on Monday morning in Diamond Bar, followed by a Clean Air Action Plan Task Force meeting in Long Beach. On Tuesday a conference call with the Southern California Association of Governments back-to-back with a Port of Los Angeles Community Advisory Committee meeting in Wilmington. On Wednesday, another meeting and on Thursday three more.

This is a typical week for each of the collaborative partners, all of whom sit on several committees, boards or task forces in addition to being actively engaged with multiple levels of local, regional, state and even national regulatory and policy bodies (see table on page 10 for details).

This is perhaps the most important, if largely unseen, work of THE Impact Project. It is necessary to be at the table when decisions are made, to ensure that the latest health research is part of decision-making, to engage in the discussion in a strategic way, and to be relied upon for expertise in order to be sure policymakers seriously consider the need to stop and/or mitigate harmful pollution. Collaborative members have been appointed to important oversight posts, including the Port Clean Air Action Plan, and to committees advising city general plans.

This also bolsters the leadership skills and research output of collaborative partners. By testifying and making presentations, arguments against pollution must constantly be refined and creative solutions found to help their communities. Thinking through policymaker and industry objections helps guide research and documentation of health risks.

There are two challenges inherent in being this well-positioned:

1. The time and energy it takes to participate strategically is considerable. Partners have helped ease the strain by developing other staffmembers and community leaders' ability to participate, testify and report back to the larger group.
2. If someone is unable to attend one of the dozens of meetings, it can hurt the ability of the movement to weigh in on the process and increases the likelihood of bad decisions being made.

Collaborative Partner Profile

East Yard Communities for Environmental Justice (EYCEJ)



East Los Angeles / Commerce
www.eycej.org

Since its founding in 2001, East Yard Communities for Environmental Justice has worked in Commerce and nearby communities to reduce the impacts of expanding rail yards and increasing truck traffic in a small residential community surrounded by freeways. The organization's 350 members promote direct democratic decision-making and take collective action for safe and healthy communities.



Community Perspectives:

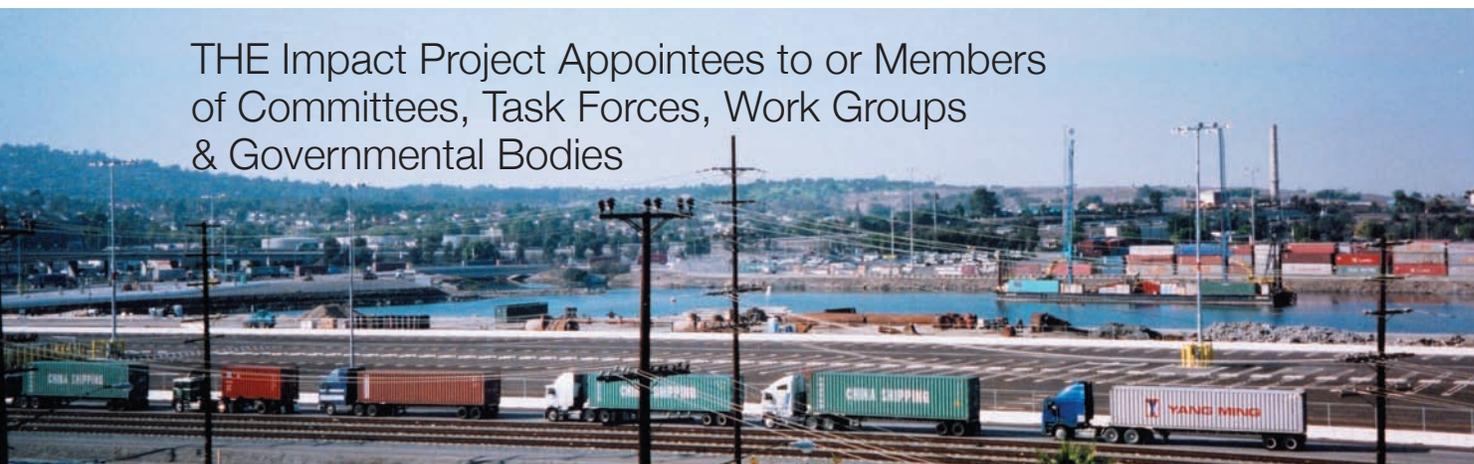
"As a mother you do what you can to keep your children healthy — exercise, good food — but what can you do about pollution? When I heard about East Yard, I found out that I was able to do something, to make a difference."

— Laura Gama, member of EYCEJ

"While communities in the Midwest get cheap products at Wal-Mart or Home Depot, our communities are bearing the burden — suffering with noise and air pollution and general impacts on our quality of life."

— Isella Ramirez, Outreach & Community Organizer, EYCEJ

THE Impact Project Appointees to or Members of Committees, Task Forces, Work Groups & Governmental Bodies



National

EPA's National Environmental Justice Advisory Committee	2
Goods Movement Working Group	

State

AB 32 Global Warming Environmental Justice Advisory Committee	1
California Transportation Commission Trade Corridor Infrastructure Fund Working Group (appointed by state agency)	3
Governor's Goods Movement Action Plan Integrating Work Group	4

Regional

I-710 Environmental Subject Working Group	3
I-710 Tier II Community Advisory Committee	2
Mayors' of Los Angeles and Long Beach Goods Movement Task Force	3
MTA Multi-County Goods Movement Stakeholder Advisory Committee	3
Riverside County Regional Air Quality Task Force	2
San Pedro Bay Ports Clean Air Action Plan (CAAP) Stakeholder Advisory Committee (appointed by Mayors of L.A. and Long Beach)	5
Southern California Association of Governments (SCAG) Goods Movement Task Force	4
SCAG Inland Port Committee Regional Air Quality Task Force	1

Local

City of Commerce Environmental Justice Task Force	2
Port of Los Angeles Community Advisory Committee (PCAC)	1

Numbers represent how many Impact Project partners are members / appointees

What's Been Achieved:

Community Engagement & Leadership Development

THE Impact Project's work is community-driven, meaning that the people whose health is compromised by goods movement pollution are actively engaged in determining what the problem is as well as developing possible solutions.

Four of the collaborative partners are community-based organizations with deep roots in their neighborhoods. Each of the four organizations has a different history, philosophy and style of community work but all are committed to engaging residents in environmental health issues and developing their leadership skills.

The two university-based partners have a similar commitment to community empowerment. UEPI at Occidental College has a long history of working closely with organizations on the ground to win significant policy victories. The outreach program at USC is part of a larger scientific research unit and was created specifically to forge a two-way connection with communities and their health concerns.



This section showcases some ways in which THE Impact Project has worked with the community to advance research and to educate residents about health risks and policy engagement opportunities.

The A-Team Experience

People who live next to ports, rail yards, warehouses, truck routes or congested freeways intuitively know that it's not good for their health. Everyday symptoms such as coughing or scratchy throats bear witness to the pollution. An increase of children with asthma is a longer-term and more serious effect. In the late 1990s and early in this decade, researchers from USC and UCLA produced scientific data that supported the actual experiences of affected communities.

Neighborhood Assessment Teams ("A-Teams") are the next generation of foot soldiers in this battle to provide local data. THE Impact Project has trained residents to go into the streets and measure air pollution, count traffic, measure



Left: The LBACA A-Team counts trucks passing an elementary school in Long Beach on their way from the Port to a rail yard. *Above:* The CFASE A-Team measures the short distance between homes and a proposed new truck expressway.

distances to homes and schools and report results to community leaders and elected officials. Scientists use the data in research projects and to suggest possible new avenues for exploration. “The A-Teams demonstrate how complex scientific findings can be translated into real world experience,” says Rachel Lopez of CCAEJ.

In Long Beach, mothers of children with asthma counted the number of trucks passing one elementary school on their way to load and unload cargo at the Port — 550 in one hour.

In Wilmington, residents measured the distance from a proposed expansion of the SR 47 Highway to homes, schools, day-care centers and churches. In some spots, the expansion would come as close as 50 feet, well under the 500 foot buffer suggested by air quality agencies, or the 1,500 foot buffer that environmental health studies have shown to be effective.

A-Teams not only collect data, but learn to understand and translate the latest research findings on health effects of air pollution. CCAEJ and LBACA A-Teams have trained new generations of A-Team members, building local capacity. Martha Cota, long-time volunteer and newly-hired staff with LBACA, says of her experience on an A-Team: “We as the community can say a lot of things, but the data speaks louder. Our training made us more effective advocates for our community.”

Scientist Ed Avol also appreciates working with A-Team members: “It’s easy to fall into doing science for science’s sake, to be academic about it all. But working with community members grounds you and literally puts a face on the issues.”

A-Team members have also become a powerful force for THE Impact Project in terms of policymaking. Their heartfelt, yet knowledgeable, testimony to government decision-makers and elected officials has often made the difference on important policy decisions. “The community people are impressive and moving. They move policy discussions beyond just facts and figures,” says Penny Newman of CCAEJ.

Creative Organizing Tactics Get the Point Across

Trucks clogging the freeways; trains passing through residential neighborhoods — many people accept these pollution sources as natural parts of the landscape. One



of the biggest challenges THE Impact Project partners face is showing that these impact all the people who live in a community and that the damage extends beyond noise and driving nuisances.

After working for 20 years to improve the environment in Riverside, CCAEJ has plenty of practice in persuading people — particularly elected officials — that environmental pollution is a threat to human health. A challenge for CCAEJ is securing buffer zones between truck routes and residential developments, which are springing up in the formerly rural area of Mira Loma next to vast distribution warehouses.

While in a meeting with planning staff and a real estate developer, CCAEJ staff advocated that existing and potential residents be informed of the health hazards associated with living in close proximity to truck routes. Exasperated, the developer curtly said, “Why don’t you put up a sign then?” So CCAEJ did just that, erecting a huge billboard on the freeway near the proposed development that warned drivers that Riverside County had the “dirtiest air in the nation” and that they were entering a “High Diesel Pollution Area.” Local media covered the campaign, multiplying its impact, and residents came to the CCAEJ offices to thank them and learn more about their work.

Educating Through Goods Movement 101

Goods movement can be an abstract concept. THE Impact Project partners realized they needed to develop a way to help people understand the goods movement system, its impacts on human health and ways in which those affected can change policy to lessen the impact.

To meet this need, EYCEJ and USC developed* the “Goods Movement 101” training, with the help of collaborative

partners. The training is a tool for community-based organizations located in areas that are impacted by goods movement, and other groups with an interest in protecting public health and the environment from these impacts. Goods Movement 101 offers knowledge, resources and understanding, preparing participants for meaningful involvement in efforts to reduce the harmful impacts of goods movement, and to work towards improving community health.

The training has been used to help hundreds of people in Southern California understand goods movement better and mobilized them to become part of finding solutions to the problems. It has been so successful that the collaborative decided it should be shared with other regions — a customizable PowerPoint format is available so that photos and statistics unique to other regions can be inserted, saving valuable time and energy for other communities.

Goods Movement 101

The training is divided into three 90-minute sessions.

Session 1: Introduction to goods movement.

Session 2: Health impacts of traffic-related air pollution and diesel ultrafine particles.

Session 3: How training participants can take action and address the impacts of goods movement pollution.

For each session, there are handouts and training materials in English and Spanish, as well as a glossary of terms.



Graduates of Goods Movement 101 Training.

Collaborative Partner Profile

Long Beach Alliance for Children with Asthma (LBACA)



Long Beach, Carson, San Pedro and Wilmington
www.lbaca.org

A broad-based community asthma coalition working to decrease the incidence of childhood asthma, the Long Beach Alliance for Children with Asthma (LBACA) works for improved health care delivery, as well as outreach, education, support systems and changes in policy at all levels.

Community Perspective:

"Rumble, rumble. That's the hum of my community, so close to the nation's largest port complex. The air tickles your throat, but my daughter and I are not laughing. She was diagnosed with asthma when she was six. LBACA has taught me to manage my child's asthma, including controlling triggers inside the home. Unfortunately, it's impossible to control the environment outside, when you live next to the largest fixed source of air pollution in greater Los Angeles."



"I believe there are solutions to these problems. I don't believe industry's claim that reducing pollution will hurt our economy. These companies make a lot of money while I spend money on medicine and miss work and my daughter misses school."

- Oti Nungaray, former Long Beach resident and LBACA "A-Team" member

What's Been Achieved:

Establishing a National Movement

As THE Impact Project partners worked to inform local policymaking and engage their neighbors to be their own best advocates, they began to notice a trend: people from all over the country, even the world, were contacting them, needing help on their own goods movement issues. Many communities across the nation face the same pollution/health issues as Southern California. The scale may be smaller but the problems are equally devastating. The health of residents is deteriorating, at an immense cost to those families, and the public at large.

When they work separately on the same issues, community-based organizations find themselves recreating the wheel. A new role for THE Impact Project became obvious — to share what has been learned with other regions, and to support their efforts. Each of the collaborative partners now fields dozens of calls and emails each month from people wanting to know how to stop or mitigate goods movement expansion in their own communities.

This section highlights a few of the ways in which THE Impact Project has helped to inform and lead a burgeoning national movement.

Convening to Move Forward

In November 2007, more than 550 people from 16 states and four countries gathered in Carson, CA, for the Moving Forward Conference, hosted by THE Impact Project. They learned about current health research related to air pollution and goods movement; heard from communities about health-related concerns; and worked together to develop strategies on preventing and reducing those health impacts.

People working on goods movement issues often feel isolated and without support, up against huge industries with government agencies that aren't listening. The Moving Forward Conference provided an opportunity to come together to share, learn and support one another.

While the conference was full of presentations and data, one of the best components was the open microphone time, where people could share their honest concerns and challenges. Eric Kirkendall from Kansas said, "We sometimes feel alone. But by the end of the conference I understood that we are not alone. We have much to share with, and learn from, other groups with similar challenges, as well as from scientists and policy makers." Robert Gottlieb of UEPI assured participants that a national communications network would grow out of the conference to meet this need.

Participants also learned about the work done in Southern California and took home plenty of tools to help them. Presenters described tools for action, such as methods for mapping goods movement activities in communities; effective community organizing strategies; understanding who the key goods movement stakeholders and decision makers are; working effectively with labor; ways to incorporate credible, current scientific research findings into educational and policy efforts; and new methods for developing health impact assessments.

The international flavor of the event was a bit of a surprise. "When we first conceived of the conference, it was as a regional gathering," says Andrea Hricko, Director of USC's outreach program, "But as word got out and excitement grew, it quickly got bigger."

Website Resources

The collaborative's website, www.TheImpactProject.org, has become a resource-rich central gathering place of information about goods movement in the United States. News stories, policy documents, research studies, fact sheets and a Speaker's Kit designed to prepare community members to give testimony at public meetings and forums can all be found, available at no charge and with the intention that others will use them in their own communities.

Moving Forward Conference

Friday and Saturday
November 30 and December 1, 2007
Carson, CA

Participants

- 550+ in attendance
- 4 countries represented
- 16 states represented

Day 1:

Health concerns, latest research findings and successes/challenges for protecting health

- *Latest Research Findings on Health Effects of Air Pollution*
- *Community & Labor Perspectives on Health*

Day 2:

Defining solutions and strategies for change, drafting a platform for action, next steps

- *Globalization Impacts: Economic and Community Issues*
- *Mobilizing for Action: Know Who the Players Are*
- *Globalization Issues: Food and Imported Goods*
- *Media Strategies: Bringing Health to the Forefront of Transportation Policy Decisions*
- *Methods for Assessing Health Impacts*
- *Land Use Decisions: Protecting Health*
- *Alternative Technologies to Reduce Emissions*
- *Developing a Stronger Political Voice*
- *Ports/Goods Movement, Air Pollution and Climate Change: What are the Connections?*
- *Tools for Community Action*

Presenters from across North America, including scientists, policy researchers, County health officials, community, public health and environmental advocates, and journalists

Outcomes:

- Created a national communications network
- Shared models and tools with other regions
- Fostered collaboration and partnerships
- Connected formerly isolated people and regions to the larger movement trying to prevent local impacts from global trade

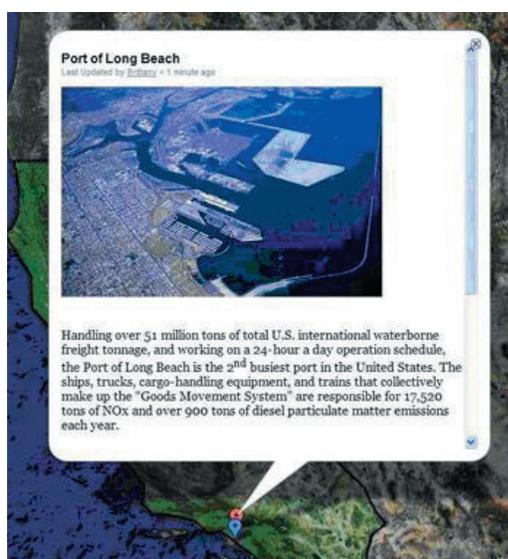


Foundations and other organizations that supported "Moving Forward" 2007:

- Common Counsel Foundation
- Environment Now
- William and Flora Hewlett Foundation
- Liberty Hill Foundation
- Panta Rhea Foundation
- Women's Foundation of California

- American Lung Association of California
- Center for Occupational and Environmental Health (UCLA)
- Change to Win
- City of Carson
- Coalition for Clean Air
- Environmental Defense Fund
- Environmental Health Coalition
- Environment Now
- Jay's Catering
- National Institute of Environmental Health Sciences
- Natural Resources Defense Council
- South Coast Air Quality Management District
- UCLA Labor Occupational Safety and Health Program
- Los Angeles Alliance for a New Economy
- U.S. Environmental Protection Agency

One of the most exciting aspects of the website is the interactive map of ports and rail yards across the U.S. (see below). The map allows users to click on easy-to-use icons to find documents, community resources, news stories, and photos for many U.S. ports and rail yards. The map helps community members learn about impacts in their area and connect to groups working on goods movement. In the future, the maps will be fully interactive, allowing users to upload their own information in real time, making it instantly accessible.



National Communications Network

Although not its intended focus at inception, THE Impact Project has been developing a national network of people and groups interested in goods movement. At first it was informal – fielding calls from Kansas or emails from New Jersey. Now the collaborative has established a goal to create a national communications network to connect activists across the country and to share the latest research findings and strategies to reduce trade-related emissions.

Some steps that have been taken include:

- Development of a database of more than 1,000 people involved in goods movement work
- As-needed e-blasts with time-sensitive information
- Making available a customizable version of the Goods Movement 101 Training
- Planning for the next national conference in Fall 2010

- Providing information to college students across the country as they research public health and environmental impacts

In addition, collaborative partners have traveled to many other communities to hear their stories and to provide support and informal technical assistance. CFASE's Jesse N. Marquez has traveled the furthest, to England, Germany, the Netherlands and Mexico. Supported by funding from the National Institute of Environmental Sciences (NIEHS), EYCEJ has met with community leaders in New Jersey, USC has met with scientists and community groups in Seattle, UEPI discussed port impacts and globalization with students and community groups in Oregon, and more visits will occur in Fall 2009.

Spreading the Science

One of the most important contributions of THE Impact Project to the national movement is sharing the research findings. These studies (referenced below) demonstrate a link between air pollution and human health, as well as the overwhelming burden of diesel emissions and other pollutants in communities impacted by ports, rail yards, truck traffic and warehouses.

Both USC and UCLA have teams of scientists conducting air pollution research, some of whom work jointly in environmental health science centers or particle research centers funded by the Environmental Protection Agency and/or the NIEHS. The research is relevant to residents who live with high levels of traffic-related air pollution (Hricko, 2006). For example, scientists at USC have recently shown that:

- Children who grow up in communities with significant air pollution are more likely to have stunted lung development than children who grow up in less polluted environments (reduced lung function can set children up for negative health outcomes throughout their life) (Gauderman, 2004).
- Children who live near a major road or freeway are more likely to suffer from asthma or have stunted lung development (Gauderman, 2007; McConnell, 2006).

Scientists at UCLA have shown that:

- Daytime levels of pollutants are highest within 300 meters of a freeway (Zhu, 2002).

- Ultrafine (very small in size) particles from diesel exhaust may be more toxic than larger particles (Fanning, 2009).

The role of the outreach programs at USC and UCLA is to translate peer-reviewed academic research by the university scientists into language that is understandable to the public, and share the findings with community partners. The community partners then share it with members of A-Teams and their neighbors. The research is also presented to policymakers and government officials and shared with the news media, in order to educate the public and seek remedies to protect public health from the negative impacts of goods movement.

The collaborative's website provides links to the full spectrum of research findings on air pollution and health outcomes for goods movement activists. Through the website, and in visits to other ports and goods movement communities, USC and UCLA scientists and outreach staff provide technical assistance to other universities and groups around the country in understanding and using research to advance their goods movement campaigns. This is being accomplished with a special supplement from the NIEHS, which is also allowing Impact Project partners to visit other port and rail communities to share information and public health strategies.

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Collaborative Partner Profile

Community Outreach & Education Program (COEP)

Southern California Environmental Health Sciences Center & Children's Environmental Health Center
University of Southern California (USC)

Scientific research on impacts of goods movement on human health
www.usc.edu/medicine/scehsc
www.usc.edu/medicine/cehc



Andrea Hricko (pictured below in middle) leads the Community Outreach and Education Programs of the Southern California Environmental Health Sciences Center and the Children's Environmental Health Center at USC. The Center provides cutting-edge scientific research on air pollution and health hazards and translates that research to help communities working to protect public health.



Research Perspective:

"As transportation and elected officials around the country call for expanding the nation's goods movement infrastructure and for promoting growth in international trade, there is an urgent need — and a challenge — for 'health' to become a more central part of the policy discussion."

- Andrea Hricko, Associate Professor at the Keck School of Medicine at the University of Southern California & Director of COEP

An Effective Collaborative:

Lessons Learned & Best Practices

In addition to THE Impact Project's success at integrating science into the debate, securing policy victories, engaging community and sparking a national movement, the partners have been able to build a high-functioning collaborative structure. "THE Impact Project is very efficient yet democratic," says Beatriz Solis, Program Director, Healthy Communities Strategies, South Region at The California Endowment. "There is little sense of competition among the partners and they know how to deploy the right person to the right situation, with no duplication of efforts."

This section shares lessons the collaborative has learned and suggests practices that may be useful to other goods movement collaboratives or to funders interested in supporting such work.

Best Practices

The foundation of THE Impact Project is relationships based on trust and respect between the partners. Jesse N. Marquez of CFASE sums it up as, "We have each other's backs. If the folks from Riverside can't be at a meeting, I speak up for their interests and they do the same." See a full description of how the relationships grew on page 2, but a few replicable aspects include:

- Personal relationships were developed before professional. For example all of the partners visited each other's communities to experience first-hand what it felt like to live in Mira Loma or Commerce and to learn about each other's programs. This was especially important as new people or groups were brought into the circle, without pre-existing relationships.
- Time was invested in relationship-building. "Nothing good is easy or quick," says Angelo Logan of EYCEJ, "I see this work as primarily about building relationships, which takes time to create trust and develop an easy working style."

- Trust was also developed by working together and being successful. The Moving Forward Conference was a prime example of this – each partner had important input and participation. "A real feeling of trust exists between us... we know each other's strengths and weaknesses," says Penny Newman of CCAEJ.
- The role of connector is key. USC's Andrea Hricko has played this role, introducing partners to one another in the early days and serving as the lead agency for fundraising and grant activities.
- The role of coordinator is crucial. Carla Truax, Outreach Coordinator at USC, fills this position, keeping the logistics humming and information flowing.
- Personal or organizational egos are trumped by the common agenda. Because of the regional focus of the problem all partners understand that they rise or fall together. A colleague, David Pettit from NRDC, explains, "They are a model of purposeful collegiality. There is a common agenda but also a lot of give and take."

Significant funding followed the building of relationships and the realization of a common agenda that needed support. EYCEJ's Angelo Logan explains: "Pooled resources produce the best product with the least effort, and multiplies its impact." A-Teams have been effective by leveraging the resources of CCAEJ and LBACA's existing *promotora* programs.

Lessons Learned

The challenges experienced by THE Impact Project are common ones in collaboratives. "Resources, time, and clear communication are always in short supply," as EYCEJ's Angelo Logan puts it.

This is especially true because this collaborative is only one part of the work that each of the partners is doing. There is significant tension between local needs and bigger opportunities. There are so many local air pollution and goods movement issues that must be dealt with immediately

that it is difficult to allocate staff time, energy and financial resources to the larger opportunities that exist to build a strong regional, statewide and even national movement. In just a few months during 2009, THE Impact Project partners were responding to:

- a new major Port terminal expansion
- proposed expansion of the I-710 freeway
- proposed construction of a new truck highway in Wilmington and
- building of the world's largest distribution warehouses in the Moreno Valley area of Riverside.

Success breeds its own challenges. As the health impacts of goods movement are incorporated into the policy debate, there are more meetings, more committees and more time obligations to meet. Michele Prichard, Director, Common Agenda at the Liberty Hill Foundation, describes the problem: "There are so few people doing so much work, it's just not sustainable. There is a need to develop more people capable of doing this level of work." Sylvia Betancourt of CCAEJ says, "The key is investing in grassroots leadership development."

"The biggest challenge is that we are pioneers. There are no books or classes on what we're trying to do," CFASE's Jesse N. Marquez remarks. "It's a heavy responsibility and it's hard

to know when you're getting it right, but we do our best and have faith in our communities."

"It's a testament to what has been accomplished, that all six organizations have continued in the collaborative."

Robert Gottlieb of UEPI

groups, two young environmental justice groups, a veteran community organization, a research-based program at a major university and a hybrid academic-action institute. Each of the groups has different pressures upon it. For example, academics are expected to publish to move ahead in their field but working so closely with community groups does not always lead to publishable results, even though it does lead to on-the-ground progress. Similarly, one group has an

Organizational culture issues have occasionally posed difficulties for the partners. Collaborative partners include a non-profit coalition of asthma



CCAIEJ A-Team members use a P-Trak device to measure air pollution.

internal decision-making process that is democratic — all decisions must be voted on by members — while another invests decision-making power with the primary staffperson. Elina Green, formerly Program Director with LBACA, explains it this way: "The value lies in coming together behind closed doors and hammering out differences around our common agenda, and then reaching a consensus on how to proceed."

Funding and financial resources are a huge challenge especially in a tight economy, and given the length of time some of the campaigns can take. It took CCAEJ several years just to get Union Pacific to close a truck access gate to redirect truck traffic that was affecting the high school athletic fields next door. Discussions, meetings and community mobilization on the 710 Freeway expansion have already consumed eight years.

Funding cannot possibly cover the true costs of this work because of the immensity of the issue, and the geographic spread of the region. For example, CCAEJ is the only environmental justice group in two of the United States' largest counties (Riverside and San Bernardino). EYCEJ has only four staff and CFASE and USC only three. To truly move this work forward dedicated staff time and expertise is needed, which requires more investment by more funders.

"Funders are often reluctant to fund collaboratives," says Beatriz Solis of The California Endowment, "but with an issue as complex as goods movement you need the multiple capacities that only a collaborative can bring to the issue."

Looking to the Future

With generous funding from The California Endowment and The Kresge Foundation, and support from other foundations for conferences, THE Impact Project has a rich and full agenda for the next few years.

At a policy level, some specific activities include: Continuing ongoing policy campaigns such as implementation of rules to reduce rail idling emissions, promotion of on-dock loading rather than siting rail yards in residential neighborhoods and slowing construction of huge warehouses; and launching new campaigns, including the impacts of noise and light pollution, monitoring container fumigation facilities, promoting more mitigation measures and accelerating the adoption of alternative technologies.

EYCEJ's Angelo Logan says, "We are constantly peeling back the layers of this issue and how it impacts our communities." In the next few years, the issue will be more complex because of the new economic environment as a result of the recession and banking crisis. What will be the impact on the goods movement industry, as well as its ramifications on public decision-making? For example, federal stimulus money is flowing quickly for infrastructure projects — how can public and environmental health advocates ensure that community impacts and benefits are taken into account? "The new administration has proclaimed the need to move toward a green and sustainable future," says Penny Newman of CCAEJ. "How can international trade and goods movement fit into that vision?"



Next steps for the collaborative's internal functions include:

- Developing a model for the work done in Southern California that could be adapted for use in other communities. "We are at a point where we need to capture the lessons we've learned here, to share with other regions and countries," asserts Andrea Hricko of USC.
- Creating an easy-to-use "toolbox" of information and resources that other regions could use for their work on goods movement.
- Honing the internal workings of the collaborative, including communication channels, decision-making processes and compiling and sharing resources.

The work that has begun on building a national movement of informed people and communities prepared to protect public health and quality of life of their neighborhoods, workplaces and schools will be continued and deepened. The next Moving Forward Conference — scheduled for Fall 2010 — is a critical piece of this work. Representatives from other states and countries are expected in larger numbers — how best to use the time together at the conference to move the work forward?

Of course, pushing the policy debate to a national level, where decisions are made that affect communities across the country, is the next big step for the collaborative. "There is a good practical reason to go national with policymaking," says USC scientist Ed Avol. "If all impacted communities are demanding the same health protections, the competitive advantage for industry no longer exists, so it's easier for them to meet the standards demanded."

We see ourselves as problem-solvers. The first response of regulators and policymakers to any suggestion is, "We can't do that." We believe our role is to answer with, "Yes we can, and here's how."

Collaborative Partner Profile

Urban & Environmental Policy Institute (UEPI) Occidental College



Policy analysis and action to improve the environment and society
www.uepi.oxy.edu

The Urban & Environmental Policy Institute (UEPI) was founded at Occidental College in 1997 by Robert Gottlieb, a longtime environmental and land-use policy educator, activist and author. UEPI conducts research, advocacy, and community organizing and partnerships on a range of issues, including food justice, pollution prevention, and transportation. Professors, staff and students from UEPI have supported community organizations and coalitions working to transform the goods movement debate.

Research Perspective:

"Goods movement is the economic driver of the region — and the nation," countless public officials, shipping and transportation interests, and retailers had long argued forcefully, as global trade numbers, particularly imports, escalated dramatically. Environmental, health and community impacts had either been ignored or marginalized. Such impacts were seen as afterthoughts, irritants to be addressed once the core concerns of goods movement advocates were first resolved; namely, how to accommodate, through infrastructure improvements like double-decker freeways or expanded port facilities, the anticipated tripling of goods movement in less than two decades."

— Robert Gottlieb, Director, Urban & Environmental Policy Institute, Henry R. Luce Professor, Urban and Environmental Policy, Occidental College, from *Reinventing Los Angeles*



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The Kresge Foundation

Supporters of Collaborative Partners' Goods Movement Activities

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