

January 24, 2023

Governor Gavin Newsom
1021 O Street, Suite 9000
Sacramento, CA 95814

CC:

Attorney General Rob Bonta
Office of the Attorney General
1300 "I" Street
Sacramento, CA 95814-2919

Superintendent Tony Thurmond
California Department of Education
1430 N Street, Suite 5602
Sacramento, CA 95814-5901

RE: Over Sixty Organizations Urge Gov. Newsom to Declare a Public Health State of Emergency in the Inland Empire

FMI:

rrc@pitzer.edu
admin@ccaaj.org

Honorable Governor Newsom,

We write to you as representatives of environmental, labor, community, and academic groups to urge you to declare a state of emergency for public health in California's Inland Empire (IE) due to the unchecked escalation of warehouse growth and an accompanying health crisis within Inland communities. This letter summarizes a longer working paper entitled "A Region in Crisis: The Rationale for a Public Health State of Emergency in the Inland Empire," which follows this letter.

In the Inland Empire, **warehouse growth is one of the most critical environmental justice issues of our time**. The rise of e-commerce since the COVID-19 pandemic has brought warehouse growth, decreased air quality, and health inequities into sharp focus. The distinctive bowl shape of Inland geographies, combined with the Inland Empire's role as a global logistics hub, has led to increased rates of cardiac, respiratory, and reproductive health impacts, as well as cancers, related to truck emissions.¹

¹ See Bailey, Diane, and Gina Solomon. "Pollution prevention at ports: clearing the air." *Environmental impact assessment review* 24.7-8 (2004): 749-774; Palaniappan, Meena. "Ditching diesel: Community-driven research reduces pollution in West Oakland." *Race, Poverty & the Environment* 11.2 (2004): 31-34; Wildberger, Sharon, and Amanda Northcross. "Latino Communities, Diesel Exhaust and Environmental Justice in the United States: A Systematic Review of the Literature." (2018).

Approximately 90% of warehouse growth in the Southland has occurred in Inland counties over the last decade.

The Inland Empire has approximately **1 billion square feet of warehouse space**, with an **additional 170 million square feet currently approved or pending** (see Appendix 1). Alarming statistics accompany this footprint: pollution and carbon emissions, increased heat, traffic, and health and safety issues both in the workplace and in our communities.

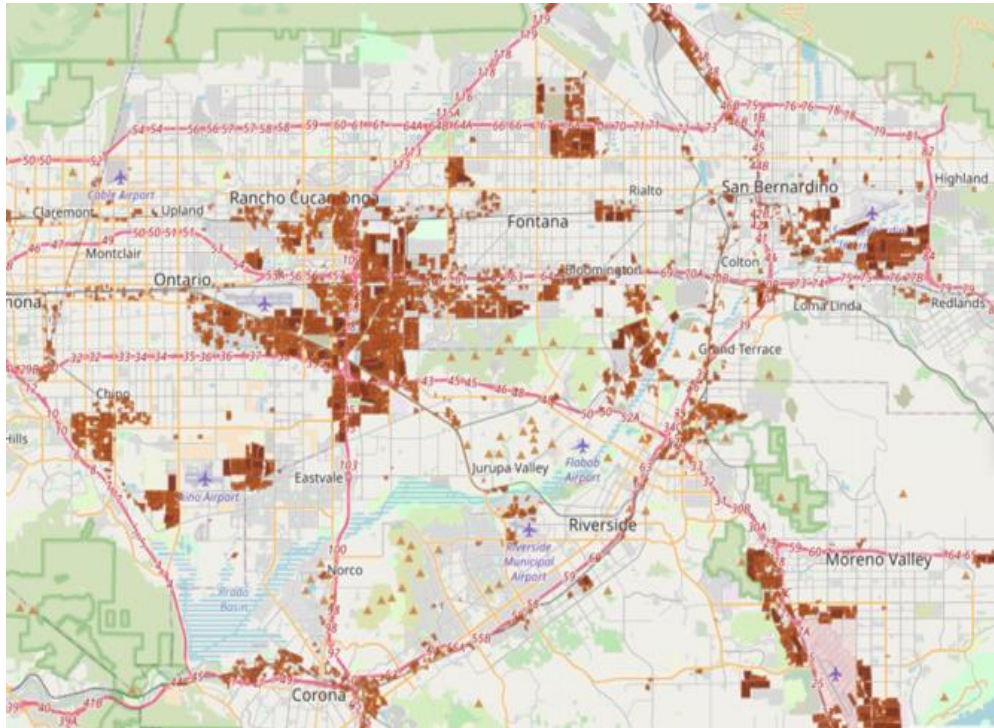


Figure 1: Partial map of the current warehouse footprint in Western San Bernardino and Riverside Counties. Courtesy of Warehouse CITY. Robert Redford Conservancy and Radical Research LLC. <https://radicalresearch.shinyapps.io/WarehouseCITY/>

According to Warehouse CITY, the Inland Empire's 4,000 warehouses generate:

- Over 600,000 truck trips per day;
- ~1,000 pounds of Diesel PM per day;
- ~100,000 pounds of NO_x per day, and
- **Over 50,000,000 pounds of CO₂ per day.**

Annually, this equals

- Over 200 million truck trips;
- Over 300,000 pounds of Diesel PM;
- Over 30 million pounds of NO_x, and
- **Over 15 billion pounds of CO₂ per year**

Warehouses are currently increasing at five times that rate of population growth. These numbers are the opposite of what we need to be doing at this critical moment in human history. Calculated at the established (low) rate of \$51 per ton,² the cost of carbon for Inland warehouses is approximately **\$350,000,000 annually.**

An additional 170 million square feet of warehouse space will yield a 10% increase in those emissions over the next few years. By comparison, population growth is 0.55%. Fleet electrification is not expected to be complete until 2045, and even that will not address health and safety issues in the workplace, safe routes on the streets, the urban heat island effect, lack of water percolation issues, noise, or traffic.

Please note that these numbers do not include other elements of goods movement transportation (locomotives, ocean-going vessels, and cargo planes) or the direct health costs to Inland communities, which disproportionately fall upon communities of color that are already burdened by historic environmental injustices.

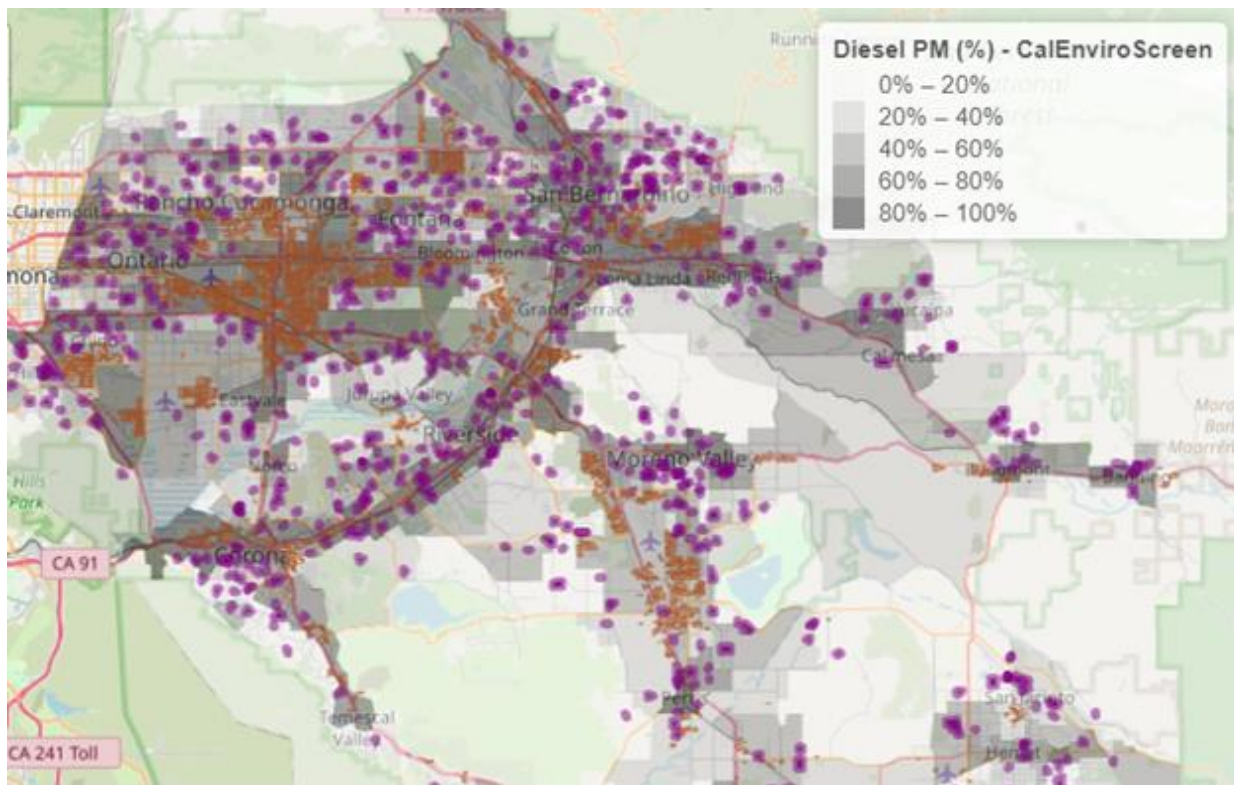


Figure 3. Western portion of SB and Riverside Counties demonstrating proximity of schools (purple) to warehouses (brown) and overlaid with CalEnviroScreen data on Diesel Particulate Matter exposure (gray gradient). Courtesy Radical Research, LLC and the Redford Conservancy, Pitzer College.

² <https://news.stanford.edu/2021/06/07/professors-explain-social-cost-carbon/>

- **Over 300 warehouses are 1000 feet or less from 139 Inland Empire schools; over 600 warehouses surround these same schools at 1500 feet.**³
- Unhealthy air quality days in SB County rose from **14.8% in 2019 to 19.7% in 2020.**⁴
- **20,000 children have missed 11 or more days of school in SB and Riverside Counties within the last 12 months.**⁵
- In 2010, 337,445 of Inland Empire residents lived within ¼ mile of a warehouse; **by 2022 this number grew by 30,000 to 367,584 individuals, roughly 60% of whom are Latino.**⁶
- Some census tracts within SB County have close to a **20% asthma rate**; in Riverside County, some census tracts have over a **15% asthma rate.**
- The Inland Empire has the **highest concentrations of ozone in the country** according to the American Lung Association⁷ and CalEnviroScreen 4.0's most recent report.⁸
- Diesel exhaust is responsible for about 70 percent of the total cancer risk from air pollution; **cancer risk is in the 95th percentile near the Ontario warehouse gigacenter—** equaling 624 people per million, which is 95% higher than the rest of the basin.⁹
- The AQMD reports higher risks from PMs for people who live within a half mile of warehousing facilities, where the asthma rate average is 56 per 10,000 individuals (64th percentile) and heart attack rates are 9.2 per 10,000 individuals (65th percentile). **This is over ten percentile points higher than comparison areas.**¹⁰

These are signs of an escalating health crisis. In addition to the above, Inland populations suffered COVID-19 infection and mortality at higher rates, because people's immune systems were weakened due to chronic pollution exposure.¹¹ Inland populations, especially children, are also experiencing RSV hospitalizations at an increased rate for the same reason.¹²

³ Courtesy of warehouse CITY school, Radical Research LLC.

⁴ Source: U.S. Environmental Protection Agency, Air Data (www.epa.gov/outdoor-air-quality-data)

⁵https://ask.chis.ucla.edu/ask/SitePages/AskChisLogin.aspx?ReturnUrl=%2fAskCHIS%2ftools%2f_layouts%2fAuthenticate.aspx%3fSource%3d%252FAskCHIS%252Ftools%252F%252Flayouts%252FAskChisTool%252Fhome%252Easpx&Source=%2FAskCHIS%2Ftools%2F%252Flayouts%2FAskChisTool%2Fhome%2Easpx#/population

⁶ ESRI GIS data community summary statistics generated by the Robert Redford Conservancy.

⁷ American Lung Association State of the Air 2022 <https://www.lung.org/research/sota/key-findings/most-polluted-places>

⁸ California Office of Environmental Health Hazard Assessment <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>

⁹ Data from the Air Quality Management District's (AQMD) MATES V data visualization tool. https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23?views=view_38

¹⁰ SCAQMD, Second Draft Socioeconomic Impact Assessment for Proposed Rule 2305—Warehouse Source Rule—Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316—Fees for Rule 2305.

¹¹ Ober, Holly Poor Air Quality and warehouses linked to Inland Empire COVID-19 inequities UC riverside professors call for intersectional approach to COVID-19 exposure interventions <https://insideucr.ucr.edu/stories/2021/06/02/poor-air-quality-and-warehouses-linked-inland-empire-covid-19-inequities>

¹² Downey, David. RSV surge sending children to the emergency rooms in Inland Empire. November 6, 2022. San Bernardino Sun. <https://www.pressenterprise.com/2022/11/06/rsv-surge-sending-children-to-emergency-rooms-in-inland-empire/>

These numbers are the cumulative result of decades of municipal decision-making. The current “land rush” for warehouse space has artificially inflated the price of land, making alternative land uses and employment opportunities impossible.

Diesel emissions related to warehouse projects disproportionately impact already overburdened environmental justice communities, in violation of GOV § 65302(h)(1)(A), which is meant to reduce pollution in disadvantaged communities.¹³ We can track trends to a degree, but more refined and current data are needed. For example, CalEnviroScreen asthma and pm data are from 2012-2017. In the period since, over 650 warehouses have been added to the region, bringing with them an estimated 140k truck trips per day.

Warehouse-induced pollution has created a state of environmental injustice and a public health crisis in San Bernardino and Riverside Counties. Environmental justice groups have spoken out for decades against the health impacts warehouses have had on our communities. Local leadership has failed to be accountable for these health impacts. Developers throughout the region make donations to City Council elections that are significantly above AB 571 limits (see Appendix 3). Organizing and litigation fail to halt projects whose outcomes seem predetermined. **Our struggles** have become a string of losses with human life and health as collateral damage. In the words of one Colton resident, “It’s been very scary fighting all of this. It feels like no one’s listening.”¹⁴

We know this because we and our families live this reality every day—dealing with asthma attacks, bloody noses, hospitalizations, and coronary episodes. One Bloomington mom described her situation, “I have asthma and my family has asthma. But lately my asthma has gotten so severe. Last night I had to take more inhalers, more puffs, than I normally do. My kids are showing signs. I’m scared. I’m frightened they’re going to have an asthma attack. One of them has an inhaler, and one of them is too small to have one. I’m really concerned about the safety of my children.”

Warehouse and union trade workers are also at risk. Warehouse jobs include temporary labor within the logistics sector as well as trade union workers involved in warehouse and infrastructure construction. Though they have different challenges, all workers, including unionized trade workers, are exposed to airborne pollutants from poor air quality, and work-related health and safety issues with both short term and long-term health consequences.

¹³ (A) Identify objectives and policies to reduce the unique or **compounded health risks** in **disadvantaged** communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.

¹⁴ All quotes from individuals cited in this document are from a conference held at Pitzer College called “The Right to Breathe.” A short documentary of this film may be found at <https://www.pitzer.edu/redfordconservancy/ecodocumentaries/>. Names have been omitted to protect residents.

Government and corporate leadership, the public, economists, and public health advisors must consider the net health and welfare compromises to the current workforce, and the viability of the future work force. Our working paper outlines these compromises, which include high rates of respiratory illness, high or unaffordable health costs associated with labor practices, poor schooling outcomes and educational under-attainment, and high worker turnover due to acute and chronic health problems. **Health risks to the people of the IE threaten the nation’s supply chain reliability and are a leading indicator for health impacts at a national level.** Yet a false dichotomy continues to pit the need for good jobs against environmental, economic, and health-related harms. In the words of AG Bonta, we should not need to sacrifice one for the other.

Warehouses constitute a regulatory gray area. A regional moratorium—or temporary halt in warehouse construction—is required to address the gaps in current legislation and statutes that allow for continued building of warehouses despite significant health impacts that are currently deemed unavoidable. Without such a pause, the health, efficiency, and viability of the IE community health, environment, and economy are threatened.

Continued warehouse growth despite community harm and widespread neighborhood opposition is environmental racism in its classic terms. We have attended hundreds of meetings, sometimes registering thousands of comments opposing specific projects, only to have our voices ignored in decision-making that simply rubber stamps projects. We have litigated, educated, and raised awareness among civic leaders for years. Our city and county leaders continue to make decisions that ignore science, public health, and the communities that they represent. We have nowhere else to turn other than to our Governor and our state leaders to ask for intervention and support for the solutions laid out in this request.

We ask for the following interventions:

1. Declare a regional warehouse moratorium of one to two years that allows time to implement policy changes.
2. Identify communities of high exposure from warehouse and/or industrial land uses; create higher standards supported by the state for project approval in high exposure, environmental justice, and disadvantaged communities.
 - Mandate a higher-level of community engagement at the beginning stages of any project independent of the developer.
 - From a project’s inception, provide external oversight from a DOJ attorney, so that disproportionately impacted communities are represented by legal counsel.
 - Mandate mitigation plans that include quantifiable reductions in GHGs and pollutants, including project reduction and demand-management strategies.
 - Work collaboratively with schools and community groups to establish benchmarks and funding streams for community health in impacted neighborhoods.

- Mandate up-front mitigation of environmental harms, including but not limited to
 - green infrastructure/just energy transition elements
 - community benefits agreements that include unionized labor
 - mitigation for farmland, greenspace, residential, and habitat loss
 - mitigation for health impacts—for example, a fair share fees health and trade system wherein industrial and warehouse projects pay into a healthcare and greenspace fund; can be used to expand healthcare, fund green infrastructure, fund studies and tracking, and retrofit schools adjacent to truck routes or warehouses, among other uses.
 - Strengthen cumulative impact analysis to include all past, present, and future industrial projects within a tiered radius consistent with the scoping plan of the project, including travel routes.
 - Tie warehouse project approval to real-time rather than projected fleet electrification. Consider tiered options such that no further warehouse construction is allowed in the SCAQMD basin until the fleet is 20% electrified, and no further warehouse construction is allowed in environmental justice communities until the fleet is 50% electrified.
 - Mandate that city councils, planning commissions, SCAG board members, and other relevant leaders undergo a training of at least forty hours on environmental justice, community health, and the climate crisis to inform their decision making.
3. Work collaboratively with the Office of Planning and Research, CARB, and impacted communities to codify best practices resulting from guidance documents and settlements that regulatory bodies, the Attorney General, or other litigants have established for warehouse projects. These should include but not be limited to project and fleet electrification, solar energy generation, siting truck, rail, and airplane routes away from sensitive receptors, mitigation, limiting of vehicle miles traveled, community benefits agreements, and setbacks from sensitive receptors. Authorize the Attorney General to enforce these provisions within the Inland Empire.
- Mandate consideration of demand-management strategies among the tools to decrease emissions and exposure at state and local levels; align future warehouse expansion rates with population growth as opposed to distant consumer demand.
 - Explore and support project alternatives that would contribute to community health and well-being, economy, and environmental benefit.
 - Provide funding for a long-term cross-sectional health cohort study.
4. Expand or enforce existing regulations that are inconsistently enforced or unenforced at a local level.
- Establish an oversight board for the SCAQMD 2305 indirect source rule to monitor compliance.

- Formalize a state definition of sensitive receptors that protects those under this definition; include penalties for those who violate this protection.
- Enforce existing state limits for campaign contributions per AB 571, and prohibit developer donations to city councils or other decision-making bodies within three years of pending decisions.
 - Perform a fiscal audit of Inland cities, beginning with Fontana, Ontario, San Bernardino, and Moreno Valley, to determine any potential local leaders' quid pro quo relationships with developers.
- Amend SB 352, which requires extra testing of air pollution sources within ¼ mile of any schools to determine whether a new school within 500 feet of a heavily trafficked road or industrial sites will pose a health hazard to students and teachers due to air pollution. Amend to include the inverse: that the same rules apply to warehouse siting in proximity to schools. Extend the distance to 500 meters, which was the distance based on the original USC air pollution/health study.¹⁵
- Aligned with the 30x30 plan, earmark state funds to preserve Inland greenspace, biodiversity, habitat, and farmland—all of which are linked to community health, pollution remediation, carbon sequestration, and climate resilience.

For our part, we will continue to work on public health statistical data gathering and analysis to empower our communities to make a difference with these data. To close, we cite one of many IE residents who struggle with health, safety, and quality of life issues related to warehouses: “It's not just about us. It's about everybody in the community. And it's not just about the city that you live in. It's about the Inland Empire as a whole and beyond.”

We have a right to a life not impacted by asthma, heart disease, cognitive, and reproductive problems related to pollution exposure. We have a right to not be made sick by the air we breathe.

We therefore ask that the State of California issue a resolution declaring a **state of emergency and public health crisis in the Inland Empire**. Sample language for such a resolution may be found at the link below. Appendices with maps and charts follow the list of signatories. Thank you for your consideration and time.

Sample Resolution Reference:

<https://docs.google.com/document/d/1fb5QDh1Wm0M4U9axuBlp01K-VlfbebOtha002w55xAg/edit?usp=sharing>

Sincerely,

Amparo Muñoz

¹⁵ <https://news.usc.edu/199179/usc-childrens-health-study-now-30-years-old-raises-nationwide-awareness-of-pollutions-harms/>

Susan Phillips, Director
Robert Redford Conservancy for Southern California Sustainability
Professor of Environmental Analysis, Pitzer College

Mary Ann Ruiz, Chair
Sierra Club, San Geronio Chapter

Mike McCarthy, Founder
Radical Research, LLC

Jennifer Larratt-Smith, Representative
R-NOW-Riverside Neighbors Opposing Warehouses

Ana Gonzalez, Executive Director
Center for Community Action and Environmental Justice

Mario Vasquez, Organizer
Teamsters Local 1932

Victor Quito
United Auto Workers, Division 6

Marc Carrel, President & CEO
Breathe Southern California

Ivette Torres, Lead Researcher
People's Collective for Environmental Justice

Tom Dolan, Executive Director
Inland Congregations United for Change

Carolina Sanchez, Co-Director
Just SB

Sheheryar Y. Kaoosji, Executive Director
Warehouse Worker Resource Center

Ana Carlos, Community Member
Concerned Neighbors of Bloomington

North End Pepper Neighborhood Watch

Cynthia Martinez, President
South Fontana Concerned Citizens Coalition

Ron Cobas, Vice President
Clean and Green Pomona

Marissa Brash, Chair
Department of Public Health, Azusa Pacific University

Mirna Ruiz, Secretary
Chicano Latino Caucus of San Bernardino County

Joan Donahue, President
League of Women Voters, Riverside CA

Jhon Luna, Regional Policy Advocate
CHIRLA

Malissa McKeith, Founder and President
Citizens United for Resources and the Environment

Steve Bardwell, President
Morongo Basin Conservation Association

Paul Hawken, Executive Director
Project Regeneration

Randy Bekendam, Executive Director
Southern California Agricultural Land Foundation

Faraz Rizvi, Campaign and Policy Manager
Asian Pacific Environmental Network

V. John White, Executive Director
Center for Energy Efficiency and Renewable Technologies

Sky Allen, Executive Director
Inland Empire United

Ellie Cohen, CEO
The Climate Center

Gregory Stevens, NorCal Director
California Interfaith Power and Light

Andrea Marpillar-Colomina, Sustainable Communities Program Director
GreenLatinos

Anthony Noriega, Director District 5
League of United Latin American Citizens de Inland Empire

Donna Lee, Regional Organizer
Climate Witness Project

Javier Hernandez, Executive Director
Inland Coalition for Immigrant Justice

Lois Sicking Dieter, Founder
Inland Valley Advocates for the Environment

Angela Miramontes, Outreach Coordinator
Amigos de los Rios

Bobbi Jo Chavarria, Volunteer Organizer
GROW Fontana

Najayra Valdovinos Soto, Youth Engagement Coordinator
Inland Empire Immigrant Youth Collective

Bobbi Jo Chavarria, Founder
Progressive Alliance of the Inland Empire

Nicolas Ratto, Transportation Lead
350 Bay Area Action

Diane Takvorian, Executive Director
Environmental Health Coalition

Marven Norman, Executive Director
Inland Empire Biking Alliance

Christy Zamani, Executive Director
Day One

Susan St. Louis, Climate Crisis Committee Chair
Courageous Resistance of the Desert

vonya quarles, Director

Starting Over, Inc.

Dr. Sharon Mateja
Residents for Responsible Representation

Hallie Kutak, Staff Attorney | Senior Conservation Advocate
Center for Biological Diversity

Lolofi Soakai, Founder/Executive Director
MALO Motivating Action Leadership Opportunity

Julio Marroquin, Executive Director
Centro del Inmigrante

Nan Freund, Educational Therapist
Educational Services Associates

Jorge Herida, Executive Director
The Garcia Center for the Arts

Dr. Sunni Ivey, Assistant Professor UC Berkeley
Air Quality Modeling and Exposure Lab

Resa Barillas, Inland Empire Regional Organizer
California Environmental Voters

James Bloyd, Dr, PH, MPH, Coordinator
Collaborative for Health Equity, Cook County

Kris Lovekin, Coordinator
350 Riverside

Adrienne Thomas, President
SistersWe Community Garden Projects

David Marrett, Co-Chair
Climate Reality Projects, Riverside County Chapter

Andy Hettala, Co-Chair
Climate Reality Project, Los Angeles County Chapter

Lisa Swanson, Policy Chair
Climate Reality Project, Orange County Chapter

Stafford Ocansey, Executive Director
Children's Environmental Literacy Foundation (CELF)

Christian Shaughnessy
Inland Empire Democratic Socialists of America

Sharon Wilber, Climate Policy
Redlands Area Democratic Club

Hilda Cruz, IE Regional Program Director
Interfaith Movement for Human Integrity

David Matuszak, Coordinator and President
Friends of Live Oak Canyon Firewise Community

Appendix 1. Chart of pending and approved warehouses in SB and Riverside Counties

Project	Size (sq ft)	Location
World Logistics Center	40,400,400	Moreno Valley
Legacy Specific Plan - phase 2	14,625,000	Beaumont
Stoneridge Commerce Center	9,398,070	Unincorporated Riverside County (Nuevo)
Merrill Commerce Center Specific Plan	7,014,000	Ontario
Speedway	6,600,000	SB County
Sunset Crossroads	5,500,000	Banning
South Ontario Logistics Center Specific Plan Phases 2	5,412,591	Ontario
West Campus Upper Plateau	4,500,000	March JPA
Hesperia Commerce Center II	3,745,429	Hesperia
Legacy Specific Plan Project	3,580,200	Beaumont
West Valley Logistics Center	3,439,197	Fontana
Project Viento	3,424,698	Desert Hot Springs
Bloomington Business Park	3,235,836	Bloomington (SB County)
South Ontario Logistics Center Specific Plan Phase I	3,172,780	Ontario
Apple Valley 143	2,628,000	Apple Valley
Renaissance Ranch Commerce Center	2,509,056	Horsethief Canyon (Riverside Co)
Northern Gateway Commerce Center	2,487,625	Menifee
South Perris Industrial Project	2350000	Perris
Veteran's Industrial Park	2,000,000	March JPA
Ontario Ranch	1,905,027	Ontario
I-15 Industrial Park	1,850,000	Hesperia
Meridian South Campus Buildings E, F, G, H, I, 1, 2, 3, and a couple more	1,800,000	March JPA
Ontario Ranch subsequent	1,640,690	Ontario
Menifee Commerce Center	1,640,130	Menifee
Legacy Specific Plan - phase 2 cold	1,625,000	Beaumont
Banning Commerce Center	1,320,000	Banning
Altitude Business Center	1,313,000	Chino
Moreno Valley Trade Center	1,300,000	Moreno Valley

Majestic Freeway Center	1,219,222	Unincorporated Riverside County
Beaumont Summit Specific Plan	1,213,235	Beaumont
I-15 Logistics Center (Lytle Creek)	1,170,820	Fontana
Chino Majestic Heritage	1,168,710	Chino
Rider and Patterson Business Center	1,167,000	Unincorporated Riverside County
Knox Business Park	1100000	Unincorporated Riverside County
9th & Vineyard Development	1,037,467	Rancho Cucamonga
Southern California Logistics Airport Lot 44 Distribution Center	1,030,308	Victorville
Ottawa Business Center	996,194	Victorville
Beaumont Summit Spec Plan	985,860	Beaumont
Ramona Gateway	950,000	Perris
Chino Majestic Heritage	914,000	Chino
Heacock Commerce Center	874,000	Moreno Valley
OLC3 - Ramona Expwy & Perris Blvd. Commercial Warehouse Project	774,000	Perris
Duke Warehouse	770,000	Perris
Dara Industrial	750,000	Hesperia
Oleander Business Park	710,000	Unincorporated Riverside County
CADO Meniffee Industrial Warehouse	700,037	Meniffee
Barker Logistics	700000	Unincorporated Riverside County
Speedway Commerce Center	650,960	Rancho Cucamonga
Mapes Commerce Center	650,000	Perris
Orchard Logistics	610,000	Beaumont
Sycamore Hills Distribution Center	603,100	Riverside
Potrero Logistics	577,920	Beaumont
First March Logistics Project	559000	Perris
United States Cold Storage Hesperia	515,334	Hesperia
Pepper Ave	485,000	Rialto
Harvill Business Center	434,000	Unincorporated Riverside County
Mountain View Industrial	420,937	Redlands
Legacy Specific Plan Project - cold storage	397,800	Beaumont
Nevada & Palmetto Commerce Center	381,000	Redlands (SB County)
Beaumont Summit Specific Plan	358,370	Beaumont

Seaton Ave and Cajalco Rd. Industrial Project	350,000	Unincorporated Riverside County
Perris Valley Commerce Center	347000	Perris
Harvill and Rider	334,000	Unincorporated Riverside County
Redlands Ave West Industrial Project	334000	Perris
Perris Blvd. & Morgan St. Industrial Park Project	283000	Perris
Placentia Logistics	274,000	Unincorporated Riverside County
Duke Slover & Alder	259,481	Bloomington (SB County)
Redlands Ave East Industrial Project	254,500	Perris
Alere Property Group (Redwood Area)	245,000	Fontana
Muranaka Warehouse Project	239000	Unincorporated Riverside County
Ramona-Indian Warehouse project	232575	Perris
Durst Drive Warehouse	201,239	Rialto
Meridian D-1 Aviation Gateway	200,000	March JPA
Temescal Valley	181,495	Unincorporated Riverside County
Multi-Tenant Industrial Warehouse	179,400	Redlands
Ramona Expwy & Brennan Ave Warehouse project	165000	Perris
Moreno Valley Business Center	164,200	Moreno Valley
First Harley Knox Industrial	158000	Perris
Wilson Avenue Project	154000	Perris
Operon	148000	Perris
Harlex Knox Blvd. Industrial project	143000	Perris
Edgemont Commerce Center	142,000	Moreno Valley
Chartwell Warehouse	132,000	Perris
Old 215 Business Park Project	118,600	Riverside
Phelan Warehouse	109000	Perris
Sierra-Summit	102,380	Fontana
Marlborough Northgate Light Industrial Project	100000	Riverside
Seaton Ave and Perry St. Industrial Project	99,000	Unincorporated Riverside County
Kirschner company LLC	25,000	Fontana sphere of influence/SB C
Airport Gateway Specific Plan	9,271,000	SB County
EST TOTAL SQUARE FOOTAGE	170,965,873	

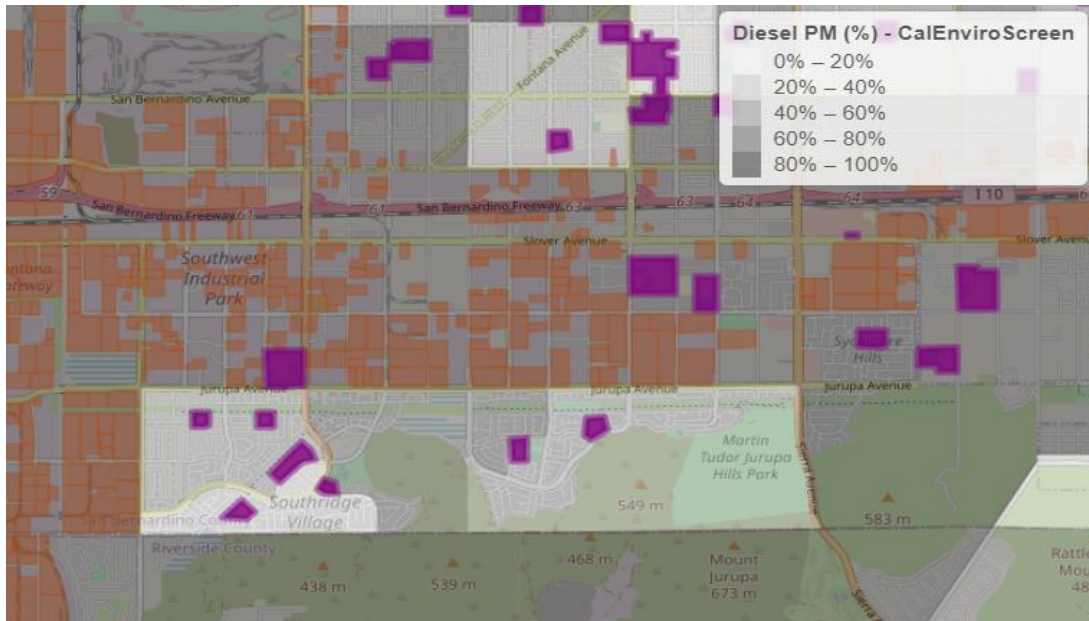
Please note that this list is incomplete. Pending warehouse construction; pending approval within CEQA
<https://ceqanet.opr.ca.gov/>

Appendix 2. Chart demonstrating the purposeful removal of AB 571 limits of several Inland cities.

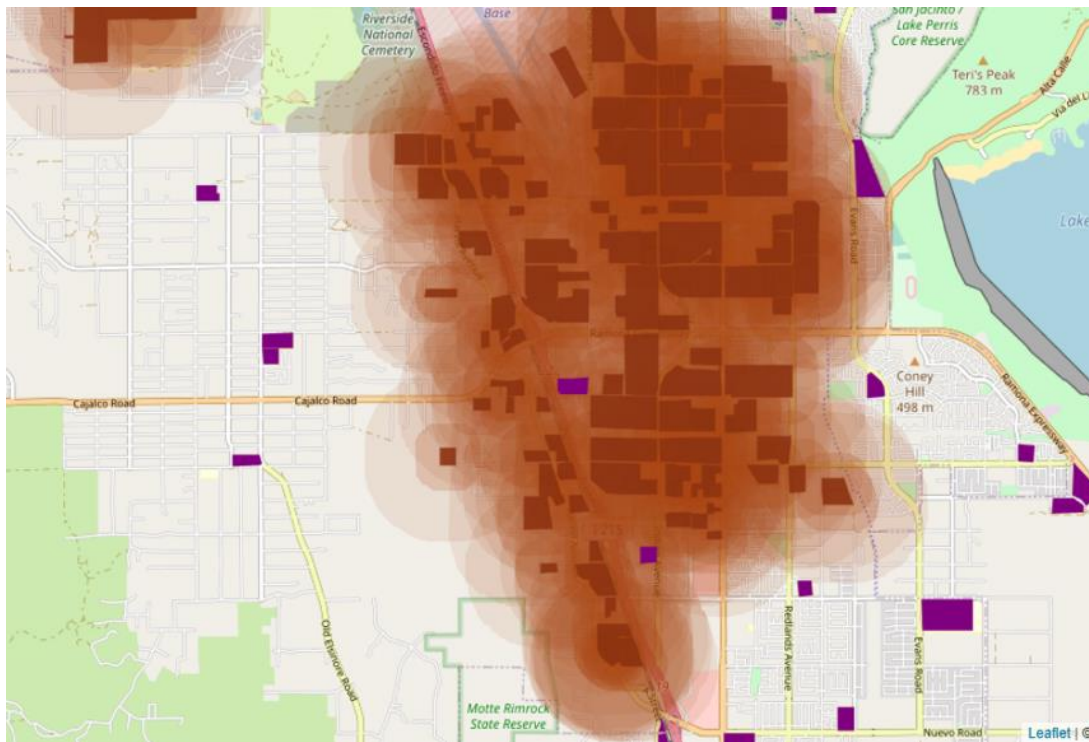
City	Contribution Limit	Ordinance?	Adoption Date
Murrieta	\$1,000*	Yes – pre AB 571	First adopted 2001 Last amended 2015
Hesperia	\$500*	Yes – post AB 571	May 2020
Moreno Valley	No Limit	Yes – post AB 571	December 2020
Riverside	No Limit	Yes – post AB 571	December 2020
Grand Terrace	\$250*	Yes – pre AB 571	First adopted 1984
Rialto	\$4,900	No – AB 571 limits apply	N/A
San Bernardino	\$4,900	No – AB 571 limits apply	N/A
Menifee	\$4,900	No – AB 571 limits apply	N/A
Colton	\$4,900	No – AB 571 limits apply	N/A
Lake Elsinore	\$4,900	No – AB 571 limits apply	N/A
Canyon Lake	\$4,900	No – AB 571 limits apply	N/A

* Amount has been and is adjusted annually based on CPI since adoption (may not reflect exact current amount)
Where AB 571 contribution limits apply, amounts are adjusted by the FPPC in January of each odd-numbered year according to the CPI index

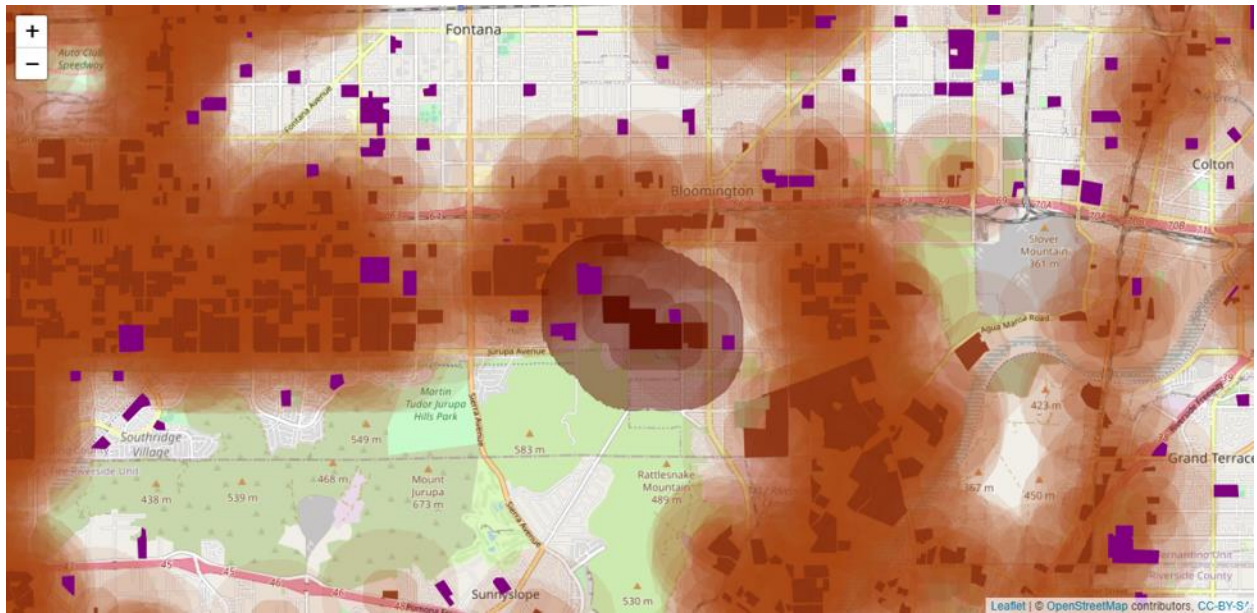
Appendix 3. Additional maps demonstrating school proximity to warehouses.



Detail of schools and warehouses within Jurupa Valley-Fontana area, with schools shown in purple and warehouses in brown. DPM percentiles are shown in gray and based on CalEnviroScreen data. Courtesy of Radical Research, LLC and the Redford Conservancy, Pitzer College.

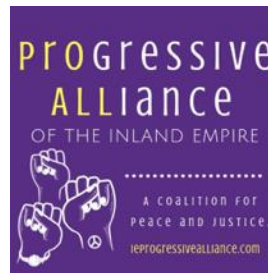


In purple, Val Verde High School and Val Verde Elementary School in Perris are surrounded by warehouses, which are surrounded by 1000 ft and 3000 ft buffers in brown.



Detail of Bloomington Phase 1. Once built out, the project will impact five schools. 90 homes will be razed for this project. The school on the right is Zimmerman Elementary, which has now been bought by warehouse developers. Brown shapes are warehouses with pollution buffer zones of 1000 and 3000 feet.

Appendix 4: Logos of sign on organizations. Disclaimer: The views expressed in this document are those of the authors and do not necessarily represent the views of Pitzer College or any other entity whose logo appears on this document.





Garcia Center
for the Arts



Inland Empire



CHIRLA
Coalition for Humane
Immigrant Rights

