AGENDA

Consolidated Regular Meeting

City Council Chamber - 1243 National City Boulevard, National City, CA

Ron Morrison, Mayor
Marcus Bush, Vice-Mayor – District 4
Luz Molina, Councilmember- District 1
Jose Rodriguez, Councilmember -District 2
Ditas Yamane, Councilmember – District 3

Stephen Manganiello, Acting City Manager
Barry J. Schultz, City Attorney
Shelley Chapel, MMC, City Clerk

The City Council also sits as the City of National City Community Development Commission, Housing Authority, Joint Powers Financing Authority, and Successor Agency to the Community Development Commission as the National City Redevelopment Agency

Thank you for participating in local government and the City of National City Council Meetings.

Meetings: Regular City Council Meetings are held on the first and third Tuesday of the month at 6:00 p.m. Special Closed Session Meetings and Workshops may be same day, the start time is based on needs. Check Special Agendas for times.

Location: Regular City Council Meetings are held in the Council Chamber located at City Hall, 1243 National City Boulevard, National City, CA 91950, the meetings are open to the public.

Agendas and Material: Agendas and Agenda Packet for items listed are available on the City website, and distributed to the City Council no less than 72 hours before the City Council Meeting. Sign up for E-Notifications to receive alerts when items are posted.

Public Participation: Encouraged in a number of ways as described below. Members of the public may attend the City Council Meeting in person, watch the City Council Meeting via live web stream, or participate remotely via Zoom. Recording of Meetings are archived and available for viewing on the City's website.

To listen to the live stream in Spanish, you must register for Zoom prior to the meeting for access.

All Zoom registration must be completed **two (2)** hours prior to the City Council Meeting for access.

Public Comment: Persons wishing to address the City Council on matters not on the agenda may do so under Public Comments. Those wishing to speak on items on the agenda may do so when the item is being considered. Please submit a Speaker's Slip to the City Clerk before the meeting or immediately following the announcement of the item. All comments will be limited up to three (3) minutes. The Presiding Officer shall have the authority to reduce the time allotted to accommodate for a large number of speakers. *(City Council Policy 104)*

All written comment must be submitted no later than **four (4)** hours prior to the start of the meeting to allow time for distribution to the City Council.

EFFECTIVE JANUARY 1, 2023

All Contributions to Candidates and Current Elected Officials are required to self-report a Declaration of Campaign Contribution to a Councilmember of more than $250 within the past year (effective Jan 1, 2023). This report may be included on the Public Comment Speaker Slip to be completed prior to the City Council Meeting.

Spanish Interpretation Services: Spanish Interpretation Services are available; please contact the City Clerk before the start of the meeting for assistance. clerk@nationalcityca.gov

American Disabilities Act Title II: In compliance with the American Disabilities Act of 1990, persons with a disability may request an agenda in appropriate alternative formats as required by Title II. Any person with a disability who requires a modification or accommodation to participate in a meeting should direct such request to the City Clerk's Office (619) 336-4228 at least 24 hours in advance of the meeting.

AGENDA

Consolidated Regular Meeting

City Council Chamber - 1243 National City Boulevard, National City, CA

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The City Council also sits as the City of National City Community Development Commission, Housing Authority, Joint Powers Financing Authority, and Successor Agency to the Community Development Commission as the National City Redevelopment Agency

Gracias por participar en las reuniones del gobierno local y del Consejo de la Ciudad de National City.

Reuniones: Las reuniones regulares del Consejo Municipal se llevan a cabo el primer y tercer martes del mes a las 6:00 p.m. La reunión especial de sesión privada y los talleres pueden ser el mismo día, la hora de inicio se basa en las necesidades. Consulte las agendas especiales para conocer los horarios.

Ubicación: Las reuniones regulares del Concejo Municipal se llevan a cabo en la Cámara del Consejo ubicada en el Ayuntamiento, 1243 National City Boulevard, National City, CA 91950, las reuniones están abiertas al público.

Agendas y Material: Las Agendas y el Paquete de Agenda para los temas enumerados están disponibles en el sitio web de la Ciudad y se distribuyen al Concejo Municipal no menos de 72 horas antes de la Reunión del Concejo Municipal. Regístrese para recibir notificaciones electrónicas cuando se publiquen artículos.

Participación pública: Se fomenta de varias maneras como se describe a continuación. Los miembros del público pueden asistir a la Reunión del Concejo Municipal en persona, ver la Reunión del Concejo Municipal a través de la transmisión web en vivo o participar de forma remota a través de Zoom. Las grabaciones de las reuniones están archivadas y disponibles para su visualización en el sitio web de la Ciudad.

Para escuchar la transmission en Español, registration por Zoom es requerido antes del comienzo de la sesión.

Todo registro para la trasmisión por Zoom debe completarse **dos (2)** horas antes de la Reunión del Concejo Municipal.

Comentario Público: Las personas que deseen dirigirse al Concejo Municipal sobre asuntos que no están en la agenda pueden hacerlo bajo Comentarios públicos. Quienes deseen hacer uso de la palabra sobre los temas del programa podrán hacerlo cuando se esté examinando el tema. Por favor, envíe una solicitud del orador al Secretario de la Ciudad antes de la reunión o inmediatamente después del anuncio del artículo. Todos los comentarios estarán limitados a tres (3) minutos. El Presidente tendrá la autoridad para reducir el tiempo asignado para dar cabida a un gran número de oradores. (Política del Concejo Municipal 104)

Si desea enviar comentarios por escrito, envíe un correo electrónico a la Oficina del Secretario de la Ciudad al menos 1 hora antes de la Reunión del Consejo Municipal para dar tiempo a la distribución al Consejo Municipal.

Todos comentarios deben estar sometidos a más tardar **cuatro (4)** horas antes del comienzo de la sesión.

A PARTIR DEL 1 DE ENERO DE 2023

Todas las contribuciones a los candidatos y funcionarios electos actuales deben autoinformar una Declaración de contribución de campaña a un concejal de más de $ 250 en el último año (a partir del 1 de enero de 2023). Este informe puede incluirse en el Recibo del orador de comentarios públicos que se completará antes de la reunión del Concejo Municipal

Servicios de interpretación en español: Los servicios de interpretación en español están disponibles, comuníquese con el Secretario de la Ciudad antes del inicio de la reunión para obtener ayuda.

Título II de la Ley de Discapacidades Americanas: En cumplimiento con la Ley de Discapacidades Americanas de 1990, las personas con discapacidad pueden solicitar una agenda en formatos alternativos apropiados según lo requerido por el Título II. Cualquier persona con una discapacidad que requiera un modificación o adaptación para participar en una reunión debe dirigir dicha solicitud a la Oficina del Secretario de la Ciudad (619) 336-4228 al menos 24 horas antes de la reunión.

State of California)
)ss.
County of San Diego)

AFFIDAVIT OF POSTING

I, Shelley Chapel, MMC, City Clerk of the City of National City, hereby declare under penalty of perjury that this notice of a Regular Meeting as called by the City Council of the City of National City was posted and provided on Thursday, October 2, 2025, at 6:00 p.m. Said meeting to be held at 6:00 p.m. Tuesday, October 7, 2025, in the City Hall, City Council Chambers, 1243 National City Blvd., in the City of National City, California. Said notice was posted on the Bulletin Boards in front of City Hall and the Library.

Shelley Chapel

Shelley Chapel, MMC, City Clerk

AGENDA

Consolidated Regular Meeting

Tuesday, October 7, 2025, 6:00 p.m.
City Council Chamber - 1243 National City Boulevard
National City, CA

Pages

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE TO THE FLAG

4. INVOCATION

5. PUBLIC COMMENT

   In accordance with State law, an item not scheduled on the agenda may be brought forward by the general public for comment; however, the City Council will not be able to discuss or take action on any issue not included on the agenda. Speakers will have up to three (3) minutes.

6. PROCLAMATIONS AND RECOGNITION

   6.1 Introduction of New City Employees 7

   6.2 Employee of the Quarter 8

7. REGIONAL BOARDS AND COMMITTEE REPORTS (Limited to Five (5) Minutes each)

   Per Government Code Section 53232.3(d) also known as AB1234: Members of a legislative body shall provide brief reports on meetings attended at the expense of the local agency at the next regular meeting of the legislative body.

8. CONSENT CALENDAR

   The Consent Calendar may be enacted in one motion by the City Council with a Roll Call Vote without discussion unless a Councilmember, a member of the Public, or the City Manager requests an item be removed for discussion. Items removed from the Consent Calendar will be considered immediately following the adoption of the Calendar.

8.1 Approval of Reading by Title Only and Waiver of Reading in Full of Ordinance on this Agenda

8.2 Approval of City Council Meeting Minutes 10

Recommendation:
Approve and file.

8.3 Approval of a Five-Year Agreement with Innovative Interfaces Incorporated (Clarivate) for Polaris Integrated Library System (ILS) and Vega Products, the Total Contract Amount Not-to-Exceed $190,000. 29

Recommendation:
Adopt a Resolution Entitled “Resolution of the City Council of the City of National City, California, Authorizing the Mayor to Execute a Five-Year Agreement Between the City of National City and Innovative Interfaces Incorporated (Clarivate) for the Polaris Integrated Library System (ILS), Vega Discover Premium, and Vega Mobile Self-Checkout for a Total Contract Amount Not-to-Exceed $190,000.”

8.4 Approval of a Memorandum of Understanding (MOU) Between the City of National City and the California Governor’s Office of Emergency Services (Cal OES) for Participation in the Safety Assessment Program (SAP). 45

Recommendation:
Adopt the Resolution Entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Mayor to Execute a Memorandum of Understanding (MOU) with the California Governor’s Office of Emergency Services (Cal OES) for the Safety Assessment Program (SAP).”

8.5 Designate the Fire Chief, Chief of Police, and Emergency Manager as Authorized Agents to Continue the Cost Recovery Process for All Open and Future Disasters up to Three (3) Years Following the Date of Approval. 54

Recommendation:
Adopt the Resolution Entitled, “Resolution of the City Council of the City of National City, California, Designating Authorized Agents to California’s Office of Emergency Services for Disaster Response Cost Recovery.”

8.6 Dispense with Certain City Council Meetings Scheduled for January 2026, per City Council Policy No. 104. 56

Recommendation:
Approve by City Council Motion to Dispense with Meetings as Recommended by Staff.

8.7 Increases to Salaries and Benefits for Executive, Management, and Confidential Groups. 57

Recommendation:
Adopt the Resolution Entitled, “Resolution of the City Council of the City of National City, California, Approving Salary and Benefit Changes for the Executive, Management, and Confidential Employee Groups and Authorizing a Fiscal Year 2025-2026 Budget Appropriation in the Amount of $1,204,317 to Fund the Stated Salary and Benefit Increases.”

8.8 Installation of Two Parallel “15-Minute” Parking Spaces in Front of My Super Sweet Family Daycare Located at 2110 L Avenue to Provide Parking for Customers 83

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Installation of Two (2) Parallel “15-Minute” Parking Spaces in Front of My Super Sweet Family Daycare Located at 2110 L Avenue to Provide Parking for Customers.”

8.9 Installation of a Blue Curb Disabled Persons Parking Space with Signage in Front of the Residence at 402 Rachael Avenue. 93

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Installation of a Blue Curb Disabled Persons Parking Space with Signage in Front of the Residence at 402 Rachael Avenue.”

8.10 Pedestrian Crossing Enhancements Project, CIP 22-28, Project Overview and Grant Appropriation for Construction phase. 108

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, 1) Authorizing the Mayor to Execute Program Supplement Agreement No. A845 with the State of California Department of Transportation for the Pedestrian Crossing Enhancements Project, CIP 22-28; 2) Authorizing the Establishment of an Engineering Grants Fund Appropriation of $243,000 and Corresponding Revenue Budget; and 3) Committing to Providing a Local Match of $7,000.”

8.11 Project Close-Out and Notice of Completion for the Police Pistol Range HVAC and Safety Improvements Project, CIP No. 20-05. 115

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, 1) Accepting the Work Performed by SWCS, Inc. for the Police Pistol Range HVAC and Safety Improvements Project, CIP 20-05; 2) Approving the Final Contract Amount of $656,176.17; 3) Ratifying the Release of Retention in the Amount of $32,808.81; and 4) Authorizing the Mayor to Sign the Notice of Completion.”

8.12 Project Close-Out and Notice of Completion for the Valley Road Storm Drain Replacement Project, CIP No. 24-21. 122

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, 1) Accepting the Work Performed by Rove Engineering, Inc. for the Valley Road Storm Drain Replacement Project, CIP No. 24-21; 2) Approving the Final Contract Amount of $294,219.06; 3) Ratifying the Release of Retention in the Amount of $14,710.95; and 4) Authorizing the Mayor to Sign the Notice of Completion.”

8.13 Investment Report for the Quarter Ended June 30, 2025. 130

Recommendation:
Accept and File the Investment Report for the Quarter Ended June 30, 2025.

8.14 Warrant Register No. 4 for the Period of 7/18/25 through 7/24/25 in the Amount of $1,618,309.44 170

Recommendation:
Ratify Warrants Totaling $1,618,309.44.

8.15 Warrant Register No. 5 for the Period of 7/25/25 through 7/31/25 in the Amount of $4,243,680.96 182

Recommendation:
Ratify Warrants Totaling $4,243,680.96.

8.16 Warrant Register No. 6 for the Period of 8/01/25 through 8/07/25 in the Amount of $3,481,140.81 190

Recommendation:
Ratify Warrants Totaling $3,481,140.81.

9. CONTINUED PUBLIC HEARING

9.1 Continued Public Hearing: Consideration of Certification of a Negative Declaration for a General Plan Amendment and Zone Change from (RS-2) to (MXC-1) for Properties Located at 3040, 3042-3046, 3102-3104, & 3106-3108 E. 16th St. and 1540 S. Harbison Ave. 201

Recommendation:
Adopt the Resolution Entitled: “Resolution of the City Council of the City of National City, California, Certifying a Negative Declaration, Pursuant to the California Environmental Quality Act (CEQA), by Making a Finding of No Significant Environmental Effect and Approving a General Plan Amendment to Change the General Plan Land Use Designation from Low-Medium Density Residential to Low Mixed-Use for Properties Located at 3040, 3042-3046, 3102-3104, & 3106-3108 East 16th Street and 1540 South Harbison Avenue.”

and

Introduce the Ordinance Entitled: “An Ordinance of the City Council of the City of National City, California, Approving a Zone Change for Properties Located at 3040, 3042-3046, & 3106-3108 East 16th street and 1540 South Harbison Avenue Changing the Zone from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1).”

10. PUBLIC HEARING

The following item(s) have been advertised as public hearing(s) as required by law.

10.1 Adoption and Second Reading of an Ordinance Amending Table 18.24.040 A and Table 18.24.040 D of Title 18 (Zoning) of the Municipal Code Related to Maximum Height and Number of Stories in the MXC-1 and MXD-1 Zones. 279

Recommendation:
Hold the Public Hearing and Adopt the Ordinance Entitled: “An Ordinance of the City Council of the City of National City, California, Amending Table 18.24.040 A and Table 18.24.040 D of Title 18 (Zoning) of the National City Municipal Code Related to Maximum Height and Number of Stories in the MXC-1 and MXD-1 Zones.”

10.2 Public Hearing to Consider of a Final EIR to Assess Project Impacts & Appeal a Planning Commission Denial of a Conditional Use Permit & Coastal Development Permit for a Proposed Fuel Transfer Facility Within BNSF Railroad Right-of-Way on BNSF Property. 288

Recommendation:
Staff recommends approving the appeal and adopting separate resolutions entitled: “A Resolution of the City Council of the City of National City, California, Certifying a Final Environmental Impact Report for a Proposed Fuel Transfer Facility (San Diego Clean Fuels LLC) within BNSF Railroad Right-of-Way and BNSF-Owned Property, Located West of the 1800 Block of Cleveland Avenue and North of West 19th Street, North to Civic Center Drive.” and “A Resolution of the City Council of the City of National City, California, Approving a Conditional Use Permit and Coastal Development Permit for a Proposed Fuel Transfer Facility (San Diego Clean Fuels LLC) within BNSF Railroad Right-of-Way and BNSF-Owned Property, Located West of the 1800 Block of Cleveland Avenue and North of West 19th Street, North to Civic Center Drive.”

11. STAFF REPORTS

11.1 SANDAG Smart Growth Incentive Program Cycle 6 Capital Project Funding Recommendations – Protest Letter 533

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Mayor and Councilmember / SANDAG Board Member Molina to Execute a Letter in Protest to the Preliminary Funding Recommendations for Award of SANDAG Smart Growth Incentive Program Cycle 6 Funds for Capital Projects.”

11.2 Amending City Council Policy No. 105 – Request by Member of the City Council to Place an Item on a City Council Agenda 541

Recommendation:
Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, Approving Amended City Council Policy No. 105, Request by Member of the City Council to Place an Item on a City Council Agenda.”

12. CITY MANAGER’S REPORT

13. ELECTED OFFICIALS REPORT

14. CITY ATTORNEY REPORT

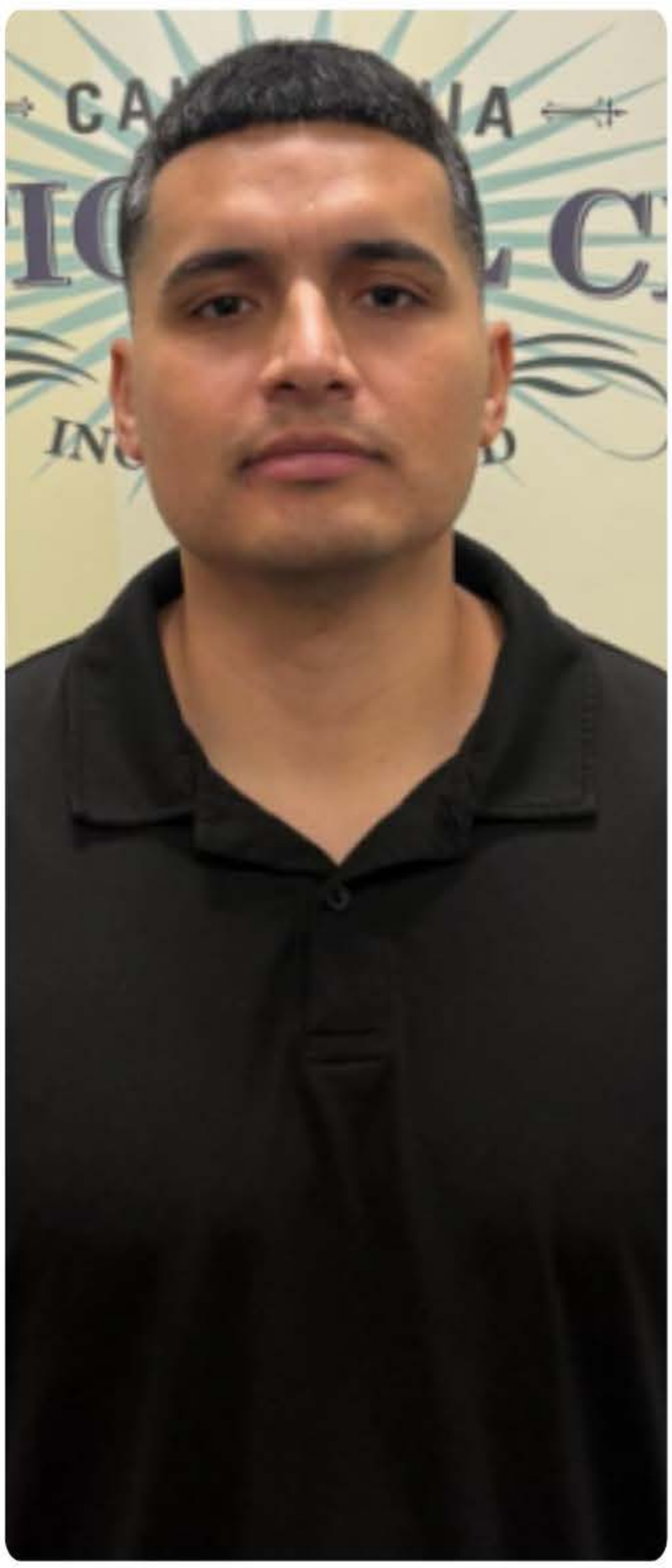
15. ADJOURNMENT

Regular Meeting of the City Council of the City of National City - Tuesday, October 21, 2025 - 6:00 p.m. - Council Chambers - National City, California.

SEPTEMBER 2025

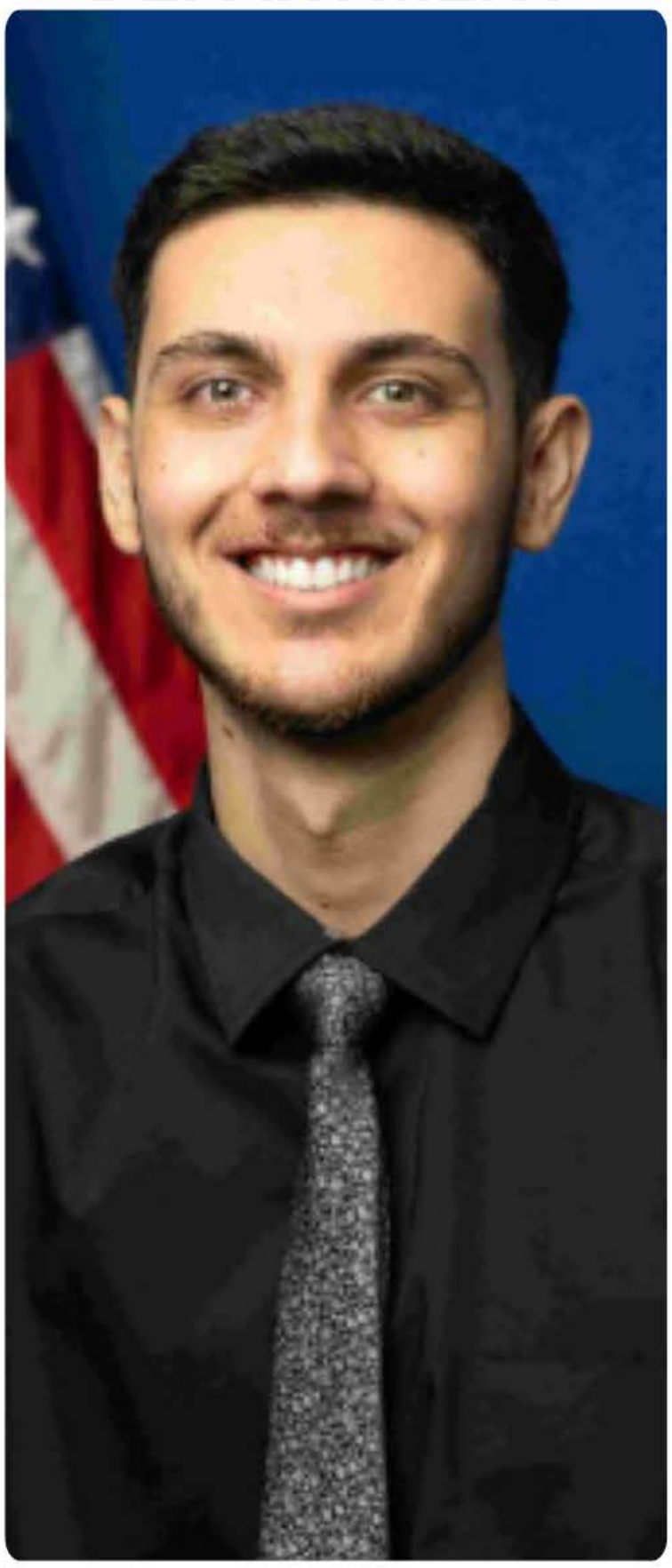
New Hires

ENGINEERING / PUBLIC WORKS



JULIAN PEREZ
Maintenance Worker

POLICE DEPARTMENT



RICHARD SHUGRUE
Property & Evidence Specialist 1

ENGINEERING / PUBLIC WORKS



ALAN ARROYO
Custodian

Welcome

CITY OF NATIONAL CITY
MEMORANDUM

DATE: August 26, 2025

TO: Scott Huth, Interim City Manager

FROM: [redacted] Alicia Hicks, Human Resources Director

SUBJECT: EMPLOYEE OF THE QUARTER PROGRAM

The Employee Recognition Program communicates the City's appreciation for outstanding performance. In doing so, it recognizes employees who maintain high standards of personal conduct and make significant contributions to the workplace and community.

The employee to be recognized for the 3rd Quarter of calendar year 2025 is:

Maria Marmolejo, Library Circulation Supervisor

By copy of this memo, the employee is invited to attend the Council meeting on Tuesday, September 16, 2025, to be recognized for her achievement and service.

Attachment

cc: Maria Marmolejo
Danielle Ghio, Director of Library Services
Shelley Chapel, City Clerk
Mayor's Executive Assistant
Human Resources – Office File

RECEIVED
AUG 20 2025
CITY OF NATIONAL CITY
HUMAN RESOURCES DEPARTMENT

August 20, 2025

Employee of the Quarter Recommendation: Maria Marmolejo

It is with great pride and enthusiasm that I nominate Maria Marmolejo for Employee of the Quarter. Maria has been a dedicated member of our library team for an incredible 38 years, serving as Circulation Supervisor, and continues to set the highest standard of service, leadership, and community care.

In her role, Maria demonstrates outstanding skill in planning, supervising, and coordinating the circulation of library materials. She expertly manages daily workflows, ensuring that patrons consistently receive efficient and effective service. Maria supports her staff with clear communication, thoughtful scheduling, and a keen ability to identify training needs, which strengthens the entire department. Her team both likes and respects her deeply, a testament to her strong leadership and compassionate approach.

Beyond her departmental duties, Maria regularly assists with events and programs across the library, willingly stepping in to help other supervisors and teams whenever needed. She has stayed late, come in on days off, and always goes the extra mile to support both her colleagues and the library's mission. Her knowledge of circulation practices, regulations, and new technologies is vast, and she uses her expertise to solve complex issues with patience and care.

Maria also exemplifies the library's commitment to community connection. She is loved by the public for her kindness, warmth, and professionalism. Whether addressing a challenging situation, guiding a patron, or supporting her colleagues, she brings a calm, respectful presence that fosters trust and positive relationships.

Her leadership extends beyond technical skills—Maria embodies the values of service, teamwork, and dedication. She models excellence for her staff, collaborates seamlessly with other departments, and ensures our library remains a welcoming and efficient community hub.

For her decades of service, her unwavering commitment to both staff and patrons, and her continued excellence in leadership, I can think of no one more deserving of this recognition than Maria Marmolejo. She truly represents the best of our library and is an ideal candidate for Employee of the Quarter.

Danielle Ghio
Director of Library Services

[redacted]

AGENDA REPORT

Department: City Clerk's Office
Prepared by: Shelley Chapel, MMC, City Clerk
Meeting Date: Tuesday, October 7, 2025
Approved by: Scott W. Huth, Interim City Manager

SUBJECT:
Approval of City Council Meeting Minutes

RECOMMENDATION:
Approve and file.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
Meeting Minutes:

Special City Council Meeting of September 9, 2025 – Closed Session
Special City Council Meeting of September 16, 2025 – Closed Session
Regular City Council Meeting of September 16, 2025

FINANCIAL STATEMENT:
Not applicable.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Not Applicable

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A - Special City Council Meeting of September 9, 2025 – Closed Session – Meeting Minutes
Exhibit B - Special City Council Meeting of September 16, 2025 – Closed Session – Meeting Minutes
Exhibit C - Regular City Council Meeting of September 16, 2025 – Meeting Minutes

SPECIAL MEETING MINUTES OF THE CITY COUNCIL

September 9, 2025, 5:00 p.m.
City Council Chamber - 1243 National City Boulevard
National City, CA

Present:	**Councilmember Molina** **Councilmember Rodriguez** **Councilmember Yamane** *(arrived 5:05 p.m.)* **Vice-Mayor Bush** **Mayor Morrison**
Others Present:	**Scott W. Huth, Interim City Manager** **Richard Romero, Assistant City Attorney** **Shelley Chapel, City Clerk** *(via Zoom)* **Tonya Hussain, Deputy City Clerk**

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1. CALL TO ORDER

A Special Meeting of the City Council of the City of National City was called to order at 5:03 p.m. via teleconference and in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

2. ROLL CALL

Councilmembers present: Molina, Rodriguez, Yamane *(arrived 5:05 p.m.),* Bush, Morrison

3. PLEDGE OF ALLEGIANCE TO THE FLAG

Councilmember Rodriguez led the Pledge of Allegiance.

4. PUBLIC COMMENT (Public Comment will be restricted to Agenda Items Only)

The Mayor allowed two-minutes for each public comment.

Three in-person comments were received:

Alex Gutterud Michael Aguirre Maria Severson

5. CLOSED SESSION

Members retired into Closed Session at 5:03 p.m. and returned at 8:23 p.m. with all members present in attendance: Bush, Rodriguez, Yamane, Morrison, Molina, Huth, and Romero. Vice-Mayor Bush left at 8:22 p.m.

5.1 **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**
Significant Exposure to Litigation
Government Code Section 54956.9(d)(2)
Number of Potential Case: 1

Mayor Morrison introduced Assistant City Attorney Romero who reported that there was no reportable action on Closed Session agenda Item 5.1.

6. ADJOURNMENT

Mayor Morrison adjourned to the Regular Meeting of the City Council of the City of National City, Tuesday, September 16, 2025, 6:00 p.m. in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

The meeting adjourned at 8:23 p.m.

_____
Shelley Chapel, MMC, City Clerk

The foregoing minutes were approved at the Regular Meeting of October 7, 2025.

_____
Ron Morrison, Mayor

SPECIAL MEETING MINUTES OF THE CITY COUNCIL
CLOSED SESSION

September 16, 2025, 4:00 p.m.
City Council Chamber - 1243 National City Boulevard
National City, CA

Present:
Councilmember Molina
Councilmember Rodriguez *(arrived 4:12 p.m.)*
Councilmember Yamane
Vice-Mayor Bush *(arrived 4:08 p.m.)*
Mayor Morrison

Others Present:
Scott W. Huth, Interim City Manager
Barry J. Schultz, City Attorney
Shelley Chapel, City Clerk *(via Zoom)*
Bruce Foltz, Director of Finance
Tonya Hussain, Deputy City Clerk
Alicia Hicks, Human Resources Director
Rod Coppedge (Special Counsel)
Steven Berliner (Liebert Cassidy Whitmore)

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1. CALL TO ORDER

A Special Meeting of the City Council of the City of National City was called to order at 4:02 p.m. via teleconference and in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

2. ROLL CALL

Councilmembers present: Molina, Rodriguez, Yamane, Bush, Morrison

3. PLEDGE OF ALLEGIANCE

Councilmember Molina led the Pledge of Allegiance.

4. PUBLIC COMMENT (Public Comment will be Restricted to Agenda Items Only)

There were no public comments.

5. CLOSED SESSION

Members retired into Closed Session at 4:05 p.m. with all members present: Molina, Rodriguez (*arrived at 4:12 p.m.*), Yamane, Bush (*arrived at 4:08 p.m.*), Morrison, and Schultz.

Item 5.2 was taken out of order and discussed with all members present. *Special Counsel Rod Coppedge* joined via Zoom at 4:02 p.m. and left at 4:17 p.m.

Item 5.3 was discussed next, beginning at 4:18 p.m., with all members present. Also present: *City Manager Huth*, *Director of Finance Foltz*, and *Human Resources Director Alicia Hicks*.

Labor Negotiator Steven Berliner joined via Zoom for this item.
Berliner and Foltz exited Closed Session at 5:04 p.m.
Discussion on Item 5.3 was paused at 5:04 p.m. to proceed following Item 5.4.

Item 5.4 began at 5:05 p.m. and ended at 5:33 p.m. with all members present.

Also in attendance: *City Manager Huth*, *Director of Finance Foltz*, *Human Resources Director Hicks*, and *Fred Wilson (Ralph Anderson & Associates)*, who joined via Zoom.

Item 5.3 resumed at 5:33 p.m. with all members present.

Also present: *City Manager Huth*, *Director of Finance Foltz*, and *Human Resources Director Hicks*.

Closed Session concluded at 5:58 p.m.

5.1 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant Exposure to Litigation
Government Code Section 54956.9(d)(2)
Number of Potential Cases: 1

5.2 LIABILITY CLAIM
Government Code Section 54954.5
WORKERS COMPENSATION CLAIM INO. 19-143686
ADJ: J12435162
Claimant: Nagle, Daniel v. City of National City

5.3 CONFERENCE WITH LABOR NEGOTIATORS
Government Code Section 5457.6
Employee Organizations:
Municipal Employees' Association (SEIU, Local 221),
National City Firefighters Association (Local 2744), and
Police Officers Association (POA),
Unrepresented Groups: Executive, Confidential, and Management
Agency Designated Representatives:
Steven Berliner (Labor Negotiator)
Scott Huth (Interim City Manager)
Bruce Foltz (Finance Director)
Alicia Hicks (Human Resources Director)
Conchita Waite (Human Resources)

5.4 PUBLIC EMPLOYMENT
Government Code Section 54957(b)

Position to be filled: City Manager

6. ADJOURNMENT

Mayor Morrison adjourned to the Regular Meeting of the City Council of the City of National City, Tuesday, September 16, 2025, 6:00 p.m. in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

The meeting adjourned at 5:59 p.m.

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Shelley Chapel, MMC, City Clerk

The foregoing minutes were approved at the Regular Meeting of October 7, 2025.

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Ron Morrison, Mayor

REGULAR MEETING MINUTES OF THE CITY COUNCIL

September 16, 2025, 6:00 p.m.
City Council Chamber - 1243 National City Boulevard
National City, CA

Present:	**Councilmember Molina**
	Councilmember Rodriguez
	Councilmember Yamane
	Vice-Mayor Bush
	Mayor Morrison
Others Present:	**Scott W. Huth, Interim City Manager**
	Barry J. Schultz, City Attorney
	Shelley Chapel, City Clerk *(via Zoom)*
	Derek Aydelotte, Police Captain
	Bruce Foltz, Director of Finance
	Danielle Ghio, City Librarian
	Alicia Hicks, Director of Human Resources
	Tonya Hussain, Deputy City Clerk
	Martha Juarez, Assistant Director of Engineering/Public Works
	Sergio Mora, Fire Chief
	Martin Reeder, Acting Director of Community Development

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1. CALL TO ORDER

A Regular Meeting of the City Council of the City of National City was called to order at 6:10 p.m. via teleconference and in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

2. ROLL CALL

Councilmembers present: Molina, Rodriguez, Yamane, Bush, Morrison
Interpretation in Spanish provided by Carlos Diaz and Luisa Diaz de Leon.

3. PLEDGE OF ALLEGIANCE TO THE FLAG

Vice-Mayor Bush led the Pledge of Allegiance.

4. INVOCATION

Invocation delivered by Word of Life Worship Center of National City Pastor Benny Madrid.

5. PUBLIC COMMENT

Mayor Morrison summarized the process for acceptance of live public comment allowing two (2) minutes per comment.

In-person comment:	Virtual comment:
Ted Godshalk	Judi Strang
Ed Nieto	Megan Stuart
Geoffrey Schrock	Madison Rapp
Wendy Egan	

Written comment was received Les Johnson.

6. PROCLAMATIONS AND RECOGNITION

Item to be heard at a future meeting.

6.1 Employee of the Quarter - Maria Marmolejo, Library Circulation Supervisor

7. PRESENTATION (Limited to Five (5) Minutes each)

7.1 City-Wide Service Projects with the Sierra Service Project - Accept Proclamation and Provide Presentation

PowerPoint Presentation provided by Community Development Manager Angelita Palma and Sierra Service Project, Executive Director Megan Taylor.

Mayor Morrison presented the Proclamation, which was accepted by Megan Taylor.

Vice-Mayor Bush left the dais at 6:34 p.m. and returned at 6:36 p.m.

Councilmember Rodriguez left the dais at 6:36 p.m. and returned at 6:38 p.m.

7.2 Technical Assistance Panel Report for the Green Corridors Project

PowerPoint presentation provided by San Diego State University Executive Director of Center for Regional Sustainability Jessica Barlow; San Diego State University Associate Professor Madison Swayne; Urban Land Institute Executive Director Chris Clark; Keyser Marston Associates Manager Michael Tactay; Chen Ryan & Associates Senior Transportation Engineer Jonathan Sanchez; MIG Heritage Conservationist Allison Lee; and Urban Land Institute Senior Associate Tatiana Perez.

Public comment was received from Janice Reynoso and Randy Torres-Van Vleck.

Recommendation: File the Report

8. REGIONAL BOARDS AND COMMITTEE REPORTS (Limited to Five (5) Minutes each)

Councilmember Molina provided a SANDAG Board of Directors meeting update.

Vice-Mayor Bush reported on the MTS Board meeting and the potential increase of fares and also provided an update from the San Diego County Air Pollution Control District meeting.

Mayor Morrison announced a joint SANDAG meeting with the Transportation and Regional Planning Committee.

9. INTERVIEWS AND APPOINTMENTS

9.1 Appointments: City Boards, Commissions, and Committees – City Council Interview and Appointment for the Civil Service Commission and Planning Commission.

Recommendation: City Council to Conduct Interviews and Appoint.

Civil Service Commission Applicant Robert Werner was not present to be interviewed.

ACTION: Motion by Councilmember Yamane, seconded by Vice-Mayor Bush to Appoint Robert Werner to the Civil Service Commission with a term ending September 30, 2029.

Interviews were conducted for the following Planning Commission applicants:

Sherry Gogue
Cynthia Fuller Quinonez

Applicants Brandon Bueoy and Priyank Patel withdrew their applications prior to the meeting.

City Council votes for Planning Commissioner were as follows:
Mayor Morrison – Sherry Gogue
Councilmember Rodriguez – Cynthia Fuller Quinonez
Councilmember Yamane – Sherry Gogue
Councilmember Molina – Sherry Gogue
Vice-Mayor Bush – Sherry Gogue

Applicant Sherry Gogue received the majority of the votes and was appointed to the Planning Commission with a term ending March 31, 2028.

9.2 Appointments: City Boards, Commissions, and Committees – Mayoral Appointments to the Board of Library Trustees; Parks, Recreation & Senior Citizens Advisory Committee; Public Art Committee; and, Traffic Safety Committee.

Recommendation: Mayoral Appointment with the City Councilmembers' Confirmation.

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Yamane to appoint Jose Lopez to the Board of Library Trustees with a term ending September 30, 2028; and, Cindy Lopez with a term ending September 30, 2027.

Motion carried by unanimous vote.

ACTION: Motion by Councilmember Yamane, seconded by Vice-Mayor Bush to appoint Josephine Nethers to the Parks, Recreation & Seniors Citizen Advisory Committee with a term ending September 30, 2028.

Motion carried by unanimous vote.

ACTION: Motion by Councilmember Molina, seconded by Councilmember Yamane to reappoint to the Public Art Committee, Ryan Johnson and Jacqueline Schliapnik-Garcia with terms ending September 30, 2028; and, to appoint Cjey De La Rosa to the alternate position with a term ending September 30, 2027.

Motion carried by unanimous vote.

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Yamane to reappoint Kelly Piper and Cynthia Fuller Quinonez to the Traffic Safety Committee with terms ending September 30, 2028; and to appoint Rolly Erum with a term ending September 30, 2027.

Motion carried by unanimous vote.

10. CONSENT CALENDAR

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Molina to approve Consent Calendar Items with the exception of Items 10.3, 10.6, 10.11, 10.14, 10.15, and 10.16.

Motion carried by unanimous vote.

10.1 Approval of Reading by Title Only and Waiver of Reading in Full of Ordinance on this Agenda

Motion carried by unanimous vote.

10.2 Approval of City Council Meeting Minutes

Approve and file.

Motion carried by unanimous vote.

Item pulled for public comment.

10.3 Approval for Mayor Ron Morrison and Councilmember Ditas Yamane to Attend the San Diego Regional Chamber of Commerce 2025 Binational Delegation to Mexico City on October 12-15, 2025.

Public comment received from Ed Nieto.

Recommendation: Grant Approval for Mayor Ron Morrison and Councilmember Ditas Yamane to Attend the San Diego Regional Chamber of Commerce 2025 Binational Delegation to Mexico City on October 12-15, 2025.

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Molina to approve the staff recommendation.

Motion carried by unanimous vote.

10.4 Approving Proposed Amendments to the Board of Library Trustees Bylaws.

Adopted Resolution No. 2025-118.

Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, Approving Proposed Amendments to the Board of Library Trustees Bylaws.”

Motion carried by unanimous vote.

10.5 August 2025 Update of Sewer System Management Plan

Adopted Resolution No. 2025-119.

Adopt a Resolution Entitled, “Resolution of the City Council of the City of National City, California, Accepting the Updated Sewer System Management Plan.”

Motion carried by unanimous vote.

Item pulled for public comment.

10.6 Awarding a Contract to Griffith Company for the Bayshore Bikeway Segment 5 and Connections Project, CIP No. 19-24.

Adopted Resolution No. 2025-120.

Public comment was received from Ed Nieto.

Written comment was received from Ted Godshalk.

Recommendation: 1) Awarding a Contract to Griffith Company in the Not-to-Exceed Amount of $13,076,599.50 for the Bayshore Bikeway Segment 5 and Connections Project, CIP No. 19-24; 2) Authorizing a 10% Contingency in the Amount of $1,307,660 for Unforeseen Changes; and 3) Authorizing the Mayor to Execute the Contract.”

ACTION: Motion by Councilmember Yamane, seconded by Councilmember Rodriguez to approve the staff recommendation.

Motion carried by unanimous vote.

10.7 Installation of Red Curb “No Parking” at the Intersection of Harbison Avenue and E. 7th Street to Improve Visibility for Vehicles Exiting E. 7th Street onto Harbison Avenue.

Adopted Resolution No. 2025-121.

Adopt a Resolution entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Installation of Red Curb “No Parking” at the Intersection of Harbison Avenue and E. 7th Street to Improve Visibility.”

Motion carried by unanimous vote.

10.8 Installation of Red Curb “No Parking” at the Intersection of Palm Avenue and E. 11th Street to Improve Visibility at the Intersection.

Adopted Resolution No. 2025-122.

Adopt a Resolution entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Installation of Red Curb “No Parking” at the Intersection of Palm Avenue and E. 11th Street to Improve Visibility.”

Motion carried by unanimous vote.

10.9 Investment Transactions for the Month Ended April 30, 2025.

Accept and File the Investment Transaction Ledger for the Month Ended April 30, 2025.

Motion carried by unanimous vote.

10.10 Investment Transactions for the Month Ended May 31, 2025.

Accept and File the Investment Transaction Ledger for the Month Ended May 31, 2025.

Motion carried by unanimous vote.

Item pulled for public comment.

10.11 First Amendment to the Agreement with Terra Realty Advisors to Include Phase II Scope of Services for Digital Billboard Consulting and Increasing the Not-to-Exceed Amount by $27,000.

Adopted Resolution No. 2025-123.

Public comment was received from Thomas Rike.

Written comment was received from Ted Godshalk.

Recommendation: Adopt the Resolution entitled, “Resolution of the City Council of the City of National City, California, Authorizing the Mayor to Execute a First Amendment to the Agreement with Terra Realty Advisors, Inc. to Modify the Scope of Services and Increase the Not-to-Exceed Amount by $27,000.”

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Rodriguez to adopt the resolution.

Motion carried by unanimous vote.

10.12 Subordination of the HOME Investment Partnerships Program Loan for 138 Norton Avenue to Refinance the Property.

Adopted Resolution No. 2025-124.

Adopt the Resolution Entitled “Resolution of the City Council of the City of National City, California, Authorizing the City Manager or their Designee to Execute a Subordination Agreement with T & T Community Properties LLC, a California Limited Liability Company, and Neighborhood National Bank, Subordinating the Deed of Trust that Secures the City’s HOME Investment Partnerships Loan for $717,500 on Eight Restricted Rental Units Located at 138 Norton Avenue in National City.”

Motion carried by unanimous vote.

10.13 Support for the State’s proposed Utility Affordability & Accountability Legislative Package

Adopted Resolution No. 2025-125.

Adopt the Resolution entitled, “A Resolution of the City Council of the City of National City, California, Supporting the State’s Utility Affordability and Accountability Legislative Package for the 2025-2026 California Legislature Regular Session.”

Motion carried by unanimous vote.

Item pulled for public comment.

10.14 Warrant Register No. 1 for the Period of 6/27/25 through 7/03/25 in the Amount of $3,570,896.28

Public comment was received from Thomas Rike.

Recommendation: Ratify Warrants Totaling $3,570,896.28.

ACTION: Motion by Councilmember Yamane, seconded by Mayor Morrison to ratify the warrants for Agenda Items 10.14, ,10.15, and 10.16.

Motion carried by unanimous vote.

Item pulled for public comment.

10.15 Warrant Register No. 2 for the Period of 7/4/25 through 7/10/25 in the Amount of $3,916,320.12

Public comment was received from Thomas Rike.

Recommendation: Ratify Warrants Totaling $3,916,320.12.

ACTION: Motion by Councilmember Yamane, seconded by Mayor Morrison to ratify the warrants for Agenda Items 10.14, ,10.15, and 10.16.

Motion carried by unanimous vote.

Item pulled for public comment.

10.16 Warrant Register No. 3 for the Period of 7/11/25 through 7/17/25 in the Amount of $9,673,071.64

Public comment was received from Thomas Rike.

Recommendation: Ratify Warrants Totaling $9,673,071.64.

ACTION: Motion by Councilmember Yamane, seconded by Mayor Morrison to ratify the warrants for Agenda Items 10.14, ,10.15, and 10.16.

Motion carried by unanimous vote.

11. PUBLIC HEARING

11.1 Public Hearing – Re-Introduction of an Amendment of NCMC 9.38 Establishing a Tobacco Retail License Program

Adopted Ordinance No. 2025-2547.

Acting Community Development Director Martin Reeder introduced the item.

Mayor Morrison opened the public hearing at 7:57 p.m.

In-person comment:
Jack Bazzi
Salwan Nafsu
Ed Nieto
Lance Hermiz
Haitham Bidi
Irma Hernandez
Wameed Tepo
Melad
Mike
Jeff Mansour
Arkan Somo
Tony Konja
Kouma K.
Rami Tobiya
Nadia Hermiz

Zoom comment:
Peggy Walker
Megan Stuart
Leigh Martin
Becky Rapp
Blythe Young
Madison Rapp
Judi Strang
Laina Delgado Flores
Manuel Andrade
Emily Miller

Written comment:
Ted Godshalk
Liz Murphy
Leigh Martin

Vice-Mayor Bush left the dais at 8:41 p.m. and returned at 8:42 p.m.

Gloria Salas registered a position in favor, but did not wish to speak.
Hadil Shamoon and Brian Maty registered a position in opposition, but did not wish to speak.

ACTION: Motion by Councilmember Rodriguez, seconded by Councilmember Molina to close the Public Hearing.

Motion carried by unanimous vote.

Public Hearing closed at 8:48 p.m.

Recommendation: Re-Introduce the Ordinance Entitled, “An Ordinance of the City Council of the City of National City, California, Amending Title 9 of the National City Municipal Code by Amending Chapter 9.38 Pertaining to Tobacco Retailer Licensing and Restricting the Sale, Display and Promotion of Tobacco to Youth.”

ACTION: Motion by Councilmember Rodriguez, seconded by Councilmember Yamane to adopt the Ordinance.

Substitute motion by Mayor Morrison, seconded by Councilmember Molina that tonight’s meeting serve as a re-introduction of the item with a second reading and adoption to occur at the next City Council meeting; to implement the program with an amendment to remove language prohibiting the license to be transferred with the caveat that the business must remain at the same location; and, to cap the retail licenses at 60.

Motion failed by 2-3 vote.

Ayes: Molina, Morrison
Nays: Rodriguez, Yamane, Bush

Original motion:
Motion carried by 3-2 vote.

Ayes: Rodriguez, Yamane, Bush
Nays: Molina, Morrison

Mayor Morrison called for a recess at 9:39 p.m.

Members reconvened at 9:51 p.m. with Vice-Mayor Bush absent.

Vice-Mayor returned to the dais at 9:54 p.m.

At 9:54 p.m., Mayor Morrison released the translator.

11.2 Introduction and First Reading of an Ordinance Amending Table 18.24.040 A and Table 18.24.040 D of Title 18 (Zoning) of the Municipal Code Related to Maximum Height and Number of Stories in the MXC-1 and MXD-1 Zones.

Acting Director of Community Development Martin Reader introduced the item.

Public Hearing opened at 9:56 p.m.

Public comment was received from Thomas Rike.

ACTION: Motion by Councilmember Molina, seconded by Mayor Morrison to close the Public Hearing.

Motion carried by unanimous vote.

Public Hearing closed at 9:57 p.m.

Recommendation: Hold the Public Hearing and Introduce the Ordinance Entitled: An Ordinance of the City Council of the City of National City, California, Amending Table 18.24.040A and Table 18.24.040D of Title 18 (Zoning) of the National City Municipal Code Related to Maximum Height and Number of Stories in the MXC-1 and MXD-1 Zones."

ACTION: Motion by Councilmember Yamane, seconded by Councilmember Rodriguez to introduce the Ordinance.

Motion carried by unanimous vote.

11.3 Public Hearing: Consideration of Certification of a Negative Declaration for a General Plan Amendment and Zone Change from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1) for Properties Located at 3040, 3042-3046, 3102-3104, & 3106-3108 E

Acting Director of Community Development Martin Reader introduced the item.

Mayor Morrison opened the Public Hearing at 10:06 p.m.

Mayor Morrison disclosed that his residence was located within 1,000 feet of the properties listed and recused himself.

Mayor Morrison left the dais at 10:08 p.m.

Public comment was received from Sushmitha Kudari.

Written comment was received from Christopher Gonzalez.

ACTION: Motion by Councilmember Molina, seconded by Councilmember Yamane to close the Public Hearing.

Motion carried by unanimous vote of those present.

Mayor Morrison was absent due to recusal.

Public Hearing closed at 10:12 p.m.

Recommendation: Adopt the Resolution Entitled: "Resolution of the City Council of the City of National City, California, Certifying a Negative Declaration, Pursuant to the California Environmental Quality Act (CEQA), by Making a Finding of No Significant Environmental Effect and Approving a General Plan Amendment to Change the General Plan Land Use Designation from Low-Medium Density Residential to Low Mixed-Use for Properties Located at 3040, 3042-3046, 3102-3104, & 3106-3108 East 16th Street and 1540 South Harbison Avenue."

and

Recommendation: Introduce the Ordinance Entitled: "An Ordinance of the City Council of the City of National City, California, Approving a Zone Change for Properties Located at 3040, 3042-3046, & 3106-3108 East 16th street and 1540 South Harbison Avenue Changing the Zone from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1)."

ACTION: Motion by Councilmember Yamane to deny the resolution. Motion died for lack of a second.

ACTION: Motion by Councilmember Molina, seconded by Councilmember Yamane to adopt the resolution.

Motion failed due to a tie vote.

Ayes: Molina, Bush
Nays: Rodriguez, Yamane
Absent due to recusal: Mayor Morrison

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Molina to continue the meeting to the October 7th City Council meeting.

Motion carried unanimously by those present.

Mayor Morrison was absent due to recusal.

Mayor Morrison returned to the dais at 10:35 p.m.

At 10:35 p.m., Councilmember Molina reminded the City Council of Policy #104 that requires the City Council Meeting to be adjourned no later than 10:30 p.m. unless extended by Council vote.

ACTION: Motion by Councilmember Molina, seconded by Councilmember Rodriguez to extend the meeting beyond 10:30 p.m.

Motion carried by unanimous vote.

12. STAFF REPORTS

12.1 League of California Cities Annual Conference – Designation on Voting Delegate and Alternate(s)

Adopted Resolution No. 2025-127.

Recommendation: Adopt a Resolution Entitled, Resolution of the City Council of the City of National City, California, Designating a Voting Delegate and up to Two Alternates to Represent the City of National City at the 2025 League of California Cities Annual Conference and Expo."

ACTION: Motion by Vice-Mayor Bush, second by Councilmember Molina to appoint Vice-Mayor Bush as the voting delegate and assign Pedro Garcia as the alternate.

Motion carried by unanimous vote.

13. CITY MANAGER'S REPORT

13.1 FY2025-2026 Work Program

Interim City Manager Scott Huth provided a report.

14. ELECTED OFFICIALS REPORT

Closing remarks were provided by members of the City Council.

14.1 POLICY 105 REQUEST - Discussion on Housing in National City - Housing Summit - Requested by Councilmember Molina

Councilmember Molina introduced the item.

ACTION: Motion by Vice-Mayor Bush, seconded by Councilmember Molina to add the item to the October 21st City Council meeting agenda.

Motion carried by unanimous vote.

Closing remarks were provided by members of the City Council.

15. CITY ATTORNEY REPORT

Mayor Morrison introduced City Attorney Schultz who announced no reportable action on Closed Session Agenda Items 5.1, 5.2, and 5.4.

Item 5.3 - City Council provided negotiators with instructions for continued discussions with the Police Officers Association.

CLOSED SESSION

5.1 **CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**
Significant Exposure to Litigation
Government Code Section 54956.9(d)(2)
Number of Potential Cases: 1

5.2 **LIABILITY CLAIM**
Government Code Section 54954.5
WORKERS COMPENSATION CLAIM NO. 19-143686
ADJ: J12435162
Claimant: Nagle, Daniel v. City of National City

5.3 **CONFERENCE WITH LABOR NEGOTIATORS**
Government Code Section 5457.6
Employee Organizations:
Police Officer s Association (POA),
Unrepresented Groups: Executive, Confidential, and Management
Agency Designated Representatives:
Steven Berliner (Labor Negotiator)
Scott Huth (Interim City Manager)
Bruce Foltz (Finance Director)
Alicia Hicks (Human Resources Director)

5.4 **PUBLIC EMPLOYMENT**
Government Code Section 54957(b)
Position to be filled: City Manager

16. ADJOURNMENT

Mayor Morrison adjourned to the Regular Meeting of the City Council of the City of National City, Tuesday, October 7, 2025, 6:00 p.m. in the Council Chamber, located in City Hall, 1243 National City Boulevard, National City, California.

The meeting adjourned at 10:58 p.m.

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Tonya Hussain, CMC, Deputy City Clerk

The foregoing minutes were approved at the Regular Meeting of October 7, 2025.

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Ron Morrison, Mayor

AGENDA REPORT

Department: **Library**
Prepared by: **Danielle Ghio, Director of Library Services**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Approval of a Five-Year Agreement with Innovative Interfaces Incorporated (Clarivate) for Polaris Integrated Library System (ILS) and Vega Products, the Total Contract Amount Not-to-Exceed $190,000.

RECOMMENDATION:
Adopt a Resolution Entitled "Resolution of the City Council of the City of National City, California, Authorizing the Mayor to Execute a Five-Year Agreement Between the City of National City and Innovative Interfaces Incorporated (Clarivate) for the Polaris Integrated Library System (ILS), Vega Discover Premium, and Vega Mobile Self-Checkout for a Total Contract Amount Not-to-Exceed $190,000."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
The National City Public Library currently uses an integrated library system (ILS) to manage library operations including cataloging, circulation, acquisitions, patron records, and online access. We assessed integrated library system (ILS) providers and invited each to demo their platforms for staff evaluation. We evaluated our current provider, SirsiDynix, as well as The Library Corporation and Clarivate. SirsiDynix and The Library Corporation had higher price points and offered fewer established features than Clarivate.

After evaluating available solutions, staff recommends transitioning to the Polaris ILS with Vega Discover Premium and Vega Mobile Self-Checkout, provided by Innovative Interfaces Incorporated (a Clarivate company).

This transition will modernize the Library's ILS infrastructure, improve functionality for staff and patrons, and integrate enhanced features such as mobile self-checkout, modernized catalog discovery, and improved authority and catalog management.

Contract Summary:

- **Annual Products & Licensing (Recurring):** $29,000 per year
- **One-Time Implementation Services:** $35,000 (includes data migration, system setup, training, and go-live support)
- **Contract Term:** 60 months (5 years)

- **Annual Increase:** 2.5% (Years 2–3), 3.5% (Years 4–5)
- **Total Estimated Contract Amount (5 Years):** Not to exceed $190,000

FINANCIAL STATEMENT:
Funding for this contract is available through the Library's Contract Services account, 104-86-41-41100-7299.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Parks, Recreation and Library

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – National City Public Library – Clarivate Contract
Exhibit B - Resolution

Innovative Interfaces Incorporated ("Clarivate")
789 E. Eisenhower Parkway
Ann Arbor, MI 48108

Order Form:

By signing this Order Form ("Order") you agree to order the Services and /or license the Products subject to the Agreement described below and you certify that you are authorized to enter into this Agreement on behalf of the Client effective as of the date of the last signature below.

Client:	National City Public Library		
Authorization by Client:		**Authorization by:**	Innovative Interfaces Incorporated
Signature:	Duly Authorized Signature	Signature:	[redacted]
Name:		Name:	Tim McGee
Title:		Title:	Vice President, Sales Operations
Date Signed:		Date Signed:	September 18, 2025

Q-00776453

Products (Annually Recurring):

Name	Description	Start Date	Contract Term (months)
Library Experience Essentials Single for Polaris	Bundle - The Library Experience Essential Bundle includes the Polaris Suite, Unlimited Polaris Staff Licenses, 30 SIP2 Licenses for Polaris, Polaris ZMARC Auto Authority, Hosting for Polaris, Vega Discover Premium, 5 ExpressCheck Licenses, and Innovative Mobile with Self Check Out.	Upon Implementation	60
Vega Mobile Self Check Out - Essentials Polaris	Bundle - Vega Mobile Self Check Out - Essentials Polaris	Upon Implementation	60
Vega Discover Premium - Essentials Polaris	Bundle - Vega Discover Premium - Essentials Polaris Vega Discover Premium -	Upon Implementation	60

	Essentials Polaris		
			Total Price for Year 1: 29,000.00 USD

Services (One Time):

Name	Description	One Time Fee
Polaris - Essentials - Implementation (Subs Service)	Polaris - Essentials - Implementation Polaris - Essentials - Implementation	9,200.00
Vega Mobile Self Check Out LXE Imp (Subs Service)	Vega Mobile Self Check Out LXE - Polaris - Implementation	5,500.00
Vega Discover Premium LXE - Polaris - Implementation (Subs Service)	Vega Discover Premium LXE - Polaris - Implementation Vega Discover Premium LXE - Polaris - Implementation	11,300.00
Polaris 3rd Party Data Extraction (Subs Service)	Polaris 3rd Party Data Extraction Polaris 3rd Party Data Extraction	9,000.00
INN-Reach Exit and Direct to INN-Reach API Implementation Services (Subs Service)	INN-Reach Exit and Direct to INN-Reach API Implementation Services For libraries discontinuing participation in current INN-Reach system via one method (e.g., Sierra or DCB/RSB) and re-joining the same INN-Reach consortium via the Direct to INN-Reach API for use with a non-Innovative ILS	0.00
		Total Price: 35,000.00 USD

- Start Date for new product(s) being purchased will commence following implementation.
- Statement of Work is attached for Services Orders.
- Payment terms are Net 30. If applicable, fees will be co-termed to align your billing to the same term.

Renewal Term:
For annually recurring products it will auto renew for consecutive 12-month terms following the expiration of the overall contract term as set out above ("Initial Term") unless either party provides at least ninety (90) days' notice of nonrenewal before the end of the then current term. Annual subscription fees may be increased each calendar year by up to 5%.

Product Terms:
GOVERNING LAW State of Delaware **GOVERNING TERMS**: The products and services set forth herein are governed by the terms found at

https://clarivate.com/terms-of-business for:

- The Clarivate Terms;
- The Product/Service Terms for Innovative; and
- If applicable, the Innovative Subscription and Perpetual Software Subscriptions Operational Terms

For the avoidance of doubt, the Terms as expressly detailed in this Order Form will take precedence in the event of a conflict with the Governing Terms.

Additional Information:
Year 1 Payment for Sub and 1X *1st payment due November 2025 $15,000* *2nd payment due February 2026 $15,000* *3rd payment due May 2026 $15,000* *Remaining balance of $19,000 due in July/August 2026* *Uplift Years 2-3 at 2.5%* *Uplift Years 4-5 at 3.5%* *The pricing offered by Clarivate herein expires 30 days from date of issue and based on the assumption that if accepted by Client, contracts will be executed within this 30-day period.* *Taxes: Except to the extent that you are tax-exempt as to the tax in question, Client will pay all sales, use and other taxes imposed by any applicable laws and regulations as a result of the payments under this agreement, including but not limited to: Canadian Goods and Services Tax ("GST"), Canadian Harmonized Sales Tax ("HST"), Canadian Provincial Sales Tax ("PST") and/or other transaction tax (Collectively "Excise Tax"). When applicable, these tax amounts will be reflected on invoices to Client.*

Legal Notice Information
Client Entity: National City Public Library Client Legal Address: 1401 National City Blvd National City CA United States 91950-4401

Billing Information: **Please review your billing address to ensure its accuracy.**	**Shipping Information:** **Please confirm the shipping address is accurate.**
National City Public Library 1401 National City Blvd National City CA United States 91950-4401	**National City Public Library** 1401 National City Blvd National City CA United States 91950-4401
Electronic **Invoice** Recipient(s):	Electronic **Renewal** Recipient(s):
If your subscribing institution requires the use of Purchase Orders, please indicate below. **Purchase Order #** **Billing Information Notes**	**Tax Registration Number #** If tax exempt, please include copy of supporting documentation with signed agreement or email a copy to tax.certificates@clarivate.com
Invoices will be emailed to the bill to-contact and renewals will be emailed to the ship-to-contact. If your institution is unable to accept electronic invoices, please check this box: ☐	

Statement of Work

Client: National City Public Library

Quote ID: Q-00776453

I. Purpose of this Statement of Work

The SOW provides an overview of the scope of the project and cost to complete the engagement based on Innovative's prior experience with similar projects and discussions with Client. The Client hereby acknowledges that this SOW does not capture all detailed requirements, but documents the high-level requirements and implementation approach.

II. Implementation Methodology

Innovative will provide an industry proven implementation methodology that ensures the success of both the project management and technical aspects of the software implementation project.

The goal of Innovative's project management is to ensure 1) that all aspects of the project are tracked and managed effectively, 2) risks and issues are tracked and managed effectively, 3) all project personnel, at Innovative and the Client, have on-demand access to all project management tools, documentation, and status information, and 4) timely completion of all deliverables with high quality.

To facilitate access to project information and resources, by Innovative and the Client, Innovative will establish an online project management site. The project management site will serve as the master archive for all project planning and management documents and databases, product documentation and inter-staff communication tools. The site will be established immediately upon assignment of the contract to the Innovative Project Manager, and access for Client project staff will be provided upon creation. The project management site will serve as the primary communication and sharing hub for the project management documents, tools, and methods.

Following contract signing, the Innovative project manager will work directly with the Client's implementation team to finalize a project schedule, and to reserve resources within our implementation team. The final schedule will be negotiated directly with the Client, and take into account Client staff availability for profiling and project management, and the various technical tasks that are required.

III. Scope of Services

A. Polaris Implementation

a. Project Initiation and Kickoff

During this phase the parties set up management of the project, agree on project team members for both parties, and setup the project reporting and timeline management process. The Project Manager will execute the project plan for Innovative, and work in conjunction with the migration team at the Client. Key elements of the process include:

- Jointly developing a project schedule, at the beginning of the project, to track the execution and delivery of every key aspect of the migration project
- Jointly developing a list of project risks that need to be planned for and managed during the implementation project, as well as assigning the individuals responsible for managing each area
- Regularly scheduled conference calls between the project team at Innovative and the Client, to review the status of project tasks, discuss and resolve areas of concern, and discussion of risk areas
- Regular status reports to the Client

- Working sessions, early in the project, to develop the plans named above, to explain the implementation process, answer questions, and to develop the policy and data mappings that will be required to configure Polaris and load your data

b. Profiling

i. Innovative will provide system profiling services. Profiling will be conducted as a multi-day online workshop, with the number and duration of sessions to be determined jointly by Innovative and the Client.

- Profiling services are conducted as working sessions, between the Innovative Project Manager and the ILS automation team at the Client. During the working sessions, the Project Manager will work with the automation team to document an extensive collection of system policy and profile information including, in part:
  - System, library and branch identities and locations, hours of operation, holidays, free days, patron and statistical categories, shelving locations, collections, material types, and numerous other operations parameters
  - Network and workstation data
  - Policy data such as circulation policies, fines and fees, notifications and notification policies, overdues, holds policies, holds routing, and numerous other pieces of policy information.

A comprehensive set of profiling guides and worksheets will be provided to the Client in advance of system profiling. These guides will allow the Client to understand the profiling decisions that must be made by the automation team and allow for data collection to commence in advance of the profiling working sessions with the Project Manager. The provided guides, as well as the consultation provided by the Project Manager during the profiling working sessions, assist the Client in understanding the decisions being made, their impact on system operation once in production, and the implications of some profiling decisions on other decisions that must be made. Following profiling sessions, the Innovative project manager will use existing system migration tools to load the policy and profile information directly into the Polaris test/training database.

c. Software Setup and Access in Cloud Environment

Innovative will install the Polaris Essentials bundle in the Cloud environment and upon completion, the client will confirm access to the software bundle outlined below and accept the software installation phase as complete.

- Polaris Essentials Bundle
  - Polaris ILS
  - Vega Discover Premium
  - Vega Mobile with Self-Checkout
- Polaris SMS Alerts
- Innovative Phone Alerts
- Training Server Build

d. Data Migration

Innovative will employ a “one database” concept for the Polaris implementation. The one database concept means that a single “shell” database is created at the beginning of the implementation, and as the implementation proceeds, successive layers of data and configuration are added to the database. This core database evolves during the project and serves as the basis for profiling, testing, training, test data migration and production migration. Innovative will provide Data Migration Services to migrate the client’s data from their existing ILS into the Polaris ILS including extraction (if contracted for), analysis, mapping and loading of data into the Polaris Test/Training Database, as well as extraction, migration and loading of the production database immediately prior to go-live on Polaris.

Data extraction and migration is performed in accordance with the specifications put forth in the Innovative Data Migration Guide. This guide specifies all data types that will be migrated from the legacy system. Included records are bibliographic, authority, item, patron, checkout, holds

and fines records. If the Client desires that other data types be migrated, feasibility and cost of migration will be determined at the time of the request.

During the course of the data load, the Client is responsible for working with Innovative on data verification to ensure that all of the data is migrated and reconciled over the course of the implementation. Pricing includes two full loads (test and production). Because of our data loading methodology, additional loads are usually not required. However, if the Client desires additional loads to be performed, they can be quoted for an additional cost.

e. Software Configuration

Innovative will configure the system, in accordance with system profiling, to meet the Client's needs within the existing functionality of Polaris.

f. Training Services

Training services are delivered through a combination of live remote web-based sessions, as well as on-demand e-learning modules.
Training topics will be detailed in the schedule during the preparation phase based on Client go-live priorities and target dates.

Standard training will include the following:

- 4 days of live instructor-led training
  - 1 day of Leap web client and Circulation training
  - 1 days of Cataloging training
  - 2 days of Acquisitions training
- On-Demand e-learning training modules covering:
  - Serials
  - System Administration
  - SimplyReports
  - Core functional training
  - ILL
  - Outreach
- Up to 7 hours of post e-learning live instructor-led Q&A

One day of training consists of 6 hours of instruction.

g. Go-Live

The Go-Live phase will begin one to two weeks before go-live (based on the schedule to be negotiated with the Client), when the final extraction of bibliographic records from the legacy database takes place. The key steps in the final go-live process are as follows:

i. Library Staff must complete training on the Polaris Offline client in preparation for going offline after the final data extraction.

ii. A copy of the Polaris test/training database will be copied to the Polaris Test database (if applicable) and the database on the production server will be scrubbed of the training data.

iii. The final data extraction will be performed from the legacy ILS (bibs, items, patrons, circ and holds data, etc.). At this point, no more work can be done in the legacy ILS.

iv. Staff begin off-line circulation in Polaris. In this mode, staff can check items in and out, and new patrons can be registered.

v. Client staff will work with Innovative, and other vendors, to switch 3rd party products and services to point to the Polaris production database. Innovative will provide the

necessary information such as IP addresses, port numbers and URLs that the Client needs to share with 3rd party vendors.

vi. The production data load is completed.

vii. Innovative and Client conduct QA of the database, and Client accepts the data load.

viii. Offline circulation files are uploaded to the Polaris production database.

ix. In-library PAC stations are switched to point to the Polaris PAC. Staff begin circulation in Polaris in on-line mode, and the Client goes live on Polaris.

x. During the Go Live process, Innovative provides online consulting and assistance, as needed.

h. Third Party Data Extraction

Phoenix10 Technologies will perform the extraction of data from the legacy system for National City Public Library.

IV. Acceptance Testing

Client will have thirty (30) days to verify functions outlined in the scope of work. Material defects not in compliance must be submitted in writing. Innovative shall clarify and resolve blocker problems within thirty (30) days of receipt of report or provide the Client with a written estimate of when resolution will occur. Within seven (7) days of receipt of notice of resolution from Innovative, the Client shall retest the function and confirm that the function has or has not been resolved. If not resolved, Innovative will continue working to resolve the problem until resolution is accepted by the Client. Once resolved the client's rights provided above will reset giving the client another thirty (30) days.

V. Project Tasks and Timeline

A detailed project schedule, and finalized project tasks and milestones, will be jointly established between the Client and Innovative following project initiation. The following table illustrates common project tasks and milestones, in their approximate order of execution.

MAJOR TASKS
Contract Signing
Initial Phone Call with Customer to discuss project and profiles
Library set-up in Supportal (Access, Documentation, Usage)
System Profiling
Server staging
Library System completes and submits Profiles to Project Manager
Data Pull for Test load data analysis
Implementation Profile input, review, and finalization
Data Mapping
Test data load
Polaris QA of Data Load
Library System has access to Test database for review and training
Training of a core team of library staff
Acceptance Testing by Library System begins

Library System internal staff training
Third Party prep and testing
Prepare for Polaris Offline
Data Sign-off for Production load
Library System is Offline with Polaris
Final data migration on Production server
Final Data QA
Library System review of Production database and upload offline files
Library System is Live on Polaris
Completion of System Acceptance Testing
Transition to Polaris Support

VI. Fees and Payment Terms

Fees for Services delivered under this SOW will be charged on a fixed price basis as set forth in the attached Order Form herewith and are made in good faith based on the activities, approach, and assumptions contained within the SOW. Payment terms for this SOW are as set forth in the Agreement. Any additional Change Requests will be performed at a blended rate of $200 per hour for all resources. Additionally, Client is responsible for all reasonable out-of-pocket costs and expenses incurred during delivery of services described in this SOW.

	Service Milestones	Percentage
Milestone 1	Kickoff, Profiling Visit	10%
Milestone 2	Software Installed, Profiling D/B Created	10%
Milestone 3	Data Mapping for Test Load, Software Configuration	20%
Milestone 4	Test Load	20%
Milestone 5	Training	20%
Milestone 6	Production Load	10%
Milestone 7	Go Live, Acceptance Testing	10%

VII. Innovative Services Team

The process of ensuring a seamless migration to a new integrated library system begins immediately after contract signing. After the contract is signed, Innovative will assign a project team to your implementation. The project team will consist of:

a. **Project Manager:** The Project Manager has extensive knowledge of the Polaris ILS, the Polaris ILS database, library workflows, and library data. All Polaris Project Managers have years of project management experience and have implemented ILS migrations for many libraries.

b. **Data Analyst:** The data migration specialist is responsible for creating, maintaining, and executing the SQL scripts, and other software, required for migrating your existing ILS databases into the Polaris ILS database. All Polaris Data Migration Specialists have extensive SQL skills, in-depth knowledge of MARC and other library data, and many years of experience in migrating ILS data.

c. **Polaris Trainer/Consultant:** One or more Polaris trainers/consultants will be assigned to your implementation, shortly after the project kicks off. Your trainers are selected based on their knowledge of the specific subsystems and options that you will be implementing, as well as their experience in training similar libraries. All Polaris trainers have significant experience in ILS operations and training.

d. **Polaris System Engineer:** The Polaris System Engineer performs the staging and installation for your Cloud system.

e. **Executive Sponsor:** The Executive Sponsor is assigned to the project to provide oversight, be an escalation point, ensure the success of the project, and participate in the project steering committee.

By assigning this multi-disciplinary team to your implementation we can maximize the familiarity of the project team with your library and your implementation.

VIII. Client Implementation Team

In order to ensure a successful implementation, Innovative requests that the Client designate individuals from your staff to assume responsibility for the following roles

a. **Executive Sponsor:** Provides executive oversight, ensuring the project is aligned to meet the goals of the Client project and Steering Committee.

b. **Project Manager:** Works directly with the Innovative Project Manager to ensure that risks are mitigated, appropriate communication is achieved, and milestones are met. Works with Innovative Project Manager to coordinate work plans, schedules, and teams' work. Will manage day-to-day operational aspects and ensure deliverables are met. Responsible for Project Steering Committee status reporting and Executive communications.

c. **Librarian Lead:** Works closely with Project Managers to ensure requirements are comprehensive and representative of the needs of the Client. The Librarian Lead will coordinate with key members of the team as required.

d. **Technical Lead:** Will be responsible for assisting with Client responsibilities related to data migrations and any other system level duties required by Client.

IX. Implementation Assumptions

As part of the Innovative proposal for the implementation, we have outlined the following project assumptions which are critical to the successful delivery of the project:

a. Client will have adequate resources available to ensure timely completion of any Client tasks outlined in the project schedule.

b. Timeline for the completion of this project will be established, through joint planning conversations between the client and Innovative during the initial stage of the project.

c. Client will provide a technical point of contact who is able to provide, or coordinate access to, necessary information and library resources. This includes information related to server access, collecting and providing any prerequisite information required to support installation and configuration of software, and other needs that may arise during the project.

d. Client will be responsible for all travel expenses if onsite work is conducted.

e. Statement of work assumes English for all project management, project meetings and communications, all user interfaces and documentation.

Statement of Work

Client: National City Public Library
Quote ID: Q-00776453

A. Purpose of this Statement of Work

The SOW provides an overview of the scope of the project and fees to complete the engagement based on Innovative's prior experience with similar projects and preliminary discussions with Client. The Client hereby acknowledges that the SOW is not meant to capture all detailed requirements but documents the high-level requirements and implementation approach discussed and that additional detailed requirements discussions will be required to outline the full scope of work between the Parties.

B. Project Scope of Services

The Scope of the project includes the following set of professional services:

1. VEGA Mobile App Implementation

Innovative Services Team ("Services Team") will work with the Client to configure, install, and test a customized VEGA Mobile application ("App") for the Client.
NOTE: Some services specified in this Statement of Work will be performed by third party vendor Solus ("Solus"), including creation of customized App for Client, and publishing of App to specified online app stores.

Specified work includes:

a. Project management
b. Project kickoff between Services Team and Client
c. Creation and configuration of Client instance on VEGA Mobile Content Management System ("CMS") for a single production environment
d. Custom App development
e. Publishing of App to Apple and/or Google app stores
f. Liaison with Solus
g. Post-implementation testing
h. Remediation of post-implementation issues found during testing

Services Team will work with the Client to deliver self-check functionality as specified in the Contract.

Specified work includes:
a. Configuration of VEGA Mobile Content Management System to enable self-checkout

C. Services Team

The Services Team will have the following resources available for this project:

1. Project Manager: Responsible for coordination of schedule and App delivery with the Client, consultation on App configuration requirements, and consultation on available App customization, and liaison with third party vendor Solus as necessary.

2. System Engineer: Responsible for creation of Client configuration in the VEGA Mobile Content Management System (CMS), and configuration of the ILS as required.

D. Client Implementation Team

1. Technical Lead: Will be responsible for assisting with Client responsibilities related to the installation and any other system level duties required by Client, and coordinating/providing all Client responsibilities identified in Implementation Assumptions.

E. Implementation Assumptions

1. Client will have adequate resources available to ensure timely completion of any Client tasks outlined in the project schedule.
2. Timeline for the completion of this project will be established, through joint planning conversations between the Client and Innovative during the initial stage of the project.
3. Client shall be responsible for:
    a. Participating in project kickoff, and assisting in establishing project schedule
    b. Providing images for App customization
    c. Applying for Apple Developer account, and providing app publishing credentials to Innovative Services team
    d. Providing Services Team with required profile and configuration information, in an App configuration questionnaire and App configuration spreadsheet to be provided by Services Team.
    e. Testing App download from Apple and Google app stores, and testing App for proper appearance, functionality, and configuration
    f. Providing Services Team with required information on Client's barcode symbologies, necessary for configuration of Barcode Selfcheck in the App
4. Client must establish an Apple Developer Program account in order for Innovative to publish app to Apple store. This account will be used by Innovative for publishing the Client's iOS app to the Apple store. This account must be maintained throughout the duration of the Client's VEGA Mobile contract. If Client does not establish an Apple Developer Program account, Innovative will no longer be responsible for publishing the app to the Apple store.
5. Client Implementation will be determined to be live upon the earlier of acceptance or 2 weeks of the app in the test flight environment.

F. Fees and Payment Terms

Fees for Services delivered under this SOW will be charged on a fixed price basis as set forth in the attached Order Form herewith and are made in good faith based on the activities, approach, and assumptions contained within the SOW. Payment terms for this SOW are as set forth in the Agreement. Any additional Change Requests will be performed at a blended rate of $200 per hour for all resources. Additionally, Client is responsible for all reasonable out-of-pocket costs and expenses incurred during this SOW. Pricing assumes that deliverables in this Statement of Work are completed within six months or additional Services fees will apply.

Statement of Work

Client: National City Public Library
Quote ID: Q-00776453

A. Purpose of this Statement of Work

The SOW provides an overview of the scope of the project and fees to complete the engagement based on Innovative's prior experience with similar projects and preliminary discussions with Client. The Client hereby acknowledges that the SOW is not meant to capture all detailed requirements but documents the high-level requirements and implementation approach discussed and that additional detailed requirements discussions will be required to outline the full scope of work between the Parties.

B. Project Scope of Services

The Scope of the project includes the following set of professional services:

1. Vega Premium Implementation

a) Innovative will install Vega Discover+ software.

Specified work includes, where necessary:

1) Project management
2) Requirements consultation between Client and Innovative
3) Post-implementation testing
4) Remediation of post-implementation issues, found during Innovative testing or found by the Client during the implementation period
5) Minimum scope of service to include:
    - Provisioning of a single production Vega Discover environment, and connection to Client's production ILS
    - Synchronization of production ILS and Vega Discover databases
    - Configuration training for Vega Discover
    - Product Overview
    - Access to recorded training sessions, and other online resources
    - Consultation on Best Practices
    - Publishing of 1st Guide

No work will be performed on the Client's production environment without prior notification to, and approval from, the Client. Work will be performed in pre-specified maintenance windows, as agreed upon in advance between the Client and Innovative.

Any requested work, outside of the specifications listed above, will be quoted at an additional cost, and written approval must be provided by the Client before work can proceed.

C. Innovative Services Team

The Services Team will have the following resources available for this project:

1. Project Manager: Project Managers have years of project management experience and have implemented library systems for many libraries.

2. System Engineer: System Engineers work with the Client on ILS setup and configuration as well as installations, network connections, and infrastructure configuration.

3. Trainer/Consultant: Trainers work with the Client to ensure an understanding of the configuration and use of the software

D. Client Implementation Team

1. Technical Lead: Will be responsible for assisting with Client responsibilities related to the installation and any other system level duties required by Client.

E. Implementation Assumptions

1. Client's production ILS environment must be running the current General Availability ("GA") version of the software, or later.
2. Client will have adequate resources available to ensure timely completion of any library tasks outlined in the project schedule.
3. Client will provide a technical point of contact who is able to provide, or coordinate access to, necessary information and Client resources. This includes information related to server access, collecting and providing any prerequisite information required to support installation and configuration of software, and other needs that may arise during the project.

F. Fees and Payment Terms

Fees for Services delivered under this SOW will be charged on a fixed price basis as set forth in the attached Order Form herewith and are made in good faith based on the activities, approach, and assumptions contained within the SOW. Payment terms for this SOW are as set forth in the Agreement. Any additional Change Requests will be performed at a blended rate of $200 per hour for all resources. Additionally, Client is responsible for all reasonable out-of-pocket costs and expenses incurred during this SOW.

RESOLUTION NO. 2025 – ___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE A FIVE-YEAR AGREEMENT BETWEEN THE CITY OF NATIONAL CITY AND INNOVATIVE INTERFACES INCORPORATED (CLARIVATE) FOR THE POLARIS INTEGRATED LIBRARY SYSTEM (ILS), VEGA DISCOVER PREMIUM, AND VEGA MOBILE SELF-CHECKOUT FOR A TOTAL CONTRACT AMOUNT NOT-TO-EXCEED $190,000.

WHEREAS, the National City Public Library requires an integrated library system (ILS) to manage essential operations including cataloging, circulation, acquisitions, patron records, and public discovery; and

WHEREAS, Innovative Interfaces Incorporated (Clarivate) provides the Polaris ILS, Vega Discover Premium, and Vega Mobile Self-Checkout products that will improve service efficiency, enhance patron access, and streamline library workflows; and

WHEREAS, the total cost of the agreement includes a $29,000 annual fee, with a 2.5% increase in years two and three and 3.5% increase in years four and five, for software licensing and support services and a $35,000 one-time implementation cost, for a total not-to-exceed amount of $190,000 over the five-year contract term; and

WHEREAS, staff recommends entering into a five-year agreement with Innovative Interfaces Incorporated (Clarivate) to provide these services;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1. That the City Council hereby authorizes the Mayor to execute an agreement with Innovative Interfaces Incorporated (Clarivate) for the Polaris ILS, Vega Discover Premium, and Vega Mobile Self-Checkout, for a total not-to-exceed contract amount of $190,000 over five years.

Section 2. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Fire Department**
Prepared by: **Walter Amedee, Emergency Manager**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, City Manager**

SUBJECT:
Approval of a Memorandum of Understanding (MOU) Between the City of National City and the California Governor's Office of Emergency Services (Cal OES) for Participation in the Safety Assessment Program (SAP).

RECOMMENDATION:
Adopt the Resolution Entitled, "Resolution of the City Council of the City of National City, California, Authorizing the Mayor to Execute a Memorandum of Understanding (MOU) with the California Governor's Office of Emergency Services (Cal OES) for the Safety Assessment Program (SAP)."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
The Safety Assessment Program (SAP), managed by Cal OES, provides licensed engineers, architects, geologists, certified building and public works inspectors, and trained SAP Coordinators to assist local governments in evaluating the safety of buildings and infrastructure following disasters.

The City of National City has identified the need to access SAP evaluators in the aftermath of a disaster. This MOU with Cal OES formalizes the framework for requesting or providing SAP resources. It defines responsibilities for both parties and ensures alignment with state emergency management best practices.

Under the MOU, the City agrees to provide deployment details to Cal OES, cover reasonable travel and lodging costs for SAP personnel (excluding State SAP personnel), deputize SAP evaluators as deputy building inspectors, and maintain activity logs. Cal OES will make reasonable efforts to provide SAP personnel, coordinate deployments, and communicate deployment details.

The MOU does not obligate funds or create legally binding obligations. Activities are contingent on available resources and funding. Approval of this agreement strengthens the City's disaster recovery capacity and ensures access to qualified evaluators during emergencies, enhancing community resilience and safety.

FINANCIAL STATEMENT:
There is no fiscal impact associated with the approval of this MOU. Costs related to deployment, if incurred, will be managed as part of a disaster response and may be reimbursable under state or federal disaster assistance programs.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Public Safety

ENVIRONMENTAL REVIEW:
This is not a project under CEQA and is therefore not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – MOU
Exhibit B – Resolution

MEMORANDUM OF UNDERSTANDING
BETWEEN
THE CITY OF NATIONAL CITY
AND
THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES
FOR THE SAFETY ASSESSMENT PROGRAM

The City of National City ("CITY") and the California Governor's Office of Emergency Services ("Cal OES") of the State of California of the United States of America, hereinafter referred to as "the Participants";

WHEREAS, the safety of the people of the State of California is of the utmost importance at all levels of state and local government;

WHEREAS, the State of California and the Federal Emergency Management Agency (FEMA) recognize the importance of written mutual aid agreements to facilitate response, recovery, and reimbursement;

WHEREAS, the Safety Assessment Program (SAP) utilizes volunteers and mutual aid personnel to provide licensed professional engineers, architects, geologists, certified building inspectors, certified public works inspectors, and SAP Coordinators, hereinafter referred to as "SAP personnel", to assist local governments in safety evaluation of their built environment in the aftermath of a disaster;

WHEREAS, SAP is intended to help local governments perform facility safety evaluations as quickly as possible; and

WHEREAS, the Participants seek to enter into this Memorandum of Understanding to request or provide SAP resources and personnel from each other in the event of a disaster.

Therefore, the Participants have reached the following understanding:

SECTION I
Objective

To establish a framework between the Participants for the provision of SAP personnel, managed by Cal OES, to be provided to the CITY for the purpose of conducting safety assessments.

SECTION II
Specific Activities

Responsibilities of each Participant and specific provisions regarding worker's compensation and immunity are set forth as follows.

A. CITY Responsibilities

1. Provide Cal OES with the number of SAP evaluators Cal OES is requesting and their preferred expertise, such as the number of licensed civil, structural, or geotechnical engineers, licensed architects, or certified building inspectors being requested;

2. Provide Cal OES with the number of days the SAP personnel will be needed, the date and time of arrival, and reporting location;

3. Be responsible for reasonable lodging, travel, and per diem costs for meals not provided of the volunteer SAP personnel deployed by Cal OES in response to the disaster or emergency, if applicable;

4. Be responsible for the hourly wages and overtime of local government SAP personnel deployed by Cal OES in response to the disaster or emergency, in addition to their reasonable lodging, travel, and per diem costs, if applicable;

5. Not be required to reimburse State SAP personnel;

6. The SAP personnel will be under the authority of the CITY once deputized by the CITY as deputy building inspectors, after which time the SAP personnel will be permitted to post official placards under the authority of the local jurisdiction;

7. Utilize SAP personnel only to evaluate building and/or infrastructure viability;

8. Maintain daily activity of all who participate in the SAP deployment on an ICS 214 Activity Log, including time of arrival and time of departure for the duration of the deployment and to provide copies of the ICS 214's to the state and federal disaster recovery specialists upon request;

9. Track and document costs to conduct safety assessments and support SAP personnel;

10. Upon completion of the SAP mobilization, all SAP personnel will be safely demobilized in accordance with standard emergency management best practices;

11. Upon completion of the SAP mobilization, pay all outstanding costs;

12. Not use SAP personnel to estimate building damage repair costs;

13. Not use SAP personnel for retrieval of possessions from privately or publicly owned buildings;

14. Keep records of the hours that the volunteers spent in the field, the normal hourly wage of each volunteer, and the volunteers' names, if it chooses to use the donated labor of SAP volunteers to offset their non-federal cost share; and

15. Will immediately report any injuries of SAP personnel to the Statewide Safety Assessment Program Coordinator.

B. Cal OES Responsibilities

1. Make reasonable efforts to provide SAP personnel to the CITY;

2. Coordinate contacting SAP personnel and consolidating names to provide to the CITY; and

3. For the purpose of deploying SAP personnel, provide all deployment information furnished by the CITY to SAP personnel, including but not limited to CITY Points of Contact, lodging location(s), and initial location to report for work.

C. Worker's Compensation and Immunity

1. To the extent permitted under California law, State SAP personnel and volunteers will be covered for worker's compensation by the State of California worker's compensation law, and local jurisdiction SAP personnel will be covered for worker's compensation through their own jurisdiction.

2. To the extent permitted by law, SAP personnel may have immunity from liability in accordance with the California Emergency Services Act Government Code section 8657(a), and the California Business and Professions Code sections 5536.27 and 6706. SAP personnel will also obtain immunity from liability by virtue of being deputized by the CITY. Nothing in this section shall provide immunity for intentional acts, gross negligence or willful misconduct, or any conduct outside the course and scope of official duties, or wherever else immunity is prohibited under California law.

SECTION III
Points of Contact

The CITY and Cal OES will also serve as the respective contact points for communication and information exchange, as well as any notice required to be submitted under this Memorandum of Understanding.

Cal OES: Alora Franco, Statewide Safety Assessment Program Coordinator
Email: SAP@CalOES.ca.gov
Phone: (916) 328-7711 OR Mobile: (916) 539-5245

Gurbir Singh, Statewide Safety Assessment Program Coordinator
Email: SAP@CalOES.ca.gov or Gurbir.Singh@caloes.ca.gov
Mobile: (916) 823-6790

Jim Barnes, Statewide Safety Assessment Program Coordinator
Email: Jim.Barnes@CalOES.ca.gov Mobile: (916) 856-9922

CITY: Walter Amedee, Emergency Manager
Email: wamedee@nationalcityca.gov
Phone: (619) 336-4556

Sergio Mora, Fire Chief
Email: smora@nationalcityca.gov
Phone: (619) 336-4551

SECTION IV
No Legal Obligations, Rights, or Remedies

This Memorandum of Understanding is a voluntary initiative. It does not create any legally binding rights or obligations and creates no legally cognizable or enforceable rights or remedies, legal or equitable, in any forum whatsoever. In addition, the pledges in this Memorandum of Understanding are not conditioned upon reciprocal actions by other Participants; each Participant retains full discretion over implementation of its pledges in light of the Participant's individual circumstances, laws, and policies; and each Participant is free to withdraw from the Memorandum.

SECTION V
Availability of Personnel and Resources

This Memorandum of Understanding does not involve the exchange of funds, nor does it represent any obligation of funds by either Participant. All costs that may arise from activities covered by, mentioned in, or pursuant to this Memorandum of Understanding will be assumed by the Participant who incurs them, unless otherwise stipulated and decided pursuant to a future written arrangement. All activities undertaken pursuant to this Memorandum of

Understanding are subject to the availability of funds, personnel, and other resources of each Participant.

The personnel designated by a Participant for the execution of this Memorandum of Understanding will work under the orders and responsibility of the Participant and any other organization or institution to which they belong, at all times maintaining any preexisting employment relationship with the Participant and such organization or institution. Their work will not create an employer-employee relationship with another Participant or any other organization or institution, so in no case will that other Participant, or other organization or institution, be considered as a substitute or joint employer of the designated personnel.

SECTION VI
Compliance with Applicable Laws

All activities undertaken pursuant to this Memorandum of Understanding, and all personnel designated by the Participants for the execution of those activities undertaken pursuant to this Memorandum of Understanding are subject to all laws applicable in the jurisdiction where the activities are performed. Such personnel, if visiting the other Participant to participate in an activity pursuant to this Memorandum of Understanding, will not engage in any activity detrimental to this Memorandum of Understanding.

SECTION VII
Interpretation and Application

Any difference that may arise in relation to the interpretation or application of this Memorandum of Understanding will be resolved through consultations between the Participants, who will endeavor in good faith to resolve such differences.

SECTION VIII
Final Provisions

This Memorandum of Understanding is effective from the date of its signature, for a two (2) year period, unless renewed or extended by the Participants in the same manner that the Participants may otherwise modify this Memorandum of Understanding.

This Memorandum of Understanding may be modified at any time by mutual consent of the Participants. Any modification shall be made in writing and specify the date on which such modification is to become effective.

Any of the Participants may at any time, withdraw from this Memorandum of Understanding by providing a written notice to the other Participant 30 days in advance.

The termination of this Memorandum of Understanding shall not affect the conclusion of the cooperation activities that may have been initiated during the time this Memorandum of Understanding is in effect, unless the Participants mutually decide otherwise.

Signed in the City of National City, California, on October 7, 2025, in two original copies English. Both texts are equally valid.

FOR THE CITY OF NATIONAL CITY GOVERNOR'S

_____

Ron Morrison, Mayor

FOR THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES OF THE STATE OF CALIFORNIA OF THE UNITED STATES OF AMERICA (CAL OES)

_____

Gurbir Singh, Safety Assessment Program, State Coordinator

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, AUTHORIZING THE MAYOR TO EXECUTE A MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE CITY OF NATIONAL CITY AND THE CALIFORNIA GOVERNOR'S OFFICE OF EMERGENCY SERVICES (CAL OES) FOR THE SAFETY ASSESSMENT PROGRAM (SAP).

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers the Safety Assessment Program (SAP), which provides licensed engineers, architects, geologists, certified inspectors, and trained SAP Coordinators to assist local governments in evaluating the safety of buildings and infrastructure following disasters; and

WHEREAS, the City of National City has identified the need for access to qualified evaluators in order to protect life safety and support disaster recovery operations; and

WHEREAS, the MOU between the City of National City and Cal OES establishes the framework for requesting and deploying SAP resources, defining responsibilities for both parties; and

WHEREAS, under the terms of the MOU, the City of National City agrees to provide deployment details to Cal OES, deputize SAP evaluators as deputy building inspectors, and cover reasonable costs for travel and lodging when applicable, while Cal OES will coordinate and facilitate the availability of SAP resources; and

WHEREAS, the MOU does not obligate funds or create legally binding financial commitments, and participation is contingent upon available resources and funding; and

WHEREAS, approval of this MOU will strengthen the City's disaster recovery capacity and enhance community resilience by ensuring timely access to SAP evaluators.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: The City Council hereby authorizes the Mayor to execute the Memorandum of Understanding between the City of National City and the California Governor's Office of Emergency Services (Cal OES) for participation in the Safety Assessment Program (SAP).

Section 2: The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Fire Department**
Prepared by: **Walter Amedee, Emergency Manager**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Designate the Fire Chief, Chief of Police, and Emergency Manager as Authorized Agents to Continue the Cost Recovery Process for All Open and Future Disasters up to Three (3) Years Following the Date of Approval.

RECOMMENDATION:
Adopt the Resolution Entitled, "Resolution of the City Council of the City of National City, California, Designating Authorized Agents to California's Office of Emergency Services for Disaster Response Cost Recovery."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
The City of National City must provide a list of authorize agents to California's Office of Emergency Services (Cal OES) to represent the City in efforts to recover costs associated with disaster responses. The National City Fire Department requests that the Fire Chief, Chief of Police, and Emergency Manager be designated as the authorized agents to continue the cost recovery process for all open and future disasters up to three (3) years following the date of approval.

FINANCIAL STATEMENT:
Not Applicable.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Public Safety

ENVIRONMENTAL REVIEW:
This is not a project under CEQA and is therefore not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBIT:
Exhibit A - Resolution

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DESIGNATING AUTHORIZED AGENTS TO CALIFORNIA'S OFFICE OF EMERGENCY SERVICES FOR DISASTER RESPONSE COST RECOVERY.

WHEREAS, the City of National City ("City") is a public entity established under the laws of the State of California; and

WHEREAS, the City must designate authorize agents for the purpose of obtaining certain federal financial assistance under Public Law 93-288, and/or state financial assistance under the California Assistance Act; and

WHEREAS, the City authorizes these agents to provide to the Governor's Office of Emergency Services for all matters pertaining to such state disaster assistance the assurance and agreements require; and

WHEREAS, this designation is effective for all open and future disasters for up to three (3) years following the date of approval.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby authorizes the Fire Chief, Chief of Police, and/or Emergency Manager as the City's agents to California's Office of Emergency Services for disaster response cost recovery.

Section 2: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: City Clerk's Office
Prepared by: Shelley Chapel, MMC, City Clerk
Meeting Date: Tuesday, October 7, 2025
Approved by: Scott W. Huth, City Manager

SUBJECT:
Dispense with Certain City Council Meetings Scheduled for January 2026, per City Council Policy No. 104.

RECOMMENDATION:
Approve by City Council Motion to Dispense with Meetings as Recommended by Staff.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
Per Municipal Code Section 2.04.010, Regular Meetings of the City Council shall be held on the First and Third Tuesday of each month.

The City Council approved work furlough period will result in City Hall being closed from Monday, December 22, 2025, through Friday, January 2, 2026. City Staff will return to City Hall Monday, January 5, 2026.

In order to provide the public with the proper notice of 72 hours, it is recommended that the City Council adopt a motion dispensing with the meetings as follows:

1. Cancel Regular Meeting of Tuesday, January 6, 2026 –- Would not allow the 72-hour notification of meeting required by law. The City's staff do not return to work until Monday, January 5, 2026.

2. Schedule Regular Meeting, Tuesday, January 20, 2026.

FINANCIAL STATEMENT:
Not Applicable

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Not Applicable

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBIT:
Not Applicable

AGENDA REPORT

Department: **Human Resources**
Prepared by: **Alicia Hicks, Human Resources Director**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott Huth, Interim City Manager**

SUBJECT:
Increases to Salaries and Benefits for Executive, Management, and Confidential Groups.

RECOMMENDATION:
Adopt the Resolution Entitled, "Resolution of the City Council of the City of National City, California, Approving Salary and Benefit Changes for the Executive, Management, and Confidential Employee Groups and Authorizing a Fiscal Year 2025-2026 Budget Appropriation in the Amount of $1,204,317 to Fund the Stated Salary and Benefit Increases."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
The City of National City has three formal union-represented employee associations, Police Officer's Association (POA), Firefighter's Association (FFA), and Municipal Employees Association (MEA), and three informal employee groups who are not represented or subject to the terms of collective bargaining agreements.

The Executive, Management and Confidential Groups are not represented by a labor association and, consequently, they are not governed by the State of California's rules and procedural guidelines for public employee collective bargaining. Recently, the City ratified agreements with MEA and FFA, finalizing labor negotiations with the two groups with a negotiated approval of a three-year agreement.

As part of the term alignment, the City is striving to move towards equity between the employee groups and between the City and neighboring public agencies. To support this goal, the City has agreed to a bring the salaries of the Executive, Management, and Confidential Groups to the median rate in the first year, effective July 1, 2025.

As agreed, the City will provide a five-percent (5%) increase for all non-represented groups of a five-percent (5%) salary increase for year two (FY 2026)) and five-percent (5%) salary increases for year three (FY 2027)) for those employees in the Executive, Management, and Confidential Groups effective July 1 of those calendar years 2026-2027.

This approach promotes equitable treatment of staff and addresses issues of salary compaction, where the wages of represented employees may equal or exceed the wages of their supervisors.

Furthermore, the City has agreed to provide the Confidential Group a minimum of five (5) years of employer paid health insurance upon retirement which equates to $20.00 towards every year

the employee has worked for the City of National City and a member of CalPERS. Not to exceed age 65.

The Executive and Management Groups already receive this benefit.

Severance Compensation Language for Executive Leadership

In the event the City terminates Executive's employment without cause, Executive shall be entitled to severance compensation, subject to applicable law, in accordance with the following schedule:

1. Completion of Twelve (12) Months of Continuous Service- Executive shall be entitled to three (3) months base salary as severance.

2. Completion of Twenty-Four (24) Months of Continuous Service- Executive shall be entitled to six (6) months of base salary as severance.

FINANCIAL STATEMENT:
The projected Citywide financial impact of the three-year contract with Executive, Management and Confidential Groups is approximately $2.33 million of additional labor costs of which, $1,204,317 will impact the City's current Fiscal Year 2025-2026, Operating and Capital Budget. Staff requests a Citywide increase in appropriations of $1,204,317 for the Fiscal Year 2025-2026, Operating and Capital Budget.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Not Applicable

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A - Resolution
Exhibit B - Confidential Salary Table Eff. July 8, 2025 through FY 2028
Exhibit C - Management and Executive Salary Tables Eff. July 8, 2025 through FY 2028
Exhibit D – FY 2025-2026 Increase in Budget Appropriations
Exhibit E – Summary of Benefits Conf./Mgmt./Exec.

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, APPROVING SALARY AND BENEFIT CHANGES FOR THE EXECUTIVE, MANAGEMENT, AND CONFIDENTIAL EMPLOYEE GROUPS AND AUTHORIZING A FISCAL YEAR 2025-2026 BUDGET APPROPRIATION IN THE AMOUNT OF $1,204,317 TO FUND THE STATED SALARY AND BENEFIT INCREASES.

WHEREAS, the Executive, Management and Confidential employee groups are not represented by a labor association and, consequently, they are not governed by the State of California's rules and procedural guidelines for public employee collective bargaining; and

WHEREAS, over approximately the past year, the City has worked with the three (3) formal union-represented employee groups and has concluded negotiations and reached agreements with two of the three groups, including the Municipal Employees' Association ("MEA"), for new collective bargaining agreements with three-year terms through June 30, 2028; and

WHEREAS, the Executive, Management, and Confidential employees' salary and benefits should be and have been revisited when significant changes are made to the salary and benefits of the formally represented employee groups; and

WHEREAS, commensurate with increases to represented employee groups, including MEA, the City has agreed to increase the base salaries of the classifications covered by the unrepresented Executive, Management, and Confidential employee groups to the median effective July 1, 2025, followed by five percent (5%) increases in base salaries for year two (FY 2026) and year three (FY 2027), effective July 1 of those calendar years (2026-2027); and

WHEREAS, in addition to the salary increases, the City has agreed to provide the Confidential employee group a minimum of five (5) years of retiree health benefits, which equates to $20 per month for each year of pensionable service with the City of National City, upon retirement; an additional floating holiday for all three unrepresented employee groups; POST pay and bilingual pay for Police Captains in the Management employee group; POST pay and bilingual pay for the Police Chief in the Executive employee group; and severance compensation for the Executive employee group; and

WHEREAS, City staff recommends amending the salary schedules for the Executive, Management, and Confidential employee groups to reflect the increases in salary and benefits; and

WHEREAS, in fiscal year 2025-2026, additional budget appropriations in the amount of $1,204,317, spread across multiple departments and funds, are necessary to fund the increased salaries.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby approves the revised salary schedules for the Executive, Management, and Confidential employees groups, as shown in Exhibits B and C attached to the Agenda Report, effective July 1, 2025.

Section 2: That the City Council hereby authorizes the establishment of Fiscal Year 2025-2026 budget appropriations in the amount of $1,204,317, spread across multiple departments and funds, to fund said salary and benefit increases.

Section 3: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

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Ron Morrison, Mayor

ATTEST:

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Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

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Barry J. Schultz, City Attorney

CITY OF NATIONAL CITY
CONFIDENTIAL SALARY SCHEDULE
EFFECTIVE: JULY 8, 2025

DESCRIPTION	STEP	HOURLY	BIWEEKLY	MONTHLY	ANNUAL
Confidential Assistant (At-Will)	STEP A	27.71	2,216.67	4,802.79	57,633.47
	STEP B	29.10	2,327.76	5,043.48	60,521.76
	STEP C	30.55	2,443.94	5,295.19	63,542.34
	STEP D	32.08	2,566.05	5,559.77	66,717.25
	STEP E	38.47	3,077.54	6,668.00	80,016.00
EXECUTIVE ASSISTANT I	STEP A	27.77	2,221.43	4,813.09	57,757.05
	STEP B	29.16	2,332.50	5,053.74	60,644.91
	STEP C	30.61	2,449.12	5,306.43	63,677.15
	STEP D	32.14	2,571.58	5,571.75	66,861.01
	STEP E	33.75	2,700.16	5,850.34	70,204.06
EXECUTIVE ASSISTANT II	STEP A	31.61	2,529.08	5,479.68	65,756.11
	STEP B	33.19	2,655.54	5,753.66	69,043.91
	STEP C	34.85	2,788.31	6,041.34	72,496.11
	STEP D	36.60	2,927.73	6,343.41	76,120.91
	STEP E	38.43	3,074.11	6,660.58	79,926.96
EXECUTIVE ASSISTANT III	STEP A	33.87	2,709.46	5,870.50	70,445.96
	STEP B	35.56	2,844.93	6,164.02	73,968.25
	STEP C	37.34	2,987.18	6,472.22	77,666.67
	STEP D	39.21	3,136.54	6,795.83	81,550.00
	STEP E	41.17	3,293.37	7,135.63	85,627.50
EXECUTIVE ASSISTANT IV	STEP A	35.75	2,860.35	6,197.42	74,369.01
	STEP B	37.54	3,003.36	6,507.29	78,087.46
	STEP C	39.42	3,153.53	6,832.65	81,991.84
	STEP D	41.39	3,311.21	7,174.29	86,091.43
	STEP E	43.46	3,476.77	7,533.00	90,396.00
HUMAN RESOURCES TECHNICIAN	STEP A	32.08	2,566.38	5,560.49	66,725.86
	STEP B	33.68	2,694.70	5,838.51	70,062.15
	STEP C	35.37	2,829.43	6,130.44	73,565.26
	STEP D	37.14	2,970.90	6,436.96	77,243.52
	STEP E	38.99	3,119.45	6,758.81	81,105.70
INFORMATION TECHNOLOGY ANALYST	STEP A	45.82	3,665.90	7,942.78	95,313.37
	STEP B	48.11	3,849.19	8,339.92	100,079.04
	STEP C	50.52	4,041.65	8,756.92	105,082.99
	STEP D	53.05	4,243.74	9,194.76	110,337.14
	STEP E	55.70	4,455.92	9,654.50	115,854.00
INFORMATION TECHNOLOGY TECHNICIAN	STEP A	36.09	2,887.44	6,256.12	75,073.44
	STEP B	37.91	3,032.45	6,570.30	78,843.65
	STEP C	39.79	3,183.39	6,897.35	82,768.19
	STEP D	41.79	3,342.82	7,242.77	86,913.22

CITY OF NATIONAL CITY
CONFIDENTIAL SALARY SCHEDULE
EFFECTIVE: JULY 8, 2025

DESCRIPTION	STEP	HOURLY	BIWEEKLY	MONTHLY	ANNUAL
	STEP E	43.87	3,509.87	7,604.72	91,256.67
PAYROLL TECHNICIAN I	STEP A	28.92	2,313.58	5,012.76	60,153.11
	STEP B	30.37	2,429.26	5,263.40	63,160.76
	STEP C	31.88	2,550.72	5,526.57	66,318.80
	STEP D	33.48	2,678.26	5,802.90	69,634.74
	STEP E	35.15	2,812.17	6,093.04	73,116.48
PAYROLL TECHNICIAN II	STEP A	32.61	2,608.98	5,652.79	67,833.46
	STEP B	34.24	2,739.43	5,935.43	71,225.14
	STEP C	35.95	2,876.40	6,232.20	74,786.39
	STEP D	37.75	3,020.22	6,543.81	78,525.71
	STEP E	39.64	3,171.23	6,871.00	82,452.00
PASSPORT ACCEPTANCE AGENT	STEP A	25.20	2,016.35	4,368.76	52,425.15
	STEP B	26.46	2,117.17	4,587.20	55,046.41
	STEP C	27.79	2,223.03	4,816.56	57,798.73
	STEP D	29.18	2,334.18	5,057.39	60,688.67
	STEP E	30.64	2,450.89	5,310.26	63,723.10
RECORDS PROGRAM SPECIALIST	STEP A	30.44	2,434.80	5,275.41	63,304.92
	STEP B	31.96	2,556.54	5,539.18	66,470.16
	STEP C	33.55	2,684.37	5,816.14	69,793.67
	STEP D	35.23	2,818.59	6,106.95	73,283.35
	STEP E	36.99	2,959.52	6,412.29	76,947.52
RISK MANAGEMENT SPECIALIST	STEP A	31.60	2,528.00	5,477.33	65,728.00
	STEP B	33.18	2,654.40	5,751.20	69,014.40
	STEP C	34.84	2,787.12	6,038.76	72,465.12
	STEP D	36.58	2,926.48	6,340.70	76,088.38
	STEP E	38.41	3,072.80	6,657.73	79,892.80
SENIOR INFORMATION TECHNOLOGY ANALYST	STEP A	48.37	3,869.42	8,383.75	100,605.02
	STEP B	50.78	4,062.77	8,802.66	105,631.97
	STEP C	53.32	4,265.44	9,241.79	110,901.44
	STEP D	55.99	4,479.14	9,704.79	116,457.54
	STEP E	61.26	4,900.85	10,618.50	127,422.00
EXECUTIVE ASSISTANT II - Part time	STEP A	31.61			
	STEP B	33.19			
	STEP C	34.85			
	STEP D	36.60			
	STEP E	38.43			

CITY OF NATIONAL CITY
CONFIDENTIAL SALARY SCHEDULE
EFFECTIVE: JULY 7, 2026

DESCRIPTION	STEP	HOURLY	BIWEEKLY	MONTHLY	ANNUAL
Confidential Assistant (At-Will)	STEP A	33.23	2,658.49	5,760.07	69,120.83
	STEP B	34.89	2,791.42	6,048.07	72,576.87
	STEP C	36.64	2,930.99	6,350.48	76,205.71
	STEP D	38.47	3,077.54	6,668.00	80,016.00
	STEP E	40.39	3,231.42	7,001.40	84,016.80
EXECUTIVE ASSISTANT I	STEP A	29.16	2,332.50	5,053.74	60,644.91
	STEP B	30.61	2,449.12	5,306.43	63,677.15
	STEP C	32.14	2,571.58	5,571.75	66,861.01
	STEP D	33.75	2,700.16	5,850.34	70,204.06
	STEP E	35.44	2,835.16	6,142.86	73,714.26
EXECUTIVE ASSISTANT II	STEP A	33.19	2,655.54	5,753.66	69,043.91
	STEP B	34.85	2,788.31	6,041.34	72,496.11
	STEP C	36.60	2,927.73	6,343.41	76,120.91
	STEP D	38.43	3,074.11	6,660.58	79,926.96
	STEP E	40.35	3,227.82	6,993.61	83,923.31
EXECUTIVE ASSISTANT III	STEP A	35.56	2,844.93	6,164.02	73,968.25
	STEP B	37.34	2,987.18	6,472.22	77,666.67
	STEP C	39.21	3,136.54	6,795.83	81,550.00
	STEP D	41.17	3,293.37	7,135.63	85,627.50
	STEP E	43.23	3,458.03	7,492.41	89,908.88
EXECUTIVE ASSISTANT IV	STEP A	37.54	3,003.36	6,507.29	78,087.46
	STEP B	39.42	3,153.53	6,832.65	81,991.84
	STEP C	41.39	3,311.21	7,174.29	86,091.43
	STEP D	43.46	3,476.77	7,533.00	90,396.00
	STEP E	45.63	3,650.61	7,909.65	94,915.80
HUMAN RESOURCES TECHNICIAN	STEP A	33.68	2,694.70	5,838.51	70,062.15
	STEP B	35.37	2,829.43	6,130.44	73,565.26
	STEP C	37.14	2,970.90	6,436.96	77,243.52
	STEP D	38.99	3,119.45	6,758.81	81,105.70
	STEP E	40.94	3,275.42	7,096.75	85,160.99
INFORMATION TECHNOLOGY ANALYST	STEP A	48.11	3,849.19	8,339.92	100,079.04
	STEP B	50.52	4,041.65	8,756.92	105,082.99
	STEP C	53.05	4,243.74	9,194.76	110,337.14
	STEP D	55.70	4,455.92	9,654.50	115,854.00
	STEP E	58.48	4,678.72	10,137.23	121,646.70
INFORMATION TECHNOLOGY TECHNICIAN	STEP A	37.90	3,031.96	6,569.25	78,830.94
	STEP B	39.79	3,183.56	6,897.71	82,772.49
	STEP C	41.78	3,342.74	7,242.59	86,911.12
	STEP D	43.87	3,509.87	7,604.72	91,256.67

CITY OF NATIONAL CITY
CONFIDENTIAL SALARY SCHEDULE
EFFECTIVE: JULY 7, 2026

DESCRIPTION	STEP	HOURLY	BIWEEKLY	MONTHLY	ANNUAL
	STEP E	46.07	3,685.37	7,984.96	95,819.51
PAYROLL TECHNICIAN I	STEP A	30.37	2,429.26	5,263.40	63,160.76
	STEP B	31.88	2,550.72	5,526.57	66,318.80
	STEP C	33.48	2,678.26	5,802.90	69,634.74
	STEP D	35.15	2,812.17	6,093.04	73,116.48
	STEP E	36.91	2,952.78	6,397.69	76,772.30
PAYROLL TECHNICIAN II	STEP A	34.24	2,739.43	5,935.43	71,225.14
	STEP B	35.95	2,876.40	6,232.20	74,786.39
	STEP C	37.75	3,020.22	6,543.81	78,525.71
	STEP D	39.64	3,171.23	6,871.00	82,452.00
	STEP E	41.62	3,329.79	7,214.55	86,574.60
PASSPORT ACCEPTANCE AGENT	STEP A	26.46	2,117.17	4,587.20	55,046.41
	STEP B	27.79	2,223.03	4,816.56	57,798.73
	STEP C	29.18	2,334.18	5,057.39	60,688.67
	STEP D	30.64	2,450.89	5,310.26	63,723.10
	STEP E	32.17	2,573.43	5,575.77	66,909.26
RECORDS PROGRAM SPECIALIST	STEP A	31.96	2,556.54	5,539.18	66,470.16
	STEP B	33.55	2,684.37	5,816.14	69,793.67
	STEP C	35.23	2,818.59	6,106.95	73,283.35
	STEP D	36.99	2,959.52	6,412.29	76,947.52
	STEP E	38.84	3,107.50	6,732.91	80,794.90
RISK MANAGEMENT SPECIALIST	STEP A	33.18	2,654.40	5,751.20	69,014.40
	STEP B	34.84	2,787.12	6,038.76	72,465.12
	STEP C	36.58	2,926.48	6,340.70	76,088.38
	STEP D	38.41	3,072.80	6,657.73	79,892.80
	STEP E	40.33	3,226.44	6,990.62	83,887.44
SENIOR INFORMATION TECHNOLOGY ANALYST	STEP A	52.92	4,233.54	9,172.66	110,071.91
	STEP B	55.57	4,445.21	9,631.29	115,575.51
	STEP C	58.34	4,667.47	10,112.86	121,354.29
	STEP D	61.26	4,900.85	10,618.50	127,422.00
	STEP E	64.32	5,145.89	11,149.43	133,793.10
EXECUTIVE ASSISTANT II - Part time	STEP A	33.19			
	STEP B	34.85			
	STEP C	36.60			
	STEP D	38.43			
	STEP E	40.35			

5% SALARY INCREASE

CITY OF NATIONAL CITY
CONFIDENTIAL SALARY SCHEDULE
EFFECTIVE: JULY 6 , 2027

DESCRIPTION	STEP	HOURLY	BIWEEKLY	MONTHLY	ANNUAL
Confidential Assistant (At-Will)	STEP A	34.89	2,791.42	6,048.07	72,576.87
	STEP B	36.64	2,930.99	6,350.48	76,205.71
	STEP C	38.47	3,077.54	6,668.00	80,016.00
	STEP D	40.39	3,231.42	7,001.40	84,016.80
	STEP E	42.41	3,392.99	7,351.47	88,217.64
EXECUTIVE ASSISTANT I	STEP A	30.61	2,449.12	5,306.43	63,677.15
	STEP B	32.14	2,571.58	5,571.75	66,861.01
	STEP C	33.75	2,700.16	5,850.34	70,204.06
	STEP D	35.44	2,835.16	6,142.86	73,714.26
	STEP E	37.21	2,976.92	6,450.00	77,399.98
EXECUTIVE ASSISTANT II	STEP A	34.85	2,788.31	6,041.34	72,496.11
	STEP B	36.60	2,927.73	6,343.41	76,120.91
	STEP C	38.43	3,074.11	6,660.58	79,926.96
	STEP D	40.35	3,227.82	6,993.61	83,923.31
	STEP E	42.37	3,389.21	7,343.29	88,119.47
EXECUTIVE ASSISTANT III	STEP A	37.34	2,987.18	6,472.22	77,666.67
	STEP B	39.21	3,136.54	6,795.83	81,550.00
	STEP C	41.17	3,293.37	7,135.63	85,627.50
	STEP D	43.23	3,458.03	7,492.41	89,908.88
	STEP E	45.39	3,630.94	7,867.03	94,404.32
EXECUTIVE ASSISTANT IV	STEP A	39.42	3,153.53	6,832.65	81,991.84
	STEP B	41.39	3,311.21	7,174.29	86,091.43
	STEP C	43.46	3,476.77	7,533.00	90,396.00
	STEP D	45.63	3,650.61	7,909.65	94,915.80
	STEP E	47.91	3,833.14	8,305.13	99,661.59
HUMAN RESOURCES TECHNICIAN	STEP A	35.37	2,829.43	6,130.44	73,565.26
	STEP B	37.14	2,970.90	6,436.96	77,243.52
	STEP C	38.99	3,119.45	6,758.81	81,105.70
	STEP D	40.94	3,275.42	7,096.75	85,160.99
	STEP E	42.99	3,439.19	7,451.59	89,419.03
INFORMATION TECHNOLOGY ANALYST	STEP A	50.52	4,041.65	8,756.92	105,082.99
	STEP B	53.05	4,243.74	9,194.76	110,337.14
	STEP C	55.70	4,455.92	9,654.50	115,854.00
	STEP D	58.48	4,678.72	10,137.23	121,646.70
	STEP E	61.41	4,912.66	10,644.09	127,729.04
INFORMATION TECHNOLOGY TECHNICIAN	STEP A	36.09	3,183.56	6,897.71	82,772.49
	STEP B	37.91	3,342.74	7,242.59	86,911.12
	STEP C	39.79	3,509.87	7,604.72	91,256.67
	STEP D	41.79	3,685.37	7,984.96	95,819.51

CITY OF NATIONAL CITY
CONFIDENTIAL SALARY SCHEDULE
EFFECTIVE: JULY 6 , 2027

DESCRIPTION	STEP	HOURLY	BIWEEKLY	MONTHLY	ANNUAL
	STEP E	43.87	3,869.63	8,384.21	100,610.48
PAYROLL TECHNICIAN I	STEP A	31.88	2,550.72	5,526.57	66,318.80
	STEP B	33.48	2,678.26	5,802.90	69,634.74
	STEP C	35.15	2,812.17	6,093.04	73,116.48
	STEP D	36.91	2,952.78	6,397.69	76,772.30
	STEP E	38.76	3,100.42	6,717.58	80,610.92
PAYROLL TECHNICIAN II	STEP A	35.95	2,876.40	6,232.20	74,786.39
	STEP B	37.75	3,020.22	6,543.81	78,525.71
	STEP C	39.64	3,171.23	6,871.00	82,452.00
	STEP D	41.62	3,329.79	7,214.55	86,574.60
	STEP E	43.70	3,496.28	7,575.28	90,903.33
PASSPORT ACCEPTANCE AGENT	STEP A	22.98	2,223.03	4,816.56	57,798.73
	STEP B	24.14	2,334.18	5,057.39	60,688.67
	STEP C	25.34	2,450.89	5,310.26	63,723.10
	STEP D	26.61	2,573.43	5,575.77	66,909.26
	STEP E	27.95	2,702.10	5,854.56	70,254.72
RECORDS PROGRAM SPECIALIST	STEP A	33.55	2,684.37	5,816.14	69,793.67
	STEP B	35.23	2,818.59	6,106.95	73,283.35
	STEP C	36.99	2,959.52	6,412.29	76,947.52
	STEP D	38.84	3,107.50	6,732.91	80,794.90
	STEP E	40.79	3,262.87	7,069.55	84,834.64
RISK MANAGEMENT SPECIALIST	STEP A	34.84	2,787.12	6,038.76	72,465.12
	STEP B	36.58	2,926.48	6,340.70	76,088.38
	STEP C	38.41	3,072.80	6,657.73	79,892.80
	STEP D	40.33	3,226.44	6,990.62	83,887.44
	STEP E	42.35	3,387.76	7,340.15	88,081.81
SENIOR INFORMATION TECHNOLOGY ANALYST	STEP A	48.37	4,445.21	9,631.29	115,575.51
	STEP B	50.78	4,667.47	10,112.86	121,354.29
	STEP C	53.32	4,900.85	10,618.50	127,422.00
	STEP D	55.99	5,145.89	11,149.43	133,793.10
	STEP E	58.79	5,403.18	11,706.90	140,482.76
EXECUTIVE ASSISTANT II - Part time	STEP A	34.85			
	STEP B	36.60			
	STEP C	38.43			
	STEP D	40.35			
	STEP E	42.37			

City of National City
Human Resources Department

MANAGEMENT POSITIONS
July 2025

POSITION TITLE	SALARY BAND (MONTHLY)	SALARY BAND (ANNUAL)
Asst Director of PW/Engineering	$ 10,716.62 – $ 16,625.00	$ 128,599.44 – $ 199,500.00
Asst Director of Community Development	$ 10,716.62 – $ 16,625.00	$ 128,599.44 – $ 199,500.00
Budget Manager	$ 8,797.62 – $ 13,552.27	$ 105,571.44 – $ 162,627.24
Building Official	$ 9,489.00 – $ 14,720.53	$ 113,867.99 – $ 176,646.36
City Engineer	$ 10,716.62 – $ 16,625.00	$ 128,599.44 – $ 199,500.00
Community Development Manager	$ 9,056.76 – $ 14,050.00	$ 108,681.12 – $ 168,600.00
Community Development Specialist III	$ 6,520.55 – $ 10,127.19	$ 80,853.02 – $ 121,526.28
Community Services Manager	$ 7,342.42 – $ 11,390.50	$ 88,109.04 – $ 136,686.00
Deputy City Attorney	$ 9,911.82 – $ 15,376.48	$ 118,941.84 – $ 184,517.76
Deputy City Clerk	$ 6,000.10 – $ 9,079.20	$ 72,001.20 – $ 108,950.40
Deputy Director of Human Resources	$ 11,376.38 – $ 17,648.50	$ 136,516.56 – $ 211,782.00
Emergency Manager	$ 7,569.86 – $ 11,743.33	$ 90,838.32 – $ 140,919.96
Equipment Maint Supervisor	$ 6,486.59 – $ 10,062.83	$ 77,839.08 – $ 120,753.96
Facilities Maint Supervisor	$ 5,832.42 – $ 9,048.00	$ 69,989.04 – $ 108,576.00
Financial Services Officer	$ 8,795.69 – $ 13,645.00	$ 105,548.28 – $ 163,740.00
Fire Division Chief	$ 10,890.54 – $ 16,894.80	$ 130,686.48 $ 202,737.60
Homelessness Services Coordinator	$ 7,554.77 $ 11,719.93	$ 90,657.24 $ 140,639.16
Housing Programs Manager	$ 7,982.16 – $ 12,382.95	$ 95,785.92 – $ 148,595.40
Human Resources Analyst I	$ 5,839.13 – $ 9,058.40	$ 70,069.56 $ 108,700.80
Human Resources Analyst II	$ 6,068.67 – $ 9,511.32	$ 72,824.04 $ 114,135.84
Human Resources Manager	$ 8,644.21 – $ 13,410.00	$ 103,730.52 – $ 160,920.00
Information Technology Manager	$ 9,574.43 – $ 14,853.08	$ 114,893.16 – $ 178,236.96
Management Analyst I	$ 5,744.94 – $ 8,912.28	$ 68,939.28 – $ 106,947.36

City of National City
Human Resources Department

MANAGEMENT POSITIONS
July 2025

POSITION TITLE	SALARY BAND (MONTHLY)			SALARY BAND (ANNUAL)		
Management Analyst II	$ 6,204.53	–	$ 9,357.89	$ 74,454.36	–	$ 112,294.68
Management Analyst III	$ 6,681.06	–	$ 10,364.52	$ 80,172.72	–	$ 124,374.24
Neighborhood Council Coordinator	$ 5,528.15	–	$ 8,575.97	$ 66,337.80	–	$ 102,911.64
Neighborhood Services Manager	$ 6,683.69	–	$ 10,368.60	$ 80,204.28	–	$ 124,423.20
Nutrition Program Manager	$ 6,018.03	–	$ 9,575.36	$ 72,216.36	–	$ 114,904.32
Park Superintendent	$ 7,643.60	–	$ 11,857.73	$ 91,723.20	–	$ 142,292.76
PIO/Mgmt Analyst III	$ 6,814.81	–	$ 10,572.00	$ 81,777.72	–	$ 126,864.00
Planning Manager	$ 9,994.66	–	$ 15,505.00	$ 119,935.92	–	$ 186,060.00
Police Captain	$ 12,030.98	–	$ 18,663.99	$ 144,371.76	–	$ 223,967.88
Police Support Services Manager	$ 8,165.05	–	$ 12,666.68	$ 97,980.60	–	$ 152,000.16
Principal Civil Engineer	$ 9,799.92	–	$ 15,202.90	$ 117,599.04	–	$ 182,434.80
Principal Librarian	$ 7,164.83	–	$ 10,322.00	$ 85,977.93	–	$ 123,864.00
Principal Planner	$ 8,485.11	–	$ 13,163.19	$ 101,821.32	–	$ 157,958.28
Project Officer	$ 7,755.45	–	$ 12,031.25	$ 93,065.40	–	$ 144,375.00
Purchasing Agent	$ 7,006.73	–	$ 10,869.73	$ 84,080.76	–	$ 130,436.76
Recreation Superintendent	$ 7,810.08	–	$ 12,116.00	$ 93,720.96	–	$ 145,392.00
Risk Manager	$ 8,674.32	–	$ 13,456.71	$ 104,091.84	–	$ 161,480.52
Senior Accountant	$ 6,409.49	–	$ 9,943.23	$ 76,913.88	–	$ 119,318.76
Special Assistant to the Mayor	$ 4,605.18	–	$ 7,144.15	$ 55,262.16	–	$ 85,729.80
Street Maintenance Supervisor	$ 5,721.87	–	$ 8,876.50	$ 68,662.44	–	$ 106,518.00
Street & Wastewater Maint Superintendent	$ 8,131.21	–	$ 12,614.18	$ 97,574.52	–	$ 151,370.16
Supervising Human Resources Analyst	$ 7,291.46	–	$ 11,311.45	$ 87,497.52	–	$ 135,737.40
Traffic Engineer	$ 9,910.59	–	$ 15,374.58	$ 118,927.08	–	$ 184,494.96

City of National City
Human Resources Department

MANAGEMENT POSITIONS

July 2025

POSITION TITLE	SALARY BAND (MONTHLY)			SALARY BAND (ANNUAL)		
Wastewater Supervisor	$ 5,832.42	–	$ 9,048.00	$ 69,989.04	–	$ 108,576.00

City of National City
Human Resources Department

MANAGEMENT POSITIONS
July 2026

POSITION TITLE	SALARY BAND (MONTHLY)			SALARY BAND (ANNUAL)		
Asst Director of PW/Engineering	$ 11,252.45	–	$ 17,456.25	$ 135,029.41	–	$ 209,475.00
Asst Director of Community Development	$ 11,252.45	–	$ 17,456.25	$ 135,029.41	–	$ 209,475.00
Budget Manager	$ 9,237.50	–	$ 14,229.88	$ 110,850.01	–	$ 170,758.60
Building Official	$ 9,963.45	–	$ 15,456.56	$ 119,561.39	–	$ 185,478.68
City Engineer	$ 11,252.45	–	$ 17,456.25	$ 135,029.41	–	$ 209,475.00
Community Development Manager	$ 9,509.60	–	$ 14,752.50	$ 114,115.18	–	$ 177,030.00
Community Development Specialist III	$ 6,846.58	–	$ 10,633.55	$ 82,158.93	–	$ 127,602.59
Community Services Manager	$ 7,709.54	–	$ 11,960.03	$ 92,514.49	–	$ 143,520.30
Deputy City Attorney	$ 10,407.41	–	$ 16,145.30	$ 124,888.93	–	$ 193,743.65
Deputy City Clerk	$ 6,300.11	–	$ 9,533.16	$ 75,601.26	–	$ 114,397.92
Deputy Director of Human Resources	$ 11,945.20	–	$ 18,530.93	$ 143,342.39	–	$ 222,371.10
Emergency Manager	$ 7,948.35	–	$ 12,330.50	$ 95,380.24	–	$ 147,965.96
Equipment Maint Supervisor	$ 6,810.92	–	$ 10,565.97	$ 81,731.03	–	$ 126,791.66
Facilities Maint Supervisor	$ 6,124.04	–	$ 9,500.40	$ 73,488.49	–	$ 114,004.80
Financial Services Officer	$ 9,235.47	–	$ 14,327.25	$ 110,825.69	–	$ 171,927.00
Fire Division Chief	$ 11,435.07	–	$ 17,739.54	$ 137,220.80		$ 212,874.48
Homelessness Services Coordinator	$ 7,932.51	–	$ 12,305.93	$ 95,190.10		$ 147,671.12
Housing Programs Manager	$ 8,381.27	–	$ 13,002.10	$ 100,575.22	–	$ 156,025.17
Human Resources Analyst I	$ 6,131.09	–	$ 9,511.32	$ 73,573.04		$ 114,135.84
Human Resources Analyst II	$ 6,372.10	–	$ 9,986.89	$ 76,465.24		$ 119,842.63
Human Resources Manager	$ 9,076.42	–	$ 14,080.50	$ 108,917.05	–	$ 168,966.00
Information Technology Manager	$ 10,053.15	–	$ 15,595.73	$ 120,637.82	–	$ 187,148.81
Management Analyst I	$ 6,032.19	–	$ 9,357.89	$ 72,386.24	–	$ 112,294.73

City of National City
Human Resources Department

MANAGEMENT POSITIONS
July 2026

POSITION TITLE	SALARY BAND (MONTHLY)			SALARY BAND (ANNUAL)		
Management Analyst II	$ 6,514.76	–	$ 9,825.78	$ 78,177.08	–	$ 117,909.41
Management Analyst III	$ 7,015.11	–	$ 10,882.75	$ 84,181.36	–	$ 130,592.95
Neighborhood Council Coordinator	$ 5,804.56	–	$ 9,004.77	$ 69,654.69	–	$ 108,057.22
Neighborhood Services Manager	$ 7,017.87	–	$ 10,887.03	$ 84,214.49	–	$ 130,644.36
Nutrition Program Manager	$ 6,318.93	–	$ 10,054.13	$ 75,827.18	–	$ 120,649.54
Park Superintendent	$ 8,025.78	–	$ 12,450.62	$ 96,309.36	–	$ 149,407.40
PIO/Mgmt Analyst III	$ 7,155.55	–	$ 11,100.60	$ 85,866.61	–	$ 133,207.20
Planning Manager	$ 10,494.39	–	$ 16,280.25	$ 125,932.72	–	$ 195,363.00
Police Captain	$ 12,632.53	–	$ 19,597.19	$ 151,590.35	–	$ 235,166.27
Police Support Services Manager	$ 8,573.30	–	$ 13,300.01	$ 102,879.63	–	$ 159,600.17
Principal Civil Engineer	$ 10,289.92	–	$ 15,963.05	$ 123,478.99	–	$ 191,556.54
Principal Librarian	$ 7,523.07	–	$ 10,838.10	$ 90,276.82	–	$ 130,057.20
Principal Planner	$ 8,909.37	–	$ 13,821.35	$ 106,912.39	–	$ 165,856.19
Project Officer	$ 8,143.22	–	$ 12,632.81	$ 97,718.67	–	$ 151,593.75
Purchasing Agent	$ 7,357.07	–	$ 11,413.22	$ 88,284.80	–	$ 136,958.60
Recreation Superintendent	$ 8,200.58	–	$ 12,721.80	$ 98,407.01	–	$ 152,661.60
Risk Manager	$ 9,108.04	–	$ 14,129.55	$ 109,296.43	–	$ 169,554.55
Senior Accountant	$ 6,729.96	–	$ 10,440.39	$ 80,759.57	–	$ 125,284.70
Special Assistant to the Mayor	$ 4,835.44	–	$ 7,501.36	$ 58,025.27	–	$ 90,016.29
Street Maintenance Supervisor	$ 6,007.96	–	$ 9,320.33	$ 72,095.56	–	$ 111,843.90
Street & Wastewater Maint Superintendent	$ 8,537.77	–	$ 13,244.89	$ 102,453.25	–	$ 158,938.67
Supervising Human Resources Analyst	$ 7,656.03	–	$ 11,877.02	$ 91,872.40	–	$ 142,524.27
Traffic Engineer	$ 10,406.12	–	$ 16,143.31	$ 124,873.43	–	$ 193,719.71

City of National City
Human Resources Department

MANAGEMENT POSITIONS

July 2026

POSITION TITLE	SALARY BAND (MONTHLY)			SALARY BAND (ANNUAL)		
Wastewater Supervisor	$ 6,124.04	–	$ 9,500.40	$ 73,488.49	–	$ 114,004.80

City of National City
Human Resources Department

MANAGEMENT POSITIONS

July 2027

POSITION TITLE	SALARY BAND (MONTHLY)	SALARY BAND (ANNUAL)
Asst Director of PW/Engineering	$ 11,815.07 – $ 18,329.06	$ 141,780.88 – $ 219,948.75
Asst Director of Community Development	$ 11,815.07 – $ 18,329.06	$ 141,780.88 – $ 219,948.75
Budget Manager	$ 9,699.38 – $ 14,941.38	$ 116,392.51 – $ 179,296.53
Building Official	$ 10,461.62 – $ 16,229.38	$ 125,539.46 – $ 194,752.61
City Engineer	$ 11,815.07 – $ 18,329.06	$ 141,780.88 – $ 219,948.75
Community Development Manager	$ 9,985.08 – $ 15,490.13	$ 119,820.93 – $ 185,881.50
Community Development Specialist III	$ 7,188.91 – $ 11,165.23	$ 86,266.88 – $ 133,982.72
Community Services Manager	$ 8,095.02 – $ 12,558.03	$ 97,140.22 – $ 150,696.32
Deputy City Attorney	$ 10,927.78 – $ 16,952.57	$ 131,133.38 – $ 203,430.83
Deputy City Clerk	$ 6,615.11 – $ 10,009.82	$ 79,381.33 – $ 120,117.82
Deputy Director of Human Resources	$ 12,542.46 – $ 19,457.47	$ 150,509.51 – $ 233,489.66
Emergency Manager	$ 8,345.77 – $ 12,947.02	$ 100,149.25 – $ 155,364.26
Equipment Maint Supervisor	$ 7,151.47 – $ 11,094.27	$ 85,817.59 – $ 133,131.24
Facilities Maint Supervisor	$ 6,430.24 – $ 9,975.42	$ 77,162.92 – $ 119,705.04
Financial Services Officer	$ 9,697.25 – $ 15,043.61	$ 116,366.98 – $ 180,523.35
Fire Division Chief	$ 12,006.82 – $ 18,626.52	$ 144,081.84 $ 223,518.20
Homelessness Services Coordinator	$ 8,329.13 – $ 12,921.22	$ 99,949.61 $ 155,054.67
Housing Programs Manager	$ 8,800.33 – $ 13,652.20	$ 105,603.98 – $ 163,826.43
Human Resources Analyst I	$ 6,437.64 – $ 9,986.89	$ 77,251.69 $ 119,842.63
Human Resources Analyst II	$ 6,690.71 – $ 10,486.23	$ 80,288.50 $ 125,834.76
Human Resources Manager	$ 9,530.24 – $ 14,784.53	$ 114,362.90 – $ 177,414.30
Information Technology Manager	$ 10,555.81 – $ 16,375.52	$ 126,669.71 – $ 196,506.25
Management Analyst I	$ 6,333.80 – $ 9,825.79	$ 76,005.56 – $ 117,909.46

City of National City
Human Resources Department

MANAGEMENT POSITIONS
July 2027

POSITION TITLE	SALARY BAND (MONTHLY)			SALARY BAND (ANNUAL)		
Management Analyst II	$ 6,840.49	–	$ 10,317.07	$ 82,085.93	–	$ 123,804.88
Management Analyst III	$ 7,365.87	–	$ 11,426.88	$ 88,390.42	–	$ 137,122.60
Neighborhood Council Coordinator	$ 6,094.79	–	$ 9,455.01	$ 73,137.42	–	$ 113,460.08
Neighborhood Services Manager	$ 7,368.77	–	$ 11,431.38	$ 88,425.22	–	$ 137,176.58
Nutrition Program Manager	$ 6,634.88	–	$ 10,556.83	$ 79,618.54	–	$ 126,682.01
Park Superintendent	$ 8,427.07	–	$ 13,073.15	$ 101,124.83	–	$ 156,877.77
PIO/Mgmt Analyst III	$ 7,513.33	–	$ 11,655.63	$ 90,159.94	–	$ 139,867.56
Planning Manager	$ 11,019.11	–	$ 17,094.26	$ 132,229.35	–	$ 205,131.15
Police Captain	$ 13,264.16	–	$ 20,577.05	$ 159,169.87	–	$ 246,924.59
Police Support Services Manager	$ 9,001.97	–	$ 13,965.01	$ 108,023.61	–	$ 167,580.18
Principal Civil Engineer	$ 10,804.41	–	$ 16,761.20	$ 129,652.94	–	$ 201,134.37
Principal Librarian	$ 7,899.22	–	$ 11,380.01	$ 94,790.66	–	$ 136,560.06
Principal Planner	$ 9,354.83	–	$ 14,512.42	$ 112,258.01	–	$ 174,149.00
Project Officer	$ 8,550.38	–	$ 13,264.45	$ 102,604.60	–	$ 159,173.44
Purchasing Agent	$ 7,724.92	–	$ 11,983.88	$ 92,699.04	–	$ 143,806.53
Recreation Superintendent	$ 8,610.61	–	$ 13,357.89	$ 103,327.36	–	$ 160,294.68
Risk Manager	$ 9,563.44	–	$ 14,836.02	$ 114,761.25	–	$ 178,032.27
Senior Accountant	$ 7,066.46	–	$ 10,962.41	$ 84,797.55	–	$ 131,548.93
Special Assistant to the Mayor	$ 5,077.21	–	$ 7,876.43	$ 60,926.53	–	$ 94,517.10
Street Maintenance Supervisor	$ 6,308.36	–	$ 9,786.34	$ 75,700.34	–	$ 117,436.10
Street & Wastewater Maint Superintendent	$ 8,964.66	–	$ 13,907.13	$ 107,575.91	–	$ 166,885.60
Supervising Human Resources Analyst	$ 8,038.83	–	$ 12,470.87	$ 96,466.02	–	$ 149,650.48
Traffic Engineer	$ 10,926.43	–	$ 16,950.47	$ 131,117.11	–	$ 203,405.69

City of National City
Human Resources Department

MANAGEMENT POSITIONS

July 2027

POSITION TITLE	SALARY BAND (MONTHLY)	SALARY BAND (ANNUAL)
Wastewater Supervisor	$ 6,430.24 – $ 9,975.42	$ 77,162.92 – $ 119,705.04

City of National City
Human Resources Department

EXECUTIVE POSITIONS
July 2025

POSITION TITLE	SALARY BAND (MONTHLY)	SALARY BAND (ANNUAL)
City Manager	To be determined by employment agreement	To be determined by employment agreement
City Attorney	$18,218.58	$218,623.60
City Clerk	$ 11,312.50 – $ 15,083.33	$ 135,750.00 – $ 181,000.00
City Librarian	$ 13,750.00 – $ 18,333.33	$ 165,000.00 – $ 220,000.00
Community Services Director	$ 13,750.00 – $ 18,333.33	$ 165,000.00 – $ 220,000.00
Deputy City Manager	$ 15,625.00 – $ 20,833.33	$ 187,500.00 – $ 250,000.00
Director of Community Development	$ 15,000.00 – $ 20,000.00	$ 180,000.00 – $ 240,000.00
Director of Finance	$ 14,583.33 – $ 19,500.00	$ 175,000.00 – $ 234,000.00
Director of Public Works/City Engineer	$ 15,000.00 – $ 20,000.00	$ 180,000.00 – $ 240,000.00
Fire Chief	$ 15,625.00 – $ 20,833.33	$ 187,500.00 – $ 250,000.00
Human Resources Director	$ 14,625.00 – $ 19,500.00	$ 175,500.00 – $ 234,000.00
Police Chief	$ 18,733.33 – $ 23,416.67	$ 224,800.00 – $ 281,000.00
Assistant City Attorney	$ 14,625.00 – $ 19,500.00	$ 175,500.00 – $ 234,000.00

City of National City
Human Resources Department

EXECUTIVE POSITIONS
July 2026

POSITION TITLE	SALARY BAND (MONTHLY)	SALARY BAND (ANNUAL)
City Manager	To be determined by employment agreement	To be determined by employment agreement
City Attorney	$18,218.58	$218,623.60
City Clerk	$ 11,878.13 – $ 15,837.50	$ 142,537.50 – $ 190,050.00
City Librarian	$ 14,437.50 – $ 19,250.00	$ 173,250.00 – $ 231,000.00
Community Services Director	$ 14,437.50 – $ 19,250.00	$ 173,250.00 – $ 231,000.00
Deputy City Manager	$ 16,406.25 – $ 21,875.00	$ 196,875.00 – $ 262,500.00
Director of Community Development	$ 15,750.00 – $ 21,000.00	$ 189,000.00 – $ 252,000.00
Director of Finance	$ 15,312.50 – $ 20,475.00	$ 183,750.00 – $ 245,700.00
Director of Public Works/City Engineer	$ 15,750.00 – $ 21,000.00	$ 189,000.00 – $ 252,000.00
Fire Chief	$ 16,406.25 – $ 21,875.00	$ 196,875.00 – $ 262,500.00
Human Resources Director	$ 15,356.25 – $ 20,475.00	$ 184,275.00 – $ 245,700.00
Police Chief	$ 19,670.00 – $ 24,587.50	$ 236,040.00 – $ 295,050.00
Assistant City Attorney	$ 15,356.25 – $ 20,475.00	$ 184,275.00 – $ 245,700.00

City of National City
Human Resources Department

EXECUTIVE POSITIONS
July 2027

POSITION TITLE	SALARY BAND (MONTHLY)	SALARY BAND (ANNUAL)
City Manager	To be determined by employment agreement	To be determined by employment agreement
City Attorney	$18,218.58	$218,623.60
City Clerk	$ 12,472.03 – $ 16,629.38	$ 149,664.38 – $ 199,552.50
City Librarian	$ 15,159.38 – $ 20,212.50	$ 181,912.50 – $ 242,550.00
Community Services Director	$ 15,159.38 – $ 20,212.50	$ 181,912.50 – $ 242,550.00
Deputy City Manager	$ 17,226.56 – $ 22,968.75	$ 206,718.75 – $ 275,625.00
Director of Community Development	$ 16,537.50 – $ 22,050.00	$ 198,450.00 – $ 264,600.00
Director of Finance	$ 16,078.13 – $ 21,498.75	$ 192,937.50 – $ 257,985.00
Director of Public Works/City Engineer	$ 16,537.50 – $ 22,050.00	$ 198,450.00 – $ 264,600.00
Fire Chief	$ 17,226.56 – $ 22,968.75	$ 206,718.75 – $ 275,625.00
Human Resources Director	$ 16,124.06 – $ 21,498.75	$ 193,488.75 – $ 257,985.00
Police Chief	$ 20,653.50 – $ 25,816.88	$ 247,842.00 – $ 309,802.50
Assistant City Attorney	$ 16,124.06 – $ 21,498.75	$ 193,488.75 – $ 257,985.00

EXHIBIT D

Increase Appropriations by Fund
for Fiscal Year 2025-2026

Fund		**Fiscal Year 2026**
General Fund	$	899,917
Library Fund	$	45,944
Park Maintenance Fund	$	25,538
Gas Tax Fund	$	13,634
Sewer Service Fund	$	54,700
CDBG Grant Fund	$	5,934
Housing Authority	$	33,571
Section 8 Fund	$	38,681
HOME Fund	$	5,934
Low & Moderate Income Housing Fund	$	11,658
Facility Maintenance Fund	$	16,028
Information Technology Fund	$	39,161
Unemployment Insurance Fund	$	3,195
Motor Vehicle Service Fund	$	10,422
Total	**$**	**1,204,317**

SUMMARY OF KEY CONFIDENTIAL CHANGES

Term: July 1, 2025 – June 30, 2028 (Changes effective July 8, 2025 unless otherwise indicated)

Wages	Increase base salary for all classifications below the market median to the market median effective in July 2025. 5% in July 2026 5% in July 2027
Holidays	Additional one (1) floating holiday per year
Retiree Health Benefits	Employees who retire prior to reaching the age of 60 shall be entitled to receive a monthly benefit of $20/month for each year of pensionable service with the City, until the employee reaches the age of 65. Employees who retire at or after the age of 60 shall be entitled to receive a monthly benefit of $20/month for each year of pensionable service with the City for a period of five (5) years following retirement.

SUMMARY OF KEY MANAGEMENT CHANGES

Term: July 1, 2025 – June 30, 2028 (Changes effective July 2025 unless otherwise indicated)

Wages	Increase base salary for all classifications below the market median to the market median effective in July 2025. 5% in July 2026 5% in July 2027
Holidays	Add 1 floating holiday per year
Pay Differentials	Police Captains: Receive 10% POST Pay Police Captains: Eligible for Bilingual Pay

SUMMARY OF KEY EXECUTIVE CHANGES

Term: July 1, 2025 – June 30, 2028 (Changes effective July 2025 unless otherwise indicated)

Wages	Increase base salary for all classifications below the market median to the market median effective in July 2025. 5% in July 2026 5% in July 2027
Holidays	Add 1 floating holiday per year
Pay Differentials	Police Chief: Receive 10% POST Pay Police Chief: Eligible for Bilingual Pay
Severance	Eligible for severance package

AGENDA REPORT

Department: **Engineering & Public Works**
Prepared by: **Carlos Perdomo, Civil Engineering Technician**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Installation of Two Parallel "15-Minute" Parking Spaces in Front of My Super Sweet Family Daycare Located at 2110 L Avenue to Provide Parking for Customers

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, Authorizing the Installation of Two (2) Parallel "15-Minute" Parking Spaces in Front of My Super Sweet Family Daycare Located at 2110 L Avenue to Provide Parking for Customers."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
At their meeting on August 13, 2025, the Traffic Safety Committee unanimously approved staff's recommendation for the installation of two (2) Green Curb "15-minute" parking spaces in front of My Super Sweet Family Daycare located at 2110 L avenue to provide parking for customers.

EXPLANATION:
Ms. Maria Miranda, owner of My Super Sweet Family Daycare (Child Care), located at 2110 L Avenue, has requested the installation of two time-restricted parking spaces in front of her property for customers. Ms. Miranda stated that the unrestricted parking spaces currently located in front of her property are frequently occupied by vehicles from the apartments across the street. As a result, she has frequently observed parents "double parking" their vehicles in the middle of the street to drop-off or pick-up their children from the Child Care. Ms. Miranda stated that installing two time-restricted parking spaces in front of her property will allow parents to safely drop-off and pick-up their children.

Staff visited the site and confirmed that the Child Care is located in a residential area. The 2100 block of L Avenue is a 2-lane local roadway with parallel unrestricted parking on both sides of the street. Staff also verified that the Child Care has a driveway that can accommodate one vehicle. In addition, staff witnessed that there is a manual gate located at the driveway. During the site visit, it was noted that most of the parallel unrestricted parking spaces around the property were occupied by vehicles. Based on staff's due diligence, it was determined that the Child Care hours are 6 a.m. to 6 p.m., Monday through Friday.

This item was presented to the Traffic Safety Committee on August 13, 2025. Staff sent notices to the area residents inviting them to attend the Traffic Safety Committee Meeting and/or contact staff with any questions. Ms. Miranda was in attendance to speak in support of the item

Staff presented the results of the site evaluation to the Traffic Safety Committee and after discussion, the Traffic Safety Committee voted to approve staff's recommendation to install two (2) Green Curb 15-minute parking spaces in front of My Super Sweet Family Daycare located at 2110 L Avenue to provide parking for customers, valid Monday through Friday from 6:30 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m.

It shall be noted that per National City Municipal Code Section 11.32.190 - Curb Markings, green curb parking zones allow for stopping, standing or parking for no longer than fifteen or thirty minutes, as marked or signed. The parking restriction is valid any time between 7 a.m. and 6 p.m. of any day except Sundays and holidays, unless otherwise indicated on posted signage. If requested by a business, the applicant shall pay a one-time fee as determined by the City Engineer for recoverable costs related to installation and maintenance. This fee is identified in the Financial Statement below.

If approved by City Council, all work will be performed by City Public Works.

FINANCIAL STATEMENT:
The estimated cost to install the two (2) Green Curb 15-minute parking spaces with signage is $800. Ms. Miranda has agreed to pay this cost.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Transportation Choices and Infrastructure

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Location Map
Exhibit B – Staff Report to TSC
Exhibit C – Resolution

Exhibit A: Location Map with Recommended Enhancements (TSC Item: 2025-11)



NATIONAL CITY TRAFFIC SAFETY COMMITTEE
AGENDA REPORT FOR AUGUST 13, 2025

ITEM NO. 2025-11

ITEM TITLE: REQUESTING INSTALLATION OF TWO (2) PARALLEL "15-MINUTE" PARKING SPACES IN FRONT OF MY SUPER SWEET FAMILY DAYCARE LOCATED AT 2110 L AVENUE TO PROVIDE PARKING FOR CUSTOMERS

PREPARED BY: Carlos Perdomo, Civil Engineering Technician
Engineering & Public Works Department

DISCUSSION:

Ms. Maria Miranda, owner of My Super Sweet Family Daycare (Child Care), located at 2110 L Avenue, has requested the installation of two limited parking spaces in front of her property. Ms. Miranda stated that the unrestricted parking spaces currently located in front of her property are frequently occupied by vehicles from the apartments across the street; and parents temporarily park their vehicles in the middle of the road in order to drop off or pick up their kids from the Child Care. Ms. Miranda also stated that installing two limited parking spaces in front of her property will allow the parents to safely drop off and pick up their kids.

Staff visited the site and confirmed that the Child Care is located in a residential area. The 2100 block L Avenue is a 2-lane local roadway with parallel unrestricted parking on both sides of the street. Staff confirmed that the Child Care has a driveway that can accommodate one vehicle. In addition, staff confirmed that there is a manual gate located at the driveway. During the site visit, it was noted that most of the parallel unrestricted parking spaces around the property were occupied by vehicles. Based on staff's due diligence, it was determined that the Child Care hours are 6 a.m. to 6 p.m., Monday through Friday.

It shall be noted that per National City Municipal Code Section 11.32.190 - Curb Markings, Green curb parking zones allow for stopping, standing or parking for no longer than fifteen or thirty minutes, as marked or signed. The parking restriction is valid any time between seven a.m. and six p.m. of any day except Sundays and holidays, unless otherwise indicated on posted signage. If the request receives final approval, the staff recommends requiring the resident to pay the fee of $800 for the work performed by Public Works since it will benefit the single business.

STAFF RECOMMENDATION:

Staff recommends the installation of two, 15-minute, parallel green curb parking spaces in front of My Super Sweet Family Daycare for the hours of 6:30am to 8:30am and 4:00pm to 6:00pm, Monday through Friday.

EXHIBITS:

1. Public Notice
2. Location Map
3. Photos

CALIFORNIA
NATIONAL CITY
1887
INCORPORATED

PUBLIC REQUEST FORM

Contact Information

Name: Maria Miranda

Address: 2110 L Ave National City, CA 91950

Phone: _____ Email: _____

Request Information

Location: 2110 L Ave National city, CA 91950

Request: Green curb for pick up - drop off of a childcare home - Licensed 13 years National city. (8 1/2 years on this property. Traffic is terrible with so many apartments across the street.

Attachments: ☐ Yes ☒ No Description: _____

Internal Use Only:

Request Received By: JASON JASMUND Date: 4/17/2025

Received via: ☒ Counter/In-Person ☐ Telephone ☐ Email ☐ Fax ☐ Referral: _____

Assigned To: _____

Notes: _____

August 7, 2025

RESIDENT/PROPERTY OWNER

Subject: TRAFFIC SAFETY COMMITTEE (TSC) ITEM NO. 2025-11

REQUESTING INSTALLATION OF TWO (2) PARALLEL "15-MINUTE" PARKING SPACES IN FRONT OF MY SUPER SWEET FAMILY DAYCARE LOCATED AT 2110 L AVENUE TO PROVIDE PARKING FOR CUSTOMERS.

Dear Sir/Madame:

The City of National City would like to invite you to our next public Traffic Safety Committee Meeting scheduled for **Wednesday, August 13, 2025, at 2:00 P.M.** in the 2nd Floor Large Conference Room of the Civic Center Building, 1243 National City Boulevard, to discuss the above-referenced item.

The City Hall is ADA-compliant. There are two disabled persons parking spaces in front of City Hall on the east side of National City that provide direct access on the 2nd Floor of City Hall via a pedestrian bridge.

If you have any questions, comments, and/or concerns, please contact the Engineering Department at 619-336-4380 and reference Traffic Safety Committee Item Number 2025-11.

Sincerely,

Stephen Manganiello
Director of Public Works/City Engineer

SM:lz

Enclosure: Report

2025-11

Exhibit A: Location Map with Recommended Enhancements (TSC Item: 2025-11)





Location of two (2) proposed limited time parking spaces in front of 2110 L Avenue (looking West)



Location of two (2) proposed limited time parking spaces in front of 2110 L Avenue (looking South)

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, AUTHORIZING THE INSTALLATION OF TWO PARALLEL "15-MINUTE" PARKING SPACES IN FRONT OF MY SUPER SWEET FAMILY DAYCARE LOCATED AT 2110 L AVENUE TO PROVIDE PARKING FOR CUSTOMERS.

WHEREAS, Ms. Maria Miranda, owner of My Super Sweet Family Daycare (the "Daycare"), located at 2110 L Avenue, has requested the installation of two time-restricted parking spaces in front of her property for customers; and

WHEREAS, Ms. Miranda stated that the unrestricted parking spaces currently located in front of her property are frequently occupied by vehicles from the apartments across the street, and parents frequently double-park their vehicles in the middle of the street to drop off and pick up their children from the Daycare; and

WHEREAS, staff visited the site and confirmed that the Daycare is located in a residential area; and

WHEREAS, the 2100 block of L Avenue is a 2-lane local roadway with parallel unrestricted parking on both sides of the street; and

WHEREAS, staff confirmed that the Daycare has a driveway that can accommodate one vehicle and there is a gate located at the driveway; and

WHEREAS, during the site visit, it was noted that most of the parallel unrestricted parking spaces around the property were occupied by vehicles; and

WHEREAS, additionally, staff determined that the Daycare hours are Monday to Friday from 6:00 a.m. to 6:00 p.m.; and

WHEREAS, this item was presented to the Traffic Safety Committee on August 13, 2025; and

WHEREAS, staff sent notices to the area residents inviting them to attend the Traffic Safety Committee Meeting and/or contact staff with any questions; and

WHEREAS, staff presented this item to the Traffic Safety Committee and, after discussion, the Traffic Safety Committee voted to approve staff's recommendation to install two green curb 15-minute parking spaces in front of My Super Sweet Family Daycare located at 2110 L Avenue, valid Monday through Friday from 6:30 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m.; and

WHEREAS, National City Municipal Code section 11.32.140 prohibits stopping or parking at any posted location where parking is restricted or prohibited by resolution of the City Council; and

WHEREAS, National City Municipal Code section 11.32.190 authorizes the City Engineer to designate and for the Director pf Public Works to install curb markings to indicate parking or standing regulations, including green curbs which prohibits stopping, standing, or parking for

longer than fifteen or thirty minutes, as marked or signed, on the days and between the times posted; and

WHEREAS, if approved by City Council, all work will be performed by City Public Works.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby authorizes the installation of two parallel "15-minute" parking spaces in front of My Super Sweet Family Daycare located at 2110 L Avenue to provide parking for customers, valid Monday through Friday from 6:30 a.m. to 8:30 a.m. and 4:00 p.m. to 6:00 p.m., with the costs for installation to be paid by the requesting business.

Section 2: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Engineering & Public Works**
Prepared by: **Carlos Perdomo – Civil Engineering Technician**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Installation of a Blue Curb Disabled Persons Parking Space with Signage in Front of the Residence at 402 Rachael Avenue.

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, Authorizing the Installation of a Blue Curb Disabled Persons Parking Space with Signage in Front of the Residence at 402 Rachael Avenue."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
At their meeting on August 13, 2025, the Traffic Safety Committee unanimously approved staff's recommendation for the installation of a blue curb disabled persons parking space with signage in front of the residence located at 402 Rachael Avenue.

EXPLANATION:
Ms. Petra Becerra, resident of 402 Rachael Avenue, has requested a blue curb disabled persons parking space in front of her residence. The residence is located at the southwest corner of Rachael Avenue and E. 4th Street. The resident possesses a valid disabled persons placard from the California Department of Motor Vehicles. Ms. Becerra stated that sometimes it is difficult for her to find parking in front of her residence; therefore, a disabled persons parking space in front of her residence would provide safer access to her house.

Staff visited the site and observed that the Ms. Becerra residence does not have a garage. While there is a driveway located at the west side of the property, there is no ADA accessible path of travel between the driveway and the house.

Currently, there is one existing on-street disabled persons parking space provided in the immediate vicinity of the area: 1) 405 Rachael Avenue (approved per TSC Item 2022-05). Per National City Disabled persons parking zone requirements, the total number of blue curb disabled persons parking spaces (including the proposed space in front of 402 Rachael Avenue) would not exceed 4% of the total number of on-street parking spaces available in the area.

Chapter 11.32.225 of the National City Municipal Code is used to evaluate requests for disabled persons parking spaces. The City's Disabled persons parking zone requirements for Special Hardship Cases are as follows:

1. Applicant (or guardian) must be in possession of valid license plates or placard for "disabled persons" or "disabled veterans". The condition is met.

2. The proposed disabled parking space must be in front (or side if on a corner lot) of the applicant's (or guardian's) place of residence. The condition is met.

3. The residence must not have useable off-street parking available or an off-street space available that may be converted into disabled parking. While there is a driveway located at the west side of the property, there is no ADA accessible path of travel between the driveway and the house. Therefore, the condition is met.

This item was presented to the Traffic Safety Committee on August 13, 2025. Staff sent notices to the area residents inviting them to attend the Traffic Safety Committee Meeting and/or contact staff with any questions. Mrs. Becerra attended the meeting and spoke in support of establishing a blue curb disabled persons parking space in front of her residence.

Staff presented the results of the site evaluation to the Traffic Safety Committee and after discussion, the Traffic Safety Committee unanimously voted to approve the installation of a blue curb disabled persons parking space with signage in front of the residence at 402 Rachael Avenue.

The applicant was informed that disabled persons parking spaces do not constitute "personal reserved parking" and that any person with valid "disabled persons" license plates or placards may park in disabled persons spaces.

If approved by City Council, all work will be performed by City Public Works.

FINANCIAL STATEMENT:
The estimated cost to install the disabled persons parking space is approximately $300. Funding is available within the Engineering & Public Works Streets Division maintenance and operations budget.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Public Safety

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Location Map
Exhibit B – Staff Report to TSC
Exhibit C – Resolution

Exhibit A: Location Map with Recommended Enhancements (TSC Item: 2025-12)



NATIONAL CITY TRAFFIC SAFETY COMMITTEE
AGENDA REPORT FOR AUGUST 13, 2025

ITEM NO. 2025-12

ITEM TITLE: REQUEST FOR INSTALLATION OF A BLUE CURB DISABLED PERSONS PARKING SPACE WITH SIGNAGE IN FRONT OF THE RESIDENCE AT 402 RACHAEL AVENUE

PREPARED BY: Carlos Perdomo, Engineering Technician – Civil Engineering & Public Works Department

DISCUSSION:

Ms. Petra Becerra, resident of 402 Rachael Avenue, has requested a blue curb disabled persons parking space in front of her residence. The residence is located at the southwest corner of Rachael Avenue and E. 4th Street. The resident possesses a valid disabled persons placard from the California Department of Motor Vehicles. Ms. Becerra stated that sometimes it is difficult for her to find parking in front of her residence; therefore, a disabled persons parking space in front of her residence would provide safer access to her house.

Staff visited the site and observed that Ms. Becerra residence does not have a garage but does have a driveway. The driveway, however, is located at the west side of the property with no ADA accessible path of travel.

Currently, there is one existing on-street handicap parking space provided in the immediate vicinity of the area: 1) 405 Rachael Avenue (approved per TSC Item 2022-05). Per National City Disabled persons parking zone requirements, the total number of blue curb disabled persons parking spaces (including the proposed space in front of 402 Rachael Avenue) would not exceed 4% of the total number of on-street parking spaces available in the area.

Chapter 11.32.225 of the National City Municipal Code is used to evaluate requests for disabled persons parking spaces. The City's Disabled persons parking zone requirements for Special Hardship Cases are as follows:

1. Applicant (or guardian) must be in possession of valid license plates or placard for "disabled persons" or "disabled veterans". *Ther condition is met.*

2. The proposed disabled parking space must be in front (or side if on a corner lot) of the applicant's (or guardian's) place of residence. *Ther condition is met.*

3. The residence must not have useable off-street parking available or an off-street space available that may be converted into disabled parking. *Although there is usable off-street parking in the rear yard of the property, there is no ADA accessible path of travel. Therefore, the condition is met.*

It shall be noted that disabled persons parking spaces do not constitute "personal reserved parking" and that any person with valid "disabled persons" license plates or placards may park in handicap spaces.

Please see attached exhibit for the location of existing blue curb disabled persons parking spaces within a 4-block radius from the proposed location for the request.

STAFF RECOMMENDATION:

Since all three conditions of the City's Disabled persons parking zone requirements for Special Hardship Cases is met, staff recommends the installation of a blue curb disabled persons parking space with signage.

EXHIBITS:

1. Public Request Form
2. Location Map
3. Location Map showing existing blue curb parking spaces in the area
4. Photos
5. National City Municipal Code Disabled Persons Parking Policy

2025-12

Request for Blue Curb Disabled Persons Parking Space

Name of Applicant: Petra R. Becerra

Name of Disabled Person (if different from above): _____

Address: 402 Rachael Ave National City CA. 91950

Email: _____ Phone Number: _____

Please answer the following questions, which will assist Engineering Department Staff, the Traffic Safety Committee, and your City Council in determining if you are qualified to have a blue curb disabled persons parking space placed in front of your residence. Please be informed that all blue curb parking spaces are considered public parking. Therefore, any registered vehicle in possession of a disabled persons placard or license plate is legally allowed to park in the blue curb space for up to 72 continuous hours.

1. Do you possess a valid disabled person's placard issued by the California Department of Motor Vehicles (DMV)?

   ☑YES ☐NO

   If YES, please include a copy of the placard, which contains name, address, placard number, and expiration date along with this request form.

2. Does your residence have a garage?

   ☐YES ☑NO

   If answered YES, is the garage large enough to park a vehicle (minimum of 20' x 12')?

   ☐YES ☐NO

3. Does your residence have a driveway?

   ☐YES ☑NO

   If answered YES, please refer to the following questions:

   a. Is the driveway large enough to park a vehicle (minimum of 20' x 12')?

      ☐YES ☐NO

   b. Is the driveway level?

      ☐YES ☐NO

   c. Is the driveway sloped/inclined?

      ☐YES ☐NO

Additional comments _____

CUSTOMER RECEIPT ONLY EXPIRES:06/30/2027

*** D I S A B L E D P E R S O N P L A C A R D ***

DATE ISSUED: 05/22/2025

PLACARD NUMBER: F82109B PIC: 1 TV: 92

MO/YR: GE

Becerra Petra R
402 Rachael Ave

DT FEES RECVD: 05/22/2025

AMT DUE : NONE
AMT RECVD - CASH :
- CHCK :
- CRDT :
CASH BACK :

National City
CA 91950
CO: 37

H00 475 24 0000000 0902 CS H00 052225 N1 F82109B

DEPARTMENT OF MOTOR VEHICLES PLACARD IDENTIFICATION CARD/RECEIPT

THIS IDENTIFICATION CARD OR FACSIMILE COPY IS TO BE CARRIED BY THE PLACARD OWNER. PRESENT IT TO ANY PEACE OFFICER UPON DEMAND. IMMEDIATELY NOTIFY DMV BY PHONE OR MAIL OF ANY CHANGE OF ADDRESS. WHEN PARKING, HANG THE PLACARD FROM THE REAR VIEW MIRROR. REMOVE IT WHEN DRIVING.

PLACARD#:
EXPIRES: 06/30/2027
DOB: 09/29/1954
ISSUED:
TYPE: N1

PLACARD HOLDER: Becerra Petra R
402 Rachael Ave
National City
CA 91950

PURCHASE OF FUEL (BUSINESS AND PROFESSIONS CODE 13660):
STATE LAW REQUIRES SERVICE STATIONS TO REFUEL A DISABLED PERSON'S VEHICLE AT SELF-SERVICE RATES, EXCEPT SELF-SERVICE FACILITIES WITH ONLY ONE CASHIER.

WHEN YOUR PLACARD IS PROPERLY DISPLAYED, YOU MAY PARK IN/ON:
*DISABLED PERSON PARKING SPACES (BLUE ZONES) *STREET METERED ZONES WITHOUT PAYING *GREEN ZONES WITHOUT RESTRICTIONS TO TIME LIMITS *STREET WHERE PREFERENTIAL PARKING PRIVILIGES ARE GIVEN TO RESIDENTS AND MERCHANTS.

YOU MAY NOT PARK IN/ON: RED ZONES *TOW AWAY ZONES *WHITE OR YELLOW ZONES *SPACES MARKED BY CROSSHATCH LINES NEXT TO DISABLED PERSON PARKING SPACES.

IT IS CONSIDERED MISUSE: *TO DISPLAY A PLACARD UNLESS THE DISABLED OWNER IS BEING TRANSPORTED *TO DISPLAY A PLACARD WHICH HAS BEEN CANCELLED OR REVOKED *TO LOAN YOUR PLACARD TO ANYONE, INCLUDING FAMILY MEMBERS.MISUSE IS A MISDEMEANOR (SECTION 4461VC) AND CAN RESULT IN CANCELLATION OR REVOCATION OF THE PLACARD, LOSS OF PARKING PRIVILEGES, AND/OR FINES.

August 7, 2025

RESIDENT/PROPERTY OWNER

Subject: TRAFFIC SAFETY COMMITTEE (TSC) ITEM NO. 2025-12

REQUEST FOR INSTALLATION OF A BLUE CURB DISABLED PERSONS PARKING SPACE WITH SIGNAGE IN FRONT OF THE RESIDENCE AT 402 RACHAEL AVENUE.

Dear Sir/Madame:

The City of National City would like to invite you to our next public Traffic Safety Committee Meeting scheduled for **Wednesday, August 13, 2025, at 2:00 P.M.** in the 2nd Floor Large Conference Room of the Civic Center Building, 1243 National City Boulevard, to discuss the above-referenced item.

The City Hall is ADA-compliant. There are two disabled persons parking spaces in front of City Hall on the east side of National City that provide direct access on the 2nd Floor of City Hall via a pedestrian bridge.

If you have any questions, comments, and/or concerns, please contact the Engineering Department at 619-336-4380 and reference Traffic Safety Committee Item Number 2025-12.

Sincerely,

[redacted]

Stephen Manganiello
Director of Public Works/City Engineer

SM:lz

Enclosure: Report

2025-12

Exhibit A: Location Map with Recommended Enhancements (TSC Item: 2025-12)



Exhibit B: Location Map Showing Existing Blue Curb Parking Spaces (TSC Item: 2025-12)





Location of proposed blue curb disabled person parking space in front of 402 Rachael Avenue (looking West)



Location of proposed blue curb disabled person parking space in front of 402 Rachael Avenue (looking North)

4. Green means no stopping, standing or parking for longer than fifteen or thirty minutes, as marked or signed, at any time between seven a.m. and six p.m. of any day except Sundays and holidays, unless otherwise indicated on postage signage.

5. Blue means parking reserved exclusively for disabled persons. Vehicles must display either a distinguishing license plate or placard issued pursuant to CVC Section 22511.5.B. When the Director of Public Works, as authorized under this title, has caused curb markings to be placed, no person shall stop, stand or park a vehicle adjacent to any such legible curb marking in violation of any of the provisions of this section, and it is unlawful for any person not duly authorized, to paint or cause said curbs to be painted.

(Ord. 827 § 71, 1951)

11.32.200 Loading permitted—Effect.

A. Permission herein granted to stop or stand a vehicle for purposes of loading or unloading of materials applies only to commercial vehicles and shall not extend beyond the time necessary therefor, and in no event for more than twenty minutes.

B. The loading or unloading of materials applies only to commercial deliveries, and the delivery or pickup of express and parcel post packages and United States mail.

C. Permission herein granted to stop or park for purposes of loading or unloading passengers includes the loading or unloading of personal baggage but shall not extend beyond the time necessary therefor, and in no event for more than three minutes.

D. Within the total time limits above specified the provisions of this section shall be enforced so as to accommodate necessary and reasonable loading or unloading but without permitting abuse of the privileges hereby granted.

(Ord. 827 § 72, 1951)

11.32.210 Loading zone—Restrictions.

No person shall stop, stand or park a vehicle in any yellow loading zone for any purpose other than loading or unloading passengers or material for such time as is permitted in Section 11.32.200.

(Ord. 827 § 73, 1951)

11.32.220 Passenger loading zone—Restrictions.

No person shall stop, stand or park a vehicle in any passenger loading zone for any purpose other than the loading or unloading of passengers for such time as is specified in Section 11.32.200.

(Ord. 827 § 74, 1951)

11.32.225 Disabled persons parking zone—Authority—Designation.

A. The City Engineer is authorized to designate specially marked and posted on-street parking spaces for disabled persons pursuant to CVC 21101, et seq. at the following facilities:

1. Government Buildings serving the public such as administration buildings, public employment offices, public libraries, police stations, etc.

2. Hospitals and convalescent homes with more than 75-bed capacity.

3. Medical facilities and doctors' offices staffed by a maximum of five practitioners. Zones shall be located to serve a maximum number of facilities on one block.

4. Community service facilities such as senior citizens service centers, etc.

5. Accredited vocational training and educational facilities where no off- street parking is provided for disabled persons.

6. Employment offices for major enterprises employing more than 200 persons.

7. Public recreational facilities including municipal swimming pools, recreation halls, museums, etc.

8. Public theaters, auditoriums, meeting halls, arenas, stadiums with more than 300 seating capacity.

9. Other places of assembly such as schools and churches.

10. Commercial and/or office building(s) with an aggregate of more than 50,000 square feet of usable floor space. Zone shall be located to serve a maximum number of facilities on one block.

11. Hotels catering to daily guests, maintaining a ground floor lobby and a switchboard that is operated 24 hours per day.

12. A hotel or apartment house catering to weekly or monthly guests and containing more than 30 separate living units.

B. General requirements.

1. Each disabled persons parking space shall be indicated by blue paint and a sign (white on blue) showing the international symbol of accessibility (a profile view of a wheelchair with occupant).

2. Where installed under the above criteria the total number of disabled persons curb parking spaces will be limited to 4% of the total number of on-street parking spaces available in the area and shall be distributed uniformly within the area.

3. Disabled persons parking will not be installed at locations with a full-time parking prohibition. When a disabled persons parking zone is installed where a part-time parking prohibition is in effect, the disabled persons parking zone will have the same time restrictions as the part-time parking prohibition.

4. The cost of installing disabled persons parking, not initiated by public request, will be assumed by the City on public streets and public off-street parking facilities.

5. In establishing on-street parking facilities for the disabled there shall be a reasonable determination made that the need is of an on-going nature. The intent is to prevent the proliferation of special parking stalls that may be installed for a short-term purpose but later are seldom used. Unjustified installation of such parking stalls unnecessarily increases the City's maintenance and operations costs, reduce available on- street parking for the general public, and detract from the overall effectiveness of the disabled persons parking program.

6. Applicant pays a one-time fee as determined by the City Engineer for recoverable costs related to installation and maintenance.

C. Special Hardship Cases.

1. It is not the intention of the City to provide personal reserved parking on the public right-of-way, especially in residential areas. However, exceptions may be made, in special hardship cases, provided all of the following conditions exists:

a. Applicant (or guardian) must be in possession of valid license plates for "disabled persons" or "disabled veterans."

b. The proposed disabled parking space must be in front of the applicant's (or guardian's) place of residence.

c. Subject residence must not have useable off-street parking available or off-street space available that may be converted into disabled parking.

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, AUTHORIZING THE INSTALLATION OF A BLUE CURB DISABLED PERSONS PARKING SPACE WITH SIGNAGE IN FRONT OF THE RESIDENCE AT 402 RACHAEL AVENUE.

WHEREAS, Ms. Petra Becerra, resident of 402 Rachael Avenue, has requested a blue curb disabled persons parking space in front of her residence; and

WHEREAS, the resident possesses a valid disabled persons placard from the California Department of Motor Vehicles; and

WHEREAS, the resident stated that she is requesting the accommodation since it is difficult for her to find parking in front of her residence and a disabled person parking space in front of her residence would provide safer access to her house; and

WHEREAS, staff visited the site and observed that Ms. Becerra's residence does not have a garage, but the property does have a driveway; and

WHEREAS, staff confirmed that there is no path of travel between the driveway and the residence that meets accessibility standards for disabled persons; and

WHEREAS, this item was presented to the Traffic Safety Committee on August 13, 2025; and

WHEREAS, staff sent notices to area residents inviting them to attend the Traffic Safety Committee Meeting and/or contact staff with any questions; and

WHEREAS, Ms. Becerra was in attendance to speak in support of the blue curb disabled persons parking space; and

WHEREAS, staff presented the results of the site evaluation to the Traffic Safety Committee and, after discussion, the Traffic Safety Committee voted to approve staff's recommendation to instal a blue curb disabled persons parking space with signage in front of the residence at 402 Rachael Avenue, since all three conditions of the Special Hardship Cases section of National City Municipal Code section 11.32.225(C), Disabled persons parking zone, are met.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby authorizes the installation of a blue curb disabled persons parking space with signage in front of the residence at 402 Rachael Avenue.

Section 2: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

Ron Morrison, Mayor

ATTEST:

Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Engineering & Public Works**
Prepared by: **Luca Zappiello, Principal Civil Engineer**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Pedestrian Crossing Enhancements Project, CIP 22-28, Project Overview and Grant Appropriation for Construction phase.

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, 1) Authorizing the Mayor to Execute Program Supplement Agreement No. A845 with the State of California Department of Transportation for the Pedestrian Crossing Enhancements Project, CIP 22-28; 2) Authorizing the Establishment of an Engineering Grants Fund Appropriation of $243,000 and Corresponding Revenue Budget; and 3) Committing to Providing a Local Match of $7,000."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
On March 30, 2021, the California Department of Transportation (Caltrans) awarded the City of National City a Highway Safety Improvement Program (HSIP) grant in the amount of $243,000 for construction of the Pedestrian Crossing Enhancements Project, CIP 22-28 (Project). The project will enhance pedestrian safety at the intersection of 16th Street and E Avenue near National City Middle School by installing high-visibility striping, curb extensions, a pedestrian refuge island, ADA-compliant curb ramps, solar powered lighting and a solar powered pedestrian-actuated rectangular rapid flashing beacon warning system. As shown in Exhibit A, project plans have been completed, and the project is ready to be advertised for construction bidding, pending execution of the attached Program Supplement Agreement (PSA).

Execution of the PSA and establishment of appropriations for the State HSIP Grant portion of the funding is required to allow for reimbursement of eligible project expenditures for construction.

FINANCIAL STATEMENT:
The total budget for the construction phase of the Pedestrian Crossing Enhancements Project, CIP 22-28 is $250,000. Local matching funds in the amount of $7,000 were previously appropriated by City Council through adoption of the FY 2026 CIP budget. Approval of this agenda item will result in the establishment of appropriations for the State HSIP Grant portion of the funding in the amount of $243,000 as follows:

Engineering Grants Fund - $243,000
Expenditure Account No. 296-10-18-18500-7598-6624296
Revenue Account No. 96-10-18-18500-3463-6624296
General Fund - $7,000
Expenditure Account No. 100-10-18-18500-7598-6573100 Transportation Improvements

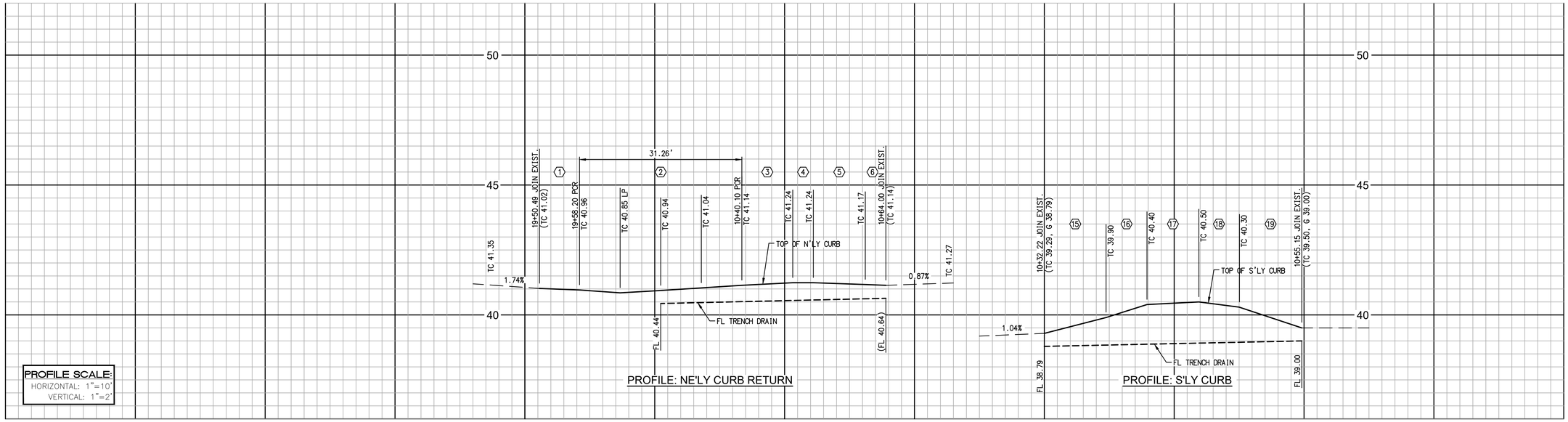
RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Transportation Choices and Infrastructure

ENVIRONMENTAL REVIEW:
This is a project under CEQA subject to a Categorical Exemption. Existing Facilities. CCR 15301(c). A Notice of Exemption has been filed.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Project Overview
Exhibit B – PSA
Exhibit C – Resolution



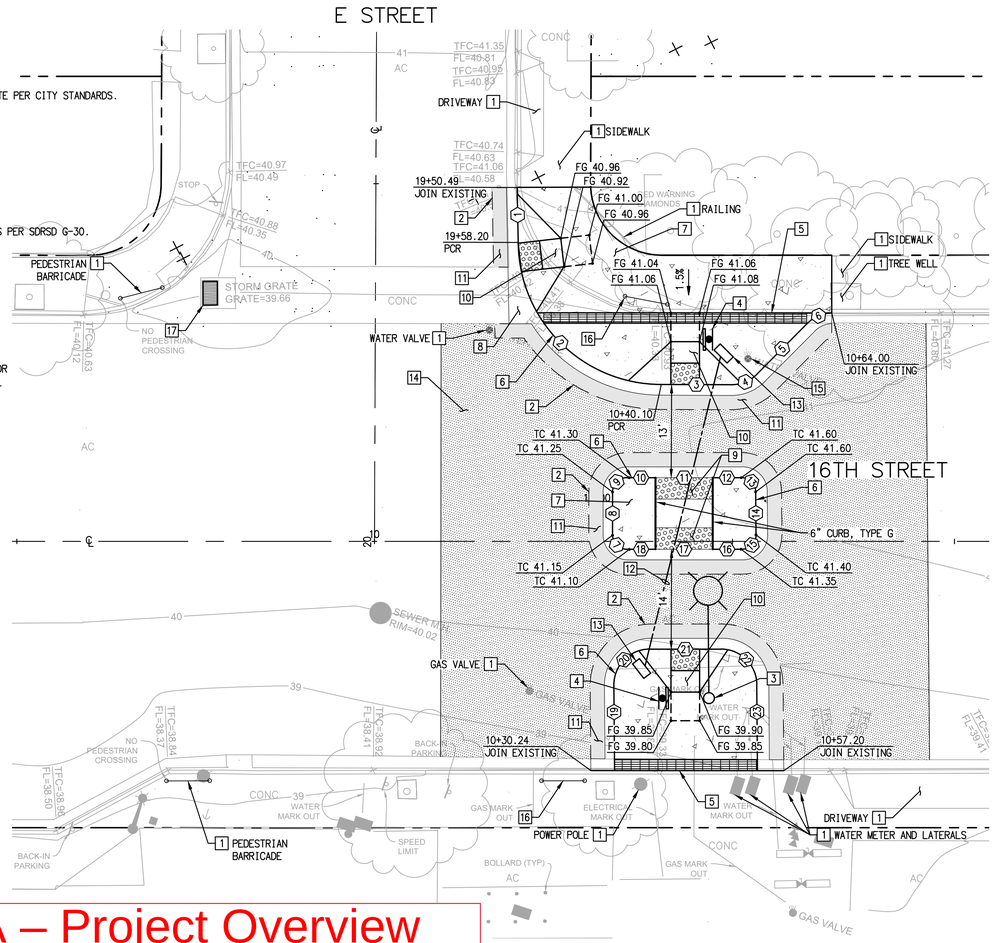
PROFILE SCALE:
HORIZONTAL: 1"=10'
VERTICAL: 1"=2'

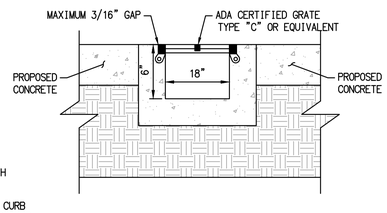
CONSTRUCTION NOTES

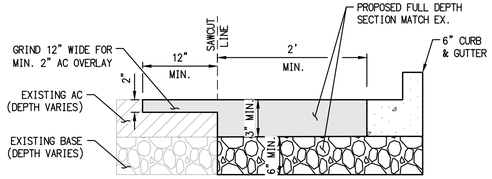
1. PROTECT IN PLACE.
2. SAW CUT EXISTING AC PAVEMENT PER DETAIL "A", THIS SHEET.
3. FURNISH AND INSTALL SOLAR STREET LIGHT STANDARD WITH FOUNDATION COMPLETE PER CITY STANDARDS.
4. FURNISH AND INSTALL SOLAR RECTANGULAR RAPID FLASHING BEACON WITH POLE AND FOUNDATION COMPLETE PER DETAIL "C" ON SHEET 3.
5. FURNISH AND INSTALL CURB CHANNEL PER DETAIL "B", THIS SHEET.
6. CONSTRUCT 6" CONCRETE CURB & GUTTER PER SDRSD G-2.
7. CONSTRUCT 4" PCC SIDEWALK PER SDRSD G-7 AND G-9.
8. CONSTRUCT PCC CROSS GUTTER PER SDRSD G-12.
9. FURNISH AND INSTALL YELLOW TRUNCATED DOMES PER SDRSD G-30.
10. CONSTRUCT CURB RAMP TYPE A-1 PER SDRSD G-28 WITH YELLOW TRUNCATED DOMES PER SDRSD G-30.
11. CONSTRUCT AC PAVEMENT. MATCH EXISTING SECTION.
12. FURNISH AND INSTALL 2" PVC CONDUIT WITH MULE TAPE FOR FUTURE USE.
13. FURNISH AND INSTALL #5 PULL BOX.
14. PERFORM 2" MILL AND VARIABLE DEPTH OVERLAY.
15. ADJUST EXISTING UTILITY TO GRADE.
16. REMOVE AND SALVAGE EXISTING BARRICADES.
17. (RS) EXISTING STORM DRAIN GRATE. FURNISH AND INSTALL NEW 25" X 40" ADA COMPLIANT GRATE. GRATE SHALL BE NEENAH CATALOG NO. R-4996 A12 TYPE M (OR APPROVED EQUAL). GRATE SHALL BE BOLTED DOWN FLUSH, THE CONTRACTOR SHALL DETERMINE THE DEPTH.

CURB DATA TABLE

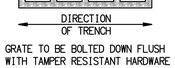
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1	N 19°00'44" W	---	7.71'	6" C&G TYPE G
2	Δ=89°32'51"	20.00'	31.26'	6" C&G TYPE G
3	N 72°18'50" E	---	9.80'	6" C&G TYPE G
4	Δ=45°23'38"	5.00'	3.96'	6" C&G TYPE G
5	N 26°55'12" E	---	9.99'	6" C&G TYPE G
6	Δ=43°35'58"	5.00'	3.80'	6" C&G TYPE G
7	Δ=90°00'31"	2.00'	3.14'	6" MEDIAN C&G, TYPE B-2
8	N 17°53'31" W	---	6.00'	6" MEDIAN C&G, TYPE B-2
9	Δ=89°59'29"	2.00'	3.14'	6" MEDIAN C&G, TYPE B-2
10	N 72°06'48" E	---	4.00'	6" MEDIAN C&G, TYPE B-2
11	N 72°05'58" E	---	8.00'	6" C&G, TYPE B-2/FLUSH
12	N 72°06'11" E	---	4.00'	6" MEDIAN C&G, TYPE B-2
13	Δ=89°32'51"	2.00'	3.13'	6" MEDIAN C&G, TYPE B-2
14	N 18°21'11" W	---	6.00'	6" MEDIAN C&G, TYPE B-2
15	Δ=90°27'09"	2.00'	3.16'	6" MEDIAN C&G, TYPE B-2
16	N 72°06'11" E	---	4.00'	6" MEDIAN C&G, TYPE B-2
17	N 72°05'58" E	---	8.00'	6" C&G, TYPE B-2/FLUSH
18	N 72°05'57" E	---	4.00'	6" MEDIAN C&G, TYPE B-2
19	N 18°21'11" W	---	11.88'	6" C&G TYPE G
20	Δ=90°27'09"	5.00'	7.89'	6" C&G TYPE G
21	N 72°05'58" E	---	9.97'	6" C&G TYPE G
22	Δ=89°32'51"	5.00'	7.81'	6" C&G TYPE G
23	N 18°21'11" W	---	12.02'	6" C&G TYPE G





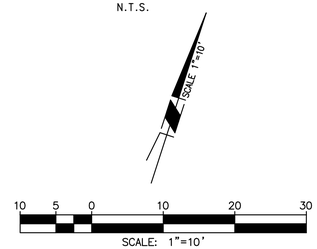


DETAIL "A"
SAW CUT & AC PAVEMENT SLOT PATCH
N.T.S



GRATE TO BE BOLTED DOWN FLUSH WITH TAMPER RESISTANT HARDWARE

DETAIL "B"
CURB CHANNEL
N.T.S.



LEGEND

- PROPOSED SAWCUT LINE
- PROPOSED 4" PCC SIDEWALK
- PROPOSED 2" MILL AND OVERLAY
- PROPOSED AC PAVEMENT OVER AB, MATCH FULL DEPTH SECTION IN KIND
- PROPOSED CURB CHANNEL

DIGALERT
DIAL TOLL FREE
1-800-227-2600
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

STC TRAFFIC
5973 AVENIDA ENCINAS, SUITE 218, CARLSBAD, CA 92008
PHONE: 760-602-4290 WWW.STCTRAFFIC.COM

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONAL CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF THESE PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF NATIONAL CITY IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

[redacted] 2/18/2025
PHILIP R. KERN R.C.E. 40831 DATE

REGISTERED PROFESSIONAL ENGINEER PHILIP R. KERN NO. 40831 CIVIL STATE OF CALIFORNIA

CALIFORNIA NATIONAL CITY 1887 INCORPORATED

PLANS FOR THE IMPROVEMENTS OF:
16TH ST AND E AVE PEDESTRIAN CROSSING IMPROVEMENT PLAN

CITY OF NATIONAL CITY

[redacted] 2/20/2025
STEPHEN MANGANIELLO, RTE 2973 DATE
DIRECTOR OF ENGINEERING AND PUBLIC WORKS

PROJECT NO. | CIP NO.

SHEET 3 OF 3 SHEETS

Exhibit A – Project Overview

ENGINEERING DEPARTMENT
AS-BUILT
BY | APPROVED | DATE
REVISIONS

UTILITY DEPARTMENTS
SDGE — ELECTRICAL, HASER MARABEH — (858) 549-6516
GAS MAPS, HUEY MITCHELL — (858) 547-2080
TELECOMMUNICATIONS, DEAN TATEYAMA — (619) 260-4312
COX COMMUNICATIONS, GARY COOPER — (619) 266-5387
AT&T SUBSTRUCTURES, PATTI SLADEK — (858) 886-1935

SURVEYOR:
CONSTRUCTION RECORDS
DATE STARTED:
INSPECTOR:
DATE COMPLETED:

jwalters Feb 18, 2025 - 12:43pm R:\Shared With Me\STC Data\Projects\National City\0867_Pedestrian Crossing at E 16th & E Ave\07_Engineering\C4DD\dlv\0867_DLV_02_JM.dwg

PROGRAM SUPPLEMENT NO. 00000A845
to
ADMINISTERING AGENCY-STATE AGREEMENT
FOR STATE FUNDED PROJECTS NO 11-5066S21

Adv. Project ID 1124000287

Date: September 19, 2025
Location: 11-SD-0-NATC
Project Number: HSIPSL-5066(061)
E.A. Number:
Locode: 5066

This Program Supplement, effective 08/13/2025, hereby adopts and incorporates into the Administering Agency-State Agreement No. 11-5066S21 for State Funded Projects which was entered into between the ADMINISTERING AGENCY and the STATE with an effective date of 09/12/2022 and is subject to all the terms and conditions thereof. This PROGRAM SUPPLEMENT is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. approved by the ADMINISTERING AGENCY on (See copy attached).

The ADMINISTERING AGENCY further stipulates that as a condition to the payment by the State of any funds derived from sources noted below encumbered to this project, Administering Agency accepts and will comply with the Special Covenants and remarks set forth on the following pages.

PROJECT LOCATION: Intersection of 16th St & E Ave.

TYPE OF WORK: Pedestrian Crossing Enhancement **LENGTH:** 0.0(MILES)

Estimated Cost	State Funds		Matching Funds		
	STATE	$243,000.00	LOCAL		OTHER
$250,000.00			$7,000.00		$0.00

CITY OF NATIONAL CITY

By _____

Title _____

Date _____

Attest _____

STATE OF CALIFORNIA
Department of Transportation

By _____

Chief, Office of Project Management Oversight
Division of Local Assistance

Date _____

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

Accounting Officer _____ **Date** _____ $243,000.00

SPECIAL COVENANTS OR REMARKS

1. A. This PROJECT has received STATE funds from Highway Safety Improvement Program (HSIP). The ADMINISTERING AGENCY agrees to administer the PROJECT in accordance with the Highway Safety Improvement Program (HSIP) Guidelines, the Local Assistance Procedures Manual (LAPM), the Local Assistance Program Guidelines (LAPG), and this PROGRAM SUPPLEMENT.

   B. The STATE funds for this PROJECT may be provided under one or more phases, which are Preliminary Engineering (PE), Right-of-Way (R/W) and Construction (Con).

   A phase-specific fund allocation is required, in addition to other requirements, before reimbursable work can occur for the phase identified. Each allocation will be assigned an effective date and identify the amount of funds allocated per phase. Unless otherwise determined, the effective date of the phase-specific allocation will constitute the start of reimbursable expenditures for the phase. The STATE funds available for reimbursement will be limited to the amount allocated by the STATE for the phase.

   C. At the time of the first fund allocation approval for the Project, this PROGRAM SUPPLEMENT, a STATE-approved Allocation Letter and STATE Finance Letter are prepared to allow reimbursement of eligible PROJECT expenditures for the phase allocated.

   D. STATE and ADMINISTERING AGENCY agree that any additional fund allocations made after the execution of this PROGRAM SUPPLEMENT, for the phase that has been authorized in the first fund allocation approval or for a new phase, will be encumbered on this PROJECT by use of a STATE-approved Allocation Letter and a STATE Finance Letter and are subject to the terms and conditions thereof.

   E. This PROJECT is subject to the delivery requirements enacted by the HSIP guidelines. The delivery requirements may be accessed at: https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/delivery-requirements-status-approved-projects.

   F. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer immediately after project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract. Failure to do so will cause a delay in the State processing of invoices for the construction phase.

   G. The ADMINISTERING AGENCY shall invoice STATE for PE, R/W and CON costs no later than 180 days after the end of expenditure the phase. For construction costs, the ADMINISTERING AGENCY has 180 days after project completion or contract acceptance to make the final payment to the contractor, prepare the final Report of Expenditures and final invoice, and submit to STATE for verification and

SPECIAL COVENANTS OR REMARKS

payment.

H. ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current LAPM provisions.

I. ADMINISTERING AGENCY agrees to comply with the requirements in 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (applicable to Federal and State Funded Projects).

J. By executing this PROGRAM SUPPLEMENT, ADMINISTERING AGENCY agrees to provide the STATE, upon request, with the information related to the PROJECT for the purpose of project evaluation or other purposes.

K. The ADMINISTERING AGENCY shall construct the PROJECT in accordance with the scope of work presented in the application and approved by the State. Any changes to the approved PROJECT scope without the prior expressed approval of the State are ineligible for reimbursement and may result in the entire PROJECT becoming ineligible for reimbursement.

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, 1) AUTHORIZING THE MAYOR TO EXECUTE PROGRAM SUPPLEMENT AGREEMENT NO. A845 WITH THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE PEDESTRIAN CROSSING ENHANCEMENTS PROJECT, CIP 22-28; 2) AUTHORIZING THE ESTABLISHMENT OF AN ENGINEERING GRANTS FUND APPROPRIATION OF $243,000 AND CORRESPONDING REVENUE BUDGET; AND 3) COMMITTING TO PROVIDING A LOCAL MATCH OF $7,000.

WHEREAS, the Pedestrian Crossing Enhancements Project, CIP 22-28 ("Project") will enhance pedestrian safety at the intersection of 16th Street and E Avenue near National City Middle School by installing high-visibility striping, curb extensions, a pedestrian refuge island, AD-A-compliant curb ramps, solar powered lighting and a solar powered pedestrian-actuated rectangular rapid flashing beacon warning system; and

WHEREAS, on March 30, 2021, the California Department of Transportation ("Caltrans") awarded the City of National City ("City") a Highway Safety Improvement Program ("HSIP") grant in the amount of $243,000 for construction of the Project, which required a local match from the City of $7,000; and

WHEREAS, funds are available to meet the local match utilizing existing appropriations in the General Fund's Transportation Improvements fund; and

WHEREAS, City staff recommends the City Council adopt this Resolution authorizing the Mayor to execute Program Supplement Agreement No. A845 with Caltrans for the Project to allow reimbursement of up to $243,000 for the construction phase.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby authorizes the Mayor to execute Program Supplement Agreement No. A845 with the State of California Department of Transportation for the Pedestrian Crossing Enhancements Project, CIP 22-28.

Section 2: That the City Council authorizes the establishment of an Engineering Grants Fund appropriation of $243,000 and corresponding revenue budget.

Section 3: That the City Council hereby authorizes to commit to providing a local match of $7,000 from the Transportation Improvements fund.

Section 4: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Engineering & Public Works**
Prepared by: **Ricardo Rodriguez, Assistant Engineer-Civil**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Project Close-Out and Notice of Completion for the Police Pistol Range HVAC and Safety Improvements Project, CIP No. 20-05.

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, 1) Accepting the Work Performed by SWCS, Inc. for the Police Pistol Range HVAC and Safety Improvements Project, CIP 20-05; 2) Approving the Final Contract Amount of $656,176.17; 3) Ratifying the Release of Retention in the Amount of $32,808.81; and 4) Authorizing the Mayor to Sign the Notice of Completion."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
The Police Pistol Range (Range), located within the National City Police Department headquarters, was updated to address insufficient air filtration of metal contaminated dust from the Range and to address/enhance laminar air flow during multiple user training exercises. The work was also required to be performed as part of a notice of violation corrective action agreement with the San Diego County Department of Environmental Health (DEH).

At the conclusion of the installation and during system commissioning activities, the DEH inspected the final constructed system and confirmed that it meets National Institute of Occupational Safety and Health (NIOSH) specifications and has adequate dust handling and filtration to eliminate discharge of metals from the HVAC exhaust.

On October 20, 2022, the bid solicitation was posted on PlanetBids, a free public electronic bidding system for contractors. On November 10, 2022, one (1) bid was received by the 2:00 p.m. deadline. SWCS Inc. was the apparent low bidder with a total bid amount of $624,111. Upon review of all documents submitted, SWCS, Inc.'s bid was deemed responsive and they were the lowest responsible bidder qualified to perform the work as described in the project specifications.

On December 6, 2022, per Resolution No. 2022-194, City Council awarded the contract to SWCS, Inc. in the amount not-to-exceed $624,111 and authorized a 15% contingency in the amount of $93,617 to address any unforeseen conditions that may arise.

The Notice to Proceed with construction was issued on February 29, 2024, after an extended delay due to supply chain impacts and other factors that resulted in a long lead time for procurement of equipment.

Construction started on March 4, 2024 and was completed on June 21, 2024. Following completion of the project, City staff coordinated with DEH over the course of several months to receive testing and inspections and final approval that compliance was achieved.

The change orders issued for this project are detailed in the Final Contract Balance (Exhibit A). The change orders and line-item adjustments increased the contract by $32,065.17. This resulted in a 5.1% increase from the contract award amount, for a final contract balance of $656,176.17.

As a result of satisfactory completion of the project, staff recommends that City Council: 1) accept the work performed by SWCS, Inc. for the Police Pistol Range HVAC and Safety Improvements project, CIP 20-05; 2) approve the final contract amount of $656,176.17; 3) ratify the release of retention in the amount of $32,808.81; and 4) authorize the Mayor to sign the Notice of Completion, which will be filed with the San Diego County Recorder's Office.

FINANCIAL STATEMENT:
The Final Contract Amount of $656,176.17 was funded as follows:

Expenditure Account No. 100-10-18-18500-7598-1500100 (Facility Upgrades CIP) - $146,176.17
Expenditure Account No. 100-80-31-31100-7299- (Contract Services) - $510,000.00

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Public Safety

ENVIRONMENTAL REVIEW:
The Notice of Exemption was filed to satisfy CEQA requirements.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Final Contract Balance
Exhibit B – Notice of Completion
Exhibit C – Resolution

FINAL CONTRACT BALANCE

DATE: SEPTEMBER 16, 2025

PROJECT: POLICE PISTOL RANGE HVAC AND SAFETY IMPROVEMENTS
CIP No. 20-05

TO: SOUTHWEST CONSTRUCTION SERVICES
11653 RIVERSIDE DRIVE, SUITE 153
LAKESIDE, CA 92040

ORIGINAL CONTRACT AMOUNT:	$624,111.00
START DATE:	MARCH 4, 2024
COMPLETION DATE:	JUNE 21, 2024
ORIGINAL CONTRACT LENGTH:	60 Working Days
EXTENSION OF WORK DAYS:	20 Working Days
TOTAL CONTRACT TIME:	80 Working Days
FINAL CONTRACT AMOUNT:	$656,176.17

DESCRIPTION:

The Final Contract Balance reports final line item amounts and summarizes all change orders to produce a final contract amount.

CHANGE ORDERS AND LINE ITEM ADJUSTMENTS:

Change Order #1 provided and installed additional structural steel support beams for duct work and relocation of existing sprinkler line within the fan room. Due to the existing layout of the air intake within the fan room, the Contractor was directed by the structural engineer to install additional steel cross members to support the new duct work. The sprinkler was relocated to provide sufficient space for the steel cross members. This Change Order total amount was **$9,750.74.**

Change Order #2 installed pressure treated lumber to support the rooftop curbs. The Contractor was directed by the structural engineer to install pressure treated lumber to level the rooftop curbs prior to the installation of the range exhaust fan and exhaust filter bank. This Change Order total amount was **$8,342.80.**

Change Order #3 extended the fire rated duct shaft within the police pistol range. The Contractor was directed to extend and build a new fire rated duct shaft penetrating into the pistol range to provide sufficient space for the existing utilities that were identified within the duct shaft during demolition. The extended shaft allowed sufficient space for installation of a fire damper in lieu of placing the fire damper in the existing floor. This Change Order total amount was **$6,171.55.**

FINAL CONTRACT BALANCE

POLICE PISTOL RANGE HVAC AND SAFETY IMPROVEMENTS

CIP No. 20-05

Change Order #4 removed the existing VAV 33 duct from the existing HVAC system. The Contractor was directed by the Engineer to remove the duct connection and patch and fire rate the shaft. The VAV 33 duct was removed from the shaft to the VAV box. Additionally, the VAV box and controls were removed and delivered to the City for replacement parts. This Change Order total amount was **$4,220.74.**

Change Order #5 extended the soffit within the pistol range to provide sufficient space for the radial diffuser installation. The Contractor was directed by the Engineer to extend the range soffit 8" to allow the soffit to match flush with the existing column located in the north-east corner of the police pistol range. The extension provided sufficient spacing to install the diffusers in lieu of reducing the size of the diffusers and affect the efficiency of the system. This Change Order total amount was **$2,766.66.**

Change Order #6 procured and installed 600V, 30A time delay fuses within the existing fused switch. The Contractor was directed by the City to replace the existing wire jumpers placed within the fuse panel with time delay fuses during the electrical shutdown. This Change Order total amount was **$412.40.**

Change Order #7 provided for coordination with SDGE for a service outage request. The service request allowed for the Contractor to perform the necessary final connection to the existing breaker panel. This Change Order total amount was **$5,200.28.**

Change Order #8 deleted the additive bid line item for 24-hr firewatch. Firewatch was not required to complete the contract scope of work. This Change Order total deduction was (**$4,8000.00).**

All Change Orders listed above increased the total contract amount **$32,065.17**

Original Contract Amount:	$ 624,111.00
Change Order Total:	$ 32,065.17
New Contract Amount:	$ 656,176.17
Final Contract Balance:	$ 656,176.17

CONTRACT ADJUSTMENT:

As a result of the above change orders and line item adjustments, the contract price is adjusted as follows:

1. The final contract price is adjusted to **$656,176.17**
2. As a result of the satisfactory completion of said project, a retention amount of **$32,808.81** is set for invoice processing and payment upon the receipt of signatures and City Council's ratification of this agreement and the Notice of Completion.

This document and its purpose to balance payment shall be considered full compensation for furnishing and installing the materials, labor, tools and equipment, profit, overhead, and all incidentals for performing the work described above. Southwest Construction Services will not be entitled to damages or additional payment for delays as described in the 2012 edition of the Standard Specifications for Public Works Construction, Section 6-6.3, for performing the work as described above.

RECORDING REQUESTED BY
WHEN RECORDED MAIL TO:
NAME: CITY OF NATIONAL CITY
ADDRESS: 243 NATIONAL CITY BOULEVARD
NATIONAL CITY, CA 91950

NOTICE OF COMPLETION

CALIFORNIA CIVIL CODE SECTION 3093

NOTICE IS HEREBY GIVEN of the completion on June 21, 2024 of the:

Police Pistol Range HVAC and Safety Improvements Project, CIP No. 20-05

Work of improvement or portion of work of improvement under construction or alteration.

1200 National City Boulevard, National City, CA 91950

Street Address City State Zip Code

The undersigned owns the following interest or estate in said property:

Owner in fee

Nature of the interest or estate of owner (mortgagor, lessee, etc.)

Said work of improvement was performed on the property pursuant to a contract with

SWCS, Inc.

Name of Original Contractor

The following work and material were supplied:

Labor provided: General laborer, HVAC Technician, Electrician Materials: HVAC, ventilation, filters, make-up air unit, range exhaust fan, radial diffusers. Equipment: Crane and hand tools.

General statement of kind of labor, services, equipment or materials

The names and addresses of co-owners are: N/A

Joint tenants, tenants in common, or other owners

Dated: October 7, 2025; _____

Signature of Owner
City of National City, 1243 National City Blvd., National City, CA 91950

I, the undersigned, say: I have read the foregoing Notice of Completion and know the contents thereof; the same is true of my own knowledge. I declare under penalty of perjury that the forgoing is true and correct.

Executed on October 7, 2025 at, National City, California.

Signature: _____

RON MORRISON, MAYOR

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, 1) ACCEPTING THE WORK PERFORMED BY SWCS, INC. FOR THE POLICE PISTOL RANGE HVAC AND SAFETY IMPROVEMENTS PROJECT, CIP 20-05; 2) APPROVING THE FINAL CONTRACT AMOUNT OF $656,176.17; 3) RATIFYING THE RELEASE OF RETENTION IN THE AMOUNT OF $32,808.81; AND 4) AUTHORIZING THE MAYOR TO SIGN THE NOTICE OF COMPLETION.

WHEREAS, the Police Pistol Range HVAC and Safety Improvements Project, CIP 20-05, consisted of upgrades to the air filtration system at the Police Department's pistol range to meet National Institute of Occupational Safety and Health standards and to address the requirements of a notice of violation corrective action agreement with the San Diego County Department of Environmental Health (the "Project"); and

WHEREAS, on December 6, 2022, City Council awarded the contract for the Project to SWCS, Inc. ("SWCS") in the amount not to exceed $624,111 and authorized a 15% contingency in the amount of $93,617 to address any unforeseen conditions that may arise; and

WHEREAS, on February 29, 2024, the Notice to Proceed with construction was issued to SWCS, after an extended delay due to supply chain impacts and other factors that resulted in a long lead time for procurement of equipment; and

WHEREAS, construction on the Project started on March 4, 2024 and was completed on June 21, 2024; and

WHEREAS, Project change orders and line-item adjustments increased the contract by $32,065.17, which resulted in a 5.1% contract increase to the original contract award, for a final contract balance of $656,176.17; and

WHEREAS, the Notice of Completion will be filed with the San Diego County Recorder's Office.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby accepts the work performed by SWCS, Inc. for the Police Pistol Range HVAC and Safety Improvements Project, CIP 20-05.

Section 2: That the City Council approves the final contract balance of $656,176.17.

Section 3: That the City Council ratifies the release of retention in the amount of $32,808.81.

Section 4: That the City Council authorizes the Mayor to sign the Notice of Completion.

Section 5: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

Ron Morrison, Mayor

ATTEST:

Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Engineering & Public Works**
Prepared by: **Luca Zappiello, Principal Civil Engineer**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Project Close-Out and Notice of Completion for the Valley Road Storm Drain Replacement Project, CIP No. 24-21.

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, 1) Accepting the Work Performed by Rove Engineering, Inc. for the Valley Road Storm Drain Replacement Project, CIP No. 24-21; 2) Approving the Final Contract Amount of $294,219.06; 3) Ratifying the Release of Retention in the Amount of $14,710.95; and 4) Authorizing the Mayor to Sign the Notice of Completion."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
On January 22, 2024, San Diego County experienced a catastrophic rainstorm event (Storm Event) that was considered a "1 in a 1,000-year event" by the United States Geological Survey (USGS). After the Storm Event, the City of National City (City) and other cities within San Diego County declared a state of emergency and deployed City crews to clear debris and assess the severity of damage to homes, businesses and City infrastructure. On January 23, 2024, the Governor of California issued an Emergency Proclamation (Proclamation) to provide support in the response and recovery efforts from the Storm Event and to secure funding (CDAA-2024-04). Subsequent to this Proclamation, the California Office of Emergency Services (CalOES) announced that funding would be available for certain qualified storm-related emergency and permanent repairs, for up to 75% of the cost incurred by the City. Staff has submitted the initial required documentation to CalOES for the storm damage experienced within the City and expects that this project will qualify for reimbursement under that process.

The Storm Event significantly impacted critical City infrastructure, including damage to the City's storm drain system at 3131 Valley Road, resulting in a sink hole in a private street located within the Bonita Paradise Mobile Home Park. The condition was identified in the weeks following the storm and immediately stabilized. City staff, supported by on-call consultants, completed the evaluation and design to permanently repair the sink hole and replace approximately 32 feet of dual 71" X 47" Corrugated Metal Pipe (CMP) with dual 76" X 48" Elliptical Reinforced Concrete Pipe (RCP). The new installation uses RCP as the material of choice, which meets current industry standards.

On November 5, 2024, a bid solicitation for this project was posted on PlanetBids, a free public electronic bidding system for contractors. On November 6, 2024 and November 15, 2024, the bid solicitation was advertised in the local newspaper.

On December 12, 2024, eight (8) bids were received by the 1:00 p.m. deadline. Rove Engineering, Inc. was the apparent lowest bidder with a total bid amount of $283,333.82. Upon review of all documents submitted, Rove Engineering Inc.'s bid was deemed responsive and they were the lowest responsible bidder qualified to perform the work as described in the project specifications.

On January 21, 2025, per adoption of Resolution 2025-06, the City Council awarded the contract to Rove Engineering, Inc. in the amount not to exceed $283,333.82 and authorized a 15% contingency in the amount of $42,500 to address any unforeseen conditions that may arise.

The Notice to Proceed with construction was issued on April 17, 2025. Construction started on April 21, 2025 and was completed on June 12, 2025.

The change orders and line-item adjustments, which are detailed in the Final Contract Balance Report, increased the contract by $10,885.24. This results in a 3.8% contract increase for a final contract balance of $294,219.06.

As a result of satisfactory completion of the project, staff recommends that City Council, 1) accept the work performed by Rove Engineering, Inc. for the Valley Road Storm Drain Replacement Project, CIP No. 24-21; 2) approve the final contract balance of $294,219.06; 3) ratify the release of retention in the amount of $14,710.95; and 4) authorize the Mayor to sign the notice of completion, which will be filed with the San Diego County Recorder's Office.

FINANCIAL STATEMENT:
City Council previously established appropriations for project expenditures as follows:

Storm Emergency Response Contracted Services
Expenditure Account No. 100-10-19-19900-7299- $294,219.06

Staff has submitted the initial required documentation to CalOES for the storm damage experienced within the City and expects that this project will qualify for up to 75% reimbursement under that process.

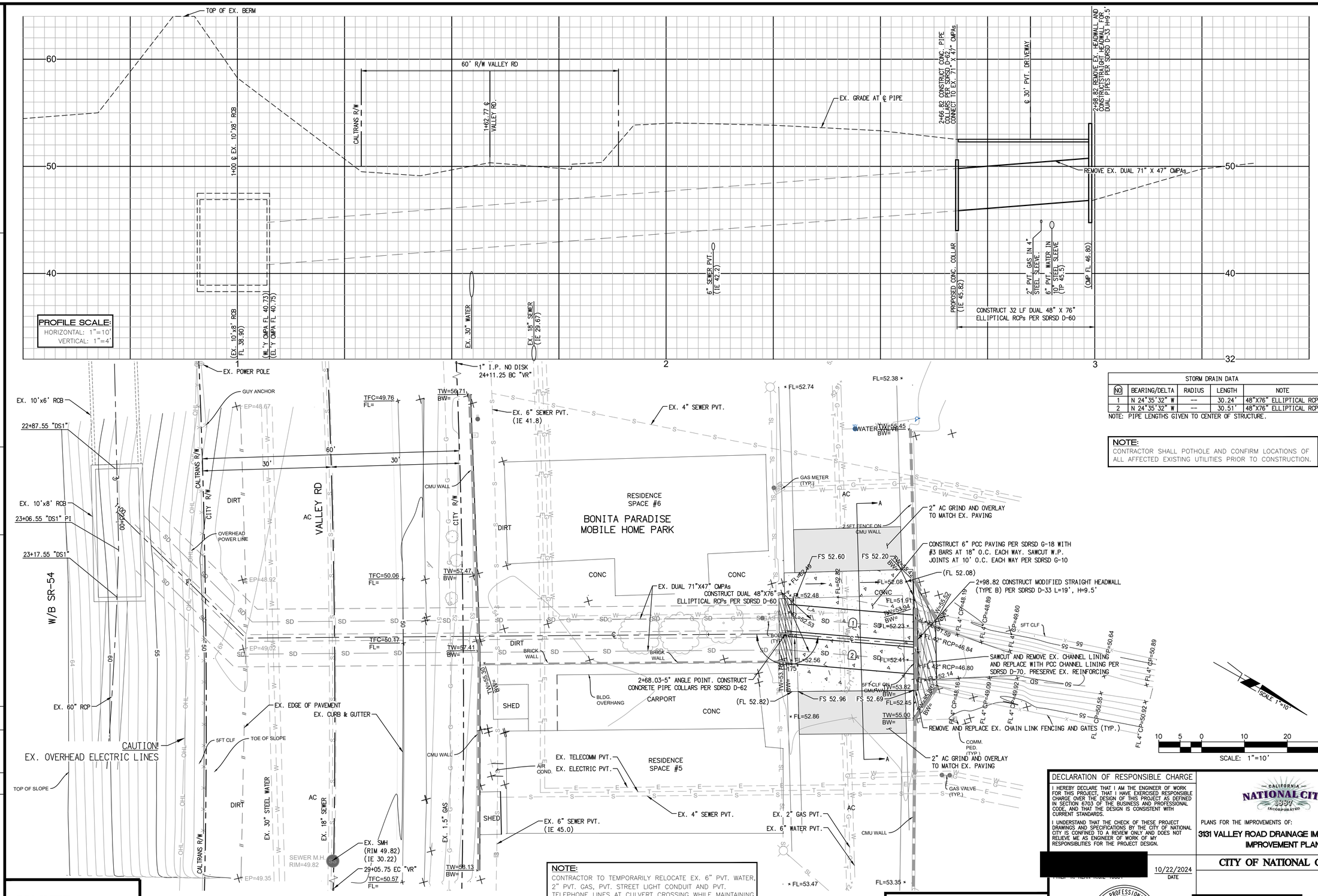
RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Public Safety

ENVIRONMENTAL REVIEW:
The Notice of Exemption was filed to satisfy CEQA requirements.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Plan Sheet
Exhibit B – Final Contract Balance
Exhibit C – Notice of Completion
Exhibit D – Resolution



STORM DRAIN DATA				
NO	BEARING/DELTA	RADIUS	LENGTH	NOTE
1	N 24°35'32" W	--	30.24'	48"X76" ELLIPTICAL RCP
2	N 24°35'32" W	--	30.51'	48"X76" ELLIPTICAL RCP

NOTE: PIPE LENGTHS GIVEN TO CENTER OF STRUCTURE.

NOTE:
CONTRACTOR SHALL POTHOLE AND CONFIRM LOCATIONS OF ALL AFFECTED EXISTING UTILITIES PRIOR TO CONSTRUCTION.

NOTE:
CONTRACTOR TO TEMPORARILY RELOCATE EX. 6" PVT. WATER, 2" PVT. GAS, PVT. STREET LIGHT CONDUIT AND PVT. TELEPHONE LINES AT CULVERT CROSSING WHILE MAINTAINING SERVICE. SEE SECTION "A–A" SHEET 3.

DIGALERT UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA
DIAL TOLL FREE 1-800-227-2600
AT LEAST TWO DAYS BEFORE YOU DIG

Exhibit A – Plan Sheet

DECLARATION OF RESPONSIBLE CHARGE

I HEREBY DECLARE THAT I AM THE ENGINEER OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THIS PROJECT AS DEFINED IN SECTION 6703 OF THE BUSINESS AND PROFESSIONAL CODE, AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS.

I UNDERSTAND THAT THE CHECK OF THESE PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF NATIONAL CITY IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME AS ENGINEER OF WORK OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN.

[redacted] 10/22/2024 DATE

REGISTERED PROFESSIONAL ENGINEER PHILLIP R. KERN NO. 40831 CIVIL STATE OF CALIFORNIA

[redacted] 11/4/24 DATE

DIRECTOR OF ENGINEERING AND PUBLIC WORKS

CALIFORNIA NATIONAL CITY 1887 INCORPORATED

PLANS FOR THE IMPROVEMENTS OF:

3131 VALLEY ROAD DRAINAGE IMPROVEMENTS
IMPROVEMENT PLAN

CITY OF NATIONAL CITY

PROJECT NO. | CIP NO. 24-21

SHEET 2 OF 3 SHEETS | 11636-D

5973 AVENIDA ENCINAS, SUITE 218, CARLSBAD, CA 92008
PHONE: 760-602-4290 WWW.STCTRAFFIC.COM

ENGINEERING DEPARTMENT

BY	APPROVED	DATE	REVISIONS

AS-BUILT

UTILITY DEPARTMENTS

	TELEPHONE
SDGE	
ELECTRICAL, HASER MARABEH	(858) 549-6516
GAS MAPS, HUEY MITCHELL	(858) 547-2080
TELECOMMUNICATIONS, DEAN TATEYAMA	(619) 260-4312
COX COMMUNICATIONS, GARY COOPER	(619) 266-5387
AT&T SUBSTRUCTURES, PATTI SLADEK	(858) 886-1935

CONSTRUCTION RECORDS
SURVEYOR:
DATE STARTED:
INSPECTOR:
DATE COMPLETED:

jwalters Oct 23, 2024 - 4:46pm R:\Shared With Me\STC Data\Projects\National City\0864_3131 Valley Rd Drainage\Engineering\CAD\DLV\0864_DLV_02_IM.dwg

FINAL CONTRACT BALANCE

DATE: 9/12/2025

PROJECT: 3131 Valley Road Storm Drain Replacement
CIP No. 24-21

TO: Rove Engineering
8291 Aero Place, Suite 100
San Diego, CA, 92123

ORIGINAL CONTRACT AMOUNT:	$283,333.82
START DATE:	April 21, 2025
COMPLETION DATE:	June 12, 2025
ORIGINAL CONTRACT LENGTH:	30 Working Days
EXTENSION OF WORK DAYS:	4 Working Days
TOTAL CONTRACT TIME:	34 Working Days
FINAL CONTRACT AMOUNT:	$294,219.06

DESCRIPTION:

The Final Contract Balance reports final line item amounts and summarizes all change orders to produce a final contract amount.

CHANGE ORDERS AND LINE ITEM ADJUSTMENTS:

Change Order #1 encased the existing ACP waterline in lieu of replacing the water line resulting in a credit for the reduced scope of work. This Change Order total credit amount was (**$9,427.65).**

Change Order #2 provided additional concrete grouting to repair the damage to the existing CMP. The additional mortar was necessary to maintain the invert elevation and flowline through the existing CMP and also to mitigate further failures in the pipe. This Change Order total amount was **$14,300.00.**

Change Order #3 directed the Contractor to relight the water heaters within 84 units of the Bonita Paradise Mobile Home Park. As a result of the lack of isolation valves, each of the 84 units required individual servicing to safely restore gas supply. This Change Order total amount was **$2,477.70.**

Change Order #4 modified the concrete collar connecting the reinforced concrete pipes to the existing corrugated metal pipes. The modified collar corrected for the misalignment of the elliptical RCP and the existing CMP. This Change Order total amount was **$12,309.31.**

Change Order #5 provided a credit for the reduced quantity of elliptical reinforced concrete pipe installed. The modified collar transition installed as per Change Order #4 resulted in a reduced quantity of RCP needed to tie-in at the connection point. This Change Order total credit amount was **($8,774.11).**

FINAL CONTRACT BALANCE

3131 VALLEY ROAD STORM DRAIN REPLACEMENT
CIP No. 24-21

All Change Orders listed above increased the total contract amount **$10,855.24**

Original Contract Amount:	$ 283,333.82
Change Order Total:	$ 10,885.24
New Contract Amount:	$ 294,219.06
Final Contract Balance:	$ 294,219.06

CONTRACT ADJUSTMENT:

As a result of the above change orders and line item adjustments, the contract price is adjusted as follows:

1. The final contract price is adjusted to **$294,219.06**
2. A retention in the amount of **$14,710.95** was held until satisfactory completion of said project.

This document and its purpose to balance payment shall be considered full compensation for furnishing and installing the materials, labor, tools and equipment, profit, overhead, and all incidentals for performing the work described above. ROVE ENGINEERING will not be entitled to damages or additional payment for delays as described in the 2012 edition of the Standard Specifications for Public Works Construction, Section 6-6.3, for performing the work as described above.

RECORDING REQUESTED BY
WHEN RECORDED MAIL TO:
NAME: CITY OF NATIONAL CITY
ADDRESS: 1243 NATIONAL CITY BOULEVARD
NATIONAL CITY, CA 91950

NOTICE OF COMPLETION

CALIFORNIA CIVIL CODE SECTION 3093

NOTICE IS HEREBY GIVEN of the completion on June 12, 2025 of the:

Valley Road Storm Drain Replacement, CIP No. 24-21

Work of improvement or portion of work of improvement under construction or alteration.

3131 Valley Road,	National City	CA	91950
Street Address	City	State	Zip Code

The undersigned owns the following interest or estate in said property:

Owner in fee

Nature of the interest or estate of owner (mortgagor, lessee, etc.)

Said work of improvement was performed on the property pursuant to a contract with

Rove Engineering Inc.

Name of Original Contractor

The following work and material were supplied:

Labor provided: Pipelayer and Excavator Operator. Materials: Reinforced concrete pipe, concrete, rebar, asphalt concrete and galvanized chain link fencing. Equipment: Mini-excavator and skid steer loader.

General statement of kind of labor, services, equipment or materials

The names and addresses of co-owners are: N/A

Joint tenants, tenants in common, or other owners

Dated: October 7, 2025; N/A

Signature of Owner
City of National City, 1243 National City Blvd., National City, CA 91950

I, the undersigned, say: I have read the foregoing Notice of Completion and know the contents thereof; the same is true of my own knowledge. I declare under penalty of perjury that the forgoing is true and correct.

Executed on October 7, 2025 at, National City, California.

Signature: _____
RON MORRISON, MAYOR

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, 1) ACCEPTING THE WORK PERFORMED BY ROVE ENGINEERING, INC. FOR THE VALLEY ROAD STORM DRAIN REPLACEMENT PROJECT, CIP NO. 24-21; 2) APPROVING THE FINAL CONTRACT AMOUNT OF $294,219.06; 3) RATIFYING THE RELEASE OF RETENTION IN THE AMOUNT OF $14,710.95; AND 4) AUTHORIZING THE MAYOR TO SIGN THE NOTICE OF COMPLETION.

WHEREAS, the Valley Road Storm Drain Replacement Project, CIP 24-21, consisted of permanently repairing a sink hole at 3131 Valley Road caused by the catastrophic January 22, 2024 rainstorm and replacing approximately 32 feet of failed dual 71" x 47" corrugated metal storm drain pipe (the "Project"); and

WHEREAS, on January 21, 2025, City Council awarded the contract for the Project to Rove Engineering, Inc. ("Rove") in the amount not to exceed $283,333.82 and authorized a 15% contingency in the amount of $42,500 to address any unforeseen conditions that may arise; and

WHEREAS, on April 17, 2025, the Notice to Proceed with construction was issued to Rove; and

WHEREAS, construction on the Project started on April 21, 2025 and was completed on June 12, 2025; and

WHEREAS, Project change orders and line-item adjustments increased the contract by $10,885.24, which results in a 3.8% contract increase to the original contract award, for a final contract balance of $294,219.06; and

WHEREAS, the Notice of Completion will be filed with the San Diego County Recorder's Office.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby accepts the work performed by Rove Engineering, Inc. for the Valley Road Storm Drain Replacement Project, CIP No. 24-21.

Section 2: That the City Council approves the final contract balance of $294,219.06.

Section 3: That the City Council ratifies the release of retention in the amount of $14,710.95.

Section 4: That the City Council authorizes the Mayor to sign the Notice of Completion.

Section 5: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

Ron Morrison, Mayor

ATTEST:

Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Finance**
Prepared by: **Kecia Carrasco, Accountant**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Investment Report for the Quarter Ended June 30, 2025.

RECOMMENDATION:
Accept and File the Investment Report for the Quarter Ended June 30, 2025.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
The California Government Code (§53646(b)(1)) requires that, when the Treasurer or the Chief Fiscal Officer of a local agency renders to the legislative body of the agency a quarterly report on the agency's investment portfolio, such report shall include the following information regarding all securities, investments, and moneys held by the local agency:

- type of investment;
- issuer (bank or institution);
- date of maturity;
- dollar amount invested; and
- current market valuation as of the date of the report.

In addition, Government Code §53646(b)(2) requires that the report state the City's compliance with its investment policy and Government Code §53646(b)(3) requires that it include a statement regarding the ability of the local agency to meet its pool's expenditure requirements over the next six months.

OVERVIEW OF CITY INVESTMENTS

The City's pooled investment portfolio balance as of June 30, 2025, is summarized below and compared to the balance as of June 30, 2024.

Table 1		
	6/30/2025	**6/30/2024**
Book Value [1]	$ 117,941,191	$ 118,577,888
Market Value [2]	$ 119,521,896	$ 116,905,031

[1] actual cost of investments
[2] amount at which the investments could be sold

The assets of the City of National City's investment portfolio are managed by Chandler Asset Management, the California Treasurer's Local Agency Investment Fund (LAIF) and the San Diego

County Treasurer's Pooled Money Fund ("San Diego County Pool") that represents the largest portion of the assets with 34.56%.

The San Diego County Pool and LAIF are liquid investment pools that allow participants to earn market-rate returns while retaining access to funds within 24 to 48 hours of a withdrawal request with no penalty. The City's assets managed by Chandler Asset Management may be liquidated and withdrawn at any time. However, these investments likely do not provide the short liquidity (i.e., quick access to funds) of the pooled money funds, and liquidation of these investments is at the risk of loss and/or penalty to the City.

Summaries of the City's investment portfolio are illustrated below.

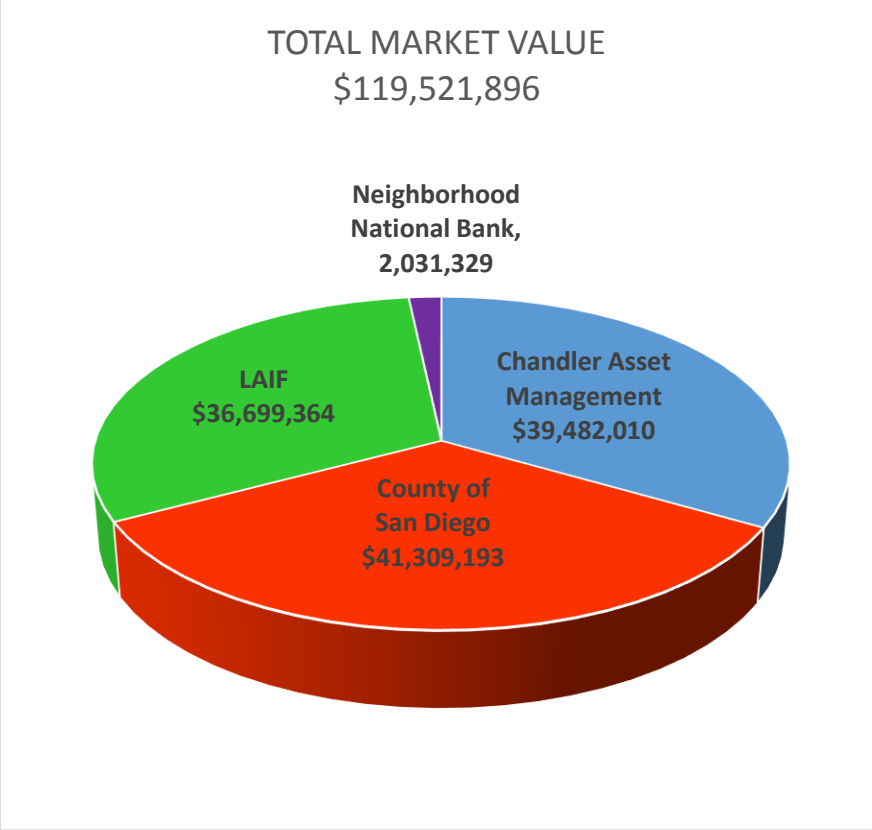
INVESTMENT PORTFOLIO SUMMARY BY ISSUER/MANAGER

As of June 30, 2025

Table 2

Issuer/Manager	Book Value	Total Market Value	Market YTM	% of Portfolio
Chandler Asset Management	39,206,151	39,482,010	3.94%	33.03%
County of San Diego	40,079,600	41,309,193	3.81%	34.56%
Local Agency Investment Fund	36,655,439	36,699,364[1]	4.27%	30.71%
Neighborhood National Bank	2,000,000	2,031,329	3.98%	1.70%
Totals for June 30, 2025	$117,941,191	$119,521,896		100.00%

[1] reflects LAIF participation factor of 1.001198310



INVESTMENT PERFORMANCE BY ISSUER/MANAGER

For the Quarter Ended June 30, 2025

Table 3	Total Market Value			
Issuer/Manager	6/30/2025	3/31/2025	Change	Percent Change
Chandler Asset Management	$39,482,010	$38,952,516	$529,493	1.36%
County of San Diego	$41,309,193	$39,863,840	$1,445,353	3.63%
Local Agency Investment Fund	$36,699,364	$36,286,713	$412,651	1.14%
Neighborhood National Bank	$2,031,329	$2,011,678	$19,651	0.98%
Totals for Jun 30, 2025	$119,521,896	$117,114,747	$2,407,149 [1]	2.06%

[1] no withdrawals

Economic Update:

"Recent economic data suggest slower growth in 2025 and greater market uncertainty as the effects of fiscal policy unfold. Inflationary trends have subsided, but some components remain sticky, and core levels remain above the Fed's target. The labor market reflects improved balance between supply and demand for workers. While job creation has moderated, the unemployment rate remains low; however, continuing jobless claims remain elevated implying a less robust labor market. Given the economic outlook, we expect gradual normalization of monetary policy and a steepening yield curve.

As broadly anticipated, the Federal Open Market Committee (FOMC) left the Federal Funds Rate unchanged at the range of 4.25 - 4.50% at the June meeting. Fed Chair Powell continued to emphasize the Committee's "wait and see" approach amidst economic uncertainty that remains elevated but diminished. Federal Reserve officials continued to pencil in two rate cuts in 2025.

US Treasury yields declined in June. The 2-year Treasury yield fell 18 basis points to 3.72%, the 5-year Treasury dropped 17 basis points to 3.80%, and the 10-year Treasury yield also declined 17 basis points to 4.23%. The spread between the 2-year and 10-year Treasury yield points on the curve edged up to +51 basis points at June month-end versus +50 basis points at May month-end. The spread between the 2-year Treasury and 10-year Treasury yield one year ago was -36 basis points. The spread between the 3-month and 10-year Treasury yield points on the curve was -7 basis points in June, versus -6 basis points in May."[1]

[1] June 30, 2025 Chandler Asset Management Quarterly Investment Report

COMPLIANCE STATEMENT

All of the City's investments are in compliance with the City's investment policy (City Council Policy No. 203) and the California Government Code (§53601) et seq.

FINANCIAL STATEMENT:

Realized gains for the period, reflected below, were $922,712. This amount is the result of a combination of factors including gains or losses from the sale of assets, accrued interest, and reinvested interest/earnings.

Table 4

Issuer/Manager	Gain/(Loss)
Chandler Asset Management	$ 176,696
County of San Diego	324,766
LAIF	401,599
Neighborhood National Bank	19,651
Totals for June 30, 2025	$ 922,712

The difference between the changes reflected in the previous two tables is attributable to the purchase and sale of securities for which the first of the tables accounts but the second table typically does not (unless an investment is sold before maturity).

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:

Balanced Budget and Economic Development

ENVIRONMENTAL REVIEW:

This is not a project under CEQA and is therefore not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:

The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:

Not Applicable

EXHIBIT:

Exhibit A – 2025-0630 Investment Reports

CHANDLER ASSET MANAGEMENT

MONTHLY ACCOUNT STATEMENT

City of National City | Account | As of June 30, 2025

CHANDLER ASSET MANAGEMENT | chandlerasset.com

Chandler Team:

For questions about your account, please call (800) 317-4747,
or contact clientservice@chandlerasset.com

Custodian:

Bank of New York Mellon

Information contained herein is confidential. We urge you to compare this statement to the one you receive from your qualified custodian. Please see Important Disclosures at the end of the statement.

PORTFOLIO SUMMARY

City of National City | Account | As of June 30, 2025

Portfolio Characteristics

Average Modified Duration	2.51
Average Coupon	3.64%
Average Purchase YTM	3.81%
Average Market YTM	3.94%
Average Credit Quality*	AA
Average Final Maturity	2.87
Average Life	2.56

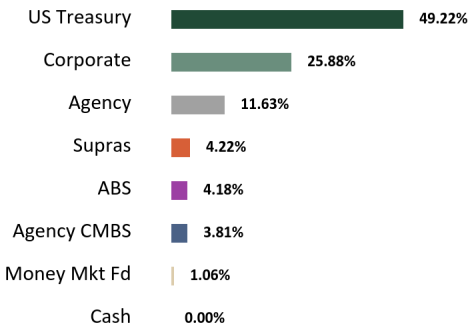
Account Summary

	End Values as of 05/31/2025	End Values as of 06/30/2025
Market Value	39,177,889.58	39,482,009.69
Accrued Interest	303,183.06	307,514.91
Total Market Value	**39,481,072.64**	**39,789,524.60**
Income Earned	57,991.25	176,695.64
Cont/WD	(2,792.85)	(2,802.02)
Par	39,368,246.86	39,469,076.20
Book Value	39,118,456.20	39,206,151.28
Cost Value	39,118,456.20	39,206,151.28

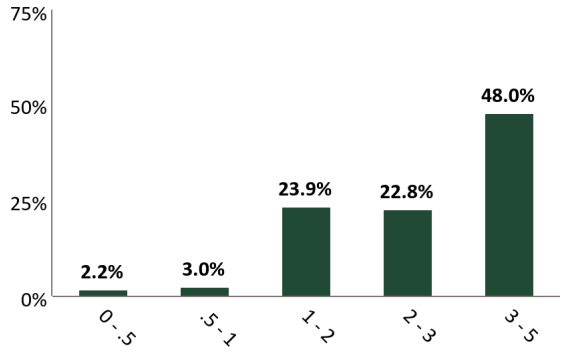
Top Issuers

Government of The United States	49.22%
Federal Home Loan Banks	6.10%
Farm Credit System	4.40%
FHLMC	3.81%
International Bank for Recon and Dev	2.15%
Apple Inc.	1.74%
AbbVie Inc.	1.30%
National Rural Utilities Cooperative	1.28%

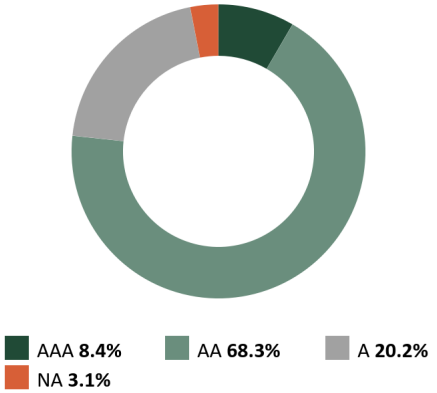
Sector Allocation



Maturity Distribution



Credit Quality (S&P)



Performance Review

Total Rate of Return**	1M	3M	YTD	1YR	2YRS	3YRS	5YRS	10YRS	Since Inception (03/01/12)
City of National City	0.79%	1.52%	3.62%	6.40%	5.40%	3.71%	1.39%	1.73%	1.45%
Benchmark Return	0.74%	1.36%	3.39%	6.06%	5.11%	3.24%	1.03%	1.44%	1.24%

*The average credit quality is a weighted average calculation of the highest of S&P, Moody's and Fitch.
**Periods over 1 year are annualized.
Benchmark: ICE BofA 1-5 Year Unsubordinated US Treasury & Agency Index Secondary Benchmark:

STATEMENT OF COMPLIANCE

City of National City | Account | As of June 30, 2025

Rules Name	Limit	Actual	Compliance Status	Notes
AGENCY MORTGAGE SECURITIES (CMOS)				
Max % (MV)	20.0	3.8	Compliant	
Max % Issuer (MV)	5.0	3.8	Compliant	
Max Maturity (Years)	5.0	3.2	Compliant	
Min Rating (AA by 1)	0.0	0.0	Compliant	
ASSET-BACKED SECURITIES (ABS)				
Max % (MV)	20.0	4.2	Compliant	
Max % Issuer (MV)	5.0	1.0	Compliant	
Max Maturity (Years)	5	4	Compliant	
Min Rating (AA- by 1)	0.0	0.0	Compliant	
BANKERS' ACCEPTANCES				
Max % (MV)	40.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Days)	180	0.0	Compliant	
Min Rating (A- by 2, A-1 by 2)	0.0	0.0	Compliant	
CERTIFICATE OF DEPOSIT PLACEMENT SERVICE (CDARS)				
Max % (MV)	30.0	0.0	Compliant	
Max Maturity (Years)	5.0	0.0	Compliant	
COMMERCIAL PAPER				
Max % (MV)	25.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Days)	270	0.0	Compliant	
Min Rating (A by 2, A-1 by 2)	0.0	0.0	Compliant	
CORPORATE MEDIUM TERM NOTES				
Max % (MV)	30.0	25.9	Compliant	
Max % Issuer (MV)	5.0	1.7	Compliant	
Max Maturity (Years)	5	4	Compliant	
Min Rating (A- by 1)	0.0	0.0	Compliant	
FDIC INSURED TIME DEPOSITS (NON-NEGOTIABLE CD/ TD)				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
FEDERAL AGENCIES				

STATEMENT OF COMPLIANCE

City of National City | Account | As of June 30, 2025

Rules Name	Limit	Actual	Compliance Status	Notes
Max % (MV)	100.0	11.6	Compliant	
Max Maturity (Years)	5	3	Compliant	
LOCAL AGENCY INVESTMENT FUND (LAIF)				
Max Concentration (MV)	75.0	0.0	Compliant	
MONEY MARKET MUTUAL FUNDS				
Max % (MV)	20.0	1.1	Compliant	
Max % Issuer (MV)	20.0	1.1	Compliant	
Min Rating (AAA by 2)	0.0	0.0	Compliant	
MORTGAGE-BACKED SECURITIES (NON-AGENCY)				
Max % (MV)	20.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5.0	0.0	Compliant	
Min Rating (AA by 1)	0.0	0.0	Compliant	
MUNICIPAL SECURITIES (CA, LOCAL AGENCY)				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
Min Rating (A- by 2)	0.0	0.0	Compliant	
MUTUAL FUNDS				
Max % (MV)	20.0	0.0	Compliant	
Max % Issuer (MV)	10.0	0.0	Compliant	
Min Rating (AAA by 2)	0.0	0.0	Compliant	
NEGOTIABLE CERTIFICATES OF DEPOSIT (NCD)				
Max % (MV)	30.0	0.0	Compliant	
Max % Issuer (MV)	5.0	0.0	Compliant	
Max Maturity (Years)	5	0.0	Compliant	
Min Rating (A by 2, A-1 by 2 if > FDIC Limit)	0.0	0.0	Compliant	
SUPRANATIONAL OBLIGATIONS				
Max % (MV)	30.0	4.2	Compliant	
Max % Issuer (MV)	10.0	2.1	Compliant	
Max Maturity (Years)	5	4	Compliant	
Min Rating (AA- by 1)	0.0	0.0	Compliant	
U.S. TREASURIES				
Max % (MV)	100.0	49.2	Compliant	

STATEMENT OF COMPLIANCE

City of National City | Account | As of June 30, 2025

Rules Name	Limit	Actual	Compliance Status	Notes
Max Maturity (Years)	5	4	Compliant	

RECONCILIATION SUMMARY

City of National City | Account | As of June 30, 2025

Maturities / Calls

Month to Date	**0.00**
Fiscal Year to Date	**(2,305,000.00)**

Principal Paydowns

Month to Date	**(16,806.30)**
Fiscal Year to Date	**(365,406.97)**

Purchases

Month to Date	**706,740.89**
Fiscal Year to Date	**15,341,800.48**

Sales

Month to Date	**(520,372.82)**
Fiscal Year to Date	**(11,437,610.81)**

Interest Received

Month to Date	**172,398.81**
Fiscal Year to Date	**1,286,300.74**

Purchased / Sold Interest

Month to Date	**(35.02)**
Fiscal Year to Date	**(19,684.94)**

Accrual Activity Summary

	Month to Date	Fiscal Year to Date (07/01/2024)
Beginning Book Value	39,118,456.20	38,302,695.14
Maturities/Calls	0.00	(2,305,000.00)
Principal Paydowns	(16,806.30)	(365,406.97)
Purchases	706,740.89	15,341,800.48
Sales	(520,372.82)	(11,437,610.81)
Change in Cash, Payables, Receivables	(59,037.11)	(34,749.86)
Amortization/Accretion	0.00	0.00
Realized Gain (Loss)	(22,829.58)	(295,576.70)
Ending Book Value	39,206,151.28	39,206,151.28

Fair Market Activity Summary

	Month to Date	Fiscal Year to Date (07/01/2024)
Beginning Market Value	39,177,889.58	37,169,370.25
Maturities/Calls	0.00	(2,305,000.00)
Principal Paydowns	(16,806.30)	(365,406.97)
Purchases	706,740.89	15,341,800.48
Sales	(520,372.82)	(11,437,610.81)
Change in Cash, Payables, Receivables	(59,037.11)	(34,749.86)
Amortization/Accretion	0.00	0.00
Change in Net Unrealized Gain (Loss)	216,425.03	1,409,183.30
Realized Gain (Loss)	(22,829.58)	(295,576.70)
Ending Market Value	39,482,009.69	39,482,009.69

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
CASH & EQUIVALENTS						
60934N807	FEDERATED HRMS GV O SVC	419,966.65	268,293.89 183,627.61 (31,954.85) 419,966.65	0.00 821.27 0.00 821.27	0.00 0.00 0.00 821.27	821.27
CCYUSD	Cash	(0.00)	(0.00) 0.00 0.00 (0.00)	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00
CCYUSD	Receivable	1,102.90	60,140.01 0.00 0.00 1,102.90	0.00 0.00 0.00 0.00	0.00 0.00 0.00 0.00	0.00
Total Cash & Equivalents		**421,069.55**	**328,433.90** **183,627.61** **(31,954.85)** **421,069.55**	**0.00** **821.27** **0.00** **821.27**	**0.00** **0.00** **0.00** **821.27**	**821.27**
FIXED INCOME						
00287YDZ9	ABBVIE INC 4.875 03/15/2030	04/24/2025 04/25/2025 500,000.00	506,785.00 0.00 0.00 506,785.00	6,432.29 0.00 8,463.54 2,031.25	0.00 0.00 0.00 2,031.25	2,031.25
023135CF1	AMAZON.COM INC 3.3 04/13/2027	04/11/2022 04/13/2022 205,000.00	204,577.70 0.00 0.00 204,577.70	902.00 0.00 1,465.75 563.75	0.00 0.00 0.00 563.75	563.75
037833EB2	APPLE INC 0.7 02/08/2026	01/13/2022 01/18/2022 700,000.00	677,908.00 0.00 0.00 677,908.00	1,538.06 0.00 1,946.39 408.33	0.00 0.00 0.00 408.33	408.33
06051GHD4	BANK OF AMERICA CORP 3.419 12/20/2028	01/17/2024 01/19/2024 500,000.00	467,680.00 0.00 0.00 467,680.00	7,645.26 8,547.50 522.35 1,424.58	0.00 0.00 0.00 1,424.58	1,424.58

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
06368FAC3	BANK OF MONTREAL 1.25 09/15/2026	11/18/2021 11/22/2021 500,000.00	491,120.00 0.00 0.00 491,120.00	1,319.44 0.00 1,840.28 520.83	0.00 0.00 0.00 520.83	520.83
084664CZ2	BERKSHIRE HATHAWAY FINANCE CORP 2.3 03/15/2027	03/07/2022 03/15/2022 430,000.00	429,918.30 0.00 0.00 429,918.30	2,087.89 0.00 2,912.06 824.17	0.00 0.00 0.00 824.17	824.17
096919AD7	BMWOT 2024-A A3 5.18 02/26/2029	06/04/2024 06/11/2024 165,000.00	164,974.94 0.00 0.00 164,974.94	142.45 712.25 142.45 712.25	0.00 0.00 0.00 712.25	712.25
161571HT4	CHAIT 2023-1 A 5.16 09/15/2028	09/07/2023 09/15/2023 395,000.00	394,890.51 0.00 0.00 394,890.51	905.87 1,698.50 905.87 1,698.50	0.00 0.00 0.00 1,698.50	1,698.50
24422EXT1	JOHN DEERE CAPITAL CORP 4.85 06/11/2029	06/06/2024 06/11/2024 230,000.00	229,692.95 0.00 0.00 229,692.95	5,267.64 5,577.50 619.72 929.58	0.00 0.00 0.00 929.58	929.58
3130ATS57	FEDERAL HOME LOAN BANKS 4.5 03/10/2028	900,000.00	923,373.00 0.00 0.00 923,373.00	9,112.50 0.00 12,487.50 3,375.00	0.00 0.00 0.00 3,375.00	3,375.00
3130AWN63	FEDERAL HOME LOAN BANKS 4.0 06/30/2028	07/13/2023 07/14/2023 720,000.00	718,084.80 0.00 0.00 718,084.80	12,080.00 14,400.00 80.00 2,400.00	0.00 0.00 0.00 2,400.00	2,400.00
3130AWTR1	FEDERAL HOME LOAN BANKS 4.375 09/08/2028	09/12/2023 09/14/2023 750,000.00	746,200.50 0.00 0.00 746,200.50	7,565.10 0.00 10,299.48 2,734.37	0.00 0.00 0.00 2,734.37	2,734.37
3133EPC45	FEDERAL FARM CREDIT BANKS FUNDING CORP 4.625 11/13/2028	11/27/2023 11/28/2023 440,000.00	443,150.40 0.00 0.00 443,150.40	1,017.50 0.00 2,713.33 1,695.83	0.00 0.00 0.00 1,695.83	1,695.83

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
3133EPN50	FEDERAL FARM CREDIT BANKS FUNDING CORP 4.25 12/15/2028	12/18/2023 12/19/2023 550,000.00	556,110.50 0.00 0.00 556,110.50	10,778.47 11,687.50 1,038.89 1,947.92	0.00 0.00 0.00 1,947.92	1,947.92
3133EPSW6	FEDERAL FARM CREDIT BANKS FUNDING CORP 4.5 08/14/2026	08/09/2023 08/14/2023 725,000.00	723,332.50 0.00 0.00 723,332.50	9,696.88 0.00 12,415.63 2,718.75	0.00 0.00 0.00 2,718.75	2,718.75
3137EAEX3	FEDERAL HOME LOAN MORTGAGE CORP 0.375 09/23/2025	09/24/2020 09/25/2020 450,000.00	448,857.00 0.00 0.00 448,857.00	318.75 0.00 459.38 140.63	0.00 0.00 0.00 140.63	140.63
3137FETN0	FHMS K-073 A2 3.35 01/25/2028	07/10/2023 07/13/2023 190,000.00	179,891.41 0.00 0.00 179,891.41	530.42 530.42 530.42 530.42	0.00 0.00 0.00 530.42	530.42
3137FG6X8	FHMS K-077 A2 3.85 05/25/2028	05/24/2023 05/30/2023 720,000.00	706,781.25 0.00 0.00 706,781.25	2,310.00 2,310.00 2,310.00 2,310.00	0.00 0.00 0.00 2,310.00	2,310.00
3137FGZT5	FHMS K-079 A2 3.926 06/25/2028	07/10/2023 07/13/2023 300,000.00	290,332.03 0.00 0.00 290,332.03	981.50 981.50 981.50 981.50	0.00 0.00 0.00 981.50	981.50
3137H4BY5	FHMS K-746 A2 2.031 09/25/2028	10/26/2023 10/31/2023 320,000.00	275,587.50 0.00 0.00 275,587.50	541.60 541.60 541.60 541.60	0.00 0.00 0.00 541.60	541.60
34535VAD6	FORDO 2024-D A3 4.61 08/15/2029	11/19/2024 11/22/2024 230,000.00	229,992.62 0.00 0.00 229,992.62	471.24 883.58 471.24 883.58	0.00 0.00 0.00 883.58	883.58
43813YAC6	HAROT 2024-3 A3 4.57 03/21/2029	08/09/2024 08/21/2024 235,000.00	234,963.08 0.00 0.00 234,963.08	298.32 894.96 298.32 894.96	0.00 0.00 0.00 894.96	894.96

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
43815BAC4	HAROT 2022-1 A3 1.88 05/15/2026	02/15/2022 02/23/2022 11,928.58	19,480.50 0.00 (7,553.71) 11,926.78	16.28 30.52 9.97 24.21	0.00 0.00 0.00 24.21	24.21
438516CJ3	HONEYWELL INTERNATIONAL INC 4.95 02/15/2028	02/13/2023 02/15/2023 450,000.00	460,093.50 0.00 0.00 460,093.50	6,558.75 0.00 8,415.00 1,856.25	0.00 0.00 0.00 1,856.25	1,856.25
44935CAD3	HART 2025-A A3 4.32 10/15/2029	03/04/2025 03/12/2025 235,000.00	234,965.34 0.00 0.00 234,965.34	451.20 846.00 451.20 846.00	0.00 0.00 0.00 846.00	846.00
4581X0EN4	INTER-AMERICAN DEVELOPMENT BANK 4.125 02/15/2029	02/15/2024 02/20/2024 475,000.00	470,782.00 0.00 0.00 470,782.00	5,769.27 0.00 7,402.08 1,632.81	0.00 0.00 0.00 1,632.81	1,632.81
459058KL6	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM 3.625 09/21/2029	09/26/2024 09/27/2024 450,000.00	450,283.50 0.00 0.00 450,283.50	3,171.88 0.00 4,531.25 1,359.38	0.00 0.00 0.00 1,359.38	1,359.38
459058LN1	INTERNATIONAL BANK FOR RECONSTRUCTION AND DEVELOPM 3.875 10/16/2029	10/28/2024 10/29/2024 400,000.00	395,284.00 0.00 0.00 395,284.00	1,937.50 0.00 3,229.17 1,291.67	0.00 0.00 0.00 1,291.67	1,291.67
45950KDD9	INTERNATIONAL FINANCE CORP 4.5 07/13/2028	07/06/2023 07/13/2023 330,000.00	329,633.70 0.00 0.00 329,633.70	5,692.50 0.00 6,930.00 1,237.50	0.00 0.00 0.00 1,237.50	1,237.50
46625HRY8	JPMORGAN CHASE & CO 3.782 02/01/2028	06/13/2023 06/15/2023 450,000.00	426,834.00 0.00 0.00 426,834.00	5,673.00 0.00 7,091.25 1,418.25	0.00 0.00 0.00 1,418.25	1,418.25
47787JAC2	JDOT 2022 A3 2.32 09/15/2026	03/10/2022 03/16/2022 15,531.13	19,008.22 0.00 (3,480.52) 15,527.70	19.60 36.76 16.01 33.17	0.00 0.00 0.00 33.17	33.17

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
47800AAC4	JDOT 2022-B A3 3.74 02/16/2027	07/12/2022 07/20/2022 45,546.94	51,312.20 0.00 (5,769.61) 45,542.59	85.30 159.94 75.71 150.35	0.00 0.00 0.00 150.35	150.35
47800DAD6	JDOT 2025 A3 4.23 09/17/2029	03/04/2025 03/11/2025 185,000.00	184,988.36 0.00 0.00 184,988.36	347.80 652.13 347.80 652.13	0.00 0.00 0.00 652.13	652.13
532457CK2	ELI LILLY AND CO 4.5 02/09/2029	02/07/2024 02/09/2024 275,000.00	274,818.50 0.00 0.00 274,818.50	3,850.00 0.00 4,881.25 1,031.25	0.00 0.00 0.00 1,031.25	1,031.25
57636QAW4	MASTERCARD INC 4.875 03/09/2028	03/06/2023 03/09/2023 225,000.00	224,781.75 0.00 0.00 224,781.75	2,498.44 0.00 3,412.50 914.06	0.00 0.00 0.00 914.06	914.06
58933YBH7	MERCK & CO INC 4.05 05/17/2028	05/08/2023 05/17/2023 105,000.00	104,914.95 0.00 0.00 104,914.95	165.38 0.00 519.75 354.38	0.00 0.00 0.00 354.38	354.38
61747YFF7	MORGAN STANLEY 5.449 07/20/2029	09/10/2024 09/11/2024 300,000.00	311,868.00 0.00 0.00 311,868.00	5,948.49 0.00 7,310.74 1,362.25	0.00 0.00 0.00 1,362.25	1,362.25
63743HFX5	NATIONAL RURAL UTILITIES COOPERATIVE FINANCE CORP 4.95 02/07/2030	495,000.00	496,466.65 0.00 0.00 496,466.65	7,759.13 0.00 9,801.00 2,041.88	0.00 0.00 0.00 2,041.88	2,041.88
665859AW4	NORTHERN TRUST CORP 4.0 05/10/2027	09/28/2022 09/30/2022 500,000.00	485,540.00 0.00 0.00 485,540.00	1,166.67 0.00 2,833.33 1,666.67	0.00 0.00 0.00 1,666.67	1,666.67
69371RS80	PACCAR FINANCIAL CORP 4.6 01/31/2029	01/24/2024 01/31/2024 475,000.00	474,225.75 0.00 0.00 474,225.75	7,344.03 0.00 9,164.86 1,820.83	0.00 0.00 0.00 1,820.83	1,820.83

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
74340XBL4	PROLOGIS LP 4.375 02/01/2029	10/28/2024 10/29/2024 300,000.00	298,371.00 0.00 0.00 298,371.00	4,375.00 0.00 5,468.75 1,093.75	0.00 0.00 0.00 1,093.75	1,093.75
74340XCG4	PROLOGIS LP 4.875 06/15/2028	06/26/2023 06/28/2023 115,000.00	114,297.35 0.00 0.00 114,297.35	2,585.10 2,803.13 249.17 467.19	0.00 0.00 0.00 467.19	467.19
74456QBX3	PUBLIC SERVICE ELECTRIC AND GAS CO 3.65 09/01/2028	12/18/2023 12/20/2023 450,000.00	433,890.00 0.00 0.00 433,890.00	4,106.25 0.00 5,475.00 1,368.75	0.00 0.00 0.00 1,368.75	1,368.75
756109CF9	REALTY INCOME CORP 4.75 02/15/2029	02/28/2024 02/29/2024 450,000.00	440,946.00 0.00 0.00 440,946.00	6,293.75 0.00 8,075.00 1,781.25	0.00 0.00 0.00 1,781.25	1,781.25
808513BY0	CHARLES SCHWAB CORP 2.45 03/03/2027	03/01/2022 03/03/2022 80,000.00	79,913.60 0.00 0.00 79,913.60	479.11 0.00 642.44 163.33	0.00 0.00 0.00 163.33	163.33
857477CL5	STATE STREET CORP 4.993 03/18/2027	03/13/2024 03/18/2024 425,000.00	425,000.00 0.00 0.00 425,000.00	4,303.00 0.00 6,071.35 1,768.35	0.00 0.00 0.00 1,768.35	1,768.35
87612EBM7	TARGET CORP 1.95 01/15/2027	01/19/2022 01/24/2022 215,000.00	214,634.50 0.00 0.00 214,634.50	1,583.83 0.00 1,933.21 349.38	0.00 0.00 0.00 349.38	349.38
89114TZG0	TORONTO-DOMINION BANK 1.25 09/10/2026	11/17/2021 11/19/2021 500,000.00	489,720.00 0.00 0.00 489,720.00	1,406.25 0.00 1,927.08 520.83	0.00 0.00 0.00 520.83	520.83
89236TLB9	TOYOTA MOTOR CREDIT CORP 5.25 09/11/2028	09/12/2023 09/13/2023 450,000.00	450,900.00 0.00 0.00 450,900.00	5,250.00 0.00 7,218.75 1,968.75	0.00 0.00 0.00 1,968.75	1,968.75

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
89239TAD4	TAOT 2024-D A3 4.4 06/15/2029	10/10/2024 10/17/2024 120,000.00	119,993.30 0.00 0.00 119,993.30	234.67 440.00 234.67 440.00	0.00 0.00 0.00 440.00	440.00
91159HJM3	US BANCORP 5.775 06/12/2029	07/31/2024 07/31/2024 450,000.00	462,163.50 0.00 0.00 462,163.50	12,199.69 12,993.75 1,371.56 2,165.63	0.00 0.00 0.00 2,165.63	2,165.63
9128282A7	UNITED STATES TREASURY 1.5 08/15/2026	1,000,000.00	1,019,062.50 0.00 0.00 1,019,062.50	4,392.27 0.00 5,635.36 1,243.09	0.00 0.00 0.00 1,243.09	1,243.09
9128286L9	UNITED STATES TREASURY 2.25 03/31/2026	10/25/2021 10/26/2021 500,000.00	525,117.19 0.00 0.00 525,117.19	1,905.74 0.00 2,827.87 922.13	0.00 0.00 0.00 922.13	922.13
912828R36	UNITED STATES TREASURY 1.625 05/15/2026	10/25/2021 10/26/2021 0.00	511,250.00 0.00 (511,250.00) 0.00	375.34 596.13 0.00 220.79	0.00 0.00 0.00 220.79	220.79
912828V98	UNITED STATES TREASURY 2.25 02/15/2027	03/29/2022 03/30/2022 360,000.00	355,387.50 0.00 0.00 355,387.50	2,371.82 0.00 3,043.09 671.27	0.00 0.00 0.00 671.27	671.27
91282CDG3	UNITED STATES TREASURY 1.125 10/31/2026	11/18/2021 11/19/2021 1,000,000.00	995,507.81 0.00 0.00 995,507.81	978.26 0.00 1,895.38 917.12	0.00 0.00 0.00 917.12	917.12
91282CDK4	UNITED STATES TREASURY 1.25 11/30/2026	12/22/2021 12/23/2021 1,000,000.00	1,001,601.56 0.00 0.00 1,001,601.56	34.15 6,250.00 1,058.74 7,274.59	0.00 0.00 0.00 7,274.59	7,274.59
91282CEF4	UNITED STATES TREASURY 2.5 03/31/2027	05/25/2022 05/26/2022 690,000.00	682,722.66 0.00 0.00 682,722.66	2,922.13 0.00 4,336.07 1,413.93	0.00 0.00 0.00 1,413.93	1,413.93

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
91282CET4	UNITED STATES TREASURY 2.625 05/31/2027	06/21/2022 06/22/2022 850,000.00	820,847.66 0.00 0.00 820,847.66	60.96 11,156.25 1,889.86 12,985.14	0.00 0.00 0.00 12,985.14	12,985.14
91282CEV9	UNITED STATES TREASURY 3.25 06/30/2029	07/29/2024 07/30/2024 600,000.00	577,406.25 0.00 0.00 577,406.25	8,187.85 9,750.00 52.99 1,615.14	0.00 0.00 0.00 1,615.14	1,615.14
91282CFB2	UNITED STATES TREASURY 2.75 07/31/2027	08/30/2022 08/31/2022 325,000.00	317,001.95 0.00 0.00 317,001.95	2,987.40 0.00 3,728.07 740.68	0.00 0.00 0.00 740.68	740.68
91282CFH9	UNITED STATES TREASURY 3.125 08/31/2027	10/05/2022 10/06/2022 125,000.00	120,214.84 0.00 0.00 120,214.84	987.18 0.00 1,305.62 318.44	0.00 0.00 0.00 318.44	318.44
91282CFJ5	UNITED STATES TREASURY 3.125 08/31/2029	09/10/2024 09/11/2024 450,000.00	443,021.48 0.00 0.00 443,021.48	3,553.84 0.00 4,700.24 1,146.40	0.00 0.00 0.00 1,146.40	1,146.40
91282CFM8	UNITED STATES TREASURY 4.125 09/30/2027	1,025,000.00	1,035,717.78 0.00 0.00 1,035,717.78	7,162.40 0.00 10,628.07 3,465.68	0.00 0.00 0.00 3,465.68	3,465.68
91282CFZ9	UNITED STATES TREASURY 3.875 11/30/2027	12/28/2022 12/29/2022 760,000.00	756,971.88 0.00 0.00 756,971.88	80.46 14,725.00 2,494.40 17,138.93	0.00 0.00 0.00 17,138.93	17,138.93
91282CGC9	UNITED STATES TREASURY 3.875 12/31/2027	01/24/2023 01/25/2023 1,000,000.00	1,012,890.63 0.00 0.00 1,012,890.63	16,270.72 19,375.00 105.30 3,209.58	0.00 0.00 0.00 3,209.58	3,209.58
91282CGT2	UNITED STATES TREASURY 3.625 03/31/2028	05/25/2023 05/26/2023 425,000.00	420,185.55 0.00 0.00 420,185.55	2,609.80 0.00 3,872.61 1,262.81	0.00 0.00 0.00 1,262.81	1,262.81

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
91282CHA2	UNITED STATES TREASURY 3.5 04/30/2028	800,000.00	777,078.13 0.00 0.00 777,078.13	2,434.78 0.00 4,717.39 2,282.61	0.00 0.00 0.00 2,282.61	2,282.61
91282CJW2	UNITED STATES TREASURY 4.0 01/31/2029	02/26/2024 02/27/2024 700,000.00	690,292.97 0.00 0.00 690,292.97	9,359.12 0.00 11,679.56 2,320.44	0.00 0.00 0.00 2,320.44	2,320.44
91282CKG5	UNITED STATES TREASURY 4.125 03/31/2029	700,000.00	683,417.97 0.00 0.00 683,417.97	4,891.39 0.00 7,258.20 2,366.80	0.00 0.00 0.00 2,366.80	2,366.80
91282CKJ9	UNITED STATES TREASURY 4.5 04/15/2027	02/25/2025 02/26/2025 500,000.00	504,082.03 0.00 0.00 504,082.03	2,889.34 0.00 4,733.61 1,844.26	0.00 0.00 0.00 1,844.26	1,844.26
91282CKP5	UNITED STATES TREASURY 4.625 04/30/2029	05/28/2024 05/29/2024 700,000.00	701,394.53 0.00 0.00 701,394.53	2,815.22 0.00 5,454.48 2,639.27	0.00 0.00 0.00 2,639.27	2,639.27
91282CKT7	UNITED STATES TREASURY 4.5 05/31/2029	750,000.00	757,001.96 0.00 0.00 757,001.96	92.21 16,875.00 2,858.61 19,641.39	0.00 0.00 0.00 19,641.39	19,641.39
91282CLC3	UNITED STATES TREASURY 4.0 07/31/2029	08/22/2024 08/23/2024 500,000.00	506,308.59 0.00 0.00 506,308.59	6,685.08 0.00 8,342.54 1,657.46	0.00 0.00 0.00 1,657.46	1,657.46
91282CLN9	UNITED STATES TREASURY 3.5 09/30/2029	750,000.00	724,687.50 0.00 0.00 724,687.50	4,446.72 0.00 6,598.36 2,151.64	0.00 0.00 0.00 2,151.64	2,151.64
91282CLR0	UNITED STATES TREASURY 4.125 10/31/2029	750,000.00	744,951.17 0.00 0.00 744,951.17	2,690.22 0.00 5,212.30 2,522.08	0.00 0.00 0.00 2,522.08	2,522.08

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
91282CMA6	UNITED STATES TREASURY 4.125 11/30/2029	12/09/2024 12/10/2024 500,000.00	501,250.00 0.00 0.00 501,250.00	56.35 10,312.50 1,746.93 12,003.07	0.00 0.00 0.00 12,003.07	12,003.07
91282CMD0	UNITED STATES TREASURY 4.375 12/31/2029	750,000.00	749,873.05 0.00 0.00 749,873.05	13,777.62 16,406.25 89.16 2,717.79	0.00 0.00 0.00 2,717.79	2,717.79
91282CMH1	UNITED STATES TREASURY 4.125 01/31/2027	02/13/2025 02/14/2025 500,000.00	498,281.25 0.00 0.00 498,281.25	6,893.99 0.00 8,603.25 1,709.25	0.00 0.00 0.00 1,709.25	1,709.25
91282CMU2	UNITED STATES TREASURY 4.0 03/31/2030	03/28/2025 03/31/2025 450,000.00	450,333.98 0.00 0.00 450,333.98	3,049.18 0.00 4,524.59 1,475.41	0.00 0.00 0.00 1,475.41	1,475.41
91282CMZ1	UNITED STATES TREASURY 3.875 04/30/2030	05/28/2025 05/29/2025 500,000.00	495,605.47 0.00 0.00 495,605.47	1,684.78 0.00 3,264.27 1,579.48	0.00 0.00 0.00 1,579.48	1,579.48
91282CNG2	UNITED STATES TREASURY 4.0 05/31/2030	06/10/2025 06/11/2025 525,000.00	0.00 523,113.28 0.00 523,113.28	0.00 (631.15) 1,778.69 1,147.54	0.00 0.00 0.00 1,147.54	1,147.54
931142ER0	WALMART INC 1.05 09/17/2026	09/08/2021 09/17/2021 80,000.00	79,848.80 0.00 0.00 79,848.80	172.67 0.00 242.67 70.00	0.00 0.00 0.00 70.00	70.00
931142EX7	WALMART INC 3.95 09/09/2027	10/05/2022 10/07/2022 350,000.00	341,393.50 0.00 0.00 341,393.50	3,149.03 0.00 4,301.11 1,152.08	0.00 0.00 0.00 1,152.08	1,152.08
			38,790,022.30 **523,113.28** **(528,053.85)**	**303,183.06** **171,542.52** **307,514.91**	**0.00** **0.00** **0.00**	
Total Fixed Income		**39,048,006.65**	**38,785,081.73**	**175,874.37**	**175,874.37**	**175,874.37**

Cusip	Security Description	Trade Date Settle Date Units	Book Value: Begin Book Value: Acq Book Value: Disp Book Value: End	Prior Accrued Inc. Received Ending Accrued Total Interest	Accr. Of Discount Amort. Of Premium Net Accret/Amort Income Earned	Total Income
			39,118,456.20 706,740.89 (560,008.70)	303,183.06 172,363.79 307,514.91	0.00 0.00 0.00	
TOTAL PORTFOLIO		**39,469,076.20**	**39,206,151.28**	**176,695.64**	**176,695.64**	**176,695.64**



COUNTY OF SAN DIEGO INVESTMENT POOL

TREASURY INVESTMENT RESULTS

Jun 2025

County of San Diego Treasurer-Tax Collector | 1600 Pacific Hwy, San Diego, CA 92101 | www.sdttc.com

SUMMARY PORTFOLIO STATISTICS

County of San Diego Pooled Money Fund

As of June 30, 2025

Investment Type	Par Value	Book Value	Market Value	% of Portfolio	Market Price	Days To Maturity	YTM	Accrued Interest	Unrealized Gain/Loss
ABS	753,303,807	753,237,689	758,430,104	4.48%	100.68	1037	4.90%	1,529,930	5,192,415
Agency	3,643,078,000	3,640,094,974	3,613,286,279	21.34%	99.18	588	1.31%	19,371,023	(26,808,695)
Trade Payables/Receivables	0	0	0	0.00%	100.00	0	0.00%	-	-
Bank Deposit	445,752,332	445,752,332	445,752,332	2.63%	100.00	0	3.92%	-	-
Commercial Paper	1,404,000,000	1,396,270,298	1,396,078,402	8.25%	99.44	47	4.46%	-	(191,896)
Corporate	145,000,000	144,079,403	144,517,232	0.85%	99.67	423	7.74%	1,190,292	437,829
Local Gov Investment Pool	250,479,836	250,479,836	250,479,836	1.48%	100.00	0	4.43%	-	-
Money Market Fund FI	567,000,000	567,000,000	567,000,000	3.35%	100.00	0	4.26%	-	-
Municipal Bonds	462,500,000	463,174,754	465,359,883	2.75%	100.62	719	3.76%	4,887,041	2,185,130
Negotiable CD	2,994,000,000	2,994,000,000	2,993,588,449	17.68%	99.99	99	4.42%	54,403,414	(411,551)
Supranationals	2,360,780,000	2,346,066,388	2,366,588,442	13.98%	100.25	1135	3.99%	25,184,627	20,522,054
US Treasury	3,935,000,000	3,921,624,751	3,928,770,783	23.21%	99.84	807	3.56%	28,310,963	7,146,032
Total for June 2025	16,960,893,975	16,921,780,425	16,929,851,743	100%	99.82	562	3.81%	134,877,290	8,071,318
Total for May 2025	17,504,913,639	17,455,427,802	17,424,861,310	100%	99.54	558	3.72%	133,850,879	(30,566,492)
Change from Prior Month	(544,019,664)	(533,647,377)	(495,009,567)		0.27	4	0.09%	1,026,411	38,637,810
Portfolio Effective Duration	1.20								

Return Information	Monthly Return	Annualized	Fiscal Year To Date Return	Annualized	Calendar YTD Return	Annualized
Book Value	0.31%	3.78%	3.70%	3.70%	1.85%	3.73%

Notes

Yield to maturity (YTM) is the estimated rate of return on a bond given its purchase price, assuming all coupon payments are made on a timely basis and reinvested at this same rate of return to the maturity date. Weighted Days to Maturity is average time it takes for securities in a portfolio to mature, weighted in proportion to the dollar amount that is invested in the portfolio. Yields for the portfolio are aggregated based on the book value of each security.

Monthly Investment Returns are reported gross of fees. Administration fees since fiscal year 17-18 have averaged approximately 7 basis points per annum. **All Investments held during the month of June 2025 were in compliance with the Investment Policy dated January 1, 2023. The County Treasurer believes the Treasury Investment Pool contains sufficient cash flow from liquid and maturing securities, bank deposits, and incoming cash to meet the next six months of expected expenditures.

While Safety, Liquidity, and Yield remain the Fund's primary investment objectives, all else being equal and acting under statutory investment limitations, the County Treasurer affirms his/her commitment to the consideration of ESG criteria in evaluating securities. Sustainalytics, a Morningstar Company, provides high-quality, analytical environmental, social and governance (ESG) research, ratings and data to institutional investors and companies. Using Sustainalytics scoring, which is available on Bloomberg, the Pool had a weighted average MTN/CP/CD score of 18.37 as of 06/30/25, placing it in the "Medium Risk" category. Sustainalytics' ratings categories are: negligible (0-9.99), low (10-19.99), medium (20-29.99), high (30-39.99) and severe (40+).

PARTICIPANT CASH BALANCES

County of San Diego Pooled Money Fund

As of June 30, 2025

($000)

PARTICIPANT	FMV 04/30/25	FMV 05/31/25	FMV 06/30/25	% of Total
COUNTY	2,303,757	2,004,460	1,486,859	8.78%
COUNTY - SPECIAL TRUST FUNDS	3,288,164	3,211,922	3,347,956	19.78%
NON-COUNTY INVESTMENT FUNDS	113,710	114,078	104,784	0.62%
SCHOOLS - (K THRU 12)	9,369,057	9,153,988	8,863,907	52.36%
COMMUNITY COLLEGES				
Grossmont-Cuyamaca	233,341	221,924	224,917	1.33%
MiraCosta	242,057	233,167	231,105	1.37%
Palomar	285,140	276,034	297,753	1.76%
San Diego	1,227,759	1,210,554	1,285,600	7.60%
Southwestern	185,607	173,033	191,893	1.13%
Total Community Colleges	**2,173,902**	**2,114,711**	**2,231,267**	**13.18%**
FIRST 5 COMMISSION	24,278	21,887	27,669	0.16%
SDCERA	8,730	1,202	1,256	0.01%
CITIES				
Chula Vista	6,071	6,055	6,251	0.04%
Coronado	7,951	7,930	8,187	0.05%
Del Mar	3,058	3,050	3,149	0.02%
Encinitas	1,345	1,341	1,385	0.01%
National City	40,119	40,014	41,309	0.24%
Oceanside*	0	0	0	0.00%
Solana Beach*	0	0	0	0.00%
Vista	92	92	95	0.00%
INDEPENDENT AGENCIES				
Air Pollution Control District	88,911	88,667	108,612	0.64%
Alpine FPD	1,262	1,315	1,480	0.01%
Bonita-Sunnyside FPD	3,926	4,132	3,366	0.02%
Borrego Springs FPD	15	15	15	0.00%
Canebrake County Water District	0	0	0	0.00%
Deer Springs FPD	19,960	18,135	17,882	0.11%
Grossmont Healthcare District	2	2	2	0.00%
Julian-Cuyamaca FPD	0	0	0	0.00%
Lake Cuyamaca Rec & Park District	22	22	23	0.00%

PARTICIPANT	FMV 04/30/25	FMV 05/31/25	FMV 06/30/25	% of Total
Lakeside FPD	6,659	1,528	1,890	0.01%
Leucadia Wastewater District	0	0	0	0.00%
Lower Sweetwater FPD	776	712	744	0.00%
Metropolitan Transit System	335,316	319,402	368,164	2.17%
Mission Resource Conservation District	60	62	39	0.00%
North County Transit District	44,138	44,023	50,601	0.30%
North County Cemetery District	11,854	11,886	12,284	0.07%
North County Dispatch	8,215	8,361	8,164	0.05%
North County FPD	7,750	5,765	4,969	0.03%
Otay Water District	108	108	114	0.00%
Palomar Health	2	0	0	0.00%
Pomerado Cemetery District	2,746	2,753	2,611	0.02%
Public Agencies Self-Insurance System	0	0	0	0.00%
Ramona Cemetery District	1,879	1,857	1,841	0.01%
Rancho Santa Fe FPD	15,714	15,482	14,675	0.09%
Resource Conservation District of Greater SD*	0	0	0	0.00%
Rincon del Diablo Municipal Water District	3,071	3,063	3,162	0.02%
SANDAG	10,939	10,910	11,060	0.07%
SD County Regional Airport Authority	143,140	150,294	139,969	0.83%
San Diego Housing Commission	8,618	8,595	8,873	0.05%
San Diego Geographic Information Source	794	1,121	1,008	0.01%
San Diego Law Library	8,434	8,494	8,869	0.05%
San Diego Local Agency Formation Comm	2,081	1,872	1,692	0.01%
San Diego Regional Training Center	1,507	1,354	1,947	0.01%
San Dieguito River Park	1,333	1,065	974	0.01%
San Marcos FPD	1	1	1	0.00%
San Miguel Consolidated FPD	25,494	23,531	22,053	0.13%
Santa Fe Irrigation District	108	107	111	0.00%
Upper San Luis Rey Resource Conserv Dist	37	38	39	0.00%
Vallecitos Water District	1,018	1,016	1,049	0.01%
Valley Center FPD	3,373	2,960	2,450	0.01%
Valley Center Cemetery District	532	533	552	0.00%
Valley Center Water District	2,714	2,707	2,795	0.02%
Vista FPD	3,566	2,239	1,699	0.01%
Whispering Palms Community Services District*	0	0	0	0.00%
Total Voluntary Participants	**857,720**	**825,702**	**895,079**	**5.29%**
Pooled Money Fund Total	**$ 18,106,310**	**$ 17,424,861**	**$ 16,929,852**	**100.00%**

*** Footnote:** The Oracle ending balances for these pool participants are under $500. Due to rounding, the FMV will show as zero even though there is an Oracle balance.

National City

Conversion of Oracle Cash Balance to COSD Pool Market Price

Month Ended June 2025

Pool YTM: 3.81

		Current Month	Prior Month	Prior Quarter	Prior Year
		6/30/2025	5/31/2025	3/31/2025	6/30/2024
	COSD Pool Market Price	103.068%	100.272%	100.274%	100.852%
	COSD Pool Market Value	16,929,851,743	17,424,861,310	16,380,539,159	15,766,439,364
	National City percentage of MV share in COSD Pool	0.2440%	0.2296%	0.2434%	0.2474%

Fund	Description	Oracle Cash Balance	Market Value	Market Value	Market Value	Market Value
44077	NATIONAL CITY INVESTMENT FUND	40,079,600	41,309,193	40,014,471	39,863,840	39,011,179
	Total for National City	**40,079,600**	**41,309,193**	**40,014,471**	**39,863,840**	**39,011,179**

** Please note that the National City Market Value reported above is a prorated share of National City in the COSD Investment Pool and based on National City Cash Balance.*

National City

Conversion of Oracle Cash Balance to COSD Pool Market Price

Month Ended May 2025

Pool YTM: 3.72

		Current Month	Prior Month	Prior Quarter	Prior Year
		5/31/2025	4/30/2025	2/28/2025	5/31/2024
	COSD Pool Market Price	100.272%	100.534%	100.103%	98.831%
	COSD Pool Market Value	17,424,861,310	18,106,310,060	16,238,698,886	16,230,659,960
	National City percentage of MV share in COSD Pool	0.2296%	0.2216%	0.2451%	0.2339%

Fund	Description	Oracle Cash Balance	Market Value	Market Value	Market Value	Market Value
44077	NATIONAL CITY INVESTMENT FUND	39,905,909	40,014,471	40,118,973	39,795,603	37,966,409
	Total for National City	**39,905,909**	**40,014,471**	**40,118,973**	**39,795,603**	**37,966,409**

**** Please note that the National City Market Value reported above is a prorated share of National City in the COSD Investment Pool and based on National City Cash Balance.***

National City

Conversion of Oracle Cash Balance to COSD Pool Market Price

Month Ended April 2025

Pool YTM: 3.77

		Current Month	Prior Month	Prior Quarter	Prior Year
		4/30/2025	3/31/2025	1/31/2025	4/30/2024
	COSD Pool Market Price	100.534%	100.274%	100.575%	98.692%
	COSD Pool Market Value	18,106,310,060	16,380,539,159	16,584,478,315	17,049,918,378
	National City percentage of MV share in COSD Pool	0.2216%	0.2434%	0.2401%	0.2224%

Fund	Description	Oracle Cash Balance	Market Value	Market Value	Market Value	Market Value
44077	NATIONAL CITY INVESTMENT FUND	39,905,909	40,118,973	39,863,840	39,815,787	37,913,131
	Total for National City	**39,905,909**	**40,118,973**	**39,863,840**	**39,815,787**	**37,913,131**

**** Please note that the National City Market Value reported above is a prorated share of National City in the COSD Investment Pool and based on National City Cash Balance.***

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

July 01, 2025

LAIF Home
PMIA Average Monthly Yields

CITY OF NATIONAL CITY

FINANCE DIRECTOR
1243 NATIONAL CITY BLVD
NATIONAL CITY, CA 91950-4397

Tran Type Definitions

Account Number:

June 2025 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	36,655,439.37
Total Withdrawal:	0.00	Ending Balance:	36,655,439.37

MALIA M. COHEN

California State Controller

LOCAL AGENCY INVESTMENT FUND
REMITTANCE ADVICE

Agency Name NATIONAL CITY

Account Number

As of 7/15/2025, your Local Agency Investment Fund account has been directly credited with the interest earned on your deposits for the quarter ending 6/30/2025.

Earnings Ratio		0.00012059828906715
Interest Rate		4.40%
Dollar Day Total	$	3,330,051,778.69
Quarter End Principal Balance	$	36,655,439.37
Quarterly Interest Earned	$	401,598.55

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

June 02, 2025

LAIF Home
PMIA Average Monthly Yields

CITY OF NATIONAL CITY

FINANCE DIRECTOR
1243 NATIONAL CITY BLVD
NATIONAL CITY, CA 91950-4397

Tran Type Definitions

Account Number:

May 2025 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	36,655,439.37
Total Withdrawal:	0.00	Ending Balance:	36,655,439.37

California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

September 10, 2025

LAIF Home
PMIA Average Monthly Yields

CITY OF NATIONAL CITY

FINANCE DIRECTOR
1243 NATIONAL CITY BLVD
NATIONAL CITY, CA 91950-4397

Tran Type Definitions

Account Number:

April 2025 Statement

Effective Date	Transaction Date	Tran Type	Confirm Number	Web Confirm Number	Authorized Caller	Amount
4/15/2025	4/14/2025	QRD	1772485	N/A	SYSTEM	399,514.57

Account Summary

Total Deposit:	399,514.57	Beginning Balance:	36,255,924.80
Total Withdrawal:	0.00	Ending Balance:	36,655,439.37

State of California
Pooled Money Investment Account
Market Valuation
6/30/2025

Description	Carrying Cost Plus Accrued Interest Purch.	Amortized Cost	Fair Value	Accrued Interest
United States Treasury:				
Bills	$ 53,070,105,400.83	$ 53,553,235,136.11	$ 53,553,095,196.50	NA
Notes	$ 45,065,440,536.21	$ 45,017,038,229.84	$ 45,220,920,060.50	$ 456,554,961.50
Federal Agency:				
SBA	$ 241,952,774.98	$ 241,882,090.69	$ 244,164,765.36	$ 966,339.45
MBS-REMICs	$ 1,062,524.00	$ 1,062,524.00	$ 1,053,290.67	$ 4,635.17
Debentures	$ 6,975,704,585.76	$ 6,975,704,585.76	$ 6,979,649,750.00	$ 56,993,149.00
Debentures FR	$ -	$ -	$ -	$ -
Debentures CL	$ 3,350,000,000.00	$ 3,350,000,000.00	$ 3,360,195,500.00	$ 27,168,533.00
Discount Notes	$ 30,815,944,152.72	$ 31,081,797,090.46	$ 31,069,446,050.00	NA
Supranational Debentures	$ 3,985,672,458.38	$ 3,983,248,483.36	$ 3,993,975,100.00	$ 38,528,655.00
Supranational Debentures FR	$ -	$ -	$ -	$ -
CDs and YCDs FR	$ -	$ -	$ -	$ -
Bank Notes	$ -		$ -	$ -
CDs and YCDs	$ 16,250,000,000.00	$ 16,250,000,000.00	$ 16,248,094,811.24	$ 174,922,944.49
Commercial Paper	$ 11,878,071,791.64	$ 11,988,394,027.79	$ 11,988,292,097.20	NA
Corporate:				
Bonds FR	$ -	$ -	$ -	$ -
Bonds	$ 952,811,187.28	$ 952,792,103.94	$ 950,691,880.00	$ 9,631,480.55
Repurchase Agreements	$ -	$ -	$ -	$ -
Reverse Repurchase	$ -	$ -	$ -	$ -
Time Deposits	$ 5,281,000,000.00	$ 5,281,000,000.00	$ 5,281,000,000.00	NA
PMIA & GF Loans	$ 262,742,740.00	$ 262,742,740.00	$ 262,742,740.00	NA
TOTAL	$ 178,130,508,151.80	$ 178,938,897,011.95	$ 179,153,321,241.47	$ 764,770,698.16

Fair Value Including Accrued Interest $ 179,918,091,939.63

Repurchase Agreements, Time Deposits, PMIA & General Fund loans, and
Reverse Repurchase agreements are carried at portfolio book value (carrying cost).

The value of each participating dollar equals the fair value divided by the amortized cost (1.001198310)
As an example: if an agency has an account balance of $20,000,000.00, then the agency would report its participation in the LAIF valued at $20,023,966.20 or $20,000,000.00 x1.001198310

LOCAL AGENCY INVESTMENT FUND

PMIA Average Monthly Effective Yields

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1977	5.770	5.660	5.660	5.650	5.760	5.850	5.930	6.050	6.090	6.090	6.610	6.730
1978	6.920	7.050	7.140	7.270	7.386	7.569	7.652	7.821	7.871	8.110	8.286	8.769
1979	8.777	8.904	8.820	9.082	9.046	9.224	9.202	9.528	9.259	9.814	10.223	10.218
1980	10.980	11.251	11.490	11.480	12.017	11.798	10.206	9.870	9.945	10.056	10.426	10.961
1981	10.987	11.686	11.130	11.475	12.179	11.442	12.346	12.844	12.059	12.397	11.887	11.484
1982	11.683	12.044	11.835	11.773	12.270	11.994	12.235	11.909	11.151	11.111	10.704	10.401
1983	10.251	9.887	9.688	9.868	9.527	9.600	9.879	10.076	10.202	10.182	10.164	10.227
1984	10.312	10.280	10.382	10.594	10.843	11.119	11.355	11.557	11.597	11.681	11.474	11.024
1985	10.579	10.289	10.118	10.025	10.180	9.743	9.656	9.417	9.572	9.482	9.488	9.371
1986	9.252	9.090	8.958	8.621	8.369	8.225	8.141	7.844	7.512	7.586	7.432	7.439
1987	7.365	7.157	7.205	7.044	7.294	7.289	7.464	7.562	7.712	7.825	8.121	8.071
1988	8.078	8.050	7.945	7.940	7.815	7.929	8.089	8.245	8.341	8.397	8.467	8.563
1989	8.698	8.770	8.870	8.992	9.227	9.204	9.056	8.833	8.801	8.771	8.685	8.645
1990	8.571	8.538	8.506	8.497	8.531	8.538	8.517	8.382	8.333	8.321	8.269	8.279
1991	8.164	8.002	7.775	7.666	7.374	7.169	7.098	7.072	6.859	6.719	6.591	6.318
1992	6.122	5.863	5.680	5.692	5.379	5.323	5.235	4.958	4.760	4.730	4.659	4.647
1993	4.678	4.649	4.624	4.605	4.427	4.554	4.438	4.472	4.430	4.380	4.365	4.384
1994	4.359	4.176	4.248	4.333	4.434	4.623	4.823	4.989	5.106	5.243	5.380	5.528
1995	5.612	5.779	5.934	5.960	6.008	5.997	5.972	5.910	5.832	5.784	5.805	5.748
1996	5.698	5.643	5.557	5.538	5.502	5.548	5.587	5.566	5.601	5.601	5.599	5.574
1997	5.583	5.575	5.580	5.612	5.634	5.667	5.679	5.690	5.707	5.705	5.715	5.744
1998	5.742	5.720	5.680	5.672	5.673	5.671	5.652	5.652	5.639	5.557	5.492	5.374
1999	5.265	5.210	5.136	5.119	5.086	5.095	5.178	5.225	5.274	5.391	5.484	5.639
2000	5.760	5.824	5.851	6.014	6.190	6.349	6.443	6.505	6.502	6.517	6.538	6.535
2001	6.372	6.169	5.976	5.760	5.328	4.958	4.635	4.502	4.288	3.785	3.526	3.261
2002	3.068	2.967	2.861	2.845	2.740	2.687	2.714	2.594	2.604	2.487	2.301	2.201
2003	2.103	1.945	1.904	1.858	1.769	1.697	1.653	1.632	1.635	1.596	1.572	1.545
2004	1.528	1.440	1.474	1.445	1.426	1.469	1.604	1.672	1.771	1.890	2.003	2.134
2005	2.264	2.368	2.542	2.724	2.856	2.967	3.083	3.179	3.324	3.458	3.636	3.808
2006	3.955	4.043	4.142	4.305	4.563	4.700	4.849	4.946	5.023	5.098	5.125	5.129
2007	5.156	5.181	5.214	5.222	5.248	5.250	5.255	5.253	5.231	5.137	4.962	4.801
2008	4.620	4.161	3.777	3.400	3.072	2.894	2.787	2.779	2.774	2.709	2.568	2.353
2009	2.046	1.869	1.822	1.607	1.530	1.377	1.035	0.925	0.750	0.646	0.611	0.569
2010	0.558	0.577	0.547	0.588	0.560	0.528	0.531	0.513	0.500	0.480	0.454	0.462
2011	0.538	0.512	0.500	0.588	0.413	0.448	0.381	0.408	0.378	0.385	0.401	0.382
2012	0.385	0.389	0.383	0.367	0.363	0.358	0.363	0.377	0.348	0.340	0.324	0.326
2013	0.300	0.286	0.285	0.264	0.245	0.244	0.267	0.271	0.257	0.266	0.263	0.264
2014	0.244	0.236	0.236	0.233	0.228	0.228	0.244	0.260	0.246	0.261	0.261	0.267
2015	0.262	0.266	0.278	0.283	0.290	0.299	0.320	0.330	0.337	0.357	0.374	0.400
2016	0.446	0.467	0.506	0.525	0.552	0.576	0.588	0.614	0.634	0.654	0.678	0.719
2017	0.751	0.777	0.821	0.884	0.925	0.978	1.051	1.084	1.111	1.143	1.172	1.239
2018	1.350	1.412	1.524	1.661	1.755	1.854	1.944	1.998	2.063	2.144	2.208	2.291
2019	2.355	2.392	2.436	2.445	2.449	2.428	2.379	2.341	2.280	2.190	2.103	2.043
2020	1.967	1.912	1.787	1.648	1.363	1.217	0.920	0.784	0.685	0.620	0.576	0.540
2021	0.458	0.407	0.357	0.339	0.315	0.262	0.221	0.221	0.206	0.203	0.203	0.212
2022	0.234	0.278	0.365	0.523	0.684	0.861	1.090	1.276	1.513	1.772	2.007	2.173
2023	2.425	2.624	2.831	2.870	2.993	3.167	3.305*	3.434	3.534	3.670	3.843	3.929
2024	4.012	4.122	4.232	4.272	4.332	4.480	4.516	4.579	4.575	4.518	4.477	4.434
2025	4.366	4.333	4.313	4.281	4.272	4.269	4.258	4.251				

* Revised

Neighborhood National Bank
P.O. Box 420
Suite 205
National City, CA 91951

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RETURN SERVICE REQUESTED

CITY OF NATIONAL CITY
1243 NATIONAL CITY BLVD.
NATIONAL CITY, CA 91950

Contact Us
619-789-4422
dwarren@mynnb.com
www.mynnb.com

Account
CITY OF NATIONAL CITY

Date
06/30/2025

Page
1 of 6

CDARS® Customer Statement

The following information is a summary of activity in your CDARS accounts and the list of FDIC-Insured institutions that hold your deposits as of the date indicated. These deposits have been placed by us, as your agent and custodian, in deposit accounts through CDARS. Certain conditions must be satisfied for "pass-through" FDIC deposit insurance coverage to apply. To meet the conditions for pass-through FDIC deposit insurance, deposit accounts at FDIC-insured banks in IntraFi's network that hold deposits placed using an IntraFi service are titled, and deposit account records are maintained, in accordance with FDIC regulations for pass-through coverage.

Summary of Accounts

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
[redacted]	02/06/2025	02/05/2026	3.90%	$202,472.54	$203,122.57
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.55	203,122.58
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.55	203,122.58
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.56	203,122.59
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.55	203,122.57
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.55	203,122.58
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.56	203,122.59
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.54	203,122.56
[redacted]	02/06/2025	02/05/2026	3.90%	202,472.55	203,122.58
TOTAL				$1,822,252.95	$1,828,103.20

1,828,103.20 June 30
1,810,415.18 Mar 31
17,688.02

IntraFi and CDARS are registered service marks of IntraFi Network LLC.

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.57	YTD Interest Paid	$3,122.57
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.03

CD Issued by

Carrollton Bank FDIC Cert. 12383

YTD Interest Paid	$1,128.24	05/31/2025	Opening Balance	$73,156.87
Int Earned Since Last Statement	234.87	06/30/2025	Interest Payment	234.87
		06/30/2025	Ending Balance	73,391.74

Touchmark National Bank FDIC Cert. 58687

YTD Interest Paid	$1,572.79	05/31/2025	Opening Balance	$101,981.88
Int Earned Since Last Statement	327.41	06/30/2025	Interest Payment	327.41
		06/30/2025	Ending Balance	102,309.29

TrustBank FDIC Cert. 14662

YTD Interest Paid	$421.54	05/31/2025	Opening Balance	$27,333.79
Int Earned Since Last Statement	87.75	06/30/2025	Interest Payment	87.75
		06/30/2025	Ending Balance	27,421.54

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.58	YTD Interest Paid	$3,122.58
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.03

CD Issued by

Alliance Bank FDIC Cert. 10973

YTD Interest Paid	$3,078.78	05/31/2025	Opening Balance	$199,631.85
Int Earned Since Last Statement	640.91	06/30/2025	Interest Payment	640.91
		06/30/2025	Ending Balance	200,272.76

IntraFi and CDARS are registered service marks of IntraFi Network LLC.

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Central State Bank FDIC Cert. 1550

YTD Interest Paid	$43.80
Int Earned Since Last Statement	9.12

05/31/2025	Opening Balance	$2,840.70
06/30/2025	Interest Payment	9.12
06/30/2025	Ending Balance	2,849.82

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD
Interest Rate	3.90%
Account Balance	$203,122.58
Annual Percentage Yield	3.98%

Effective Date	02/06/2025
Maturity Date	02/05/2026
YTD Interest Paid	$3,122.58
Interest Earned Since Last Statement	650.03

CD Issued by

Alliance Bank FDIC Cert. 10973

YTD Interest Paid	$613.68
Int Earned Since Last Statement	127.75

05/31/2025	Opening Balance	$39,791.95
06/30/2025	Interest Payment	127.75
06/30/2025	Ending Balance	39,919.70

Heritage Bank of Commerce FDIC Cert. 33905

YTD Interest Paid	$2,508.90
Int Earned Since Last Statement	522.28

05/31/2025	Opening Balance	$162,680.60
06/30/2025	Interest Payment	522.28
06/30/2025	Ending Balance	163,202.88

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD
Interest Rate	3.90%
Account Balance	$203,122.59
Annual Percentage Yield	3.98%

Effective Date	02/06/2025
Maturity Date	02/05/2026
YTD Interest Paid	$3,122.59
Interest Earned Since Last Statement	650.03

IntraFi and CDARS are registered service marks of IntraFi Network LLC.

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

CD Issued by

Farmers & Merchants Bank FDIC Cert. 1895

YTD Interest Paid	$2,552.71
Int Earned Since Last Statement	531.40

05/31/2025	Opening Balance	$165,521.31
06/30/2025	Interest Payment	531.40
06/30/2025	Ending Balance	166,052.71

First Business Bank FDIC Cert. 15229

YTD Interest Paid	$569.88
Int Earned Since Last Statement	118.63

05/31/2025	Opening Balance	$36,951.25
06/30/2025	Interest Payment	118.63
06/30/2025	Ending Balance	37,069.88

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.57	YTD Interest Paid	$3,122.57
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.02

CD Issued by

Farmers & Merchants Bank FDIC Cert. 1895

YTD Interest Paid	$1,139.74
Int Earned Since Last Statement	237.26

05/31/2025	Opening Balance	$73,902.48
06/30/2025	Interest Payment	237.26
06/30/2025	Ending Balance	74,139.74

Heritage Bank of Commerce FDIC Cert. 33905

YTD Interest Paid	$1,144.51
Int Earned Since Last Statement	238.25

05/31/2025	Opening Balance	$74,212.28
06/30/2025	Interest Payment	238.25
06/30/2025	Ending Balance	74,450.53

Stellar Bank FDIC Cert. 58629

YTD Interest Paid	$838.32
Int Earned Since Last Statement	174.51

05/31/2025	Opening Balance	$54,357.79
06/30/2025	Interest Payment	174.51
06/30/2025	Ending Balance	54,532.30

IntraFi and CDARS are registered service marks of IntraFi Network LLC.

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.58	YTD Interest Paid	$3,122.58
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.03

CD Issued by

First Business Bank FDIC Cert. 15229

YTD Interest Paid	$3,122.58
Int Earned Since Last Statement	650.03

05/31/2025	Opening Balance	$202,472.55
06/30/2025	Interest Payment	650.03
06/30/2025	Ending Balance	203,122.58

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.59	YTD Interest Paid	$3,122.59
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.03

CD Issued by

Blue Sky Bank FDIC Cert. 14899

YTD Interest Paid	$1,902.21
Int Earned Since Last Statement	395.98

05/31/2025	Opening Balance	$123,341.61
06/30/2025	Interest Payment	395.98
06/30/2025	Ending Balance	123,737.59

Carrollton Bank FDIC Cert. 12383

YTD Interest Paid	$1,220.38
Int Earned Since Last Statement	254.05

05/31/2025	Opening Balance	$79,130.95
06/30/2025	Interest Payment	254.05
06/30/2025	Ending Balance	79,385.00

IntraFi and CDARS are registered service marks of IntraFi Network LLC.

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.56	YTD Interest Paid	$3,122.56
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.02

CD Issued by

Blue Sky Bank FDIC Cert. 14899

YTD Interest Paid	$1,790.23	05/31/2025	Opening Balance	$116,082.18
Int Earned Since Last Statement	372.67	06/30/2025	Interest Payment	372.67
		06/30/2025	Ending Balance	116,454.85

Central State Bank FDIC Cert. 1550

YTD Interest Paid	$526.06	05/31/2025	Opening Balance	$34,110.53
Int Earned Since Last Statement	109.51	06/30/2025	Interest Payment	109.51
		06/30/2025	Ending Balance	34,220.04

RCB Bank FDIC Cert. 15399

YTD Interest Paid	$806.27	05/31/2025	Opening Balance	$52,279.83
Int Earned Since Last Statement	167.84	06/30/2025	Interest Payment	167.84
		06/30/2025	Ending Balance	52,447.67

DETAILED ACCOUNT OVERVIEW

Account ID: [redacted]
Account Title: CITY OF NATIONAL CITY

Account Summary - CD

Product Term	52-Week Public Fund 365 CD	Effective Date	02/06/2025
Interest Rate	3.90%	Maturity Date	02/05/2026
Account Balance	$203,122.58	YTD Interest Paid	$3,122.58
Annual Percentage Yield	3.98%	Interest Earned Since Last Statement	650.03

CD Issued by

Central State Bank FDIC Cert. 1550

YTD Interest Paid	$3,122.58	05/31/2025	Opening Balance	$202,472.55
Int Earned Since Last Statement	650.03	06/30/2025	Interest Payment	650.03
		06/30/2025	Ending Balance	203,122.58

IntraFi and CDARS are registered service marks of IntraFi Network LLC.

ACCOUNT DAILY ACTIVITY
(02/01/25) THRU (07/08/25)

ACCOUNT NAME	CURRENT BALANCE	HOME PHONE	BUS PHONE	CELL PHONE	EMAIL
[redacted] CITY OF NATIONAL CITY	203,226.10	-	-	[redacted]	[redacted]

PST DATE	TRN DATE	T/C	DESCRIPTION	CHECK	DEBIT AMOUNT	CREDIT AMOUNT	BALANCE
02/04/25	02/03/25	TFC	CD Credit from 3878	0		200,000.00	200,000.00
03/03/25	03/03/25	ICP	INTEREST COMPOUNDED	0		598.36	200,598.36
04/03/25	04/03/25	ICP	INTEREST COMPOUNDED	0		664.45	201,262.81
05/02/25	05/03/25	ICP	INTEREST COMPOUNDED	0		645.14	201,907.95
06/03/25	06/03/25	ICP	INTEREST COMPOUNDED	0		668.79	202,576.74
07/03/25	07/03/25	ICP	INTEREST COMPOUNDED	0		649.36	203,226.10
TOTAL.....					.00	203,226.10	

*** END OF REPORT ***

645.14
668.79
649.36
1963.29

AGENDA REPORT

Department: **Finance**
Prepared by: **Karla Apalategui, Sr. Accounting Assistant**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Warrant Register No. 4 for the Period of 7/18/25 through 7/24/25 in the Amount of $1,618,309.44

RECOMMENDATION:
Ratify Warrants Totaling $1,618,309.44.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
Per Government Section Code 37208, below are the payments issued for the period of 7/18/25 – 7/24/25. Consistent with the Department of Finance's practice, listed below are all payments above $50,000.

Vendor	Check/Wire	Amount	Explanation
Anser Advisory	375325	103,845.45	Grant Management Villa Civil
SDG&E	375381	100,543.05	Gas & Electric for Facilities
PRISM	375375	351,420.00	Excess WC Premium
PRISM	375376	111,110.00	Optional Excess Liability Program Premium
City of Chula Vista	375333	125,919.00	Animal Care Services
Union Bank of CA	250724	355,000.00	GO Bonds Obligation Refunding Bonds 2012

FINANCIAL STATEMENT:
Warrant Register Total $1,618,309.44

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Not Applicable

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBIT:
Exhibit A – FY26 Warrant Register No. 4

Warrant Register #4
7/18/2025 to 7/24/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
A/P PAYMENTS				
Building				
ESGIL LLC	DEPUTY BUILDING OFFICIAL SERVICES / JUNE	375351	7/24/2025	24,000.00
ESGIL LLC	ON-CALL PLAN REVIEWS, PERMIT REVIEWS, ETC.	375352	7/24/2025	1,001.07
			Total for Building	**25,001.07**
City Mgr				
SPARKLETTS	WATER DELIVERY FOR FINANCE	375391	7/24/2025	185.30
			Total for City Mgr	**185.30**
Comm Svcs				
AMAZON	PRIVACY SCREENS & GATE FAB/CSD	375323	7/24/2025	186.79
AMAZON	CASA MEDICAL SUPPLIES/CSD	375323	7/24/2025	332.78
AMAZON	PRIVACY SCREENS & GATE FAB/CSD	375323	7/24/2025	88.60
AMAZON CAPITAL SERVI	AMAZON CREDIT MEMO/CSD	375324	7/24/2025	(36.96)
AMAZON CAPITAL SERVI	FAB PROGRAMMING MATERIALS/CSD	375324	7/24/2025	70.54
AMAZON CAPITAL SERVI	CASA CRAFTING SUPPLIES/CSD	375324	7/24/2025	246.18
AMAZON CAPITAL SERVI	CASA CRAFTING SUPPLIES/CSD	375324	7/24/2025	292.13
AMAZON CAPITAL SERVI	FAB PROGRAMMING MATERIALS/CSD	375324	7/24/2025	77.31
AMAZON CAPITAL SERVI	CASA OFFICE SUPPLIES/CSD	375324	7/24/2025	277.16
AMAZON CAPITAL SERVI	CASA OFFICE SUPPLIES/CSD	375324	7/24/2025	101.95
AMAZON CAPITAL SERVI	FAB PROGRAMMING MATERIALS/CSD	375324	7/24/2025	388.38
AMAZON CAPITAL SERVI	FILM PROGRAMMING SUPPLIES/CSD	375324	7/24/2025	423.16
ELIZABETH D. SARMIEN	RFW-CONTRACT INSTRUCTOR MONTHLY PAYMENT Z	375350	7/24/2025	142.80
EXOS WORKS, INC	EXOS JUNE BASE MANAGEMENT FEE FY25/CSD	375353	7/24/2025	5,460.00
PEIRCE, DENISSE	RFW-CONTRACT INST MONTHLY PAYMENT YOGA CLA	375374	7/24/2025	402.50
SANCHEZ MAYO, LESTER	RFW-CONTRACT INST PAYMENT BASKETBALL CLASSI	375383	7/24/2025	3,080.00
SMART & FINAL	MOP 45756 CAMACHO PROGRAMMING SUPPLIES/CSD	375388	7/24/2025	18.99
SMART & FINAL	MOP 45756 CASA SUMMER FUN SUPPLIES/CSD	375388	7/24/2025	91.51
SMART & FINAL	MOP 45756 MESSY PLAY SUPPLIES/CSD	375388	7/24/2025	34.29
SMART & FINAL	MOP 45756 MESSY PLAY SUPPLIES/CSD	375388	7/24/2025	12.49
SMART & FINAL	MOP 45756 CASA SUMMER BREAK SUPPLIES/CSD	375388	7/24/2025	34.84
THE SHERWIN WILLIAMS	MOP 77816 EXTERIOR PAINT SUPPLIES CASA/CSD	375396	7/24/2025	63.37
			Total for Comm Svcs	**11,788.81**
Eng/PW				
24 HOUR ELEVATOR INC	CITY WIDE ELEVATOR REPAIRS FY25-PW/FAC	375318	7/24/2025	540.94
ANSER ADVISORY MANAG	NTP CLOSED CIRCUIT TELEVISION	375325	7/24/2025	223.00
ANSER ADVISORY MANAG	WASTEWATER MANAGEMENT SUPPORT	375325	7/24/2025	1,530.00
ANSER ADVISORY MANAG	PRELIMINARY DESIGN SERVICES - 33-IN TRUNK SEWE	375325	7/24/2025	19,389.00
ANSER ADVISORY MANAG	GRANT MANAGEMENT VILLA CIVIL	375325	7/24/2025	103,845.45
ASSI SECURITY INC	CITY WIDE SECURITY REPAIRS FY25-PW/FAC	375326	7/24/2025	300.00
ASSI SECURITY INC	CITY WIDE SECURITY REPAIRS FY25-PW/FAC	375326	7/24/2025	450.00
ASSI SECURITY INC	CITY WIDE SECURITY REPAIRS FY25-PW/FAC	375326	7/24/2025	600.00

ASSI SECURITY INC	CITY WIDE SECURITY REPAIRS FY25-PW/FAC	375326	7/24/2025	1,100.00
CAL-LINE EQUIPMENT I	VEHICLE EQUIPMENT FY25-PW/EQM	375330	7/24/2025	519.73
CUSTOM TRUCK BODY &	LIFT GATE & INSTALLATION V#098	375343	7/24/2025	2,100.00
CUSTOM TRUCK BODY &	LIFT GATE & INSTALLATION V#098	375343	7/24/2025	3,471.88
CUSTOM TRUCK BODY &	LIFT GATE & INSTALLATION V#098	375343	7/24/2025	271.53
DEPT OF INDUSTRIAL R	CONVEYANCE 149767 FY25-PW/FAC	375348	7/24/2025	125.00
INTERNATIONAL EMERGE	VEHICLE LIGHTING FY25-PW/EQM	375365	7/24/2025	1,470.44
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/FAC	375378	7/24/2025	28.75
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/FAC	375378	7/24/2025	45.11
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/PARKS	375378	7/24/2025	97.14
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR FACILITIES JUN FY25-PW/EQ	375380	7/24/2025	1,100.71
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR FACILITIES JUL FY25-PW/FA(	375380	7/24/2025	3,840.52
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR FACILITIES JUL FY25-PW/EQ	375381	7/24/2025	100,543.05
SITEONE LANDSCAPE SU	MOP 69277 GENERAL SUPPLIES FY26-PW/FAC	375387	7/24/2025	93.07
SOLANA CENTER FOR	SB 1383 COMPLIANCE SUPPORT SERVICES	375389	7/24/2025	7,755.25
SOLANA CENTER FOR	SB 1383 COMPLIANCE SUPPORT SERVICES	375389	7/24/2025	6,181.97
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS APR-JUN FY25-PW/PARI	375393	7/24/2025	36.64
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS APR-JUN FY25-PW/PARI	375393	7/24/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR FACILITIES APR-JUN FY25-PW/F	375393	7/24/2025	91.61
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS APR-JUN FY25-PW/PARI	375393	7/24/2025	119.09
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS APR-JUN FY25-PW/PARI	375393	7/24/2025	119.09
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS APR-JUN FY25-PW/PARI	375393	7/24/2025	138.62
SWEETWATER AUTHORITY	WATER SERVICE FOR FACILITIES APR-JUN FY25-PW/	375393	7/24/2025	1,292.94
SWEETWATER AUTHORITY	WATER SERVICE FOR FACILITIES APR-JUN FY25-PW/F	375393	7/24/2025	4,237.37
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES FY25-PW/FAC	375395	7/24/2025	332.23
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES FY25-PW/FAC	375395	7/24/2025	404.33
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES FY25-PW/FAC	375395	7/24/2025	409.99
VALLEY INDUSTRIAL SP	MOP 46453 INDUSTRIAL SUPPLIES FY25-PW/FAC	375399	7/24/2025	51.17
WAXIE SANITARY SUPPL	BPO: JANITORIAL SUPPLIES FY25-PW/FAC	375402	7/24/2025	2,538.37
WINSUPPLY SOUTH BAY	PLUMBING SUPPLIES FY25-PW/FAC	375403	7/24/2025	85.15
			Total for Eng/PW	**265,539.59**

Finance

C A P F	AUGUST 2025 - FIRE LTD	375329	7/24/2025	1,268.50
CALIFORNIA LAW ENFOR	AUGUST 2025 - PD LTD	375331	7/24/2025	2,752.00
CITY OF NATIONAL CIT	RSWA - EQUITY ADJUSTMENT PAYMENT FY24/25	375334	7/24/2025	18,333.00
CITY OF NATIONAL CIT	PETTY CASH REPLENISHMENT 4/1/25-4/30/25	375335	7/24/2025	27.82
CITY OF NATIONAL CIT	PETTY CASH REPLENISHMENT 4/1/25-4/30/25	375335	7/24/2025	20.40
CITY OF NATIONAL CIT	PETTY CASH REPLENISHMENT 4/1/25-4/30/25	375335	7/24/2025	29.22
CITY OF NATIONAL CIT	PETTY CASH REPLENISHMENT 4/1/25-4/30/25	375335	7/24/2025	49.77
CITY OF POWAY	RSWA - EQUITY ADJUSTMENT PAYMENT FY24/25	375336	7/24/2025	22,246.00
DELTA DENTAL INSURAN	AUGUST 2025 GRP. #05-7029600000 PMI DENTAL INS	375344	7/24/2025	1,684.08
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MA	375371	7/24/2025	100.75

OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	19.50
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	19.50
OPTUM	HSA MONTHLY BANKING FEES - GRP HB1966 APR/MAY	375371	7/24/2025	9.75
THE LINCOLN NATIONAL	AUGUST 2025 -GRP #415491 LIFE & AD&D, STD, LTD IN	375394	7/24/2025	2,759.94
THE LINCOLN NATIONAL	AUGUST 2025 -GRP #415491 LIFE & AD&D, STD, LTD IN	375394	7/24/2025	1,600.04
THE LINCOLN NATIONAL	AUGUST 2025 -GRP #415491 LIFE & AD&D, STD, LTD IN	375394	7/24/2025	9,088.17
THE LINCOLN NATIONAL	AUGUST 2025 -GRP #415491 LIFE & AD&D, STD, LTD IN	375394	7/24/2025	35.40
THE LINCOLN NATIONAL	AUGUST 2025 -GRP #415491 LIFE & AD&D, STD, LTD IN	375394	7/24/2025	44.20
THE LINCOLN NATIONAL	AUGUST 2025 -GRP #415491 LIFE & AD&D, STD, LTD IN	375394	7/24/2025	63.72
VISION SERVICE PLAN	JULY 2025 - VISION SERVICE PLAN (CA)	375401	7/24/2025	2,066.10
WOODRUFF & SMART	RSWA - GENERAL MANAGER MONTHLY INVOICE JUNE	375404	7/24/2025	4,750.00
WOODRUFF & SMART	RSWA - LEGAL SERVICES - JUNE 2025	375405	7/24/2025	2,500.00
			Total for Finance	**69,536.11**

Fire

DURON, CHRISTOPHER	REIMBRSMNT CLAIM, EMT-P LICENSE RENEWAL FEE	375349	7/24/2025	250.00
HOME DEPOT CREDIT SE	SMALL FIRE TOOLS FOR STATION 34	375364	7/24/2025	617.40
HOME DEPOT CREDIT SE	PAINTING SUPPLIES	375364	7/24/2025	506.76
MAZICH, SEAN	REIMBRSMNT CLAIM, EMT RENEWAL FEE	375369	7/24/2025	239.50
OSUNA, ADOLFO	PARAMEDIC LICENSE REIMBURSMT FEE	375372	7/24/2025	175.00
THE SHERWIN WILLIAMS	PAINT FOR FS 34: GAL PAINT	375396	7/24/2025	623.95
			Total for Fire	**2,412.61**

Housing

MRI SOFTWARE LLC	ANNUAL PHA PRO SUBSCRIPTION FOR SECT 8	375370	7/24/2025	35,594.73
			Total for Housing	**35,594.73**

HR

ADDICTION MEDICINE	DOT DRUG & ALCOHOL TESTING PROG-07/25-12/25	375319	7/24/2025	1,812.00
AETNA BEHAVIORAL HEA	EMPLOYEE ASSISTANCE PROGRAM/JUL25	375320	7/24/2025	825.60
ALTA LANGUAGE SERVIC	EMPLOYEE BILINGUAL TESTING	375322	7/24/2025	345.00
CONCENTRA MEDICAL CE	PRE-EMPLOYMENT PHYSICAL/MAY25	375338	7/24/2025	970.00
CONCENTRA MEDICAL CE	PRE-EMPLOYMENT PHYSICAL/JUN25	375338	7/24/2025	902.00
CONCENTRA MEDICAL CE	PRE-EMPLOYMENT PHYSICAL/JUN25	375338	7/24/2025	451.00
DEPARTMENT OF JUSTIC	NEW EMPLOYEE FINGERPRINT TEST RESULTS - DOJ	375347	7/24/2025	294.00
DEPARTMENT OF JUSTIC	NEW EMPLOYEE FINGERPRINT TEST RESULTS-JUN25	375347	7/24/2025	980.00
FEDEX	LATE FEE/TESTING MATERIALS	375354	7/24/2025	5.77
G2SOLUTIONS, INC	NEW EMPLOYEE FINGERPRINT TEST SUBMISSION/JUL	375355	7/24/2025	15.00

PRISM	EXCESS WORKERS COMP PREMIUM-07/25-06/26	375375	7/24/2025	351,420.00
PRISM	OPTIONAL EXCESS LIABILITY PRGM PREMIUM-07/25-0	375376	7/24/2025	111,110.00
SMART & FINAL	MOP #45756/HARASSMENT TRAININGS SUPPLIES/HR	375388	7/24/2025	34.38
V & V MANUFACTURING	NATIONAL CITY YEARLY SERVICE PINS	375398	7/24/2025	2,062.59
WOODS, JAMES I	REIMBURSEMENT FOR CITY REQ LICENSE/DOT/WOOI	375406	7/24/2025	90.00
			Total for HR	**471,317.34**
IT				
COMPLETE PAPERLESS	LASERFICHE PARTICIPANT USERS	375337	7/24/2025	8,272.27
CORELOGIC SOLUTIONS	REALQUEST RENEWAL FOR FY25	375340	7/24/2025	1.23
CORELOGIC SOLUTIONS	REALQUEST RENEWAL FOR FY25	375340	7/24/2025	774.14
STORMWIND LLC	STORMWIND ENTERPRISE IT TRAINING APP	375392	7/24/2025	4,360.00
			Total for IT	**13,407.64**
Library				
AMAZON	LUNCH AT THE LIBRARY GRANT- SUMMER READING P	375323	7/24/2025	558.30
AMAZON	LITERACY GRANT- LITERACY EVENT 6/28/25	375323	7/24/2025	137.71
AMAZON	LUNCH AT THE LIBRARY GRANT- SUMMER READING P	375323	7/24/2025	45.62
AMAZON	AMAZON- MATERIALS AND SUPPLIES	375323	7/24/2025	42.39
AMAZON	LUNCH AT THE LIBRARY GRANT- SUMMER READING P	375323	7/24/2025	237.95
AMAZON	LUNCH AT THE LIBRARY GRANT- SUMMER READING P	375323	7/24/2025	264.78
AMAZON	LITERACY GRANT- LITERACY EVENT 6/28/25	375323	7/24/2025	460.12
AMAZON	LUNCH AT THE LIBRARY GRANT- SUMMER READING P	375323	7/24/2025	228.36
BRAINFUSE, INC	BRAINFUSE- SUBSCRIPTION RENEWAL, LITERACY SEI	375328	7/24/2025	6,250.00
DEMCO INC	DEMCO- INDUSTRIAL TAPE GUNS, TAPE	375346	7/24/2025	384.02
PATHFINDER CHILD DEV	SUMMER READING PROGRAM- PATHFINDER, NOTEW(	375373	7/24/2025	500.00
TUMBLEWEED PRESS INC	RFW- TUMBLEWEED SUBSCRIPTION RENEWAL- LITEF	375397	7/24/2025	799.00
			Total for Library	**9,908.25**
Neigh Svcs				
CORDOVA, REYES A	PRC#T3446 CACEO CONFERENCE 2025 FLIGHT	375339	7/24/2025	93.60
SORIANO, RONNY	PRC#T3446 CACEO CONFERENCE 2025 FLIGHT	375390	7/24/2025	151.10
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375396	7/24/2025	409.99
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375396	7/24/2025	477.41
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375396	7/24/2025	409.99
			Total for Neigh Svcs	**1,542.09**
Nutrition				
ALL FRESH PRODUCTS	FOOD / NUTRITION CENTER	375321	7/24/2025	485.27
ALL FRESH PRODUCTS	FOOD / NUTRITION CENTER	375321	7/24/2025	485.27
SDG&E	GAS AND ELECTRIC SERVICES FOR FY25	375385	7/24/2025	422.83
SDG&E	GAS AND ELECTRIC SERVICES FOR FY25	375385	7/24/2025	2,376.43
			Total for Nutrition	**3,769.80**
Police				
AMAZON	BATTERY SUPPLY FOR PATROL / SGT. LOPEZ	375323	7/24/2025	193.60
CAMACHO, JOSEPH B	REIMB - FLOWERS - PEER SUPPORT	375332	7/24/2025	43.09

CITY OF CHULA VISTA	ANIMAL CARE SERVICES FY 2025 3RD AND 4TH QUAR	375333	7/24/2025	125,919.00
CITY OF CHULA VISTA	ANIMAL CARE SERVICES FY 2025 3RD AND 4TH QUAR	375333	7/24/2025	(1,600.00)
CPCA	MEMBERSHIP SUBSCRIPTION DUES 7/1/25-6/30/26	375341	7/24/2025	2,140.00
CPOA	CPOA MEMBERSHIP 7/01/2025 - 6/30/26	375342	7/24/2025	1,785.00
CPOA	MEMBERSHIP DUES 7/1/2025 - 12/31/2025	375342	7/24/2025	474.00
CPOA	CPOA MEMBERSHIP DUES 07/01/2025 - 12/31/2025	375342	7/24/2025	474.00
MARIOTA, RYAN K	REIM: RMARIOTA - BASIC PEER SUPPORT TRAINING	375368	7/24/2025	152.30
RADY CHILDREN'S HOSP	CHILD SEXUAL ASSAULT EXAMS FOR FY25	375379	7/24/2025	1,650.00
SAN DIEGO POLICE EQU	AMMUNITION RESUPPLY FY2025	375382	7/24/2025	10,200.75
SAN DIEGO POLICE EQU	BALLISTIC VESTS FY25	375382	7/24/2025	927.11
SAN DIEGO POLICE EQU	BALLISTIC VESTS FY25	375382	7/24/2025	1,854.21
SD COUNTY POLICE CHI	2025-2026 SDCC&SA ANNUAL DUES	375384	7/24/2025	500.00
SHRED-IT	SHREDDING SERVICES FOR PD	375386	7/24/2025	172.59
VCA EMERGENCY ANIMAL	STRAY ANIMAL CARE FOR FY25	375400	7/24/2025	400.50
			Total for Police	**145,286.15**
			A/P PAYMENTS Total	**1,055,289.49**

EFT PAYMENTS

Council

SMART SOURCE OF CALI	MOP # 63845 MOYOR'S BUSS CARD	1000659	7/18/2025	97.00
			Total for Council	**97.00**

Eng/PW

CIRCUIT TRANSIT INC	SPECIALIZED SERVICES FOR CLEAN MOBILITY	1000651	7/18/2025	26,321.83
DANIELS TIRE SERVICE	TIRES FOR CITY FLEET FY26-PW/EQM	1000652	7/18/2025	648.15
DANIELS TIRE SERVICE	MOP 76986 TIRES FOR CITY FLEET FY26-PW/EQM	1000652	7/18/2025	468.91
GRAINGER	LEAK DETECTOR FOR BRAKES FY25-PW/EQM	1000654	7/18/2025	838.13
HASA INC	CHEMICALS FOR MUNICIPAL POOL FY25-PW/FAC	1000656	7/18/2025	1,347.32
NERI LANDSCAPE ARCHI	CNC LAS PALMAS PARK IMPROVEMENTS PROJECT SC	1000657	7/18/2025	2,555.80
SOUTHWEST SIGNAL SER	INTERSECTION MAINTENANCE FY25-PW/STS	1000660	7/18/2025	7,614.82
SOUTHWEST SIGNAL SER	INTERSECTION MAINTENANCE FY25-PW/STS	1000660	7/18/2025	5,400.00
SOUTHWEST SIGNAL SER	INTERSECTION MAINTENANCE FY25-PW/STS	1000660	7/18/2025	7,937.09
VISTA PAINT	MOP 45742 LAUNDRY SERVICES FY25-PW/STS	1000662	7/18/2025	400.03
VISTA PAINT	MOP 68834 PAINT SUPPLIES FY26-PW/STS	1000662	7/18/2025	430.87
WETMORES	MOP 80333 AUTO SUPPLIES FY26-PW/EQM	1000663	7/18/2025	293.18
WETMORES	MOP 80333 AUTO SUPPLIES FY26-PW/EQM	1000663	7/18/2025	307.52
WILLY'S ELECTRONIC S	MOP 45763 AUTO SUPPLIES FY26-PW/EQM	1000664	7/18/2025	28.87
Z A P MANUFACTURING	STREET SIGN REFURBISHING FY25-PW/STS	1000665	7/18/2025	497.67
			Total for Eng/PW	**55,090.19**

Fire

ACE UNIFORMS & ACCES	CLASS B, CLASS A AND UNIFORM ACCESSORY	1000649	7/18/2025	23.60
HAMLYN WILLIAMS INC	TEMP SOA, NARDYEZDA ACOSTA, WE 15-JUN-2025	1000655	7/18/2025	946.00
HAMLYN WILLIAMS INC	TEMP SOA, NARDYEZDA ACOSTA, WE 22-JU-2025	1000655	7/18/2025	860.00
HAMLYN WILLIAMS INC	TEMP SOA, NARDYEZDA ACOSTA, WE-29-JUN-2025	1000655	7/18/2025	1,075.00

			Total for Fire	**2,904.60**
Library				
STAPLES BUSINESS ADV	MOP 45704- LIBRARY SUPPLIES, STAPLES, X-ACTO KN	1000661	7/18/2025	96.07
			Total for Library	**96.07**
Neigh Svcs				
ACE UNIFORMS & ACCES	UNIFORM ITEMS WILLIAMSON /ACE UNIFORMS	1000649	7/18/2025	201.48
			Total for Neigh Svcs	**201.48**
Nutrition				
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	1,978.69
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	212.03
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	716.82
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	1,045.96
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	2,546.64
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	203.98
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	2,089.78
ALDEMCO	FOOD/CONSUMABLES / NUTRITION CTR. FY25	1000650	7/18/2025	757.85
SEAPORT MEAT COMPANY	FOOD / NUTR. CTR. FY 25	1000658	7/18/2025	635.00
SEAPORT MEAT COMPANY	FOOD / NUTR. CTR. FY 25	1000658	7/18/2025	635.00
			Total for Nutrition	**10,821.75**
Police				
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25	1000649	7/18/2025	139.00
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25	1000649	7/18/2025	150.84
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 STEPHANIE F	1000649	7/18/2025	113.13
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 JENNIFER SC	1000649	7/18/2025	188.52
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 SANDRA TEC	1000649	7/18/2025	188.52
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 GILBERT URE	1000649	7/18/2025	1,724.23
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 GILBERT URE	1000649	7/18/2025	5.38
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 YUREN SOTE	1000649	7/18/2025	119.60
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 YESENIA AMI	1000649	7/18/2025	487.81
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 JENNIFER SC	1000649	7/18/2025	1,218.16
ACE UNIFORMS & ACCES	UNIFORMS AND ACCESSORIES FOR PD FOR FY25 GIL	1000649	7/18/2025	30.44
ACE UNIFORMS & ACCES	UNIFORMS AND ACCESSORIES FOR PD FOR FY25 SAN	1000649	7/18/2025	30.44
ACE UNIFORMS & ACCES	UNIFORMS AND ACCESSORIES FOR PD FOR FY25 YES	1000649	7/18/2025	30.44
ACE UNIFORMS & ACCES	UNIFORMS AND ACCESSORIES FOR PD FOR FY25 GIA	1000649	7/18/2025	116.37
ACE UNIFORMS & ACCES	UNIFORMS AND ACCESSORIES FOR PD FOR FY25 YUR	1000649	7/18/2025	185.59
ACE UNIFORMS & ACCES	UNIFORMS AND ACCESSORIES FOR PD FOR FY25 S F	1000649	7/18/2025	791.38
DEEPNET SECURITY	MULTI-FACTOR AUTHENTIFICATION (MFA) KEY FOB	1000653	7/18/2025	709.00
STAPLES BUSINESS ADV	MOP# 45704 / LOGITECH MK710 AND MK320 / PD ADMI	1000661	7/18/2025	228.45
			Total for Police	**6,457.30**
			EFT PAYMENTS Total	**75,668.39**
Payroll				
PY91644			7/21/2025	68,124.33

Warrant Register #4
7/18/2025 to 7/24/2025

			Payroll Total	**68,124.33**
WIRED PAYMENTS				
Finance				
UNION BANK OF CALIFO	GO BONDS OBLIGATION REFUNDING BONDS 2012	250724	7/24/2025	355,000.00
UNION BANK OF CALIFO	GO BONDS OBLIGATION REFUNDING BONDS 2012	250724	7/24/2025	25,662.50
UNION BANK OF CALIFO	GO BONDS OBLIGATION REFUNDING BONDS 2012	250724	7/24/2025	(9.10)
			Total for Finance	**380,653.40**
			WIRED PAYMENTS Total	**380,653.40**
P-CARD PAYMENTS				
City Atty				
ARROWHEAD WATER	PRIMO BRANDS/WATER SERVICE		6/23/2025	43.99
SAN DIEGO UNION TRIB-SUB	SAN DIEGO UNION TRIB-SUB		6/23/2025	27.00
			Total for City Atty	**70.99**
City Mgr				
7 ELEVEN	SM BG OF ICE FOR COUNCIL MEETING		6/23/2025	3.58
7 ELEVEN	SMALL ICE FOR LABOR MEETING		6/23/2025	3.58
7 ELEVEN	ICE FOR MAY BIRTHDAY CELEBRATION		6/23/2025	21.83
AMAZON.COM	TANKULA COMPUTER DESK WITH DRAWERS - REFUN		6/23/2025	(130.49)
AMAZON.COM	HANGING FILE FOLDER THE MAYOR		6/23/2025	26.07
CARNIVAL CANDIES	MAY BIRTHDAY CELEBRATION		6/23/2025	49.47
CHICK-FIL-A	LUNCH FOR BUDGET WORKSHOP CONFERENCE		6/23/2025	84.69
COSTCO WHOLESALE	CLOSED SPECIAL MEETING SNACK REFRESHMENT		6/23/2025	26.51
COSTCO WHOLESALE	EMPLOYEES MAY CELEBRATION REFRESHMENT		6/23/2025	32.79
COSTCO WHOLESALE	CLOSED SESSION MEETING VEGETABLE TRAY		6/23/2025	32.95
COSTCO WHOLESALE	BUDGET WORKSHOP SNACK TRAY/FAIR GIFT CARD		6/23/2025	34.93
COSTCO WHOLESALE	FAIR GIFT CARD - CULTURE CLUB		6/23/2025	98.99
COSTCO WHOLESALE	REFRESHMENT HOSPITALITY MATERIALS FOR COUNC		6/23/2025	141.60
COSTCO WHOLESALE	CITY COUNCIL MEETING FOOD SNACKS		6/23/2025	170.16
COSTCO WHOLESALE	EMPLOYEE RAFFLE - CULTURE CLUB		6/23/2025	197.98
COSTCO WHOLESALE	MONTHLY DEPARTMENT COFFEE -		6/23/2025	716.85
COSTCO WHOLESALE	BUDGET WORKSHOP SNACK TRAY/FAIR GIFT CARD		6/23/2025	197.98
CVS	CULTURE CLUB EMPLOYEES RAFFLE		6/23/2025	92.85
DOLLAR TREE	SALAD UTENCIL FOR COUNCIL/CITY MANAGER CLOSI		6/23/2025	4.08
DOLLAR TREE	UTENCIL FOR CLOSE SESSION MEETING		6/23/2025	6.80
FILIPINO DESSERTS PLUS.	COUNCIL LUNCH FOR CLOSED MEETING		6/23/2025	123.84
HOME DEPOT CREDIT SE	MATERIAL EXPENSE FOR DEPARTMENT FURNITURE		6/23/2025	31.17
JERSEY MIKE'S	EMPLOYEE RAFFLES - CULTURE CLUB		6/23/2025	25.00
JERSEY MIKE'S	JERSEY MIKE EMPLOYEE RAFFLES - CULTURE CLUB		6/23/2025	25.00
JERSEY MIKE'S	BUDGET WORKSHOP MEETING LUNCH		6/23/2025	110.38
PIZZA HUT	EMPLOYEE MAY BIRTHDAY CELEBRATION		6/23/2025	197.27
ROLANDO'S TACO SHOP	REFRESHMENT MATERIALS FOR CITY STAFF RECOGN		6/23/2025	20.76

SEAFOOD CITY SUPERMARKET	FUITS FOR FRUITS PLATTER - COUNCIL CLOSED SES	6/23/2025	4.60
SMART & FINAL	EMPLOYEE MORALE BUILDING EVENT - MAY BIRTHDA	6/23/2025	82.49
SPEEDWAY	REFRESHMENT HOSPITALITY MATERIAL FOR CITY CO	6/23/2025	13.34
T-MOBILE MOBILE USA	PAID BY CASH - REIMBURSED	6/23/2025	10.49
T-MOBILE MOBILE USA	PAID CASH - FOR THE AMOUNT OF 10.49 AND 25.49 IN	6/23/2025	25.49
TITA'S KITCHENETTE	FINGER SNACK FOR DIRECTORS MEETING - LUMPIA-	6/23/2025	30.91
VONS	ADDITIONAL FRUITS FOR COUNCIL CLOSING SESSION	6/23/2025	14.52
VONS	REFRESHMENT HOSPITALITY MATERIALS FOR CITY C	6/23/2025	20.48
VONS	FINGER SANDWICH TRAY FOR COUNCIL CLOSED SES	6/23/2025	47.77
VONS	PLATTER 2 - COUNCIL CLOSED SESSION MEETING	6/23/2025	49.99
WINGSTOP	COUNCIL/CITY MAMNAGER CLOSING SESSION MEETI	6/23/2025	164.00
		Total for City Mgr	**2,810.70**
Clerk			
INTERNATIONAL INSTIT	INTERNATIONAL INSTITUTE OF MUNICIPAL CLERK ME	6/23/2025	235.00
		Total for Clerk	**235.00**
Comm Dev			
FRIGIDAIRE.COM	WATER AND AIR FILTER	6/23/2025	154.40
WAL-MART	MEETING SUPPLIES/ HOUSING	6/23/2025	30.47
		Total for Comm Dev	**184.87**
Comm Svcs			
ACE PARKING	ACE PARKING/CSD	6/23/2025	0.75
AMAZON.COM	CASA PROGRAMMING SUPPLIES/CSD	6/23/2025	307.57
AMERICAN RED CROSS	PART-TIME STAFF TRAINING PRC#T3429/CSD	6/23/2025	360.00
AMERICAN RED CROSS	AMERICAN RED CROSS STAFF TRAINING PRC#T3420/(	6/23/2025	480.00
CHICK-FIL-A	CASA SUMMER FUN/CSD	6/23/2025	250.83
CPRS D12	REC LEADER WORKSHOP TRAINING PRC#T3432/CSD	6/23/2025	15.00
CPRS D12 CPRS D12	PART-TIME STAFF TRANING PRC#T3432/CSD	6/23/2025	60.00
CRICUT	FAB CRAFTING SUPPLIES/CSD	6/23/2025	499.16
DAISO	FAB PROGRAMMING SUPPLIES/CSD	6/23/2025	43.23
DAISO	FAB PROGRAMMING/CSD	6/23/2025	354.29
FANDANGO	CASA SUMMER FUN/CSD	6/23/2025	111.04
FANDANGO	CASA SUMMER FUN/CSD	6/23/2025	266.80
HARBOR FREIGHT TOOLS	EVENT SUPPLIES NC MOVIE NIGHTS/CSD	6/23/2025	2.49
IKEA(INGKA)	FAB PROGRAMMING SUPPLIES/CSD	6/23/2025	138.25
ISTOCKPHOTO	MONTHLY SUBSCRIPTION/CSD	6/23/2025	40.00
MTS- PRONTO	MTS- PRONTO CASA SUMMER FUN/CSD FY26	6/23/2025	105.00
MTS- PRONTO	MTS- PRONTO - CASA SUMMER FUN/CSD	6/23/2025	157.50
RED ROBIN	STAFF LUNCH OVERBOOKED INTERVIEWS/CSD	6/23/2025	67.79
ROUND 1 BOWLING AND AMUSE	CASA SUMMER FUN/CSD	6/23/2025	359.81
SMART & FINAL	MESSY PLAY SUPPLIES/CSD	6/23/2025	26.13
SPOTIFY	MONTHLY SUBSCRIPTION/CSD	6/23/2025	19.99
STATEFOODSAFETY	STAFF TRAINING PRC#T3450/CSD	6/23/2025	187.50

WAL-MART	ET/MLK REC SUPPLIES/CSD	6/23/2025	76.67
WITMER PUBLIC SAFETY	AED CABINET FAB PROGRAM/CSD	6/23/2025	143.70
WITMER PUBLIC SAFETY	AED CABINET FAB PROGRAM/CSD	6/23/2025	112.44
		Total for Comm Svcs	**4,185.94**
Council			
AMAZON.COM	HANGING FOLDER FOR THE MAYOR OFFICE	6/23/2025	22.78
AMAZON.COM	MAYOR ASSISTANT PLANNER AND CALENDAR BOOK	6/23/2025	16.30
AMAZON.COM	5 SECTION DESK ORGANIZER	6/23/2025	25.00
AMAZON.COM	CONSULE TABLE STAND FOR MAYOR COUNCIL LOBB	6/23/2025	96.51
ARROWHEAD WATER	WATER DELIVER FOR MAYOR AND COUNCIL OFFICE	6/23/2025	8.72
ARROWHEAD WATER	WATER DELIVER FOR MAYOR AND COUNCIL OFFICE	6/23/2025	8.72
ARROWHEAD WATER	WATER DELIVER FOR MAYOR AND COUNCIL OFFICE	6/23/2025	8.72
ARROWHEAD WATER	WATER DELIVER FOR MAYOR AND COUNCIL OFFICE	6/23/2025	8.71
ARROWHEAD WATER	WATER DELIVER FOR MAYOR AND COUNCIL OFFICE	6/23/2025	8.71
CARNIVAL CANDIES	HOSPITALITY REFRESHMENT MATERIAL FOR COMMU	6/23/2025	58.74
COSTCO WHOLESALE	CM MOLINA'S DISTRICT 1 TOWNHALL MEETING	6/23/2025	59.97
HOBBY LOBBY	GOING AWAY FAREWELL CARD FOR CARLOS AGUIRR	6/23/2025	13.03
IEACA.ORG	ENVIRONMENTAL TRAINING REGISTRATION / VM BUS	6/23/2025	240.00
ISLAND PACIFIC SEAFOOD MA	PAPER TOWEL FOR CM YAMANE'S FILIPINO INDEPENI	6/23/2025	9.62
SAN DIEGO UNION TRIB-SUB	DIGITAL SUBSCRIPTION - CM JOSE RODRIGUEZ	6/23/2025	59.00
SPORTS FEVER 14A	HOSPITALITY MATERIALS FOR STAFF RECOGNITION E	6/23/2025	217.64
		Total for Council	**862.17**
Eng/PW			
CALIFORNIA UNDER LOCK	CALIFORNIA UNDER LOCK - KEYS FOR FACILITIES	6/23/2025	10.33
ENGINEERS BD	ENGINEERS BD = BIENNIAL RENEWAL FOR LUCA ZAPI	6/23/2025	180.00
IN-N-OUT BURGERS	PW LUNCH FOR M3 MEETING FOR MONTH OF JUNE F	6/23/2025	37.63
IN-N-OUT BURGERS	PW LUNCH FOR M3 MEETING FOR MONTH OF JUNE F	6/23/2025	47.14
		Total for Eng/PW	**275.10**
Finance			
CITY OF NATIONAL CITY	VOIDED CITY OF NATIONAL CITY PAYMENT MODULE C	6/23/2025	(10.00)
CITY OF NATIONAL CITY	CITY OF NATIONAL CITY PAYMENT MODULE CARD RE	6/23/2025	10.00
		Total for Finance	**0.00**
Fire			
AMAZON.COM	KITCHEN SUPPLIES RETURN	6/23/2025	(87.00)
AMAZON.COM	KITCHEN SUPPLIES RETURN	6/23/2025	(29.00)
AMAZON.COM	KITCHEN SUPPLIES RETURN	6/23/2025	(29.00)
AMAZON.COM	KITCHEN SUPPLIES	6/23/2025	54.68
AMAZON.COM	KITCHEN SUPPLIES	6/23/2025	71.58
AMAZON.COM	COAT HANGERS, WIRE LUGS AND HSS STEP DRILL BI	6/23/2025	112.60
AMAZON.COM	SOLA CAR POWER INVERTER AND LED LIGHT	6/23/2025	303.36
AMAZON.COM	KITCHEN SUPPLIES	6/23/2025	1,077.05
AMR SAN DIEGO	CPR CARDS	6/23/2025	190.00

AMR SAN DIEGO	CPR CARDS	6/23/2025	342.00
ARES HOTELS AND TICKETS	MGM GRAND HOTEL AND CASINO VEGAS NEVADA HO	6/23/2025	360.54
DON DIEGO'S OF INDIAN WEL	LUNCH - CFED FOOD - INDIAN WELLS BC KREPPS PRC	6/23/2025	32.31
FRIENDS OF FRIENDS	COFFEE FOR COUNTY EMS	6/23/2025	12.52
MGM GRAND HOTEL	MGM GRAND HOTEL AND CASINO LAS VEGAS NEVAD/	6/23/2025	226.76
NFPA FULFILLMENT CEN	NFPA CONFERENCE AND EXPO REGISTRATION PRC #	6/23/2025	1,285.50
OFFICE DEPOT	RED CARD FOR MUTUAL AID RESPONSES	6/23/2025	25.55
RENAISSANCE HOTELS	CFED HOTEL MAY 18-22, 2025, INDIAN WELLS, CA - BC	6/23/2025	1,311.52
SANDIEGOCOU	CFED LUNCHEON CONFERENCE(BRIAN KREPPS AND	6/23/2025	93.00
SANDIEGOFIR	SAN DIEGO FIRE PREVENTION MEMBERSHIP, PRC#14	6/23/2025	150.00
SOUTHWEST AIRLINES	NFPA CONFERENCE AND EXPO LAS VEGAS NEVADA F	6/23/2025	176.60
		Total for Fire	**5,680.57**
HR			
HOYA	SAFETY GLASSES/PRESCRIPTION EYEWEAR/PICHE	6/23/2025	262.29
HOYA	SAFETY GLASSES/PRESCRIPTION EYEWEAR/WOODS	6/23/2025	262.29
SMART & FINAL	ANTI-HARASSMENT TRAININGS SUPPLIES/JUN25	6/23/2025	257.11
		Total for HR	**781.69**
IT			
AMAZON.COM	PRIME SUBSCRIPTION	6/23/2025	151.16
AMAZON.COM	HONEYWELL AREA IMAGING SCANNERS	6/23/2025	867.30
CITY OF NATIONAL CITY	CREDIT CARD READER TEST - VOIDED	6/23/2025	(1.00)
CITY OF NATIONAL CITY	CREDIT CARD READER TEST - VOIDED	6/23/2025	(1.00)
CITY OF NATIONAL CITY	CREDIT CARD READER TEST	6/23/2025	1.00
CITY OF NATIONAL CITY	CREDIT CARD READER TEST	6/23/2025	1.00
DELL	DELL LAPTOP BATTERY	6/23/2025	119.61
ZOOM	ZOOM SUBSCRIPTION	6/23/2025	843.05
		Total for IT	**1,981.12**
Library			
AIRBNB GLOBAL NETWORK	ALA CONF., AIRBNB FOR D. GHIO, PRC T3418	6/23/2025	1,261.39
ALASKA AIRLINES	ALA CONF., TRAVEL TO NEW YORK, PRC T3418 FOR I	6/23/2025	398.30
AMERICAN AIRLINES	ALA CONFERENCE- RETURN FLIGHT FOR DANIELLE G	6/23/2025	418.48
GIANT NEW YORK PIZZA	GIANT NEW YORK PIZZA- ADULT LITERACY FAMILY E\	6/23/2025	261.75
WAL-MART	WAL-MART- ADULT LITERACY, CAFE NIGHTS SUPPLIE	6/23/2025	89.80
		Total for Library	**2,429.72**
Police			
ACE UNIFORMS	FLEXCUFFS FOR PROTEST	6/23/2025	538.75
ALASKA AIRLINES	ALASKA AIR 0272106954795 TRAINING TRAVEL FOR P	6/23/2025	461.60
AMAZON.COM	CHARGER FOR LENOVO LAPTOP	6/23/2025	(59.73)
AMAZON.COM	FURNITURE MOVER SLIDERS	6/23/2025	33.67
AMAZON.COM	BLU-RAY RECORDABLE MEDIA DISC	6/23/2025	76.02
AMAZON.COM	SHOWER CURTAINS FOR LOCKER ROOM SHOWERS	6/23/2025	112.08
AMAZON.COM	WALL MOUNTING BRACKETS FOR CHIEFS WALL	6/23/2025	120.69

ATAP	WWW.ATAPWORLDWIDE.ORG MEMBERSHIP FOR ATA	6/23/2025	75.00
ATAP	ASSOC OF THREAT ASSESSMEN TRAINING TUITION F	6/23/2025	725.00
BEHAVIOR ANALYSIS TRAININ	BEHAVIOR ANALYSIS TRAI TRAINING TUITION FOR PR	6/23/2025	575.00
BEHAVIOR ANALYSIS TRAININ	BEHAVIOR ANALYSIS TRAI TRAINING TUITION FOR PR	6/23/2025	575.00
CELLEBRITE INC	CELLEBRITE INC. TRAINING TUITION FOR PRC T3422	6/23/2025	4,607.50
DOUBLETREE HOTEL	DOUBLETREE HOTEL FRESNO TRAINING LODGING FC	6/23/2025	569.55
DOUBLETREE HOTEL	DOUBLETREE HOTEL FRESNO TRAINING LODGING FC	6/23/2025	167.00
ENTERPRISE RENT A CA	ENTERPRISE RENT-A-CAR TRAVEL FOR TRAINING PR	6/23/2025	650.58
FAIRFIELD INN	FAIRFIELD INN & SUITES TRAINING LODING FOR PRC	6/23/2025	458.35
FAIRFIELD INN	FAIRFIELD INN & SUITES TRAINING LODING FOR PRC	6/23/2025	644.00
FEDEX KINKOS OFFICE	FEDEX OFFIC26900026971 CHARGE CREDITED BACK T	6/23/2025	(1,131.36)
FEDEX KINKOS OFFICE	FEDEX OFFIC26900026971 CHARGE IN ERROR AND W/	6/23/2025	(535.44)
FEDEX KINKOS OFFICE	FEDEX OFFICE 800000836 TRAINING MATERIALS FOR	6/23/2025	535.44
FEDEX KINKOS OFFICE	FEDEX OFFICE 800000836 TRAINING ACADEMY SUPPL	6/23/2025	635.50
FEDEX KINKOS OFFICE	FEDEX OFFICE 800000836 TRAINING SUPPLIES FOR P	6/23/2025	682.79
FEDEX KINKOS OFFICE	FEDEX OFFICE 800000836 THIS WAS IN ERROR AND W	6/23/2025	1,131.36
FLOCK CENTRAL	EVENT REGISTRATION CONFIRMATION #Y4N5VBP2B6	6/23/2025	175.00
HILTON	HAYES MANSION TRAINING LODGING FOR PRC T3422	6/23/2025	1,211.70
HOME DEPOT CREDIT SE	CHIEF'S WALL PROJECT MOUNTING TAPE AND PUCK	6/23/2025	82.92
HOME DEPOT CREDIT SE	CHIEF'S WALL PROJECT ELECTRICAL PARTS FOR REC	6/23/2025	86.96
HOME2 SUITES BY HILTON	HOMES TO SUITES BY HILTON TRAINING LODGING FC	6/23/2025	1,027.82
INSTITUTE OF POLICE TECHN	INST. OF POLICE TECH & TRAINING TUITION PRC HAS	6/23/2025	895.00
JERSEY MIKE'S	DISPATCHER INTERVIEW PANEL LUNCH	6/23/2025	56.43
LOWES	FLAT PANEL RECESSED LIGHT	6/23/2025	37.69
OC SHERIFFS DEPT KATELLA	OC SHERIFFS DEPT KATELLA TUITION FOR TRAINING	6/23/2025	525.00
PELOTON	PELOTON ALL ACCESS MEMBERSHIP	6/23/2025	44.00
SCCCD FCC POS PAYMENT	SCCCD FCC POS PAYMENT TRAINING TUITION FOR PI	6/23/2025	114.00
SHELL	SHELL OIL 10008282005 TRAINING FOR PRC T3422 GA	6/23/2025	16.05
SLICE	FOOD FOR WORKING PROTEST	6/23/2025	117.61
SMART & FINAL	INTERVIEW CONFERENCE ROOM SNACKS	6/23/2025	142.02
SMART & FINAL	TFO OPERATION	6/23/2025	405.62
SOUTHWEST AIRLINES	SOUTHWES 5262347946225 TRAINING TRAVEL FOR	6/23/2025	513.60
SOUTHWEST AIRLINES	SOUTHWES 5262350395843 TRAVEL FOR TRAINING	6/23/2025	613.36
TACFIRE INC.	WWW.TACFIRE.COM TRAINING TUTION FOR PRC T33	6/23/2025	850.00
TACO SALSA	FOOD FOR WORKING PROTEST	6/23/2025	421.52
UPS	CVSA LAPTOP RETURN SHIPPING FEE	6/23/2025	91.31
		Total for Police	**19,075.96**
		P-CARD PAYMENTS Total	**38,573.83**
		GRAND TOTAL	**1,618,309.44**

AGENDA REPORT

Department: **Finance**
Prepared by: **Karla Apalategui, Sr. Accounting Assistant**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Warrant Register No. 5 for the Period of 7/25/25 through 7/31/25 in the Amount of $4,243,680.96

RECOMMENDATION:
Ratify Warrants Totaling $4,243,680.96.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
Per Government Section Code 37208, below are the payments issued for the period of 7/25/25 – 7/31/25. Consistent with the Department of Finance's practice, listed below are all payments above $50,000.

Vendor	Check/Wire	Amount	Explanation
Endelos Construction	375426	53,993.44	CIP 20-04 PD Generator & Electric Upgrade
RJ Noble Company	375457	1,876,685.01	CIP 23-15 Pavement Rehabilitation Project
STC Traffic Inc	1000672	107,979.58	Proposal for On-Call Eng Support
City of San Diego	1000668	128,225.20	Fire & Emergency Medical Dispatch Svcs
BCICapital, Inc	1000667	88,590.85	Police CAD Upgrade Financing

FINANCIAL STATEMENT:
Warrant Register Total $4,243,680.96

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Not Applicable

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBIT:
Exhibit A – FY26 Warrant Register No. 5

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
A/P PAYMENTS				
City Atty				
CIVICA LAW GROUP APC	LEGAL SERVICES FOR STARDUSTS INN MATTER	375420	7/31/2025	236.00
CIVICA LAW GROUP APC	LEGAL SERVICES FOR RAMADA MATTER	375420	7/31/2025	293.94
CIVICA LAW GROUP APC	LEGAL SERVICES FOR MATTER 220 W. 14TH STREE	375420	7/31/2025	2,603.56
CIVICA LAW GROUP APC	LEGAL SERVICES FOR CODE MATTER 1508 E. 8TH S	375420	7/31/2025	5,876.49
CIVICA LAW GROUP APC	LEGAL SERVICES FOR STUDIO 6	375420	7/31/2025	22,656.00
			Total for City Atty	**31,665.99**
City Mgr				
SANDAG	FY 2026 MEMBER AGENCY ASSESSMENT	375461	7/31/2025	24,849.00
SANDAG	FY 2026 MEMBER AGENCY ASSESSMENT	375461	7/31/2025	3,755.00
			Total for City Mgr	**28,604.00**
Clerk				
SOUTH BAY SHREEDDING	DOCUMENT SHREDDING	375467	7/31/2025	336.00
			Total for Clerk	**336.00**
Comm Svcs				
BSN SPORTS LLC	PROGRAM EQUIPMENT FOR CAMACHO RECREATIC	375417	7/31/2025	1,772.37
CASTILLO, DANIEL A	RFW FAB PROGRAMMING DJ/MC GOLD PACKAGE/C	375419	7/31/2025	3,000.00
GUERRERO, FEDERICO	RFW CONTRACT INST BACKPAY FOR WINTER 2024	375432	7/31/2025	814.80
			Total for Comm Svcs	**5,587.17**
Eng/PW				
ASBURY ENVIRONMENTAL	USED OIL PICK UP FY26-PW/EQM	375411	7/31/2025	153.00
CAL PACIFIC TRUCK CE	HEADLIGHT SWITCH VEH #080-PW/EQM	375418	7/31/2025	476.25
COSCO FIRE PROTECTIO	CIP 24-16 FIRE SERVICE BACKFLOW PREVENTER	375421	7/31/2025	2,460.69
CV VENTURES LLC	QUARTERLY MONITORING SERVICES- Q1 2025	375423	7/31/2025	4,350.36
ENDELOS CONSTRUCTION	CIP 20-04 PD GENERATOR AND ELECTRICAL UPGRA	375426	7/31/2025	53,993.44
FLEET SERVICES INC	MOP 67804 AUTO SUPPLIES FY26-PW/EQM	375431	7/31/2025	46.38
FLEET SERVICES INC	MOP 67804 AUTO SUPPLIES FY26-PW/EQM	375431	7/31/2025	319.36
FLEET SERVICES INC	MOP 67804 AUTO SUPPLIES FY26-PW/EQM	375431	7/31/2025	398.00
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	76.49
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	47.20
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	232.54
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	506.29
HOME DEPOT CREDIT SE	SMALL TOOLS FOR WW FY26-PW/WW	375433	7/31/2025	159.98
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	337.11
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	804.08
HOME DEPOT CREDIT SE	BUILDING SUPPLIES FY26-PW/FAC	375433	7/31/2025	477.40
KIMLEY HORN AND	CIP 19-23 CENTRAL COMNTY MOBILITY PROJ.	375436	7/31/2025	3,611.84
KIMLEY HORN AND	CIP 19-25 NC CITYWIDE BICYCLE WAYFINDING PRO	375437	7/31/2025	3,849.13
LEFORT'S SMALL ENGIN	MOP 80702 AUTO PARTS FY26-PW/EQM	375438	7/31/2025	95.10
LEFORT'S SMALL ENGIN	MOP 80702 STREET SUPPLIES FY26-PW/STS	375438	7/31/2025	76.07

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
LEIGHTON CONSULTING	CIP 19-23 CONSTRUCTION TESTING SERVICES FOR	375439	7/31/2025	293.25
LEIGHTON CONSULTING	CIP 22-26 EL TOYON PARK PROP 68 IMPROVEMENT	375439	7/31/2025	4,891.40
MASON'S SAW & LAWNMO	MOP 45729 STREET SUPPLIES FY26-PW/STS	375440	7/31/2025	98.16
NINYO & MOORE	CIP 24-12 GEOTECHNICAL SVCS FOR 16TH ST AND	375443	7/31/2025	2,356.10
NV5 INC	FOR T&A 90696- 21 W 7TH ST.	375444	7/31/2025	2,914.90
NV5 INC	FOR T&A 90658 – 2104 G AVENUE	375444	7/31/2025	999.10
O'REILLY AUTO PARTS	MOP 75877 PARK SUPPLIES FY26-PW/PARKS	375445	7/31/2025	288.17
O'REILLY AUTO PARTS	MOP 75877 CREDIT FOR INV 3186-272607 FY26-PW/E	375445	7/31/2025	(43.50)
O'REILLY AUTO PARTS	MOP 75877 AUTO SUPPLIES FY26-PW/EQM	375445	7/31/2025	176.44
O'REILLY AUTO PARTS	MOP 75877 AUTO SUPPLIES FY26-PW/EQM	375445	7/31/2025	33.95
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375446	7/31/2025	223.32
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375446	7/31/2025	35.69
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375446	7/31/2025	43.84
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375447	7/31/2025	52.27
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375448	7/31/2025	23.71
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375449	7/31/2025	24.15
PERRY FORD-NATIONAL	MOP 45703 AUTO SERVICE FY26-PW/EQM	375450	7/31/2025	185.00
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	313.09
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/STS	375452	7/31/2025	53.80
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	34.23
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/STS	375452	7/31/2025	142.55
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	369.51
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	64.54
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	78.17
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	71.19
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	81.12
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	98.94
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	130.61
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	57.24
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	19.55
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	76.95
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/STS	375452	7/31/2025	102.75
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	296.21
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	326.16
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	358.86
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	62.93
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	156.37
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	34.67
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	111.53
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	244.51
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	432.89

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	457.80
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	68.15
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/PARKS	375452	7/31/2025	44.59
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/FAC	375452	7/31/2025	61.37
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/WW	375452	7/31/2025	91.88
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/STS	375452	7/31/2025	144.34
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/EQM	375453	7/31/2025	3.90
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/STS	375453	7/31/2025	8.79
PRO BUILD COMPANY	MOP 45707 GENERAL SUPPLIES FY26-PW/EQM	375453	7/31/2025	13.18
PROJECT PROFESSIONAL	CIP 19-11 AMENDMENT 1 FOR PARADISE CREEK WC	375454	7/31/2025	2,672.25
PROJECT PROFESSIONAL	CIP 24-10 - KIMBALL PARK BALLFIELD LIGHTING -AR	375454	7/31/2025	7,395.25
PROJECT PROFESSIONAL	CIP 24-20 - STORM 16TH AND Q AVE STORM DRAIN	375454	7/31/2025	9,149.25
PROJECT PROFESSIONAL	STORM- PROF SERVICES FOR 3131 VALLEY RD STC	375454	7/31/2025	19,870.50
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/WW	375455	7/31/2025	52.94
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/EQM	375455	7/31/2025	85.65
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/STS	375455	7/31/2025	113.84
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/STS	375455	7/31/2025	52.94
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/PARKS	375455	7/31/2025	80.16
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/EQM	375455	7/31/2025	85.65
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/STS	375455	7/31/2025	113.84
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/WW	375455	7/31/2025	52.94
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/STS	375455	7/31/2025	113.84
RED WING BUSINESS	WORK BOOTS FOR R.SALES/D.GALLEGOS FY26-PW	375456	7/31/2025	400.00
RED WING BUSINESS	WORK BOOTS FOR F.FIATOA FY26-PW/WW	375456	7/31/2025	200.00
RJ NOBLE COMPANY	CIP 23-15 PAVEMENT REHABILITATION PROJECT	375457	7/31/2025	1,876,685.01
S D COUNTY VECTOR CN	MOSQUITO AND VECTOR DISEASE CONTROL ASSE	375458	7/31/2025	1,101.29
SAN DIEGO HYDRAULICS	MOP 85005 AUTO SERVICE FY26-PW/EQM	375459	7/31/2025	421.68
SEDANO FORD OF LM, I	MOP 87498 AUTO PARTS FY26-PW/EQM	375462	7/31/2025	122.89
SITEONE LANDSCAPE SU	MOP 69277 LANDSCAPE SUPPLIES FY26-PW/PARKS	375464	7/31/2025	215.46
SITEONE LANDSCAPE SU	MOP 69277 LANDSCAPE SUPPLIES FY26-PW/PARKS	375464	7/31/2025	420.29
SITEONE LANDSCAPE SU	MOP 69277 LANDSCAPE SUPPLIES FY26-PW/PARKS	375464	7/31/2025	92.64
SITEONE LANDSCAPE SU	MOP 69277 LANDSCAPE SUPPLIES FY26-PW/PARKS	375464	7/31/2025	58.40
SITEONE LANDSCAPE SU	MOP 69277 LANDSCAPE SUPPLIES FY26-PW/PARKS	375464	7/31/2025	21.82
SITEONE LANDSCAPE SU	MOP 69277 LANDSCAPE SUPPLIES FY26-PW/PARKS	375464	7/31/2025	94.29
SO CAL TRUCK STOP	MOP 45758 PROPANE FY26-PW/EQM	375465	7/31/2025	116.25
SO CAL TRUCK STOP	MOP 45758 PROPANE FY26-PW/EQM	375465	7/31/2025	15.86
SPEEDPRO IMAGING	VEHICLE DECALS FY26-PW/EQM	375468	7/31/2025	188.56
UNDERGROUND SERVICE	UNDERGROUND SERVICE ALERT FY26-PW/WW	375471	7/31/2025	139.09
UNDERGROUND SERVICE	UNDERGROUND SERVICE ALERT FY26-PW/STS	375471	7/31/2025	1,219.00
UNITED ROTARY BRUSH	BROOMS & PARTS STR SWPR 49&50 FY26-PW/EQM	375472	7/31/2025	549.30
VELOCITY TRUCK CENTE	ENGINE AND TRANSMISSION PARTS FY26-PW/EQM	375473	7/31/2025	2,005.61

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
VULCAN MATERIALS COM	ROADWAY MATERIALS FY26-PW/STS	375475	7/31/2025	250.20
VULCAN MATERIALS COM	ROADWAY MATERIALS FY26-PW/STS	375475	7/31/2025	366.36
WETMORES	DEF HOSE FOR VEH #180-PW/EQM	375477	7/31/2025	2,124.06
WRIGHT CONSTRUCTION,	CIP 19-11 PARADISE CREEK WATER QUALITY	375479	7/31/2025	4,872.89
WSP USA INC	FOR T&A 90704: E 19TH ST. & HARRISON AVE.	375480	7/31/2025	225.60
			Total for Eng/PW	**2,021,424.63**
Finance				
WILDAN FINANCIAL SRV	COST ALLOCATION PLAN AND USER FEE STUDY	375478	7/31/2025	3,873.00
			Total for Finance	**3,873.00**
Fire				
AMEDEE, WALTER	MILEAGE REIMBURSEMENT, SDCFCA EM MEETING	375410	7/31/2025	17.50
AT & T INC	MONTHLY PHONE SVCS TO RECV DISPATCH EMER(	375412	7/31/2025	401.02
BOUND TREE MEDICAL L	SUCTION UNIT S-SCORT III	375416	7/31/2025	918.70
FASTSIGNS	IDENTIFICATION PLACARD FOR FIRE ENGINE	375429	7/31/2025	66.97
FIRE ETC	TRUE NORTH GEAR HS400 GRENADE HOSE STRAP	375430	7/31/2025	449.67
INSIGHT PUBLIC SECTO	CRADLEPOINT R 1900-5GB- WIRELESS ROUTER	375434	7/31/2025	1,846.85
PRUDENTIAL OVERALL S	MOP #45742. SHOP TOWELS	375455	7/31/2025	25.00
			Total for Fire	**3,725.71**
Housing				
SOUTH BAY SHREEDDING	MONTHLY FEE FOR SHREDDING SERVICE	375467	7/31/2025	140.00
			Total for Housing	**140.00**
HR				
SOUTH BAY SHREEDDING	ON-SITE MOBILE DOCUMENT DESTRUCTION/MAY25	375467	7/31/2025	74.00
SOUTH BAY SHREEDDING	ON-SITE MOBILE DOC DESTRUCTION/JUN25	375467	7/31/2025	74.00
			Total for HR	**148.00**
IT				
AT&T	SBC/AT&T DATA/PHONES FY26	375413	7/31/2025	107.22
AT&T	SBC/AT&T DATA/PHONES FY26	375414	7/31/2025	61.61
AT&T	SBC/AT&T DATA/PHONES FY26	375414	7/31/2025	918.07
AT&T	SBC/AT&T DATA/PHONES FY26	375414	7/31/2025	8,186.88
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	114.00
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	224.73
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	302.53
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	454.96
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY25	375422	7/31/2025	60.00
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	2,060.21
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	25.16
COX COMMUNICATIONS	COX BUSINESS DATA/VIDEO FY26	375422	7/31/2025	174.00
VERIZON WIRELESS	VERIZON WIRELESS DATA/PHONES FY26	375474	7/31/2025	479.93
			Total for IT	**13,169.30**
Library				

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
BAKER & TAYLOR	BAKER AND TAYLOR- EFFECTIVE FUNDRAISING	375415	7/31/2025	43.82
BAKER & TAYLOR	BAKER AND TAYLOR- 2 BOOKS	375415	7/31/2025	30.23
BAKER & TAYLOR	BAKER AND TAYLOR- 11 BOOKS	375415	7/31/2025	238.94
BAKER & TAYLOR	BAKER AND TAYLOR- 22 BOOKS	375415	7/31/2025	379.58
BAKER & TAYLOR	BAKER AND TAYLOR- 30 BOOKS	375415	7/31/2025	410.15
BAKER & TAYLOR	BAKER AND TAYLOR- 6 BOOKS	375415	7/31/2025	110.42
EBSCO INFORMATION SE	EBSCO- LATE FEE	375425	7/31/2025	58.25
MIDWEST TAPE, LLC	MIDWEST TAPE- ANORA	375441	7/31/2025	34.01
			Total for Library	**1,305.40**
Neigh Svcs				
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SVC	375455	7/31/2025	17.40
SOTO, ROBERTO	ACADEMY MILEAGE REIMBURSEMENT CODE	375466	7/31/2025	294.00
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	241.14
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	249.78
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	399.93
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	405.09
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	409.99
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	34.71
THE SHERWIN WILLIAMS	MOP 77816 PAINT SUPPLIES	375470	7/31/2025	439.46
			Total for Neigh Svcs	**2,491.50**
Nutrition				
AIR EXHAUST CORP CO	CLEANING SERVICES OF HOODS, FANS, DUCTS	375408	7/31/2025	72.00
			Total for Nutrition	**72.00**
Police				
ALL TRAFFIC SOLUTION	RENEWAL 3YR SUBSCRIPTION WARRANTY	375409	7/31/2025	3,825.00
DOUGHERTY, JOHN	REIM: JDOUGHERTY RANGEMASTER DEVELOPMEN	375424	7/31/2025	209.61
ESRI	ESRI ANNUAL RENEWAL	375427	7/31/2025	1,750.00
JRBADGES	COMMUNITY OUTREACH JRBADGES	375435	7/31/2025	951.56
MOTOROLA SOLUTIONS I	MOTOROLA APX6000 700/800 MODEL 2.5 PORTABLE	375442	7/31/2025	19,111.51
PHILLIPS WILLIAM	REIM: WPHILLIPS - BASIC TRAFFIC TRAINING	375451	7/31/2025	247.61
PHILLIPS WILLIAM	REIM: WPHILLIPS - BASIC TRAFFIC TRAINING	375451	7/31/2025	247.61
PHILLIPS WILLIAM	REIM: WPHILLIPS BASIC COLLISION INVESTIGATION	375451	7/31/2025	194.81
SANCHEZ, GILBERT	REIM: GSANCHEZ- BASIC SCHOOL RESOURCE OFFI	375460	7/31/2025	473.00
SHAFER, VINCENT	REIM: VSHAFER - SNIPER SCHOOL COURSE	375463	7/31/2025	797.27
SPRINGER, KENNETH	REIM: KSPRINGER CATO SWAT COMMANDER COUF	375469	7/31/2025	40.00
WADSWORTH, MATTHEW	REIM: MWADSWORTH AXON TASER INSTRUCTOR C	375476	7/31/2025	260.74
WADSWORTH, MATTHEW	REIM: MWADSWORTH FIELD TRAINING OFFICER CC	375476	7/31/2025	124.62
WADSWORTH, MATTHEW	EMP. REIMBURSEMENT CO2 FOR PEPPERBALL LAU	375476	7/31/2025	55.93
			Total for Police	**28,289.27**
			A/P PAYMENTS Total	**2,140,831.97**

EFT PAYMENTS

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
Clerk				
AMAZON CAPITAL SERVI	PASSPORT PHOTO FOLDERS	1000666	7/25/2025	81.36
STAPLES BUSINESS ADV	OFFICE SUPPLIES	1000671	7/25/2025	24.53
STAPLES BUSINESS ADV	OFFICE SUPPLIES	1000671	7/25/2025	22.94
STAPLES BUSINESS ADV	OFFICE SUPPLIES	1000671	7/25/2025	84.49
			Total for Clerk	**213.32**
Comm Svcs				
AMAZON CAPITAL SERVI	AMAZON CREDIT MEMO/CSD	1000666	7/25/2025	(58.23)
AMAZON CAPITAL SERVI	FAB PROGRAMMING SUPPLIES/CSD	1000666	7/25/2025	422.72
AMAZON CAPITAL SERVI	EVENT SUPPLIES/CSD	1000666	7/25/2025	178.91
AMAZON CAPITAL SERVI	FRAME, NET GOALS, EVENT SUPPLIES/CSD	1000666	7/25/2025	1,650.97
SMART SOURCE OF CALI	MOP 63845 BUSINESS CARDS FOR J.M./CSD	1000670	7/25/2025	55.73
STAPLES BUSINESS ADV	MOP 45704 FAB PROGRAMMING SUPPLIES/CSD	1000671	7/25/2025	333.08
T'S & SIGNS INC	CASA MUSIC SHOWCASE SHIRTS/CSD	1000674	7/25/2025	263.99
T'S & SIGNS INC	CASA MUSIC SHOWCASE SHIRTS/CSD	1000674	7/25/2025	135.07
T'S & SIGNS INC	CASA DE SALUD STAFF WEARING APPAREL/CSD	1000674	7/25/2025	810.19
T'S & SIGNS INC	SUPERVISOR WEARING APPAREL/CSD	1000674	7/25/2025	109.29
T'S & SIGNS INC	YOUTH EMPOWERMENT APPAREL/CSD	1000674	7/25/2025	249.58
T'S & SIGNS INC	ACRYLIC PLAQUES AND GATORBOARDS/CSD	1000674	7/25/2025	299.06
T'S & SIGNS INC	SUPERVISOR WEARING APPAREL/CSD	1000674	7/25/2025	108.21
T'S & SIGNS INC	ADMIN & MANAGER WEARING APPAREL/CSD	1000674	7/25/2025	240.82
			Total for Comm Svcs	**4,799.39**
Council				
T'S & SIGNS INC	CERTIFICATE PAPER FOR MAYOR'S OFFICE	1000674	7/25/2025	598.13
			Total for Council	**598.13**
Eng/PW				
GRAINGER	MOP 65179 BUILDING SUPPLIES FY26-PW/FAC	1000669	7/25/2025	78.46
GRAINGER	MOP 65179 BUILDING SUPPLIES FY26-PW/FAC	1000669	7/25/2025	37.95
GRAINGER	MOP 10262 BUILDING SUPPLIES FY26-PW/FAC	1000669	7/25/2025	178.79
GRAINGER	MOP 65179 BUILDING SUPPLIES FY26-PW/FAC	1000669	7/25/2025	452.11
GRAINGER	MOP 65179 BUILDING SUPPLIES FY26-PW/FAC	1000669	7/25/2025	489.38
GRAINGER	MOP 65179 BUILDING SUPPLIES FY26-PW/FAC	1000669	7/25/2025	77.48
STC TRAFFIC INC	PROPSAL FOR ON-CALL ENG SUPPORT- SILVERSTF	1000672	7/25/2025	107,979.58
			Total for Eng/PW	**109,293.75**
Finance				
STAPLES BUSINESS ADV	MOP #45704 / DISH SOAP / FINANCE DEPT.	1000671	7/25/2025	21.48
STAPLES BUSINESS ADV	MOP #45704 / MISC. OFFICE SUPPLIES / FIN. DEPT.	1000671	7/25/2025	103.19
			Total for Finance	**124.67**
Fire				
CITY OF SAN DIEGO	FIRE & EMERGENCY MEDICAL DISPATCH SERVCS, I	1000668	7/25/2025	128,225.20
STAPLES BUSINESS ADV	MOP#45704, FOLDER SNGL TOP LTR 1/3 AST	1000671	7/25/2025	277.82

Warrant Register #5
7/25/2025 to 7/31/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
			Total for Fire	**128,503.02**
Housing				
SMART SOURCE OF CALI	BUSINESS CARDS/ HOUSING	1000670	7/25/2025	36.98
SMART SOURCE OF CALI	BUSINESS CARDS/ HOUSING	1000670	7/25/2025	17.50
			Total for Housing	**54.48**
HR				
STAPLES BUSINESS ADV	MOP #45704/OFFICE SUPPLIES/HR	1000671	7/25/2025	54.45
STAPLES BUSINESS ADV	MOP #45704/OFFICE SUPPLIES/HR	1000671	7/25/2025	121.10
			Total for HR	**175.55**
IT				
BCICAPITAL, INC	POLICE CAD UPGRADE FINANCING	1000667	7/25/2025	88,590.85
			Total for IT	**88,590.85**
Library				
AMAZON CAPITAL SERVI	MATERIALS & SUPPLIES- LABELS, CORRECTION TA	1000666	7/25/2025	80.68
AMAZON CAPITAL SERVI	MATERIALS & SUPPLIES- GLUE STICKS, CIRC.	1000666	7/25/2025	29.34
SMART SOURCE OF CALI	MOP 63845- SMART SOURCE, BUS CARDS, BAHENA	1000670	7/25/2025	55.73
			Total for Library	**165.75**
Neigh Svcs				
STAPLES BUSINESS ADV	MOP 45704 OFFICE SUPPLIES	1000671	7/25/2025	256.38
			Total for Neigh Svcs	**256.38**
Nutrition				
SYSCO SAN DIEGO INC	FOOD / NUTRITION CENTER	1000673	7/25/2025	1,023.83
SYSCO SAN DIEGO INC	FOOD / NUTRITION CENTER	1000673	7/25/2025	5,430.20
SYSCO SAN DIEGO INC	FOOD / NUTRITION CENTER	1000673	7/25/2025	267.62
SYSCO SAN DIEGO INC	FOOD / NUTRITION CENTER	1000673	7/25/2025	4,076.74
			Total for Nutrition	**10,798.39**
Police				
GRAINGER	DETENTION BENCH	1000669	7/25/2025	1,084.31
STAPLES BUSINESS ADV	MOP# 45704 / WHITEBOARD FOR CONF. RM / PD AD	1000671	7/25/2025	280.00
STAPLES BUSINESS ADV	MOP# 45704 / DESK CHAIR / RECORDS CYNTHIA	1000671	7/25/2025	173.99
STAPLES BUSINESS ADV	MOP# 45704 / VARIOUS OFFICE SUPPLIES / PD ADM	1000671	7/25/2025	63.28
STAPLES BUSINESS ADV	MOP# 45704 / VARIOUS OFFICE SUPPLIES / PD ADM	1000671	7/25/2025	24.45
STAPLES BUSINESS ADV	MOP# 45704 / SEAT CUSHION & DUSTPAN / PD ADM	1000671	7/25/2025	119.06
TYLER TECHNOLOGIES I	NEW WORLD FIXED INSTALLATION SERVICE FEES	1000675	7/25/2025	1,600.00
			Total for Police	**3,345.09**
			EFT PAYMENTS Total	**346,918.77**
Payroll				
PY91646			7/30/2025	1,755,930.22
			Payroll Total	**1,755,930.22**
			GRAND TOTAL	**4,243,680.96**

AGENDA REPORT

Department: **Finance**
Prepared by: **Karla Apalategui, Sr. Accounting Assistant**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Warrant Register No. 6 for the Period of 8/01/25 through 8/07/25 in the Amount of $3,481,140.81

RECOMMENDATION:
Ratify Warrants Totaling $3,481,140.81.

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
Per Government Section Code 37208, below are the payments issued for the period of 8/01/25 – 8/07/25. Consistent with the Department of Finance's practice, listed below are all payments above $50,000.

Vendor	Check/Wire	Amount	Explanation
A Good Sign & Graph	375488	207,793.50	CIP 19-25 Bicycle Wayfinding Project
Blok Modular	375497	179,824.31	CIP 24-18 Las Palmas Pool Modular Bldgs
Aster Construction	375558	121,566.75	CIP 24-04 FY24 & 25 ADA Improvements
Devaney Pate Morris	1000683	96,667.16	Legal Services Cummins Matter
AP General Corp	1000678	260,070.15	CIP 24-13 Las Palmas Park Improvements
Public Emp Ret	252120184	374,127.25	Service Period 7/08/2025 – 7/21/2025

FINANCIAL STATEMENT:
Warrant Register Total $3,481,140.81

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Not Applicable

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBIT:
Exhibit A – FY26 Warrant Register No. 6

Warrant Register #6
8/1/2025 to 8/7/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
A/P PAYMENTS				
City Atty				
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR ALVAREZ MATTER	375516	8/7/2025	75.00
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR CHICANO FEDERATION MAT	375516	8/7/2025	970.00
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR RODRIGUEZ MATTER	375516	8/7/2025	2,050.00
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR CORTEZ MATTER	375516	8/7/2025	2,145.00
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR MARTIN MATTER	375516	8/7/2025	2,245.00
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR SUNDA MATTER	375516	8/7/2025	3,715.00
HAMRICK & EVANS, LLP	LEGAL SERVICES FOR DELGADO MATTER	375516	8/7/2025	15,949.05
SCHULTZ, BARRY	STATE BAR OF CA REIMBURSEMENT / SCHULTZ	375544	8/7/2025	776.95
			Total for City Atty	**27,926.00**
City Mgr				
BLUETRITON BRANDS	WATER FOR FINANCE DEPARTMEMENT	375498	8/7/2025	276.34
BLUETRITON BRANDS	WATER DELIVERY FOR FINANCE DEPARTMENT	375498	8/7/2025	22.98
GOVERNMENT TRAINING	CCMA FY 2025/2026 ANNUAL FEE	375515	8/7/2025	750.00
			Total for City Mgr	**1,049.32**
Clerk				
CORODATA RECORDS	OFFSITE RECORD STORAGE	375504	8/7/2025	58.30
CORODATA RECORDS	OFF SITE RECORD STORAGE	375504	8/7/2025	58.30
INTEGRITY NEWSPAPERS	PUBLIC NOTICING	375522	8/7/2025	110.19
			Total for Clerk	**226.79**
Comm Svcs				
SMART & FINAL	MOP 45756 MESSY PLAY SUPPLIES/CSD	375548	8/7/2025	23.45
SMART & FINAL	MOP 45756 FAB PROGRAM SUPPLIES/CSD	375548	8/7/2025	30.41
			Total for Comm Svcs	**53.86**
Eng/PW				
A GOOD SIGN & GRAPHI	CIP 19-25 BICYCLE WAYFINDING PROJECT	375488	8/7/2025	207,793.50
ANSER ADVISORY MANAG	NTP 5-5-21- SWEETWATER RD PROTECTED	375492	8/7/2025	46,971.00
ANSER ADVISORY MANAG	GRANT MANAGEMENT VILLA CIVIL	375493	8/7/2025	2,907.00
BLOK MODULAR	CIP 24-18 LAS PALMAS POOL MODULAR BLDGS PR(	375497	8/7/2025	179,824.31
CALIFORNIA DIESEL CO	DPF CELANING FOR VEH #180-PW/EQM	375500	8/7/2025	610.00
COSCO FIRE PROTECTIO	FIRE SAFETY INSPECTIONS FY25-PW/FAC	375505	8/7/2025	150.00
DIVISION 8 INCORPORA	GLASS AND WINDOW REPAIR FOR FY25-PW/FAC	375509	8/7/2025	1,185.00
FERGUSON ENTERPRISES	SEWER PIPE SUPPLIES FY25-PW/WW	375511	8/7/2025	2,171.56
FERGUSON ENTERPRISES	MOP 45723 PARK SUPPLIES FY26-PW/PARKS	375511	8/7/2025	483.09
GEOSYNTEC CONSULTANT	AS-NEEDED HOMELESS ENCAMPMENT CLEANUP	375514	8/7/2025	2,500.50
GEOSYNTEC CONSULTANT	FENCE AND TREE REMOVAL - NEAR PLAZA AND EU	375514	8/7/2025	14,300.00
GEOSYNTEC CONSULTANT	CNC VEGETATION REMOVAL	375514	8/7/2025	15,590.00
GEOSYNTEC CONSULTANT	ENCAMPMENTS CLEANUP - PLAZA BONITA CAR MA	375514	8/7/2025	46,900.00
GEOSYNTEC CONSULTANT	NTP- FY25 COMPLIANCE SUPPORT FOR CITY OF NC	375514	8/7/2025	20,743.24
HOME DEPOT CREDIT SE	MISC PARK MAINTENANCE SUPPLIES FOR FY25-PW	375519	8/7/2025	19.37

Warrant Register #6
8/1/2025 to 8/7/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
HOME DEPOT CREDIT SE	MISC PARK MAINTENANCE SUPPLIES FOR FY25-PW	375519	8/7/2025	268.30
HOME DEPOT CREDIT SE	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375519	8/7/2025	75.36
HOME DEPOT CREDIT SE	MISC PARK MAINTENANCE SUPPLIES FOR FY25-PW	375519	8/7/2025	366.32
KIMLEY HORN AND	NC EASTSIDE I-805 COMMUNITY	375525	8/7/2025	4,293.68
KIMLEY HORN AND	CIP 19-23 CENTRAL COMMUNITY MOBILITY	375525	8/7/2025	3,747.89
LEIGHTON CONSULTING	GEOTECH EXPLORATION FOR KIMBALL BALLFIELD	375528	8/7/2025	3,534.45
LEIGHTON CONSULTING	CIP 22-25 8TH ST MOBILITY HUB FOR THE FRANC	375528	8/7/2025	1,755.00
LEIGHTON CONSULTING	CIP 23FY24 AND FY25 PAVEMENT REHAB PROJECT	375528	8/7/2025	15,906.00
PARTS AUTHORITY METR	MOP 75943 AUTO SUPPLIES FY26-PW/EQM	375533	8/7/2025	193.72
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/EQM	375537	8/7/2025	85.65
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SERVICES FY26-PW/PARKS	375537	8/7/2025	88.65
RANDALL LAMB ASSOCIA	ON-CALL PROJECT SUPPORT SERVICES~	375538	8/7/2025	300.00
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR FACILITIES JUL FY25-PW/I	375540	8/7/2025	457.59
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	11,540.00
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	711.21
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	11.45
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	43.85
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	126.98
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	11.45
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	54.83
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	56.20
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	11.45
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375540	8/7/2025	95.17
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375541	8/7/2025	29.10
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375541	8/7/2025	98.42
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR WASTEWATER JUL FY25-F	375541	8/7/2025	1,408.98
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR STREETS JUL FY25-PW/ST	375541	8/7/2025	16,345.64
SAN DIEGO GAS & ELEC	GAS AND ELECTRIC FOR FACILITIES JUL FY25-PW/I	375541	8/7/2025	118.87
SAN DIEGO HYDRAULICS	MOP 85005 AUTO REPAIRS FY26-PW/EQM	375542	8/7/2025	442.72
SEDANO FORD OF LM, I	R&M CITY VEHICLES FY26-PW/EQM	375545	8/7/2025	68.77
SEDANO FORD OF LM, I	R&M CITY VEHICLES FY26-PW/EQM	375545	8/7/2025	568.04
SWEETWATER AUTHORITY	WATER BILL FOR WASTEWATER MAY-JUN FY25-PW	375549	8/7/2025	138.62
SWEETWATER AUTHORITY	WATER BILL FOR WASTEWATER MAY-JUN FY25-PW	375549	8/7/2025	138.62
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	60.45

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PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	91.92
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	119.09
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	119.09
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	119.09
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	122.64
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	126.00
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	145.88
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	146.73
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	157.19
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	160.55
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	164.10
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	194.18
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	347.12
SWEETWATER AUTHORITY	WATER SERVICE FOR FACILITIES MAY-JUL FY25-PW	375549	8/7/2025	436.10
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	670.97
SWEETWATER AUTHORITY	WATER SERVICE FOR FACILITIES MAY-JUL FY25-PW	375549	8/7/2025	786.65
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	2,053.89
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	6,060.77
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	6,842.30
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375549	8/7/2025	7,332.21
SWEETWATER AUTHORITY	WATER BILL FOR WASTEWATER MAY-JUL FY25-PW	375550	8/7/2025	33.46
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375550	8/7/2025	36.64
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375550	8/7/2025	36.64
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375550	8/7/2025	36.64
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375550	8/7/2025	36.64
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375550	8/7/2025	60.45
SWEETWATER AUTHORITY	WATER SERVICE FOR PARKS MAY-JUL FY25-PW/PA	375550	8/7/2025	60.45
ASTER CONSTRUCTION	CIP 24-04 FY24 AND FY25 ADA IMPROVEMENTS PRC	375558	8/7/2025	30,089.77
ASTER CONSTRUCTION	CIP 24-04 FY24 AND FY25 ADA IMPROVEMENTS PRC	375558	8/7/2025	121,566.75
			Total for Eng/PW	**783,879.06**
Finance				
CORNEJO, JAVIER	RETIREE HEALTH BENEFITS - AUGUST 2025	375481	8/1/2025	400.00
DEPASCALE, AARON	RETIREE HEALTH BENEFITS - AUGUST 2025	375482	8/1/2025	460.00
IBARRA, JOE	RETIREE HEALTH BENEFITS - AUGUST 2025	375483	8/1/2025	780.00
MCCABE, TOM	RETIREE HEALTH BENEFITS - AUGUST 2025	375484	8/1/2025	280.00
MEEKS, JEFFREY	RETIREE HEALTH BENEFITS - AUGUST 2025	375485	8/1/2025	460.00
PIERSON, DARREN P	RETIREE HEALTH BENEFITS - AUGUST 2025	375486	8/1/2025	460.00
ROARK, LANNY	RETIREE HEALTH BENEFITS - AUGUST 2025	375487	8/1/2025	135.00
COUNTY OF SAN DIEGO	RSWA UNIF PROG FACIL PERM - CITY OF POWAY F	375506	8/7/2025	3,496.00
COUNTY OF SAN DIEGO	RSWA UNIF PROGR FACIL PERM CITY OF VISTA FY	375507	8/7/2025	2,938.00
HDL COREN & CONE	PROPERTY TAX CONSULTING AND PR / JUL-SEP '25	375517	8/7/2025	3,594.45

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PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
PROGRESSIVE TECHNOLO	RSWA PAYMENT FOR SECURITY AND MONITORING	375536	8/7/2025	2,448.00
RELIANCE STANDARD	AUGUST 2025- GRP VAI826233, VCI801146, & VG180	375539	8/7/2025	6,794.32
VISION SERVICE PLAN	AUGUST 2025 - VISION SERVICE PLAN (CA)	375553	8/7/2025	2,072.42
WOODRUFF & SMART	RSWA - GEN. MANAGER EXCESS RETAINER FY25	375554	8/7/2025	5,557.50
WOODRUFF & SMART	RSWA - LEGAL SVCS. - EXCESS RETAINER FY25	375555	8/7/2025	5,605.20
WOODRUFF & SMART	RSWA - LEGAL SVCS. - JULY 2025	375556	8/7/2025	3,000.00
WOODRUFF & SMART	RSWA - GENERAL MANAGER MONTHLY INVOICE JU	375557	8/7/2025	5,250.00
			Total for Finance	**43,730.89**
Fire				
AT & T INC	MONTHLY PHONE SVCS TO RECV DISPATCH EMER(	375494	8/7/2025	(6.71)
AT & T INC	MONTHLY PHONE SVCS TO RECV DISPATCH EMER(	375494	8/7/2025	401.02
K & J PARTY	150 WHITE CHAIRS RENTAL/K & J PARTY	375523	8/7/2025	275.00
LINEGEAR FIRE & RESC	WILDLAND WEB GEAR FOR WILDLAND FIREFIGHTI	375530	8/7/2025	365.40
PERFORMANCE FIRE INC	ITEM #10914, BUCKEYE NEW 5LB ABC PORTABLE F	375534	8/7/2025	217.50
PRUDENTIAL OVERALL S	MOP#45742, 18X18 PURPLE SHOP TOWEL	375537	8/7/2025	25.00
SIGTRONICS CORPORATI	COMPONENTS OF HEADSETS UTILIZED IN FIRE EN(	375547	8/7/2025	1,178.50
			Total for Fire	**2,455.71**
Housing				
LASER SAVER INC	MOP BLACK TONER FAX FOR SECTION DEPARTME	375527	8/7/2025	119.52
THE NELROD COMPANY	FORM HUD-50058 JULY-25 CARINA ROMAN SECT8 D	375552	8/7/2025	169.00
			Total for Housing	**288.52**
HR				
DEPASCALE, AARON	ADVANCED DISABILITY PENSION PAYMENT/AUG25	375482	8/1/2025	2,664.24
AETNA BEHAVIORAL HEA	EMPLOYEE ASSISTANCE PROGRAM/AUG25	375490	8/7/2025	825.60
PRATHER, RAPHAEL	REIMBURSEMENT FOR CITY REQ LICENSES/PRATH	375535	8/7/2025	145.00
			Total for HR	**3,634.84**
IT				
AT&T	AT&T DATA FY25	375495	8/7/2025	198.55
AT&T	AT&T DATA FY25	375495	8/7/2025	1,300.50
AT&T	AT&T DATA FY25	375495	8/7/2025	1,926.61
AT&T	AT&T DATA FY25	375495	8/7/2025	11,598.08
CORELOGIC SOLUTIONS	REALQUEST ANNUAL SUBSCRIPTION	375503	8/7/2025	5,900.76
			Total for IT	**20,924.50**
Library				
AMERICA LEARNS, LLC	AMERICA LEARNS IMPACT SUITE LICENSE- SUBSCF	375491	8/7/2025	8,000.00
BAKER & TAYLOR	BAKER AND TAYLOR- 2 BOOKS	375496	8/7/2025	39.91
BAKER & TAYLOR	BAKER AND TAYLOR- 2 JUV BOOKS	375496	8/7/2025	35.06
			Total for Library	**8,074.97**
Neigh Svcs				
CALIFORNIA ASSOCIATI	PRC #T3447 R.SOTO CCEO APPLICATION FEE	375499	8/7/2025	210.00
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SVC	375537	8/7/2025	47.94

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SVC	375537	8/7/2025	141.61
PRUDENTIAL OVERALL S	MOP 45742 LAUNDRY SVC	375537	8/7/2025	29.46
			Total for Neigh Svcs	**429.01**
Police				
ACTION TARGET INC	PAPER TARGETS FOR THE SHOOTING RANGE	375489	8/7/2025	1,054.88
ACTION TARGET INC	PAPER TARGETS FOR THE SHOOTING RANGE	375489	8/7/2025	196.83
ACTION TARGET INC	ACTION TARGET SERVICE REPAIR	375489	8/7/2025	1,950.00
CAMACHO, JOSEPH B	WELLNESS FLOWERS, PEER SUPPORT	375501	8/7/2025	100.18
CELLEBRITE INC	CELLEBRITE MOBILE FORENSICS	375502	8/7/2025	9,570.00
CYRACOM INTERNATIONA	LANGUAGE LINE FOR DISPATCH FY 2026	375508	8/7/2025	58.50
FITCHHORN, KYLE	REIM: TRAFFIC COLLISIOIN	375512	8/7/2025	329.24
GARCIA, CECILIA	REIM: CGARCIA - BASIC SCHOOL RESOURCE OFFIC	375513	8/7/2025	613.08
HIRSH, KEVIN	REIM: KHIRSH - RIFLE MARKSMANSHIP AND SNIPEF	375518	8/7/2025	913.55
HUYNH, HANH	REIM: HHUYNH - CRIMINAL INV. USING CELLULAR T	375520	8/7/2025	212.58
HUYNH, HANH	REIM: HHUYNH - ADV CRIME SCENE INVESTIGATIOI	375520	8/7/2025	110.35
IDVILLE	PRINTER RIBBON - ID MAKER EDGE	375521	8/7/2025	440.44
IDVILLE	PRINTER RIBBON - ID MAKER EDGE	375521	8/7/2025	29.01
LASER SAVER INC	MOP #297130 / TONER CARTRIDGE	375527	8/7/2025	97.82
LG DELTA LLC	WHS CEILING FAN / PD WHS	375529	8/7/2025	6,578.30
LOPEZ, RUBEN G	REIM: RLOPEZ - FIREARMS INSTRUCTOR COURSE	375531	8/7/2025	473.00
LOPEZ, RUBEN G	REIM: RLOPEZ - ARREST AND CONTROL INSTRUCT	375531	8/7/2025	645.10
SAN DIEGO POLICE EQU	BALLISTIC VESTS FY 2026	375543	8/7/2025	927.11
SHANAHAN, MICHAEL S	REIMBURSEMENT FOR CITE DAY FOOD AND BEVEF	375546	8/7/2025	107.38
THE COUNSELING TEAM	EMPLOYEE SUPPORT SERVICE FEB 2025	375551	8/7/2025	1,200.00
HIGH DENSITY INC.	BASEMENT LOCKERS ADD ON	375559	8/7/2025	1,305.00
LEXISNEXIS RISK SOLU	LEXISNEXIS ACCURINT TRAX INVOICE #1300147019	375560	8/7/2025	750.00
SALEM & BIDDLE, INC	PRISONER WATCH	375561	8/7/2025	483.75
SALEM & BIDDLE, INC	PRISONER WATCH FY 2026	375561	8/7/2025	2,902.50
			Total for Police	**31,048.60**
Risk				
EBIX INC	BASE ANNUAL FEE UPTO 183 ACCTS (06/25 - 05/26)	375510	8/7/2025	3,198.73
KD MANAGEMENT GRP.,	KD MANAGEMENT GROUP, LLC VS. CITY OF NATION	375524	8/7/2025	7,469.98
LADCO	NUNEZ, MICHAEL JAMES L. VS. CITY OF NATIONAL	375526	8/7/2025	187.00
OSUNA, ESMERALDA	OSUNA, ESMERALDA VS. CITY OF NATIONAL CITY	375532	8/7/2025	3,482.74
			Total for Risk	**14,338.45**
			A/P PAYMENTS Total	**938,060.52**

EFT PAYMENTS

City Atty

DEVANEY PATE MORRIS	LEGAL SERVICES FOR CUMMINS MATTER	1000683	8/1/2025	96,667.16
DEVANEY PATE MORRIS	LEGAL SERVICES FOR POLANCO MATTER	1000683	8/1/2025	14,100.00
DEVANEY PATE MORRIS	LEGAL SERVICES FOR CALI MOTA MATTER	1000683	8/1/2025	1,600.00

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PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
RHONDA HUTH	PORT OF SAN DIEGO SERVICES	1000688	8/1/2025	1,947.50
RHONDA HUTH	CONSULTING SERVICES - PORT OF SAN DIEGO	1000688	8/1/2025	2,897.50
			Total for City Atty	**117,212.16**
Comm Svcs				
AMAZON CAPITAL SERVI	AUDIO STEREO CABLE CAMACHO PROGRAMMING/(	1000677	8/1/2025	24.98
AMAZON CAPITAL SERVI	MICROPHONE FOR FAB PROGRAMMING/CSD	1000677	8/1/2025	79.91
AMAZON CAPITAL SERVI	POOL TABLE COVER & PRIVACY SCREEN FAB/CSD	1000677	8/1/2025	100.68
AMAZON CAPITAL SERVI	MESSY PLAY PROGRAMMING SUPPLIES/CSD	1000677	8/1/2025	126.46
AMAZON CAPITAL SERVI	EAR HEADPHONES, DRUM THRONE CASA/CSD	1000677	8/1/2025	55.44
AMAZON CAPITAL SERVI	CLOCK, VACUUM & FILTERS/CSD	1000677	8/1/2025	143.75
AMAZON CAPITAL SERVI	SIGN HOLDERS, CHARGER, 2026 CALENDAR FAB/C	1000677	8/1/2025	198.94
T'S & SIGNS INC	A FRAME SIGNS FOR SR CNTR OPENING/CSD	1000695	8/1/2025	88.09
			Total for Comm Svcs	**818.25**
Eng/PW				
AP GENERAL CORPORATI	CIP 24-13 LAS PALMAS PARK IMPROVEMENTS	1000678	8/1/2025	260,070.15
CHEN RYAN ASSOCIATES	LOCAL COASTAL PROGRAM AMENDMENT- PHASE 2	1000679	8/1/2025	415.00
D-MAX ENGINEERING IN	CIP 21- 28 NC PC WETLAND EXPANSION AND PARK	1000680	8/1/2025	362.46
D-MAX ENGINEERING IN	NC WETLAND EXPANSION AND PARK SITE PROJ.	1000680	8/1/2025	38.68
D-MAX ENGINEERING IN	FOR T&A 90645- GRADING – U-HAUL AT 1300 WILSC	1000681	8/1/2025	215.24
D-MAX ENGINEERING IN	FOR T&A 90626- UNION TOWER APARTMENTS	1000681	8/1/2025	372.20
D-MAX ENGINEERING IN	FY24 -FY25 STORM WATER SERVICES	1000681	8/1/2025	6,975.22
D-MAX ENGINEERING IN	ENV SVCS -PARADISE CREEK RESTORATION IN KIM	1000681	8/1/2025	5,359.86
D-MAX ENGINEERING IN	CIP 22-09 NTP -CONSTRUCTION INSPECTION SERVI	1000681	8/1/2025	116.05
DANIELS TIRE SERVICE	TIRES FOR CITY FLEET FY26-PW/EQM	1000682	8/1/2025	231.06
DANIELS TIRE SERVICE	TIRES FOR CITY FLEET FY26-PW/EQM	1000682	8/1/2025	637.34
DANIELS TIRE SERVICE	TIRES FOR CITY FLEET FY26-PW/EQM	1000682	8/1/2025	844.99
DANIELS TIRE SERVICE	TIRES FOR CITY FLEET FY26-PW/EQM	1000682	8/1/2025	957.98
GRAINGER	MOP 65179 STREET SUPPLIES FY25-PW/STS	1000684	8/1/2025	257.78
GRAINGER	MOP 65179 STREET SUPPLIES FY26-PW/STS	1000684	8/1/2025	391.90
GRAINGER	MOP 65179 SEWER SUPPLIES FY26-PW/WW	1000684	8/1/2025	325.71
GRAINGER	MISC BUILDING SUPPLIES FY26-PW/FAC	1000684	8/1/2025	1,116.44
GRAINGER	MOP 65179 SEWER SUPPLIES FY25-PW/WW	1000684	8/1/2025	325.71
GRAINGER	MOP 65179 STREET SUPPLIES FY26-PW/STS	1000684	8/1/2025	396.94
HASA INC	CHEMICALS FOR MUNICIPAL POOL FY26-PW/FAC	1000685	8/1/2025	1,350.34
HASA INC	CHEMICALS FOR MUNICIPAL POOL FY26-PW/FAC	1000685	8/1/2025	1,142.15
HASA INC	CHEMICALS FOR MUNICIPAL POOL FY26-PW/FAC	1000685	8/1/2025	1,556.30
INNOVATIVE CONSTRUCT	CIP 22-26 ROOSEVELT AVE CORRIDOR SMART GRC	1000686	8/1/2025	24,174.00
INNOVATIVE CONSTRUCT	CIP 19-23 CENTRAL COMMUNITY MOBILE ENHANC.	1000686	8/1/2025	24,230.00
INNOVATIVE CONSTRUCT	LAS PALMAS POOL SITE MAINTENANCE AND COOR	1000687	8/1/2025	2,072.00
ROVE ENGINEERING INC	CIP 24-21 3131 VALLEY ROAD STORM DRAIN REPLA	1000689	8/1/2025	42,153.73
ROVE ENGINEERING INC	CIP 24-21 3131 VALLEY ROAD STORM DRAIN REPLA	1000689	8/1/2025	27,657.25

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PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
SOUTH BAY FOUNDRY,	ANGLE STORM DRAIN INLET-PW/WW	1000690	8/1/2025	497.81
STC TRAFFIC INC	CIP 19-22 HSIP CITY PROTECT LEFT TURN PROJ.	1000691	8/1/2025	1,050.00
STC TRAFFIC INC	CIVIL FOR E 20TH ST DRAINAGE	1000691	8/1/2025	1,260.00
STC TRAFFIC INC	DESIGN SVS FOR KIMBALL PARK BALLFIELD LIGHTI	1000692	8/1/2025	730.00
STC TRAFFIC INC	CIP 23-04 PROPOSAL FOR RETROREFLECTIVE BAC	1000692	8/1/2025	2,240.00
STC TRAFFIC INC	CIP 22-33 8TH ST & HARBOR DRIVE BNSF CROSSIN	1000692	8/1/2025	5,261.93
STC TRAFFIC INC	ARDURA WASTEWATER TAX ROLL UPDATE	1000692	8/1/2025	18,916.50
STC TRAFFIC INC	ARDURRA STORMDRAIN CMP	1000692	8/1/2025	27,907.50
T MAN TRAFFIC SUPPLY	MOP 76666 TRAFFIC SUPPLIES FY26-PW/STS	1000694	8/1/2025	499.31
T MAN TRAFFIC SUPPLY	MOP 76666 TRAFFIC SUPPLIES FY26-PW/STS	1000694	8/1/2025	333.05
VISTA PAINT	MOP 68834 PAINT SUPPLIES FY26-PW/STS	1000696	8/1/2025	240.78
WILLY'S ELECTRONIC S	MOP 45763 ELECTRIC SUPPLIES FY26-PW/STS	1000697	8/1/2025	5.71
WILLY'S ELECTRONIC S	MOP 45763 AUTO SUPPLIES FY26-PW/EQM	1000697	8/1/2025	48.44
			Total for Eng/PW	**462,737.51**
Finance				
AGUIRRE, OSCAR	RETIREE HEALTH BENEFITS - AUGUST 2025	1000698	8/1/2025	560.00
BALLARDO, DAMIAN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000699	8/1/2025	520.00
BAVENCOFF JR, DAVID	RETIREE HEALTH BENEFITS - AUGUST 2025	1000700	8/1/2025	500.00
BEARD, PATRICIA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000701	8/1/2025	70.00
BEVERIDGE, MARK	RETIREE HEALTH BENEFITS - AUGUST 2025	1000702	8/1/2025	640.00
BOEGLER, CRAIG	RETIREE HEALTH BENEFITS - AUGUST 2025	1000703	8/1/2025	260.00
BULL, PARRIS	RETIREE HEALTH BENEFITS - AUGUST 2025	1000704	8/1/2025	580.00
CAMEON, CHRISTOPHER	RETIREE HEALTH BENEFITS - AUGUST 2025	1000705	8/1/2025	400.00
CANEDO, RAMON	RETIREE HEALTH BENEFITS - AUGUST 2025	1000706	8/1/2025	620.00
CASTELLANOS, DAVID	RETIREE HEALTH BENEFITS - AUGUST 2025	1000707	8/1/2025	500.00
CESNAUSKAS, STEVEN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000708	8/1/2025	400.00
CHELIUS, ANGELA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000709	8/1/2025	460.00
COLLINSON, CURTIS	RETIREE HEALTH BENEFITS - AUGUST 2025	1000710	8/1/2025	420.00
CONDON, DONALD	RETIREE HEALTH BENEFITS - AUGUST 2025	1000711	8/1/2025	280.00
CORDERO, ESTELA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000712	8/1/2025	520.00
COVARRUBIAS, ARACELI	RETIREE HEALTH BENEFITS - AUGUST 2025	1000713	8/1/2025	520.00
DALLA, MICHAEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000714	8/1/2025	900.00
DANESHFAR, ZIA-E-DIN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000715	8/1/2025	250.00
DEESE, LESLIE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000716	8/1/2025	660.00
DESROCHERS, PAUL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000717	8/1/2025	110.00
DIAZ, MIGUEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000718	8/1/2025	680.00
DREDGE, JAMES	RETIREE HEALTH BENEFITS - AUGUST 2025	1000719	8/1/2025	250.00
DUONG, MINH	RETIREE HEALTH BENEFITS - AUGUST 2025	1000720	8/1/2025	280.00
EISER III, GEORGE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000721	8/1/2025	250.00
ESPIRITU, DAVID	RETIREE HEALTH BENEFITS - AUGUST 2025	1000722	8/1/2025	620.00
ETZLER, JEFFREY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000723	8/1/2025	460.00



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8/1/2025 to 8/7/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
FABINSKI, DANIEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000724	8/1/2025	220.00
FELIX, YOLANDA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000725	8/1/2025	400.00
FIFIELD, KEITH	RETIREE HEALTH BENEFITS - AUGUST 2025	1000726	8/1/2025	540.00
FLORES, RICHARD M	RETIREE HEALTH BENEFITS - AUGUST 2025	1000727	8/1/2025	600.00
GAUT, ANTHONY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000728	8/1/2025	700.00
GONZALES, MANUEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000729	8/1/2025	480.00
GONZALEZ, BEATRICE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000730	8/1/2025	680.00
GONZALEZ, WILLIAM	RETIREE HEALTH BENEFITS - AUGUST 2025	1000731	8/1/2025	660.00
HARLAN, MICHAEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000732	8/1/2025	500.00
HERNANDEZ, JUDITH	RETIREE HEALTH BENEFITS - AUGUST 2025	1000733	8/1/2025	680.00
HERNANDEZ, RICK	RETIREE HEALTH BENEFITS - AUGUST 2025	1000734	8/1/2025	400.00
HODGES, BRENDA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000735	8/1/2025	200.00
JASMUND, DONALD	RETIREE HEALTH BENEFITS - AUGUST 2025	1000736	8/1/2025	680.00
JONES, ANGIL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000737	8/1/2025	60.00
JONES, DEREK	RETIREE HEALTH BENEFITS - AUGUST 2025	1000738	8/1/2025	480.00
JUNIEL, RODERICK	RETIREE HEALTH BENEFITS - AUGUST 2025	1000739	8/1/2025	50.00
KIMBLE, RANDY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000740	8/1/2025	300.00
KLOS, FRANK	RETIREE HEALTH BENEFITS - AUGUST 2025	1000741	8/1/2025	480.00
LAFRENIERE, MICHAEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000742	8/1/2025	660.00
LIMFUECO, MARIA TERE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000743	8/1/2025	160.00
MATIENZO, MARIA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000744	8/1/2025	100.00
MCDANIEL, PATRICK	RETIREE HEALTH BENEFITS - AUGUST 2025	1000745	8/1/2025	290.00
MUNOZ, LILIA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000746	8/1/2025	640.00
NAGLE, DANIEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000747	8/1/2025	460.00
NOTEWARE, DAVID	RETIREE HEALTH BENEFITS - AUGUST 2025	1000748	8/1/2025	120.00
OLIVERIA, HERMINIO	RETIREE HEALTH BENEFITS - AUGUST 2025	1000749	8/1/2025	360.00
PARRA, FRANCISCO	RETIREE HEALTH BENEFITS - AUGUST 2025	1000750	8/1/2025	400.00
PAUU JR, PENU	RETIREE HEALTH BENEFITS - AUGUST 2025	1000751	8/1/2025	340.00
PE, RAY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000752	8/1/2025	300.00
PEASE JR, DAVID	RETIREE HEALTH BENEFITS - AUGUST 2025	1000753	8/1/2025	140.00
POST, ROGER	RETIREE HEALTH BENEFITS - AUGUST 2025	1000754	8/1/2025	280.00
RAY, STEVEN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000755	8/1/2025	190.00
REDIKOP, BRIAN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000756	8/1/2025	400.00
RIOS, RAMONA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000757	8/1/2025	240.00
RODRIGUEZ, MANUEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000758	8/1/2025	260.00
ROUSTON, JEFFREY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000759	8/1/2025	660.00
RUIZ, JAMES	RETIREE HEALTH BENEFITS - AUGUST 2025	1000760	8/1/2025	310.00
SAINZ, JOSE LUIS	RETIREE HEALTH BENEFITS - AUGUST 2025	1000761	8/1/2025	300.00
SERVATIUS, JEFFREY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000762	8/1/2025	340.00
SEWARD, GREGORY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000763	8/1/2025	520.00
SHEPHARD, STEVE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000764	8/1/2025	440.00

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
SHOEMAKER, MICHAEL	RETIREE HEALTH BENEFITS - AUGUST 2025	1000765	8/1/2025	480.00
SILVA, LARRY	RETIREE HEALTH BENEFITS - AUGUST 2025	1000766	8/1/2025	580.00
SMITH, JOE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000767	8/1/2025	320.00
SMITH, MATTHEW	RETIREE HEALTH BENEFITS - AUGUST 2025	1000768	8/1/2025	560.00
STANICH, COLLEEN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000769	8/1/2025	400.00
TELLEZ, JOSE	RETIREE HEALTH BENEFITS - AUGUST 2025	1000770	8/1/2025	700.00
TIPTON, BARBARA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000771	8/1/2025	250.00
VILLAGOMEZ, JULIAN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000772	8/1/2025	480.00
VILLARIASA, STEVEN	RETIREE HEALTH BENEFITS - AUGUST 2025	1000773	8/1/2025	480.00
WILKINS, THOMAS	RETIREE HEALTH BENEFITS - AUGUST 2025	1000774	8/1/2025	520.00
WRIGHT, MARIA ELENA	RETIREE HEALTH BENEFITS - AUGUST 2025	1000775	8/1/2025	700.00
YBARRA, ALFREDO	RETIREE HEALTH BENEFITS - AUGUST 2025	1000776	8/1/2025	220.00
YBARRA, ANTONIO	RETIREE HEALTH BENEFITS - AUGUST 2025	1000777	8/1/2025	540.00
YOUNG, GRAHAM	RETIREE HEALTH BENEFITS - AUGUST 2025	1000778	8/1/2025	560.00
			Total for Finance	**34,520.00**
Fire				
AMAZON CAPITAL SERVI	WEBER GENESIS GAS GRILL/AMAZON	1000677	8/1/2025	1,907.46
			Total for Fire	**1,907.46**
Library				
AMAZON CAPITAL SERVI	MATERIALS & SUPPLIES- WALL MOUNT	1000677	8/1/2025	51.07
AMAZON CAPITAL SERVI	MATERIALS & SUPPLIES- 20TH ANNIVERSARY CELE	1000677	8/1/2025	78.89
AMAZON CAPITAL SERVI	SUMMER READING PROGRAM- 2ND ROUND OF PRI	1000677	8/1/2025	161.06
AMAZON CAPITAL SERVI	AMAZON- FAMILY LITERACY	1000677	8/1/2025	677.59
AMAZON CAPITAL SERVI	AMAZON- FAMILY LITERACY	1000677	8/1/2025	79.90
AMAZON CAPITAL SERVI	MATERIALS & SUPPLIES- REUSABLE WATER CONTA	1000677	8/1/2025	134.80
			Total for Library	**1,183.31**
Neigh Svcs				
ACE UNIFORMS & ACCES	ACE UNIFORMS PARKING URQUIDEZ & COHEN	1000676	8/1/2025	213.29
			Total for Neigh Svcs	**213.29**
Nutrition				
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	32.83
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	11.22
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	104.00
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	335.24
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	60.42
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	125.40
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	389.07
SYSCO SAN DIEGO INC	DROPSHIP ITEMS FOR NUTR CTR FY25	1000693	8/1/2025	138.99
			Total for Nutrition	**1,197.17**
Police				
ACE UNIFORMS & ACCES	UNIFORM AND ACCESSORIES FOR FY25 CREDIT ME	1000676	8/1/2025	(51.72)

Warrant Register #6
8/1/2025 to 8/7/2025

PAYEE	DESCRIPTION	CHK NO	DATE	AMOUNT
			Total for Police	**(51.72)**
			EFT PAYMENTS Total	**619,737.43**
WIRED PAYMENTS				
Eng/PW				
ARCO BUSINESS SOLUTI	FUEL FOR CITY FLEET FY26-PW/EQM	252180114	8/7/2025	45,442.25
			Total for Eng/PW	**45,442.25**
Finance				
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	317.74
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	33.93
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	168.80
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	21.95
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	349.91
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	7.62
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	135.99
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	25.69
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	240.34
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	56.42
CALIFORNIA DEPARTMEN	SALES TAX LIABILITY FOR THE PERIOD APR-JUN 20	252120178	8/1/2025	0.61
PUBLIC EMP RETIREMEN	SERVICE PERIOD 07/08/2025 - 07/21/2025	252120184	8/1/2025	374,127.25
PUBLIC EMP RETIREMEN	RELACEMENT BENEFIT FUNDS / PICAZO, IVAN	252160223	8/5/2025	3,832.98
			Total for Finance	**379,319.23**
			WIRED PAYMENTS Total	**424,761.48**
Section 8 Payments				
	HAP PAYMENTS FOR SECTION 8		8/1/2025	1,498,581.38
			Total for Section 8	**1,498,581.38**
			GRAND TOTAL	**3,481,140.81**

AGENDA REPORT

Department: **Planning**
Prepared by: **David Welch, Associate Planner**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Continued Public Hearing: Consideration of Certification of a Negative Declaration for a General Plan Amendment and Zone Change from (RS-2) to (MXC-1) for Properties Located at 3040, 3042-3046, 3102-3104, & 3106-3108 E. 16th St. and 1540 S. Harbison Ave.

RECOMMENDATION:
Adopt the Resolution Entitled: "Resolution of the City Council of the City of National City, California, Certifying a Negative Declaration, Pursuant to the California Environmental Quality Act (CEQA), by Making a Finding of No Significant Environmental Effect and Approving a General Plan Amendment to Change the General Plan Land Use Designation from Low-Medium Density Residential to Low Mixed-Use for Properties Located at 3040, 3042-3046, 3102-3104, & 3106-3108 East 16th Street and 1540 South Harbison Avenue."

and

Introduce the Ordinance Entitled: "An Ordinance of the City Council of the City of National City, California, Approving a Zone Change for Properties Located at 3040, 3042-3046, & 3106-3108 East 16th street and 1540 South Harbison Avenue Changing the Zone from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1)."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
On August 18, 2025, the Planning Commission adopted a Resolution recommending approval of a General Plan Amendment, Zone Change, and Zone Variance, subject to the Conditions in the Draft Resolution by a vote of 5-1. One Planning Commission seat is currently vacant.

Ayes: Armenta, Castle, Miller, Sanchez, Valenzuela Nays: Quinones

The City Council held a public hearing at their meeting of September 16, 2025 on the item. There was a motion to deny, which failed by a vote of two votes for and two votes against with one member recusing. The Council then voted to continue the item to October 7, 2025 in order to rehear the proposal and to reconsider whether any member recusals could be reconsidered.

EXPLANATION:

Executive Summary
The applicant is proposing to develop a property at 3040 East 16th Street with a five-unit multi-family residential building. The proposed development requires the existing single-family zoning to be changed to a zone that permits multi-family dwellings and a variance to allow for a reduced street wall to accommodate a two-way driveway on the property. The variance was approved by Planning Commission and will be forwarded to the City Council separately as a Notice of Decision. For

consistency with the existing development pattern and zoning in the area, the applicant has included neighboring properties with the request. This type of change requires a General Plan Amendment (GPA) and Zone Change (ZC). The developer has applied for and has requested the changes. The Planning Commission recommended approval by Resolution of both requests at the August 18, 2025 meeting.

The applicant's property is currently vacant and suitable for infill development. While the property could potentially be subdivided under the current zoning designation, the requested General Plan Amendment and Zone Change would allow for a multi-unit residential development on the property that is consistent with General Plan policies related to infill development and expanding housing opportunities. While the surrounding area is predominantly low density, single-family residential in character, the properties in close proximity to the applicant's property are consistent with the Minor Mixed-Use Corridor zone district. The inclusion of the four neighboring properties with this request expands this district in a logical manner and provides for corridor development in close proximity to an existing transit route. This report serves as background for all components of the request.

Site Characteristics

The applicant intends to develop a 0.45-acre property located in the Small Lot Residential (RS-2) zone at 3040 East 16th Street. The block of East 16th Street, between South Lanoitan Avenue and Rachael Avenue, is unique in that it is bounded to the south by an undeveloped or "paper" street – East 17th Street. The applicant's property is 66 feet wide and 295 feet deep, but has no useable right-of-way access at the rear. Most of the properties with frontage along East 17th Street have not made the necessary dedications for the right-of-way to be improved making it infeasible to utilize this frontage. In addition, the applicant's property and the surrounding area generally slopes up to the east and down toward East 17th Street. The front of the applicant's property is also a few feet higher than East 16th Street.

In addition to the applicant's property, four neighboring properties in the RS-2 zone are included in the request for the ZC. All four additional property owners provided support for the request. The purpose for the inclusion is for consistency with the requested zone, Minor, Mixed-Use Corridor (MXC-1), and the creation of a cohesive district. All properties are also in close proximity to MTS bus stops at East 16th and South Harbison Avenue, which contribute to potential corridor development. Each property is currently occupied by a use that would currently be considered non-conforming in the RS-2 zone. These four additional properties were zoned Limited Commercial and RS-3 under the previous code. The additional properties are as follows:

- 3042-3046 East 16th Street
- 3102-3104 East 16th Street
- 3106-3108 East 16th Street
- 1540 South Harbison Avenue

3042-3046 East 16th Street and the adjacent 3102-3104 East 16th Street are currently occupied by multi-family residential buildings, which are not permitted within the RS-2 zone. The structures are considered legal, non-conforming. The applicant's property is adjacent to 3042-3046 East 16th Street and is proposed to have a similar development. 3102-3104 East 16th Street is also occupied by a legal, non-conforming multi-family residential use, which takes up the majority of the lot; 3106-3108 East 16th Street is a mixed-use property with a legal, non-conforming liquor store and attached housing unit; 1540 South Harbison Avenue is across East 16th Street from the other properties and is occupied by a legal, non-conforming preschool. The applicant's proposal for a zone change would expand an existing MXC-1 district to the south of the aforementioned properties across the undeveloped East 17th Street right-of-way. The current boundaries of this district are East 17th Street to the north, Rachael Avenue to the east, East 19th Street to the south, and Interstate 805 to the west.

Proposed Use

The applicant intends to construct a five-unit, multi-family dwelling on the property located at 3040 East 16th Street. Multi-unit dwellings are not permitted in the RS-2 zone and the applicant is requesting a General Plan Amendment to the Medium, Mixed-Use designation and a Zone Change to the MXC-1 zone, which would permit the use. Should the property be re-zoned, the development would need to conform to all applicable standards of the zone as well as other applicable codes. The applicant is also requesting a variance for less than the required street wall to accommodate a two-way driveway along East 16th Street, which will be forwarded to the City Council as a Notice of Decision at an upcoming meeting. Also of note, the Fire Department has identified requirements related to fire access that would restrict the location and height of proposed structure on the site. The applicant is only proposing a two-story building with five units to comply with comments provided by the Fire Department. No additional development is proposed for the other four properties in this request. However, the change in zoning could potentially allow for additional land uses or future development proposals in conformance with the standards of the proposed zone.

Analysis

When considering a General Plan Amendment and Zone Change, the City Council must take into account the surrounding land uses and neighborhood makeup, as well as consistency with the General Plan and other governing documents.

To describe the neighborhood makeup, it would be helpful to look at the densities of the properties within their existing use categories starting with the predominant land use: single-family residential. Staff examined several blocks including and adjacent to the project area and had the following findings:

- The south side of East 16th Street, between South Lanoitan Avenue and Rachael Avenue, has an average lot size of 14,003 square feet resulting in a density of 3.1 dwelling units per acre. The block face is currently zoned RS-2.
- The north side of East 18th Street, between South Lanoitan Avenue and Rachael Avenue, has an average lot size of 13,607 square feet resulting in a density of 3.2 dwelling units per acre. The block face is currently zoned MXC-1.
- The north side of East 16th Street, between South Lanoitan Avenue and Rachael Avenue, has an average lot size of 8,471 square feet resulting in a density of 5.3 dwelling units per acre.
- The block comprised of the east side of Earle Drive and the west side of Harbison Avenue has an average lot size of 8,921 square feet resulting in a density of 5 dwelling units per acre.
- The east side of Harbison Avenue, between East Plaza Boulevard and East 16th Street has an average lot size of 17,368 square feet resulting in a density of 2.5 dwelling units per acre.

The land use designation Low-Medium Density Residential allows for residential development of up to nine dwelling units per acre. The current development pattern in the area, excluding multi-family and commercial uses, conforms with, and is below the prescribed density of this General Plan designation as well as the standards of the RS-2 zone. The RS-2 zone generally allows one single-family residence per lot, although State law provides for opportunities to add up to three additional units.

There are relatively few properties occupied by commercial uses within the area. These include the liquor store and preschool within the area proposed for the Zone Change, a small office property located at the corner of East 16th Street and Rachael Avenue, and another liquor store and SDG&E substation located on South Lanoitan Avenue, between East 17th Street and East 18th Street. Most commercial land uses in the area are located half a mile to the north along East

Plaza Boulevard. It is notable that the applicant's proposal would incorporate two of the three commercial properties within the RS-2 zone within the proposed Zone Change. Should this area be rezoned, they would also comply with the maximum floor area ratio requirement.

Finally, the area also has a few properties that are currently occupied by multi-unit residential properties. The only existing multi-family properties in the RS-2 zone with three or more units are included in the proposed area for the Zone Change. Approximately seven properties along East 18th Street in the MXC-1 zone have at least three units. The General Plan land use designation for this area, Medium-Mixed Use, as well as the zone district allow for up to 48 dwelling units per acre. The site with the most units and the highest density in the area is located at 3103-3107 East 18th Street with 24 units and a density of 29 dwelling units per acre. This development is within the existing MXC-1 zone and below the permitted density. The two multi-family properties proposed within the zone change area have six and seven units and range from 14 to 15 dwelling units per acre. The applicant's proposed project would have a density of approximately 11 dwelling units per acre.

While the existing density of the surrounding blocks is much lower than most of National City, the applicant's proposal is unique in that it intends to incorporate properties that are inconsistent with their current zone district, the RS-2 zone. The City has already, through the General Plan and Zoning Map, established a Minor, Mixed-Use Corridor district in the area that is heavily under-utilized from a development perspective. By adding five properties to this zone, there will be relatively little change to the overall character and makeup of the neighborhood.

General Plan

There are several General Plan Policies within the Housing and Land Use Elements that are pertinent to this proposal, specifically:

Policy H-1.1: Provide an adequate supply of land zoned for residential development to meet the projected housing need.

Policy H-2.1: Promote residential development on underutilized land and remove barriers to infill development.

Policy LU-2.1: Facilitate the development of a variety of housing types to meet the Regional Housing Needs Assessment allocations while enhancing the City's community character.

Policy LU-3.1: Support the creation and expansion of mixed-use, commercial, and higher density residential development in transit priority areas and along mixed-use corridors.

The applicant's property is currently vacant and lacks the street frontage that would be required for a subdivision consisting of multiple lots. The proposed Zone Change would allow for a medium density infill project on a property that would otherwise be undeveloped or underutilized and increase the amount of land in the City zoned for this type of housing. The area already has some diversity with regard to residential housing types as well as commercial buildings – there are apartment buildings, businesses, and single-family residences that comprise the area in which the project is located. Adjacent to the site to the east and south are medium density apartments. The proposed expansion of the MXC-1 district will help promote the viability of this district as well as allow for more development in close proximity to public transit.

Land Use Code

The conceptual site plan provided by the applicant lacks the information needed to review for conformance with all aspects of Land Use Code. However, the proposed project does conform with most of the development standards related to a multi-unit development within the MXC-1 zone. The one exception to this is the street wall requirement for new development, which is 75%.

The applicant would not be able to meet this requirement while providing access to the property with a two-way driveway and requested a Zone Variance to accommodate a driveway for the proposed development, which will be forwarded to the City Council as a Notice of Decision.

Mailing

All property owners and occupants within a distance of 300 feet of the property are required to be notified of a public hearing for GPAs and ZCs. Notice of this public hearing was sent to 145 occupants and owners. Notices for the GPA and ZC were sent in advance of the notice for the ZV to accommodate a required 20-day noticing period for zone changes. As of the writing of this staff report, no public comments have been received. Three public comments were provided at the Planning Commission hearing, which are attached as Exhibit H.

Finding for Approval

The following finding is recommended for the General Plan Amendment and Zone Change:

1. The proposal is consistent with General Plan Policies H-1.1, H-2.1, LU-2.1 and LU-3.1 because the proposed General Plan Amendment and Zone Change would allow for an undeveloped and underutilized site to be developed with a residential infill project. The change would also promote the viability of the expanded MXC-1 zoning district.

Finding for Denial

The following finding is recommended by staff should the City Council deny the application:

1. The proposed development is not consistent with the General Plan, because the proposed use and expansion of the MXC-1 zone would be out of character with that of the surrounding area.

California Environmental Quality Act (CEQA)

Considerations related to conversion of single-family residential to mixed-use zoning as well as infill development of vacant lots include potential impacts to the natural environment and the existing surrounding urban development. In order to analyze any potential impacts resulting from the Zone Change and proposed development, a CEQA checklist (Initial Study) was prepared. Of note, the checklist addressed air quality and GHG from the potential for new development, possible impacts to biological resources, noise, and traffic. Findings of no impact for these areas of concern were largely due to the lack of any natural habitat within the subject properties and the limits on new development in the area. The only vacant property in the area is constrained by access issues and can only support five new units. Thus, additional air quality, noise, and traffic issues are not anticipated.

Based on the analyses presented in the attached CEQA checklist, it is concluded that the project: (a) would not have the potential to degrade the quality of the environment, impact the habitat of a fish or wildlife species, cause fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; (b) would not have impacts that are individually limited, but cumulatively considerable; and, (c) would not have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly. No significant impacts to the environment have been identified as a result of this project. Approval of the project is not expected to have any significant impacts, either long-term or short-term, nor will it cause substantial adverse effects on human beings, either directly or indirectly. As such, it is expected that project implementation would have no impact with respect to these mandatory findings of significance. Because no mitigation is required, the CEQA document converts to a Negative Declaration (ND).

The City established a 20-day public review and comment period from May 16, 2025 to June 15, 2025. During this period, the CEQA checklist (Initial Study or "IS") was available for review. A Notice of Intent (NOI) for the ND was posted at City Hall.

Negative Declaration Analysis

In the CEQA checklist, there are four possible impacts: "Potentially Significant Impact", "Less Than Significant w/ Mitigation Incorporation", "Less Than Significant Impact", and "No Impact." Almost all sections on the checklist had checkmarks for "No Impact." The remaining two sections were related to general earthquake hazards in the City and had a checkmark for "Less Than Significant Impact."

The following are recommended findings for the certification of the Negative Declaration:

1. That the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, because the properties are mostly developed and/or disturbed and there is no sensitive habitat on site. The vacant lot is currently devoid of permanent vegetation, save for a handful of mature invasive pepper trees.

2. That the project does not have impacts that are individually limited but cumulatively considerable, because the project includes both existing development that would have been evaluated for impacts at the time of development and an infill development site on a historically disturbed property. The area is surrounded by urban development. The existing improvements and development pattern can accommodate the project without causing any impacts to the environment or to existing services.

3. That the project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, because the project includes both existing development and a proposed medium-density residential development comprised of only five units. Should the subject properties be fully redeveloped, the properties would generate less traffic than what exists currently. Therefore, there would be no impact on air quality either short- or long-term.

4. The proposed project has been reviewed in compliance with CEQA for which a Negative Declaration (ND) has been prepared. The ND has determined that, the proposed project would not have a significant effect on the environment and that no mitigation is required.

Comments

The project was routed to the Engineering and Fire Departments at the time of the submittal for the initiation of the GPA and ZC requests. Comments were provided by the Fire Department. The applicant revised plans for the proposed multi-family development in accordance with the Fire comments. These comments were included as conditions of approval for the ZV, which will be forwarded to the City Council as a Notice of Decision.

Conditions of Approval

Standard conditions of approval for development projects and Fire Department comments were included in the draft approval resolution for the ZV, which will be forwarded to the City Council as a Notice of Decision. GPA and ZC requests are generally passed by resolution without conditions.

Summary

The applicant's property is currently vacant and suitable for infill development. While the property could potentially be subdivided under the current zoning designation, the requested General Plan Amendment and Zone Change would allow for a multi-unit residential development on the property that is consistent with General Plan policies related to infill development and expanding housing opportunities. While the surrounding area is predominantly low density, single-family residential in character, the properties in close proximity to the applicant's property are consistent with the Minor Mixed-Use Corridor zone district. The inclusion of the four neighboring properties with this request expands this district in a logical manner and provides for corridor development in close proximity to an existing transit route.

FINANCIAL STATEMENT:
An application fee of $5,500 was paid with the submittal of the subject General Plan Amendment, an application fee of $5,500 was paid with the submittal of the subject Zone Change, and additional fees of $735 and $2.50 were assessed for the purposes of updating the General Plan and photocopying application documents. Fees are anticipated to cover the cost of staff review time, processing of the permit, and maintaining and updating City records.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Housing and Community Development

ENVIRONMENTAL REVIEW:
This is a project under CEQA and after Initial Study qualifies for a Negative Declaration. CCR 15371.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
First Reading

EXHIBITS:
Exhibit A – PC Resolution
Exhibit B – 8-18-2025 PC PowerPoint slides
Exhibit C – Overhead
Exhibit D – Site Photos
Exhibit E – Zoning Map
Exhibit F – Conceptual Site Plan
Exhibit G – CEQA Checklist
Exhibit H – Public Notice
Exhibit I – Public Comments
Exhibit J – Draft Resolution
Exhibit K – Draft Ordinance

RESOLUTION NO. 2025-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NATIONAL CITY, CALIFORNIA MAKING A FINDING OF NO SIGNIFICANT ENVIRONMENTAL EFFECT AND RECOMMENDING APPROVAL OF A GENERAL PLAN AMENDMENT AND ZONE CHANGE TO CHANGE THE ZONING FROM RS-2 (SMALL LOT RESIDENTIAL) TO MXC-1 (MINOR MIXED-USE CORRIDOR) FOR PROPERTIES LOCATED AT 3040, 3042-3046, & 3106-3108 EAST 16TH STREET AND 1540 SOUTH HARBISON AVENUE
CASE FILE NO. 2025-02 GPA, ZC, IS
APNS: 558-162-18, 558-220-06, 558-220-07, 558-220-35, 558-220-42, 558-220-11

WHEREAS, application was made for approval of a General Plan Amendment and Zone Change for the rezoning of properties located at 3040, 3042-3046, 3102-3104, & 3106-3108 East 16th Street and 1540 South Harbison Avenue from small lot residential (RS-2) to minor mixed-use corridor (MXC-1); and

WHEREAS, the Planning Commission of the City of National City, California, initiated said applications at a duly advertised public hearing held on November 18, 2024, at which time the Planning Commission considered oral and documentary evidence; and,

WHEREAS, the Planning Commission of the City of National City considered said applications and certification of a Negative Declaration at a duly advertised public hearing held on August 18, 2025, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearing, the Planning Commission considered the staff report contained in Case File No. 2025-02 GPA, ZC, IS maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law; and,

WHEREAS, the action hereby taken is found to be essential for the preservation of the public health, safety and general welfare.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning

Commission at the public hearing held on August 18, 2025, support the following findings:

FINDINGS FOR CERTIFICATION OF THE NEGATIVE DECLARATION

1. That the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, because the properties are mostly developed and/or disturbed and there is no sensitive habitat on site. The vacant lot is currently devoid of permanent vegetation, save for a handful of mature invasive pepper trees.

2. That the project does not have impacts that are individually limited but cumulatively considerable, because the project includes both existing development that would have been evaluated for impacts at the time of development and an infill development site on a historically disturbed property. The area is surrounded by urban development. The existing improvements and development pattern can accommodate the project without causing any impacts to the environment or to existing services.

3. That the project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, because the project includes both existing development and a proposed medium-density residential development comprised of only five units. Should the subject properties be fully redeveloped, the properties would generate less traffic than what exists currently. Therefore, there would be no impact on air quality either short- or long-term.

4. That the proposed project has been reviewed in compliance with CEQA for which a Negative Declaration (ND) has been prepared. The ND has determined that, the proposed project would not have a significant effect on the environment and that no mitigation is required.

FINDING FOR APPROVAL OF THE GENERAL PLAN AMENDMENT AND ZONE CHANGE

1. The proposal is consistent with General Plan Policies H-1.1, H-2.1, LU-2.1 and LU-3.1 because the proposed General Plan Amendment and Zone Change would allow for an undeveloped and underutilized site to be developed with a residential

infill project. The change would also promote the viability of the expanded MXC-1 zoning district.

BE IT FURTHER RESOLVED that the Planning Commission has considered the proposed Negative Declaration No. 2025-02 IS, together with any comments received during the public review process, and finds on the basis of the whole record (including the Initial Study and any comments received) that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the City's independent judgment and analysis, and hereby approves the Negative Declaration and authorizes the filing of a Notice of Determination.

BE IT FURTHER RESOLVED that based on the findings herein before stated, the Planning Commission hereby recommends approval of said *General Plan Amendment* and *Zone Change* for the rezoning of the aforementioned properties from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1), subject to the following condition:

General

1. *Within four (4) days* of approval of this *General Plan Amendment* and *Zone Change*, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the County Clerk and submitted to the National City Planning Department.

Indemnification Agreement

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk prior to 5:00 p.m. on the day of that City Council meeting. The City Council may, at that meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of August 18, 2025, by the following vote:

AYES: Armenta, Castle, Miller, Sanchez, Valenzuela

NAYS: Quinones

ABSENT: None.

ABSTAIN: None.

[redacted]

CHAIRPERSON



Public Hearing

CONSIDERATION OF CERTIFICATION OF NEGATIVE DECLARATION AND APPROVAL OF GPA AND ZC FOR PROPERTIES ON E. 16TH ST.

DETERMINATION THAT A PROJECT IS EXEMPT FROM CEQA (IN-FILL DEVELOPMENT) AND A ZV REQUEST FOR 3040 E. 16TH ST.

2025-02 GPA, ZC, ZV, IS

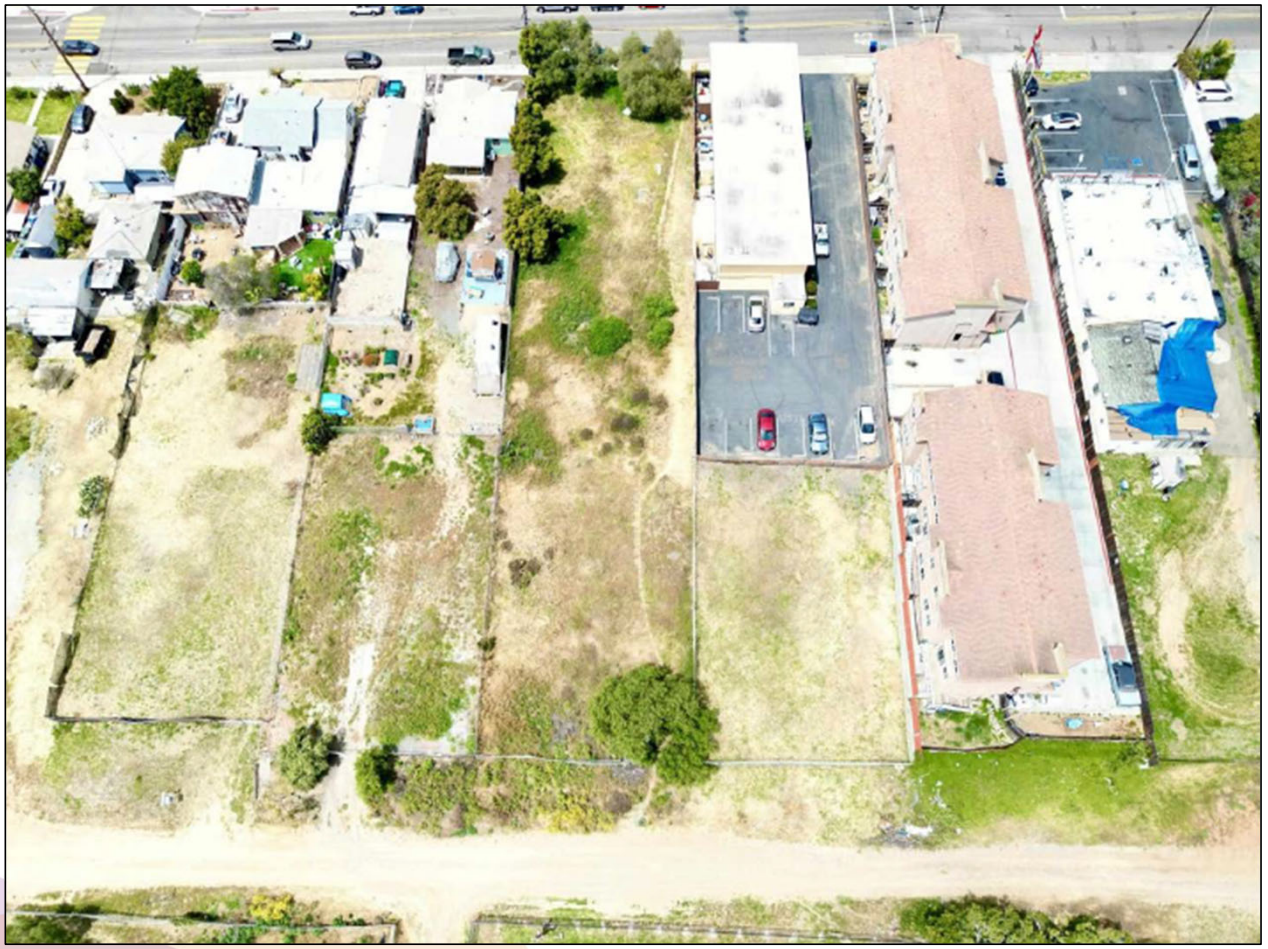
CALIFORNIA NATIONAL CITY 1887 INCORPORATED

EXHIBIT B

Overhead


1540 S. Harbison Ave.
3040 E. 16th St.
3042-3046,
3102-3104,
3106-3108
E. 16th St.
Google Earth

Overhead



Overhead



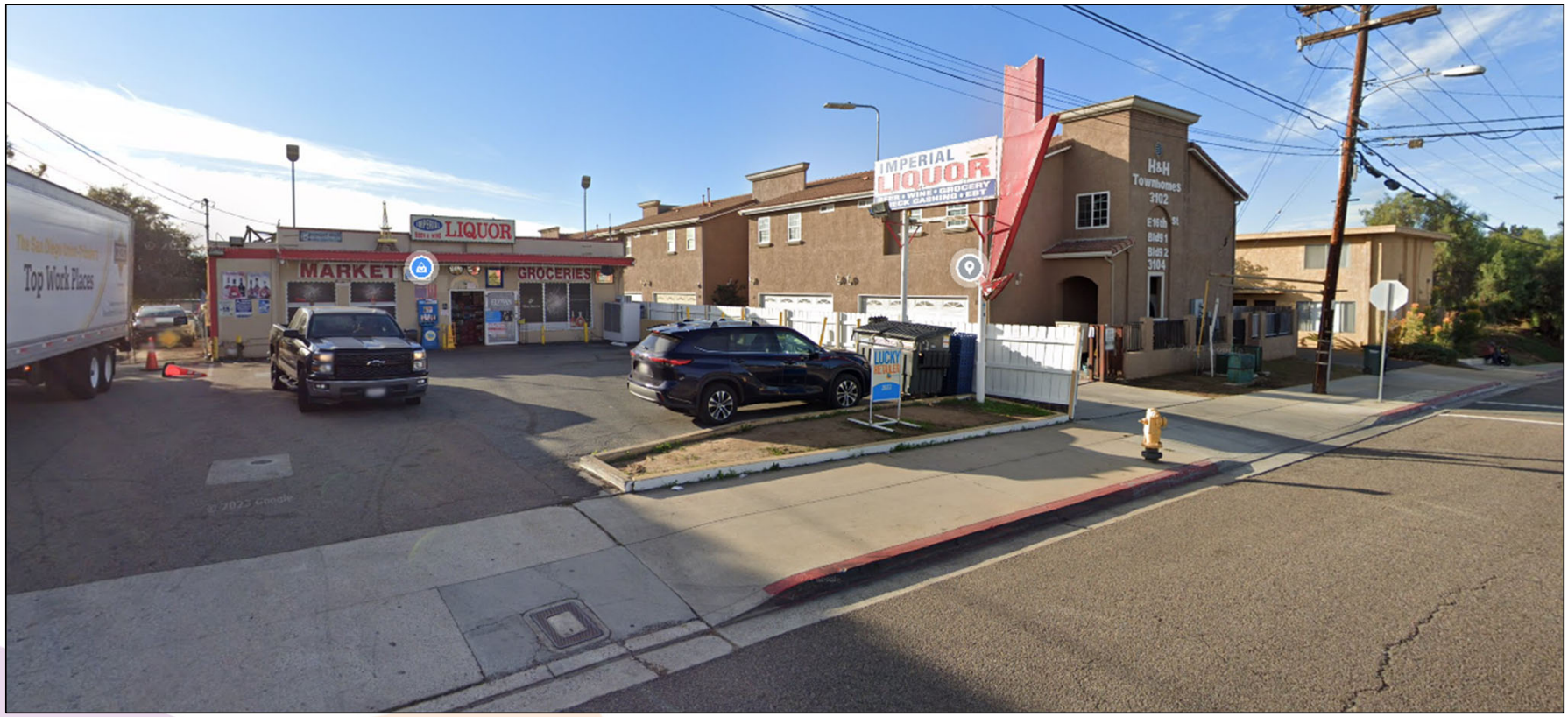
Overhead


3014
2944
3000
3017
2935
3011
2945
3013
3005
3012
3015
ECS Harbison Head Start

Images – 3040 & 3042-3046 E. 16th St.



Images – 3102-3104 & 3106-3108 E. 16th St.



Images – 1540 S. Harbison Ave.



Site Characteristics

- 0.45-acre vacant property (3040 E. 16th St.)
  - Owner requested GPA, ZC, and ZV
  - Currently zoned RS-2
  - E. 17th St. at the rear is a “paper street”
  - Site and overall area is moderately sloped

Site Characteristics

- Four additional properties (all signed in favor of ZC)
  - Zoned RS-2
  - 3042-3046 E. 16th St.
    - Six-unit, multi-family structure
  - 3102-3104 E. 16th St.
    - Seven-units in two multi-family structures
  - 3106-3108 E. 16th St.
    - Mixed-use; liquor store with unit in back
  - 1504 S. Harbison Ave.
    - Preschool
    - North side of E. 16th Street
- Bus stop at E. 16th Street and S. Harbison Ave.
- E. 18th Street zoned MXC-1; zone abutting properties across E. 17th Street

Proposal

- The applicant intends to construct a five-unit, multi-family dwelling
  - Not permitted in the current RS-2 zone
  - Request to change zone to MXC-1; Initiated by Planning Commission on November 18, 2024
  - A General Plan Amendment also required
    - Low-Medium Density Residential to Medium, Mixed-Use
- Neighboring properties were included in the request
  - All properties are currently legal, non-conforming

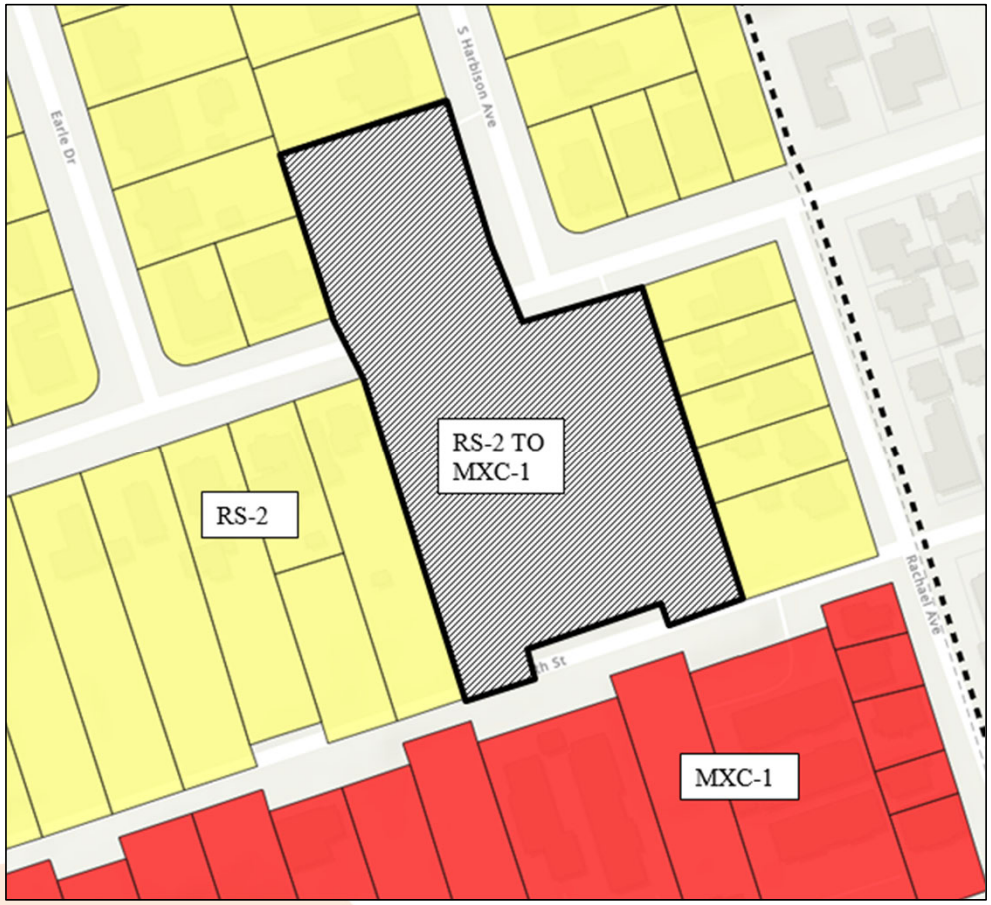
Concept Plan



Proposal

- Modified concept
  - Reduced from 3 to 2 stories
  - Reduced unit count: 7 to 5
  - Result of Fire Department comments

Proposal



Staff Analysis – Surrounding Land Uses

- Surrounding area is almost entirely single-family residential
- The typical density of the single-family residential uses ranges from 2.5 to 5.3 dwelling units per acre or 8,471 square foot to 17,368-square foot lots.
  - Analysis includes areas zoned RS-2 and MXC-1
- The current General Plan land use designation permits 9 dwelling units per acre.
- Commercial properties are very limited in the area
  - Two located in the proposal
    - Would become conforming
  - Small office at E. 16th St. and Rachael (RS-2)
  - Liquor store and SDG&E substation at S. Lanoitan Ave. and E. 18th St. (MXC-1)

Staff Analysis – Surrounding Land Uses

- There are a few existing multi-unit residential properties.
- The only properties in the RS-2 zone in the vicinity with three or more units are included in the Zone Change request.
- The MXC-1 zone along E. 18th Street has several properties with three or more units.
  - The General Plan land use designation of Medium, Mixed-Use allows up to 48 dwelling units per acre.
  - The largest and most dense multi-family property in the vicinity has 24 units and a density of 29 dwelling units per acre.
  - The two multi-family properties in the rezone have densities of 14 and 15 dwelling units per acre and would become conforming.
- The applicant's request incorporates properties that are inconsistent with their current zone, RS-2.
- There would be minimal change to the area with the rezone.

Staff Analysis – General Plan

- Several General Plan policies are related to this request including:
  - Policy H 1.1: Provide an adequate supply of land zoned for residential development to meet the projected housing need.
  - Policy H 2.1: Promote residential development on underutilized land and remove barriers to infill development.
  - Policy LU 2.1: Facilitate the development of a variety of housing types to meet the Regional Housing Needs Assessment allocations while enhancing the City's community character.
  - Policy LU 3.1: Support the creation and expansion of mixed-use, commercial, and higher density residential development in transit priority areas and along mixed-use corridors
- The applicant's property is currently vacant and lacks the necessary street frontage to develop lots.
- Property would otherwise go undeveloped or underutilized.
- Proposal promotes the viability of the MXC-1 district in the area by allowing for development near public transit.

Staff Analysis – Land Use Code

- The proposal by the applicant is conceptual at this stage.
  - Conforms with most development standards related to a multi-unit project within the MXC-1 zone.
  - 75% street wall requirement is not met. Applicant opted to request a Zone Variance to allow the property to be served by a two-way driveway.

California Environmental Quality Act (CEQA)

- An Initial Study (IS) checklist was prepared for the General Plan and Zone Change amendments
- Staff is recommending certification of a Negative Declaration based on the results of the IS
- The requested Zone Variance was not included in the IS. Staff is recommending a categorical exemption (Class 32, In-Fill Development).
- Items are being considered under separate resolution.
  - GPA, ZC, and ND
  - ZV and determination of a categorical exemption

Summary

- Applicant's property is currently vacant and suitable for infill development
- While the current RS-2 zone would allow a subdivision, it may be impractical and the requested General Plan Amendment and Zone Change would allow a multi-unit residential development consistent with General Plan policies.
- The surrounding area is vastly comprised of low density, single-family housing, but the properties is close proximity to this request are consistent with the requested Minor, Mixed-Use Corridor zone.
- The inclusion of the neighboring properties with the request would expand the district in a logical manner and provide for development in close proximity to existing public transit.

Options for the GPA and ZC

- Certify the Negative Declaration and recommend approval of 2025-02 GPA, ZC, IS, subject to the conditions included in the Resolution, or other conditions, and based on the findings in the draft Resolution, or other findings determined by the Planning Commission; or

- Find that the Negative Declaration for the Proposed Project is not in compliance with the requirements of CEQA, based on findings to be determined by the Planning Commission, and/or deny 2025-02 GPA, ZC, IS based on the attached finding, or findings determined by the Planning Commission; or

- Continue the item for additional information

- Staff recommending approval of the GPA and ZC

Options for the ZV

- Determine that the Zone Variance request is categorically exempt from CEQA and recommend approval of 2025-02 ZV, subject to the conditions included in the Resolution, or other conditions, and based on the findings in the draft Resolution, or other findings determined by the Planning Commission; or

- Find that the Zone Variance request is not categorically exempt from CEQA, based on findings to be determined by the Planning Commission, and/or deny 2025-02 ZV based on findings determined by the Planning Commission; or

- Continue the item for additional information

- Staff recommending approval of the ZV

Next Steps:

- GPA and ZC will have a public hearing set for City Council. The Planning Commission recommendation will be forwarded as a resolution.
- A Notice of Decision will be forwarded to City Council for the action taken on the ZV. A second public hearing is not required for the ZV. However, approval of the ZV would become unnecessary should the ZC request be denied by City Council.

2025-02 GPA, ZC, ZV – 3040 East 16th Street, et al. – Overhead



N

EXHIBIT C

Site Photos



Image 1: Aerial View of site and neighboring properties that would be affected by re-zone.

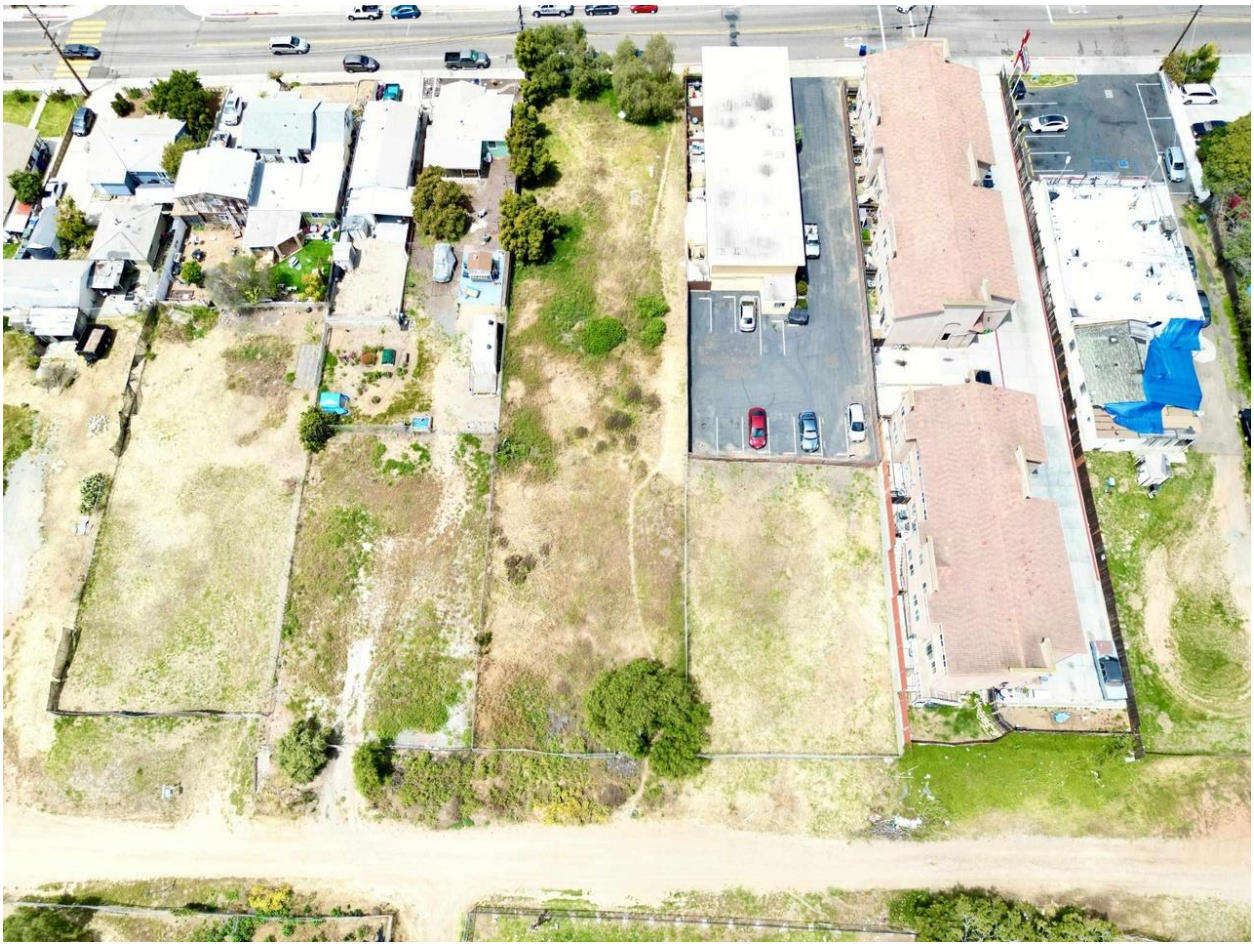


Image 2: Aerial View of site and neighboring properties that would be affected by re-zone.

Image 3: Aerial View of site and neighboring properties that would be affected by re-zone.



Image 4: 3D view of site and neighboring properties that would be affected by re-zone.





Image 5: 3D view of site and neighboring properties that would be affected by re-zone.

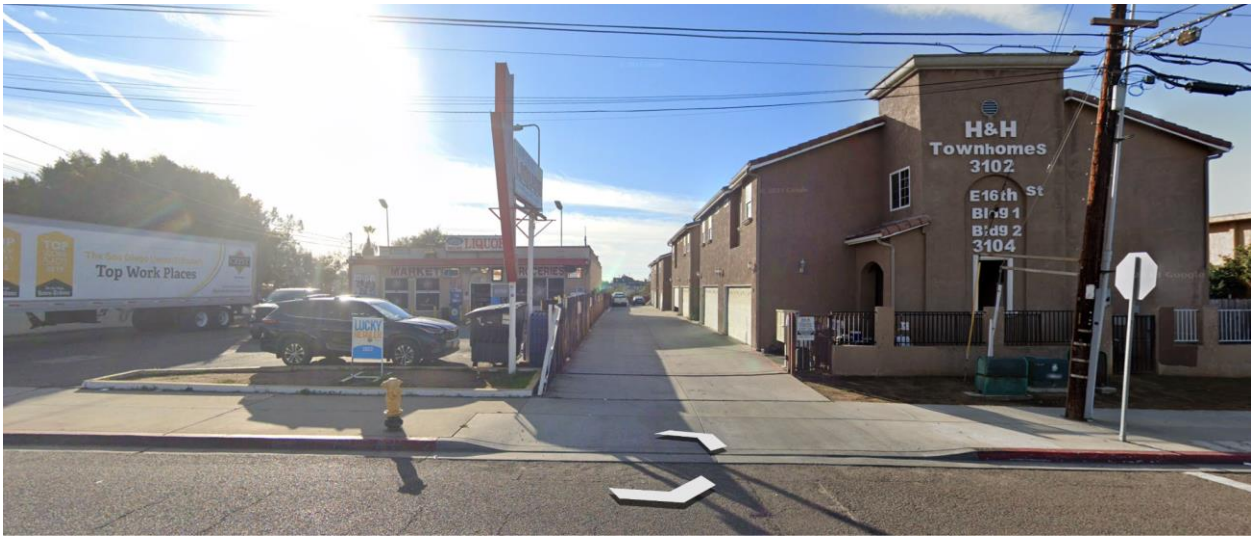


Image 6 (top) and 7 (bottom): Top -- Front view of H & H Townhomes and Imperial Liquor

currently legally non-conforming in RS-2 zoning. *Bottom* -- H and H townhomes and other multi-unit complexes next to 3040 E 16th.

Image 8: Front view of 3040 E 16th Street with RS-2 zoned neighbor.

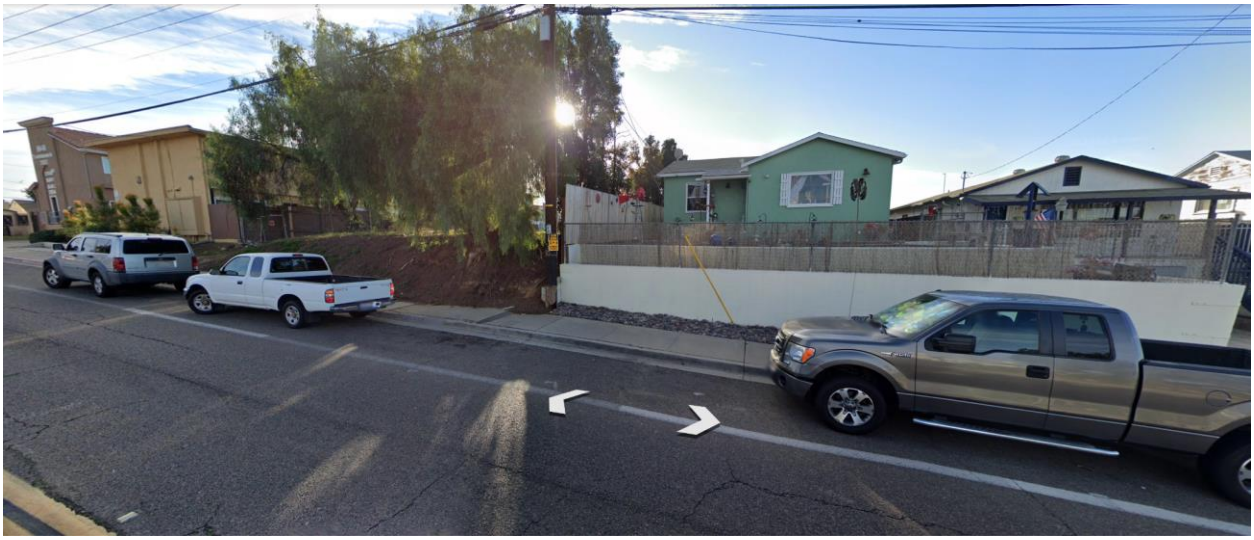




Image 9: ECS HARBISON HEAD START Preschool across the street from the proposed site.



Image 10: Parcel Map of 3040 E 16th and neighbors.


65'
301'
301'
64'
E 17th St
Rachael Ave
100 feet

2025-02 GPA, ZC – 3040 East 16th Street, et al. – Map of Zone Districts

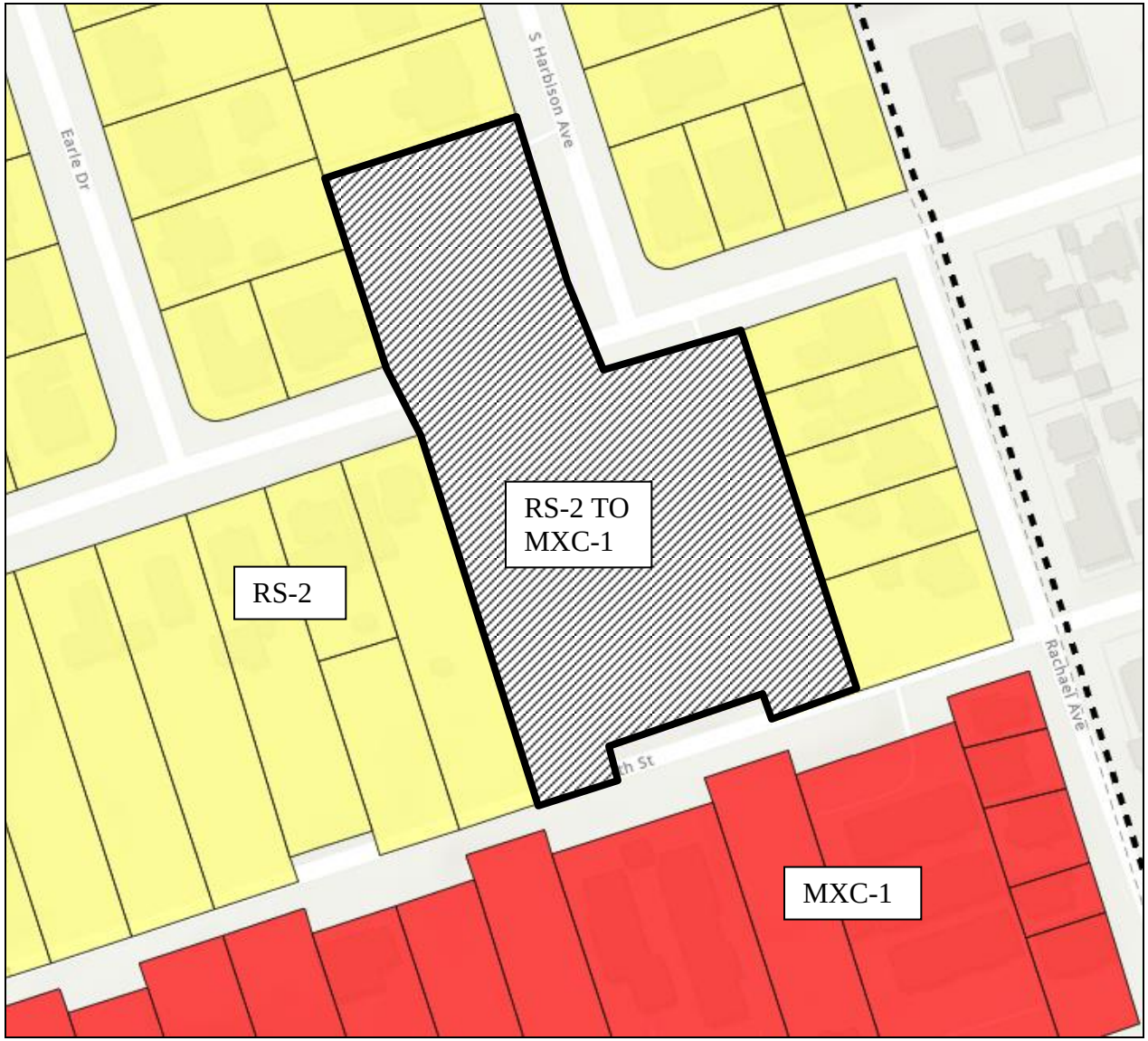
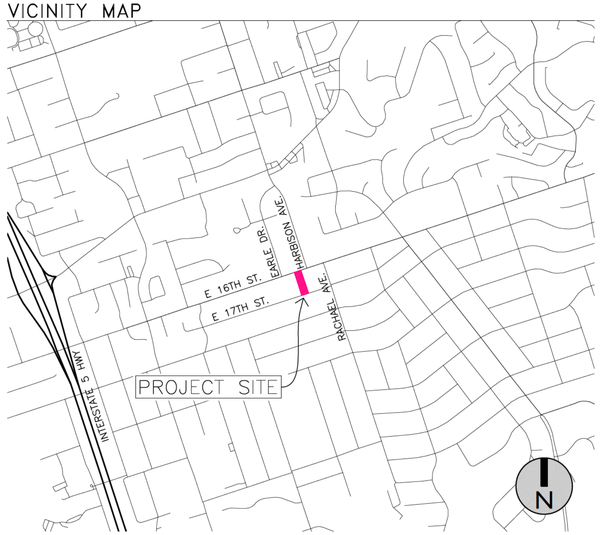
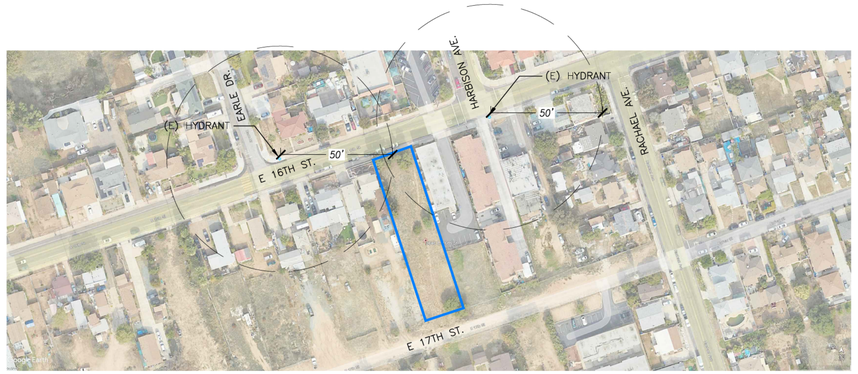


EXHIBIT E

CONCEPTUAL SITE PLAN

VICINITY MAP





HYDRANT LOCATIONS

SCALE AT USER136: N.T.S.



3041 E 16TH ST. SITE PLAN

SCALE AT ARCH EXPAND D (36.00 X 24.00 INCHES): 0 8 16 32

1/16" = 1'-0"

EXHIBIT F

SHEET NOTES

PROPERTY INFORMATION

LOT INFORMATION

PARCEL ADDRESS:	3040 E 16TH ST.
CITY:	NATIONAL CITY (AHU)
ZIP:	91950
COUNTY:	SAN DIEGO
APN:	558-220-35-00
LOT SIZE:	19,319 S.F. = 0.45 ACRES
ZONING TYPE:	RS-2 (SFM RESIDENTIAL)(1)

LOT COVERAGE

BUILDING FOOTPRINT:	3,348 S.F.
TOTAL DRIVEWAY/PARKING AREA:	5,724 S.F.
TOTAL HARDSCAPE AREA:	1,426 S.F.
TOTAL LOT COVERAGE AREA:	10,498 S.F. (54.3% of lot)

BUILDING INFORMATION

GROSS BUILDING AREA:	6,696 SQ FT
NET RENTABLE AREA:	5,356 SQ FT
OCCUPANCY GROUP:	R2

FOOTNOTES:

1. SCOPE INCLUDES CHANGE IN ZONING FROM RS-2 TO MXC-1

DEVELOPMENT STANDARDS (MXC-1):

PER NATIONAL CITY MUNICIPAL CODE
TABLE 18.21.040A MXC-1 BUILDING FORM AND PLACEMENT
ASSUMES MINIMUM 75% STREET WALL COVERAGE(1)

FRONT:	0'
SIDE:	SAME AS ADJACENT RS ZONE (5')
OTHER:	0'

MAX. BLDG. HGT.: SAME AS ADJACENT RS ZONE (35')
MAX. BLDG. STORIES: 3 (2 STORIES PROPOSED)
3RD STORY STEPBACK: 15' (FROM ADJACENT RS ZONE)
BUILDING SEPARATION: 6'
MAXIMUM DENSITY: NONE

18.41.040 – COMMON USABLE OPEN SPACE REQUIREMENTS

MIN. OPEN SPACE: 300 S.F./DU

7 DU X 300 SF =	2,100 SF
PRIVATE OPEN SPACE:	-700 SF
TOTAL OPEN SPACE REQ:	1,600 SF

TOTAL OPEN SPACE PROVIDED: 5,500 SF

18.44.090 – MIN. PERCENTAGE OF NET LOT AREA TO BE LANDSCAPED

THE MINIMUM AREA OF EACH SITE TO BE LANDSCAPED WITH TREES, SHRUBS, GROUNDCOVER, OR TURF LAWN SHALL BE TWENTY PERCENT OF THE NET SITE AREA:

19,319 SF * 0.20 = 3,864 SF

FOOTNOTES:

1. SCOPE INCLUDES REQUEST FOR WAIVER OF MIN. STREET WALL COVERAGE DUE TO NEED FOR FIRE APPARATUS ACCESS ROAD/DRIVEWAY.

BUILDING OVERVIEW:

1. APARTMENT UNIT COUNT: FIVE (5) UNITS TOTAL;
2. 2 STORIES; TYPE V-B CONSTRUCTION

BUILDING #1:

1st LEVEL:
(1) ONE 3-BED/3-BATH ADAPTABLE UNIT (2-STORY)
(2) ONE 2-BED/1-BATH ADAPTABLE UNIT

2nd LEVEL:
(2) ONE 2-BED/1-BATH UNIT

3. BUILDINGS SHALL BE EQUIPPED WITH A ROOF-MOUNTED PV SYSTEM IN COMPLIANCE WITH CALGREEN CODE FOR RESIDENTIAL BUILDINGS.
4. BUILDINGS SHALL BE EQUIPPED WITH A NFPA 13R AUTOMATIC SPRINKLER SYSTEM.
5. HVAC: SINGLE DUCTLESS ELECTRIC HVAC HEAT PUMP SYSTEM PER UNIT.
6. WATER HEATER: ELECTRIC TANK WATER HEATER PER UNIT.
7. LAUNDRY: IN-UNIT WASHER DRYER FOR ALL UNITS.

OAR WORKSHOP
ARCHITECTURE + PLANNING

SRIKANTH RAO
PMP, LEED AP, CASp
248-895-5026
OARWORKSHOP@GMAIL.COM

DESIGNER SIGNATURE:

Signed By: SRIKANTH RAO

DISCLAIMER

This drawing is provided for informational purposes only, unless signed and dated with proper approvals from the authority having jurisdiction (AHJ). OAR Workshop assumes no responsibility or liability for this drawing if used in construction without approval from the designer and AHJ. All dimensions, materials, products, and specifications should be verified prior to the start of construction. The contractor assumes all responsibility for understanding and applying the applicable codes and regulations that govern this work.

OWNER INFORMATION

KIRAN KUDARI
736 BLUESTONE CIRCLE
FOLSOM, CA 95630

DRAWING INFO

S.RAO
OCTOBER 17, 2024

REVISIONS

SITE PLAN

MULTI-FAMILY RESIDENCES
3040 E 16. ST. NATIONAL CITY, CA 91950

24.003

A-001

01 / 01

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) INITIAL STUDY CHECKLIST

CITY OF NATIONAL CITY
Community Development Department – Planning Division
1243 National City Boulevard
National City, CA 91950

1. **PROJECT TITLE/PROJECT #:** 2025-02 GPA, ZC, ZV – General Plan Amendment and Zone Change for a property located at 3040 East 16th Street and neighboring parcels to change the zoning from RS-2 (Small Lot Residential) to MXC-1 (Minor Mixed Use Corridor).

2. **LEAD AGENCY:** City of National City
Community Development Department – Planning Division
1243 National City Boulevard
National City, CA 91950

Contact: Martin Reeder, AICP –Asst. Director of Community Development
Phone: (619) 336-4313

3. **PROJECT LOCATION:** 3040, 3042, 3102, and 3106 East 16th Street and 1540 Harbison Avenue, National City, CA 91950

4. **PROJECT PROPONENT:** Sushmitha Kudari

5. **ZONING DESIGNATION:** Small Lot Residential (RS-2)

6. **PROJECT DESCRIPTION:** The applicant is proposing to develop the property at 3040 East 16th Street with a five-unit multi-family residential building. The proposed development requires the existing single-family zoning to be changed to a zone that permits multi-family dwellings. This requires a General Plan land use designation change from Low Density Residential to Low Mixed-Use and a zone change from RS-2 (Small Lot Residential) to MXC-1 (Minor Mixed Use Corridor). Medium consistency with the existing development pattern and zoning in the area, the applicant has included five neighboring properties with this request. While not affecting the content of this Initial Study, the applicant is also applying for a Zone Variance for less than required street frontage. The MXC-1 zone requires a minimum of 75 percent of the building frontage be constructed within 10 feet of the front property line. However, due to the narrow width of the property (66 feet) and the requirement for a 20-foot driveway width, this would not be possible; therefore the applicant is requesting the variance. The current residential density in the area proposed to be rezoned is six units per acre. There are 14 existing units on the subject properties where 21 would be allowed under the current RS-2 zoning (not including additional or bonus units permitted by state code). With the expected additional five units, the expected short term residential density would be eight units per acre, which is still less than what the area is currently zoned for. All of the subject properties were previously zoned Limited Commercial (CL). This zoning allowed up to 22.7 units per acre, but was supplanted by the RS-2 zone in 2011 as part of a General Plan and Land Use Code update at that time.

The southern half of the East 16th Street properties are adjacent to East 17th Street, which is a paper street and

not improved (it appears as a dirt road). Therefore, no emergency access is available from East 17th Street. As a result, any development on the 16th Street properties located more than 150 feet from the street would require a Fire Department turnaround. This necessitates a minimum lot width of 70 feet, where all the lots on 16th Street are no wider than 66 feet. As such, only the front 150 feet of each property is developable without combining lots and redeveloping existing structures, effectively halving the allowable density of the lots.

Due to topography, cost, and intervening structures, the likelihood of East 17th Street being improved is next to zero. The only caveat would be as part of a community or specific plan being created that would allow for reconfiguration of the properties abutting East 17th Street and a wholistic development plan being implemented .

This Initial Study is related to the General Plan Land Use designation and Zone change portion of the project only.

7. SURROUNDING LAND USES AND SETTING: The project site is mostly surrounded by low-medium density residential uses at approximately half the allowable density in the RS-2 zone (9 units per acre). There are a handful of properties occupied by commercial uses within the area, including a liquor store, a preschool, a small office building, and a utility substation. Three of the noted commercial properties are in the RS-2 zone and are considered legal nonconforming. If the zone is changed, these properties would be considered conforming and would also comply with the maximum floor area ratio requirement of the MXC-1 zone.

8. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (AND PERMITS NEEDED): N/A

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

(To be completed by the Lead Agency)
On the basis of this Initial Evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared. ☒

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION** will be prepared. ☐

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required. ☐

I find that the proposed project **MAY** have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or is "potentially significant unless mitigated." An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effect that remains to be addressed. ☐

Signature	Date
[redacted]	May 15, 2025
Printed Name: Martin Reeder, AICP	Title: Asst. Director of Community Development

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards.

2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence than an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less than Significant w/ Mitigation Incorporated" applied where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less then Significant Impact". The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D).

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). References to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. This in only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whichever format is selected.

9. The explanation of each issue should identify:
   a) The significance criteria or threshold, if any, used to evaluate each question; and
   b) The mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES with Supporting Documentation & Sources

I – AESTHETICS - Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista? (Sources: 1, 2, 3)	☐	☐	☐	X
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (Sources: 1, 2, 3)	☐	☐	☐	X
c) Substantially degrade the existing visual character or quality of the site and its surroundings? (Sources: 1, 2, 3)	☐	☐	☐	X
d) Create a new source of substantial light or glare which would adversely affect day or nighttime Views in the area? (Sources: 1, 2, 3)	☐	☐	☐	X

The project area is comprised of six properties, four of which are developed. The six properties are surrounded by other existing urban development. There are no scenic vistas or resources in the area that would be affected by the project. The vacant property has a handful of mature invasive pepper trees, which are required to be preserved and, if removed, replaced by equal size and quality trees; therefore, no impact.

II – AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation & Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (Sources: 1, 2, 3)	☐	☐	☐	X

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? (Sources: 1, 2, 3)	☐	☐	☐	X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (Sources: 1, 2, 3)	☐	☐	☐	X
d) Result in the loss of forest land or conversion of forest land to non-forest use? (Sources: 1, 2, 3)	☐	☐	☐	X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (Sources: 1, 2, 3)	☐	☐	☐	X

The City of National City does not contain farmland or agricultural resources, forest land, nor any land zoned for agricultural use. As such, approval of this project will have no impact on such lands or resources.

III – AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan? (Sources: 1, 2, 3)	☐	☐	☐	X
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Sources: 1, 2, 3)	☐	☐	☐	X
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Sources: 1, 2, 3, 4)	☐	☐	☐	X
d) Expose sensitive receptors to substantial pollutant concentrations? (Sources: 1, 2, 3)	☐	☐	☐	X
• e) Create objectionable odors affecting a substantial number of people? (Sources: 1, 2, 3)	☐	☐	☐	X

The City does not have any applicable air quality plan or standards that would apply in this case. Air quality is under the purview of the San Diego County Air Pollution Control District. The County of San Diego and National City are in attainment for all California Clean Air Act (CCAA) pollutants with the exception of ozone. Approval of this project will not conflict with or obstruct the implementation of the San Diego County Regional Air Quality Strategy (RAQS) to manage air quality in our region. The prescribed density of the project area (all six parcels) would allow up to 112 residential units if completely redeveloped. The two

vacant parcels total approximately 0.7 acres, which would allow up to 32 units. With the development limitations on the properties, only five units are expected to be constructed in the short term, which would not trigger any threshold for a focused traffic study or traffic impact analysis. Additionally, the potential traffic generated by the maximum residential development on these six properties (112) would generate less traffic than what is on the properties currently; therefore no impact.

IV – BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (Sources: 5)	☐	☐	☐	X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (Sources: 6)	☐	☐	☐	X
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (Sources: 5, 6)	☐	☐	☐	X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (Sources: 5)	☐	☐	☐	X
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (Sources: 1)	☐	☐	☐	X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (Sources: 1)	☐	☐	☐	X

Four of the six properties are developed and disturbed residential or commercial properties, which do not have habitat of any kind. The vacant lot (3040 East 16th Street) is currently devoid of permanent vegetation, save for a handful of mature invasive pepper trees, which will be preserved or replaced by equal quality specimens.

There are no adopted habitat conservation plans within the City of National City and no riparian or wetland habitats identified; therefore, no impact.

V – CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? (Sources: 3, 7)	☐	☐	☐	X
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5? (Sources: 3, 7)	☐	☐	☐	X
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (Sources: 3)	☐	☐	☐	X
d) Disturb any human remains, including those interred outside of formal cemeteries? (Sources: 3)	☐	☐	☐	X

No historical or archaeological resources as defined in Section 15064.5 are known to exist on the proposed project site. However, there is one previously recorded cultural resource within a half-mile radius of the project area and two previously recorded historical structures within a half-mile radius of the project area. Even with the number of cultural resources recorded within a half-mile radius of the project area, there is a very low likelihood of encountering unrecorded cultural resources within the project area at such time as any construction takes place. Four of the six properties are developed and disturbed residential or commercial properties. The vacant lot (3040 East 16th Street) was previously developed with a single-family residence, which was demolished in 1977; therefore, no impact.

VI – GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 8)	☐	☐	X	☐
ii) Strong seismic ground shaking? (Sources: 8)	☐	☐	X	☐
iii) Seismic-related ground failure, including liquefaction? (Sources: 8)	☐	☐	☐	X
iv) Landslides? (Sources: 8)	☐	☐	☐	X
b) Result in substantial soil erosion or the loss of topsoil? (Sources: 2, 8)	☐	☐	☐	X
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (Sources: 8)	☐	☐	☐	X

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (Sources: 8)	☐	☐	☐	X
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (Sources: 8)	☐	☐	☐	X

California Geological Survey information indicates that, while within a half-mile of a quaternary fault (part of La Nacion Fault Zone), the site is not located within an Alquist-Priolo Special Studies Zone, and there are no known active or potentially active faults that intercept the project site; therefore, the potential for ground rupture at this site is considered low. The nearest active fault to the site is the La Nacion Fault, located approximately a mile to the northeast. Accordingly, the site is not considered to possess a significantly greater seismic risk than that of the surrounding area in general. The site is not within an area susceptible to landslides and not within a fault zone, slide prone area or an area susceptible to liquefaction; therefore there is no impact or increased exposure to landslides due to the proposed project.

It should be recognized that Southern California is an area that is subject to some degree of seismic risk and that it is generally not considered economically feasible nor technologically practical to build structures that are totally resistant to earthquake-related hazards. Construction in accordance with the minimum requirements of the Uniform Building Code should minimize damage due to seismic events. Due to the number and nature of the active and non-active fault lines within the southern California region, it cannot be known when earthquakes will occur; therefore, there is a less than significant impact.

Any future design and construction would require conformance with City's stormwater ordinance and grading regulations. Therefore, there is no impact or increased substantial erosion due to the proposed project.

The existing developed parcels are connected to traditional sewer laterals, which connect with the existing sewer system that serves the City. Any future design and construction would connect to the same system. There would be no use of septic tanks or alternative waste water disposal systems; therefore, no impact.

VII – GREENHOUSE GAS EMISSIONS Would the project:	**Potentially Significant Impact**	**Less Than Significant w/ Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (Sources: 1, 9, 10)	☐	☐	☐	X
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (Sources: 1,9, 10)	☐	☐	☐	X

GHG emissions contribute, on a cumulative basis, to the significant adverse environmental impacts of global climate change. No single project could generate enough GHG emissions to noticeably change the global average temperature. The combination of GHG emissions from past, present, and future projects contributes substantially to the phenomenon of global climate change and its associated environmental impacts and as such is addressed only as a cumulative impact. With the development limitations on the properties, only five units are expected to be constructed in the short term; therefore no impact. However, any future construction of the density likely in a currently developed area, and with six individually small properties, would occur over a short construction duration and would consist primarily of emissions from equipment exhaust. There would also be long-term regional emissions associated with project-related new vehicular trips and indirect source emissions, such as energy usage.

The construction of five units in the short term would not create noticeable GHG emissions (30 ADT increase). Additionally, the potential traffic generated by the maximum residential development on these six properties (112) would generate less traffic than what is on the properties currently; therefore no impact.

California has adopted several policies and regulations for the purpose of reducing GHG emissions. On December 11, 2008, CARB adopted the AB 32 Scoping Plan to achieve the goals of AB 32 that establishes an overall framework for the measures that will be adopted to reduce California's GHG emissions. The proposed project is subject to compliance with AB 32, which is designed to reduce statewide GHG emissions to 1990 levels by 2020. In April 2015, Executive Order B-30-15 was signed, which established a new GHG emissions reduction target of 40% below 1990 levels by 2030.

In addition, in 2024 the City of National City adopted its Climate Action Plan and associated targets to reduce GHG emissions by 40 percent below 2018 levels by 2030 and 80 percent of 2018 levels by 2050. Some of the primary provisions of the Climate Action Plan are to promote greater density and infill development, water conservation, energy efficiency, and waste reduction strategies. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions, as contained in the Climate Action Plan. Based on the above, therefore no impact.

VIII – HAZARDS & HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (Sources: 1)	☐	☐	☐	X
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (Sources: 1)	☐	☐	☐	X
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (Sources: 1)	☐	☐	☐	X
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (Sources: 1)	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (Sources: 1)	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (Sources: 1)	☐	☐	☐	X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (Sources: 1)	☐	☐	☐	X
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (Sources: 1)	☐	☐	☐	X

The existing project area is developed with 14 residential units on six properties, as well as a liquor store and a preschool. No transport, use, or disposal of hazardous materials is expected, due to no additional construction at this time other than five residential units on a currently vacant property. At such time as the vacant lot is developed, the five additional residences would still be consistent with the currently prescribed density of the RS-2 zone, although more density would be permitted through changing to the MXC-1 zone. However, with the limitations on density due to Fire Department access, no additional units are realistically expected. Therefore, there will not be any reasonably foreseeable upset or accident condition involving the release of hazardous materials into the environment.

The project is not expected to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste in general, and is not within one-quarter mile of an existing or proposed school. The site is already mostly developed and future development would be residential in nature. The site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. As a result the project would not create a significant hazard to the public or the environment. Therefore, there would be no impact.

There is no adopted emergency response plan or emergency evacuation plan in the City, although there are local considerations that are included as appendices to the Unified San Diego County Emergency Services Organization approved Annex Q of the Operational Area Emergency Plan. The project does not conflict with any of the considerations or plans in the Area Emergency Plan, thus no conflict.

The site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; There are no airports or airstrips in the vicinity; the project would not interfere with an adopted emergency response plan or emergency evacuation plan; and the project is not adjacent to any wildlands or land subject to wildland fires; therefore there would not be any significant risk of loss, injury or death involving wildfires. Therefore, there is no impact.

IX – HYDROLOGY / WATER QUALITY

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements? (Sources: 1)	☐	☐	☐	X
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (Sources: 1)	☐	☐	☐	X
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Sources: 1, 3, 6, 7)	☐	☐	☐	X
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Sources: 1, 3)	☐	☐	☐	X
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Sources: 1)	☐	☐	☐	X
f) Otherwise substantially degrade water quality? (Sources: 1)				

	☐	☐	☐	X
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Sources: 1)	☐	☐	☐	X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (Sources: 1)	☐	☐	☐	X
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (Sources: 1)	☐	☐	☐	X
j) Inundation by seiche, tsunami, or mudflow? (Sources: 1)	☐	☐	☐	X

The project area is comprised of six properties, four of which are developed, and one previously disturbed/developed. At such time as the five-unit apartment project is proposed, the project will be subject to water quality and discharge requirements through the City's Jurisdictional Runoff Management Plan (JRMP). Future design of the potential five-unit apartment project, and any other future development, will require compliance with all storm water handling, storage, drainage, and hydromodification regulations. The property is not located within a 100-year flood hazard area or an area influenced by any levee or dam failure, seiche, tsunami, or mudflow; therefore, no impact.

X – LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Physically divide an established community? (Sources: 1, 2, 3)	☐	☐	☐	X
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? (Sources: 1, 2, 6)	☐	☐	☐	X
c) Conflict with any applicable habitat conservation plan or natural community conservation plan? (Sources: 1, 2)	☐	☐	☐	X

The site is surrounded by existing mixed density residential development, including apartment buildings as dense or denser than what would be permitted by any potential rezoning. The existing density already allows for up to 21 units and only five would be constructed under potential short term future conditions. This is less than what the area is currently zoned for. In the event that the properties to be rezoned are all developed at their maximum allowable density, this would result in 112 units (98 new units). Given that the back halves of the 16th Street properties (five of the six properties) are practically undevelopable, the expected maximum density would be in the neighborhood of 30 units, which is less than the average density of the area (there are six apartment buildings located to the south and east of the project area. Because of the mixed and multi-family nature of the area, there would be no impact to an established community.

There are no applicable habitat conservation plan or natural community conservation plans in the City, therefore no impact.

XI – MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Sources: 1)	☐	☐	☐	X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Sources: 1)	☐	☐	☐	X

The project site is located completely within an urbanized area and surrounded by development. The site contains no known mineral resources on the proposed project site or delineated on a local plan for the site; therefore, there is no impact to mineral resources.

XII – NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Sources: 1, 2, 3)	☐	☐	☐	X
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (Sources: 1, 2, 3)	☐	☐	☐	X
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1)	☐	☐	☐	X
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (Sources: 1, 2, 3)	☐	☐	☐	X
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 2, 3)	☐	☐	☐	X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 2, 3)	☐	☐	☐	X

The proposed project area is in an urbanized area and is a residential use in an area of mostly residential development. No construction is proposed at this time, although rezoning of the property will likely lead to the construction of five new residentials in the near future. Any new units themselves are not expected to generate any additional ambient noise in this area. Furthermore, any development is subject to the limitations contained in the City's Noise Ordinance; therefore, no impacts are expected.

Any associated construction in the future on the project site would create temporary noise impacts. Modern construction equipment, properly used and maintained, should not exceed the noise limits contained in the City's Noise Ordinance. All noise generated by the project would be required to comply with the City's Noise

Ordinance and be limited to specific hours of operation. No significant impact from the project would occur.

The proposed project site is not located within an airport land use plan or within two miles of a public use airport or private airstrip; therefore, there is no impact to those people working on the project site.

XIII – POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Sources: 1, 2, 3, 14)	☐	☐	☐	X
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Sources: 1, 2, 3)	☐	☐	☐	X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Sources: 1, 2, 3)	☐	☐	☐	X

The property is currently zoned for a residential density of nine units per acre. The current actual residential density is six units per acre. There are 14 existing units on the subject properties where 21 would be allowed (not including additional or bonus units permitted by state code). With the expected additional five units, the expected short term residential density would be eight units per acre, which is still less than what the area is currently zoned for.

Because the southern half of the East 16th Street properties are not developable without providing Fire Department turnaround (which is not feasible under the current scenario) or improving East 17th Street (which is also unlikely due to the reasons outlined in the project description), the maximum density would not result in substantial population growth. In the event that the properties to be rezoned are all developed at their maximum allowable density, which would result in 112 units (98 new units), this would not be considered to be substantial population growth, in that the average people per household in the City is 3.122, more than County average of 2.74. Extrapolated to account for up to 98 additional units, this would be a potential total of 306 additional residents (assuming these would be new residents moving in to the City), an increase of a half percent of today's current population of approximately 55, 236; therefore no impact.

In the unlikely event that all residential properties rezoned are converted to purely commercial land use, the total number of units removed would be 14. This would equate to a potential displacement of 44 residents, which would not be considered a substantial number (0.8% of the current population); therefore no impact.

XIV – PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance				

objectives for any of the public services:

Fire protection? (Sources: 1, 3)	☐	☐	☐	X
Police protection? (Sources: 1, 3)	☐	☐	☐	X
Schools? (Sources: 1, 3)	☐	☐	☐	X
Parks? (Sources: 1, 3)	☐	☐	☐	X
Other public facilities? (Sources: 1, 3)	☐	☐	☐	X

The proposed project would not result in any impacts to public services, as no construction is proposed beyond the existing City limits and within an established neighborhood. Additionally, only two lots are vacant, with one being currently developable. Any redevelopment would replace existing uses and not have a significant effect on existing volumes of calls for service. The project site is currently and will continue to be served by the National City Fire and Police Departments. The closest Fire Station is approximately one-and-a-half miles away on East 4th Street, and the Police Station at 12th Street and National City Boulevard is approximately two miles away. Typical response time for this area would not be adversely impacted, as plans do not involve changes to public streets adjacent to the site. Any potential development of new residential or commercial uses will generate impact fees specifically slated for public services that will supplement any additional requirements brought about by said development; therefore, there is no impact. Park and school fees will also be paid as part of potential development to offset any increase in need generated by the project, thus no impact.

XV – RECREATION

	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (Sources: 1, 2, 3)	☐	☐	☐	X
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (Sources: 1, 2, 3)	☐	☐	☐	X

There are two parks (El Toyon and Las Palmas) within a mile of the project, which are currently underutilized and able to accommodate potential use by the potential addition of five new families that could be expected in the near term. Any future development would be subject to park fees to offset any increase in need generated by the project. Therefore, there would be no impact.

XVI – TRANSPORTATION AND TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? (Sources: 1, 2, 3, 4, 15)	☐	☐	☐	X
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Sources: 1, 2, 3)	☐	☐	☐	X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (Sources: 1, 2, 3, 15)	☐	☐	☐	X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 2, 3)	☐	☐	☐	X
e) Result in inadequate emergency access? (Sources: 1, 2, 3)	☐	☐	☐	X
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (Sources: 1, 2, 3)	☐	☐	☐	X

There are no plans, ordinances, or policies that measure circulation system current effectiveness or performance, thus no impact. There is also no congestion management program that the project would conflict with.

This segment of East 16th Street (Euclid Avenue to Harbison Avenue) has a project 2030 ADT (Average Daily Trip) rate of 8,300 and a capacity of 10,000 ADT. In 2030, the segment is expected to operate at a Level of Service (LOS) of D. According to trip generation rates published by the San Diego Association of Governments (SANDAG), five new units could be expected to generate another 30 vehicle trips per day, which would not exceed the proposed (2030) maximum capacity; therefore, no impact.

No change in road design is proposed which would cause a safety risk or hinder emergency access. Potential development would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, as there are no such activities existing or planned in this area; therefore, no impact.

With regard to Vehicle Miles Traveled (VMT), the project would screen out of VMT analysis related to CEQA, as the potential traffic generated by the maximum residential development on these six properties (112) would generate less traffic than what is on the properties currently. This is due to a preschool/childcare and liquor store on two of the properties. The liquor store (neighborhood market) in particular generates a

significant amount of traffic. Redevelopment to a mixed use style of development would also screen out, as the minimum project size would need to be five acres, where the total of all six properties in this case is 2.3 acres.

XVII – UTILITIES AND SERVICE SYSTEMS Would the project:	**Potentially Significant Impact**	**Less Than Significant w/ Mitigation Incorporation**	**Less Than Significant Impact**	**No Impact**
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (Sources: 1, 11)	☐	☐	☐	X
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 12)	☐	☐	☐	X
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (Sources: 1, 12)	☐	☐	☐	X
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (Sources: 1, 12)	☐	☐	☐	X
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? (Sources: 1, 12)	☐	☐	☐	X
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (Sources: 1, 12)	☐	☐	☐	X
g) Comply with federal, state, and local statutes and regulations related to solid waste? (Sources: 1, 12)	☐	☐	☐	X

Any potential project would be designed and constructed using Best Management Practices (BMPs) to appropriately handle wastewater and not exceed wastewater treatment requirements of the San Diego Regional Water Quality Control Board; therefore, there is no impact.

The existing property is located within an urbanized area and served by existing water facilities. There is an existing 16-inch PVC water main in the East 16th Street right-of-way that services the property. Also, all necessary improvements would be included with potential development and project approval and construction would be undertaken in accordance with the National Pollutant Discharge Elimination System (NPDES) regulations; therefore, there would be no impact.

The existing area is served by EDCO, the local waste collection and recycle company. EDCO has a contract with the City to handle City residents' waste disposal and recycling needs. According to EDCO staff, the company utilizes several landfill sites for the disposal of waste collected in National City, with the most common being Otay Mesa, Sycamore, and Miramar Landfills, with an additional 12, 26 and 9 years of capacity remaining respectively; therefore, there is a less than significant impact. There are two other landfill sites in San Diego County – the Ramona landfill, which is full, and Borrego Springs landfill, which has an additional 30 years capacity remaining. In addition, potential development be required to comply with all

federal, state, and local statues and regulations related to solid waste.

XVIII – MANDATORY FINDINGS of SIGNIFICANCE	Potentially Significant Impact	Less Than Significant w/ Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1)	☐	☐	☐	X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (Sources: 1)	☐	☐	☐	X
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1)	☐	☐	☐	X

Discussion: No significant impacts to the environment as a result of this project have been identified. Approval of the project is not expected to have any significant impacts, either long-term or short-term, nor will it cause substantial adverse effect on human beings, either directly or indirectly.

REFERENCE SOURCES:

Reference #	Document Title	Available for Review at:
1	National City General Plan	National City Planning Division 1243 National City Boulevard National City, CA 91950
2	City of National City Municipal Code	https://library.municode.com/ca/national_city/codes/code_of_ordinances?nodeId=CD_ORD_TIT18ZO
3	Case File 2024-18 GPA, ZC, ZV	National City Planning Division
4	SANDAG trip generation by land use	www.sandag.org
5	US Fish and Wildlife Service	https://www.fws.gov/
6	US Fish and Wildlife Wetland Mapper System	https://www.fws.gov/wetlands/data/mapper.html
7	South Coastal Information Center (SCIC) cultural resources records search	National City Planning Division
8	California Department of Conservation	http://maps.conservation.ca.gov/cgs/fam/
9	City of National City Climate Action Plan	National City Planning Division
10	Environmental Protection Agency	https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator
11	Comments received from National City Fire Department	National City Planning Division
12	California Integrated Waste Management Board	http://www.ciwmb.ca.gov/
13	Environmental Protection Agency	https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator
14	San Diego Association of Governments	https://www.sandag.org
15	DATA USA (National City)	https://datausa.io/

CITY OF NATIONAL CITY
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the City Council of the City of National City will hold a Public Hearing after the hour of 6:00 p.m., **Tuesday, September 16, 2025**, in the City Council Chambers, Civic Center, 1243 National City Blvd., National City, CA., to consider:

CONSIDERATION OF CERTIFICATION OF A NEGATIVE DECLARATION FOR A GENERAL PLAN AMENDMENT AND ZONE CHANGE TO CHANGE THE ZONING FROM RS-2 (SMALL LOT RESIDENTIAL) TO MXC-1 (MINOR MIXED-USE CORRIDOR) FOR PROPERTIES LOCATED AT 3040, 3042-3046, 3102-3104, & 3106-3108 EAST 16TH STREET AND 1540 SOUTH HARBISON AVENUE
CASE FILE NO. 2025-02 GPA, ZC
APNS: 558-162-18, 558-220-06, 558-220-07, 558-220-35, 558-220-42, 558-220-11

The Planning Commission conducted a Public Hearing at their meeting of August 18, 2025 and voted to recommend approval to the City Council of the General Plan Amendment and Zone Change, by a vote of 5 to 1. The applicant is proposing to develop the property at 3040 East 16th Street with a five-unit multi-family residential building. The proposed development requires the existing single-family zoning to be changed to a zone that permits multi-family dwellings. For consistency with the existing development pattern and zoning in the area, the applicant has included five neighboring properties with this request. This type of change also requires a General Plan Amendment to change the Land Use from Low-Medium Density Residential to Medium Mixed-Use. The City conducted an Environmental Initial Study that determined the proposed project would not have a potentially significant environmental impact and qualifies for a Negative Declaration per Section 15071 of the CEQA Guidelines.

Information is available for review at the City's Planning Division, City Hall, 1243 National City Blvd., during normal business hours. Anyone interested in this matter may appear at the above time and place and be heard. The City Council will also accept written public comments regarding this matter. **Written comments or testimony from the public must be submitted via e-mail to publiccomment@nationalcityca.gov by 2:00 P.M. on the day of the City Council Meeting**. For information on registering to provide public comment via Zoom please visit the City Clerk's webpage at https://www.nationalcityca.gov/government/city-clerk/public-comments

If you challenge the nature of the proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice via e-mail, or through written correspondence delivered to the undersigned prior to the Public Hearing.

Shelley Chapel, MMC, City Clerk
Published in the Star News: Friday, August 22, 2025

EXHIBIT H

CITY OF NATIONAL CITY
CONTINUED PUBLIC HEARING
NOTICE AND SUMMARY OF INTENT TO ADOPT PROPOSED ORDINANCE

NOTICE IS HEREBY GIVEN that the City Council of the City of National City will hold a Continued Public Hearing for Introduction and First Reading after the hour of 6:00 p.m., **Tuesday, October 7, 2025**, in the City Council Chambers, Civic Center, 1243 National City Blvd., National City, CA., to consider:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY APPROVING A ZONE CHANGE FOR PROPERTIES LOCATED AT 3040, 3042-3046, & 3106-3108 EAST 16TH STREET AND 1540 SOUTH HARBISON AVENUE CHANGING THE ZONE FROM SMALL LOT RESIDENTIAL (RS-2) TO MINOR MIXED-USE CORRIDOR (MXC-1).

Anyone interested in this matter may appear at the above time and place and be heard. The City Council will also accept written public comments regarding this matter. **Written comments or testimony from the public must be submitted via e-mail to publiccomment@nationalcityca.gov by 2:00 P.M. on the day of the City Council Meeting**. For information on registering to provide public comment via Zoom please visit the City Clerk's webpage at https://www.nationalcityca.gov/government/city-clerk/public-comments

The City Council will have the Second reading of this ordinance wherein they will consider its adoption at its Regular Meeting to be held on Tuesday, October 21, 2025 at 6:00 p.m. via LIVE WEBCAST in the City Council Chamber, 1243 National City Boulevard, National City, California.

If you challenge the nature of the proposed action in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice via e-mail, or through written correspondence delivered to the undersigned prior to the Public Hearing.

Shelley Chapel, MMC, City Clerk
Published in the Star News: Friday, September 19, 2025

From: Ema Letuli
To: Planning Commission
Subject: Public Hearing for 3040 East 16th St building
Date: Monday, June 30, 2025 3:06:15 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To Whom it May Concern:

I live at 2945 E. 16th St and we already have an issue with parking. A lot of times people from the condos or the apartments park on Earle Dr or here on 16th St.

With 5 units going in, that will possibility require at least 10 parking spots, 2 per unit.

I hope that will be provided on their property.

If these are 2 story units, the neighbor stands to lose **all** of their privacy.

Thanks,

Ema Letuli

EXHIBIT I

From: Beverly C Bingham
To: Planning Commission
Subject: public hearing 8/18/2025 3040 E 16th Street National City, CA
Date: Monday, August 18, 2025 7:25:43 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Rezoning this property to allow multiple units is not in the best interest of the neighborhood. When you look at housing in this area of National City you will see that for blocks along E 16th St west to Euclid, So Harbison E 16th Street north to Plaza Blvd and Earle Dr. E 16th St north to Harbison it consists primarily of single family homes.

By adding additional units at this location it will cause more traffic in an already congested area. It is also likely to add additional vehicles parking on the streets. That is already a challenge given the excess of cars from the apartment building and the condominium units just east of this location. On any given day cars are left for days without being moved causing issues for the local homeowners.

Lastly if this project is approved and rezoning takes place I would hope that genuine consideration be given to the fact that any structure above a single level will result in the complete loss of my privacy on the east side of my home.

Thank you
Beverly C Bingham


Sarah Esendencia

From: Alisha Morrison <[redacted]>
Sent: Monday, August 18, 2025 2:04 PM
To: Planning Commission
Cc: Alisha Morrison
Subject: Planning Commission Item 3 - 2025.08.18
Attachments: 2025.08.18 Planning Commission Item 3.docx

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Afternoon,

Please see attached public comment

Thank you,
Alisha

2025.08.18
Planning Commission – Item 3

Good Evening Commissioners,

Values are very important to the Public, it can be easy to overlook the fundamental fact that the Public expects and deserves its public servants to serve the **public's interest** – not private or political interests.

Values are very important to the Public. As public officials you have to sort through competing considerations and determine "the right thing to do?"

I would like to oppose the zone change on the grounds of negative impact and that it is non consistent and is out of character with the surrounding area.

Being someone who resides in a residential community knows first hand what happens when there is mixed use spot zoning in a residential community. I have enclosed photos that show how spot zoning with mixed use will negatively impact a residential community.

High density traffic
Noise pollution
Healthy & Safety risks
Disturbing the peace requires extra law enforcement resources

Please see attached photos




Sweetwater


STOP


Super 8
2 $4.50
7 ELEVEN
FOOD STORES
OPEN 24 HOURS


JOHN MCCANN
FOR SUPERVISOR
JOHN MCCANN
FOR SUPERVISOR
7-ELEVEN
FOOD STORES

RESOLUTION NO. 2025-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, CERTIFYING A NEGATIVE DECLARATION, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), BY MAKING A FINDING OF NO SIGNIFICANT ENVIRONMENTAL EFFECT AND APPROVING A GENERAL PLAN AMENDMENT TO CHANGE THE GENERAL PLAN LAND USE DESIGNATION FROM LOW-MEDIUM DENSITY RESIDENTIAL TO LOW MIXED-USE FOR PROPERTIES LOCATED AT 3040, 3042-3046, 3102-3104 & 3106-3108 EAST 16TH STREET AND 1540 SOUTH HARBISON AVENUE.

WHEREAS, the City Council of the City of National City considered a General Plan Amendment and Zone Change for the rezoning of properties located at 3040, 3042-3046, 3102-3104, & 3106-3108 East 16th Street and 1540 South Harbison Avenue (APNS: 558-162-18, 558-220-06, 558-220-07, 558-220-35, 558-220-42, 558-220-11), from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1), which included changing the General Plan Land Use Designation from Low-Medium Density Residential to Low Mixed-Use, at a duly advertised public hearing held on October 7, 2025, at which time oral and documentary evidence was presented; and

WHEREAS, at said public hearing the City Council considered the staff report contained in Case File No. 2025-02 GPA, ZC, IS maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and

WHEREAS, the Planning Commission of the City of National City initiated said applications at a duly advertised public hearing held on November 18, 2024, at which time the Commission considered oral and documentary evidence; and

WHEREAS, the Planning Commission of the City of National City considered the proposed Negative Declaration No. 2025-02 IS, together with any comments received during the public review process, and found on the basis of the whole record (including the Initial Study and any comments received) that there is no substantial evidence that the project will have a significant effect on the environment and that the Negative Declaration reflects the City's independent judgment and analysis; and

WHEREAS, the Planning Commission of the City of National City considered said applications at a duly advertised public hearing held on August 18, 2025, at which time the Commission recommended approval of the General Plan Amendement and Zone Change; and

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law; and

WHEREAS, the action hereby taken is found to be essential for the preservation of the public health, safety and general welfare.

NOW, THEREFORE, THE CITY COUNCIL OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the evidence presented to the City Council at the public hearing held on September 16, 2025, support the following findings:

FINDINGS FOR CERTIFICATION OF THE NEGATIVE DECLARATION

1. That the project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory, because the properties are mostly developed and/or disturbed and there is no sensitive habitat on site. The vacant lot is currently devoid of permanent vegetation, save for a handful of mature invasive pepper trees.

2. That the project does not have impacts that are individually limited but cumulatively considerable, because the project includes both existing development that would have been evaluated for impacts at the time of development and an infill development site on a historically disturbed property. The area is surrounded by urban development. The existing improvements and development pattern can accommodate the project without causing any impacts to the environment or to existing services.

3. That the project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly, because the project includes both existing development and a proposed medium-density residential development comprised of only five units. Should the subject properties be fully redeveloped, the properties would generate less traffic than what exists currently. Therefore, there would be no impact on air quality either short- or long-term.

4. That the proposed project has been reviewed in compliance with CEQA for which a Negative Declaration (ND) has been prepared. The ND has determined that, the proposed project would not have a significant effect on the environment and that no mitigation is required.

FINDING FOR APPROVAL OF THE GENERAL PLAN AMENDMENT

1. That the proposal is consistent with General Plan Policies H-1.1, H-2.1, LU-2.1 and LU-3.1 because the proposed General Plan Amendment and associated Zone Change would allow for an undeveloped and underutilized site to be developed with a residential infill project. The change would also promote the viability of the expanded MXC-1 zoning district.

Section 2: That the application for a General Plan Amendment of the aforementioned properties from Small Lot Residential (RS-2) to Minor Mixed-Use Corridor (MXC-1), subject to the following conditions:

General

1. Within four (4) days of approval of this General Plan Amendment and Zone Change, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the County Clerk and submitted to the National City Planning Department.

Indemnification Agreement

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

Section 3: That the City Council hereby certifies the Negative Declaration and approves the General Plan Amendment for the properties located at 3040, 3042-3046, 3102-3104, & 3106-3108 East 16th Street and 1540 South Harbison Avenue from small lot residential (RS-2) to minor mixed-use corridor (MXC-1), supported by the findings identified above.

Section 4: The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of orginal Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz.
City Attorney

ORDINANCE NO. 2025 –

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, APPROVING A ZONE CHANGE FOR PROPERTIES LOCATED AT 3040, 3042-3046, & 3106-3108 EAST 16TH STREET AND 1540 SOUTH HARBISON AVENUE CHANGING THE ZONE FROM SMALL LOT RESIDENTIAL (RS-2) TO MINOR MIXED-USE CORRIDOR (MXC-1).

WHEREAS, pursuant to the terms and provisions of the Government Code of the State of California, proceedings were duly initiated for the rezoning of the parcels of real property located at 3040, 3042-3046, & 3106-3108 East 16th Street and 1540 South Harbison Avenue (APNS: 558-162-18, 558-220-06, 558-220-07, 558-220-35, 558-220-42, 558-220-11), and for the amendment of the City of National City Zoning Map; and

WHEREAS, pursuant to legal notice, hearings were held by the Planning Commission of National City and also by the City Council of National City, and all persons interested were given the opportunity to appear and be heard before said Planning Commission and City Council; and

WHEREAS, the Planning Commission of National City has regularly and duly certified to the City Council its report and has recommended such rezoning; and

WHEREAS, the City Council found that on the basis of the Initial Study 2025-02 IS and Negative Declaration, and any comments received, that there is no substantial evidence that the project will have a significant effect on the environment; and

WHEREAS, the City Council finds the rezoning consistent with and necessary to implement the General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, HEREBY ORDAINS AS FOLLOWS:

Section 1. That the City Council of the City of National City hereby approves the rezoning of all real property described below from Small Lot Residential (RS-2) to Minor Mixed-Use (MXC-1):

ASSESSORS PARCEL NUMBERS 558-162-18, 558-220-06, 558-220-07, 558-220-35, 558-220-42, AND 558-220-11; ALL IN THE CITY OF NATIONAL CITY, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA.

Section 2. This Ordinance shall take effect and be in force thirty (30) days from the date of its passage, and before the expiration of fifteen (15) days after its passage, it or a summary of it, shall be published once, with the names of the members of the City Council voting for and against the same, in the Star News, a newspaper of general circulation published in the County of San Diego, California.

Section 3. That the City Clerk shall certify to the adoption of this Ordinance and shall publish in accordance with the law.

INTRODUCED at a regular meeting of the City Council of the City of National City, California, held on the 7th day of October, 2025.

PASSED and ADOPTED this ___ day of _____, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz
City Attorney

AGENDA REPORT

Department: **Planning**
Prepared by: **Sophia Depew, Assistant Planner**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Adoption and Second Reading of an Ordinance Amending Table 18.24.040 A and Table 18.24.040 D of Title 18 (Zoning) of the Municipal Code Related to Maximum Height and Number of Stories in the MXC-1 and MXD-1 Zones.

RECOMMENDATION:
Hold the Public Hearing and Adopt the Ordinance Entitled: "An Ordinance of the City Council of the City of National City, California, Amending Table 18.24.040 A and Table 18.24.040 D of Title 18 (Zoning) of the National City Municipal Code Related to Maximum Height and Number of Stories in the MXC-1 and MXD-1 Zones."

PRIOR ACTION:
City Council introduced this item at their meeting on September 16, 2025.

EXPLANATION:

Background
Table 18.24.040 A and Table 18.24.040 D in the Land Use Code (Zoning Ordinance) regulate building form and placement (development standards) within the MXC-1 (Minor Mixed-Use Corridor) and MXD-1 (Minor Mixed-Use District) zones, respectively. The tables include minimum and maximum standards for development, such as: setbacks, stepbacks, height, lot size, floor area ratio, and density. The maximum height listed in the tables is 50 feet and 3 stories.

While all zones within the National City Land Use Code measure maximum height in feet and number of stories, the difference in height (in feet) and number of stories in the MXC-1 and MXD-1 zones is inconsistent with the City's other zones. For example, the Mixed-Use Transition (MXT) zone, which was added to the Land Use Code as part of the Focused General Plan Update in 2024, has a height limit of 45 feet and 4 stories.

The maximum story height in the California Building Code (CBC) is 14 feet (ceiling to ceiling). Therefore, the usable square footage of a three-story building would never exceed a height of 42 feet. The CBC also has a minimum ceiling height of seven feet-six inches, meaning a building under 50 feet in height could potentially include five or six stories depending on how the structure was designed.

> Generally, height is defined in the Land Use Code (LUC) as "the vertical distance from the highest point of any structure to the ground level directly below, except as otherwise provided in this section. On sloped lots, the height shall be measured from the average grade to the tallest point of the structure". However, story is defined by the Uniform Building Code as "the

vertical distance from top to top of two successive tiers of beams or finished floor surfaces and, for the topmost story, from the top of the floor finish to the top of the ceiling joists or, where there is not a ceiling, to the top of the roof rafters".

In 2023, height measured on sloped lots was amended to an "average grade" measurement, reducing the need for discretionary approvals (variances) and overall building costs while improving consistency with State law and the Focused General Plan Update. Increasing the number of permitted stories would be complimentary to this previous code update on height measurement and provide additional relief for lots with topographical challenges. Projects could be designed so portions of a building could accommodate a higher number of stories than other portions of the same structure (i.e. sloped lots).

Additionally, there are other development standards in place that limit the size and bulk of buildings in the MXC-1 and MXD-1 zones: the maximum height of a building is 50 feet, the minimum third-story stepback is eight feet, the maximum floor area ratio is 1.0 for single-use projects and 2.0 for mixed-use projects, and the maximum density is 48 dwelling units per acre. These standards already restrict the scale of new projects within the zones.

Proposal

The applicant, under National City Municipal Code Section 18.12.140, has proposed to increase the maximum number of stories permitted in the MXC-1 zone from three stories to four stories. Staff has also recommended that there be an increase of the maximum number of stories permitted in the MXD-1 zone to four stories. There are no proposed changes to maximum height (in feet), floor area ratio (FAR), or density.

The applicant's request is based on a proposed 120-unit 4-story multifamily housing development within the MXC-1 zone. The project is meeting the maximum height (in feet) and maximum FAR with a four-story design. The three-story maximum is limiting the project's ability to provide the desired density allowed by right in the zone.

The pertinent portions of Table 18.24.040A and Table 18.24.040D currently read as follows:

Development Standard	Minimum	Maximum
Height	None	50' and 3 stories

Staff is suggesting the following changes (shown as underlined):

Development Standard	Minimum	Maximum
Height	None	50' and 4 stories

Analysis

The intent of the standards in the MXC-1 and MXD-1 zones are to ensure excellence in site planning and building design in order to create a vibrant and well-defined public realm that is pedestrian-friendly and supportive of a sustainable way-of-life. Increasing the number of permitted stories from three to four is in line with the intent of the zones by providing greater site design flexibility. It gives projects the opportunity to build up, instead of out, creating new space that can be utilized for the benefit of the residents like green space, common open space, and parking.

The current height requirement in the City's MXC-1 and MXD-1 zones provides for a maximum height that would never be achieved by a conventional building design. The large gap between height (in feet) and number of stories is an unnecessary burden to new developments that could otherwise construct usable square footage in an efficient and practical manner. Onerous requirements on the number of stories a project may incorporate can also take away from flexible site design and deter projects on smaller or sloped lots, which conflicts with the General Plan policies related to infill development.

It should also be noted that the MXT zone, which was intended to be a transition to lower density residential zones, allows for up to four stories even though it has a lesser maximum height of 45 feet. With an additional five feet of height limit, it is not expected that allowing four stories in the MXC-1 and MXD-1 zones will be any more impactful.

With no changes to maximum height (in feet), floor area, or density, there will be no increase to the amount of building area granted. All projects will be required to meet the development standards in the zone that contribute to the MXC-1 and MXD-1 zones character.

Findings
There are two findings required for approval of a Code Amendment: (1) – consistency with the General Plan: and (2) compliance with the California Environmental Quality Act (CEQA).

(1) General Plan Consistency
The proposal to amend Table 18.24.040A and Table 18.24.040D is consistent with General Plan Policy LU-5.4 and Policy H 2.1 due to increasing the likelihood of development of in-fill lots and promoting development of underutilized land by providing greater design flexibility for small lots and lots with topographic challenges.

> **Policy H 2.1**: Promote residential development on underutilized land and remove barriers to infill development.
>
> **Policy LU-5.4**: Encourage and incentivize strategic adaptive reuse and infill development of vacant land in commercial and mixed-use areas.

(2) California Environmental Quality Act (CEQA)
The ordinance being proposed is considered exempt from CEQA because it is not a project as defined in Section 15378. No increase in density, height (in feet), or additional permissions will be granted and there would therefore be no potential to result in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.

Summary
Staff is recommending that the City Council approve amending the code sections related to maximum height and number of stories in the MXC-1 and MXD-1 zones to allow four stories. The amendment provides greater design flexibility for properties to be developed to their maximum potential, conforming with General Plan Policies. The change also improves consistency with other zones throughout the City. The recommendation of the Planning Commission has been provided above.

FINANCIAL STATEMENT:
An application fee of $5,500 was paid with the submittal of the subject Code Amendment. Fees are anticipated to cover the cost of staff review time and processing of the permit.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Housing and Community Development

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours in advance of the Regular Meeting date and time, and 24 hours in advance of a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Second Reading

EXHIBITS:
Exhibit A – Redlined NCMC Tables 18.24.040 A and 18.24.040 D
Exhibit B – Draft Ordinance

Table 18.24.040A
MXC-1 Zone Building Form and Placement

Development Standard	Minimum	Maximum
Street wall	75%	100%
Building setbacks		
Street	0'	15' - 1st and 2nd story None - 3rd story
Other	0'	None
Other, adjacent to residential zone	Same as the equivalent setback in the adjacent residential zone	None
Building stepbacks		
3rd story stepback from 2nd story street wall	8'	None
3rd story stepback from 2nd story walls adjacent to RS zone	15'	None
Building volume		
Height	None	50' and ~~3~~ 4 stories
Height, adjacent to residential zone	None	Same as adjacent zone (within 50 feet)
Floor area ratio, mixed-use (a)	None	2
Floor area ratio, single-use	None	1
Lot area (lots on the bulb of a cul-de-sac)	5,000 SF	
Lot street frontage (lots on the bulb of a cul-de-sac)	50'/36'	
Residential density (net rights-of-way)	None	48 du/acre
Parking setback adjacent to street (b)	40'	None

Table 18.24.040D
MXD-1 Zone Building Form and Placement

Development Standard	Minimum	Maximum
Street wall	75%	100%
Building setbacks		
Street	0'	15' - 1st and 2nd story None - 3rd story
Other	0'	None
Other, adjacent to residential zone	Same as the equivalent setback in the adjacent residential zone	None
Building stepbacks		
3rd story stepback from 2nd story street wall	8'	None
3rd story stepback from 2nd story walls adjacent to RS zone	15'	None
Building volume		
Height	None	50' and ~~3~~ 4 stories
Height, adjacent to residential zone	None	Same as adjacent zone (within 50 feet)
Floor area ratio, mixed-use (a)	None	2
Floor area ratio, single-use	None	1
Lot area (lots on the bulb of a cul-de-sac)	5,000 SF	
Lot street frontage (lots on the bulb of a cul-de-sac)	50'/36'	
Residential density (net rights-of-way)	None	48 du/acre
Parking setback adjacent to street (b)	40'	None

ORDINANCE NO. 2025 –

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, AMENDING TABLE 18.24.040A AND TABLE 18.24.040D OF TITLE 18 (ZONING) OF THE NATIONAL CITY MUNICIPAL CODE RELATED TO MAXIMUM HEIGHT AND NUMBER OF STORIES IN THE MXC-1 AND MXD-1 ZONES.

WHEREAS, the City of National City (the "City"), pursuant to the police powers delegated to it by the California Constitution, has the authority to enact or amend laws which promote the public health, safety, and general welfare of its residents; and

WHEREAS, pursuant to the terms and provisions of the Government Code of the State of California, proceedings were duly initiated for the amendment of the National City Municipal Code; and

WHEREAS, pursuant to a published 10-day notice of the adoption of said ordinance, a public hearing was held by the City Council on September 16, 2025, and at said public hearing, all persons interested were given the opportunity to appear and be heard before the City Council; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES ORDAIN AS FOLLOWS:

Section 1. All protests, if any, against said amendment to the Municipal Code and each of them be and hereby are denied and overruled.

Section 2. Tables 18.24.040.A and 18.24.040D are hereby amended to read as follows:

Table 18.24.040.A
MXC-1 Zone Building Form and Placement

Development Standard	Minimum	Maximum
Street wall	75%	100%
Building setbacks		
Street	0'	15' - 1st and 2nd story None - 3rd story
Other	0'	None
Other, adjacent to residential zone	Same as the equivalent setback in the adjacent residential zone	None
Building stepbacks		
3rd story stepback from 2nd story street wall	8'	None
3rd story stepback from 2nd story walls adjacent to RS zone	15'	None
Building volume		
Height	None	50' and 4 stories
Height, adjacent to residential zone	None	Same as adjacent zone (within 50 feet)

Floor area ratio, mixed-use (a)	None	2
Floor area ratio, single-use	None	1
Lot area (lots on the bulb of a cul-de-sac)	5,000 SF	
Lot street frontage (lots on the bulb of a cul-de-sac)	50'/36'	
Residential density (net rights-of-way)	None	48 du/acre
Parking setback adjacent to street (b)	40'	None

Table 18.24.040.D
MXD-1 Zone Building Form and Placement

Development Standard	**Minimum**	**Maximum**
Street wall	75%	100%
Building setbacks		
Street	0'	15' - 1st and 2nd story None - 3rd story
Other	0'	None
Other, adjacent to residential zone	Same as the equivalent setback in the adjacent residential zone	None
Building stepbacks		
3rd story stepback from 2nd story street wall	8'	None
3rd story stepback from 2nd story walls adjacent to RS zone	15'	None
Building volume		
Height	None	50' and 4 stories
Height, adjacent to residential zone	None	Same as adjacent zone (within 50 feet)
Floor area ratio, mixed-use (a)	None	2
Floor area ratio, single-use	None	1
Lot area (lots on the bulb of a cul-de-sac)	5,000 SF	
Lot street frontage (lots on the bulb of a cul-de-sac)	50'/36'	
Residential density (net rights-of-way)	None	48 du/acre
Parking setback adjacent to street (b)	40'	None

Section 3. Severability. If any section, sentence, clause or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed this Ordinance and

adopted this Ordinance and each section, sentence, clause or phrase thereof, irrespective of the fact that any one or more section, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

Section 4. This Ordinance shall take effect and be in force thirty (30) days from the date of its passage, and before the expiration of fifteen (15) days after its passage, it or a summary of it, shall be published once, with the names of the members of the City Council voting for and against the same in the Star News, a newspaper of general circulation published in the County of San Diego, California.

INTRODUCED this 16th day of September, 2025.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Planning**
Prepared by: **David Welch, Principal Planner**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
Public Hearing to Consider of a Final EIR to Assess Project Impacts & Appeal a Planning Commission Denial of a Conditional Use Permit & Coastal Development Permit for a Proposed Fuel Transfer Facility Within BNSF Railroad Right-of-Way on BNSF Property.

RECOMMENDATION:
Staff recommends approving the appeal and adopting separate resolutions entitled: "A Resolution of the City Council of the City of National City, California, Certifying a Final Environmental Impact Report for a Proposed Fuel Transfer Facility (San Diego Clean Fuels LLC) within BNSF Railroad Right-of-Way and BNSF-Owned Property, Located West of the 1800 Block of Cleveland Avenue and North of West 19th Street, North to Civic Center Drive." and "A Resolution of the City Council of the City of National City, California, Approving a Conditional Use Permit and Coastal Development Permit for a Proposed Fuel Transfer Facility (San Diego Clean Fuels LLC) within BNSF Railroad Right-of-Way and BNSF-Owned Property, Located West of the 1800 Block of Cleveland Avenue and North of West 19th Street, North to Civic Center Drive."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
The Planning Commission certified a Final Environmental Impact Report by unanimous vote and subsequently denied the Conditional Use Permit and Coastal Development Permit by the following vote:

Ayes: Armenta, Castle, Quinonez, Sanchez Nays: Miller Absent: Valenzuela

EXPLANATION:

Executive Summary
Planning Commission held a public hearing on September 15, 2025 and denied the request for a CUP and CDP based on the findings in the attached Planning Commission Resolution No. 2025-14. The applicant has appealed the decision of the Planning Commission and is thereby afforded the opportunity to present their appeal to the City Council. The requested action by City Council is to either uphold or reverse the decision of the Planning Commission (grant or deny the appeal request).

The applicant's appeal asserts that the findings in the Planning Commission denial were not accurate:

Findings for Denial of the Conditional Use Permit

#1 asserts that the facility is not essential or desirable because there are cleaner methods of delivery of the clean fuels. We do not believe that the cleaner methods mentioned are practically available at the current time.

#2 indicates that the project would be detrimental to the public in the vicinity due to the anticipation that the 'last mile' delivery trucks will be petroleum diesel fueled and contribute to negative air quality in the area. Given that the truck operators are hauling renewable diesel, it would make sense that these truck operators would use the fuel that they haul. Furthermore, USD Clean Fuels was willing to accept a condition that these vehicles would be required to use renewable diesel within a reasonable period of time after the facility is operational; making this finding void. It should also be noted that the EIR found air quality impacts based on petroleum diesel truck emissions as is required for air quality modeling, to be less than significant.

Finding for Denial of the Coastal Development Permit
#1 says that the project is in conflict with the Community Emissions Reduction Plan because it increases the number of diesel trucks within the Portside Community. Again, the finding's concern is based on the trucks using petroleum diesel rather than renewable diesel. Furthermore, these short haul delivery truck trips replace long haul carriers, improving the air quality in the entire area. If the short haul trucks are conditioned to use renewable diesel fuel instead of petroleum diesel, the air quality is improved still further.

At the public hearing the Planning Commission heard comments from over 30 speakers, of which only two were in support of the proposed project. Five written public comments were also submitted in opposition. Among the concerns raised at the Planning Commission hearing were air quality and public health impacts from the operation of up to 72 diesel trucks a day entering the proposed facility and the inadequacy of the voluntary economic benefit to offset potential impacts on the City. City Council may consider adopting new or modified conditions of approval should they decide to approve the appeal in response to public concerns. The Community Emissions Reduction Plan discussed in the appeal can be accessed at https://www.sdapcd.org/content/dam/sdapcd/documents/capp/cerp/Portside-Environmental-Justice-CERP-July-2021.pdf.

Prior to the denial of the project, Planning Commission voted to certify the Final Environmental Impact Report (FEIR). However, the standard of review for the appeal is de novo, which means the matter is heard anew and without being bound by the previous decision of the Planning Commission. Therefore, the City Council becomes the approving authority for the project and will be required to also act on a resolution to certify the FEIR.

The applicant proposes to construct and operate a fuel transfer facility to be operated by San Diego Clean Fuels Facility LLC within an approximately 7.5-acre site located on and adjacent to existing Burlington Northern & Santa Fe (BNSF) railway tracks. The location is between Civic Center Drive and West 19th Street and to the west of Cleveland Avenue. Rail cars will be delivered to the facility utilizing an existing rail spur that will be reconfigured to provide capacity for up to 21 rail cars. Clean renewable and biofuels (renewable diesel, ethanal, and sustainable aviation fuel (SAF)) will then be transloaded from the rail cars to trucks with an above-ground pump system. No fuel will be stored on site. Overall transloading capacity will be approximately 13,800 barrels of fuel per day. The site would receive up to 72 trucks daily, which would deliver the fuel to retail clients in the metropolitan San Diego area. The property is located within the City's Coastal Zone (CZ) overlay and subject to the development regulations outlined in the Local Coastal Program (LCP). Since the Implementation Plan of the LCP has not been formally updated, properties within the CZ are still regulated by the previous Land Use Code (LUC). The zoning designation of the property is Medium Manufacturing (MM).

Land uses that either store or distribute fuel in the MM zone are required to obtain approval of a CUP prior to operation. All projects in the CZ that require approval of a CUP must also have an approved CDP. The City of National City maintains permit jurisdiction for the subject property and, therefore, is able to approve a CDP without a permit application to the California Coastal Commission (CCC). The CCC retains the authority to hear appeals on CDPs when specific conditions or characteristics are present. This project is considered a "major energy facility"[1] and, therefore, appealable pursuant to Section 30603 of the Coastal Act. Due to the characteristics of the proposed project, staff requested an Initial Study (IS) checklist pursuant to the California Environmental Quality Act (CEQA) to be prepared, which was submitted to the City with a draft Mitigated Negative Declaration (MND). The City, as lead agency, decided that the draft MND document was not a sufficient environmental review document for the project and an Environmental Impact Report (EIR) was subsequently prepared.

Site Characteristics

The 7.5-acre site is located along the east side of the BNSF Railway right-of-way between West 18th and 19th Streets. Railway improvements in conjunction with this project extend north to the Civic Center Drive crossing. Immediately to the east of the property is an alleyway and industrial property with frontage on Cleveland Avenue. Most of the uses in the surrounding area are industrial in nature. However, there are City-owned properties planned for tourist-supporting commercial uses less than a half mile to the south as well as a newly opened cannabis lounge, restaurant, and hotel adjacent to Paradise Marsh. Several legal, non-conforming residential properties also exist within the vicinity of the subject property including the McKinley Apartments approximately 380 feet east and single-family homes approximately 900 feet to the south[2]. It is unclear how many single-family residences remain west of Interstate 5 in the City since some structures have been incorporated into commercial businesses. The nearest school is Kimball Elementary School, which is more that 1,500 feet from the site, on the east side of Interstate 5.

The site itself is comprised of three different sections. First, there is the existing BNSF railway. This a spur that terminates within Port of San Diego properties to the south. The main Port-related operations are Pasha Group, which receives shipments of new automobiles, and Dixieline Lumber, which receives shipments of new lumber and wood products. Adjacent to the subject site, there are two operational tracks that transition to one rail track to the north, just south of the Civic Center Drive crossing. With anticipation of this proposed project, BNSF has been working on the design and implementation of a second track across Civic Center Drive to maintain operational capacity. Ultimately, BNSF rail traffic enters and exits the region to the north through downtown San Diego and along the coast to Orange County. Second, the middle portion of the site that is proposed for up to eight new tracks leading to the transfer facility is a former Pacific Steel, Incorporated (PSI) remediation site. The Department of Toxic Substance Control (DTSC) is still actively working on remediation from PSI operations, but the land within the subject site has been substantially remediated as of the writing of this report. Finally, the area of the subject site between West 18th Street to the north, the alley to the east, West 19th Street to the south, and the existing tracks to the west is proposed to be developed with the transfer facility. This land was previously occupied by industrial operations and Harrison Street right-of-way that has already been vacated[3]. All former structures have been demolished and the land in its current state would be considered disturbed.

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[1] Coastal-dependent developments like refineries, power plants, and offshore petroleum facilities that are subject to strict regulation and permitting by the California Coastal Commission due to their potential adverse effects on coastal resources.

[2] New residential uses are not permitted in the MM zone. Existing lawfully constructed residences may remain, subject to NCMC 18.11 (Nonconforming uses, structures, and parcels).

[3] Harrison Avenue in this location was a "paper street", which only existed on the Assessor's Parcel Map. No developed right-of-way was located here.

Proposed Use

The applicant proposes to improve the 7.5-acre site for the purposes of operating a fuel transloading facility. This site is located along existing BNSF railroad and on adjacent BNSF-owned land. The fuel transfer operations would take place on the portion of land between West 18th and 19th Streets, between the existing railroad and industrial properties along Cleveland Avenue. The facility would operate 24 hours a day with 72 trucks per day primarily entering and exiting the site during off-peak hours (6:00 p.m. to 6:00 a.m.). Land uses that either store or distribute fuel are required to obtain approval of a CUP and CDP prior to the commencement of operations. There are no additional specific use regulations in the LUC for this type of facility.

The proposed operator, San Diego Clean Fuels Facility LLC, intends to build the facility to achieve objectives related to increased access to renewable fuels in the San Diego region. The project hopes to achieve or contribute to the following:

- Contribute to the State's commitment to a transition to carbon neutrality by 2045. Renewable fuels will help reduce greenhouse gas emissions and achieve benchmark reductions.
- Expand the availability of renewable fuels to the region by advancing the goal of the State's Low-Carbon Fuels Standard, which is a component of the 2022 California Air Resources Board (CARB) Scoping Plan, and solving geographic imbalances in the availability of cleaner, lower carbon fuel.
- Lowering of emissions compared to existing supply chains by utilizing rail to deliver fuel to the San Diego market.
- Increase the speed at which cleaner fuels can be delivered to the market.
- Generate employment opportunities for National City and surrounding communities.
- Develop underutilized and/or previously contaminated properties while minimizing conflicts with surrounding existing uses.
- Provide an appropriately sized facility that balances business performance while minimizing necessary truck trips.
- Locate the facility in an appropriately zoned property with direct access to Interstate 5 (I-5).
- Provide infrastructure improvements to meet project needs and improve safety along the BNSF railroad.
- Provide additional firefighting capacity in the project area to address quick responses to hazards and emergencies.

The applicant's proposed physical improvements for the project include:

- Construction of railway tracks and turnouts/crossovers to facilitate car movement in/out and within the transload facility.
- Installation of concrete slap pump pads at each transload spot.
- Installation of truck load slabs sloped to drain in the center at each transload spot.
- Installation of pumps and piping to move fuels from rail cars to truck loading spots.
- Containment enclosures for additive totes.
- Concrete-lined containment basin and pipe each load slab drain to the basin.
- Track pans for containment at the rail transloading cars.
- A small office building with control center, restrooms, and driver check-in area.
- All weather paving for the facility and circulation.
- Lighting, as needed.

The approximate throughput capacity of the proposed facility will be 13,800 barrels of fuel daily. While the capacity of the facility was not initially stated by the applicant, there has been a reduction from what was originally proposed in 2023. Additionally, the proposal initially estimated 115 trucks per day would be entering the facility to transport fuel. However, the current proposal is for approximately 72 trucks daily. Therefore, the capacity of the project was reduced by more than a third during the environmental review process. The proposed circulation of the site is for trucks to enter from West 18th Street and exit onto West 19th Street. The site is in close proximity to I-5. The general circulation pattern would be Civic Center Drive to Tidelands Avenue, West 19th Street to Cleveland Avenue and then West 18th Street into the site, returning the same way.

In addition to the transfer of fuel, the project includes measures to increase safety and prevent contamination from fuel spills. A 37,700-gallon concrete containment basin is proposed to be constructed below the rail car unloading and truck loading area. The volume of the basin is 110 percent that of a rail car. An Aqueous Film Forming Foam Fluorine Free Firefighting platform and additional fire hydrants will also be installed on site for use in the event of a fire. A Facility Response Plan (FRP) will also be developed to prevent or address spills.

Alternative Fuels and Environmental Considerations

The proposed project is in response to the State of California's commitment to improving air quality, reducing emissions from fossil fuels including greenhouse gases (GHG). Achieving State goals can help improve public health and reduce risks related to human-induced climate change. The landmark state bill AB 32, or the Global Warming Solutions Act of 2006, required California to reduce its GHG emission to 1990 levels by 2020. Implementation of AB 32, and subsequent legislation, is primarily the responsibility of the California Air Resources Board (CARB). While zero-emission technology is highly desired, CARB also encourages interim measures to help reduce emissions from current levels. One of these measures is the Low Carbon Fuel Standard (LCFS), which encourages the use of alternative fuel types that can achieve lower emissions.

The applicant proposes to construct the fuel transfer facility to improve the delivery of these fuel types to the San Diego market while also reducing emissions within the supply chain. The proposed fuel for distribution are biofuels, which include renewable diesel, biodiesel, and sustainable aviation fuel (SAF). Renewable diesel and SAF can be produced with new or recycled vegetable oils, animal fats, greases, algae, as well as crop residues or woody biomass. Renewable diesel and SAF are also designated as a "drop-in" biofuel allowing them to fully replace petroleum-based fuels with zero modification to stage facilities or engines. Biodiesel is a renewable, biodegradable fuel manufactured domestically from vegetable oils, animal fats, or recycled restaurant grease. When used in diesel engines, renewable diesel can reduce greenhouse gas emissions by up to 80%. Renewable diesel and a blend of renewable diesel and up to 20% biodiesel can also be used to replace petroleum diesel with no changes to an engine. With the ability to produce biofuels from a wide variety of sources, they are considered 100% sustainable, as opposed to petroleum-based fuels.

While there can be a net benefit from an increase in availability of biofuels in the San Diego region, the same assertion cannot be made for the City of National City, Westside communities, and nearby receptors in the MM zone. There have been multiple efforts within the City to improve the health of residents and reduce dangerous pollutants associated with industrial and light industrial uses. Previous actions include the passage of the Westside Specific Plan and Amortization Program, early adoption of a Health and Environmental Justice Element within the General Plan, designation of the AB 617 Portside Community and passage of the Community Emissions Reduction Plan (CERP), and adoption of the City's Climate Action Plan (CAP). Primarily due to, but not limited to, the project's proposed utilization of diesel-powered truck trips for operations of the facility and the related impacts to greenhouse gas emissions, vehicle miles traveled, and air quality, City staff requested the preparation of an Environmental Impact Report (EIR) for this project.

Analysis

The project was analyzed for impacts pertaining to CEQA in the attached EIR. Some of the more specific details in the EIR will not be discussed in this document, but instead the project will be analyzed as it pertains to existing plans and policies related to the proposed development.

General Plan

The subject property has a General Plan land use designation of Industrial (I). The project proposed is an industrial use. The proposal is also well below the floor area ratio of 2.0 intended for this designation. The General Plan is comprised of several "elements", of which some have been recently updated through the Focused General Plan Update that was completed in 2024. Several policies from various elements of the General Plan pertain to this project, including:

> Land Use (LU) Element
> Policy LU-1.3 pertains to urban greening efforts, LU-4.2 encourages various pedestrian-scale urban design strategies, LU-4.4 pertains to the maintenance of sidewalks and bicycle routes, LU-5.3 encourages businesses to employ National City residents, LU 6.5 requires development to be consistent with the Zoning Code and applicable specific plans, LU-6.5 pertains to consistency tithe the City's Climate Action Plan (CAP)

The Land Use Element of the General Plan has several policies related to new development. This project relates to public realm improvements regarding sidewalk maintenance, landscaping and other greening efforts, and consistency with various codes and policies as discussed in this report. Conditions of approval ensure that pedestrian areas around the project will remain well-maintained and enhanced with appropriate landscaping elements and tree canopy. The project and associated right-of-way improvements at the railroad crossing at Civic Center Drive will enhance portions of the public realm and avoid conflict with bicycle routes, such as the Bayshore Bikeway. Consistency with the CAP and policies related to community enhancements such as LU-1.3 will be evaluated in subsequent sections of this report.

> Transportation (T) Element
> Policy T-3.6 relates to the enhanced transit services, Policy T-8.1 pertains to enhancements of infrastructure to facilitate timely movement of goods, particularly intermodal transfers, Policy T-8.4 pertains to the movement of goods by rail, Policy T-9.4 pertains to noise and pollution abatement associated with goods movement.

The project proposes to utilize existing rail to transfer fuel for delivery to retail outlets within the City and in the greater region. Elements of the project ensure that the delivery of fuel will be conducted in an efficient manner such as an improved rail crossing, operations at off-peak hours, and proximity to major truck routes. Truck movements will largely avoid residential properties and other areas with sensitive uses in the City. Policy T-3.6 is related to community enhancements, which will be discussed later in this report.

> Safety (S) Element
> Policy S-7.3 pertains to the ability to effectively respond to hazardous materials emergencies, S-8.1 pertains to the clean-up and reuse of contaminated sites.

The project proposes to reduce risk from fire hazards will be accomplished through the inclusion of a specialized firefighting platform and additional fire hydrants, as required by the National City Fire Department (NCFD). The project will be located on a vacant, under-utilized, and previously contaminated site, which is encouraged by policy S-8.1.

Noise and Nuisance (NN) Element

Policies NN-1.9, NN-1.10, NN-2.5, NN-3.1, NN-3.3, and NN-3.4 pertain to impacts related to noise levels and ground borne vibrations via construction, on-site activities, and off-site transportation. Policy NN-4.2 related to the reduction in offensive odors and other noxious substances.

Impacts related to noise and nuisance were evaluated for the proposed project in the EIR. Primarily, a Noise Analysis determined noise thresholds in the City's Noise Ordinance would be met for activities related to the construction and operation of the proposed project. The project location has existing ambient noise levels from nearby freeway traffic and other industrial uses. Staff has proposed conditions of approval requiring adherence to truck routes in the City to prevent increases in traffic-related noises and a six-foot high, solid fence or wall to reduce the potential for noise impacts to adjacent and nearby properties.

The applicant asserts that offensive odors associated with fuels and additives mostly come from combustion, which is not related to the proposed on-site activities. Nuisance odors are also regulated and enforced by San Diego Air Pollution Control District (SDAPCD) Rule 51 (Public Nuisances). A Condition of Approval is recommended requiring adherence to SDAPCD regulations.

Open Space and Agriculture (OS) Element

Policies OS-1.1, OS-1.2, OS-1.4, OS-2.1, OS-2.2, OS-2.3, OS-2.5, and OS-2.7 pertain to the preservation of open spaces, habitat, biological resources, and environmentally sensitive areas. Policy OS-1-3 encourages the planting of native plants near open spaces. Policies OS-4.2 and OS-4.4 encourage the planting of street trees and promotes the planting of shade trees with substantial canopies. Policies OS-8.4 and OS-8.8 pertain to the preservation of historic and cultural resources.

The EIR analyzed the potential for project impacts to open spaces, biological resources, and environmentally sensitive areas in detail. Adherence to mitigation measures discussed in the report are included as a condition of approval. In addition, staff is recommending Conditions of Approval that require additional landscaping, including the planting of street trees that will enhance the urban tree canopy. Mitigation measures are also required for the monitoring of paleontological or other cultural resources in the event they are discovered during grading or construction.

The Initial Study checklist prepared for this project also identified a potential wetland feature on this site. However, staff has confirmed that the discussed feature no longer exists. This is further discussed in the EIR.

Conservation and Sustainability (CS) Element

Policy CS-1.1 pertains to the reduction of the urban heat island effect. Policy CS-1.2 pertains to the development of industries that benefit the environment. Policies CS-3.1 and CS-3.3 pertain to stormwater best management practices (BMPs) and low-impact development (LID) practices.

As previously discussed, staff is recommending a condition of approval for the project that would require enhanced street trees to support policy CS-1.1. The project proposes to transport clean fuels, which were discussed in the previous section of this report. The improved access to these alternative fuel types will have benefits for both the local economy and regional air quality. New construction projects are required to meet stormwater requirements and BMPs discussed in the conditions of approval from the Engineering Department.

Health and Environmental Justice (HEJ) Element

Policy HEJ-1.2, Policy HEJ-1.5, Policy HEJ-2.5, and HEJ-2.6

The HEJ was created to identify public health risk and environmental justice concerns and improve living conditions to foster the physical health and well-being of National City's residents. National City was an early adopter of this category of general plan element and the HEJ precedes the passage of SB 1000, which now requires this type of element for all general plans in the state. At the time of the adoption of the HEJ, National City had some of the worst health outcomes in San Diego County, including high rates of chronic obstructive pulmonary disease (COPD) and asthma. Both breathing disorders have correlation with poor air quality, which is caused by industrial pollution and vehicle emissions. The Westside of National City is particularly impacted by its close proximity to industrial areas west of I-5, port activities, Naval Base San Diego, and freeway traffic. In more recent years, studies have also identified diesel particulate matter (DPM) as a known carcinogen. This has furthered health concerns in areas with heavy truck traffic. Both the Westside and the industrial areas in the City have existing non-conforming uses, which means there are residential uses and sensitive receptors in close proximity to industrial operations, as well as polluting businesses in the middle of residential areas. While the proposed project is not located in a Specific Plan area, impacts to the Westside Specific Plan (WSP) area should also be considered.

Policy HEJ-1.2 states "consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement action, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location." In this instance, health concerns have been identified for communities in National City at both the local and state levels pertaining to new industrial uses and increased truck traffic. However, the EIR that was prepared for the proposed project included a Health Risk Assessment (HRA) that concluded that such impacts from the project specifically were less than significant. The three primary assessments were cancer risk, chronic health hazards, and acute health hazards.

Cancer risk is calculated by exposure periods with 70-year (lifetime risk calculation) and 30-year (individual risk calculation) periods for residents and 25-year periods for workers. Health risks for residents were based on the nearest residential use, the McKinley Apartments at West 18th Street and McKinley Avenue. Findings from the assessment are found in Table 3.1.7 of the EIR, which shows activities from construction and operation of the proposed fuel transfer facility. Results show the project would not result in a significant contribution to cancer risk to this community. Findings of significance were the same for chronic and acute health hazards, as shown in Table 3.1.8 of the EIR.

This policy encourages the City to consider actions to *reduce* potential health impacts. It is the opinion of staff that the policies related to the City's updated CAP and the AB 617 Portside Community's CERP are best suited to determine conformance with this HEJ policy, which are discussed below.

Policy HEJ-1.5 promotes the inclusion of potentially affected community residents in the decision-making process. The Planning Division has followed standard guidelines for both the environmental review process and the ongoing public hearing process. In addition, information on the project has been posted on the City website and staff had frequent email communications with interested parties. Both the applicant and the District 1 Councilmember, Luz Molina, have also worked to provide the public information and updates on the proposed project.

The project was initially submitted in 2023 with a draft Initial Study (IS) and Mitigated Negative Declaration (MND) prepared by an environmental consultant. Planning staff posted these documents for a 30-day public review period on the State Clearinghouse website beginning on June 2, 2023 in accordance to CEQA guidelines. Several comments were provided to the City during this period. After further discussions with the environmental consultant and modifications

to the draft MND, the City ultimately decided a more thorough review of the project was required and a Draft Environmental Impact Report (EIR) was requested. While the review process was being worked on with the consultant, Councilmember Molina also invited City staff to provide information on the project at town hall meetings in September and October of 2023. The public documents from the original MND generated significant interest in the project even though no public hearings had been announced at the time.

The earliest meeting that was noticed to the general public was a scoping meeting for the Draft EIR held on May 23, 2024, which coincided with the posting of the revised Initial Study and Notice of Preparation on the State Clearinghouse website. The purpose of this meeting was to solicit feedback on the scope of the review to be conducted for the Draft EIR. 27 comment cards were submitted by the public at this meeting as well as another 11 comment letters. Comments were summarized within the draft EIR.

The latest meeting with the general public was a Community Open House held August 14, 2024. This meeting was prompted by the applicant and their desire to have more community engagement in advance of any public hearings. Once again, Councilmember Molina collaborated with this event since the project is proposed within District 1.

Staff has been in regular communication with other agencies, organizations such as the Environmental Health Coalition, and interested residents throughout the review process. In particular, the public has been concerned with the timing of public hearings as staff worked with the environmental consultant and applicant to complete revisions to the draft documents. At the same time, the applicant has also had numerous meetings with City leaders and organizations regarding this project. The first public hearing was ultimately noticed for the Planning Commission meeting on June 2, 2025. However, the item was pulled due to significant concerns presented in a public comment by the California Coastal Commission (CCC).

The topic of environmental justice was one of the concerns of the CCC, which stated in its letter that they were recommending “a more thorough analysis of environmental justice impacts and improved outreach for this project”. As summarized, outreach for this project has been consistent with the City’s policy HEJ-1.5, although not always through the Planning Division, in that residents have been provided with consistent access to information regarding the project and how to participate in the decision-making process. Furthermore, the primary forum for public participation is the public hearing for which this report has been drafted. The project is also potentially subject to an appeal to the California Coastal Commission after the City Council has taken action.

Policy HEJ-2.5 encourages the protection of existing sensitive land uses through feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters/clears, and/or other effective measures to minimize potential impacts from air pollution. While this policy discusses existing land uses, it also speaks to the importance of setbacks, landscaping, and other measures that can be utilized by a new project.

Policy HEJ-2.6, similarly to HEJ-1.2, requires to City to consider air quality impacts, including cumulative impacts, from existing and new development when making land use decisions and limit the number of industrial facilities or uses to prevent cumulative air pollution impacts. While the EIR includes findings that the proposed project will not result in significant health impacts, it cannot be ruled out that the operations and truck traffic associated with the proposed fuel transfer facility will not contribute to cumulative impacts resulting from existing and new industrial developments within the City. Once again, the CAP and CERP are the best mechanisms by which to evaluate this proposal.

Local Coastal Program (LCP)

The LCP is comprised of two sections: the Implementation Plan and the Land Use Plan. The Land Use Plan was recently updated in 2023 and certified by the CCC in March of this year. However, the Implementation Plan update, which is currently underway, is yet to be approved.

The Implementation Plan of the LCP discusses permit jurisdiction, applicability of CDPs, required findings, and applicable development standards. The proposed project is located within the City's adopted exclusion area, where new development is generally exempt from a CDP. However, the need for a discretionary permit (e.g., CUP) triggers the need for a CDP. The Implementation section also requires that new development provide coastal access, where required, and to not impede coastal access. The site is in the middle of the City's industrial area and does not require, or have the possibility to interfere with, access to coastal areas. Applicable development standards in the current adopted LCP reference Municipal Code sections related to new structures, uses, parking, landscaping, etc. Since these references pertain to the previous version of the LUC, development standards that would be considered defunct in the rest of the City remain in effect. Conformance with these standards are discussed in the following section. The two required findings of approval for CDPs are as follows:

- That granting said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City.
- That the granting of said Coastal Development Permit will be consistent with an implements the Certified Local Coastal Program.

The Land Use Plan of the LCP provides both policy recommendations and a land use plan map. Significant concerns for this plan include coastal access, preservation of habitat areas, supportive land uses, and coastal hazards. In addition, the Land Use Plan requires that development in the CZ adhere to policies found in Chapter 3 of the Coastal Act. The industrial section of the CZ is largely regulated by the existing development standards in the LUC for the manufacturing zones. These standards are relied upon to ensure that new development is visually appropriate. In addition, there is a policy stating that new development should consider proximity to the Bayshore Bikeway for the purposes of maximizing the recreational potential of the area. The project proponents have coordinated with City staff to ensure the upgraded rail crossings at Civic Center Drive will not interfere with improvements to this bikeway.

The City's LCP mostly relies upon the previous LUC to regulate industrial uses to ensure they do not cause nuisances, both through the CUP approval process and through adherence to existing development standards. Other than additional policies noted in this section, the project's conformance with the two required findings for approval of a CDP are analyzed in other sections of this report.

California Coastal Commission and the Coastal Act
The proposed project requires the approval of a CDP and is therefore subject to the Coastal Act and appeal procedures of the California Coastal Commission (CCC). Though the City retains permit jurisdiction, projects with certain characteristics remain appealable to the CCC. In this instance, the project is considered a "major energy facility" and can be appealed to the CCC within 10 working days of a final local action notice. Final action is not taken until the project is approved or denied by the City Council by consent or at a public hearing.

Policies of the City's LCP are inclusive of more general policies in Chapter 3 of the Coastal Act. In some instances, the LCP adds more specificity. Overall policies in the Coastal Act address public access, recreation, the marine environment, land resources, and development. The LCP included City-specific policies on public access, recreation, marsh preservation, visual resources, industrial development, and environmental hazards.

The project is located within the middle of the City's existing and zoned industrial properties. Both the project site and all adjacent properties are zoned Medium Manufacturing (MM). The nearest recreational amenities are more than 1,500 feet to the south of the site and access to San Diego Bay to the west is largely restricted by Naval Base San Diego and Port of San Diego properties. While both the LCP and Coastal Act have polices related to public access, it is not required for this project or impeded by this project. No facilities related to coastal access are provided or needed.

Chapter IV of the LCP and Sections 30220 through 30224 of the Coastal Act have specific polices related to recreation. As previously mentioned, the subject site is in an industrialized area and the Land Use Plan for the LCP encourages the provision of recreational opportunities in other areas of the City's CZ.

The marine environment, land resources, and marshes are largely unaffected by the proposed development. The project location is not adjacent to any marine resources and there are no known land resources such as habitat, agricultural land, or archaeological or paleontological resources. The project proposes a new development in an existing industrial area. Storm Water Best Management Practices will be required by the Engineering Department, which will ensure that nearby waterways, including the bay and marsh, are protected from pollutants. Mitigation requirements will be in place to protect archaeological or paleontological resources should they be present during construction activities.

The Coastal Act and Chapter VI of the LCP calls for the protection of the scenic and visual qualities of coastal areas, and, where feasible, to restore and enhance the visual quality in visually degraded areas. The proposed new development will improve visual quality of the area by cleaning up a blighted property. Screening fences/walls will also be required to reduce the visibility of the transfer station in a reasonable manner.

Wetland
In a comment letter provided by the CCC on June 2, 2025, it was stated that *the project site includes at least one single-parameter wetland*. Wetlands in coastal areas can be designated by the presence of just one indicator. A wetland on the project site would have resulted in the following: the presence would establish appeal jurisdiction with the CCC for the project, the project would become infeasible due to buffering requirements found in the LCP, and the EIR would have needed to discuss justifications for the fill of the wetland and mitigation measures. As discussed earlier, the project is already appealable to the CCC since it includes a proposed "major energy facility".

An *Aquatic Resources Delineation* was completed for the proposed project in July of 2022, which is included as Appendix D of the Draft EIR. This study discussed "Feature 3", which was a depressional feature indicated by aerial imagery and site visits. Dried algal mats were present, but the EIR described this feature as "an isolated puddle." Staff visited the site on January 30, 2025 and the depression was no longer present. Soil remediation activities have been occurring on the northern portion of the site due to the presence of pollutants from the neighboring metal recycling facility and heavy earth-moving equipment is presumed to have altered the ground level since the original survey of the depression was conducted. Due to concerns from the CCC, the environmental consultant conducted an additional field survey and assessment of "Feature 3" on July 31, 2025 and concluded the feature is no longer present on site and the "location met neither vegetation, soils, or hydrologic parameters of being a wetland under its current condition."

Environmental Justice
The CCC also expressed concerns about the analysis of the project's environmental justice impacts. An Environmental Justice Policy was adopted by the CCC in 2019 that includes, among other statements, the following: *The Commission will use its legal authority to ensure equitable access to clean, healthy, and accessible coastal environments for communities that have been disproportionately overburdened by pollution or with natural resources that have been subjected to*

permanent damage for the benefit of wealthier communities. Coastal development should be inclusive for all who work, live, and recreate on California's coast and provide equitable benefits for communities that have historically been excluded, marginalized, or harmed by coastal development. Staff's analysis of this project largely addresses environmental justice concerns through the City's Health and Environmental Justice Element of the General Plan, the updated Climate Action Plan, and the AB 617 Portside Community's Community Emissions Reduction Plan. These documents are supportive of the CCC's policy and staff has modified this report for clarity.

Coastal Hazards

Chapter VIII of the Land Use Plan discusses environmental hazards, as required by Section 30253 of the Coastal Act. This chapter includes several policies related to the specific hazard of sea level rise (SLR), which require additional discussion due to the location of the proposed project. The following are relevant sections of the Coastal Act that should be taken into consideration as they relate to SLR:

> Section 30235 of the Coastal Act states:
>
> > Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.
>
> Section 30253 of the Coastal Act states:
>
> > New development shall do all of the following:
> >
> > a) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.
> >
> > b) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs
>
> Section 30270 of the Coastal Act states:
>
> > The commission shall take into account the effects of sea level rise in coastal resources planning and management policies and activities in order to identify, assess, and, to the extent feasible, avoid and mitigate the adverse effects of sea level rise.

The project location is more than 1,500 feet from the shoreline of San Diego Bay, which is mostly occupied by Naval Base San Diego and the Port of San Diego within National City. The proposed improvements for the fuel transfer facility do not include any shoreline protection devices due to the project location. It is unknown if, at any time during the life of the proposed project, nearby facilities would pursue or implement any modification of the coastline that could alter the possibility of hazards effecting the subject site.

Based on information provided by the applicant, the project's design life is 30 years. The statewide SLR guidance for critical infrastructure recommends taking a precautionary approach by considering and planning for higher-end SLR scenarios and long-term (e.g., 100-year) planning horizons. In the past century, the average global temperature has increased by about 1.1°C, and global sea levels have increased by 7 to 8 inches (17 to 21 cm). In addition, SLR has been accelerating in recent decades, with the global rate of SLR tripling since 1971 (IPCC, 2021). There is strong scientific consensus that SLR will continue over the coming millennia regardless of future human actions, but

the exact rate and amount will depend on the amount of future greenhouse gas emissions as well as the exact contribution from sources such as the Antarctic and Greenland ice sheets, which are areas of continuing research. While planning coastal development under this uncertainty presents challenges, it is widely documented that underestimating SLR could result in costly damages and adverse outcomes to coastal resources. Planning and development decisions on the California coast must, therefore, be appropriately precautionary and made with the full understanding that SLR will change coastal landscapes and hazard conditions. Not only will siting and design decisions regarding proposed coastal development influence the future safety of the development and overall resiliency of the California coast, but such decisions will also affect the way that coastal resources protected under the Coastal Act respond to changing sea levels over time.

Currently, the best available science on SLR projections in California is provided in the State of California Sea Level Rise Guidance (OPC 2024). The state guidance adopts the same framework and approach used by the Federal government and provides five sea level rise scenarios that have been regionalized for California-specific use. The state guidance also includes a decision framework to guide selection of appropriate sea level scenarios, primarily recommending evaluation of the intermediate, intermediate-high, and/or high scenarios depending on the context of the planning effort/project. This information is reflected in the Coastal Commission's Sea Level Rise Policy Guidance (CCC 2024). The table below shows the sea level rise scenarios for the San Diego tide gauge, the closest tide gauge to the project site.

TABLE 14. *Sea Level Scenarios for San Diego.*

Median values of Sea Level Scenarios, in feet, for each decade from 2020 to 2150, with a baseline of 2000. All median scenario values incorporate the local estimate of vertical land motion.

YEAR	LOW	INT-LOW	INTERMEDIATE	INT-HIGH	HIGH
2020	0.2	0.2	0.3	0.3	0.3
2030	0.3	0.4	0.4	0.5	0.5
2040	0.4	0.5	0.6	0.7	0.8
2050	0.5	0.7	0.8	1.1	1.3
2060	0.6	0.9	1.1	1.6	2.0
2070	0.7	1.0	1.4	2.3	3.0
2080	0.8	1.2	1.9	3.1	4.1
2090	0.9	1.4	2.5	3.9	5.4
2100	1.0	1.6	3.2	4.9	6.7
2110	1.1	1.8	3.9	5.7	8.0
2120	1.2	2.1	4.5	6.5	9.1
2130	1.3	2.3	5.0	7.1	10.0
2140	1.3	2.5	5.6	7.7	11.0
2150	1.4	2.7	6.1	8.3	11.9

The existing elevation throughout the Project Site ranges from approximately 8 to 13 feet above mean sea level. Based on CoSMoS, as shown on the Our Coast Our Future Hazards Map, the project site could begin to experience flooding impacts starting with 2.5 feet of SLR combined with a 100-year storm. Starting with 4.1 feet of SLR, portions of the site may be flooded under normal, non-storm conditions. Based on the same mapping, the main pathway for flooding appears to be from the 7th Street Channel to the north, such that the northern portions of the project site would be impacted sooner/with less SLR. With increasing SLR (or with increasing SLR plus storm conditions), more portions of the project site could be flooded. CoSMoS/OCOF also provides information on groundwater changes resulting from sea level rise. The project site is already in an area with a

shallow groundwater table, and SLR could result in an emergent groundwater table (i.e., groundwater flooding) in portions of the project site with 2.5 feet of SLR.

As the table above shows, 2.0 to 3.0 feet of SLR could occur somewhere between 2060 and 2070 under the High scenario, or closer to 2090 (or later) under the more likely Intermediate Scenario. Similarly, 4.1 feet of SLR could occur as soon as 2080 under the High Scenario, or after 2110 under the Intermediate Scenario. As noted above, the Project lifetime is expected to be 30 years, but could have a potential useful life of up to 100 years.

It should be noted that the proposed project is largely influenced by State policies in place or under consideration. The Advanced Clean Fleets Regulations are proposed by CARB to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles and works in conjunction with the Advanced Clean Trucks Regulation, the Truck and Bus Regulation, and the Transport Refrigeration Unit (TRU) Regulation to meet statewide air pollution reduction goals including economy-wide carbon neutrality by 2045. The Advanced Clean Fleets Regulations was adopted by CARB in April 2023; however, the Office of Administrative Law has not yet approved the regulation.

The Advanced Clean Cars II Regulations are a set of rules proposed by the CARB to ban the sale of internal-combustion passenger vehicles and light trucks by 2035 and require an increasing number of zero-emission vehicles (ZEVs) and plug-in hybrid electric vehicles (PHEVs) starting from the 2026 model year. The regulations were approved by the Office of Administrative Law on November 22, 2022 and effective the same day.

The purposes of the regulations are to reduce air pollution and greenhouse gas emissions from the transportation sector and are aligned with Governor Newsom's 2020 Executive Order N-79-20. Given the aggressive schedule to comply with CARB's ZEV program and ultimately phase out all internal combustion trucks and cars with ZEVs, it is reasonable to assume that the Project lifetime would not be 100 years.

As such, it appears as though the project site and the proposed development would not be exposed to hazards over the anticipated 30-year lifetime, but could start to be exposed to flooding soon after under a high scenario. Even under the High Scenario though, initial risks to proposed development may not be significant. As identified above, initial flooding impacts would occur as a result of 2.5ft of SLR combined with a 100-year storm. Thus, flooding would be a rare, short-duration event rather than a routine, prolonged condition. Moreover, these earliest impacts would be primarily confined to the northern portion of the project site (north of W. 16th Street). This portion of the project site would only include construction of railroad tracks, which would likely be able to withstand occasional storm flooding impacts.

Additionally, some project design features incorporated into the Project already take into account SLR adaptation strategies, including the relocation and elevation of utility infrastructure and placement of the fuel transload facilities and equipment to areas outside of the risk for coastal flooding conditions. Specifically, fuel transload facilities and equipment and other proposed development are primarily located on the eastern portions of the project site, which would not be exposed to flood impacts under 2.5 feet of SLR (even with a 100-year storm).

Overall, the proposed development will adequately minimize risks associated with flooding, including as exacerbated by sea level rise, over the proposed 30-year anticipated lifetime. However, coastal hazards risks would increase in the following years with additional sea level rise. As such, it is appropriate to limit the authorization of the proposed development to 30 years and to require the development of a coastal hazards adaptation and implementation plan by the end of that time horizon that identifies any strategies necessary for protecting, relocating, or otherwise adapting the development authorized by the CDP as necessary to maintain safety from flooding and other coastal hazards. Special conditions of approval related to coastal hazards are included in the draft resolution.

Land Use Code (LUC)

As discussed in the preceding section, the project is located in a section of the CZ where the City retains permit jurisdiction and the development standards applied to the proposed development are contained within the previous version of the LUC. The project is located within the MM zone, which is regulated by Chapter 18.18 of the previous LUC. Land uses in the previous code are listed as permitted or permitted with a CUP under "use groups" that organize similar land uses into broader categories. Use Group 23 – Medium Manufacturing, which is allowed in the MM zone, permits the storage and distribution of oil-based products with the approval of a CUP.

The proposal has also been reviewed for conformance with applicable design regulations. The site is sufficient in size for the proposed use and meets the minimum required lot area and frontage. The proposed development adheres to all required minimum setbacks. The office for the facility is proposed to be a small, 512 square-foot pre-manufactured structure. Per the conditions of approval, this structure will need to be reviewed and permitted by the Building Division as a permanent structure. The proposed elevations of the office do not meet the minimum aesthetic standards of Section 18.18.240 of the (previous) Land Use Code and will need to be upgraded with additional exterior materials when plans are submitted for permits. Since the use primarily takes place using industrial equipment outdoors, the project is well below both the maximum height and floor area ratio. As previously discussed, staff is recommending increased screening since most on-site activities will take place outside of an enclosed structure.

The applicant is proposing five parking spaces on site with at least one ADA van accessible space and one EV-ready space. Parking is not required per State law AB 2097, due to the project's proximity to the 24th Street Trolley Station. Most of the area surrounding the fuel transfer facility is open, paved surface to maximize the maneuverability of trucks and fire access. Landscaping is required for setback areas in the MM zone and the site provides approximately 8 to 12 feet of landscaping along the West 18th and 19th Street frontages and the adjacent alley, where only four feet would be required for front and exterior side yard setbacks. No landscaping is currently proposed for the four-foot setback on the west side of West 18th Street. Planning staff will need to consult with the applicant and the Engineering Department during permitting on the feasibility of adding landscaping in this location. Other general design regulations required by the (previous) LUC are related to outdoor lighting, the screening of mechanical equipment, and trash and recycling. Conditions of Approval are included in the draft resolution ensuring conformance with these additional sections.

A Note on Non-Conforming Land Uses

The proposed project is a new construction fuel transfer facility on a site zoned for medium intensity manufacturing uses. The storage and distribution of fuel is permitted in the MM zone with approval of a CUP. In National City, many industrial uses are close to sensitive receptors such as residences, schools, and day care facilities. This proximity exacerbates air quality and health issues within the City and the proposed fuel transfer facility raises concerns about increased cumulative impacts. However, incompatible land uses are largely the result of land use decisions in the past and most of the examples in the City would not currently be permitted. Today, there are several residential properties within industrial zone districts, including the McKinley Apartments. Should any of these residential properties be redeveloped, they would not be allowed to remain residential. Similarly, the Westside Specific Plan Area of the City is home to dozens of nonconforming commercial and industrial properties. The Westside Specific Plan was created to help resolve the most egregious examples of land use incompatibility within the City and includes stricter requirements on non-conforming land uses. Air quality issues within this portion of the City *should* decrease over time as incompatible businesses cease operation. An amortization program exists in the City to help expedite this process and so far two nonconforming businesses have been amortized. However, this program

requires dedicated funding and staff to implement, and no new businesses have been amortized in recent years.

Climate Action Plan (CAP)

The City's first CAP was first adopted in 2011 to align with State goals related to the reduction in greenhouse gas (GHG) emissions. As of 2018, the City had only achieved 40% of the reduction goal for 2020. In 2023, the Climate Action Plan Update (subsequently referred to as CAP) was adopted with renewed goals and an updated emissions inventory. New goals are to reduce GHG from 2018 baseline levels 40% by 2030 and 80% by 2050 in alignment is current Statewide targets. The proposed project will result in a release of approximately 282 metric tons/year of GHG during construction activities and approximately 1,633 metric tons/year from operations of the fuel transfer facility. Almost all emissions from the facility will be from mobile sources (truck and rail). The amount of GHG emissions anticipated by the facility is below the threshold to be considered significant for a singular project in accordance with the methodologies recommended in the CAP. The project will also deliver a higher volume of cleaner diesel fuels to the market, which can significantly reduce GHG from emissions (up to 70% from standard diesel fuels) regionally. An estimate of the project's overall contribution to GHG reductions has not been provided. For the purposes of this report, the project will be evaluated based on specific strategies in the CAP.

As discussed above, the project is not considered significant for the purposes of GHG emissions. Thresholds are discussed in detail in the attached EIR. However, it should be noted that industrial developments, such as the proposed project were incorporated into the GHG analysis used to develop the CAP based on existing General Plan land use categories. The project does not exceed the intensity of use for the types of development permitted on the subject site and that was analyzed and evaluated in the CAP and the General Plan. Due to the anticipated emissions from this project, while not considered significant, opportunities to incorporate CAP strategies should be greatly encouraged for this project. The EIR includes Mitigation Measure (MM) GHG-1 to ensure consistency with the strategies that have been identified as applicable to the project. All mitigation measures identified in the EIR are included as conditions of approval in the draft resolution. In addition, there are other strategies in the CAP that are outside the scope of this project that will be discussed below.

Community Emissions Reduction Plan (CERP)

State Assembly Bill 617 (AB 617) was passed in 2017 and led the California Air Resources Board (CARB) to create a new community-focused and community-driven action to reduce air pollution and improve public health in communities that experience disproportionate burdens from exposures to air pollutants. San Diego Air Pollution Control District (SDAPCD) nominated the Portside Community for the AB 617 program, which is comprised of the neighborhoods of Barrio Logan, Logan Heights, and Sherman Heights in the City of San Diego and West National City within the City of National City. At the time, the State's CalEnviroScreen 3.0 tool was used to evaluate the communities most vulnerable to the effects of pollution based on environmental, health, and socioeconomic data for AB 617. All census tracts for the Portside Community ranked at or above the 85th percentile for vulnerability using this tool.

The most recent version of this tool, version 4.0, continues to indicate a very high pollution burden within these communities. As discussed earlier, pollution and poor air quality in National City and the adjacent San Diego neighborhoods are the result of mobile sources such as heavy truck traffic serving the port and along I-5 as well as stationary sources such as heavy industries. Harbor vehicles and activities at Naval Base San Diego also contribute. DPM, a known carcinogen, is an acute concern due to the wide variety of diesel-powered vehicles and equipment operated within and near the Portside Community. The census tract within National City experiences DPM exposure that is greater than 91% of the census tracts in the state. As a result, measurable health

impacts such as the number of residents suffering from asthma far exceed other communities. The Portside Community is also disadvantaged economically with significantly higher rates of poverty and households that are cost-burdened with housing. Residents, are therefore, less likely to have the resources to pay additional costs associated with health problems, move to areas with less pollution exposure, or upgrade their residences with high quality air filters or other improvements that could improve their quality of life.

AB 617 was intended to be a community-driven program and the SDAPCD assisted with a robust community outreach and engagement initiative to help the Portside Community with the development a Community Emissions Reduction Plan (CERP). The plan was adopted in 2021. As a member of the Steering Committee, the City of National City participated in the adoption of this plan. The LCP Implementation Plan requires for the granting of a CDP that the permit will be consistent with all other plans and ordinances of the City of National City. Although the CERP is not an official plan of the City, staff strongly encourages the consideration of this plan in determining the Project's consistency due to the City's direct participation in the CERP's adoption.

As stated in the EIR, most of the action items associated with the CERP strategies direct agencies such as SANDAG, SDAPCD, and local cities to develop and implement the outlined strategies. The document presents a pathway to reduced air pollution in the Portside Community, but some of the specific programs or projects necessary to do so still need to be worked out. Of the more concrete action items in the CERP, the EIR identifies adherence to truck routes as applicable to the fuel transfer facility project. A recommended Condition of Approval for this Project requires the applicant to provide an operations plan that identifies the truck routes all trucks servicing the facility are required to utilize.

Notable goals of the CERP include a reduction in DPM levels to 80% of baseline levels from 2018 by 2031 and 100% zero emissions vehicles for medium and heavy-duty trucks five years ahead of State requirements (currently 2045). The City of National City is identified in the CERP under the implementation responsibility of *encourage prioritization of deployment of ZEVs*. National City currently contributes funding to the operation of the Free Ride Around National City (FRANC) Neighborhood Electric Vehicle (NEV) on-demand shuttle service. National City's most significant contribution to the CERP to date has been the continued planning and implementation of important active transportation projects.

While the proposed project can be found in conformance with the CERP based on the action and strategies listed in the plan, it is also in conflict with the overall goals of the plan to reduce air pollution and improve health outcomes. 72 additional heavy-duty, diesel-powered trucks will be traversing the Portside Community should this project be approved in addition to emissions related to the on-site operations and movement of rail cars. While not significant according to the evaluation in the EIR, the project does contribute to an *increase* in emissions while the CERP was created with the intention to *decrease* emissions over time. Staff concludes that, despite the findings of insignificant impacts by the EIR, the proposed project is nevertheless not fully consistent with all plans the project would be subject to, based on the overall goals of the CERP.

Uniquely for this project, there is also a conflict between two state laws that National City must contend with. While the project does not fully meet the aspirational goals of the CERP, it *does* help to achieve the goals of AB 32 through the LCFS program, as discussed under the "Alternative Fuels and Environmental Considerations" heading under the "Proposed Use" section above.

Other Considerations

As stated in the beginning of this staff report, the staff recommendation is the approval of this project subject to the Conditions of Approval in the attached draft resolution. However, this recommendation is not fully based on the analysis above, which identifies concerns with the project's consistency with the CERP, but also voluntary commitments made by the project

applicant to provide community benefits. The project proponent, in addition to the construction and operation of the fuel transfer facility, has agreed to enter into an economic benefit agreement with the City of National City in the amount of $200,000 per year for the life of the project. This is included in the draft resolution as a Condition of Approval. Should these funds be added to the City's General Fund, they could potentially be spent on pensions, new hires, office supplies, or other resources related to the day-to-day operations of a municipality. However, staff is recommending that the applicant's proposed economic benefit be directly used to implement strategies aimed at the reduction of emissions and the improving the quality of life within neighborhoods in the vicinity of the proposed facility. General Plan policies and programs related to urban greening, enhanced transit options, development of pedestrian and bike networks could all be funded or implemented using the economic benefit. As an example, the FRANC could receive consistent funding for the life of the proposed project to ensure continued operations, or even an expansion of the program. Another possibility would be funding the City's amortization program, which would allow for an accelerated timeline for the discontinuance of polluting business operating next door to residences in the Westside. Both programs are related to and further the goals of the CAP and the CERP.

Mailing

All property owners and occupants within 300 feet of the property are required to be notified of a public hearing for CUP and CDP applications. Notice of this public hearing was sent to 122 occupants and owners.

California Environmental Quality Act (CEQA)

Section 5.1 of the attached FEIR discusses the findings that, with the mitigation measures identified in the EIR, impacts from the construction and/or operation of the proposed project would be reduced to below the level of significance or eliminated. Mitigation measures are included as part of the Mitigation Monitoring and Reporting Program (MMRP). All mitigation measures have also been included as separate Conditions of Approval in the draft resolution. Potential significant impacts from the project that were identified include the following:

Biological Resources

- Substantial Adverse Effect on any Candidate, Sensitive, or Special Status Species
    - Direct impacts to Nuttall's Acmispon (*Acmispon Prostratus*), a special status plant species, may occur as a result of the proposed project due to ground-disturbing and vegetation removal activities in the project area.
    - There is a low likelihood of ospreys nesting within the project area or buffer of the project area, which use the nearby bay for foraging. Project activities could cause indirect impacts while under development.
    - Palm trees within the project area may provide roosting habitats for bat species including the western yellow bat, a species of special concern. Direct impacts could result from ground-disturbing and vegetative removal activities.
    - The vegetation within the proposed project and infrastructure adjacent to the project area could provide nesting habitat for nesting birds and raptors and also provide foraging habitat for songbird and raptor species. Ground-disturbing construction activities could directly affect protected birds and their nests through the removal of habitat on the proposed project, and indirectly through increased noise, ground vibrations, and increased human activity.

Greenhouse Gas Emissions

- Conflict with an Applicable Plan, Policy, or Regulation for Reducing Greenhouse Gas Emissions
    - At the time of submittal of the proposed project, the City's CAP Update had not been completed. The project would need to incorporate all applicable actions from this

adopted plan to demonstrate consistency with the City's climate action planning efforts.

Tribal Cultural Resources

- Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is defined in terms of the size and scope of the landscape, sacred place, or object of cultural value to a California Native American tribe
    - A small area located in the southeastern portion of the project area is mapped as young alluvial floodplain deposits dating from the Late Pleistocene to the Holocene. The Holocene surface sediments are consistent with the strata that precontact archeological deposits have been previously identified and documented in the region. Due to the presence of sediments contemporaneous with human occupation of the region and the presence of previously recorded precontact resources in the surrounding area and within the project area, the potential for subsurface resources in previously undisturbed soils is considered moderate. Therefore, ground-disturbing activities have the potential to result in the discovery of, or inadvertent damage to, archaeological contexts.

The proposed mitigation measures include salvage of rare plants, pre-construction survey for nesting birds, compliance with tree-trimming procedures to ensure protection for roosting bats, compliance with specific GHG-reducing measures identified in the City's CAP Update, and archaeological and Native American monitoring during construction activities.

Environmental Review Process

The applicant was advised by staff during preliminary application discussions that an Initial Study (IS) checklist would be required for the project submittal. Air quality was an early concern due to the number of diesel-powered trucks that would be serving the site. The project proposal originally called for 115 trucks entering the site daily, which was later reduced to 72. A completed IS was submitted along with a draft Mitigated Negative Declaration (MND). The IS screened out the following resources that the project would have either a Less than Significant or No Impact finding: Aesthetics, Agricultural and Forestry Resources, Geology and Soils, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, Recreation, Utilities and Service Systems, and Wildlife. Due to the heavily urbanized nature of the City, potential impacts from most projects are likely to be narrow in scope.

In accordance with CEQA procedures, the draft MND documents were posted for public review and comment for 30 days beginning on June 2, 2023. Several comments were submitted including letters from San Diego Air Pollution Control Board (SDAPCD), the CCC, CARB, Caltrans, and the Environmental Health Coalition (EHC). Staff worked with the environmental consultant to address these comments in the draft MND, but ultimately it was decided that an EIR would be needed for the project with specific concerns about air quality, GHG emissions, and vehicle miles traveled (VMT).

As part of the review process and comment period for the EIR, the document was reviewed both internally and externally. Internal City reviews were done by the Planning Division and the City Attorney's office. The EIR was also routed for external professional review by a neutral third party, who provided feedback and comment on the draft EIR. All comments were considered and addressed in the Final EIR document.

A scoping meeting was held for the DEIR on May 23, 2024 along with a 30-day comment period for the Notice of Preparation (NOP) and IS. At the scoping meeting 27 comment cards were submitted along with 11 comment letters from the comment period. These comments are summarized in the DEIR. The areas of controversy, or primary issued raised, were in regard to air quality, GHG

emissions, hazards and hazardous materials, noise, and transportation. The areas of biological resources, energy, land use and planning, and tribal cultural resources were also evaluated for potential environmental effects from the proposed project. The EIR also analyzed project alternatives including a no project alternative, a reduced intensity alternative, and an offsite location alternative.

The DEIR was published on December 6, 2024, and had a 54-day public review and comment period. An extended review period was provided due to the overlap with the City's two-week holiday furlough. With the mitigation measures discussed above, the EIR determined that the proposed project would have a less than significant impact or no impact on the resources discussed in the report. In the analysis of project alternatives, the reduced intensity alternative was considered to be environmentally superior because it would decrease the magnitude of impacts. However, this alternative would not meet project objectives and the proposed project would not result in any significant and unavoidable environmental impacts. During the review period, seven comments letters were received. No subsequent changes were made to the EIR. Responses to the comment letters can be found in the FEIR.

Environmental Summary

Through an extensive review process conducted under CEQA, the proposed project has not been found to result in any significant environmental impacts with incorporation of the proposed mitigation measures. The EIR was prepared by an environmental professional and staff concurs with the findings in the report and supporting documents. While the Planning Commission voted to certify the EIR at a public hearing on September 15, 2025, due to the appeal of the project denial, the City Council will be required to take action on the EIR. The draft resolution to certify the Final EIR is attached as Exhibit H and includes the same findings as the resolution adopted by the Planning Commission.

Recommended Findings for the CUP and CDP should City Council Approve the Appeal

Required Findings for Approval

The (previous) Municipal Code contains four required findings for CUPs:

1. The site for the proposed use is adequate in size and shape: The project is proposed for an approximately 7.5-acre site comprised of railroad right-of-way and adjacent property owned by BNSF railway. While the site exceeds the minimum lot area of 5,000 square feet for the Medium Manufacturing (MM) zone, only one small office structure is proposed with the majority of the site being occupied by new railways, pumping equipment to transfer fuel, and an appropriately-size paved service to allow for the ingress and egress of trucks. All proposed improvements adhere to minimum setback and site design requirements.

2. The site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use: The project location is on the west side of the City where adequate truck routes exist along Bay Marina Drive, Civic Center Drive, and Tidelands Avenue. Interstate 5 is directly accessible from these streets. In addition, the site has access from West 18th and West 19th Streets for ingress and egress of truck traffic. As a condition of approval, the West 18th Street right-of-way is required to be improved to the satisfaction of the City Engineer. A traffic impact study was completed for the proposed project and the trip generation of the proposed use was determined to be minimal.

3. The proposed use will not have an adverse effect upon adjacent or abutting properties: The proposed project is an industrial use consistent with the Medium Manufacturing (MM) zone description in the General Plan and will be subject to conditions of approval that ensure safe operation of the facility. Adjacent and abutting properties are occupied by similar industrial and manufacturing uses. As a condition of approval, the project is required to include a

screening wall or fence and enhanced landscaping to reduce visual impacts. The project is also required to conform to all development standards and design guidelines of the MM zone, as well as all the requirements of the Mitigation Monitoring and Reporting Program developed for this Project and incorporated as conditions in the CUP.

4. The proposed use is deemed essential and desirable to the public convenience or welfare: The project proposes to further advance State goals to reduce the carbon-based emissions in the transportation sector. The proposed fuel transfer facility will bring approximately 13,800 barrels of biofuels to the regional market daily. Renewable biofuels can contribute to up to an 80% decrease in emissions from standard diesel fuel. The public will benefit from access to a cleaner-burning fuel as well as increased air quality and a reduction of GHG emissions. The use is consistent with the MM zone description, which is intended for uses in areas in which activities involve some degree of noise, vibration, air pollution, radiation, glare phenomena, and/or fire and explosive hazards. In addition, the project proponent will enter into an economic benefit agreement with the City that will generate funds for the purpose of reducing emissions and improving the quality of life for residents.

In addition, projects in the Coastal Zone require two conditions related to CDPs:

1. The granting of said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City: The proposed use is permitted, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. As discussed in the staff report, several policies in the Land Use, Transportation, Safety, Noise and Nuisance, Open Space and Agriculture, and Conservation and Sustainability Elements of the General Plan are being met by the project. The project, subject to the condition of approval related to the establishment of an economic development agreement, is consistent with the policies of the Health and Environmental Justice Element because the additional funds can be used for the implementation of policies and programs to reduce emissions and improve the welfare of residents in the vicinity of the project area. The proposed economic benefit can also be used to further the goals of the AB 617 Portside Community's Community Emissions Reduction Plan (CERP). The project, subject to the approved mitigation measures requiring conformance with specific Climate Action Plan (CAP) policies, is also consistent with the CAP Update.

2. The granting of said Coastal Development Permit will be consistent with and implements the Certified Local Coastal Program: The project is located in an area generally exempt from a Coastal Development Permit; involves a fuel storage and distribution use, which is conditionally allowed in the MM zone; and will not prohibit coastal access or obstruct views.

Department Comments and Conditions of Approval

Comments were received from the Building Division, Engineering Department, and Fire Department. The Building Division provided a standard comment related to conformance with applicable codes, which is included as a condition of approval. The Engineering Department provided standard requirements related to new developments and grading. Comments also addressed required right-of-way improvements for the proposed project, which are included as conditions of approval. The Fire Department provided comments related to required access and the design of fire-suppression equipment. Specialized equipment in the event of fire is also required due the presence of hazardous materials at the proposed facility. The Planning Division has also included comments related to development standards and design requirements for new developments in the MM zone. Additional conditions are related to compliance with the mitigation measures required by the EIR, the project proponent's economic benefit agreement, and operational standards for the proposed facility. All comments have been incorporated as

conditions of approval as well as general conditions related to CUPs and CDPs and can be found in the attached draft resolution for approval.

Summary

The proposed project is a fuel transfer facility to be located on and adjacent to an existing BNSF railway that will help bring clean, renewable biofuels to the San Diego market. The project was evaluated for potential environmental impacts in the attached EIR and impacts were found to be less than significant with incorporation of the proposed fully enforceable mitigation measures. While the project will introduce new emissions from rail activity and up to 72 diesel-powered trucks entering the site daily, the emissions do not exceed applicable thresholds and can potentially be offset by other implementation measures identified in the City's General Plan, CAP Update, and the AB 617 Portside Community CERP. The project proponent will be required to enter into an economic benefit agreement that could fund programs such as amortization or the Free Ride Around National City (FRANC).

Options for Certification of the EIR

1. Certify that the Final EIR for the Proposed Project has been completed and processed in compliance with the requirements of CEQA; the City Council, as the decision-making body for the City, reviewed and considered the information contained in the EIR prior to approving the Proposed Project; and the EIR reflects the City's independent judgement and analysis, based on findings included in the Resolution, or findings to be determined by the City Council; or

2. Find that the Final EIR for the Proposed Project has not been completed and processed in compliance with the requirements of CEQA based on findings to be determined by the City Council; or

3. Continue the item to a specific date in order to obtain additional information.

Options for the Appeal

1. Approve the appeal, reversing the Planning Commission decision, thereby approving 2023-03 CUP, CDP, subject to the conditions listed within the resolution to approve or modified conditions, and based on the findings listed in the resolution to approve, or findings to be determined by the City Council; or

2. Deny the appeal and uphold the Planning Commission decision to deny 2023-03 CUP, CDP based on the Planning Commission findings as listed in the resolution to deny, or findings to be determined by the City Council; or

3. Continue the item to a specific date in order to obtain additional information.

FINANCIAL STATEMENT:

Application fees in the amount of $5,602.50 was paid with the submittal of the subject CUP and CDP and costs associated with the preparation and review of supporting environmental documents were paid by the applicant at cost. An appeal fee of $1,500 was also paid by the applicant. Fees are anticipated to cover the cost of staff review time and processing of the permit.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:

Balanced Budget and Economic Development

ENVIRONMENTAL REVIEW:

This is a project under CEQA and requires full environmental review and the preparation of an environmental impact report. CCR 15362.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Overhead Map
Exhibit B – PC Resolution No. 2025-13
Exhibit C – PC Resolution No. 2025-14
Exhibit D – PC Public Comments
Exhibit E – Appeal Request Letter
Exhibit F – Exhibit A to the PC Report – Plans
Exhibit G – PowerPoint Slides from PC meeting
Exhibit H – Final EIR without Appendices –
Link to view the Appendices and Studies:
https://fc.nationalcityca.gov/url/FINALEIRSDCLEANFIELDSLLC
Exhibit I – Resolution – CERTIFY EIR
Exhibit J – Resolution – AFFIRM APPEAL
Exhibit K – Resolution – DENY APPEAL

2023-03 CUP, CDP, IS – Project Area – Overhead



N

EXHIBIT A

RESOLUTION NO. 2025-13

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NATIONAL CITY, CALIFORNIA CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED FUEL TRANSFER FACILITY WITHIN BNSF RAILROAD RIGHT-OF-WAY AND BNSF-OWNED PROPERTY LOCATED WEST OF THE 1800 BLOCK OF CLEVELAND AVENUE AND NORTH OF WEST 19TH STREET, NORTH TO CIVIC CENTER DRIVE.
APPLICANT: SAN DIEGO CLEAN FUELS FACILITY LLC
CASE FILE NO. 2023-03 IS
APNS: 559-010-14, 559-040-46, 559-040-47, 559-040-48, 559-040-52, 559-076-02, 559-091-03, & 559-091-11

WHEREAS, the Planning Commission of the City of National City, California, considered the Final Environmental Impact Report for the application at a duly advertised public hearing held on September 15, 2025, at which time the Planning Commission considered evidence; and,

WHEREAS, at said public hearing the Planning Commission considered the staff report provided for Case File No. 2023-03 IS, which is maintained by the City and incorporated herein by reference; along with any other evidence presented at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law; and,

WHEREAS, the action hereby taken is found to be essential for the preservation of the public health, safety and general welfare.

NOW, THEREFORE, BE IT RESOLVED by the City Planning Commission of the City of National City, California, that the evidence presented to the Planning Commission at the public hearing held on September 15, 2025, supports the following findings:

1. Pursuant to CEQA Guidelines Sections 15050 and 15051, the City is the "lead agency" for the project.
2. The Draft EIR and Final EIR were prepared in compliance with CEQA, CEQA Guidelines, and any City Significance Determination Thresholds.
3. The Final EIR for the San Diego Clean Fuels Facility LLC Project reflects the City 's independent judgment and analysis in accordance with PRC Section 20182.1 (c)

(3) and CEQA Guidelines section 15090(a) in reviewing, commenting on, and revising material prepared by the consultant.

4. An MMRP has been prepared for the project, which the City has adopted and has made a condition of approval of the project. That MMRP is incorporated herein by reference and is considered part of the Record of Proceedings for the project.

5. With the certification of the EIR and approval of the Proposed Project, the Planning Commission adopts all mitigation measures recommended by the EIR as listed in the Mitigation Monitoring and Reporting Program

6. The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures. The City will serve as the MMRP Coordinator.

7. In determining whether the project has a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has based its decision on substantial evidence in the record and has complied with CEQA Sections 21081.5 and 21082.2 and CEQA Guidelines Section 15901(b).

8. The impacts of the project have been analyzed to the extent feasible at the time of certification of the Final EIR.

9. The Planning Commission finds that the Proposed Project would not conflict with air quality plans or expose sensitive receptors to harmful pollutant levels, and impacts would be less than significant. Therefore, no mitigation is required.

10. The Planning Commission finds that the Proposed Project would have less than significant effects related to wasteful, inefficient, or unnecessary energy consumption during construction and is consistent with applicable state and locals plans for renewable energy and energy efficiency.

11. The Planning Commission finds that changes or alterations have been required in, or incorporated into, the Proposed Project which would mitigate or avoid the significant environmental effects identified in the EIR.

12. The Planning Commission finds that Project implementation would not conflict with applicable environmental policies of the City's General Plan and/or State and federal laws, regulations and orders, and that impacts would be less than significant, and no mitigation is required.

13. The Planning Commission finds that the Proposed Project would not physically divide an established community and would not conflict with applicable environmental policies of the City's General Plan, and/or local plans, and/or State and federal laws, regulations and orders. Impacts would be less than significant, and no mitigation is required.

14. The Planning Commission finds that the Proposed Project would not conflict with any of the applicable plans, programs, or ordinances, or policies addressing the

circulation system. The Project is consistent with the City's General Plan and does not exceed the average daily trip (ADT) threshold and would not have a significant vehicle miles traveled (VMT) impact. Impacts would be less than significant.

15. The Planning Commission finds that changes or alterations have been required in, or incorporated into, the Proposed Project which would mitigate or avoid the significant environmental effects to Special Status Plant and Wildlife Species identified in the EIR.

16. The Planning Commission finds that changes or alterations have been required in, or incorporated into, the Proposed Project which would mitigate or avoid the significant environmental effects to Tribal Cultural Resources identified in the EIR.

17. The City reviewed the comments received on the Draft EIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts associated with the project. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the Final EIR.

    a. The responses to comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.

18. The City has made no decisions that constitute an irretrievable commitment of resources toward the project prior to certification of the Final EIR, nor has the City previously committed to a definite course of action with respect to the project.

19. Copies of all the documents incorporated by reference in the Draft EIR and/or Final EIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials.

20. Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the project and finds as stated in these Findings.

BE IT FURTHER RESOLVED that the Planning Commission has considered the proposed Environmental Impact Report No. 2023-03 IS, together with any comments received during the public review process, and finds on the basis of the whole record that there is no substantial evidence that the project will have a significant effect on the environment after incorporation of fully enforceable mitigation measures and that the Environmental Impact Report reflects the City's independent judgment and analysis, and hereby certifies the Environmental Impact Report, including the Mitigation Monitoring and Reporting Program, and authorizes the filing of a Notice of Determination.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of September 15, 2025, by the following vote:

AYES: QUINONES, SANCHEZ, MILLER, CASTILE, ARMENTA.

NAYS: NONE.

ABSENT: VALENZUELA.

ABSTAIN: NONE.

[redacted]

CHAIRPERSON

RESOLUTION NO. 2025-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF NATIONAL CITY, CALIFORNIA DENYING A CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR A PROPOSED FUEL TRANSFER FACILITY WITHIN BNSF RAILROAD RIGHT-OF-WAY AND BNSF-OWNED PROPERTY LOCATED WEST OF THE 1800 BLOCK OF CLEVELAND AVENUE AND NORTH OF WEST 19TH STREET, NORTH TO CIVIC CENTER DRIVE.
APPLICANT: SAN DIEGO CLEAN FUELS FACILITY LLC
CASE FILE NO. 2023-03 CUP, CDP, IS
APNS: 559-010-14, 559-040-46, 559-040-47, 559-040-48, 559-040-52, 559-076-02, 559-091-03, & 559-091-11

WHEREAS, the Planning Commission of the City of National City considered said applications at a duly advertised public hearing held on September 15, 2025, at which time oral and documentary evidence was presented; and,

WHEREAS, at said public hearings the Planning Commission considered the staff report contained in Case File No. 2023-03 CUP, CDP, IS maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and,

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of National City, California, that the testimony and evidence presented to the Planning Commission at the public hearing held on September 15, 2025, support the following findings:

FINDINGS FOR DENIAL
OF THE CONDITIONAL USE PERMIT

1. The proposed fuel transfer facility is not deemed essential and desirable to the public convenience and welfare, because the delivery of biofuels can be accomplished through other means of delivery with fewer air quality impacts to residents, workers, and visitors to the City of National City.

2. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is

located, because it would increase the use of diesel-powered trucks in a community already overburdened by emissions and further exacerbate air quality issues, and the potential benefits of the Project do not outweigh these problems.

3. In accordance with Policy HEJ-1.5 of the Health and Environmental Justice Element of the National City General Plan, the National City Planning Commission heard public comment from residents that would be potentially affected by the proposed project with concerns about impacts to health and the environment in their community and took into consideration these comments in the decision to deny the project.

FINDING FOR DENIAL
OF THE COASTAL DEVELOPMENT PERMIT

1. The granting of said Coastal Development Permit is inconsistent with applicable plans and ordinances within the City of National City because it will increase the number of diesel-powered trucks within the AB 617 Portside Community. The increased emissions from the project would be in conflict with the goals of the Community Emissions Reduction Plan (CERP) to reduce emissions and improve air quality in environmental justice communities. The project is also inconsistent with potential land use decisions as required by the Health and Environmental Justice Element of the General Plan.

BE IT FURTHER RESOLVED that the application for a Conditional Use Permit and Coastal Development Permit is hereby denied.

BE IT FURTHER RESOLVED that copies of this Resolution be transmitted forthwith to the applicant and to the City Council.

BE IT FINALLY RESOLVED that this Resolution shall become effective and final on the day following the City Council meeting where the Planning Commission resolution is set for review, unless an appeal in writing is filed with the City Clerk prior to 5:00 p.m. on the day of that City Council meeting. The City Council may, at that meeting, appeal the decision of the Planning Commission and set the matter for public hearing.

CERTIFICATION:

This certifies that the Resolution was adopted by the Planning Commission at their meeting of September 15, 2025, by the following vote:

AYES: SANCHEZ, QUINONES, CASTLE, ARMENTA.

NAYS: MILLER.

ABSENT: VALENZUELA.

ABSTAIN: NONE.

[redacted]

CHAIRPERSON

From:	Ted Godshalk
To:	Planning Commission
Cc:	Ted Godshalk
Subject:	Comment for Item #3 for the Planning Commission meeting of September 15, 2025 from Mr. Ted Godshalk
Date:	Monday, September 15, 2025 12:45:47 PM
Attachments:	90.jpeg Untitled attachment 00063.htm Untitled.jpeg Untitled attachment 00066.htm Detail-Pump-Over-Soybeans-Shutterstock.jpeg Untitled attachment 00069.htm Comments Regardng Scope of Draft EIR.doc Untitled attachment 00072.htm

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Comment for Item #3 for the Planning Commission meeting of September 15, 2025 from Mr. Ted Godshalk:

Commissioners,
Today you will hear and read testimony from both sides of a very contentious issue facing residents of National City. It is clear that there is no desire to have a fuel transfer station in National City. The facts are clear. The residents do not think conditions of approval will be enforced. The residents do not feel they will be protected from noise, fumes, train and diesel emissions or possible fire events, regardless of conditions of approval. There is a powerful land owner involved. The BNSF Railroad, that is owned by a billionaire Warren Buffett's firm, wants to make money at our expense. National City has dealt with negative effects of the railroad and similar industries for a very long time.

This is the same story that is facing the people in L.A. County who live near landfills that are accepting ash and fire debris from the Palisades and Altadena fires.

Tonight’s issue is the same story as the Native American people who have fought pipelines running through their homelands.

The story is the same as the people in Barrio Logan who fight against Biofuels in their neighborhood..https://www.kpbs.org/news/environment/2023/10/04/san-diego-biodiesel-plant-still-stirring-up-opposition-from-barrio-logan-neighbors


WELDING SUPPLIES
INDUSTRIAL EQUIP.





From: Claire Groebner
To: Planning Commission
Subject: Public Comment for 9/15: Fuel transfer facility
Date: Thursday, September 11, 2025 5:15:19 PM

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Good afternoon,

I'd like to submit a public comment for the 9/15 Planning Commission public hearing on the fuel transfer facility - USDG Fuels project.

My name is Claire Groebner and I am the Associate Director at Olivewood Gardens & Learning Center here in National City and a member of the National City Healthy Culturas Coalition. I am writing to urge the Planning Commission to recommend that the proposed USDG fuel transfer facility project be denied.

This Texas-based company's project would concentrate Diesel Particulate Matter (DPM) emissions from truck trips in West National City, where there is already a significant pollution burden and residents breathe more polluted air than 91% of the state. Diesel emissions are responsible for 85% of the cancer risk associated with air pollution in National City and contribute to other adverse health outcomes including premature death, hospitalizations, and respiratory issues like asthma. Our community already experiences disproportionately higher levels of asthma hospitalization than other neighborhoods in San Diego because of high levels of pollution. In fact, the air quality data used in the project's EIR is from Sherman Heights - an area that we know has better air quality than Westside National City - and paints an inaccurate picture of the impact this proposed project would have on air quality and health - which will in reality compound on pre-existing poor quality.

The proposed project is less than 600ft from residential homes and within .3 miles from Kimball Elementary, St. Anthony Padua Church, and Paradise Creek Family Garden.

National City's 2024 Climate Action Plan calls for significant reductions in greenhouse gas emissions by 2030 and 2050. Key strategies include implementing and supporting the transition to electric vehicles - with a goal of 7% of light duty vehicles electric by 2030 and 100% light duty and 75% heavy duty electric by 2050. The City's 2024 Land Use Element outlines guiding principles that include a commitment to Quality of Life and Health and Safety for residents - and includes policies and goals such as 'Prioritizing the establishment of businesses owned and/or operated by National City residents'' and 'Encouraging and facilitating land uses that

are compatible and environmentally sustainable while avoiding those that are incompatible'.

Developing new infrastructure that continues the transport of GHG producing fuels is counterproductive to the goals we have set as a City both in the short and long term. Biofuels, while touted by USDG Fuels as an energy transition solution, have been shown to have significant negative environmental impacts. Either way - why should our community continue to bear the burden of pollution for the County? Is this what we want for National City? Let's put our energy towards projects that actually improve the quality of life in our community - and the air that you and I, our kids, and families breathe every day.

On behalf of Olivewood Gardens & Learning Center, the National City Healthy Culturas Coalition, and myself - I ask that the Planning Commission take a stance for community health, defend the integrity of the city's Health and Environmental Justice Element, Land Use Element, and Climate Action Plan; and reject the USDG Fuels project proposal.

Thank you,
Claire
--
Claire Groebner (she/her/hers/ella)
Associate Director
Olivewood Gardens and Learning Center
619-434-4281
www.olivewoodgardens.org



Celebrating 15 years of growth, impact, and community!

Acknowledging, honoring, and extending gratitude to the Kumeyaay peoples whose land we occupy.

Olivewood's mission is to nourish communities and cultivate a deep connection to the environment through nutrition education, sustainable urban agriculture, collective advocacy, and intergenerational leadership.

Olivewood is committed to Community-Centric Fundraising. Learn more about the 10 Principles and join us in the conversation!

From: Jake Zindulka
To: Planning Commission
Subject: Public Comment - Planning Commission Hearing on 9/15/25
Date: Monday, September 15, 2025 12:04:52 PM
Attachments: Pre Read Packet UPDATED FINAL.pdf
EPA still cleaning up gas spill in El Cajon 2 months after crash – San Diego Union-Tribune.pdf

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Planning Commission:

I strongly encourage you to deny the application for the following reasons:

- The health risks associated with the project significantly outweigh any potential benefit.
- The project would result in **72 fuel trucks** driving on our city's streets **every day**. Each truck would carry ~ **8,000 gallons of fuel, totaling ~579,000 gallons per day**. Although the applicant calls it "clean" fuel, it is still combustible/highly dangerous. It also puts our environment at risk due to truck accidents. Last year, a fuel truck crashed in El Cajon at an intersection near Grossmont College, resulting in **8,600 gallons of fuel spilling into the soil and storm drains. It also led to evacuations of nearby residents.** (See *EPA still cleaning up gas spill in El Cajon 2 months after crash*, San Diego Union Tribune, December 4, 2024, attached). **If you approve the project, the**

community will be at risk of a similar accident multiplied by 72 trucks by 365 days.

- When the community asked the applicant about risks associated with the trucks, **they stated the trucks will be operated by third-parties**. **The applicant will likely do everything possible to minimize their liability for accidents occurring off the facility.**
- Per the Environmental Impact Report, the project will be required to use the City's primary and alternate truck routes. I encourage you to review the truck route in the EIR (Figure C-8). **The primary truck route includes traveling up 24th St, down National City Blvd, up 30th St, down Euclid Ave, then on Plaza Blvd. The alternate route includes trucks driving up National City Blvd past City Hall and Kimball Park.** The applicant may claim they only intend to drive to Highway 5, but nothing will prevent them from driving throughout our city per the city's primary truck route.

- The Commission should promote a safe, healthy, vibrant economy for the City. There is ample opportunity for growth that would help raise

revenue for the City, like new hotels or restaurants. Increased revenue would allow the City to provide more services to community members. However, **the fuel transfer station (i.e., 72 fuel trucks driving past businesses including Kimball's Eatery and Sessions at the Bay every day) will deter companies or individuals seeking to invest and revitalize the Westside, especially near the marina.** The City should not allow outsiders to pollute our community for their own gain.

    - Contrast this with the Chula Vista bayfront. They recently opened a large resort that will generate millions in tax revenue. National City is taking steps to improve our port area. City leaders have discussed encouraging hotels and restaurants to open. Having a fuel transfer station and 72 trucks on the streets every day will deter more healthy, positive development in the area.

- **The fuel facility will likely not generate any revenue for the City.**
- The Commission may be encouraged to approve the project based on job opportunities for truck drivers. But with the rapid growth of AI, truck companies will likely pursue self-driving trucks in the near

future. This is likely to happen during the project's **30 year term**.

I also encourage you to ask City staff about the applicant's $200,000 economic benefit agreement. In June, I submitted a PRA requesting all records related to the economic benefit agreement (PRA Request No. 25-401). The City only provided me with a 15 page packet (attached) prepared by the applicant that states they will pay $200,000 per year of the project. **It appears City staff did not negotiate that amount. It is miniscule compared to how much the applicant will make from the project.**

Thank you for your consideration and service to the public.

Best,

Jake Zindulka
Westside Resident

San Diego Clean Fuels Facility LLC Project

Cleaner Air
through
Cleaner Fuels
delivered with
2,400,000 Fewer Truck Miles/Year!

USD CLEAN FUELS

National City Energy Transition Project

Cleaner Air through Cleaner Fuels

The National City Energy Transition Project ("The Project") will bring a clean fuels transloading facility to an existing railroad site in National City, helping ***California achieve its stated goal of carbon neutrality by 2045*** *and improving air quality.*

USD Clean Fuels

USD Clean Fuels (USDCF) is a premier developer of clean fuels logistics solutions throughout North America. In National City, the vision is to create a solution for efficient delivery of clean fuels from producers in the U.S. Midwest and Gulf regions to local customers. USDCF is excited to play a key role in facilitating the energy transition to reduce carbon in California and throughout North America.

The Project

The Project will create a more efficient and sustainable logistics solution for low-carbon clean fuels, including renewable diesel, biodiesel, and ethanol. These products are made from non-petroleum, renewable sources such as biomass, tallow, and used cooking oil. They replace fossil fuels and will minimize carbon emissions in public and personal transportation, off-road equipment, and other applications in National City and the surrounding area.

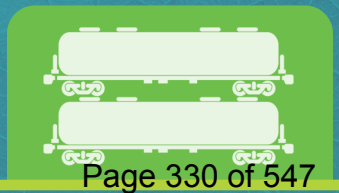
The facility will occupy a small footprint on an existing BNSF railroad site. An existing rail spur will be reconfigured, adding rail track for receiving, discharge, and unloading, four truck loading spots, and small equipment to transload cleaner fuels. The process of transferring product directly from railcars to trucks is referred to as “transloading” and eliminates the need for tanks and storage.

The railcar unloading and truck loading areas will be equipped with vapor controls that meet the San Diego Air Pollution Control District’s requirements, spill containment, and fire safety features designated by the National City Fire Department. Construction impacts will be minimal.

Operations are controlled and safe. BNSF Railway will deliver railcars to the facility and place them on designated receiving tracks. Once safety checks are completed, facility operators will attach the railcars to a system of short pipes connected to small pumps and meters. As trucks arrive, they will connect a loading hose to their fuel trucks, load the clean fuels, then disconnect and depart to deliver their load. Once railcars are emptied, the railroad will remove cars and replace them with full ones as needed. Trucks will use city designated truck routes.

This project reduces overall truck traffic by approximately 2,400,000 miles per year by eliminating lengthy truck trips from LA/Inland Empire locations, resulting in the removal of the tailpipe emissions from the air in Southern California.

Every fuel railcar removes 3.6 trucks from our local highways.





Environmental Benefits

The National City Energy Transition Project will contribute to the reduction of greenhouse gas, carbon, and other air emissions by:

- **Eliminating the need for approximately 2,400,000 miles of truck deliveries annually**
- Using lower emissions rail transit to replace longer truck trips
- Reducing California's reliance on fossil-based fuels
- Accelerating the availability of renewable fuels, offering lower emission fuels to the public and California's construction, industrial, and agricultural industries

Additional Benefits

The project will:

- Create 24 full-time, well-paying jobs, providing local employment opportunities
- Employ a highly skilled and trained construction workforce
- Improve pedestrian and driver safety at Civic Center Drive rail crossing by improving rail crossing signal visibility, traffic direction control, and crosswalks
- Generate local buying power, using a property that is only available for railroad use

Commitment to Safety

The USD Clean Fuels team has operated fuels transloading facilities with zero reportable releases and zero recordable injuries since 2008. Its proven Safety Management System dictates how safety and environmental matters are managed in Project operations to protect operators, communities, and the environment. All facility operators will be trained in the facility's Emergency Response Plan that will be created in consultation with local emergency responders to ensure effective communication, training, and response in the unlikely event of a release, fire, or other emergency.

The facility will incorporate redundant containment and safety systems, such as:

- Emergency shut-off valves with both automatic and manual triggers
- Special disconnect valves which prevent liquid from escaping during the transloading process
- Drip pans located under each railcar offloading position
- Containment basin to catch and isolate liquid in the unlikely event of a release
- Facility firefighting system approved by the National City Fire Department, including a Mobile Fire Fighting Platform (Foam)

No Significant Traffic Impacts

The Traffic Impact Study shows project-related traffic from construction and operation is well below the daily trip threshold for the region and is consistent with the City's General Plan. The truck management plan will also minimize impact by avoiding residential areas, schools, churches, and congested areas such as 24th street. Approximately 70% of the truck trips will occur between 6:00 PM and 6:00 AM to avoid peak traffic periods.

Initial modeling using approved methods from the San Diego Air Pollution Control District (SDAPCD) and the Office of Environmental Health Hazard Assessment (OEHHA) demonstrates that all project-related construction and operational emissions will be well below applicable emissions thresholds.

Project Site Transformation

Past	Present	Future
		

Commitment to Safety

The USD Clean Fuels team has operated fuels transloading facilities with zero reportable releases and zero recordable injuries since 2008.

- Proven Safety Management System to protect operators, communities, and the environment
- Emergency Response Plan will be developed in consultation with local emergency responders
- The facility will incorporate redundant containment and safety features:
  - Emergency shut-off valves
  - Dry break fittings
  - Drip pans
  - Containment basin
  - Mobile Fire Fighting Platform (Foam)





No Significant Traffic Impacts

- Traffic Impact Study shows traffic is below applicable regional standards and consistent with the City's General Plan
- Trucks will use city designated truck routes
- Truck management plan will minimize impacts by avoiding congested areas such as 24th street
- Most truck trips will occur during non-peak hours



Helping California Achieve Its Goal of Carbon Neutrality

- Small footprint – on an existing rail site
- Simple and safe transfer, directly from rail cars to trucks – no storage tanks
- Safety improvements along Civic Center Drive
- Highly skilled and trained construction workforce



Eliminates 2,400,000 Truck Miles per Year

Other benefits include:

- Reduced emissions from on-road and off-road vehicles and equipment
- Over 20 well-paying, full-time jobs
- Improvements to pedestrian and driver safety at Civic Center Drive

This project reduces overall truck traffic by approximately 2,400,000 miles per year by eliminating lengthy truck trips from LA/Inland Empire locations, resulting in the removal of the tailpipe emissions from the air in Southern California.

Every fuel railcar removes 3.6 trucks from our local highways.





Rail Eliminates More Than 25,000 Truck Round Trips per Year



Clean fuels are an essential component of California's roadmap to reducing the effects of climate change.

- Clean fuels, including renewable diesel, biodiesel, and ethanol, help achieve California's air quality and greenhouse gas goals set by the California Air Resources Board.
- Clean fuels are manufactured from crop waste, animal fats, and used cooking oils.
- Clean fuels replace fossil fuels.

"As technological advances put a zero-emissions future within reach, ***the use of cleaner fuels offers an essential tool to reduce pollution now****. A 50% reduction in diesel means cleaner air, healthier communities, and a commitment to reaching carbon neutrality in California by 2045."*

– Dr. Steven Cliff, Executive Officer
California Air Resources Board

(Emphasis added. Source: https://ww2.arb.ca.gov/news/first-time-50-california-diesel-fuel-replaced-clean-fuels)





Economic Benefit Details

USD Clean Fuels will provide funds to National City in the amount of **$200,000.00 per year** -- *for the life of the Project* -- and for the purpose of implementing strategies aimed at the reduction of emissions and improving the quality of life within the neighborhoods in the vicinity of the proposed facility.

The use of funds shall be dedicated to:

- Implementation of the goals and strategies found in the AB 617 Portside Community's approved Community Emissions Reduction Plan (CERP)
- City's approved Climate Action Plan (CAP)
- Other related policies stated in the City's General Plan

Appendix

Project Proximity

Closest School:
Kimball Elementary School
(across Interstate 5)



Closest Church:
St. Anthony of Padua Catholic Church
(across Interstate 5)



Closest Apartment:
McKinley Apartments



EIR Summary

Basic Purposes of CEQA:

Cal. Code Regs. Tit. 14, § 15002 - General Concepts

(a) Basic Purposes of CEQA. The basic purposes of CEQA are to:

(1) Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities.

(2) Identify ways that environmental damage can be avoided or significantly reduced.

(3) Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible.

(4) Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

As the EIR reflects, there are no significant impacts as a result of the San Diego Clean Fuels Facility LLC Project:

Issues/Impacts	No or "Less Than Significant" Impacts	"Less Than Significant" After Mitigation	Significant Impacts
4.1 AESTHETICS	✓		
4.2 AGRICULTURAL RESOURCES	✓		
4.3 AIR QUALITY	✓		
4.4 BIOLOGICAL RESOURCES		✓	
4.5 CULTURAL RESOURCES		✓	
4.6 ENERGY	✓		
4.7 GEOLOGY AND SOILS	✓		
4.8 GREENHOUSE GAS EMISSIONS	✓		
4.9 HAZARDS AND HAZARDOUS MATERIALS	✓		
4.10 HYDROLOGY AND WATER QUALITY	✓		
4.11 LAND USE AND PLANNING	✓		
4.12 MINERAL RESOURCES	✓		
4.13 NOISE	✓		
4.14 POPULATION AND HOUSING	✓		
4.15 PUBLIC SERVICES	✓		
4.16 RECREATION	✓		
4.17 TRANSPORTATION	✓		
4.18 TRIBAL CULTURAL RESOURCES		✓	
4.19 UTILITIES AND SERVICE SYSTEMS	✓		
4.20 WILDFIRE	✓		
4.21 MANDATORY FINDINGS OF SIGNIFICANCE		✓	

National City Outreach Efforts

Environmental Health Coalition –
Initiated meetings with EHC early in the EIR process.
- 2/8/24: Met w Franco Garcia, Executive Director
- 2/21/24: Met w EHC team members

Local Community/Public –
Conducted a Community Open House to enable community members/residents to meet the USDCF team members and learn more about the Project.
- 8/14/24: Evening event and dinner held at the National City Ramada Hotel

City and Local Government –
Conducted various meetings and calls w key government officials early in the EIR process.
- 2/2/24: Met w Mayor Ron Morrison
- 2/7/24: Met w Councilmember Ditas Yamane
- 2/9/24: Met w Councilmember Jose Rodriguez
- 2/16/24: Call with Councilmember Luz Molina
- 2/21/24: Met w Councilmember Jose Rodriguez
- 2/21/24: Met w Mayor Ron Morrison
- 2/22/24: Met w Councilmember Ditas Yamane
- 2/22/24: Met w Councilmember Marcus Bush
- 3/11/24: Met w Councilmember Luz Molina
- 4/25/24: Met w Councilmember Jose Rodriguez
- 10/30/24: Attended National City Council Candidate Forum
- 11/15/24: Met w Councilmember Marcus Bush
- 1/15/25: Met w Mayor Ron Morrison
- 4/19/25: Attended Councilmember Ditas Yamane's Community Dist Meeting

Industry Trade Groups and Associations –
Conducted various meetings and calls w key industry and trade group stakeholders.
- 6/6/24: Call w the Union Laborers
- 1/15/25: Met w Kelvin Barrios, Union Political Director for Local 89
- 1/28/25: Presented the Project at the AB 617 Portside Community Steering Committee Meeting
- 4/10/25: Presented the Project to the National City Chamber of Commerce's Executive Committee

California Supports Renewable Fuels

CALIFORNIA AIR RESOURCES BOARD (CARB)

- CARB August 2023 Press Release: "As technological advances put a zero-emissions future within reach, the use of cleaner fuels offers an essential tool to reduce pollution now," said California Air Resources Board Executive Officer, Dr. Steven Cliff. "A 50% reduction in diesel means cleaner air, healthier communities and a commitment to reaching carbon neutrality in California by 2045."

- CARB 2022 Scoping Plan (The Scoping Plan is CA's formal plan to reduce GHG emissions to reach net neutrality goals), Page 190-191: "In addition to building the production and distribution infrastructure for zero-carbon fuels, the state must continue to support low-carbon liquid fuels during this period of transition and for much harder sectors for ZEV technology such as aviation, locomotives, and marine applications. Biomethane currently displaces fossil fuels in transportation and will largely be needed for hard-to-decarbonize sectors but will likely continue to play a targeted role in some fleets while the transportation sector transitions to ZEVs."

- Liane Randolph, Chair, CA Air Resources Board: "In order for us to be successful in addressing climate change, we must drastically reduce our fossil fuel usage and grow the low carbon energy supplies we need…We need to also make sure that low-carbon fuels are available to support this transition both in the coming years and in the next two decades." – CARB September 2023 Board Meeting

- Dr. Steven Cliff, Executive Officer, CA Air Resources Board: "California is receiving significant volumes of low carbon fuels…including renewable diesel, low carbon intensity electricity, biomethane, and hydrogen. These fuels displaced nearly four billion gallons of petroleum fuel in 2022 alone." & "We now have over half of our diesel demand being met by non-petroleum based diesel alternatives…and its bringing real climate and air quality benefits to the state." – CARB September 2023 Board Meeting

- CARB Air Pollution Specialist: "Even with an unprecedented and rapid transition to zero-emission vehicles, we will still have some remaining demand for liquid fuels in the transportation system, given the legacy combustion vehicles, aviation, and potentially some off-road that will continue operating in the State through 2045…low carbon alternative liquid fuels [that] reduce the greenhouse gases from the State's remaining combustion vehicles." – CARB September 2023 Board Meeting

CALIFORNIA ENERGY COMMISSION (CEC)

- August 17 2023 CEC Transportation Fuels Assessment Workshop, CEC Staff Comment: "State policies will set the stage for the last new internal combustion engine passenger vehicle to be sold in 2035, and only ZEVs will enter the market as new cars move forward from there. That being said, there will remain many internal combustion engine vehicles…in the state for decades to come. Even under the most aggressive scenario, we anticipate about 16 million ICE's on the road in 2035. These cars will need fuel, and it's the responsibility of the CEC to ensure that we have access to affordable fuels."

- CEC Website: "California's transportation sector accounts for about 50 percent of the state's greenhouse gas emissions, nearly 80 percent of nitrogen oxide pollution, and 90 percent of diesel particulate matter pollution. Transitioning the transportation sector to low-carbon fuels…is critical to achieving climate change goals and clean air standards."

LOCAL NEWS

EPA still cleaning up gas spill in El Cajon 2 months after crash

Agency says they keep finding more contaminated dirt that needs to be hauled from site



A work wets fresh dirt that was used to backfill an ahead where contaminated soil was removed at Fletcher Parkway and Navajo Road in El Cajon on Tuesday, Dec. 3, 2024 in El Cajon, California. (Ana Ramirez / The San Diego Union-Tribune)



By **GARY WARTH** | The San Diego Union-Tribune
UPDATED: December 4, 2024 at 11:05 AM PST

There appears to be no end in sight for a cleanup effort in El Cajon almost two months after a fuel truck spilled about 8,600 gallons of gasoline at a busy intersection.

“We’re still removing contaminated soil,” said Robert Wise, on-scene coordinator with the U.S. Environmental Protection Agency.

Wise said crews are hoping to be finished by the end of the week, but they have had their expectations dashed before.

“I can’t give you an end date because every time we put a shovel in the ground, we find more contaminated soil,” he said. “To be honest with you, I was hoping it would be done three weeks ago, but we found a lot more contaminated soil than we were expecting.”

The accident occurred around 9:30 a.m. Oct. 9 at Fletcher Parkway and Navajo Road. The truck was carrying 8,800 gallons of gasoline when it tipped over, spilling most of its fuel into nearby storm drains, onto the road and elsewhere.

“When the truck flipped over, gasoline got underneath the street, it got underneath the sidewalk, it got in the soil under Fletcher Parkway, and the soil was all sand and gravel,” Wise said. “It went straight down.”

Read More

00:00 02:00

Crews of 25 have been working on the site since the spill. Fletcher Parkway is lined with large, metal bins that will be filled with contaminated soil and



Metal bins on Fletcher Parkway will be filled with contaminated soil and hauled away to be treated at landfills on Tuesday, Dec. 3, 2024 in El Cajon, California. (Ana Ramirez / The San Diego Union-Tribune)

On the morning of the crash, residents within a 300-foot radius of the site were evacuated from their homes and some people living farther away were advised to remain inside.

Power also was cut off that morning for fear of fuel leading into underground power equipment.

On Monday, some employees of businesses at the mall on the corner of Navajo Road and Fletcher Parkway said they could smell gasoline on the day of the crash. Merchants also said customers complain about traffic at the intersection, where a northbound lane of Fletcher Parkway has been closed for weeks.

“It’s an inconvenience,” said Jason Neely, owner of Jason’s Water Store. “I’ve heard my customers talking about it, how it’s still closed. It’s just an eyesore being down there for me. I don’t notice any other effects.”

Neely said the morning of the accident, he and other businesses were told power would be out until around 4 p.m. Instead, it didn’t come back until 7:30 p.m.

Other businesses had it worse, he said, recalling that he heard of restaurants throwing out food and Smart & Final using a refrigerator truck to save its inventory.

While the clean-up is taking longer than expected, Wise said the EPA considers it a medium-size spill. The cleanup cost will be paid by the insurance coverage of the trucking company, Coastal Transport Company, he said.

Originally Published: December 3, 2024 at 4:31 PM PST

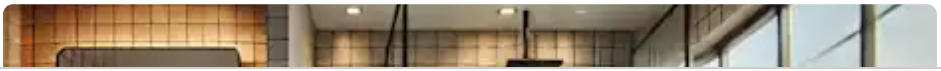
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Around the Web

REVCONTENT



From: Pauline Faciolince
To: Planning Commission
Subject: Public Comment 9/15/25
Date: Monday, September 15, 2025 11:59:39 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Re: USD Clean Fuels Project

I think you should **DENY** the application because the health risks associated with the project greatly outweigh any potential benefit. The project will bring 72 fuel trucks carrying about 8,000 gallons of fuel each to National City every day. Not only will this cause air pollution in our community regularly, but any type of accident at the site (spills, explosions, etc.) will have major repercussions and impact to the surrounding areas.

Additionally, this project would significantly hinder any type of revitalization and growth to National City, the west side/marina area in particular. As we see neighboring cities push forward with growth and innovation to bring more into their community (for example, Chula Vista's new hotel and convention center), we would be taking a step back and deterring potential investors and businesspeople from coming to National City.

At this point, I only see negatives and absolutely no positives (I do not see the minimal $200,000 yearly payout as a positive). For this reason, I hope you **DENY** the application.

Thank you for your time.

From: Cindy Fleming [redacted]
Sent: Tuesday, September 16, 2025 2:57 PM
To: Martin Reeder <mreeder@nationalcityca.gov>; Bill Frerking [redacted]; Kevin Laborne [redacted]
Cc: Ron Percival [redacted]
Subject: RE: Appeal of PC denial info

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Thank you, Martin -

San Diego Clean Fuels LLC would like to appeal last night's decision on Resolution 2025-14 as we do not believe that the findings for denial are accurate.

Findings for Denial of the Conditional Use Permit
#1 asserts that the facility is not essential or desirable because there are cleaner methods of delivery of the clean fuels. We do not believe that the cleaner methods mentioned are practically available at the current time.

#2 indicates that the project would be detrimental to the public in the vicinity due to the anticipation that the 'last mile' delivery trucks will be petroleum diesel fueled and contribute to negative air quality in the area. Given that the truck operators are hauling renewable diesel, it would make sense that these truck operators would use the fuel that they haul. Furthermore, USD Clean Fuels was willing to accept a condition that these vehicles would be required to use renewable diesel within a reasonable period of time after the facility is operational; making this finding void. It should also be noted that the EIR found air quality impacts based on petroleum diesel truck emissions as is required for air quality modeling, to be less than significant.

Finding for Denial of the Coastal Development Permit
#1 says that the project is in conflict with the Community Emissions Reduction Plan because it increases the number of diesel trucks within the Portside Community. Again, the finding's concern is based on the trucks using petroleum diesel rather than renewable diesel. Furthermore, these short haul delivery truck trips replace long haul carriers, improving the air quality in the entire area. If the short haul trucks are conditioned to use renewable diesel fuel instead of petroleum diesel, the air quality is improved still further.

Attached is the payment authorization for the appeal.

We appreciate the work you and David have done on this project and look forward to the opportunity to present to the City Council.

Sincerely,

Note our new address!

FLEMING ALLIANCE ARCHITECTURE

Cindy Fleming, AIA, LEED AP BD+C
FLEMING ALLIANCE ARCHITECTURE, INC.
[redacted]
Dana Point, CA 92629
[redacted]
www.FlemingAlliance.com

Exhibit A:
Case File No.: 2023-03 CUP, CDP, IS
Date: 2/19/2024

CONSTRUCTION STORM WATER BMP NOTES

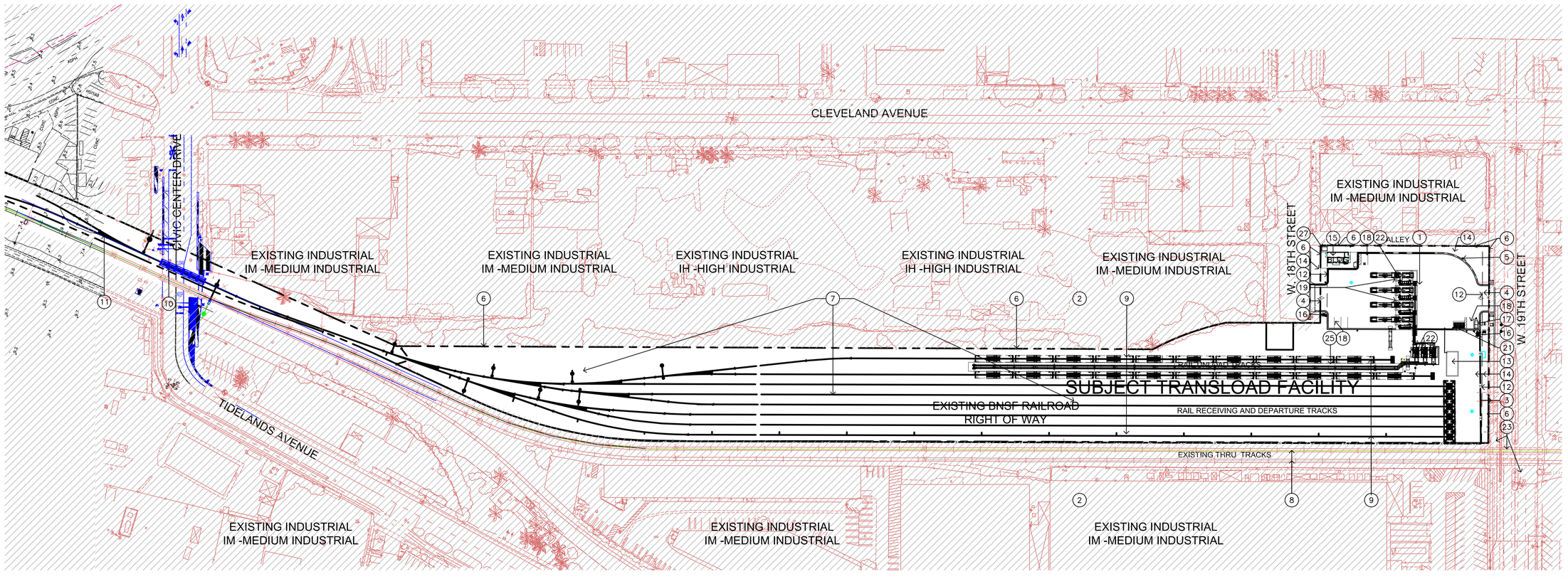
1. ALL APPLICABLE CONSTRUCTION BMP'S AND NON-STORM WATER DISCHARGE BMP'S SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE CITY OF NATIONAL CITY MINIMUM BMP REQUIREMENTS INCLUDED IN THE NATIONAL CITY MUNICIPAL CODE AND THE CITY OF NATIONAL CITY JURISDICTIONAL RUNOFF MANAGEMENT PROGRAM (JRMP). ALL STORM WATER BMP'S SHALL BE MAINTAINED FOR THE DURATION OF THE PROJECT.
2. EROSION CONTROL BMP'S SHALL BE IMPLEMENTED FOR ALL PORTIONS OF THE PROJECT AREA IN WHICH NO WORK HAS BEEN DONE OR IS PLANNED TO BE DONE OVER A PERIOD OF 14 OR MORE DAYS. ALL ONSITE DRAINAGE PATHWAYS THAT CONVEY CONCENTRATED FLOWS SHALL BE STABILIZED TO PREVENT EROSION.
3. RUN-ON FROM AREAS OUTSIDE THE PROJECT AREA SHALL BE DIVERTED AROUND WORK AREAS TO THE EXTENT FEASIBLE. RUN-ON THAT CANNOT BE DIVERTED SHALL BE MANAGED USING APPROPRIATE EROSION AND SEDIMENT CONTROL BMP'S.
4. SEDIMENT CONTROL BMP'S SHALL BE IMPLEMENTED, INCLUDING PROVIDING FIBER ROLLS, GRAVEL BAGS, OR OTHER EQUALLY EFFECTIVE BMP'S AROUND THE PERIMETER OF THE PROJECT TO PREVENT TRANSPORT OF SOIL AND SEDIMENT OFFSITE. ANY SEDIMENT TRACKED ONTO OFFSITE PAVED AREAS SHALL BE REMOVED VIA SWEEPING AT LEAST DAILY. ALL BMP'S SHALL BE INSTALLED AND MAINTAINED IN ACCORDANCE WITH THE APPLICABLE CASQA FACT SHEETS.
5. TRASH AND OTHER CONSTRUCTION WASTES SHALL BE PLACED IN A DESIGNATED AREA AT LEAST DAILY AND SHALL BE DISPOSED OF IN ACCORDANCE WITH APPLICABLE REQUIREMENTS.
6. MATERIALS SHALL BE STORED TO AVOID BEING TRANSPORTED IN STORM WATER RUNOFF AND NON-STORMWATER DISCHARGES. CONCRETE WASHOUT SHALL BE DIRECTED TO A WASHOUT AREA DESIGNED IN ACCORDANCE WITH CASQA STANDARDS; CONCRETE SHALL NOT BE WASHED OUT TO THE GROUND.
7. STOCKPILES AND OTHER SOURCES OF POLLUTANTS SHALL BE COVERED WHEN THE CHANCE OF RAIN WITHIN THE NEXT 48 HOURS IS AT LEAST 50%.

9

KEYNOTES

1. SUBJECT TRANSLOAD FACILITY (NON-SHADED AREA)
2. SHADE INDICATES AREA NOT A PART (TYP.)
3. EXISTING PUBLIC SIDEWALK TO REMAIN (TYP.)
4. NEW 40' WIDE DRIVEWAY CURB CUT – SEE (TYP FOR 2)
5. SITE LIGHTING – SEE SHEET E200 (TYP.)
6. EXISTING RAIL YARD PROPERTY LINE / EXISTING FENCE LINE
7. BNSF PROPERTY / PACIFIC STEEL CLEAN-UP SITE – MITIGATION COMPLETED
8. EXISTING MAIN LINE RAILROAD TRACKS TO REMAIN
9. NEW / RECONFIGURED RAIL TRACKS
10. ADDED TRACK AT CIVIC CENTER CROSSING – SEE SHEET T153
11. END OF ADDED TAIL TRACK SHORT OF HARBOR DRIVE
12. LINE OF 10' STREET FRONTAGE SETBACK
13. CONTAINMENT BASIN – SEE S122
14. PLANTER – SEE LANDSCAPE PLAN
15. OFFICE TRAILER – SEE A-3
16. PROPOSED FIRE HYDRANT LOCATION
17. PROPOSED LOCATION OF FIRE FIGHTING FOAM TRAILER
18. EMPLOYEE PARKING
19. TRUCK LOAD OUT PAD & SKID (TYP FOR 4)
20. NOT USED
21. ADDITIVE TOTE CONTAINMENT ENCLOSURE (TYP FOR 3)
22. TRANSFER EQUIPMENT
23. EXISTING RR CROSSING & SIGNAL TO REMAIN
24. NOT USED
25. FALL PROTECTION SUPPORT SYSTEM BETWEEN LOAD OUT RAILS– SEE SHEET S300
26. NOT USED
27. PROPOSED ELECTRICAL TRANSFORMER LOCATION

1



PLAN NORTH TRUE NORTH

NOTE:
– SEE SHEETS G110 & C121 FOR APN BOUNDARIES & TERMINAL SITE DIMENSIONS.

EXHIBIT F

OVERALL SITE PLAN

SCALE 1"=80'-0" | 4

FLEMING ALLIANCE ARCHITECTURE

FLEMING ALLIANCE ARCHITECTURE, INC.
24672 San Juan Avenue, Suite 101
Suite 101
Dana Point, CA 92629
TEL 949-276-7001
FAX 949-276-7003
License

Project Name: SAN DIEGO CLEAN FUELS FACILITY
830 W. 18TH STREET
NATIONAL CITY, CALIFORNIA

Client Name: SAN DIEGO CLEAN FUELS LLC
811 MAIN STREET
HOUSTON, TX 77002
281-291-3921

Revision	Date	Description
	5-30-23	FIRE CHANGE
	1-25-24	EIR MODIFICATIONS

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Sheet Name: OVERALL SITE PLAN

Drawn	Checked	Date
FAA	CF	1-17-23

Job Number: 21006

Sheet: A-1

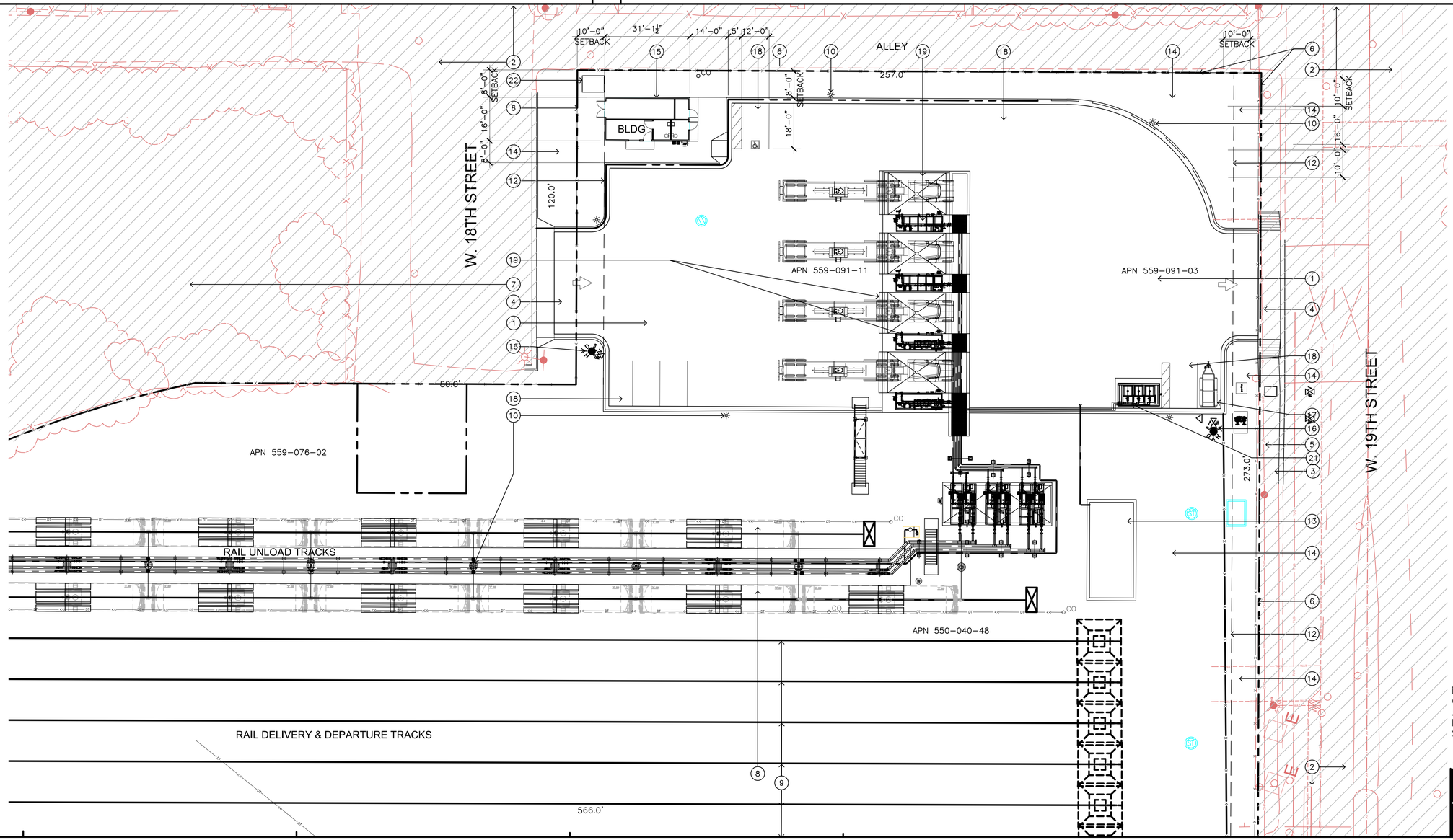
of

1. LANDSCAPED AREAS SHALL BE DESIGNED IN ACCORDANCE WITH WATER EFFICIENT LANDSCAPE ORDINANCE REQUIREMENTS.
2. ROOF DRAINAGE SHALL BE DIRECTED TO LANDSCAPED AREAS OR RAIN BARRELS.
3. WALKWAYS SHALL BE DESIGNED TO DRAIN TO ADJACENT LANDSCAPED OR NATURAL AREAS OR CONSTRUCTED USING PERMEABLE MATERIALS.
4. STREETS, SIDEWALKS, AND PARKING LOT AISLES SHALL BE CONSTRUCTED TO THE MINIMUM WIDTH NECESARY, PROVIDED PUBLIC SAFETY IS NOT COMPROMISED.
5. EXISTING TREES AND NATURAL AREAS, INCLUDING BUT NOT LIMITED TO NATURAL WATER BODIES AND NATURAL STORAGE RESERVOIRS OR DRAINAGE CORRIDORS (E.G., TOPOGRAPHIC DEPRESSIONS, NATURAL SWALES, AND AREAS OF NATURALLY PERMEABLE SOILS), SHALL BE CONSERVED OR OTHERWISE PROTECTED TO THE EXTENT FEASIBLE.

PERMANENT STORM WATER BMP'S 13

1. SUBJECT TRANSLOAD FACILITY (NON-SHADED AREA)
2. SHADE INDICATES AREA NOT A PART
3. EXISTING PUBLIC SIDEWALK TO REMAIN
4. NEW 40' DRIVEWAY CURB CUT (TYP FOR 2)
5. EXISTING 30' WIDE CURB CUT TO BE REMOVED. INSTALL NEW SIDEWALK, CURB & GUTTER
6. EXISTING RAIL YARD PROPERTY LINE / EXISTING FENCE LINE TO REMAIN
7. BNSF PROPERTY / PACIFIC STEEL CLEAN-UP SITE - MITIGATED IN 2023
8. NEW TRANSLOAD TRACKS W/ TRACK PANS & FALL PROTECTION - SEE SHEET S100
9. NEW / RECONFIGURED RAIL TRACKS
10. SITE LIGHTING - SEE SHEET E200 (TYP.)
11. NOT USED
12. LINE OF 10' STREET FRONTAGE SETBACK
13. CONTAINMENT BASIN - SEE S122
14. PLANTER - SEE LANDSCAPE PLAN
15. OFFICE TRAILER - SEE A-3
16. PROPOSED FIRE HYDRANT LOCATION
17. PROPOSED LOCATION OF FIRE FIGHTING FOAM TRAILER
18. EMPLOYEE & HANDICAP PARKING (TYP.)
19. TRUCK LOAD OUT PAD & SKID (TYP FOR 4)
20. NOT USED
21. ADDITIVE TOTE CONTAINMENT ENCLOSURE
22. PROPOSED ELECTRICAL TRANSFORMER LOCATION

KEYNOTES 1



PARTIAL SITE PLAN

SCALE 1"=20'-0" | 4

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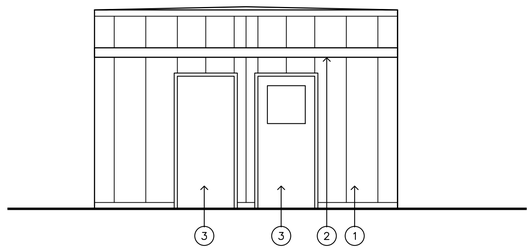
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FAA	CF	1-17-23

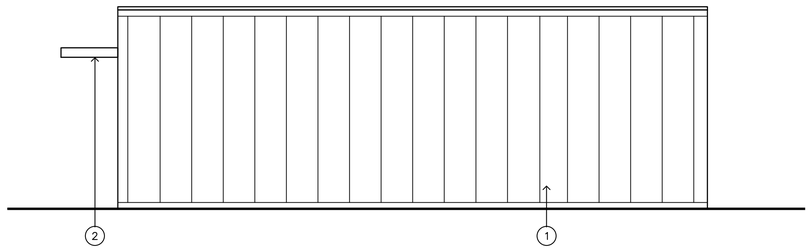
Job Number: 21006

Sheet: A-2

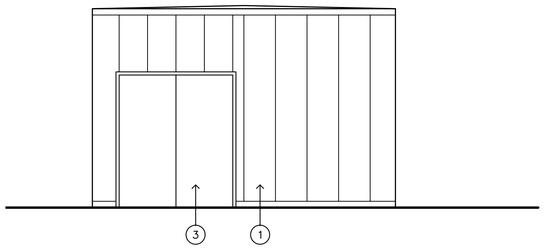
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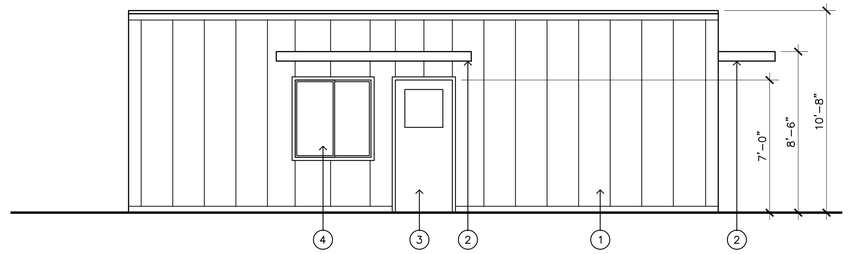
SOUTH ELEVATION | SCALE 1/4" = 1'-0" | 13



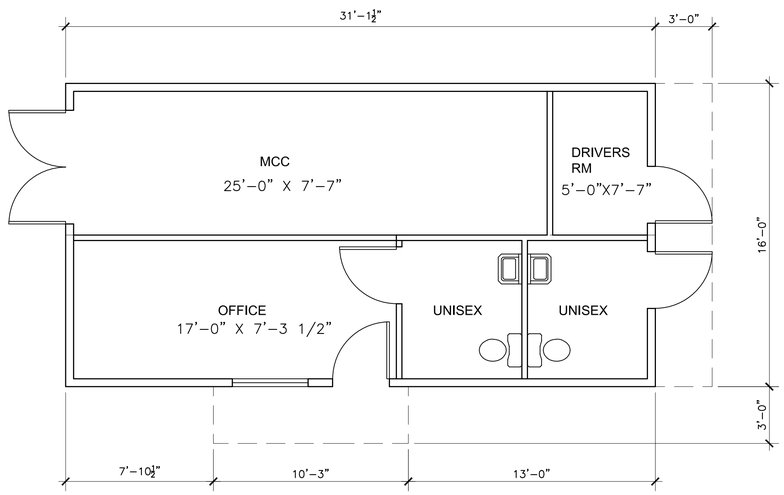
EAST ELEVATION (ALLEY) | SCALE 1/4" = 1'-0" | 5



NORTH ELEVATION (18TH ST.) | SCALE 1/4" = 1'-0" | 14



WEST ELEVATION (FRONT) | SCALE 1/4" = 1'-0" | 6



PLAN NORTH TRUE NORTH

FLOOR PLAN | SCALE 1/4" = 1'-0" | 8

1. PREFABRICATED METAL BUILDING / TRAILER SIDING & TRIM– COLOR: WHITE
2. METAL EYEBROW CANOPY – COLOR: GREY
3. DOOR – COLOR: GREY
4. WINDOW – TRIMMED IN WHITE

KEYNOTES | 4

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Sheet Name
OPERATIONS TRAILER PLAN & ELEVATIONS

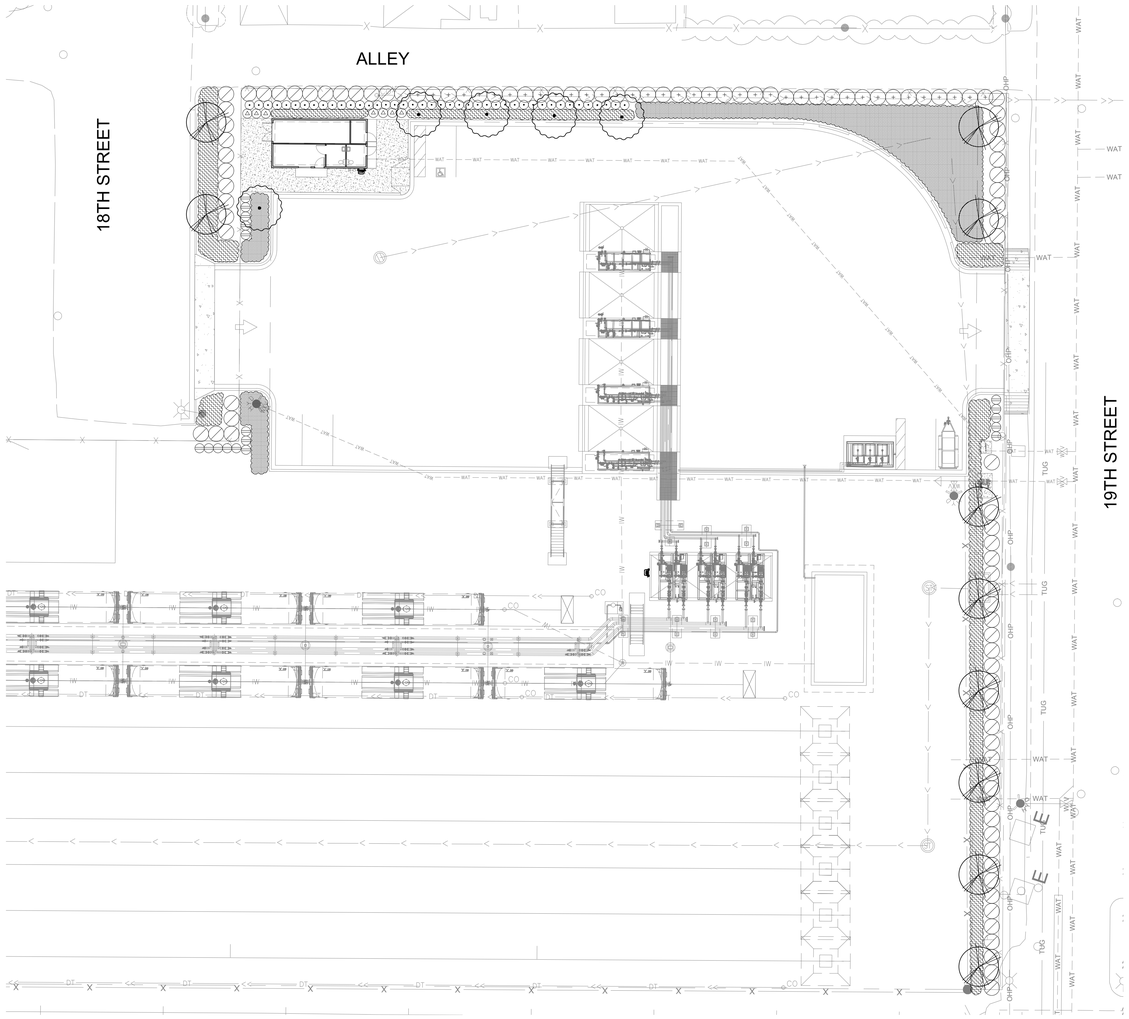
Drawn	Checked	Date
FAA	CF	1-17-23

Job Number 21006

Sheet
A-3

of

A PLANTING PLAN (20 SCALE)



TREE LEGEND

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/COMMENTS	WATER USE
	ARBUTUS X 'MARINA' MARINA STRAWBERRY TREE	36" BOX	STANDARD D.S. STREET TREE	LOW
	PISTACIA CHINENSIS CHINESE PISTACHE	36" BOX	STANDARD D.S. PARKING LOT TREE	LOW

SHRUB LEGEND

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/COMMENTS	WATER USE
	CALLISTEMON 'LITTLE JOHN' DWARF BOTTLE BRUSH	5 GAL	36" O.C.	LOW
	DIANELLA TASMANICA 'VARIEGATA' WHITE STRIPED TASMAN FLAX LILY	1 GAL	24" O.C.	LOW
	HESPERALOE PARVIFLORA RED YUCCA	5 GAL	36" O.C.	LOW
	OLEA EUROPAEA 'MONTRA' LITTLE OLLIE DWARF OLIVE	5 GAL	36" O.C.	LOW
	LEUCOPHYLLUM F. FRUTESCENS' TEXAS RANGER	15 GAL	6'0" O.C. INFORMAL HEDGE	LOW

GROUNDCOVER LEGEND

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING/COMMENTS	WATER USE
	CAREX PRAEGRACILIS CALIFORNIA FIELD SEDGE	1 GAL	18" O.C. PLANT 18" AWAY FROM WALKS OR CURB EDGE	LOW
	NEW GOLD LANTANA LANTANA X 'NEW GOLD'	1 GAL	18" O.C. PLANT 18" AWAY FROM WALKS OR CURB EDGE	LOW
	STAR JASMINE TRACHELOSPERMUM JASMINOIDES	1 GAL	18" O.C. PLANT 18" AWAY FROM WALKS OR CURB EDGE	LOW

ORGANIC MULCH

ALL PLANTING AREAS SHALL HAVE A 3" DEEP LAYER OF ORGANIC MULCH UNLESS NOTED. SUBMIT SAMPLES FOR APPROVAL PRIOR TO INSTALLATION. SEE SPECIFICATIONS.

NOTES

1. SITE LANDSCAPE TO HAVE A DRIP IRRIGATION SYSTEM WITH AUTOMATIC CONTROLLER.
2. USE ROOT BARRIERS FOR ALL TREES WITHIN 5'-0" OF CONCRETE CURBS OR PAVING.

CITY REQUIRMENTS

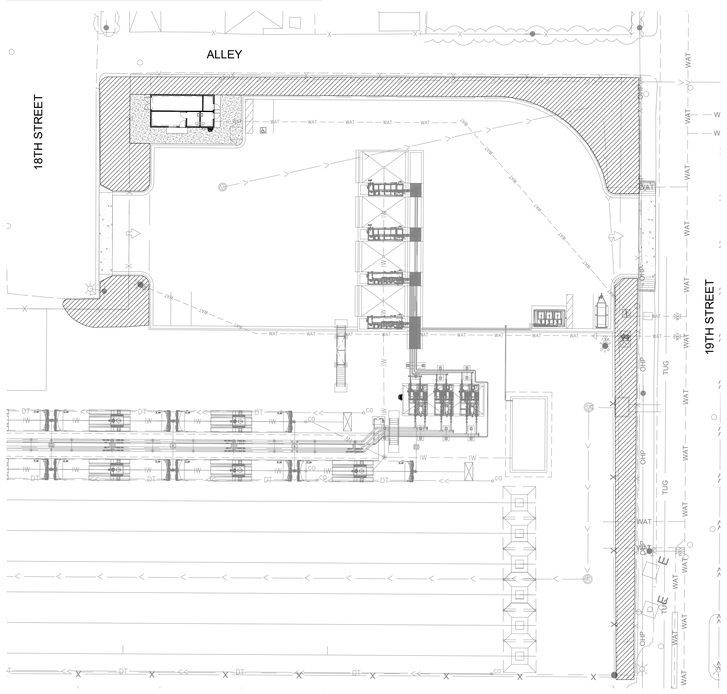
1. LANDSCAPING SHALL INCLUDE A VARIETY OF TREES, SHRUBS, AND GROUNDCOVER.
2. PLANT MATERIALS SHALL CONFORM TO OR EXCEED THE PLANT QUALITY STANDARDS OF THE LATEST EDITION OF AMERICAN STANDARD FOR NURSERY STOCK PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, OR THE EQUIVALENT.
3. PLANT MATERIALS SHALL BE SIZED AND SPACED TO ACHIEVE IMMEDIATE EFFECT AND SHALL NOT BE LESS THAN A FIFTEEN-GALLON CONTAINER FOR TREES, FIVE GALLON CONTAINER FOR SPECIMEN SHRUBS, AND SIX-INCH POTS FOR MASS PLANTING, UNLESS OTHERWISE APPROVED BY THE REGULATING AUTHORITY.
4. PLANT MATERIALS SHALL BE SELECTED FOR LOW WATER DEMAND AND DROUGHT TOLERANCE; USE OF APPROPRIATE NATIVE SPECIES; ADAPTABILITY TO THE NATIONAL CITY ENVIRONMENT; THE GEOLOGICAL AND TOPOGRAPHICAL CONDITIONS OF THE SITE; ABILITY TO PROVIDE SHADE; AND, SOIL RETENTION CAPABILITY. PLANTS HAVING SIMILAR WATER USE SHALL BE GROUPED TOGETHER IN DISTINCT HYDROZONES. DECIDUOUS TREES SHALL BE USED TO SHADE BUILDINGS AND PARKING LOTS IN SUMMER AND ALLOW
5. FOR PASSIVE SOLAR HEATING OF BUILDINGS IN WINTER.
6. STREET TREES SHALL BE PLANTED AT A RATE OF ONE TREE FOR EVERY THIRTY LINEAR FEET OF RIGHT-OF-WAY. THE REVIEW AUTHORITY MAY MODIFY THIS REQUIREMENT DEPENDING ON THE CHOSEN TREE SPECIES AND ITS TYPICAL SPREAD AT MATURITY.
7. A MINIMUM OF TWO FIVE-GALLON SHRUBS SHALL BE PROVIDED FOR EVERY SIX FEET OF DISTANCE ALONG STREET FRONTAGES.
8. PARKING LOT LANDSCAPE REQUIREMENTS- A MINIMUM OF ONE SHADE CANOPY TREE SHALL BE REQUIRED FOR EVERY SEVEN PARKING SPACES.

LANDSCAPE CALCULATIONS

20% OF THE SITE TO BE LANDSCAPE

SITE AREA =46,300 SF
LANDSCAPE AREA =9,550
PERCENT OF SITE = 21%

B HYDROZONE PLAN (30 SCALE)



HYDROZONE LEGEND

LOW - ALL SHRUBS / ALL TREES / ALL AREAS

R.P.A.L.A GROUP
LANDSCAPE ARCHITECTURE | PLANNING
www.rpala.com
CALIFORNIA
32565 B Golden Lantern, #3645
Rancho Palos Verdes, CA 92629
949-246-7138
CA License # 1381

LICENSED LANDSCAPE ARCHITECT
RICHARD PRICE # 1381
Signature
05-31-22
Renewal Date
Date
STATE OF CALIFORNIA

License

Project Name
SAN DIEGO CLEAN FUELS FACILITY
830 W. 18TH STREET
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Sheet Name

PLANTING PLAN

Drawn	Checked	Date
AP		11/15/22

Job Number
21310

Sheet
L-4.01

of

0 20' 40' 60'
1"=20'-0"

Underground Service Alert
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Public Hearing

CERTIFICATION OF A FINAL IMPACT REPORT TO ASSESS PROJECT IMPACTS AND CONSIDERATION OF AN APPROVAL OF A CUP AND CDP FOR A PROPOSED FUEL TRANSFER FACILITY

2023-03 CUP, CDP, IS

CALIFORNIA NATIONAL CITY 1887 INCORPORATED

Overhead



Site Characteristics

- Project site
  - Approximately 7.5 acres in size
  - Extends between BNSF rail crossings at Civic Center Drive and West 19th Street
  - Includes existing BNSF railway and adjacent BNSF-owned property between West 18th and 19th Streets
  - A portion of the site, intended to accommodate new rail spurs, is a DTSC clean up site (Pacific Steel, Inc.)
    - Clean up substantially completed in project area
  - Site is former industrial, mostly disturbed land
  - Rail crossing at Civic Center Drive is intended to be improved
- Surrounding area
  - Mostly industrial/manufacturing
  - Tourist-supporting commercial uses to the south
  - McKinley Apartments 380 feet to the east
  - Single-family homes approximately 900 feet to the south
  - Port and Navy activities
  - Nearest school is across I-5 to the east
  - Railway freight in San Diego traverses the region north/south via Orange County

Site Photos



West 19th Street looking north toward proposed transfer facility location (2025)



West 19th Street looking north toward location of new rail spurs (2025)

Site Photos



View from the end of West 18th Street (2022)



View of the existing Civic Center Drive rail crossing toward the proposed facility (2022)

Proposal

- The applicant (San Diego Clean Fuels Facility LLC) proposes to construct a transloading facility for renewable fuels
- Fuel would be transferred from rail cars to trucks for delivery to service stations within the San Diego market
- A small 512-square foot office building will be constructed on site.
- Additional rail spurs and an expanded rail crossing at Civic Center Drive will accommodate the added rail activity.
- Operations would be 24 hours a day with trucks primarily entering the site during off-peak traffic hours (6:00 pm to 6:00 am)
- The maximum number of trucks entering the site daily will be 72 and the throughput capacity of the facility will be 13,800 barrels of fuel per day.
- Proposed safety measures include a fuel containment basin and a fire-fighting platform

Proposal

- The applicant (San Diego Clean Fuels Facility LLC) has stated the following objectives:
  - Contribute to the State's transition to carbon neutrality via GHG reductions from renewable fuels
  - Expand availability of renewable fuels and solve geographic imbalances for access
  - Lower emissions in the existing supply chain by utilizing rail
  - Increase speed of delivery to market
  - Generate employment opportunities in National City
  - Develop underutilized properties while minimizing conflict with existing uses
  - Provide an appropriately-sized facility that balances business performance with minimized truck trips
  - Have direct access to I-5
  - Improve infrastructure to meet project needs (BNSF rail)
  - Additional firefighting capacity to allow for quick response to hazards

Proposal

- Additional physical improvements include:
  - Construction of railway tracks and turnouts/crossovers to facilitate car movement
  - Installation of concrete slab pump pads at each transload spot
  - Installation of truck load slabs sloped to drain at each transload spot
  - Installation of pumps and piping to move fuels from rail cars to truck loading spots
  - Containment enclosures for additive totes
  - All weather paving for the facility
  - Lighting, as needed

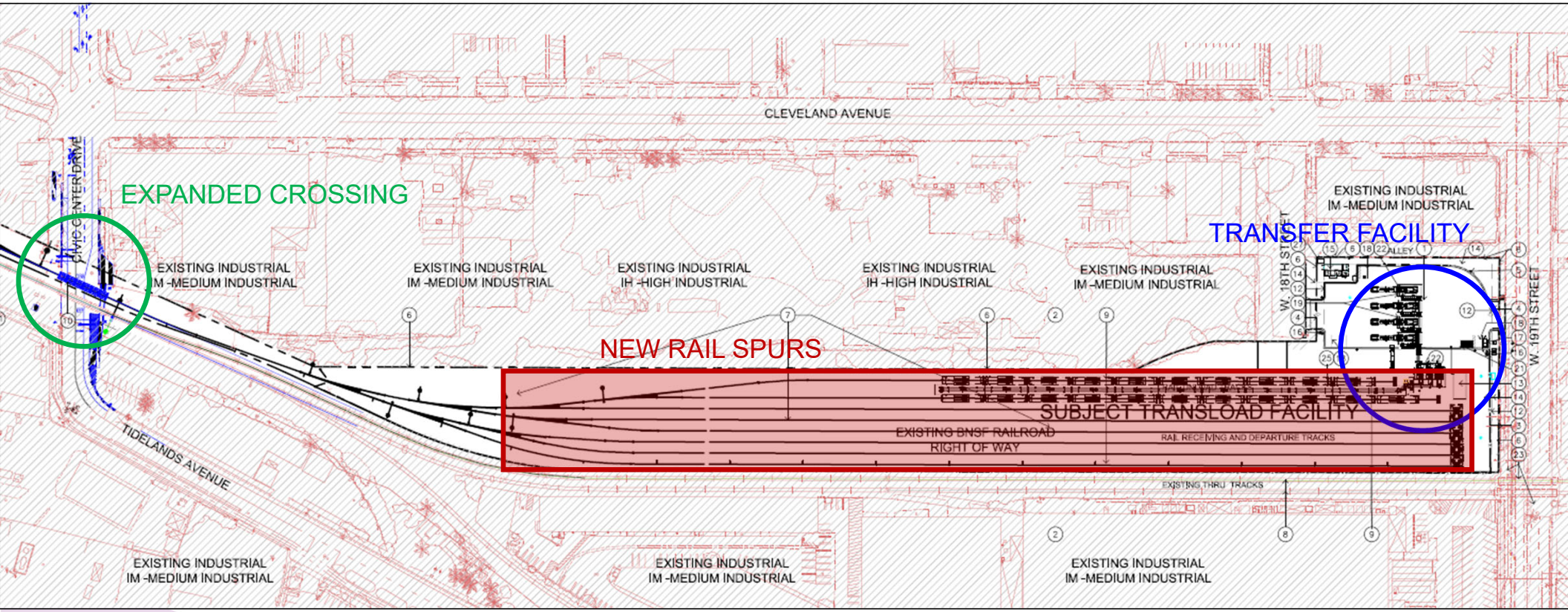
Alternative Fuels

- Project is a response to implementation of AB 32, the Global Warming Solutions Act of 2006 and subsequent State legislation, which requires major reductions of GHG emissions
- California Air Resources Board (CARB) adopted Low Carbon Fuel Standard as an interim measure while zero-emissions technology continues to advance
- Project would deliver alternative biofuels to market, which are renewable diesel, biodiesel, and sustainable aviation fuel (SAF)
- Products can be produced with new or recycled vegetable oils, animal fats, greases, algae, as well as crop residues or woody biomass.
- Renewable diesel and SAFs are also designated as “drop-in” biofuels, which do not require modifications to existing engines.
- Renewable diesel can reduce GHG emissions by up to 80%

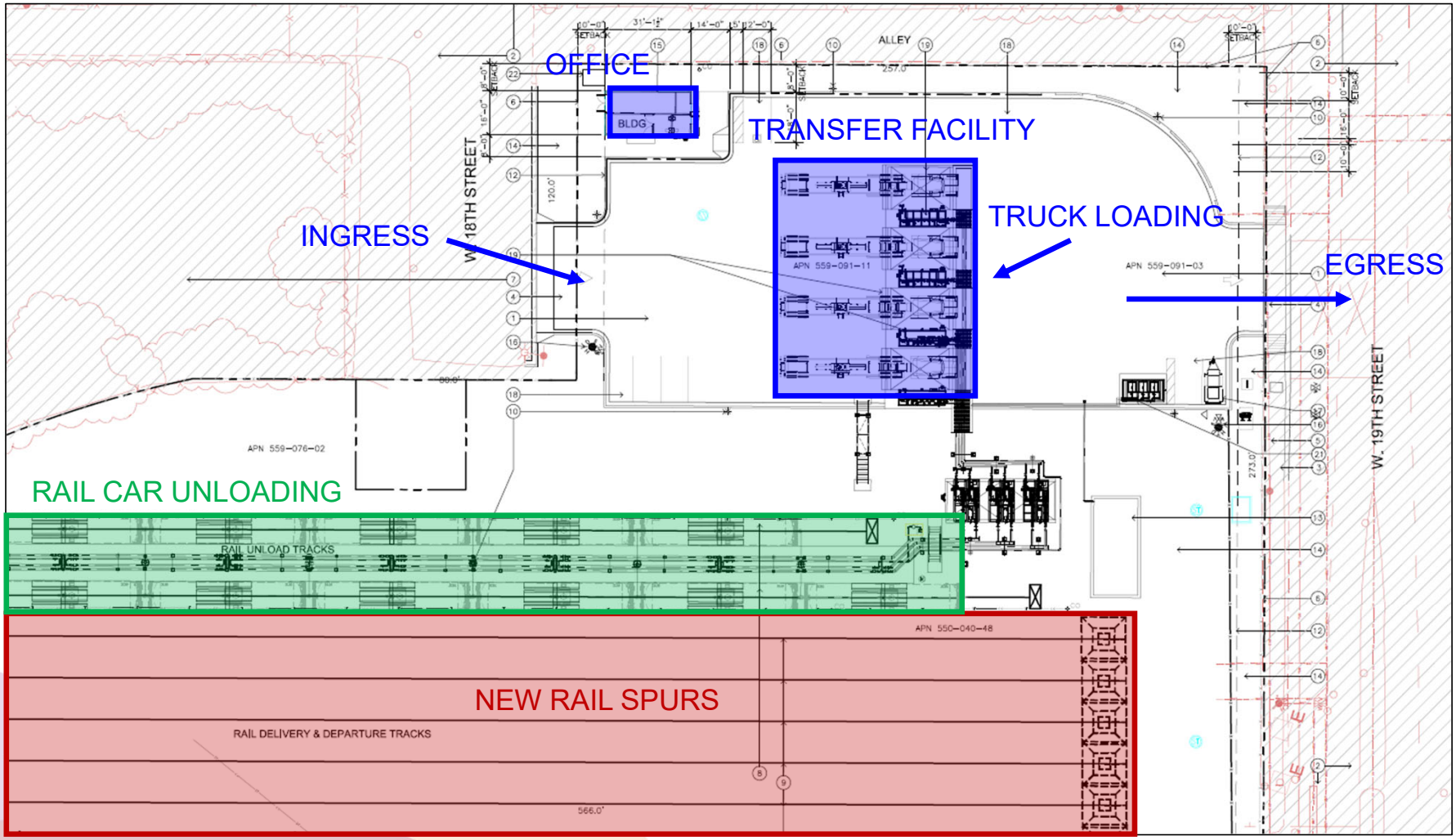
Environmental Considerations

- A reduction in emissions at the regional level does not necessarily translate to a reduction at the local level
- Multiple efforts have been made within the City to improved health outcomes and reduce air pollutants including:
  - Adoption of the Westside Specific Plan
  - Amortization Program
  - Early adoption of a Health and Environmental Justice Element within the General Plan
  - Designation of the AB 617 Portside Community and adoption of the Community Emission Reduction Plan (CERP)
  - Adoption of the Climate Action Plan (CAP) Update
- The project proposes utilization of diesel-powered truck trips for facility operation
- Preparation of an Environmental Impact Report (EIR) was requested

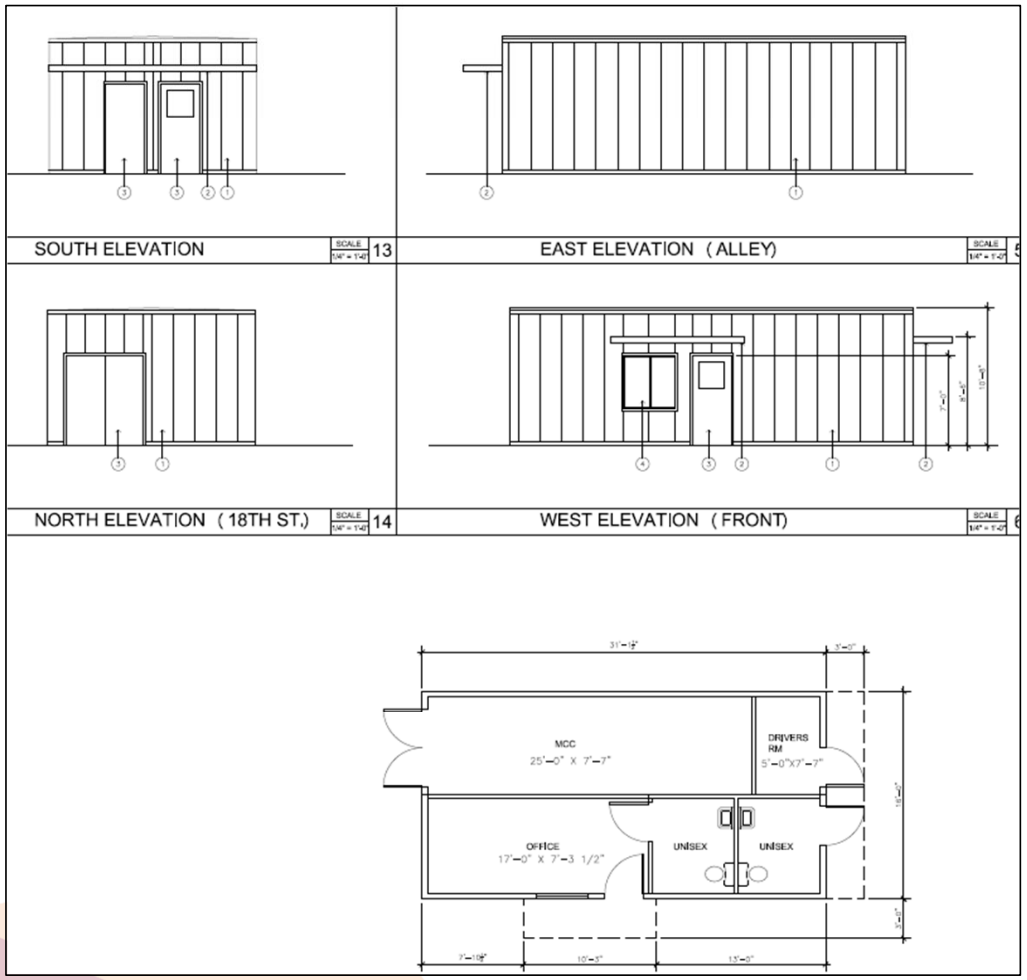
Plans


CLEVELAND AVENUE
EXPANDED CROSSING
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL
EXISTING INDUSTRIAL
IH -HIGH INDUSTRIAL
EXISTING INDUSTRIAL
IH -HIGH INDUSTRIAL
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL
TRANSFER FACILITY
NEW RAIL SPURS
SUBJECT TRANSLOAD FACILITY
EXISTING BNSF RAILROAD
RIGHT OF WAY
RAIL RECEIVING AND DEPARTURE TRACKS
EXISTING THRU TRACKS
W. 18TH STREET
W. 19TH STREET
ALLEY
TIDELANDS AVENUE
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL
EXISTING INDUSTRIAL
IM -MEDIUM INDUSTRIAL

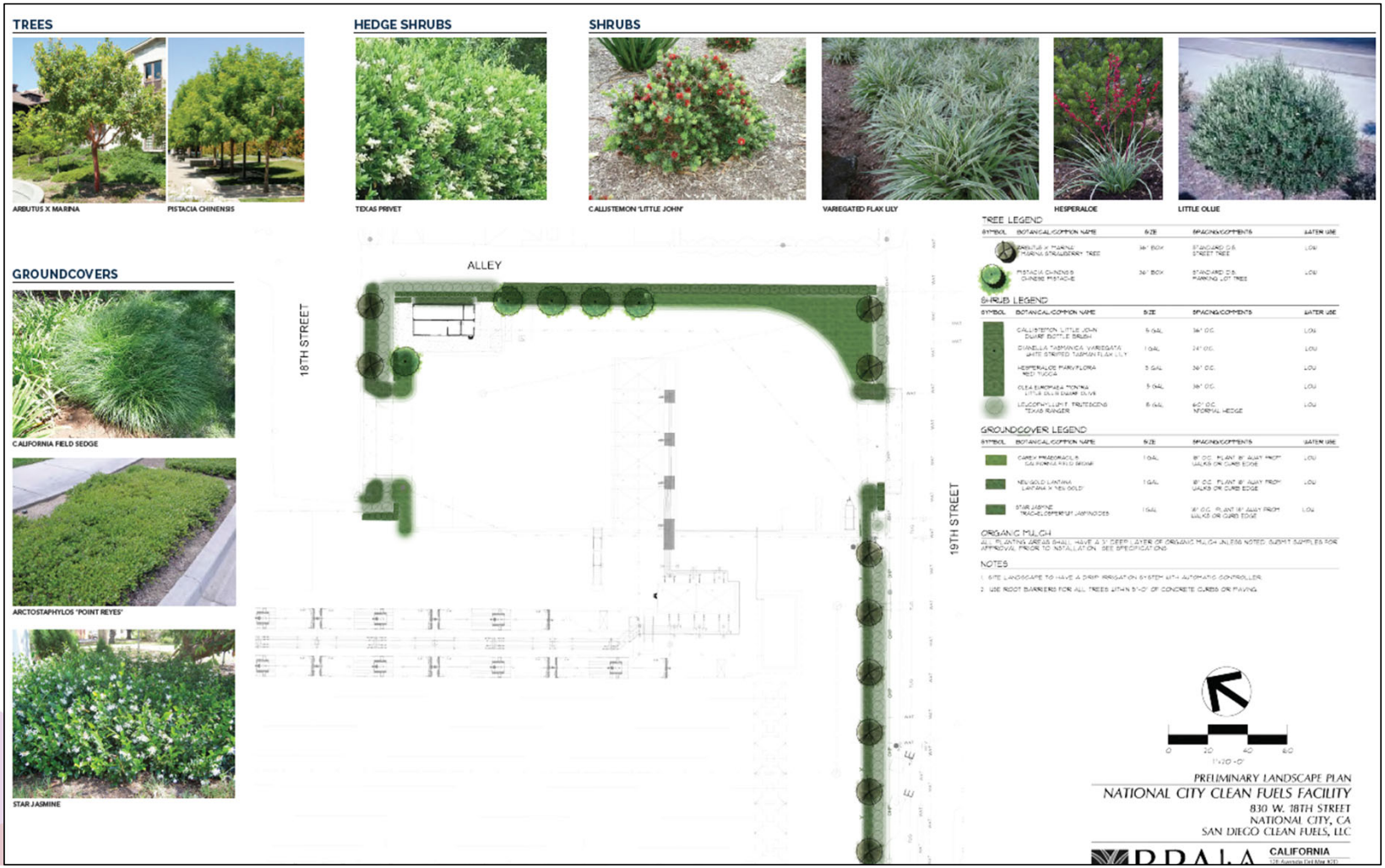
Plans


OFFICE
BLDG
TRANSFER FACILITY
TRUCK LOADING
INGRESS
EGRESS
W. 18TH STREET
W. 19TH STREET
ALLEY
APN 559-091-11
APN 559-091-03
APN 559-076-02
APN 550-040-48
RAIL CAR UNLOADING
RAIL UNLOAD TRACKS
NEW RAIL SPURS
RAIL DELIVERY & DEPARTURE TRACKS

Plans - Office



Plans – Conceptual Landscape



Analysis

- The proposed project requests the approval of a fuel transfer facility, which is a permitted use in the MM zone with approval of a Conditional Use Permit (CUP). All discretionary projects located in the Coastal Zone (CZ) also require a Coastal Development Permit (CDP). The approval of a CDP is also appealable to the California Coastal Commission (CCC).
- Areas within the CZ are subject to development regulations listed in the Local Coastal Program (LCP) Implementation Plan, which references sections of the previous Land Use Code.
- The project was analyzed for impacts, as required by the California Environmental Quality Act (CEQA), in an Environmental Impact Report (EIR). The certification of the EIR for this project will be considered separately.
- There are four findings for the approval of CUP under the previous land use code:
  - The site for the proposed use is adequate in size and shape.
  - The site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use.
  - The proposed use with not have an adverse effect upon adjacent or abutting properties.
  - The proposed use is deemed essential and desirable to the public convenience or welfare.

Analysis (cont.)

- There are also two findings for the approval of CDP under the LCP:
  - The granting of said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City.
  - The granting of said Coastal Development Permit will be consistent with and implements the Certified Local Coastal Program.
- Staff reviewed policies in the General Plan, LCP, and CAP Update that pertain to the proposed project.
- The project was reviewed for compliance with regulations in the (previous) LUC.
- Staff also reviewed policies in the AB 617 Portside Community's Community Emissions Reduction Plan (CERP).

Analysis – General Plan

- Land Use Element policies
  - Policy LU-1.3 – urban greening efforts
  - LU-4.2 – pedestrian-scale urban design strategies
  - LU-4.4 – maintenance of sidewalks and bicycle routes
  - LU-5.3 – encourages business to employ National City residents
  - LU-6.2 – requires development to be consistent with the Zoning Code and applicable Specific Plans
  - LU-6.5 – pertains to consistency with the City's CAP
- Typically, projects are analyzed for their consistency with various codes and policies, which are addressed in the staff report.
- Additional consideration was given for this project related to implementation of specific goals due to a proposed economic benefit.
- Staff also highlighted policies related specific project concerns discussed in the EIR
- Right-of-way improvements

Analysis – General Plan

- Transportation Element policies
  - Policy T-3.6 – enhanced transit service
  - T-8.1 – infrastructure enhancements to facilitate timely movement of goods, particularly intermodal transfers
  - T-8.4 – pertains to movement of goods by rail
  - T-9.4 – noise and pollution abatement associated with goods movement
- The project ensures that the delivery of fuel will be conducted in an efficient manner through improved rail crossings, operational standards, and a location near major truck routes.
- Truck routes are designed to largely avoid residential properties and other sensitive uses.

Analysis – General Plan

- Safety Element policies
  - Policy S-7.3 – pertains to the ability to effectively respond to hazardous materials emergencies
  - S-8.1 – pertains to the clean-up and reuse of contaminated sites
- The project includes a specialized firefighting platform and addition fire hydrants.
- The proposed site is a vacant, under-utilized, and previously contaminated.

Analysis – General Plan

- Noise and Nuisance Element policies
  - Policies NN-1.9, NN-1.10, NN-2.5, NN-3.1, NN-3.3, and NN-3.4 – pertain to impacts related to noise levels and ground borne vibrations via construction, on-site activities and off-site transportation.
  - NN-4.2 – related to the reduction in offensive odors and other noxious substances
- Noise and nuisance impacts were evaluated int EIR. A Noise Analysis determined that the City's Noise Ordinance would be adhered to.
- Conditions of approval include adherence to truck routes and a six-foot high, solid fence or wall to reduce potential impacts to adjacent and nearby properties, and adherence to San Diego Air Pollution Control District (SDAPCD) rules related to nuisance odors.

Analysis – General Plan

- Open Space and Agriculture Element policies
  - Generally, the preservation of open spaces, habitat, biological resources, and environmental sensitive areas.
  - OS-1.3 – encourages the planning of shade trees with substantial canopies.
  - OS-8.4 and OS-8.8 – pertain to the preservation of historic and cultural resources
- Mitigation measures included in the EIR pertain to the above.
- Recommended conditions of approval includes enhanced landscaping with additional tree canopy.
- Initial analysis provided with the draft EIR discussed “Feature 3”, which had dried algal mats. Comment letters discussed this feature as a potential wetland, while the EIR described it as essentially a puddle.

Analysis – General Plan

- Conservation and Sustainability Element policies
  - Policy CS-1.1 pertains to the reduction of the urban heat island effect.
  - CS-1.2 – encourages the development of industries that benefit the environment.
  - CS-3.1 – pertains to stormwater best management practices (BMPs).
- As discussed, enhanced street tree canopy is recommended by staff.
- The project proposed to transfer cleaner fuel options that will benefit local and regional air quality.
- Stormwater treatment is required by the Engineering Department for new development projects.

Analysis – General Plan

- Health and Environmental Justice (HEJ) Element policies
  - Policy HEJ-1.2 states “consider environmental justice issues as they are related to potential health impacts associated with land use decisions” “reduce adverse health effects of hazardous materials, industrial activities, and other undesirable land use on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location”.
  - HEJ-1.5 – promotes the inclusion of potentially affected community residents in the decision-making process.
  - HEJ-2.5 – encourages the protection of existing sensitive land uses through feasible measures such as separation/setbacks, landscaping, barriers, ventilation systems, air filters, and/or other effective measures to minimize potential impacts from air pollution.
  - HEJ-2.6 – consider air quality impacts, including cumulative impacts, from existing and new development.
- As discussed, enhanced street tree canopy is recommended by staff.
- The project proposed to transfer cleaner fuel options that will benefit local and regional air quality.
- Stormwater treatment is required by the Engineering Department for new development projects.

Analysis – General Plan (HEJ-1.2)

- The HEJ, while ahead of its time, takes a more suggestive approach (i.e. consider, encourage, promote). Implementation is not clear and better served by succeeding documents.
- There is no question about the presence of EJ communities. The HEJ discusses long-standing health issues in the community. This is also discussed in the more recently approved Community Emissions Reduction Plan (CERP) and the EIR.
- The EIR included assessments on health concerns related to the proposed industrial use and increased truck traffic. Cancer risk, chronic health hazards, and acute health hazards were analyzed and found to be less than significant. However, the HEJ policy seeks to *reduce* such hazards.

Analysis – General Plan (HEJ-1.5)

- This policy promotes the inclusion of potentially affected residents in the decision-making process.
- Tonight is the first formal public hearing in the process with the potential for later hearings. The decision of Planning Commission will be forwarded to City Council, which could also request a hearing. The project is also appealable to the CCC. Notices sent in conformance with the Brown Act.
- The public has also had several initial opportunities to discuss this project:
  - A Draft Mitigated Negative Declaration was posted for public review on June 2, 2023. Several comments were received, which ultimately led to a City request for the preparation of a Draft Environmental Impact Report (EIR).
  - The District 1 City Councilmember Luz Molina requested that staff present information on the project at town halls in September and October of 2023. There was already significant public interest in this project at this time.
  - A scoping meeting for the Draft EIR was held on May 23, 2024. This was the first meeting with the public, which was focused solely on the preparation of the EIR. 38 comments were submitted at this time.
  - The applicant collaborated with Councilmember Molina to host a community open house on August 14, 2024.
  - Staff in constant email communication with interested parties and updates from non-City sources.
  - Current projects webpage has been updated throughout the process
  - June 2nd public hearing delayed based on CCC concerns
  - Applicant had additional meetings discussed in the pre-read packet

Analysis – General Plan (HEJ-2.5)

- Encourages the protection of sensitive land uses through feasible measures.
- Conditions of approval include enhanced landscaping and screening.
- Economic benefit

Analysis – General Plan (HEJ-2.6)

- Similar to HEJ-1.2.
- Consider air quality impacts, including cumulative impacts, from existing and new development when making land use decisions and limit the number of industrial facilities or uses to prevent cumulative air pollution impacts.

Analysis – Local Coastal Program (LCP) and Coastal Act

- Project is in the CZ and requires approval of a CDP.
- Planning received a letter on June 2nd from the California Coastal Commission (CCC) with concerns on the following:
  - Jurisdiction: appealable action based on wetland/public noticing
    - "Major energy facility"
    - 10 working days after notice of final action (City Council)
  - Allowable use in a wetland: a wetland delineation was completed in July that determined there is not wetland on site.
  - Environmental justice (EJ): Concerns about the level of EJ analysis in the staff report (CCC has an adopted EJ policy).
  - Coastal Hazards: Sea level rise (SLR) analysis was incomplete. The project has an anticipated 30-year lifetime, but could be operated much longer. Project impacts begin at an increase in sea level of 2.5 feet combined with a 100-year storm.
    - Condition of approval terminating the CDP at 30 years unless further study is conducted.
    - Impacts to track infrastructure maintained by BNSF would occur much earlier than the transfer facility


Harbor Dr
W 14th St
Civic Center Dr
Cleveland Ave
W 17th St
W 19th St
Feature 1
Feature 2
Feature 3
Scale in Feet
0
100
B-5
B-1
CPT-1
B-2
B-4
CPT-3
CPT-2
R1
R2
B-3
B-6
CPT-6
CPT-5
CPT-4
Map Contents
Project Area
Remediation Area
Delineation Area
Flowpath
Sample Point
Approximate Location of Boring
Approximate Location of Cone Penetration Test
Culverts
Storm Drain Inlets
gSSURGO Series Designation - Series Description
HuC - Huerhuero-Urban land complex, 2 to 9 percent slopes
Potential Coastal California Commission Jurisdiction
Ephemeral pool
Non-Jurisdictional
Ditch - Top-of-Bank
Ditch - OHWM
Vegetation Communities and Land Cover Types
Developed
Disturbed
Disturbed Mulefat Thickets (Disturbed Baccharis salicifolia Shrubland Alliance)
Ornamental
NWI Type
Estuarine and Marine Deepwater
Estuarine and Marine Wetland
Freshwater Emergent Wetland
Freshwater Forested/Shrub Wetland
Freshwater Pond
Riverine
Sources: ESRI, Maxar (2025), NRCS gSSURGO (2024), NWI (2024)
Other Related Info if Needed
Mountain View
Sherltown
Alta Vista
Paradise
National City
North Chula Vista
Chula Vista
Strand

Analysis – Local Coastal Program (LCP) and Coastal Act

- The City's LCP is comprised of the Land Use Plan and Implementation Plan. Updates to the Land Use Plan were certified by the CCC in August of 2024.
  - Chapters in the Land Use Plan address public access, recreation, marsh preservation, visual resources, industrial development, and environmental hazards.
- Chapter 3 of the Coastal Act also includes policies related to the following:
  - Public access, recreation, marine environment, land resources, development, and industrial development.
- The policies of the LCP and Coastal Act largely overlap. The proposed project has little to no effect in most instances:
  - The project is located in an industrial zone and does not require or impede coastal access.
  - The LCP provides for recreational amenities elsewhere in the CZ.
  - The marine environment would be protected by storm water management practices.
  - Land resources would be unaffected with mitigation (monitoring programs)
  - Site is visually degraded in current condition and new development will include screening

Analysis – Land Use Code (LUC)

- Implementation of LUC standards still with the previous version.
- Site is within the MM zone
  - The storage and distribution of oil-based products is permitted with the approval of a CUP.
- Development standards:
  - Site is sufficient in size and all setbacks are adhered to.
  - Proposed office will be reviewed and permitted as a permanent structure. Improved material required per Section 18.18.240 of the previous LUC.
  - Proposal is well below maximum height and floor area ratio for the zone.
  - Staff is recommending increased screening due to the industrial nature of the equipment.
  - No parking required due to AB 2097; applicant is providing five spaces including one EV-ready.
  - Screening of mechanical equipment, outdoor lighting, and appropriate storage of trash and recycling are also required

Analysis – Non-Conforming Uses

- Environmental concerns are increased in National City due to past land use decisions.
  - Sensitive receptors exist in the MM zone such as the McKinley Apartments.
  - Industrial and other polluting businesses are widespread in the Westside Specific Plan area.
  - In both instances, properties would not be able to be redeveloped with their current uses.
  - Current land use incompatibilities should decrease over time.
  - An amortization program exists to expedite this process and two nonconforming businesses have been amortized to date.
  - The amortization program has not had dedicated staff or funding.

Analysis – Climate Action Plan (CAP)

- The City's Climate Action Plan (CAP) was first adopted in 2011 and updated in 2023.
- The purpose of the CAP is to align with State goals related to the reduction in greenhouse gas (GHG) emissions.
- Current goals are to reduce emissions 40% from 2018 baseline levels by 2030 and 80% by 2050 (City and State).
- The proposed project will result in approximately 282 metric tons/year of GHG during construction and 1,633 metric tons/year during operation. Almost all emissions will be from mobile sources (truck and rail).
  - This amount is below the significance threshold recommended in the CAP.
  - The fuel delivered by the project could reduce emissions by up to 70% over standard diesel.
  - The project does not exceed the intensity of use for the types of development that would be permitted on the subject site.
  - Mitigation Measure (GHG-1) was incorporated in the EIR to ensure consistency with CAP strategies.
  - Other strategies could potentially benefit from funding.

Analysis – Community Emissions Reduction Plan (CERP)

- State Assembly Bill 617 (AB 617) was passed in 2017 to create community-focused and community-driven action to reduce air pollution and improved public health.
- San Diego Air Pollution Control District (SDAPCD) nominated the Portside Community, which includes portions of National City and the City of San Diego. At the time, the communities were in the 85th percentile or above using the State's CalEnviroScreen tool.
- Pollution and poor air quality within the Portside Community are the result of mobile sources such as heavy truck traffic and stationary sources such as heavy industries.
- Diesel particulate matter (DPM), a known carcinogen, is of acute concern due to the wide variety of diesel-powered vehicles and equipment operated in the area.
- Residents in the Portside Community experience higher rates of poverty and are less likely to have resources to pay the additional costs associated with health problems caused by pollution.
- This community-driven plan is not an official plan of the City, but staff strongly encourages the consideration of the CERP due to the City's direct participation in the adoption.

Analysis – Community Emissions Reduction Plan (CERP)

- While the primary goal of the CERP is to reduce emissions in the community, most of the action items direct agencies to develop and implement the outlined strategies in the plan. The document provides a pathway to reduced air pollution, but specific programs projects necessary to do so still need to be worked out.
- One of the more concrete action items is adherence to truck routes, which is included in the recommended Conditions of Approval.
- Notable goals of the CERP include an 80% reduction in DPM levels and 100% adoption of zero emission medium- and heavy-duty trucks five years ahead of the State.
- The City's contributions to date consist of support for the Free Ride Around National City (FRANC) program and the implementation of active transportation projects.
- The proposed project adheres to the action items found in the CERP, but it does present a conflict with the over-arching goals of the plan. The project does contribute to an increase in emissions while the CERP has the intention of decreasing emissions.

Analysis – Conflict between State laws

- Under AB 32, the State has passed Low Carbon Fuel Standards to reduce GHG under interim measures
- Under AB 617, the State is encouraging the reduction of emissions within the Portside Community

Analysis – Other Considerations

- Staff is recommending approval subject to the conditions in the draft resolution.
- The analysis to this point does not fully address concerns with consistency with the CERP, which has stated goals related to emissions reductions.
- **The applicant has voluntarily committed to providing an economic benefit to the City of National City in the amount of $200,000 annually for the life of the project.**
- Staff is recommending a condition of approval that directs the use of these funds to implement strategies aimed a the reduction of emissions and improving the quality of life within neighborhoods in the vicinity of the proposed facility.
  - Potential uses could include direct assistance such as providing air filters to sensitive receptors, urban greening efforts, implementation of active transportation projects, continued operation of the FRANC, or the amortization of polluting businesses.

California Environmental Quality Act (CEQA)

- Staff is recommending a resolution certifying the Final EIR for the project, which will be considered before the CUP and CDP.
- A Mitigated Negative Declaration (MND) was originally drafted for this project and posted for public review. After received several comments, the City requested the preparation of an EIR.
- A scoping meeting was held on May 23, 2024 for the EIR at which comments were received.
- The public review period for the Draft EIR was December 6, 2024 through January 29, 2025.
- Responses to comments on the Draft EIR are included in the Final EIR.
- No significant changes to the EIR or Mitigation Measures were made as a result of comments received.
- All documents were prepared by an environmental consultant.

California Environmental Quality Act (CEQA)

- The following were identified as potentially significant impacts from the project during the environmental review:
  - Biological Resources
    - Impacts to Nuttall's Acmispon, a special status plant species
    - Impacts to nesting ospreys
    - Impacts to roosting bats
    - Potential habitat for nesting birds
    - Mitigation measures are included to provide protections for all of the above instances
  - Greenhouse Gas Emissions
    - Potential conflict with the City's CAP Update (project was incomplete during the review process)
    - Mitigation measures are included for consistency with the CAP
  - Tribal Cultural Resources
    - A small area of the site includes mapped deposits that could retain archeological artifacts
    - Mitigation measures are included for site monitoring during construction activities

Comments

- The Building Division provided standard comments for adherence to applicable codes.
- The Engineering Department provided standard comments related to new developments and grading. Comments also addressed required right-of-way improvements, which were forwarded to the applicant.
- The Fire Department provided comments related to required access and the design of fire-suppression equipment. Specialized equipment will be required due to the presence of hazardous materials.
- The Planning Division provided comments related to adherence to development standards in the MM zone.
- Mitigation Measures required by the EIR are included in the conditions of approval.
- Conditions also address operational standards of the proposed facility (e.g. amount of product transferred, number of truck trips, economic benefit, adherence to truck routes, etc.)

Summary

- The proposed project is a fuel transfer facility to be located on and adjacent to existing BNSF railway.
- Up to 72 diesel-powered trucks may enter the site each day.
- The project will provide access to cleaner, alternative diesel fuels.
- An EIR was prepared and no significant impacts were identified with Mitigation Measures in place.
- The applicant is volunteering to enter into an economic benefit agreement with the City.

FINAL ENVIRONMENTAL IMPACT REPORT

SAN DIEGO CLEAN FUELS FACILITY LLC PROJECT

September 2025

Lead Agency:

City of National City
1243 National City Boulevard
National City, California 91950

Prepared for:

USD Clean Fuels
811 Main Street, Suite 2800
Houston, Texas 77002

Prepared by:

ECORP Consulting, Inc.
3838 Camino del Rio North, Suite 370
San Diego, California 92108

EXHIBIT H

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Appendix A – San Diego Clean Fuels Facility LLC Draft EIR (November 2024)

Appendix B – Response to California Coastal Commission Request for Information

1.0 INTRODUCTION

1.1 Overview

This document is the Final Environmental Impact Report (EIR), including the Mitigation Monitoring and Reporting Plan (MMRP), for the San Diego Clean Fuels Facility LLC Project (Proposed Project). It has been prepared in accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 et. seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 et seq.), as amended.

State CEQA Guidelines Section 15132 lists required contents for a Final EIR. The Final EIR shall consist of:

- The draft EIR or a revision of the draft.
- Comments and recommendations received on the draft EIR either verbatim or in summary.
- A list of persons, organizations, and public agencies commenting on the draft EIR.
- The responses of the Lead Agency to significant environmental points raised in the review and consultation process.
- Any other information added by the Lead Agency.

1.2 Final EIR Contents

The City of National City (City) is the Lead Agency for the Proposed Project. This Final EIR document supplements the Draft EIR released for public review. On December 6, 2024, the City distributed the Draft EIR for the Proposed Project to public agencies and the general public for review and comment. In accordance with the State CEQA Guidelines, a 54-day review period, which ended on January 29, 2025, was completed. Seven comment letters were received. This Final EIR and MMRP document is organized as follows:

- Section 1.0 provides a discussion of the purpose of the document and discusses the structure of the document;
- Section 2.0 contains a summary of the project description;
- Section 3.0 includes any comment letters received and responses to these comments;
- Section 4.0 includes the errata to address correction and clarifications made to the Draft EIR
- Section 5.0 contains the Mitigation Monitoring and Reporting Plan (MMRP); and
- Section 6.0 includes the appendices.

This Final EIR and MMRP document and the Draft EIR (Appendix A) together constitute the environmental document record for the Proposed Project.

2.0 PROJECT OVERVIEW

2.1 Project Location

The San Diego Clean Fuels Facility LLC Project is located in San Diego County in the City of National City. The Project Area is located between the existing buildings along Cleveland Avenue and the existing BNSF Railway tracks and between Civic Center Drive and West 19th Street. The Project Area is approximately 6.5 acres and is primarily unimproved and undeveloped. The site address is 830 West 18th Street.

2.2 Project Characteristics

The new San Diego Clean Fuels Facility will reconfigure one existing rail spur and add truck loading spots to transload clean renewable and biofuels (renewable diesel, ethanol, and sustainable aviation fuel [SAF]) directly from rail cars into trucks. The delivered fuels will remain in the rail cars until they are transloaded. No stationary above- or below-ground fuel storage tanks are included as part of the Project. Each truck loading spot will consist of a pump skid, controls, and an above ground manifold system with piping between the belly of the rail cars and the bottom loading port of the truck. Small amounts of lubricity, conductivity, and red dye will be added in-line to renewable diesel fuels during the transload process depending on customer specifications. The lubricity, conductivity, and red dye would be stored onsite in three 330-gallon totes. The rail car unloading and truck loading areas will be equipped with a 37,700-gallon concrete containment basin capable of containing the contents of 110 percent of an entire rail car volume. A Facility Response Plan (FRP) will be developed and implemented to address and/or manage potential spills or emergency events onsite. Additionally, an Aqueous Film Forming Foam Fluorine Free Firefighting platform with additional fire hydrants will be positioned onsite to use in case of fire. This firefighting platform will also be available for use by the City's fire department to address and respond to hazards and emergencies within this core industrial area.

Rail cars will be delivered to the facility by the adjacent BNSF Railway and placed directly on designated receiving tracks. Normal maximum capacity will be 21 rail cars that hold a total of approximately 630,000 gallons of product. Normal total daily throughput when the facility is operating will be approximately 579,600 gallons per day. Once the rail cars have been delivered by BNSF Railway, the cars will be switched and spotted for transloading by Plastic Express (PEX), the commercial operator of the facility. After completing the quality and quantity assurance requirements for the product in each rail car, facility operators will unload the fuel commodities directly from the rail cars into trucks via a short above ground manifold system. The transfer volume will be approximately 13,800 barrels of fuel per day or 402 gallons per minute. Once emptied, the railroad will remove and replace cars with full ones as needed.

The proposed transloading facility consists of the following improvements:

- Build tracks and turnouts/crossovers to facilitate car movement in/out and within the transload facility.

- Install concrete slab pump pads at each transload spot.
- Install truck load slabs sloped to a drain in the center at each transload spot.
- Install pumps and piping to move fuels from rail cars to truck loading spots.
- Provide containment enclosures for additive totes.
- Provide a concrete lined containment basin and pipe each load slab drain to the basin.
- Provide track pans for containment at the rail transloading cars.
- Provide an office trailer with control center, restrooms, and driver check-in area.
- Provide all weather paving for the facility and circulation.
- Provide lighting for the site as needed.

The Proposed Project would also provide infrastructure improvements at the Civic Center Drive rail crossing, which include improved rail crossing sign visibility, traffic direction control, and crosswalks. These improvements enhance the area for the purposes of the Project by providing offsite adjacent improvements and improve safety at the BNSF crossing for vehicles and pedestrians.

2.3 Project Background

The current supply chain transports fuel for the San Diego market by rail from the Midwest and Texas and then over 100 miles via trucks from the Los Angeles-Inland Empire region to serve the San Diego area. With this Project, the fuel will be delivered via truck to local retailers within a 35-mile radius.

Through the California Legislature and the governor's executive agencies, the citizens of California have set the requirements for California air quality and established the programs and tools for achieving those requirements. The California Low Carbon Fuel Standard (LCFS) is transforming the entire transportation sector in the state by raising demand for biodiesel, renewable diesel, low carbon ethanol, electric vehicles, renewable natural gas, E85 higher ethanol blends, and sustainable aviation fuels, among other low carbon transportation fuels. By maximizing the contributions of all these renewable fuels, studies published by the California Air Resources Board (CARB) and the California Energy Commission have concluded that greater carbon emission reductions are achievable (CARB 2018).

2.4 Project Purpose and Objectives

USD Clean Fuels (USD-CF) proposes to construct a transloading facility on the BNSF Railway railroad right-of-way (ROW) and adjacent BNSF-owned property. The Project Area is approximately 6.5 acres and is primarily unimproved and undeveloped. The area was formerly used for railroad and industrial purposes. A portion of the Project Area contains four closed release cases; one open release case is located on the adjoining/adjacent properties. The open remediation case is the Pacific Steel Incorporated (PSI) property located adjacent and east of the Project Area at 1700 Cleveland Avenue. The Department of Toxic Substances Control (DTSC) has completed site remediation for the PSI property.

The purpose of the Project is to provide a new transloading facility along the BNSF Railroad to deliver renewable fuels to the San Diego market. Upon development, the Proposed Project would achieve the following objectives by:

- facilitating the State's commitment to achieve a just and equitable transition to carbon neutrality by 2045 and reducing greenhouse gas emissions to 40 percent below 1990 levels by 2030;
- expanding the availability of renewable fuels to the region by advancing the goal of the State's Low-Carbon Fuels Standard, which is a component of the 2022 CARB Scoping Plan, and solving geographic imbalances in the availability of cleaner, lower carbon fuels;
- delivering lower emissions to the San Diego market by significantly reducing fuel transit truck miles compared with the existing supply chain delivering to the current fuel delivery locations;
- increasing the availability of cleaner fuels sooner than the current supply chain;
- creating employment-generating opportunities for the citizens of National City and the surrounding communities;
- encouraging industrial development as compatible and productive uses within existing underutilized and previously contaminated property while minimizing conflicts with the surrounding existing uses;
- providing an appropriately sized facility that balances meeting business performance metrics and minimizing the total truck trips needed to deliver renewable fuels to the San Diego market;
- locating the facility in an appropriately zoned area of the City that would minimize conflicts with surrounding incompatible uses and utilize established City truck routes that provide direct access to Interstate 5 (I-5);
- providing infrastructure improvements required to meet Project needs and improve safety conditions along the BNSF railroad; and
- providing additional firefighting capacity in the Project Area to address and provide quick responses to hazards and emergencies within the City's core industrial area.

2.5 Project Timing

Construction is anticipated to begin December 2025 and take approximately 6 months to complete.

3.0 COMMENTS AND RESPONSES

The 54-day public review period began on December 6, 2024, and ended on January 29, 2025. In conformance with Section 15088(a) of the State CEQA Guidelines, the City is required to consider comments received during the review period.

The City received seven comment letters on the Draft EIR during the public review period. Table 3-1 presents a list of those agencies, organizations, and individuals who commented on the Draft EIR.

Table 3-1. Draft EIR Public Comment Letters

Letter	Date	Individual/Organization	Page
1	1/23/2025	San Diego Air Pollution Control District	3-2
2	1/27/2025	Jake Zindulka	3-11
3	1/27/2025	Ted Godshalk	3-14
4	1/27/2025	California Air Resources Board	3-21
5	1/29/2025	California Coastal Commission	3-42
6	1/29/2025	Eric Suarez	3-57
7	1/29/2025	Environmental Health Coalition	3-64

In accordance with State CEQA Guidelines Section 15088, the City has evaluated the comments on environmental issues received from agencies and other interested parties and has prepared written responses to each comment pertinent to the adequacy of the environmental analyses contained in the draft EIR. In compliance with Section 15088(b) of State CEQA Guidelines, the written responses address the environmental issues raised. A copy of each comment letter is provided, and responses to each comment letter immediately follow.

No comments have prompted changes to the text of the draft EIR, which would be referenced in this chapter would be shown in the Chapter 4, *Errata*.

Letter 1 – San Diego County Air Pollution Control District

San Diego County Air Pollution Control District

Letter 1

January 23, 2025

City of National City
Attn: David Welch, Associate Planner – Planning Department
1243 National City Boulevard
National City, CA 91950
dwelch@nationalcityca.gov

Re: San Diego Clean Fuels Facility LLC Project

Dear Mr. Welch,

The San Diego County Air Pollution Control District (SDAPCD) appreciates the opportunity to submit comments on the Draft Environmental Impact Report (DEIR) for the San Diego Clean Fuels Terminal LLC Project. Below are the SDAPCD's comments concerning the evaluation of potential air quality impacts presented in the EIR.

Project Location

In our comment letter dated June 6, 2024, regarding the scoping meeting and initial study we requested an alternate location be evaluated since the project location is in the Portside Environmental Justice Community (Portside Community). The only alternate location evaluated in the DEIR for San Diego County was also located within the Portside Community (3202 Hoover Avenue, National City). The SDAPCD recommends the analysis also consider other project locations outside the Portside Community given the disproportionate burdens from exposure to air pollutants that residents of this community are already experiencing. **1-1**

Ongoing Compliance

Given that the air quality analysis in the DEIR heavily relies on the number of heavy-duty truck trips, the SDAPCD strongly recommends that the DEIR explicitly state that permits for the facility will include conditions to limit truck trips and/or impose throughput limitations for all fuels transferred at the proposed facility. This measure is essential to ensure ongoing compliance with CEQA requirements, as any increase in truck trips could result in air emissions exceeding significance thresholds. **1-2**

The Initial Study concludes that odors associated with this operation would have a less-than-significant impact. However, the DEIR lacks sufficient information to substantiate this conclusion. Considering the potential for odor generation from the proposed operation, it is strongly recommended to evaluate ongoing compliance with regulatory requirements designed **1-3**

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Letter 1 – Continued

San Diego County Air Pollution Control District

to prevent public nuisances. For reference, we have included a link to the SDAPCD's public nuisance regulations[1]. **1-3 cont.**

Emission Reduction Strategies

As noted in the DEIR, this project will include 138 daily heavy-duty truck trips and 42 passenger automobile trips associated with the onsite workers in addition to emissions from construction equipment and from locomotives and switching engines. **1-4**

The Portside Community bears a disproportionate air quality burden, largely attributed to diesel particulate matter (DPM) emissions from goods movement activities, industrial operations, and transportation corridors serving the nearby port terminals. DPM, a key component of diesel exhaust, is classified as a toxic air contaminant and can pose significant health risks, including respiratory and cardiovascular diseases, as well as an elevated risk of cancer. The dense concentration of diesel-powered equipment, such as trucks, ships, and cargo handling equipment, exacerbates the exposure of residents to harmful pollutants. This community, already identified as a vulnerable population due to socioeconomic and health disparities, continues to experience heightened health risks from cumulative DPM exposure, underscoring the urgent need for mitigation efforts and cleaner technologies to reduce emissions in the region. To mitigate these harmful impacts, we strongly recommend the evaluation of zero-emission vehicles, trucks, and locomotives for projects in the Portside Community. Transitioning to clean technologies aligns with the goals and strategies in Portside Community Emissions Reduction Plan.[2] **1-5**

DEIR Emission Calculations

- Tables B10-B13 of the DEIR provide information regarding onsite emissions from stationary source equipment. On page 94 of the DEIR, it is assumed that there is a 98.7% vapor collection efficiency (based on New Source Performance Standard-Level Annual Leak Test). This would result in a 1.3% assumed fugitive losses. Also, on pages 128-129 of the DEIR, it is assumed that there is a 1% residual diesel left in the rail cars from previous loads (1 – 0.99 or 99% efficiency). However, the assumption that 99% of emissions are being controlled lacks a clear basis. Additionally, it is not evident how toxic air emissions from the fugitive losses and residual diesel fuel present in the rail cars are accounted for and assumed that they are being further reduced by an additional 99%, beyond the 98.7% control efficiency reported for the vapor collection system. **1-6**
- The analysis of acute impacts from diesel combustion must include all speciated components of DPM. The SDAPCD has published emission factors for DPM[3]. **1-7**

[1] https://www.sdapcd.org/content/sdapcd/compliance/air-quality-complaints/nuisance-complaint-program.html
[2] https://www.sdapcd.org/content/dam/sdapcd/documents/capp/cerp/Portside-Environmental-Justice-CERP-July-2021.pdf
[3] https://www.sdapcd.org/content/dam/sdapcd/documents/permits/emissions-calculation/combustion-diesel-fired-engines-/APCD-Engine-DieselFired-600-BHP-Uncontrolled.pdf

Page **2** of **3**

Letter 1 – Continued

San Diego County
Air Pollution
Control District

- The title above Table B-14 (*Operational Assumptions for Train Transport of Liquid Fuels*) should be labeled "Train Transport" rather than "Switching Activity". 1-8
- The emissions reported under Table B-17 (*Daily Emissions from Train Transport of Clean Fuels*), should be "0.017 lbs/hr" rather than the "0.002 lbs/hr". 1-9
- Table B-18 (*Annual Emissions from Train Transport of Clean Fuels*) reports emissions in lbs/yr, but labels them as "tpy". 1-10

Should you have any questions about these comments or APCD requirements please contact Supervising Air Resources Specialist, Eric Luther (858) 586-2893 or eric.luther@sdapcd.org.

Sincerely,

[redacted]

Eric Luther
Supervising Air Resources Specialist

Page **3** of **3**

Response to San Diego County Air Pollution Control District – Letter 1

Response to Comment 1-1:

Comment 1-1 states the only alternative Project location evaluated was also located within a Portside Environmental Justice Community. SDAPCD recommends analysis of other potential project locations outside the Portside Community.

In compliance with CEQA Guidelines Section 15126.6(a), the Draft EIR considered a range of reasonable alternatives to the Project, or to the location of the Project that would feasibly attain most of the basic objectives of the Project but avoid or substantially lessen any of the significant effects of the Project. Under CEQA, not every conceivable alternative needs to be considered; rather, it must consider a reasonable range of potentially feasible alternatives to the Project that will foster informed decision making and public participation. As described in Section 5.3.1 of the Draft EIR, *Alternative Location Outside of National City*, the City considered alternative locations within and outside of both the City limits and Portside Communities along both Union Pacific and BNSF rail lines. The siting of fuel transfer facilities of this magnitude requires a substantial flat area large enough to accommodate multiple rail cars queued off of the railroad mainline or primary rail spur so as to not obstruct other rail activity. Along the Union Pacific line, the nearest potential site was located near the City of El Centro in Imperial County. This site is owned by Union Pacific, is adjacent to the Union Pacific rail line, and is appropriately sized and zoned for this type of project. However, the El Centro site would not meet the Project's objectives to significantly reduce fuel transit truck miles or to create employment opportunities in National City. No other BNSF-owned properties that exist within the target market area were identified.

A reasonable attempt was made to identify an alternative location outside of the City that meets most of the basic Project objectives and property requirements such as being rail-owned, rail adjacent, adequately sized to accommodate the required throughput, and appropriately zoned to accommodate this type of project. Alternative locations considered were either unavailable for development, would not feasibly accommodate a project such as the Proposed Project, or would not reduce any significant impacts because none are identified for the Proposed Project. No changes to the Draft EIR are required in response to this comment.

Response to Comment 1-2:

In this comment SDAPCD strongly recommends that the Draft EIR explicitly state that permits for the facility will include conditions to limit truck trips and/or impose throughput limitations for all fuels transferred at the proposed facility.

As part of the Project approvals, the City will establish throughput limitations on all fuels transferred at the proposed facility consistent with the information submitted by the Applicant on the Project's Conditional Use Permit (CUP) application. The throughput amount in the Applicant's CUP application is what is analyzed in this Draft EIR. Any change to throughput needed at the facility and any proposed increase in

throughput of the Proposed Project will require that the Applicant undergo a new application process. No changes to the Draft EIR are required in response to this comment.

Response to Comment 1-3:

Comment 1-3 states the Draft EIR lacks sufficient information to substantiate the less-than-significant conclusion for odors associated with project operation. SDPCD recommends evaluating ongoing compliance with regulatory requirements designed to prevent public nuisances, as listed in the link provided in the letter.

Typically, odors are regarded as an annoyance rather than a health hazard. However, manifestations of a person's reaction to foul odors can range from psychological (e.g., irritation, anger, or anxiety) to physiological (e.g., circulatory and respiratory effects, nausea, vomiting, and headache). As described in the Initial Study prepared for the Proposed Project, during construction the Proposed Project presents the potential for generation of objectionable odors in the form of diesel exhaust in the immediate vicinity of the Project Area. However, these emissions are short-term in nature and will rapidly dissipate and be diluted by the atmosphere downwind of the emission sources. Additionally, odors would be localized and generally confined to the construction area. Therefore, construction odors would not adversely affect a substantial number of people to odor emissions.

According to the CARB Air Quality and Land Use Handbook: A Community Health Perspective (CARB 2005), the sources of the most common operational odor complaints received by local air districts include facilities such as sewage treatment plants, landfills, recycling facilities, petroleum refineries, and livestock operations. The Project does not contain any of the land uses identified as typically associated with emissions of objectionable odors. Furthermore, the Proposed Project does not include the manufacture of any fuels. The delivered fuels will remain in the rail cars until they are transloaded. No stationary above- or below-ground fuel storage tanks are included as part of the Project. The Project involves the transloading of clean renewable and biofuels, including renewable diesel, biodiesel, ethanol, and sustainable aviation fuels. These fuels are generally less odorous than conventional petroleum-based fuels. Unlike facilities handling raw crude oil or refining operations, the Project does not involve processes that emit high levels of sulfur compounds or volatile hydrocarbons commonly associated with strong odors.

SDAPCD's Rule 51 (*Nuisance)* prohibits emissions that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause injury or damage to business or property. SDAPCD implements a nuisance complaint program to address violations of emissions of air contaminants including smoke, dust, and odors. If a nuisance source of emissions is verified by a SDAPCD inspector, a Notice to Comply/Notice of Violation is issued and the issue must be resolved. Additionally, trucks which will be serving the site are required to comply with the CARB five-minute idling rule which restricts idling for more than five minutes within 100 feet of homes, schools, hospitals, senior care facilities, and childcare facilities. None of these uses are located within 100 feet of the Project Area. As stated on page 3.1-12 of the Draft EIR, the Project would be required to comply with the San Diego Air Pollution Control District (SDAPCD) Rule 51 (Nuisance), which prohibits emissions that cause injury, detriment, nuisance, or

annoyance to a considerable number of people or the public. Additionally, the fuel will remain in rail cars until transloaded, eliminating the need for large onsite storage tanks that could be potential sources of odor. The facility will adhere to all SDAPCD regulatory requirements, ensuring that any potential odor concerns are promptly addressed through ongoing compliance and enforcement measures. No changes to the Draft EIR are required in response to this comment.

Response to Comment 1-4:

Comment 1-4 summarizes the Project's total daily heavy-duty truck trips and passenger automobile trips. No response is needed.

Response to Comment 1-5:

Comment 1-5 states the Portside Community has a disproportionate air quality burden due to diesel particulate matter (DPM) emissions. DPM poses health risks such as respiratory and cardiovascular diseases. This comment states the Portside Community experiences heightened health risks from cumulative DPM exposure. To mitigate exposure and align with the Portside Community Emissions Reduction Plan (CERP) goals, the SDAPCD recommends the evaluation of zero-emission vehicles, trucks, and locomotives for projects in the Portside Community. The comment also provides a link to the Portside Environmental Justice CERP.

The commenter raises concerns about the Projects alignment with California's goal of transitioning to zero-emission vehicles (ZEVs) to reduce the generation of toxic air pollutants and their associated health risk as well as greenhouse gas (GHG) emissions. The Project directly supports the state's goal to further reduce toxic air pollutants. As stated on page 3.1-10 of the Draft EIR, the CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation) in 2022, which are aimed at further reducing emissions from the off-road sector. The amendments require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles in California; prohibit the addition of high-emitting vehicles to a fleet; and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. Off-road vehicles that are subject to the amended rule are used in construction, mining, industrial operations, and other industries. The amended rule went into effect in January 2024. According to CARB (In-Use Off-Road Diesel-Fueled Fleets Regulation. https://ww2.arb.ca.gov/ourwork/programs/use-road-diesel-fueled-fleets-regulation), the amended rule will reduce harmful air pollutants from over 150,000 in-use off-road diesel vehicles that operate in California and is expected to yield $5.7 billion in health benefits, prevent more than 570 air-quality related deaths and nearly 200 hospitalizations and emergency room visits from 2023 to 2038. From 2024 through 2038, the current amendments will generate an additional reduction to the current regulation of approximately 31,087 tons of nitrogen oxide (NOx) and 2,717 tons of fine particulate matter (PM2.5). About half of the additional reduction associated with the amended rule is expected to be realized within the first five years of implementation. Moreover, as described on page 3.1-18 of the Draft EIR the Proposed Project's distribution of renewable diesel in the San Diego Area would result in reductions in local air pollutants from the replacement of combustion of regular diesel with renewable diesel.

More specifically, for every 1,000 gallons of conventional diesel replaced with renewable diesel, combustion emissions of NOx, carbon monoxide (CO), and particulate matter (PM) would be reduced by 43.5, 28.5, and 0.7 pounds, respectively. As shown on page 3.1-18 of the Draft EIR, the Proposed Project enables the delivery of 336,000 gallons per day of R100 renewable diesel to replace existing CARB diesel at local retail stations, which would result in the following local tailpipe emission reductions:

- 5.3 million pounds of NOx emissions per year
- 3.5 million pounds of CO emissions per year
- 460 thousand pounds of total hydrocarbons (THC) emissions per year
- 90 thousand pounds of diesel particulate matter (DPM) emissions per year.

Additionally, the Project would reduce overall truck mileage by approximately 2 million miles per year by eliminating lengthy truck trips from Los Angeles/Inland Empire locations, which would remove the following regional tailpipe emissions from the supply chain:

- 7 million pounds of carbon dioxide (CO2) emissions per year
- 74 thousand pounds of NOx emissions per year
- 26 thousand pounds of CO emissions per year
- 10 thousand pounds of THC emissions per year
- 8 hundred pounds of DPM emissions per year

Additionally, the Project supports the state's long-term GHG reduction strategies by facilitating the use of renewable diesel, ethanol, biodiesel, and sustainable aviation fuel, all of which serve as lower-carbon alternatives to conventional petroleum-based fuels. The Project would help reduce transportation-related GHG emissions immediately by shortening fuel transport distances and replacing higher-emission conventional fuels with low-carbon renewable fuels, consistent with the objectives of the 2022 CARB Scoping Plan and the Low Carbon Fuel Standard. As stated on page 3.4-11 of the Draft EIR, renewable diesel alone can reduce lifecycle GHG emissions by up to 70 percent compared to traditional diesel, providing substantial benefits in the near term while ZEV adoption continues to scale.

While the transition to ZEVs is a critical component of California's long-term air toxic-reduction and decarbonization strategy, the technology is not yet widely available or feasible for heavy-duty trucks and locomotives at the scale required to replace all fossil fuel use. The CARB Scoping Plan acknowledges the need for multiple clean fuel solutions in the transportation sector, particularly in applications where electrification remains technically or economically challenging. The Project does not conflict with or delay the adoption of ZEVs but rather serves as an intermediate step in achieving state-mandated emissions reductions, ensuring immediate environmental benefits while ZEV infrastructure and technology continue to develop. No changes to the Draft EIR are required in response to this comment.

Response to Comment 1-6:

The commenter states that "Tables B10-B13 of the Draft EIR provide information regarding onsite emissions from stationary source equipment." The commentor also expresses concern with the percentage of fugitive loss (leaks) used in the analysis and refers to pages 94, 128, and 129 of the Draft

EIR. As a point in clarification, Tables B-10 – B-13 are contained within an Attachment to Appendix B of the Draft EIR ("Air Quality and Greenhouse Gas Emissions Assessment for the San Diego Clean Fuels Facility, LLC Project") and provide contaminant specifications and emissions associated with the fuel residuals left in fuel transfer equipment as a result of the fuel transfer of three different fuel types. The commenter references page 94 of the Draft EIR indicating this is where information on vapor collection efficiency is identified and also references pages 128-129 indicating this is where an assumption is provided that indicates there would be a 1 percent residual diesel volume left in rail cars from previous loads.

It is noted that the toxic air emissions from fugitive losses were properly accounted for and provided in the emissions inventory. As identified on page 99 of the Project's *Air Quality and Greenhouse Gas Emissions Assessment* (Appendix B of the Draft EIR) and correctly noted by the commenter, according to EPA AP-42 section 5.2 "Transportation and Marketing of Petroleum Liquids," trucks passing the New Source Performance Standards (NSPS) level annual leak test are assumed to have a collection efficiency of 98.7 percent across the collection system. The models of trucks being used at the new facility are used at a similar site by the same owner and are required to pass the NSPS-level annual leak test at this facility. Similarly, this Project would require current proof of passing this required leak test for each truck that loads at the facility. As stated on page 3.1-23 of the Draft EIR, small amounts of toxic air contaminants emitted from residual fossil fuels in transfer equipment and "worst case" gasoline contents in the ethanol transferred are included in the Project's emissions inventory. Residual fossil fuels accounted for in the analysis are not part of the Project; they are a conservative assumption of the amount of product leftover from facility operations. It should be noted that the trucks picking up fuel must either show proof that their last fuel load was the same (bio or renewable diesel) or that they have had a certified washout since their last fuel load. Modern unloading systems are designed to ensure maximum recovery of fuel, reducing the potential for residual diesel to remain in the rail cars. Thus, a residual diesel fuel estimate of 1 percent of capacity is appropriate. No changes to the Draft EIR are required in response to this comment.

Response to Comment 1-7:

The comment suggests that the analysis of acute impacts from diesel combustion should include all speciated components of DPM. However, the health risk assessment prepared for the Proposed Project follows the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments (2015) and CARB Non-Vehicular Diesel Engine Risk Assessment Guidance (2024), both of which classify DPM as a toxic air contaminant and do not require further speciation for health risk assessments.

The analysis uses HARP2, developed by CARB, which integrates OEHHA's health risk factors for DPM, ensuring a comprehensive evaluation of acute, chronic, and cancer risks associated with diesel emissions. Furthermore, DPM emissions were modeled as coarse particulate matter (PM_{10}) in HARP2, which is consistent with statewide regulatory methods for health risk assessments, including those conducted under CEQA. This approach also accounts for real-world truck activity, incorporating variations in truck

speeds and onsite idling, which provides a more refined and accurate emissions profile than using default emission factors. No changes to the Draft EIR are required in response to this comment.

Response to Comment 1-8:

Comment 1-8 states the title above Table B-14 should be labeled "Train Transport" rather than "Switching Activity".

The title of Table B-14, contained within an Attachment to Appendix B of the Draft EIR ("Air Quality and Greenhouse Gas Emissions Assessment for the San Diego Clean Fuels Facility, LLC Project"), is "Operational Assumptions for Train Transport of Liquid Fuels". No edit is needed.

Response to Comment 1-9:

The comment suggests that the emissions reported under Table B-17 (Daily Emissions from Train Transport of Clean Fuels) should be "0.017 lbs/hr" rather than "0.002 lbs/hr." The calculations presented in Table B-17 were reviewed and it was confirmed that the reported value of 0.002 lbs/hr was derived using the appropriate emission factors (see Tables B-14 and B15), train activity data, and modeling inputs specific to the Project's operations. The calculation accounts for switching activity emissions, including material weight and trip distance.

Response to Comment 1-10:

The comment suggests that Table B-18 (Annual Emissions from Train Transport of Clean Fuels) reports emissions in pounds per year (lbs/yr) but labels them as "tpy" (tons per year). Table B-18 was reviewed and it was confirmed that the emissions are correctly labeled. Equation No. 2 above Table B-17 shows the calculation used in Table B-18. Annual Emissions (tons/yr) = Material Weight (tons/yr) * Trip Distance (mi) * / (ton-miles/gallon) / 453.6 (g/lb).

Letter 2 – Jake Zindulka

Letter 2

From: Jake Zindulka [mailto:jakezindulka@outlook.com]
Sent: Monday, January 27, 2025 9:21 AM
To: David Welch <dwelch@nationalcityca.gov>
Subject: Draft EIR Comments - USD Clean Fuels

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Hi David,

I have three comments on the draft EIR.

- The draft EIR fails to assess the environmental impact associated with the risk of truck accidents after the trucks leave the facility and drive on city streets, especially given the proposed 72 trucks per day containing about 579,000 gallons of fuel. Stating that the trucks will be operated by third parties and regulated by the federal government is insufficient.

There is a significant risk involved in the transportation of the fuel by trucks. Refer to the November 25, 2024, fuel truck accident in El Cajon that released 8,800 gallons of fuel into the soil and stormwater systems, requiring EPA involvement and a 300 ft. evacuation (including businesses and homes). This risk should be thoroughly evaluated. The trucks will be very close to Paradise Marsh, the Marina, and San Diego Bay National Wildlife Refuge. There is a significant risk that fuel will enter these protected areas. **2-1**

- The draft EIR fails to consider alternative locations outside of National City. Several areas between National City and the current transfer station (I believe it is somewhere in LA or Inland Empire) could be considered (i.e., along the rail route). This alternative should be explored further. **2-2**

- The draft EIR proposes an alternative that would involve reducing the amount of fuel per day by 25%. The draft EIR fails to address why the input/output cannot be reduced by more than 25%. The proposed percentage appears arbitrary. The report should provide more analysis, including considering the applicant's estimated profit, savings, and break-even point. **2-3**

Thank you.

Response to Jake Zindulka – Letter 2:

Response to Comment 2-1:

This comment states the EIR fails to assess the environmental impact associated with the risk of truck accidents involving trucks leaving the proposed facility. This comment states there is significant risk of fuel affecting nearby protected areas (Paradise Marsh, the Marina, and San Diego Bay National Wildlife Refuge) in the case of a fuel truck accident. The commenter also describes a fuel truck accident in the City of El Cajon in 2024.

An evaluation of truck accidents that could occur offsite away from the Project Site are beyond the scope of the Draft EIR. As described in Section 3.5 of the Draft EIR, each truck loading spot includes a concrete pad and drain for the containment of potential spills, which would be piped to an onsite 37,700-gallon containment basin located on the southern portion of the Project Area. The rail car and truck unloading area would be equipped with a containment system capable of containing the contents of 110 percent of an entire rail car volume until the material can be evacuated, transported, and disposed of. As further described in this section, a Facility Response Plan (FRP) has been developed and will be implemented to address or manage potential spills or emergency events onsite to minimize hazards to human health and the environment (CURA 2024).

Spill Prevention, Control, and Countermeasure (SPCC) Plans (40 CFR 112.7) are required for certain oil storage facilities to prevent oil discharges into navigable waters or adjoining shorelines. A project is subject to SPCC requirements if the facility (1) is non-transportation related or for construction, the construction operations involve storing, using, transferring, or otherwise handling oil; (2) could reasonably be expected to discharge oil into or upon navigable Waters of the United States or adjoining shorelines; and (3) has a total buried storage capacity greater than 42,000 gallons or aboveground storage capacity greater than 1,320 gallons. The SPCC Plans should address oil storage container capacity, discharge prevention measures; discharge or drainage controls; countermeasures for discharge discovery, response, and cleanup; and disposal methods for recovered materials.

The FRP is designed to complement the SPCC Plan prepared for this facility. The SPCC Plan is incorporated by reference in the FRP. The SPCC Plan would minimize the potential for a petroleum spill, prevent any spill from reaching navigable waterways, and ensure that the spill's causes are corrected.

The Draft EIR further provides information described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the CCR. The United States Department of Transportation (USDOT) Office of Hazardous Materials Safety has established strict regulations for the safe transportation of hazardous materials. Appropriate documentation for all hazardous waste that is transported in connection with Project activities would be provided as required for compliance with existing hazardous materials regulations. The Applicant's motor carrier terminal access program ensures that only USDOT-compliant drivers will serve the facility. Furthermore, the National Fire Protection Association (NFPA) 704 diamond system provides basic information to firefighters, emergency responders, and other personnel with and easily recognized system for identifying specific hazards and their severity using spatial, visual and

numerical methods to describe the relative hazards of a material. This is a diamond-shaped sign with four smaller quadrants/diamonds inside. One diamond is blue, one is red, one is yellow and one is white. The diamond-shaped signs use the four color-coded categories to give a general idea of the hazards that personnel or observers are exposed to in any specific area. The number in each inner quadrant represents the hazard rating for each of the 3 categories. Each material is assigned a rating in these three categories: health (blue), flammability (red), and instability (yellow). The white box is reserved for special hazards such as water reactivity, oxidizers or simple asphyxiant gases. The health, flammability, and instability ratings of a material vary according to its physical and chemical characteristics. The ratings are 4, 3, 2, 1, or 0, with 4, indicating severe hazard or extreme danger, to 0, indicating no required warning is necessary. The NFPA 704 diamond labeling system is a universal standard and best practice that is widely implemented in the industry.

The FRP prepared for the Project is designed to minimize hazards to human health and the environment created by onsite spills involving petroleum, oils, and lubricants or hazardous substances. The FRP complies with the U.S. Environmental Protection Agency (USEPA) regulations under 40 CFR 112 Subpart D. However, the transport of hazardous materials by trucks is regulated by federal safety standards under the jurisdiction of the USDOT. As described in Title 49 of the CFR and implemented by Title 13 of the CCR, the USDOT Office of Hazardous Materials Safety has established strict regulations for the safe transportation of hazardous materials. No changes to the Draft EIR are required in response to this comment.

Response to Comment 2-2:

This comment states the EIR fails to consider alternative locations outside of National City, including several areas between National City and the current transfer station.

Please refer to Response to Comment 1-1.

Response to Comment 2-3:

This comment states the 25 percent reduction alternative in the Draft EIR fails to address why the input/output cannot be reduced by more than 25 percent.

In discussions with the Applicant, the Project's throughput was reduced by approximately 50 percent. The Reduced Intensity Alternative (Alternative 2) would result in a further 25 percent reduction in the number of barrels of fuel transloaded per day and reduce the total amount of Project truck trips. A 25 percent reduction was considered as it would incrementally reduce the magnitude of impacts to air quality, GHG emissions, energy, and transportation; still meet many of the Project's objectives; and be a reasonable, feasible, and viable alternative to the Proposed Project. As stated in Section 5.2 of the Draft EIR, of the alternatives considered, the EIR need examine in detail only those the lead agency determines could feasibly attain most of the basic objectives of the Project but would avoid or substantially lessen any of the significant effects of the Project. CEQA Guidelines Sect ion 15364, define "feasible" as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." A reduction in an amount exceeding

more than 25 percent would reduce the daily throughput such that the Project would not meet most project objectives and would not be a viable option. No changes to the Draft EIR are required in response to this comment.

Letter 3

From: Ted Godshalk [mailto:tgrandfleetrock@me.com]
Sent: Monday, January 27, 2025 3:10 PM
To: David Welch <dwelch@nationalcityca.gov>
Subject: SD Fuels DEIR Comments from Mr. Ted Godshalk

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David Welch
Associate Planner
City of National City

Mr. Welch,

This letter contains my comments on the DEIR prepared for the San Diego Clean Fuels Facility LLC Project at 830 West 18?th Street in National City. This analysis in this DEIR fails to adequately address several key components and therefore does not adequately protect the health and living conditions of the people in the area of National City. The City has to protect the people living and working in the area according to State Law, City regulations, and Adopted Plans. Other commenters, including the California Air Resources Board and the Environmental Health Coalition have addressed the concerns I bring up and have included full citation of these laws, and in some cases they have gone even further. 3-1

With this conclusion, the City of National City must not certify this DEIR and must prepare a response to the applicant that this type of project must find a location outside the boundaries of National City.

I concur with the California Air Resources Board (CARB) when it stated in an earlier comment letter that it is **"concerned about the potential for the Project to increase heavy-duty truck and locomotive trips in the near-by Portside Environmental Justice Neighborhoods Community resulting in localized health impacts."** The applicant and its consultants do not dispute this. Obviously, city planners and the elected officials who hire them know from the application, that this project involves a constant flow of diesel trucks into the site. The applicant would like to run these trucks in and out of the project at night, but reserves the right to operate 24 hours a day and 7 days a week. The DEIR included the following quote, "The project would result in the consumption of approximately 119,306 gallons of automotive fuel per year." The project will also contribute new green house gasses (GHG) in the amount of 1,525 metric tons of CO_2, annually. This DEIR and the project do not and apparently cannot avoid this, so the project must not be allowed in this community. Mitigation measure GHG-1 will not ensure compatibility with GHG reduction plans because neither BNSF, the project operator, nor the independent truck drivers have any motivation or incentive to limit idling, truck trips, or vehicle miles driven. 3-2

In addition, the BNSF railroad, which has the property ownership and the commercial interest in this project, will run train engines into and out of this property for unloading. The railroad engine is a gross polluter of all communities it runs through and stopping in National City makes it an unwanted business and unhealthy operator. Rail pollution has not been addressed in this DEIR, and the City of National City should not neglect this impact. 3-3

CARB has called for the City to "ensure the implementation of all mitigation ... to limit the project's air quality and health impact," I hold that the only mitigation is to locate this project along the BNSF rail line in a non-residential area. 3-4

In Section 3.5 for Hazards and Hazardous Materials, the inclusion of a containment system at the Project area does nothing to address spills, fires, explosions, and other accidents by railcar, train engine, or diesel truck on any streets near the project area on the way to or from the project. 3-5

In Table ES.2 on page ES-22, the DEIR incorrectly assumes that the project would not impair implementation of or physically interfere with an Adopted Emergency Plan or Emergency Evacuation Plan. This assumption is a best case scenario, and is unsubstantiated and simply ludicrous.

There is no plan that the public is aware of for any incident on city (public and private) property, Port District properties, or Navy properties in this area. This was evident during the fire incident in July 2020 on the navy vessel the USS Bonhomme Richard. All of the roadways and intersections listed in the section have many carriers of unknown materials, some hazardous no doubt, as well as public transit and other modes of transportation. This DEIR has not adequately addressed the possible emergency scenarios. 3-6

On ES-23 -24, the claim is made that "The project's distribution of renewable diesel would result in a reduction of local air pollutants." The calculations may be for county-wide reductions, but this project WILL have unavoidable impacts to air quality with truck generated diesel pollutants, increased noise including at night, and heavier traffic in the area. 3-7

On ES-24, the analysis has inadequately covered the noise issue. The rail operator is under no requirement to limit the number of trains on its tracks in this area. It will be possible to see, and hear, two or more trains running simultaneously at this project, as well as just up and down track in a queue. 3-8

In earlier comment letters during the scoping process, the issue of truck routes were discussed. The City Planning Department has not taken the time to admit that there are no enforcement methods, policies, procedures, nor personnel to enforce truck routes on this Project. There should have been solid discussions, in-house and with the applicant, about enforcement and fines and the conclusion that should be reached is that this DEIR does a poor job at protecting the community from these impacts. 3-9

Perhaps the most serious oversight of this DEIR, the consultant's work, and the City staff's preliminary work is in the area of Alternatives.

The first Alternative, No Project, falsely claims that the property would remain "largely vacant." If the City and BNSF would admit that the community's health should be protected and that there is a huge need for housing in this area, this property should be developed with multi-story, market rate and affordable housing for civilian and military households that have individuals who work on Naval Base San Diego. BNSF could do this with the community's support to really meet a need. To do otherwise, continues the legacy of railroad operations which neglected and abused people from the earliest days of the nation's westward expansion. 3-10

The amount of GHG emissions that could be avoided by having fewer vehicle miles travelled to work by people living just outside of the base work center would outweigh the proponent's claims with biodiesel transfer and truck trips. The NO Project Alternative (1) and denial of all permits for this project could open the door to real "reuse" of a long term derelict property in our city.

Letter 3 – Ted Godshalk

Letter 3

From: Ted Godshalk [mailto:tgrandfalls@live.com]
Sent: Monday, January 27, 2025 3:10 PM
To: David Welch <dwelch@nationalcityca.gov>
Subject: SD Fuels DEIR Comments from Mr. Ted Godshalk

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

David Welch
Associate Planner
City of National City

Mr. Welch,

This letter contains my comments on the DEIR prepared for the San Diego Clean Fuels Facility LLC Project at 830 West 18Th Street in National City. This analysis in this DEIR fails to adequately address several key components and therefore does not adequately protect the health and living conditions of the people in the area of National City. The City has to protect the people living and working in the area according to State Law, City regulations, and Adopted Plans. Other commenters, including the California Air Resources Board and the Environmental Health Coalition have addressed the concerns I bring up and have included full citation of these laws, and in some cases they have gone even further. **3-1**

With this conclusion, the City of National City must not certify this DEIR and must prepare a response to the applicant that this type of project must find a location outside the boundaries of National City.

I concur with the California Air Resources Board (CARB) when it stated in an earlier comment letter that it is **"concerned about the potential for the Project to increase heavy-duty truck and locomotive trips in the near-by Portside Environmental Justice Neighborhoods Community resulting in localized health impacts."** The applicant and its consultants do not dispute this. Obviously, city planners and the elected officials who hire them know from the application, that this project involves a constant flow of diesel trucks into the site. The applicant would like to run these trucks in and out of the project at night, but reserves the right to operate 24 hours a day and 7 days a week. The DEIR included the following quote, "The project would result in the consumption of approximately 119,306 gallons of automotive fuel per year." The project will also contribute new green house gasses (GHG) in the amount of 1,525 metric tons of CO_2, annually. This DEIR and the project do not and apparently cannot avoid this, so the project must not be allowed in this community. Mitigation measure GHG-1 will not ensure compatibility with GHG reduction plans because neither BNSF, the project operator, nor the independent truck drivers have any motivation or incentive to limit idling, truck trips, or vehicle miles driven. **3-2**

In addition, the BNSF railroad, which has the property ownership and the commercial interest in this project, will run train engines into and out of this property for unloading. The railroad engine is a gross polluter of all communities it runs through and stopping in National City makes it an unwanted business and unhealthy operator. Rail pollution has not been addressed in this DEIR, and the City of National City should not neglect this impact. **3-3**

CARB has called for the City to "ensure the implementation of all mitigation ... to limit the project's air quality and health impact," I hold that the only mitigation is to locate this project along the BNSF rail line in a non-residential area. **3-4**

In Section 3.5 for Hazards and Hazardous Materials, the inclusion of a containment system at the Project area does nothing to address spills, fires, explosions, and other accidents by railcar, train engine, or diesel truck on any streets near the project area on the way to or from the project. **3-5**

In Table ES.2 on page ES-22, the DEIR incorrectly assumes that the project would not impair implementation of or physically interfere with an Adopted Emergency Plan or Emergency Evacuation Plan. This assumption is a best case scenario, and is unsubstantiated and simply ludicrous.

There is no plan that the public is aware of for any incident on city (public and private) property, Port District properties, or Navy properties in this area. This was evident during the fire incident in July 2020 on the navy vessel the USS Bonhomme Richard. All of the roadways and intersections listed in the section have many carriers of unknown materials, some hazardous no doubt, as well as public transit and other modes of transportation. This DEIR has not adequately addressed the possible emergency scenarios. **3-6**

On ES-23 -24, the claim is made that "The project's distribution of renewable diesel would result in a reduction of local air pollutants." The calculations may be for county-wide reductions, but this project WILL have unavoidable impacts to air quality with truck generated diesel pollutants, increased noise including at night, and heavier traffic in the area. **3-7**

On ES-24, the analysis has inadequately covered the noise issue. The rail operator is under no requirement to limit the number of trains on its tracks in this area. It will be possible to see, and hear, two or more trains running simultaneously at this project, as well as just up and down track in a queue. **3-8**

In earlier comment letters during the scoping process, the issue of truck routes were discussed. The City Planning Department has not taken the time to admit that there are no enforcement methods, policies, procedures, nor personnel to enforce truck routes on this Project. There should have been solid discussions, in-house and with the applicant, about enforcement and fines and the conclusion that should be reached is that this DEIR does a poor job at protecting the community from these impacts. **3-9**

Perhaps the most serious oversight of this DEIR, the consultant's work, and the City staff's preliminary work is in the area of Alternatives.

The first Alternative, No Project, falsely claims that the property would remain "largely vacant." If the City and BNSF would admit that the community's health should be protected and that there is a huge need for housing in this area, this property should be developed with multi-story, market rate and affordable housing for civilian and military households that have individuals who work on Naval Base San Diego. BNSF could do this with the community's support to really meet a need. To do otherwise, continues the legacy of railroad operations which neglected and abused people from the earliest days of the nation's westward expansion. **3-10**

The amount of GHG emissions that could be avoided by having fewer vehicle miles travelled to work by people living just outside of the base work center would outweigh the proponent's claims with biodiesel transfer and truck trips. The NO Project Alternative (1) and denial of all permits for this project could open the door to real "reuse" of a long term derelict property in our city.

Letter 3 – Continued

This DEIR has not taken seriously the range of possible OFFSITE (3) alternatives. The City of National City, as the lead agency, has not fulfilled its responsibility in this section, in particular, the language in CEQA requiring a "reasonable range of potentially feasible alternatives that will foster informed decision making and public participation."

The property owner, BNSF railroad, and the applicant can be required to site this project and the proposed use of the railroad away from residential areas somewhere along the entire length of the railroad in San Diego County.

The length of the rail line operated by BNSF, with the public oversight of the Department of Transportation, gives BNSF a unique opportunity for development. One area that should have been analyzed in this DEIR as an Alternative site is the rail line near the Interstate 805-Miramar and Nobel roads triangle shown below.

There are no factors that would make this Alternative location for this project "infeasible" and it should be studied along the CEQA guidelines 15364. **3-11**

This Alternative site would protect families, children, seniors, and residents who are sensitive receptors to toxics from the otherwise onerous business activity that is only motivated by commercial interests and greed.

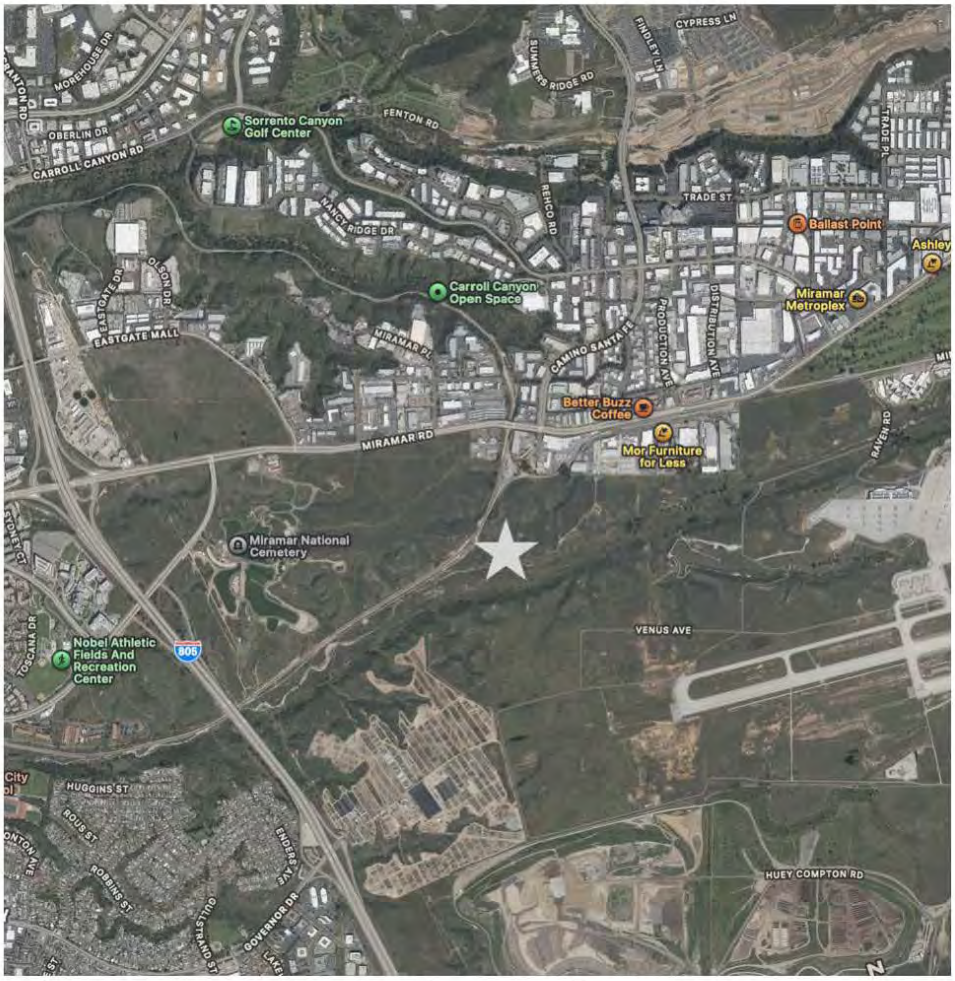
The conclusion that the Other Site Alternative (3) must be in National City is nonsensical and not valid when looking at the entire length of the BNSF rail line. The DEIR analysis failed to look at sections of the rail that are not near residential areas, not near a Portside Community, and not identified as a community in need of the protections of SB 1000 with its Environmental Justice principles.

In could be said, that this 805-Miramar/Nobel site is closer to the freeway interchanges connecting a much larger part of the San Diego County region, requires fewer rail train engine miles travelled, fewer truck miles traveled, and would thus eliminate more emissions overall than the location at the terminus of the rail line.

Seriously judging this project and its DEIR requires careful study of the specifics of the operations, but it also requires understanding of the past and present business practices of BNSF, the commercial factors that drives it, and the history of toxics in National City. With the full knowledge of the impacts, I request that the Planning Department reject the DEIR as presently written. If it unable to do so, and the DEIR is forwarded to the National City Planning Commission, I request that the Commission does not certify this DEIR and denies all permits. Finally, I request that the City Council of National City, likewise, does not certify this DEIR and uses the findings shared by the community, health experts, and State Agencies to deny all permits for San Diego Fuels and BNSF to build this project. **3-12**

Ted Godshalk

Letter 3 – Continued



3-13

Response to Ted Godshalk – Letter 3:

Response to Comment 3-1:

The commenter summarizes that the Draft EIR failed to address several key components to protect the health and living conditions of the National City residents and cites other commenters that have submitted concerns. The commenter asserts the City should not certify the Draft EIR.

This comment is noted. No response is necessary.

Response to Comment 3-2:

The commenter states concurrence with CARB's comment letter expressing concern about the Project's potential to increase heavy-duty truck and locomotive trips in the Portside Community. The commenter asserts the Proposed Project should not be allowed due to the 1,525 metric tons of CO_2 that would be contributed annually that cannot be avoided. This comment states Mitigation Measure GHG-1 would not ensure compatibility with GHG reduction plans because BNSF, the Project operator, and independent truck drivers have no motivation or incentive to limit truck idling, truck trips, or vehicle miles driven.

As discussed in Section 3.4 *Greenhouse Gas Emissions* of the Draft EIR, construction and operational emissions would not exceed the numeric bright-line threshold of 3,000 metric tons of CO_2e annually. The Draft EIR appropriately applies the South Coast Air Quality Management District's (SCAQMD) interim GHG significance threshold of 3,000 metric tons of CO2e per year, a widely recognized threshold for evaluating land use projects. As stated on page 3.4-8 of the Draft EIR, neither the SDAPCD nor the City of National City identifies a numeric GHG significance threshold. In the absence of such a threshold the analysis employs the SCAQMD significance threshold due to the proximities of the South Coast Air Basin and the San Diego Air Basin. The commenter's statement that BNSF, the Project operator, and independent truck drivers would not adhere to the GHG measures outlined in GHG-1 due to lack of motivation or incentive is speculative and discouraged in CEQA (*State CEQA Guidelines* Section 15064(f)(5)). No changes to the Draft EIR are required in response to this comment

Response to Comment 3-3:

This comment states that the Draft EIR has not addressed rail pollution.

Air quality and GHG emissions for the train are addressed in Sections 3.1 *Air Quality* and 3.4 *Greenhouse Gas Emissions* of the Draft EIR. All Project-related emission sources were included in the analysis and determined to be less than significant.

Response to Comment 3-4:

The commenter states the only mitigation for the Project's air quality and health impact is to locate the Project along the BNSF rail line in a non-residential area.

As discussed in Sections 3.1 and 3.4 of the Draft EIR, no significant air quality or GHG impacts would occur as a result of the Proposed Project. The proposed Project Area is located on land designated as industrial and zoned for Medium Manufacturing and Heavy Manufacturing and surrounded by industrial and manufacturing uses. The nearest residential use is the McKinley Apartments, approximately 380 feet east of the Project Area, which are located within the City's Medium Manufacturing zone. The nearest residential zone within the City is the light manufacturing/residential zone, located east of Interstate 5.

Response to Comment 3-5:

This comment states that Section 3.5 of the Draft EIR does not address spills, fires, explosions, and other accidents by railcar, train engine, or diesel truck on any streets near the Project Area to and from the Project.

Please refer to Response to Comment 2-1.

Response to Comment 3-6:

The commenter states the public is unaware of any plan for incidents on City property, Port District properties, or Navy properties in the area. The comment states the Draft EIR has not adequately addressed the possible emergency scenarios. The comment also describes the July 2020 fire incident on the USS Bonhomme Richard.

As stated in Section 3.5 *Hazards and Hazardous Materials*, the topic of adopted emergency plans or emergency evacuation plans was addressed in the Project's Initial Study. Primary evacuation routes for the County include I-5 which is located east of the Project Area. Construction staging would be contained to the Project Area and passage along roadways would be maintained during construction. Impacts were determined to be less than significant. No changes to the Draft EIR are required in response to this comment.

Response to Comment 3-7:

Comment 3-7 states that although the Project's distribution of renewable diesel would result in a reduction of local air pollutants, there will be unavoidable impacts to air quality from truck-generated diesel pollutants, increased noise at night, and heavier traffic in the area.

As described in Section 3.1 *Air Quality* of the Draft EIR, all Project-related emission sources were included in the analysis and determined to be less than significant. There are no significant and unavoidable air quality impacts attributable to the Proposed Project.

As described in Section 3.7 *Noise* of the Draft EIR, construction noise is prohibited on weekdays from 7:00 p.m. to 7:00 a.m. or anytime on weekends or holidays. Operational onsite stationary noise sources include railway activity, internal circulation of trucks, and unloading of rail cars. The Project Area is located on an active rail network in a heavily developed, industrial area. The level of noise within the Project Area would not increase significantly when compared to existing conditions. The Project would result in a total of 385

daily passenger car equivalent trips on roadways with an existing average daily traffic count of 3,600 vehicles. Therefore, operational offsite traffic noise increases would not be perceptible as the Project would not result in a substantial increase in mobile noise sources.

As described in Section 3.8 *Transportation* of the Draft EIR, the Proposed Project is expected to generate 385 passenger car equivalent daily trips which does not exceed the lower 500 average daily trips (ADT) for projects consistent with the City's General Plan. Additionally, there would be less than 50 passenger car equivalent trips during the AM and PM peak hours. The Proposed Project would not result in significantly heavier traffic in the area. No changes to the Draft EIR are required in response to this comment.

Response to Comment 3-8:

Comment 3-8 states the Draft EIR has inadequately addressed the noise issue as rail operators are not required to limit the number of trains on its track. The commenter states it is possible to hear two or more trains running simultaneously.

As stated in Section 3.7 *Noise* of the Draft EIR, noise from rail activity along the BNSF mainline currently exists and is part of the existing condition. Two or more trains would not run simultaneously under the Proposed Project due to physical limitation in the width of the mainline tracks right-of-way in the Project Area. According to the Federal Transit Administration, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. A 10 dBA increase is perceived by the human ear as a doubling in loudness. Therefore, if two identical sources are heard at once, the resulting noise level would not be perceived as a doubling in loudness as the increase would only be 3 dB higher in this scenario. No changes to the Draft EIR are required in response to this comment.

Response to Comment 3-9:

Comment 3-9 is directed at the City's Planning Department and lack of enforcement methods, policies, procedures, and personnel to enforce truck routes. The commenter states there should be discussions about enforcement and fines and the conclusion should be that the Draft EIR does not protect the community from these impacts.

This comment is beyond the scope of the Draft EIR for the Proposed Project. No further response is necessary.

Response to Comment 3-10:

The commenter states the No Project Alternative falsely claims the property would remain largely vacant. The commenter suggests developing the property with multi-story, market rate, and affordable housing for civilian and military households. This comment states that if housing is built on this site, GHG emissions could be avoided with fewer vehicle miles traveled to work by people living just outside the base.

Historical aerial imagery shows that the site has remained vacant since approximately 2018. The Project Area is located in an industrial area, has a land use designation of Industrial, and is zoned as Medium Manufacturing and Heavy Manufacturing. Housing is not an allowable use within these zones. Additionally, a Standard Voluntary Agreement (SVA) and the Land Use Covenant between DTSC and BNSF restrict the BNSF parcels from residential uses. The land meets the criteria for commercial/industrial uses, and not residential uses, as specified in the Interim Measure Workplan (IMW). The property is owned by BNSF and is intended for commercial/industrial use. Development of residential uses would result in a land use conflicts by placing residences adjacent to incompatible uses. No changes to the Draft EIR are required in response to this comment.

Response to Comment 3-11:

This comment states the Draft EIR has not considered a range of possible offsite alternatives. The commenter suggests moving the project away from residential areas such as in areas along the railroad in San Diego County. The commenter suggests an alternative site to analyze.

Please refer to Response to Comment 1-1.

The site proposed by the commenter is within the Military Facilities planning area and within Miramar Marine Corps Air Station property and not available for private development. The parcels north of the commenter's proposed site along Miramar Road are near an existing rail spur that serves several warehouse type uses. This area includes parcels zoned as Commercial Community (CC-4-2) and Industrial Light (IL-2-1). Trucking and transportation terminals are not allowed within the CC zone but are permitted uses within the IL zone. The parcels zoned for industrial use are rail adjacent and appropriately zoned, but are not adequately sized to accommodate the proposed throughput and are not rail-owned. Furthermore, these properties are currently occupied and not available for redevelopment.

No changes to the Draft EIR are required in response to this comment.

Response to Comment 3-12:

The commenter states the Draft EIR requires careful study of the specifics of the operations, an understanding of BNSF's past and present business practices, and the history of toxics in the City. The commenter requests that the City Planning Commission and City Council not certify the Draft EIR and deny all permits.

This comment is noted. No further response is necessary.

Response to Comment 3-13:

This comment provides a map of the alternative location proposed by the commenter in Comment 3-11. The proposed alternative location is marked by a grey star. No response to this comment is necessary.

Letter 4 – California Air Resources Board

Letter 4

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

January 27, 2025

David Welch
Associate Planner
City of National City
1243 National City Boulevard
National City, California 91950
dwelch@nationalcityca.gov

Sent via email

Dear David Welch:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the San Diego Clean Fuels Facility LLC Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2024050468. The Project proposes the construction and operation of a new transload facility on the BNSF Railway railroad right of way. The proposed facility would add nine rail spurs and four fixed truck loading spots to transload clean renewable and biofuels (renewable diesel, ethanol, and sustainable aviation fuel) directly from rail cars into trucks. Project trucks would deliver renewable diesel to local retailers within a 35-mile radius, with an average trip distance of 12.3 miles per trip. The Project would result in 144 daily heavy-duty truck trips and 25 passenger automobile trips associated with the onsite workers. The Project's air quality analysis assumes the Project would result in 104 train trips per year. The Project site is located within the City of National City (City), California, which is the lead agency for California Environmental Quality Act purposes. **4-1**

CARB submitted a comment letter, which is attached to this letter, on the Notice of Preparation (NOP) for the DEIR released in May 2024. CARB's comments dated June 7, 2024, highlighted the need to prepare a health risk assessment (HRA) for the Project and encouraged the City and the applicant to implement all existing and emerging zero-emission technologies to minimize exposure to diesel particulate matter (diesel PM) and oxides of nitrogen (NOx) emissions for all neighboring communities, and to minimize the greenhouse gases that contribute to climate change. Due to the Project's proximity to residences already disproportionately burdened by multiple sources of pollution, CARB's comments on the NOP expressed concerns with the potential health risks associated with the construction and operation of the Project.

CARB is concerned that the Project will expose nearby communities in the Portside Community, which has been designated as a disadvantage community under Assembly Bill 617 (AB 617) (C. Garcia, Chapter 136, Statutes of 2017), to elevated levels of **4-2**

arb.ca.gov 1001 I Street • P.O. Box 2815 • Sacramento, California 95812 helpline@arb.ca.gov

Letter 4 – Continued

air pollution beyond the existing baseline emissions at the Project site.[1] As of November 2023, over $16 million in incentives have been invested in the Portside Community to improve air quality. However, even with this incentive funding, the operation of the Project would expose residences in the Portside Community to air pollutant emissions that could pose a significant health impact. Residences are located north of the Project site, with the closest residence located approximately 380 feet north of the Project site. In addition to residences, Kimball Elementary School, John A. Otis Elementary School, Integrity Charter Elementary School, Central Elementary School, and National City Middle School, are all located within a mile from the Project site. The Portside community is surrounded by existing toxic diesel PM emission sources, which include many industrial uses, Port of San Diego (Port) equipment emissions, rail traffic along BNSF rail lines, and vehicular traffic along Interstate 5. The operation of the Project, in conjunction with the operation of the other industrial development within the City, will expose the nearby communities to elevated levels of air pollution, including diesel PM. Diesel PM is a carcinogen and is linked to cancer and respiratory health effects such as asthma and premature mortality due to heart attacks and cardiopulmonary illnesses.

4-2 cont.

To better address regional air pollution and global climate change, Governor Gavin Newsom signed Executive Order N-79-20 on September 23, 2020. The Executive Order states: "It shall be a goal of the State that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100% of medium and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100% zero-emission off-road vehicles and equipment by 2035 where feasible." The Executive Order further directs the development of regulations to help meet these goals. CARB also requires increasing the use of zero-emission trucks, through the Advanced Clean Trucks Regulation. To ensure that lead agencies, like the Project, stay in step with evolving scientific knowledge to protect public health from adverse air quality and greenhouse gas impacts from the transportation sector, which serves as the basis of the Governor's Executive Order N-79-20, CARB staff urges the City to plan for the use of zero-emission technologies within the Project area as recommended in this letter.

The DEIR Must Use Heavy-Duty Truck Trip Length Distances Supported by Substantial Evidence When Modeling the Project Air Quality Impacts

4-3

The City may have underestimated the Project's mobile source air pollutant emissions in the DEIR by relying on vehicle trip lengths unsupported by substantial evidence. Section 2.3 (Air

[1] Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017, modified the California Health and Safety Code, amending § 40920.6, § 42400, and § 42402, and adding § 39607.1, § 40920.8, § 42411, § 42705.5, and § 44391.2.

Letter 4 – Continued

Quality) of the DEIR states that the "Project trucks would deliver renewable diesel to local retailers within a 35-mile radius, with an average trip distance of 12.3 miles per trip."[2] Based on CARB's review of Appendix B (Air Quality & Greenhouse Gas Emissions Assessment), the City assumed all heavy-duty trucks serving the Project would travel a distance of 12.3 miles per trip. Although the traffic study specifies that heavy-duty trucks would travel a maximum distance of 35 miles, it does not specify or analyze the average trip distance all trucks would make during Project's operations. To provide decision-makers and the public a better understanding of the Project's potential impacts on air quality and public health, the City must either provide substantial evidence supporting the average 12.3-mile trip distance for trucks serving the Project, or revise the Project's air quality impact analysis to conservatively assume a trip length of 35 miles in the Final Environmental Impact Report (FEIR). **4-3 cont.**

The Number of Heavy-Duty Truck Trips Presented in the Project's Description is Inconsistent with the Project Health Risk Analysis

CARB is concerned about the inconsistencies between the trip rates used to estimate the Project's health risk impacts and the Project's traffic study. According to Appendix I (Traffic Study) of the DEIR, the Project would result in 144 daily heavy-duty truck trips. [3] However, in the Project's health risk analysis presented in Appendix B (Air Quality & Greenhouse Gas Emissions Assessment) of the DEIR, the City assumed that the Project would result in 138 daily heavy-duty truck trips.[4] The daily heavy-duty truck trips used in the Project's health risk analysis are approximately six fewer than those presented in the Project's traffic study. CARB is concerned that the City may have underestimated the Project's operational health risk impacts by not using the trip rates provided in the Project's traffic study. The City should re-evaluate the Project's health risk impacts by using heavy-duty daily trip rates consistent with those used in the Project's traffic study. **4-4**

CARB Urges the City to Include a Mitigation Measure that Ensures the Project Uses the Cleanest Switcher and Line-Haul Locomotives Available

To reduce the Project's impact on air quality and public health, CARB urges the City to plan for the use of zero-emission switcher locomotives at the proposed transload facility and to work with BNSF to use zero-emission line-haul locomotives when transporting renewable diesel to the proposed transload facility. As presented in the DEIR, the operation of the Project would result in 104 annual train trips and the operation of switcher locomotives at **4-5**

[2] City of National City. San Diego Clean Fuels Facility LLC Project. Page 3.1-13. Accessible at https://ceqanet.opr.ca.gov/2024050468/2/Attachment/xKQpvB
[3] City of National City. San Diego Clean Fuels Facility LLC Project. Appendix I. Page 8. Table 4.1. Accessible at https://ceqanet.opr.ca.gov/2024050468/2/Attachment/ZPN5Uw
[4] City of National City. San Diego Clean Fuels Facility LLC Project. Appendix B. Table B-2. Accessible at https://ceqanet.opr.ca.gov/2024050468/2/Attachment/5KrnTiR

Letter 4 – Continued

the proposed transload facility.[5] The air quality analysis prepared for the Project shows the operation of switchers and line-haul locomotives constitutes a large percentage of the air pollutant emissions generated by the Project. Since the City concluded air pollutant emissions generated during the operation of switchers and line-haul locomotives would not exceed the San Diego County Air Pollution Control District's significance thresholds, the City did not include mitigation measures or project design futures in the DEIR that would reduce locomotive emissions at the proposed transload facility. To reduce the Project's air quality and public health impacts, CARB urges the City to include either a project design feature or mitigation measure that requires all locomotives serving the Project to be Tier 4 or cleaner at the start of Project operations and to prepare for zero-emission locomotive technology by installing on-site charging/fueling infrastructure.

To understand the environmental impacts associated with the operation of trains traveling near California communities, CARB staff conducted an analysis comparing the environmental impact of trucks and trains in the freight transportation sector.[6] Based on the analysis, CARB staff found that by 2030, one train could emit as much as four times the PM2.5 emissions of trucks, due to CARB regulations such as the Advanced Clean Truck Regulation, which aims to accelerate the adoption of zero-emission trucks. Although trains have previously had lower GHG emissions when compared with trucks, CARB's Truck vs. Train Emissions Analysis found that trucks would emit less GHG as more trucks operate with zero emissions in California under CARB regulations.[7] Without the use of zero-emission locomotive technologies, locomotives will continue to be a dirtier mode of transportation than trucks.

Based on emerging technologies in batteries and hydrogen fuel cells, zero-emission locomotive operation could be used to meet the needs of the Project. Battery electric switch locomotives are currently commercially available. CARB estimates that zero-emission technology will be commercially available by 2035 for freight line haul locomotives.[8] CARB has sponsored and continues to sponsor demonstration projects to accelerate the adoption of clean freight technologies and to reduce air pollution caused by the movement of freight throughout the State. CARB's Zero and Near Zero-emission Freight Facilities Program

4-5 cont.

[5] City of National City. San Diego Clean Fuels Facility LLC Project. Appendix B. Table A-1. Accessible at *SKmTiR_WtXrxlBbsRcK6i6rFPeMc5NNxjsh0keyUlmkH7526HultbnR5BdBR1nNiFGe_KPFvDWTVlvpX0*

[6] CARB. Truck vs. Train Emissions Analysis. September 23, 2020. Accessible at: *https://ww2.arb.ca.gov/resources/fact-sheets/truck-vs-train-emissions-analysis*

[7] CARB. Truck vs. Train Emissions Analysis FAQ. November 12, 2021. Accessible at: *https://ww2.arb.ca.gov/resources/fact-sheets/truck-vs-train-emissions-analysis-faq*

[8] CARB. Public Hearing to consider the Proposed In-Use Locomotive Regulation Staff Report: Initial Statement of Reasons. Appendix F. Page 52, 57. Accessible at: *https://ww2.arb.ca.gov/sites/default/files/barcu/regact/2022/locomotive22/appf.pdf*

Letter 4 – Continued

successfully demonstrated batteries in freight locomotives.[9] With advanced planning and rapid development of battery technology, the Project could be served with zero-emission locomotives. To facilitate zero-emission locomotive operation, CARB urges the City to work with BNSF to electrify key parts or even the entire rail line serving the proposed transload facility. 4-5 cont.

The City Should Facilitate the Use of Zero-Emission Technology in Heavy-Duty Trucks Serving the Project

Heavy-duty trucks transporting renewable diesel fuel from the proposed transload facility to local retailers would create diesel PM and other air pollutants, further exposing residences and other sensitive uses (e.g., schools, daycares, and senior living facilities) already heavily impacted by air pollution. As presented in the DEIR, the Project would add 144 daily heavy-duty trucks along local roadways. To reduce the Project's potential air quality and public health impacts, CARB urges the City to include either project design features or a mitigation measure that facilitates the transition to all zero-emission heavy-duty trucks, including installing on-site infrastructure to support zero-emission trucks at the proposed transload facility.

While CARB has implemented or is developing regulations that will eventually require the use of zero-emission trucks, the Project must plan for this transition, and the FEIR should explain how the Project will achieve this transition. The Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) is a part of California Climate Investments incentivizing the purchase of zero-emission trucks. A list of commercially-available zero-emission trucks can be obtained from the HVIP.[10] Based on CARB's review of the zero-emission trucks listed in the HVIP, there are commercially available electric trucks that can meet the cargo transportation needs proposed in the Project. 4-6

Here are details regarding some of the CARB regulations that are reducing Diesel PM and NOx emissions from trucks within California:

- **Heavy-Duty Low-NOx Omnibus Rule:** The Heavy-Duty Low-NOx Omnibus Rule requires truck emission standards to be reduced from 0.20 to 0.05 grams per brake horsepower-hour (g/bhp-hr) from 2024 to 2026, and to 0.02 g/bhp-hr in 2027.
- **Advanced Clean Trucks Regulation:** The Advanced Clean Trucks Regulation, approved by CARB on June 25, 2020, requires manufacturers to start manufacturing zero-emission trucks and vans beginning in 2024. The rule is expected to result in

[9] California Air Resources Board (CARB), 2020. CARB's Zero and Near Zero-emission Freight Facility Program. Accessible at https://ww2.arb.ca.gov/news/carb-announces-more-200-million-new-funding-clean-freight-transportation#:~:text=The%20goal%20of%20CARB's%20Zero,commercialization%20of%20these%20technologies%20statewide

[10] Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: https://californiahvip.org/

Letter 4 – Continued

about 100,000 zero-emission trucks in California by the end of 2030 and about 300,000 by 2035. The Advanced Clean Trucks regulation is part of CARB's overall approach to accelerate use of zero-emission medium-and heavy-duty vehicles. CARB approved amendments to the Advanced Clean Trucks regulation in March 2021; the amendments help ensure that more zero-emission vehicles are brought to market. CARB directed staff to ensure that fleets, businesses, and public entities that own or direct the operation of medium- and heavy-duty vehicles in California purchase and operate ZEVs in anticipation of fully ZEV fleets by 2045 everywhere feasible, and specifically to reach:

- 100% zero-emission drayage trucks, last mile delivery, and government fleets by 2035
- 100% zero-emission refuse trucks and local buses by 2040
- 100% zero-emission capable utility fleets by 2040

4-6 cont.

With the implementation of the above regulations, the City would, over time, be required to phase out the use of diesel trucks. To protect the air quality of the communities located at the proposed transload facility and along truck routes, CARB urges the City to include all feasible project design features and/or mitigation measures in the FEIR that would facilitate the transition to exclusively zero-emission trucks.

Conclusion

Although the Project would promote the use of renewable diesel fuels that would help support California's greenhouse gas reduction goals, CARB is concerned that emissions from diesel-powered heavy-duty trucks and locomotives serving the Project would negatively impact the air quality in the surrounding Portside community. As previously discussed in this letter, the Portside community is already heavily impacted by air pollution from the existing operations at the Port, nearby industrial facilities, and roadways. To reduce the harmful impacts of diesel pollution, the City should incorporate the cleanest available switchers, line-haul locomotives, and trucks within the proposed transload facility.

4-7

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. Please note that CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

Letter 4 – Continued

CARB staff can provide assistance with zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your list of selected State agencies that will receive the FEIR. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at *stanley.armstrong@arb.ca.gov*. **4-7 cont.**

Sincerely,

[redacted]

Matthew O'Donnell, Chief, Risk Reduction Branch

Attachment

cc: State Clearinghouse
state.clearinghouse@opr.ca.gov

Morgan Capilla, NEPA Reviewer, U.S. Environmental Protection Agency, Air Division, Region 9
capilla.morgan@epa.gov

Kathleen Keehan, Supervising Air Resources Specialist – Planning and Incentives, San Deigo County Air Pollution Control District
Kathleen.Keehan@sdcounty.ca.gov

Stanley Armstrong, Air Pollution Specialist, Risk Reduction Branch

Letter 4 – Continued

CALIFORNIA AIR RESOURCES BOARD

Gavin Newsom, Governor
Yana Garcia, CalEPA Secretary
Liane M. Randolph, Chair

June 7, 2024

David Welch
Associate Planner
City of National City, Planning Division
1243 National City Boulevard
City of National City, California 91950
dwelch@nationalcityca.gov

Sent via email

Dear David Welch:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the San Diego Clean Fuels Facility, LLC Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2024050468. The Project proposes the construction and operation of a new transload facility on the BNSF Railway railroad right of way. The proposed facility would result in the reconfiguration of one existing rail spur and addition of truck loading spots to transload clean renewable and biofuels (renewable diesel, ethanol, and potentially sustainable aviation fuels at a later date) directly from rail cars into trucks to be distributed to local retailers. The Project site is located within the City of National City (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

4-8

The Project, once operational, has the potential to help achieve the goals established in the Governor Gavin Newsom signed Executive Order N-79-20 and the 2022 Scoping Plan for Achieving Carbon Neutrality, and help California attain federal national ambient air quality standards in the State's Implementation Plans.[1,2,3] Although the transport of sustainable fuels, as proposed under the Project, would help reduce air pollutant and greenhouse gas emissions in California, CARB is concerned about the potential for the Project to increase heavy-duty truck and locomotive trips in the nearby Portside Environmental Justice Neighborhoods Community (Portside Community) resulting in an increase in localized health impacts.

[1] Executive Department State of California. Executive Order N-79-20. September 23, 2020. Accessible at *https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-Climate.pdf*
[2] CARB. Final 2022 Scoping Plan for Achieving Carbon Neutrality. December 2022. Accessible at *https://ww2.arb.ca.gov/our-work/programs/ab-32-climate-change-scoping-plan/2022-scoping-plan-documents#:~:text=The%202022%20Scoping%20Plan%20for,directed%20by%20Assembly%20Bill%201279*
[3] CARB. 2022 State Strategy for the State Implementation Plan. Adopted September 2022. Accessible at *https://ww2.arb.ca.gov/resources/documents/2022-state-strategy-state-implementation-plan-2022-state-sip-strategy*

arb.ca.gov 1001 I Street • P.O. Box 2815 • Sacramento, California 95812 (800) 242-4450

Letter 4 – Continued

The Project Will Increase Exposure to Air Pollution for Residences Located Within the Portside Environmental Justice Neighborhoods Community

In 2018, the Portside Community was nominated by the San Diego County Air Pollution Control District (SDCAPCD) and selected by CARB as a monitoring community and in 2019, the Portside Community was selected for development of a community emissions reduction program. The Project will further expose residents of the Portside Community to elevated levels of air pollution. The Portside Community includes the neighborhoods of Barrio Logan, Logan Heights, and Sherman Heights in the City of San Diego, and West National City within National City. The Portside Community is about eight square miles with a population of approximately 53,000 who are already exposed to the highest levels of air pollution in California. The sources of air pollution within the Portside Community include the freight operations at the Port of San Diego, local industrial sources such as metal recyclers, welding shops, and auto body repair and paint shops, rail traffic along local rail lines, vehicle traffic along Interstate 5 (I-5) and State Route 15 (SR-15) and Port truck traffic through residential areas. Sensitive receptors in the community include 24 schools, 16 licensed daycare facilities, and 2 hospitals.[4,5,6] The community experiences some of the highest rates of asthma, poverty, and unemployment in the region.

4-8 cont.

To protect the residences living near the Project, it should be the City's goal to implement all feasible mitigation measures into the Project's final design to protect the air quality in the Portside Community. The following three pieces of legislation need to be seriously considered when developing a project like this near a disadvantaged community:

Senate Bill 535 (De León, 2012); Disadvantaged Communities

Senate Bill 535 (De León, Chapter 830, 2012)[7] recognizes the potential vulnerability of low-income and disadvantaged communities to poor air quality and requires funds to be spent to benefit disadvantaged communities. The California Environmental Protection Agency (CalEPA) is charged with the duty to identify disadvantaged communities. CalEPA bases its identification of these communities on geographic, socioeconomic, public health, and environmental hazard criteria (Health and Safety Code, section 39711, subsection (a)).

[4] California Department of Education. Accessible at: *https://www.cde.ca.gov/ds/*
[5] California Department of Public Health. GIS Open Data. Accessible at: *https://data-cdphdata.opendata.arcgis.com/*
[6] California Air Resources Board. Updated and Statewide Expansion of the Environmental Justice Screening Method. Accessible at: *https://ww2.arb.ca.gov/sites/default/files/classic/research/apr/past/11-336.pdf*
[7] Senate Bill 535, De León, K., Chapter 800, Statutes of 2012, modified the California Health and Safety Code, adding § 39711, § 39713, § 39715, § 39721 and § 39723.

Letter 4 – Continued

CalEPA currently defines a disadvantaged community, from an environmental hazard and socioeconomic standpoint, as a community that scores within the top 25% of the census tracts, as analyzed by the California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen).[8] The Project is located with the boundary of the Portside Community. Many residences within the Portside Community are located in census tracts with a maximum CalEnviroScreen score in the top 5%, indicating that the area is home to some of the most vulnerable neighborhoods in the State. The air pollution levels in this community routinely exceed state and federal air quality standards.

The City must ensure the implementation of all feasible mitigation, including utilization of zero-emission technologies, to limit the Project's air quality and public health impact on neighboring disadvantaged communities.

Senate Bill 1000 (Leyva, 2016); Environmental Justice Element for Land Use Planning

Senate Bill (SB) 1000 (Leyva, Chapter 587, Statutes of 2016)[9] amended California's Planning and Zoning Law. SB 1000 requires local governments that have identified disadvantaged communities to incorporate the addition of an environmental justice element into their general plans upon the adoption or next revision of two or more elements concurrently on or after January 1, 2018. SB 1000 requires environmental justice elements to identify objectives and policies to reduce unique or compounded health risks in disadvantaged communities. Generally, environmental justice elements will include policies to reduce the community's exposure to pollution through air quality improvement. SB 1000 affirms the need to integrate environmental justice principles into the planning process to prioritize improvements and programs that address the needs of disadvantaged communities, like Portside Community.

4-8 cont.

Assembly Bill 617 (Garcia, 2017); Community Air Protection

The State of California has emphasized protecting local communities from the harmful effects of air pollution through the passage of Assembly Bill (AB) 617 (Garcia, Chapter 136, Statutes of 2017).[10] AB 617 required CARB to develop the process that creates new community-focused and community-driven action to reduce air pollution and improve public health in communities that experience disproportionate burdens from exposure to

[8] "CalEnviroScreen 4.0." Oehha.ca.gov, California Office of Environmental Health Hazard Assessment, June 2018, *https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40*

[9] Senate Bill 1000, Leyva, S., Chapter 587, Statutes of 2016, amended the California Health and Safety Code, § 65302.

[10] Assembly Bill 617, Garcia, C., Chapter 136, Statutes of 2017, modified the California Health and Safety Code, amending § 40920.6, § 42400, and § 42402, and adding § 39607.1, § 40920.8, § 42411, § 42705.5, and § 44391.2.

Letter 4 – Continued

air pollutants. In response to AB 617, CARB established the Community Air Protection Program with the goal of reducing exposure in communities heavily impacted by air pollution. As part of its role in implementing AB 617, CARB must annually consider the selection of communities for development and implementation of community air monitoring plans and/or community emission reduction programs for those communities affected by a high cumulative exposure burden.

CARB approved the Portside Community CERP in July 2021, which describes strategies to achieve emission and exposure reductions throughout this community, including significantly reducing or eliminating emissions from heavy-duty mobile sources and industrial stationary sources, with strategies aimed at reducing emissions from port, marine vessels, truck, and rail activities associated with the Ports. The CERP focuses on concerted efforts by a range of government bodies, local agencies, the Port of San Diego, and the community to reduce these threats, including goals to reduce truck emissions throughout the community and at the Port of San Diego terminals years ahead of CARB regulations. However, the proposed Project would result in an increase in diesel powered heavy-duty trucks and locomotive trips within the Portside Community, in a stark departure from the CERP.

4-8 cont.

The DEIR Should Quantify and Discuss the Potential Cancer Risks from Project Operation

Since the Project would generate diesel powered heavy-duty truck and locomotive traffic along roadways and railways adjacent to residential communities, CARB urges the City to prepare a health risk assessment (HRA) for the Project. The HRA should account for all potential operational health risks from Project-related diesel particulate matter (diesel PM) emission sources, including, but not limited to, back-up generators, on-site diesel-powered equipment, heavy-duty trucks, and locomotives. The HRA should also determine if the operation of the Project in conjunction with past, present, and reasonably foreseeable future projects or activities would result in a cumulative cancer risk impact on nearby residences. To reduce diesel PM exposure and associated cancer risks during the operation of the Project, CARB urges the City to include all the air pollution reduction measures listed below.

- Require all service equipment used within the Project site to be zero-emission. This equipment is widely available and can be purchased using incentive funding from CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE).[11]
- Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the Project site to be zero-emission. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission

[11] Clean Off-Road Equipment Voucher Incentive Project. Accessible at: *https://californiacore.org/how-to-participate/*

Letter 4 – Continued

Truck and Bus Voucher Incentive Project (HVIP).[12] Additional incentive funds can be obtained from the Carl Moyer Program and Voucher Incentive Program.[13]

- Restricting diesel-powered trucks and support equipment from idling longer than two minutes while on site.

The HRA prepared in support of the Project should be based on the latest Office of Environmental Health Hazard Assessment's (OEHHA) guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments).[14] The Project's mobile PM emissions used to estimate the Project's cancer risk impacts should be based on CARB's latest 2021 Emission Factors model (EMFAC2021). Mobile emission factors can be easily obtained by running the EMFAC2021 Web Database: *https://arb.ca.gov/emfac/*.

The DEIR Should Quantify and Discuss the Potential Cancer Risks from Project Construction

In addition to the health risks associated with operational diesel PM emissions, health risks associated with construction diesel PM emissions should be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel PM emissions from the use of both on-road and off-road diesel equipment. The OEHHA guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project-site during construction. The HRA should account for all diesel PM emission sources related to Project construction, including, but not limited to, off-road mobile equipment, diesel generators, and on-road heavy-duty trucks. To reduce diesel PM exposure and associated cancer risks during the construction of the Project, CARB urges the City to include all the air pollution reduction measures listed below. **4-8 cont.**

- Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero-emission and near zero-emission equipment and tools.
- Implement, and plan accordingly for, the necessary infrastructure to support the zero-emission and near zero-emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site

[12] Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: *https://californiahvip.org/*
[13] Carl Moyer Program and Voucher Incentive Program. *https://ww2.arb.ca.gov/carl-moyer-program-apply*
[14] Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: *https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf*.

Letter 4 – Continued

vehicles and equipment, locomotives, and medium-heavy and heavy-heavy duty trucks.

- In construction contracts, include language that requires all off-road diesel-powered equipment used during construction, including locomotives serving the project, to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, to ensure that emission reductions achieved are equal to or exceed that of a Tier 4 engine.
- In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
- In construction contracts, include language that requires all heavy-duty trucks entering the construction site during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NOx) standard.[15]
- In construction contracts, include language that requires all construction equipment to be in compliance with all current air quality regulations. CARB is available to assist in implementing this recommendation.

4-8 cont.

Conclusion

To reduce the exposure of toxic diesel PM emissions in disadvantaged communities already impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and NOx emissions, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the emission reduction measures provided in this letter.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

[15] In 2013, CARB adopted optional low-NOx emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NOx emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model-year 2010 and later. CARB's optional low-NOx emission standard is available at: *https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards*

Letter 4 – Continued

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at *stanley.armstrong@arb.ca.gov*.

Sincerely,

[redacted]

Matthew O'Donnell, Branch Chief, Risk Reduction Branch

cc: State Clearinghouse
state.clearinghouse@opr.ca.gov

Paula Forbis, Air Pollution Control Officer, San Diego County Air Pollution Control District
paula.forbis@sdcounty.ca.gov

Morgan Capilla, NEPA Reviewer, U.S. Environmental Protection Agency, Air Division, Region 9
capilla.morgan@epa.gov

Stanley Armstrong, Air Pollution Specialist, Risk Reduction Branch

4-8 cont.

Response to California Air Resources Board – Letter 4:

Response to Comment 4-1:

The commenter summarizes the Proposed Project as well as the contents of a CARB letter submitted during the Project Notice of Preparation process, dated June 7, 2024. The comment is introductory and does not address the adequacy of the Draft EIR, and mentions concerns with the potential health risks associated with the construction and operation of the Project. The commenter is referred to Response to Comment 4-3 (trip distance) and 4-4 (truck trips).

Response to Comment 4-2:

The commenter expresses concern regarding potential air quality impacts from the Project on nearby sensitive receptors in the Portside Community, a disadvantaged community designated under Assembly Bill (AB) 617. This concern highlights the proximity of residences and schools to the Project Site, as well as the potential for cumulative impacts from existing sources of DPM) in the area. Additionally, the commenter references Executive Order N-79-20 and the Advanced Clean Trucks Regulation, encouraging the use of zero-emission technologies to mitigate these impacts. Nonetheless, the comment does not address the adequacy of the Draft EIR.

It is noted that the Project directly supports the state's goal to further reduce toxic air pollutants. As stated on page 3.1-10 of the Draft EIR, CARB approved amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation (Off-Road Regulation) in 2022, which are aimed at further reducing emissions from the off-road sector. The amendments require fleets to phase-out use of the oldest and highest polluting off-road diesel vehicles in California; prohibit the addition of high-emitting vehicles to a fleet; and require the use of R99 or R100 renewable diesel in off-road diesel vehicles. Off-road vehicles that are subject to the amended rule are used in construction, mining, industrial operations, and other industries. The amended rule went into effect in January 2024. According to CARB (In-Use Off-Road Diesel-Fueled Fleets Regulation. https://ww2.arb.ca.gov/ourwork/programs/use-road-diesel-fueled-fleets-regulation), the amended rule will reduce harmful air pollutants from over 150,000 in-use off-road diesel vehicles that operate in California and is expected to yield $5.7 billion in health benefits, prevent more than 570 air-quality related deaths and nearly 200 hospitalizations and emergency room visits from 2023 to 2038.

From 2024 through 2038, the current amendments will generate an additional reduction to the current regulation of approximately 31,087 tons of NOx and 2,717 tons of PM2.5. About half of the additional reduction associated with the amended rule is expected to be realized within the first five years of implementation. Moreover, as described on page 3.1-18 of the Draft EIR the Proposed Project's distribution of renewable diesel in the San Diego Area would result in reductions in local air pollutants from the replacement of combustion of regular diesel with renewable diesel. More specifically, for every 1,000 gallons of conventional diesel replaced with renewable diesel, combustion emissions of NOx, CO, and PM would be reduced by 43.5, 28.5, and 0.7 pounds, respectively. As shown on page 3.1-18 of the Draft EIR, the Proposed Project enables the delivery of 336,000 gallons per day of R100 renewable diesel

to replace existing CARB diesel at local retail stations, which would result in the following local tailpipe emission reductions:

- 5.3 million pounds of NOx emissions per year
- 3.5 million pounds of CO emissions per year
- 460 thousand pounds of total hydrocarbons (THC) emissions per year
- 90 thousand pounds of diesel particulate matter (DPM) emissions per year.

Additionally, the Project would reduce overall truck mileage by approximately 2 million miles per year by eliminating lengthy truck trips from Los Angeles/Inland Empire locations, which would remove the following regional tailpipe emissions from the supply chain:

- 7 million pounds of carbon dioxide (CO2) emissions per year
- 74 thousand pounds of NOx emissions per year
- 26 thousand pounds of CO emissions per year
- 10 thousand pounds of THC emissions per year
- 8 hundred pounds of DPM emissions per year

Additionally, the Project supports the state's long-term GHG reduction strategies by facilitating the use of renewable diesel, ethanol, biodiesel, and sustainable aviation fuel, all of which serve as lower-carbon alternatives to conventional petroleum-based fuels. The Project helps reduce transportation-related GHG emissions immediately by shortening fuel transport distances and replacing higher-emission conventional fuels with low-carbon renewable fuels, consistent with the objectives of the 2022 CARB Scoping Plan and the Low Carbon Fuel Standard. As stated on page 3.4-11 of the Draft EIR, renewable diesel alone can reduce lifecycle GHG emissions by up to 70 percent compared to traditional diesel, providing substantial benefits in the near term while ZEV adoption continues to scale.

While the transition to ZEVs is a critical component of California's long-term air toxic-reduction and decarbonization strategy, the technology is not yet widely available or feasible for heavy-duty trucks and locomotives at the scale required to replace all fossil fuel use. The CARB Scoping Plan acknowledges the need for multiple clean fuel solutions in the transportation sector, particularly in applications where electrification remains technically or economically challenging. The Project does not conflict with or delay the adoption of ZEVs but rather serves as an intermediate step in achieving state-mandated emissions reductions, ensuring immediate environmental benefits while ZEV infrastructure and technology continue to develop.

The commenter raises concerns about the health risks posed by the Project to nearby sensitive receptors, including the Portside Community. The Health Risk Assessment (HRA) conducted for the Project follows methodologies outlined by the OEHHA and the SDAPCD. The analysis demonstrates that health risks are below established thresholds of significance. Specifically, the maximum cancer risk for a 70-year residential exposure scenario is 9.00 per million, and for a 30-year exposure scenario is 7.63 per million (updated per comment 4.4), both of which fall below the 10 per million threshold. Additionally, the chronic and acute hazard indices for non-carcinogenic risks are well below the threshold of 1.0, indicating no anticipated adverse health effects. The health risk calculations account for emissions from DPM,

including truck and train activity, onsite and offsite sources, and heavy-duty truck idling and fuel transfer. No changes to the Draft EIR are required in response to this comment.

Response to Comment 4-3:

The commenter raises concerns regarding the assumption of a 12.3-mile average trip length for trucks serving the Project within the emissions calculation modeling, suggesting it may underestimate mobile source air pollutant emissions. The 12.3-mile average trip distance was determined based on the intended operational characteristics of the Project and is considered a conservative estimate as the fuel distributed by the Project would serve local retailers within the surrounding area. While the traffic study identifies a maximum trip distance of 35 miles, the average trip length reflects the proximity of the Project's primary service area. While accounting for an average trip length of 35 miles does not accurately reflect the Project's operational reality, Project emissions have been recalculated in CalEEMod assuming the maximum trip length of 35 miles. The results are shown in the Table below and compared to the SDAPCD's thresholds of significance. As shown, with the increase in truck trip length results in no change in the significance determination occurred. No changes to the Draft EIR are required in response to this comment.

Operational Criteria Air Pollutant Emissions

Emission Source	Pollutant					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions (Pounds per Day)						
CalEEMod Sources (area sources, worker commutes and truck trips)	0.47	2.22	8.39	0.17	5.06	1.57
Calculated Fugitive Evaporation (fuel transfer off-gassing)	32.27	--	--	--	--	--
Mainline SDAB Rail Emissions (65 miles of transport per train trip)	7.67	31.24	5.97	1.96	1.09	1.00
Project Emissions	**40.41**	**33.46**	**14.36**	**2.13**	**6.15**	**2.57**
Winter Emissions (Pounds per Day)						
CalEEMod Sources (area sources, worker commutes and truck trips)	0.46	23.00	8.38	0.17	5.06	1.57

Operational Criteria Air Pollutant Emissions

Emission Source	Pollutant					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Calculated Fugitive Evaporation (fuel transfer off-gassing)	32.27	--	--	--	--	--
Mainline SDAB Rail Emissions (65 miles of transport per train trip)	7.67	31.24	5.97	1.96	1.09	1.00
Project Emissions	**40.40**	**54.24**	**14.35**	**2.13**	**6.15**	**2.57**
Daily Significance Threshold	75	250	550	250	100	55
Exceed Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Annual Emissions (Tons per Year)						
CalEEMod Sources (area sources, worker commutes and truck trips)	0.08	4.19	1.53	0.03	0.92	0.28
Calculated Fugitive Evaporation (fuel transfer off-gassing)	5.9	--	--	--	--	--
Mainline SDAB Rail Emissions (65 miles of transport per train trip)	1.4	5.7	1.1	0.4	0.2	0.2
Project Emissions	**7.38**	**9.89**	**2.63**	**0.43**	**1.12**	**0.48**
Annual Significance Threshold	*13.7*	*40*	*100*	*40*	*15*	*10*
Exceed Annual Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: [1]CalEEMod version 2022.1. Operational emissions for the Proposed Project fugitive VOC/ROG emissions calculated by US Compliance. Trip counts and distances were calculated based on the Project's daily throughput, truck tanker capacity, and a trip distance of 35 miles. In addition, mainline rail emissions were calculated using the BNSF ton-mile per gallon, Project throughput, BNSF engine inventory and CARB Vision Access Database emission factors in grams per gallon diesel. Refer to Attachment A for Model Data Outputs.

Response to Comment 4-4:

The commenter notes that six additional truck trips were not initially modeled in the Project HRA. To address this oversight, an HRA was conducted for the six heavy-duty truck trips using the same parameters and modeling techniques for off-site truck movement and onsite idling that was used in the

original analysis. The tables below present the Maximum Cancer Risk Summary and the Maximum Non-Carcinogenic Hazard Index Health Risk Summary for the additional six trips and adds the resultant health risk to the health risk previously calculated for the Project. As shown, operational emissions remain below the thresholds.

Maximum Cancer Risk Summary

Maximum Exposure Scenario	Total Maximum Risk
Additional Trucks	
70-Year Exposure Resident	0.08
30-Year Exposure Resident	0.07
25-Year Exposure Worker	0.01
Previous Analysis	
70-Year Exposure Resident	8.92
30-Year Exposure Resident	7.56
25-Year Exposure Worker	1.02
Total	
70-Year Exposure Resident	**9.00**
30-Year Exposure Resident	**7.63**
25-Year Exposure Worker	**1.03**
Significance Threshold	*10*
Exceed Threshold?	**No**

Source: See Attachment B.

Maximum Non-Carcinogenic Hazard Index Health Risk Summary			
Chronic Health Hazard Index			
Exposure Scenario	**Maximum (70 yr.) Residential Hazard**	**Maximum (30 yr.) Residential Hazard**	**Maximum (25 yr.) Worker Hazard**
Additional Trucks	0.000	0.000	0.000
Previous Analysis	0.003	0.003	0.0005
Total	**0.003**	**0.003**	**0.0005**
Significance Threshold	*1*	*1*	*1*
Exceed Threshold?	**No**	**No**	**No**
Acute Health Hazard Index			
Exposure Scenario	**Maximum Residential Hazard**	**Maximum Worker Hazard**	**Maximum School Hazard**
Additional Trucks	0.0000	0.0000	--
Previous Analysis	0.0001	0.0006	--
Total	**0.0001**	**0.0006**	**--**
Significance Threshold	*1*	*1*	*1*
Exceed Threshold?	**No**	**No**	**No**

Source: See Attachment B.

Response to Comment 4-5:

The commenter suggests implementing mitigation measures or Project design features requiring the use of zero-emission switcher and line-haul locomotives, as well as installing on-site charging or fueling infrastructure at the proposed transload facility. While the Project supports California's long-term air quality improvement goals and GHG reduction goals, the adoption of zero-emission locomotive technologies, particularly for line-haul operations, is currently not technically feasible at the scale required to meet the Project's operational needs. According to CARB's own findings, zero-emission line-haul locomotives are not expected to be commercially available until at least 2035. Furthermore, the necessary infrastructure along rail routes, such as charging or hydrogen fueling stations, is still under development and not yet capable of supporting large-scale implementation.

It is important to highlight that the Project's primary purpose is to facilitate the distribution of renewable fuels, including renewable diesel, ethanol, biodiesel, and sustainable aviation fuel. These fuels provide immediate, lower-carbon alternatives to conventional fossil fuels, significantly reducing lifecycle GHG emissions and toxic air pollutants. By enabling the use of renewable fuels, the Project serves as a critical transitional measure while zero-emission locomotive and truck technologies continue to advance.

The environmental analysis for the Project has already accounted for emissions from locomotives and demonstrates that these emissions are below applicable thresholds of significance for both air quality and health risk impacts. The Project does not preclude the use of zero-emission switcher and line-haul locomotives as they become more commercially viable. The Project aligns with California's long-term environmental goals by supporting the transition to cleaner transportation technologies and will remain adaptable to advancements in zero-emission solutions as they become more feasible. No changes to the Draft EIR are required in response to this comment.

Response to Comment 4-6:

The commenter raises concerns regarding DPM and other air pollutants generated by the Project's heavy-duty truck operations, recommending the inclusion of Project design features or mitigation measures to facilitate a transition to zero-emission trucks. While the availability of zero-emission heavy-duty trucks is improving, it remains limited in terms of scale, operational range, and the infrastructure needed to fully replace conventional diesel trucks for the Project's transportation requirements.

The Project provides an immediate air quality benefit by enabling the distribution of renewable fuels such as renewable diesel, biodiesel, ethanol, and sustainable aviation fuel. These fuels significantly reduce lifecycle GHG emissions and air pollutants compared to conventional fossil fuels, serving as a critical interim solution while zero-emission truck technologies continue to mature. Although on-site charging or fueling infrastructure is not currently included in the Project's scope due to the lack of widespread adoption of zero-emission trucks, the Project does not preclude the use of these vehicles as they become more commercially viable. The Project aligns with California's long-term environmental goals by supporting the transition to cleaner transportation technologies and will remain adaptable to advancements in zero-emission solutions as they become more feasible. The commenter references the Heavy-Duty Low-NOx Omnibus Rule and Advanced Clean Trucks Regulation and notes that due to implementation of these regulations; diesel-fueled trucks will be phased out in California. The truck fleet serving the Proposed Project will be required to adhere to these regulations and the air pollutant and GHG inventory associated with the Project will reduce accordingly as these regulations take effect. No changes to the Draft EIR are required in response to this comment.

Response to Comment 4-7:

This comment is the conclusion of the letter which summarizes CARB's concerns with Project emissions from heavy-duty trucks and locomotives affecting the air quality in the Portside Community. Please see Responses to Comments 4-1 through 4-6. No further response is needed.

Response to Comment 4-8:

Comment 4-8 is an attachment to CARB's comment letter dated June 7, 2024 for the Project's NOP. This comment letter was addressed in Section 1.4.1.1 of the Draft EIR. No further response is needed.

Letter 5 – California Coastal Commission

Letter 5

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY GAVIN NEWSOM, *GOVERNOR*

CALIFORNIA COASTAL COMMISSION
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January 29, 2025

David Welch
Associate Planner
Planning Department
1243 National City Boulevard
National City, CA 91950

Re: **Draft Environmental Impact Report (DEIR) For a Proposed Fuel Transfer Facility**

Dear Mr. Welch,

Thank you for the opportunity to comment on the San Diego Clean Fuels Terminal, LLC Draft Environmental Impact Report (DEIR). As described in the DEIR, the proposed project would construct a transloading facility on the existing Burlington Northern Santa Fe (BNSF) Railway tracks between Civic Center Drive and West 19th Street. Our June 30, 2023, letter provided comments on the Draft Initial Study and Mitigated Negative Declaration and is included as an attachment.

The proposed project would consist of the following:

- Replace one existing rail turnout.
- Install new receiving and departure track for the facility.
- Install concrete slab pump pads at each transload pump system.
- Install truck load slabs sloped to a drain in the center at each truck transload spot.
- Provide a concrete lined containment basin and connect each truck transload slab drain to the basin.
- Install pumps and piping to move fuels from rail cars to truck loading spots.
- Provide containment enclosures for renewable diesel additive totes.
- Provide track pans below railcars at the transloading rail for conveyance of potential spills to the remote containment basin.
- Provide an office trailer with control center, restrooms, and driver check-out area.
- Provide all weather paving for the facility and circulation as needed to supplement existing yard drives.
- Provide lighting and security for the site as required.
- Provide an on-site A-FFF Floride Free Firefighting platform with additional fire hydrants, as per the National City Fire Department (NCFD) requirements.

5-1

In addition, the fleet mix was adjusted to reflect 72 heavy-duty trucks making both an inbound trip and outbound trip daily for a total of 144 daily heavy-duty truck trips and 25 passenger automobile trips associated with the onsite workers.

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Letter 5 – Continued

Jurisdiction and Standard of Review
The project would be located in the coastal zone and development within the coastal zone may not commence until a coastal development permit (CDP) has been issued by either the California Coastal Commission (Commission) or a local government that has a Commission-certified local coastal program (LCP). For the proposed project, National City has a Commission-certified LCP and would therefore need to issue a CDP for the project. 5-2

Commission staff would also note that the DEIR identified at least one single-parameter wetland within the project area. Pursuant to Section 30603 of the Coastal Act, local CDP decisions within 100 feet of any wetlands are appealable to the Commission.

Allowed Use in Wetlands
The project site includes at least one single-parameter wetland. Allowed uses within wetlands within the coastal zone are governed by Section 30233 of the Coastal Act which includes a three-part test. The first test requires that the proposed wetland fill activity fit within one of the enumerated use categories described in Coastal Act Section 30233(a)(1)-(7). The second test requires that no feasible less environmentally damaging alternative exists. The third and final test mandates that feasible mitigation measures are provided to minimize any of the project's adverse environmental effects.

Regarding the first test and the enumerated use categories, the DEIR describes the specific project elements that would be located within the wetland area and analyzes how the proposed project is consistent with the enumerated uses of Section 30233. The DEIS also discusses how there is no feasible less environmentally damaging alternative exists pursuant to the second test of Section 30233. 5-3

The final test stipulates that filling of wetlands may be permitted if feasible mitigation measures have been provided to minimize any adverse environmental effects. The DEIR does not include any analysis of impacts to the wetland or mitigation. Rather, the DEIR states "For impacts to CCA areas, the Project would require consistency with the Local Coastal Program (LCP) and concurrence with the City, who presides over the LCP." Pursuant to the certified LCP, wetlands in private ownership, which may be located in industrial areas, are required to be protected from development through the application of an overlay zone or other, appropriate protective measures, including adequate buffers, regulations regarding the design and siting of structures, and open space easements. The DEIR should include an analysis of any temporary or permanent impacts to wetlands and feasible mitigation measures including potential onsite or offsite wetland mitigation. Coastal Commission precedent is to require mitigation at a ratio of 4:1 for permanent impacts to wetlands and 1:1 for temporary impacts to wetlands. A disturbance would be considered a temporary impact if the impacted wetland were able to recover on its own to its pre-disturbance condition within one year of the impact.

Environmental Justice
The ISMND does not include an Environmental Justice (EJ) analysis. However, the surrounding community, including McKinley Apartments and Kimball Elementary School, are sensitive receptors and considered disadvantaged pursuant to SB 535 a Community 5-4

2

Letter 5 – Continued

Air Protection Program (CAPP) Community under AB 617. Using CalEnviroScreen 4.0[1], the census tract has an extremely high pollution burden for Diesel, proximity to Cleanup sites, Hazardous Waste Facilities, Solid Waste Facilities. This tract also faces high linguistic isolation, homelessness, low-birth weight, and poverty. The Coastal Act explicitly identifies the need for equity and environmental justice and allows the Commission and local government to consider coastal resource issues and impacts through that lens, even when the LCP itself may be silent on such issues (Sections 30013; 30107.3; 30604(h)). The term "environmental justice" is currently understood to include both substantive and procedural rights, meaning that in addition to the equitable distribution of environmental benefits, underserved communities also deserve equitable access to the process where significant environmental and land use decisions are made (EJ Policy). Moreover, as the ISMND notes, the City has a General Plan element which includes Environmental Justice with several applicable policies to this project specifically, those that deal with procedural rights (Goals HEJ-1; HEJ-1.7) as well as Education and Public Participation Goals E-7/6 and E-7-10. As such, the ISMND should include a comprehensive EJ analysis for impact discussion including EJ screening, a more robust cumulative analysis of air quality (overall analysis rather than site-specific) and proper community consultation consistent with the Commission's EJ Policy and the General Plan Health and Environmental Justice and Education and Public Participation elements within a broad Area of Potential Effects (APE) to ensure those communities are property notified of the project and included in the decision-making process. Currently, the outreach on this project has been inadequate per Commission's EJ policy and the City's General Plan. Finally, the Alternatives should consider the health, and environmental justice impacts when determining viability.

5-4 cont.

Coastal Hazards

The project is located in close proximity to San Diego Bay with surface grades that vary from five to 18 feet above mean sea level (MSL), the DEIR states that the site is not located within a tsunami or seiche zone. The DEIR also states that the project area is not within a flood hazard area.

The appropriate time horizon to use to evaluate sea level rise and coastal hazards depends on the expected useful life of development, after which point development is expected to be removed, replaced, or redeveloped. The Commission's Sea Level Rise Policy Guidance for Critical Infrastructure (SLR Guidance)[2] identifies infrastructure, such as the proposed bio-fuel transfer facility, as "critical" infrastructure given its long design life, generally low adaptive capacity, and the high consequences associated with its failure. In such cases, the Commission's 2024 Sea Level Rise Policy Update[3] recommends that applicants understand the risks associated with the high scenario and anticipate the need to plan for those scenarios over the expected life of the structure, which for critical infrastructure like the fuel transfer station is typically considered to be 100 years.

5-5

Commission staff performed a desktop analysis of the site using the Our Coast Our Future (OCOF) Hazard Map[4] and the area appears to be vulnerable to flooding beginning at 4.1 feet of SLR which is approximately equal to the amount of SLR anticipated by the year

[1] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[2] https://documents.coastal.ca.gov/assets/slr/SLR%20Guidance_Critical%20Infrastructure_12.6.2021.pdf
[3] https://documents.coastal.ca.gov/assets/slr/guidance/2024/2024AdoptedSLRPolicyGuidanceUpdate.pdf
[4] https://ourcoastourfuture.org/hazard-map/

3

Letter 5 – Continued

2080 under the High scenario. The vulnerabilities of the project site are only expected to increase when considered under a longer design life, the extreme risk aversion scenario and when coupled with major weather events such as a 100-year storm.

The DEIR should define the anticipated life of the project and identify the appropriate SLR projection(s) to analyze over that anticipated lifetime consistent with the Commission's SLR Guidance for critical infrastructure. A range of sea level rise and storm scenarios should be evaluated in order to identify a safe building envelope that avoids hazards over the anticipated life of the development. The DEIR should also analyze and describe the physical impacts from coastal hazards and SLR that may constrain the project site and/or impact the proposed development. Lastly, the DEIR should include an assessment of any SLR adaptation measures that may be implemented as part of the design or implemented in the future, such as relocation or removal if and when the development is threatened by coastal hazards. 5-5 cont.

Wetland Delineation

Commission staff have reviewed the aquatic resources delineation as well as the biological resources assessment and would note that mulefat (*Baccharis salicifolia*) has a wetland indicator status of FAC. Considering this status the final DEIR should include a regional jurisdictional arid-west wetland delineation for this area. 5-6

Conclusion

Commission staff appreciates the opportunity to comment on the DEIR and looks forward to continued engagement as we work towards review of any approvals required for the project. Please contact me at Wesley.Horn@coastal.ca.gov if you have any questions or need clarification on any of the points in this letter.

Sincerely,

[redacted]

Wesley Horn
Environmental Scientist
Energy, Ocean Resources and Federal Consistency Division

Attachment 1 - June 30, 2023, CCC comment letter on the Draft Initial Study and Mitigated Negative Declaration

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Letter 5 – Continued

STATE OF CALIFORNIA - NATURAL RESOURCES AGENCY GAVIN NEWSOM, *GOVERNOR*

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June 30, 2023

Marin Reeder
Planning Manager
Community Development Dept. – Planning Division
City of National City
1243 National City Blvd., National City, CA 91950

Re: **Draft Initial Study and Mitigated Negative Declaration (ISMND) for the San Diego Clean Fuels Terminal LLC Project**

Dear Mr. Reeder,

Thank you for the opportunity to comment on the San Diego Clean Fuels Terminal, LLC Draft Initial Study and Mitigated Negative Declaration (ISMND). As described in the ISMND, the proposed project would construct a transloading facility on the existing Burlington Northern Santa Fe (BNSF) Railway tracks between Civic Center Drive and West 19th Street.

The proposed project would consist of the following:

- Build nine rail spurs and four fixed truck loading spots to transload bio-diesel fuel, renewable diesel fuel, ethanol and sustainable aviation fuel directly from rail cars into trucks.
- Build tracks and turnouts/crossovers to facilitate car movement in/out and within the transload facility.
- Install concrete slab pump pads at each transload spot.
- Install truck load slabs sloped to a drain in the center at each transload spot.
- Install pumps and piping to move fuels from rail cars to truck loading spots.
- Provide containment enclosures for additive totes.
- Provide a concrete-lined containment basin and pipe each load slab drain to the basin.
- Provide track pans for containment at the rail transloading cars.
- Provide an office trailer with control center, restrooms and driver check-in area.
- Provide all weather paving for the facility and circulation.
- Provide lighting for the site, as needed.

The terminal is expected to receive approximately 115 trucks per day coming in on 18th Street and exiting the facility on W. 19th Street and on to retail client deliveries. Approximately 70-percent of truck trips will occur between 6:00 p.m. and 6:00 a.m. to avoid peak traffic periods.

5-7

Letter 5 – Continued

Jurisdiction and Standard of Review
The project would be located in the coastal zone and development within the coastal zone may not commence until a coastal development permit (CDP) has been issued by either the California Coastal Commission (Commission) or a local government that has a Commission-certified local coastal program (LCP). For the proposed project, National City has a Commission-certified LCP and would therefore need to issue a CDP for the project.

Commission staff would also note that the ISMND identified at least one single-parameter wetland within the project area. Pursuant to Section 30603 of the Coastal Act, local CDP decisions within 100 feet of any wetlands are appealable to the Commission.

Use and Required Permits
The ISMND states that the project is located within a land use designation of Industrial/Salt Production and a Medium Industrial and High Industrial Zone. The ISMND does not specify how the proposed project is consistent with the underlying land uses and zoning. Specifying the use with respect to land uses and zoning under the certified LCP is necessary in order to determine what permits would be required and what standards would apply. As such, the ISMND should also include specific information on the proposed use with respect to the land use, zoning and any required permits or applicable standards.

Allowed Use in Wetlands
The project site includes at least one single-parameter wetland. Allowed uses within wetlands within the coastal zone are governed by Section 30233 of the Coastal Act which includes a three-part test. The first test requires that the proposed wetland fill activity fit within one of the enumerated use categories described in Coastal Act Section 30233(a)(1)-(7). The second test requires that no feasible less environmentally damaging alternative exists. The third and final test mandates that feasible mitigation measures are provided to minimize any of the project's adverse environmental effects.

5-7 cont.

Regarding the first test and the enumerated use categories, the ISMND should describe the specific project elements that would be located within the wetland area and analyze how the proposed project is consistent with the enumerated uses of Section 30233.

Second, the project must demonstrate that no feasible less environmentally damaging alternative exists. Please includes in the ISMND an analysis of alternatives. Alternatives to consider could include, but are not limited to: no project alternative, reconfiguration of the project to avoid the wetland area, consolidation with other existing industrial facilities, or other sites located within or outside of the coastal zone.

The final test stipulates that filling of wetlands may be permitted if feasible mitigation measures have been provided to minimize any adverse environmental effects. The ISMND does not include any analysis of impacts to the wetland or mitigation. Rather, the ISMND states "For impacts to CCA areas, the Project would require consistency with the Local Coastal Program (LCP) and concurrence with the City, who presides over the LCP." Pursuant to the certified LCP, wetlands in private ownership, which may be located in industrial areas, are required to be protected from development through the application of an overlay zone or other, appropriate protective measures, including adequate buffers, regulations regarding the design and siting of structures, and open space easements. The

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Letter 5 – Continued

ISMND should include an analysis of any temporary or permanent impacts to wetlands and feasible mitigation measures.

Environmental Justice
The ISMND does not include an Environmental Justice (EJ) analysis. However, a desktop review of the site and surrounding areas on CalEnviroScreen 4.0[1] shows that the census tracts within the area of the proposed project appear to be subject to EJ concerns including housing burden, low-birth weight, linguistic isolation, exposure to high amounts of diesel particulate matter, threats of contamination to groundwater, and proximity to various industrial facilities including hazardous waste and solid waste. The ISMND should include a comprehensive EJ analysis including EJ screening and consultation consistent with the Commission's accepted methodologies within a broad Area of Potential Effects (APE) to ensure those communities are property notified of the project and included in the process.

Coastal Hazards
In Section 4.10.2 of the ISMND, the findings state that although the project is located in close proximity to San Diego Bay with surface grades that vary from five to 18 feet above mean sea level (MSL), the offshore barrier islands and the configuration of the continental shelf in the San Diego vicinity have historically provided relief from tsunamis. The ISNMND also states that the project area is not located below and confined bodies of water and is not within a flood hazard area.

5-7 cont.

The appropriate time horizon to use to evaluate sea level rise and coastal hazards depends on the expected useful life of development, after which point development is expected to be removed, replaced, or redeveloped. The Commission's Sea Level Rise Policy Guidance for Critical Infrastructure (SLR Guidance)[2] identifies infrastructure, such as the proposed bio-fuel transfer facility, as "critical" infrastructure given its long design life, generally low adaptive capacity, and the high consequences associated with its failure. In such cases, the Commission SLR Guidance recommends that applicants understand the risks associated with the medium-high risk aversion scenario and extreme (H++) risk aversion scenario and anticipate the need to plan for those scenarios over the expected life of the structure, which for critical infrastructure like the fuel transfer station is typically considered to be 100 years.

Commission staff performed a desktop analysis of the site using the Our Coast Our Future (OCOF) Hazard Map[3] and the area appears to be vulnerable to flooding beginning at 4.1 feet of SLR which is approximately equal to the amount of SLR anticipated by the year 2080 under the Medium-High risk aversion scenario. The vulnerabilities of the project site are only expected to increase when considered under a longer design life, the extreme risk aversion scenario and when coupled with major weather events such as a 100-year storm.

The ISMND should define the anticipated life of the project and identify the appropriate SLR projection(s) to analyze over that anticipated lifetime consistent with the Commission's SLR Guidance for critical infrastructure. A range of sea level rise and storm

[1] https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40
[2] https://documents.coastal.ca.gov/assets/slr/SLR%20Guidance_Critical%20Infrastructure_12.6.2021.pdf
[3] https://ourcoastourfuture.org/hazard-map/

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Letter 5 – Continued

scenarios should be evaluated in order to identify a safe building envelope that avoids hazards over the anticipated life of the development. The ISMND should also analyze and describe the physical impacts from coastal hazards and SLR that may constrain the project site and/or impact the proposed development. Lastly, the ISMND should include an assessment of any SLR adaptation measures that may be implemented as part of the design or implemented in the future, such as relocation or removal if and when the development is threatened by coastal hazards.

Wetland Delineation
Commission staff have reviewed the aquatic resources delineation as well as the biological resources assessment and would note that mulefat (*Baccharis salicifolia*) has a wetland indicator status of FAC. Considering this status the final ISMND should include a regional jurisdictional arid-west wetland delineation for this area.

Hazardous Materials and Water Quality
Sections 4.9 and 4.10 of the ISMND discuss hazardous materials and hydrology and water quality. Both sections generally describe the history of uses at the site, existing onsite drainage characteristics, and the proposed development. Both sections conclude that with implementation of protective measures including Best Management Practices (BMPs) and development of an Emergency Response Plan (ERP) and a Storm Water Pollution Prevention Plan (SWPPP), the project would have no impact or the impact would be less than significant. The ISMND does not provide any specific information on what would be included in the ERP or the SWPPP, nor does it include any specific information on what BMPs would be included.

5-7 cont.

Without this information, it is not possible to evaluate whether the proposed project would effectively protect against spills of hazardous materials and provide effective containment and cleanup facilities. Considering the location of the project approximately 500 meters from the waters of Port of San Diego (Port), it is critically important that the project include sufficient measures to prevent any hazardous materials from construction or operation of the project from migrating to the Port waters. The final ISMND should include a robust discussion of hazardous materials and water quality while also identifying and discussing the specific measures that will be taken to ensure water quality protection, effective containment and cleanup facilities are provided.

Commission staff suggest the ISMND include the following:

- All Federal, State, and local oil pollution and safety laws and regulations that apply to the project and demonstrate compliance with those requirements.
- Industry and safety and pollution prevention standards and best practices proposed to be implemented at the proposed facility (both during and after construction).
- Schedules, methods, and procedures for testing, maintaining, and inspecting pipelines/facilities that contain or handle fuels.
- Methods to reduce spills during transfer and storage, including overfill prevention and immediate spill containment provisions.
- Procedures to assure clear communication during fuel transfer operations.

Letter 5 – Continued

- Information on a worst-case discharge (WCD) spill scenario with respect to the proposed containment system and any feasibility to expand or improve the containment system accommodate a larger spill volume.
- Requirement that any heavy construction equipment use 100% biodiesel fuel and vegetable-oil-based hydraulic fluids. In addition to having lower aquatic toxicity than petroleum products, vegetable-oil based hydraulic fluids and biodiesel fuel are biodegradable and break down more rapidly in the environment than do petroleum products.
- Final plans for construction-phase BMPs, whether in a SWPPP or in a separate document, and post-construction BMPs.
- Prohibit the use of temporary erosion and sediment control products (such as fiber rolls, erosion control blankets, and mulch control netting) that contain plastic netting. Only products that contain loose-weave natural-fiber netting, or that do not contain netting, shall be allowed. Heavy-duty silt fences reinforced by plastic or metal netting shall also be prohibited. All temporary erosion and sediment control products shall be promptly removed when no longer required.
- Runoff control BMPs (such as a concrete wash-out facility or a dewatering tank) shall be installed or implemented to retain, infiltrate, or treat non-stormwater runoff resulting from construction activities.
- BMPs to prevent automotive pollutants from truck load slabs and roadways from being transported by stormwater runoff into coastal waters.
- Cover truck load slabs with a roof to keep stormwater from flowing across the concrete surface and picking up pollutants from spills and vehicular pollutants. Also, all stormwater runoff, including runoff from roof drains and pavements, should be directed away from potentially polluted surfaces (e.g., the truck load slabs) to prevent the transport of pollutants via runoff into coastal waters.
- Details, including sizing calculations, of how the project design will mimic the predevelopment runoff conditions. The amount of impervious surface area that will be added and/or replaced by the proposed project, and the type of surface (e.g., concrete pad, asphalt roadway, or roof-top) should also be specified.
- Details on the function, design, number and sizing of planters being proposed. The project should also specify if the planters are intended to be stormwater treatment BMPs that infiltrate runoff into native soil. If so, calculations should be provided indicating that each planter will be sized and designed to treat the runoff Design Capture Volume from the Drainage Management Area that flows to the planter.

5-7 cont.

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Letter 5 – Continued

Conclusion
Commission staff appreciates the opportunity to comment on the Draft ISMND and looks forward to continued engagement as we work towards review of any approvals required for the project. Please contact me at Wesley.Horn@coastal.ca.gov if you have any questions or need clarification on any of the points in this letter. 5-7 cont.

Sincerely,

[redacted]

Wesley Horn
Environmental Scientist
Energy, Ocean Resources and Federal Consistency Division

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Response to California Coastal Commission – Letter 5:

Response to Comment 5-1:

The commenter summarizes the Project Description, Project features, and fleet mix. No response is needed.

Response to Comment 5-2:

The commenter summarizes that the Project is located in the Coastal Zone and would need a Coastal Development Permit (CDP) from the City. The California Coastal Commission (CCC) staff also note the Draft EIR identified one single-parameter wetland within the Project Area. No response is needed.

Response to Comment 5-3:

The commenter describes the three-part test used to determine allowed uses within wetlands within the coastal zone. The commenter notes that the Draft EIR adequately describes how the Proposed Project is consistent with one of the enumerated use categories described in Coastal Act Section 30233(a)(1)- (7) and that there is no feasible less environmentally damaging alternative that exists. The commenter states that the third and final test mandates that feasible mitigation measures are provided to minimize any of the project's adverse environmental effects and that the Draft EIR does not include an analysis of impacts to the wetland or mitigation.

As described in 3.2 Biological Resources in the Draft EIR impacts to this feature were analyzed and impacts were determined to be less than significant. The analysis does not conclude that there is no impact. The analysis identifies that the feature is located within the right-of-way of Harrison Avenue and partially to the west of the right-of-way. Historic aerial imagery shows the presence of standing water in 2020 and 2018. From 1994 to 2017, the location where this feature is located was heavily used by trucks serving a small trucking center with a former concrete slab where trucks were parked which no longer exists. The concrete slab was removed in 2018. Off highway vehicle (OHV) use has historically occurred in this location with some regularity since 2018. The analysis further identified that groundwater elevations varied from 14.5 feet to 16.5 feet throughout the Project Site and that the groundwater table within the Project Site does not appear to be influenced by tidal fluctuations in San Diego Bay. For these reasons, the Project Site and this feature is considered to be not subject to frequent and drastic fluctuations of surface water levels, wave action, water flow, turbidity, or high concentrations of salts or other substances in the substrate. The soils of the feature are fill soils that are also considered to be non-hydric, showing no hydric indicators based on the field survey. The feature is an isolated puddle whose occurrence is likely due to compaction of fill soils within the existing facility.

A subsequent site visit to evaluate this feature was conducted on July 31, 2025 and a letter report documenting the updated delineation was submitted to Coastal staff on August 18, 2025. The letter report is included as Appendix B to this Final EIR. ECORP conducted this survey and assessment due to updated regulations from the United States Army Corps of Engineers (USACE) and due to reports of changes in the topography at the Project Site subsequent to the public review period for the Draft EIR.

Topographic alterations likely occurred as a result of soil and gravel stockpiling and placement and compaction of those soils and gravel associated with site remediation efforts undertaken by the underlying property owner Burlington Northern and Santa Fe (BNSF) under a separate project. The field survey and assessment determined that the previously mapped depressional feature is no longer present and the area where it was previously located is no longer is capable of holding water. The stormwater runoff through the site now travels just to the east along the previous railroad tracks. For the updated delineation, paired sample point locations were sampled within the location of previously mapped Feature 3 to evaluate whether or not the vegetation, hydrology, and soils data supported an aquatic resource determination. One point was located within the estimated aquatic resource area, and the other point was situated just outside the limits of the estimated aquatic resource area.

During the site visit on July 31, 2025 evidence of the previously mapped depressional feature were absent in the updated delineation due to the placement of gravel and soil fill in that location. Due to soil changes and topographic changes likely the result of site remediation undertaken as a separate project by BNSF, the location met neither vegetation, soils or hydrologic parameters of being a wetland under its current condition. Consistent with CEQA and with the City's discretionary authority, a determination of a less than significant impact to this feature is maintained based on the results of the analysis. No changes to the Draft EIR are required in response to this comment.

Response to Comment 5-4:

This commenter states the Project IS/MND should include a comprehensive Environmental Justice (EJ) analysis for impact discussion including EJ screening. The commenter also suggests that the analysis include a more robust cumulative analysis of air quality, and proper community consultation consistent with the Commission's EJ Policy and the General Plan Health and Environmental Justice and Education and Public Participation elements within a broad Area of Potential Effects (APE) to ensure those communities are property notified of the project and included in the decision-making process. The CCC states the outreach on this Project has been inadequate per Commission's EJ policy and the City's General Plan. The commenter also states the Alternatives should consider the health and environmental justice impacts when determining viability.

It is understood that the commenter meant to state that the Project Draft EIR should include the elements identified above. According to the Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping Tool (EJScreen), the Project Site is located in the 65th percentile for Low Income Population and the 82nd percentile for People of Color Population (National Percentiles) (USEPA 2023). The Project would create new jobs serving underserved areas in San Diego County using local and regional employees and resources. As demonstrated in the Draft EIR, the Project would not result in a significant contribution to the adverse health impacts associated with criteria pollutants to nearby sensitive receptors and Project operations do not result in a significant contribution to cancer risk in the community. Several clean-up sites are located in areas adjacent to the Project Site and have been remediated and closed under the direction and oversight of the San Diego Regional Water Quality Control Board, Region 9 (RWQCB). The clean-up site located on the Project Site, is the Pacific Steel, Inc.

site, located at 1700 Cleveland Avenue. As part of a separate project, DTSC has completed the remediation of the area behind 1700 Cleveland Avenue. Because the overall proportions of low-income and minority populations in the Project Area are comparable to those within the City of National City, the Proposed Project would not result in impacts that are predominately borne by a low-income or minority population, nor would Project-related impacts be appreciably more severe to these populations. Therefore, the Project would not result in an adverse effect to Environmental Justice populations within a 5-mile radius of the Project location. It is acknowledged that in comparison to San Diego County as a whole, the City has a higher proportion of low-income and minority populations.

The City has fulfilled its obligation for environmental review under CEQA through preparation of the Draft EIR, including requirements for scoping and public review. Furthermore, in alignment with the Commission's environmental justice engagement goals and the City policies promoting public participation, the City has encouraged the Applicant to conduct their own outreach independently and the Applicant has engaged in outreach with the local community throughout the environmental review process. As demonstrated through the analysis provided within the Draft EIR, impacts were found to be less than significant or less than significant with mitigation. No changes to the Draft EIR are required in response to this comment.

Response to Comment 5-5:

The CCC states the appropriate time horizon to use to evaluate sea level rise (SLR) and coastal hazards depends on the expected useful life of development. The CCC's 2024 SLR Policy Update states the life of critical infrastructure, like the proposed fuel transfer station, is considered to be 100 years. The commenter states the Draft EIR should (1) define the anticipated life of the project and identify the appropriate SLR projection(s) to analyze over that anticipated lifetime consistent with the Commission's SLR Guidance for critical infrastructure, (2) analyze and describe the physical impacts from coastal hazards and SLR that may constrain the project site and/or impact the proposed development, and (3) should include an assessment of any SLR adaptation measures that may be implemented as part of the design or implemented in the future, such as relocation or removal if and when the development is threatened by coastal hazards.

CEQA requires that the environmental impacts from a project be analyzed. However, it does not require an analysis of impacts of the environment on a project. For informational purposes, a discussion is provided to address this comment. The Project lifetime is expected to be 30 years but could have a potential useful life of up to 100 years. Currently, the best available science on SLR projections in California is provided in the State of California Sea Level Rise Guidance (OPC 2024). The State guidance adopts the same framework and approach used by the federal government and provides five sea level rise scenarios that have been regionalized for California-specific use. The state guidance also includes a decision framework to guide selection of appropriate sea level scenarios, primarily recommending evaluation of the intermediate, intermediate-high, and/or high scenarios depending on the context of the planning effort/project. This information is reflected in the Coastal Commission's Sea Level Rise Policy

Guidance (CCC 2024). The table below shows the sea level rise scenarios for the San Diego tide gauge, the closest tide gauge to the Project Site.

TABLE 14. *Sea Level Scenarios for San Diego.*

Median values of Sea Level Scenarios, in feet, for each decade from 2020 to 2150, with a baseline of 2000. All median scenario values incorporate the local estimate of vertical land motion.

YEAR	LOW	INT-LOW	INTERMEDIATE	INT-HIGH	HIGH
2020	0.2	0.2	0.3	0.3	0.3
2030	0.3	0.4	0.4	0.5	0.5
2040	0.4	0.5	0.6	0.7	0.8
2050	0.5	0.7	0.8	1.1	1.3
2060	0.6	0.9	1.1	1.6	2.0
2070	0.7	1.0	1.4	2.3	3.0
2080	0.8	1.2	1.9	3.1	4.1
2090	0.9	1.4	2.5	3.9	5.4
2100	1.0	1.6	3.2	4.9	6.7
2110	1.1	1.8	3.9	5.7	8.0
2120	1.2	2.1	4.5	6.5	9.1
2130	1.3	2.3	5.0	7.1	10.0
2140	1.3	2.5	5.6	7.7	11.0
2150	1.4	2.7	6.1	8.3	11.9

The existing elevation throughout the Project Site ranges from approximately 8 to 13 feet above mean sea level. Based on the United States Geologic Service's Coastal Storm Modeling System (CoSMoS), as shown on the Our Coast Our Future (OCOF) Hazards Map, the Project Site could begin to see flooding impacts starting with 2.5 feet of SLR combined with a 100-year storm. Starting with 4.1 feet of SLR, portions of the site may be flooded under normal, non-storm conditions. Based on the same mapping, the main pathway for flooding appears to be from the 7th Street Channel to the north, such that the northern portions of the Project Site would be impacted sooner/with less SLR. With increasing SLR (or with increasing SLR plus storm conditions), more portions of the Project Site could be flooded. CoSMoS/OCOF also provides information on groundwater changes resulting from sea level rise. The Project Site is already in an area with a shallow groundwater table, and SLR could result in an emergent groundwater table (i.e. groundwater flooding) in portions of the project site with 2.5 feet of SLR. As the table above shows, 2.5 feet of SLR could occur as soon as 2065 under the High scenario, or closer to 2090 (or later) under the more likely Intermediate Scenario. Similarly, 4.1 feet of SLR could occur as soon as 2080 under the High Scenario, or after 2110 under the Intermediate Scenario. As noted above, the Project lifetime is expected to be 30 years but could have a potential useful life of up to 100 years.

Based on the data, the Project Site and the proposed development would not be exposed to hazards over the anticipated 30-year lifetime, but could start to be exposed to flooding soon after under a High scenario. Even under the High scenario though, initial risks to proposed development may not be

significant. As identified above, initial flooding impacts would occur as a result of 2.5 feet of SLR combined with a 100-year storm. Thus, flooding would be a rare, short-duration event rather than a routine, prolonged condition. Moreover, these earliest impacts would be primarily confined to the northern portion of the Project Site (north of W 16th Street). This portion of the Project Site would only include construction of railroad tracks, which would likely be able to withstand occasional storm flooding impacts.

Additionally, some Project design features incorporated into the Project already take into account SLR adaptation strategies, including the relocation and elevation of utility infrastructure and placement of the fuel transload facilities and equipment to areas outside of the risk for coastal flooding conditions. Specifically, fuel transload facilities and equipment and other proposed development are primarily located on southerly portions of the Project Site, which would not be exposed to flood impacts under 2.5 feet of SLR (even with a 100-year storm).

Overall, the proposed development will adequately minimize risks associated with flooding, including as exacerbated by sea level rise, over the proposed 30-year anticipated lifetime. However, coastal hazards risks would increase in the following years with additional sea level rise. No changes to the Draft EIR are required in response to this comment.

Response to Comment 5-6:

This comment states the Final EIR should include a regional jurisdictional arid-west wetland delineation for the Project Area since the mulefat (*Baccharis salicifolia*) identified in the aquatic resources delineation and biological resources assessment has a wetland indicator status of Facultative (FAC). In this case the mule fat is also not associated with any water body, as it is isolated. Its occurrence is within an upland environment. The 1981 CCC State Wide Interpretive Guidelines also define riparian habitats under the CCA as an area of riparian vegetation. This vegetation is an association of plant species which grows adjacent to freshwater watercourses, including perennial and intermittent streams, lakes, and other bodies of freshwater.

The commenter further states that the Final EIR should include a regional jurisdictional arid-west wetland delineation for this area. See Attachment B of the Aquatic Resources Delineation (ARD) report (appended to the Draft IS/MND) with the Arid West OHWM datasheets for Features 1 and 2. Mulefat was not associated with either of these features (not located within the drainages or at the top-of-bank) therefore an Arid West OHWM datasheet was not filled out for the disturbed mulefat vegetation community. The letter report documenting the updated delineation included as Appendix B to this Final EIR provides arid west wetland delineation forms for Feature 3.

Response to Comment 5-7:

Comment 5-7 is an attachment to the CCC's comment letter dated June 30, 2023 for the Project's Draft IS/MND. This comment letter was provided in response to the IS/MND and not the current Draft EIR. No further response is needed.

Letter 6 – Eric Suarez

Letter 6

From: Erik S [mailto:suarezerik38@gmail.com]
Sent: Wednesday, January 29, 2025 3:13 PM
To: David Welch <dwelch@nationalcityca.gov>
Subject: Re: San Diego Clean Fuels Terminal LLC Project (Project) State Clearinghouse No. 2023050699 (Comments)

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Hi David,

I have had a chance to review the environmental impact report (EIR) and I would like to provide my comments and observations:

Comment 1:

In its correspondence with the City, the California Air Resources Board highlighted a few issues that were insufficiently addressed in the EIR or any city communications as far as I am aware. These relate to:

1. ***The City Used Incorrect Trip Lengths When Modeling the Project's Air Quality Impacts from Mobile Sources***

2. ***The City Used Incorrect Vehicle Fleet Mixes to Evaluate the Project's Air Quality Impacts from Mobile Sources***

3. ***The City Must Provide Substantial Evidence Demonstrating the Project Would Not Increase Line-Haul Locomotive Traffic***

4. ***The City Must Do More to Reduce the Project's Impact on Air Quality and Public Health***

6-1

The CARB's fourth point specifically should be taken not just in the scope of this proposed project but the City's overall effort to improve the quality of life by making spaces that are not only visually and culturally engaging but undoing past harms.

Letter 6 – Continued

Comment 2:

Section 5.3 of the EIR considers alternatives to the project but rejected and provides the following explanation:

"The Project proponent considered alternative locations along both Union Pacific and BNSF rail lines. In addition to being in a location that would meet most of the basic Project objectives, the property requirements include being rail-owned, rail adjacent, adequately sized to accommodate the required throughput, and appropriately zoned to accommodate this type of project"

The extended explanation goes on to describe that the proposed project location was selected due to the existing infrastructure that serves to accommodate the desired objectives, and no further outside locations exist. In other words, this location is desirable because of the existing infrastructure. A roundabout way saying that this community deserves to have heavy machinery running through its city because it already has other source of pollutants. As shown by the higher than expected rates of asthma and cancer in National City and neighborhoods in Southeast San Diego are acutely aware of the stressors the area is facing such as emissions from cargo ships, trucks, and cranes due to its proximity to the Port of San Diego; industrial emissions from junkyards and industrial repair shops; leaded gas emissions from multiple government-operated helicopters; and the fact that multiple highways slice through this geographically small area. To emphasize this point, within its 5 square mile boundaries National City alone is served by 3 major highways. To be sure, these stressors were introduced to our communities not through the will of the people that live here since their creation dates to a time when the residents here were still largely neglected by corporate and government interests. 6-2

The alternative of leaving the area as is or changing the current zoning of mixed/heavy manufacturing use may take more courage and wherewithal but it would be a better starting point to undo the generations-long worth of damage to our neighborhoods by policymakers and industrialists who have profited off polluting our neighborhoods.

I also believe following through with this proposed project is going in the opposite direction of both the will of the residents and what our elected officials had in mind when drafting SB 535 and SB 1000 which targets these types of facilities in these types of neighborhoods. In reading the comments provided by various stakeholders on the draft EIR there is a clear indication of community opposition to the project, which must be taken seriously. The increasing number of odor complaints and air quality concerns reflect a growing frustration among residents who already deal with significant pollution burdens. Ignoring community sentiment will lead to further erosion of trust between local government and residents, as well as potential social unrest.

Ultimately, this project provides little benefit to the residents of National City while most of the gain transfers into the pockets of concentrated wealthy interests. While I commend San Diego Clean Fuels attempts at remediating some glaring issues, it does appear that the drafters of the EIR as well as San Diego Clean Fuels believe some of the salient points are outside the scope of the EIR. In my opinion, environmental justice and how this proposed refueling depot fits into our community is interrelated. When you can't see how the problem of placing hundreds of large trucks running on diesel, a known carcinogen, and "some" zero emission 6-3

Letter 6 – Continued

approved pursuant to any of them. Nothing in this Stipulation is intended to nor shall it be construed to eliminate, reduce, or otherwise lessen Pacific Steel's obligations under the 2004 Final Judgment, including the 2004 Consent Agreement, the Interim Measures Plan, or other workplans submitted and approved pursuant to any of them.

The two parcels on the western portion of the Site that are owned by BNSF Railway (BNSF Parcels) and were leased to PSI for metal recycling facility usage until approximately February 2023. On May 31, 2022, DTSC approved the Interim Measures Workplan (IMW) to address the remaining soil impacts on the BNSF Parcels.

On December 6, 2022, DTSC issued to PSI a Notice of Noncompliance with the 2004 CACA and the 2016 Consent Judgement due to PSI's lack of IMW implementation and submittal of the CMS. On February 3, 2023, PSI submitted the required CMS workplan and provided a timeline for IMW implementation that contained no planned start date for the IMW work.

To facilitate the redevelopment of its property, BNSF requested a Standard Voluntary Agreement (SVA) with DTSC for the BNSF Parcels of the Site. On April 11, 2023, DTSC entered into an SVA with BNSF. BNSF conducted removal actions in August 2023 in accordance with the IMW, which resulted in the BNSF Parcels being able to meet the criteria for commercial/industrial uses as specified in the IMW, so long as institutional controls, such as Land Use Covenant, were relied upon to restrict the land from residential uses. **7-13 cont.**

The BNSF Parcels of the Site still remain as part of the facility as defined in the CACA, Judgement and Stipulation, and as stated in the DTSC-approved CMS Workplan (SCS Engineering, July 31, 2023). BNSF's work on the Site in accordance with the IMW does not relieve PSI of its liability to the Site, nor does it change the Site boundaries.

Upon DTSC's request, PSI prepared the CMS Report. Below is the timeline of CMS Report review and revision:

1. On January 30, 2024, DTSC received the draft CMS Report;
2. On April 4, 2024, DTSC provided comment letter, stating the discrepancy of Site boundary with what is defined in the CACA and CMS Workplan;

Letter 6 – Continued

David Welch
Associate Planner
City of National City
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City Hall Hours: M-Th 7a-6p

From: Erik S [mailto:suarezerik38@gmail.com]
Sent: Tuesday, January 7, 2025 8:00 AM
To: David Welch <dwelch@nationalcityca.gov>
Subject: San Diego Clean Fuels Terminal LLC Project (Project) State Clearinghouse No. 2023050699 (Comments)

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Dear David Welch,

I hope this message finds you well. I am writing to express my concerns regarding the proposed San Diego Clean Fuels Terminal LLC Project in National City.

Firstly, the Air Quality and Greenhouse Gas Emissions Assessment raises concerns about the potential adverse impacts on local air quality and greenhouse gas emissions. The establishment of a renewable diesel fuel facility, while aimed at promoting sustainability, will lead to increased emissions during construction and operation phases. This would exacerbate existing air quality issues in the region, which is already facing challenges related to pollution and health impacts associated with poor air quality. While the project may help in meeting Gavin Newsom's ambitious goal laid out in his Executive Order N-79-20 to strengthen the economy and promote clean transportation, it does so at the expense of the disadvantaged communities that the Order aims to empower.

Secondly, the Biological Resources Assessment highlights the potential impact on local ecosystems and wildlife. The project site is currently undeveloped, providing critical habitats that could be disrupted by construction and operational activities. The potential loss of biodiversity and harm to local species should be a significant consideration in the decision-making process.

Lastly, the comments provided by the California Air Resources Board emphasize the need for thorough evaluations of the project's long-term environmental impacts. I won't reiterate here but they point out valuable points on some of the key oversights in the Mitigated Negative Declarations. It is crucial that we prioritize projects that genuinely contribute to environmental sustainability without compromising local ecosystems and community health.

Given these concerns, I urge you and the planning team to reconsider the implications of moving forward with the proposed renewable diesel fuel facility. It may be beneficial to explore alternative solutions that align with our environmental goals while safeguarding the health and well-being of our community and natural resources.

6-4 cont.

Letter 6 – Continued

Thank you for considering these important factors. I look forward to your response and to further discussions on how we can work together to ensure a sustainable and healthy future for National City.

Best regards,

Erik Suarez

Sources:

CARB Comments: https://files.ceqanet.opr.ca.gov/288252-1/attachment/OWJeKp4zvuScK2gsVaQs7rt-TdI9Yu0gzS89BfGe08u9fL6zzK0wh9dUdwNHCEGhEfjYim0vYtd0Plxv0

Air Quality & Greenhouse Gas Emissions Assessment: https://files.ceqanet.opr.ca.gov/288252-1/attachment/_SmE-YMoRaLKkBWS2v58UkfsKYzs0H3Y1pAJiZ_Bfae4YdiZxGKl2GSi3HQ1qmC6Ma73VYRibvvsrCLv0

Biological Resources Assesesment: https://files.ceqanet.opr.ca.gov/288252-1/attachment/9bqgisnR97cWCsKwkZ4KduxTWd0r7bzKC0u2GeJt0MMan8LarOVa898_gMlv5NrxvtAxtx8tCAj91YJ90

6-4 cont.

Response to Eric Suarez – Letter 6:

Response to Comment 6-1:

The commenter highlights issues raised by CARB in Letter 4 (page 3-17), including the following:

1) The City used incorrect trip lengths when modeling the Project's air quality impacts from mobile sources.

   Please refer to Response to Comment 4-3.

2) The City used incorrect vehicle fleet mixes to evaluate the Project's air quality impacts from mobile sources.

   Please refer to Response to Comment 4-4.

3) The City must provide substantial evidence demonstrating the Project would not increase line-haul locomotive traffic.

   Please refer to Response to Comment 4-5.

4) The City must do more to reduce the Project's impacts on air quality and public health.

   Please refer to Response to Comment 4-6 and 4-7. Air quality and public health improvements unrelated to the Proposed Project are beyond the scope of the Draft EIR.

Response to Comment 6-2:

The commenter describes the Project's property requirements as discussed in Section 5.3.1 of the Draft EIR and states the Project Proponent chose this location because of the existing infrastructure. The commenter also expresses concern with the sources of pollution and increased rates of asthma and cancer in National City. This comment describes sources of emissions, including nearby cargo ships, trucks, cranes, junkyards, industrial repair shops, and highways. The commenter suggests changing the current zoning of the Project Area and surrounding area from mixed/heavy manufacturing to begin to undo damage to the neighborhood. The commenter also states there is an increasing number of odor complaints and air quality concerns which reflect the growing frustration among residents.

As described in Response to Comment 1-1, in compliance with CEQA Guidelines Section 15126.6(a), the Draft EIR considered a range of reasonable alternatives to the Project, or to the location of the Project that would feasibly attain most of the basic objectives of the Project but avoid or substantially lessen any of the significant effects of the Project. Under CEQA, not every conceivable alternative needs to be considered; rather, it must consider a reasonable range of potentially feasible alternatives to the Project that will foster informed decision making and public participation. As described in Section 5.3.1 of the Draft EIR, *Alternative Location Outside of National City*, the City considered alternative locations within and outside of both the City limits and Portside Communities along both Union Pacific and BNSF rail lines. The siting of fuel transfer facilities of this magnitude requires a substantial flat area large enough to accommodate multiple rail cars queued off of the railroad mainline or primary rail spur so as to not

obstruct other rail activity. As stated in Section 5.3.1 of the Draft EIR, the Offsite Alternative location was selected as it meets the basic Project objectives and property requirements such as being rail-owned, rail adjacent, adequately sized to accommodate the required throughput, and appropriately zoned to accommodate this type of project. Alternative locations considered were either unavailable for development, would not feasibly accommodate a project such as the Proposed Project, or would not reduce any significant impacts because none are identified for the Proposed Project. No changes to the Draft EIR are required in response to this comment.

As discussed in Section 3.1 *Air Quality* of the Draft EIR, the nearest sensitive receptor to the Project Area is McKinley Apartments, located approximately 380 feet east of the Project Area. The Project's construction and operational emissions would not exceed any SDAPCD thresholds for any criteria air pollutants during construction or operations. The Project's HRA conducted for the Proposed Project determined that neither Project operations nor construction would result in a significant contribution to cancer risk in the community.

Please refer to Response to Comment 1-3 regarding odors. No changes to the Draft EIR are required in response to this comment.

Response to Comment 6-3:

The commenter states the Proposed Project provides little benefit to the National City residents. The commenter acknowledges that the Project Proponent has tried to remediate issues the community has with the Project but disagrees with the Draft EIR's determination that some issues are outside the scope of the EIR.

This comment does not address the adequacy of the Draft EIR. No response is necessary.

Response to Comment 6-4:

Comment 6-4 is an email exchange between the commenter and City. The commenter expresses personal concerns with the Proposed Project and requests that the City consider them in their decision making process. The City informed him of the recent Draft EIR which could address his concerns and informed him of the public review period for the EIR. No response is necessary.

Letter 7 – Environmental Health Coalition

CLG
COAST LAW GROUP LLP

Letter 7

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January 29, 2025

David Welch, Associate Planner
Planning Department, National City
1243 National City Boulevard
National City, CA 91950

Via Electronic Mail
dwelch@nationalcityca.gov

RE: USD Fuel Transfer Facility Draft EIR
EHC CEQA Comments

Dear Mr. Welch:

Please accept the following comments regarding the USD Fuel Transfer Facility (Project) on behalf of our client, Environmental Health Coalition (EHC). For over 40 years, EHC has been dedicated to achieving environmental and social justice by empowering San Diego communities.

EHC advocates for Portside communities most directly impacted by industrial operations at the Port and surrounding communities and is particularly worried about the proposed Project's impacts on the residents of National City. As detailed below, the Draft Environmental Impact Reports (DEIR) fails to adequately characterize and mitigate the significant impacts to water quality, air quality, human beings, hazardous impacts, greenhouse gas emissions (GHGs), and transportation impacts. As a result, the DEIR must be revised. 7-1

A. The DEIR Fails to Adequately Analyze and Mitigate Water Quality Impacts, Biological, and Land Use Impacts

a. Impacts to Wetlands and Potential ESHA Are Significant and Unmitigated

The Project will result in significant unmitigated impacts to water quality and biological resources. Though the DEIR fails to analyze in any detail the Coastal Act wetlands onsite, it acknowledges that .144 acres of the Project area contain Coastal Act wetland features. Instead of adequately disclosing and assessing the Project's impacts on these Coastal wetlands (which will be significant), the DEIR mischaracterizes the wetland as a "feature" "puddle" and "depression" to mislead the public and decisionmakers regarding the Project's intent to fill and degrade a wetland.[1] The DEIR cryptically admits the wetland will be destroyed in the Land Use analysis: "The Proposed Project would eliminate this puddle…"[2] 7-2

[1] DEIR, pp. 3.2-14 to 3.2-16.
[2] DEIR, p. 3.6-8.

Letter 7 – Continued

Notwithstanding the DEIR's contrary finding, the Project is not allowed pursuant to Coastal Act Section 30233(a)(1).[3] First, it is not coastal dependent as a transloading facility can be located outside of the coast. Indeed, most of the BNSF rail network is outside the Coastal Zone. Further, the proposed Project is not the least environmentally damaging alternative as alternative locations outside of the Coastal Zone exist. Lastly, because the DEIR fails to analyze the Project's impacts on the wetland (improperly deferring such analysis), it certainly does not minimize such impacts or propose any mitigation measures.[4]

In that regard, the DEIR fails to disclose the extent of the Project's impacts on the Coastal Act wetland. Rather, it improperly defers such analysis, simply stating "[f]ill within jurisdictional features to the CCA would require City concurrence pursuant to the LCP."[5] This is woefully inadequate. The DEIR must *inform* the City's assessment of the Project's conformance with the LCP. The Coastal Commission has already advised the City of its requirement to do so.[6]

Indeed, the City's LCP requires open space easements be executed over any identified wetland resources and that adequate 100-foot buffers be provided.[7] Diking, dredging, and filling of wetlands shall be permitted only:

7-2 cont.

> i. where there is no feasible less environmentally damaging alternative, **and**
> ii. where feasible mitigation measures are provided to minimize adverse environmental effects, **and**
> iii. where limited to incidental public service purposes, restoration purposes, and nature study, **and**
> iv. where a marsh restoration program has been approved by the California Coastal Commission.[8]

The DEIR makes no mention of this policy and fails to analyze the Project's consistency therewith, likely because the Project is inconsistent with the LCP. Instead, the DEIR dismisses Alternative 3 based on its impacts to wetlands pursuant to Public Resources Code Section 30233 – failing to mention the Project's own similar impact.[9]

However, the Project will result in impacts to .144 acres of California Coastal Commission wetland but nonetheless concludes it will not result in a significant impact. The Project will build "tracks 8 and 9, mechanical skids, pumps and piping, and mechanical track

[3] DEIR, p. 3.2-15.
[4] See Coastal Commission Comments, June 30, 2023.
[5] DEIR, ES-16 to ES-17.
[6] Coastal Commission Comments, June 30, 2023, pp. 2-3.
[7] LCP, Section X.B.4.
[8] Id., Section X.B.4.e., emphasis added.
[9] DEIR, p. 5-21.

Letter 7 – Continued

bumpers" within the wetland – these are significant impacts that will result in the unlawful fill and degradation of the wetland.[10] Counterfactually, the DEIR nonetheless concludes the onsite drainage improvements would "result in an overall improvement in water quality for the region, a less than significant impact was identified for impacts to the [wetland]."[11]

The DEIR also fails to disclose whether any Environmentally Sensitive Habitat Areas (ESHA) occur onsite – despite the fact that wetlands may constitute ESHA.[12] This is contrary to CEQA. In a similar context, an EIR was defective where a lead agency failed to analyze and disclose potential impacts to ESHA:

> **Here the principal issue is whether the Banning Ranch EIR was required to identify potential ESHA and analyze the impacts of the project on those areas**. CEQA requires every EIR to identify "[a]ll significant effects on the environment of the proposed project," which would generally include effects on sensitive habitat areas. (§ 21100, subd. (b)(1); see Guidelines, § 15126.2.)
>
> **The City argues that CEQA imposes no duty to consider the Coastal Act's ESHA requirements.** It claims it was sufficient for the Banning Ranch EIR to analyze the impacts of the NBR project, including those on sensitive habitat areas, without accounting for potential ESHA. **Essentially, the City claims it was entitled to ignore the fact that Banning Ranch is in the coastal zone**. **The City's position is untenable**. CEQA sets out a fundamental policy requiring local agencies to "integrate the requirements of this division with planning and environmental review procedures otherwise required by law or by local practice so that all those procedures, to the maximum feasible extent, run concurrently, rather than consecutively." (§ 21003, subd. (a).) The CEQA Guidelines similarly specify that "[t]o the extent possible, the EIR process should be combined with the existing planning, review, and project approval process used by each public agency." (Guidelines, § 15080)[13]

7-2 cont.

Because the Project is inconsistent with the City's LCP and will result in significant impacts to wetland resources and potential EHSA not disclosed in the DEIR, the document fails to serve its informational purpose.

[10] DEIR, p. 3.2-15.
[11] DEIR, p. 3.2-16.
[12] Public Resources Code Section 30107.5 [" 'Environmentally sensitive area' means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments."]
[13] *Banning Ranch Conservancy v. City of Newport Beach* (2017) 2 Cal.5th 918, 936, emphasis added.

Letter 7 – Continued

b. The DEIR Fails to Analyze the Project's Inconsistency with the LCP

As noted above, the DEIR fails to analyze the Project's consistency with the LCP for impacts to Coastal Act wetlands. However, the DEIR fails wholesale to analyze the Project's consistency with the LCP. Though the DEIR acknowledges the Project requires a Coastal Development Permit from the City, and that the City has a certified LCP, it analyzes the Project's consistency with the Coastal Act – not the LCP.[14] 7-2 cont.

B. Air Quality Impacts Are Significant and Unmitigated

a. Health Risk From Particulate Matter

The Project will also result in significant air quality impacts that have not been adequately analyzed in the DEIR, despite comments from APCD and EHC noting the inadequacy during the comment period on the MND. Once again, the DEIR underestimates the Project's cancer risk impacts. As noted by the APCD, the EIR incorrectly concludes the Project will not result in a significant air quality impact based on its use of an improper and unsupported threshold of significance.[15] The DEIR incorrectly states the San Diego APCD cancer risk threshold is ten in one million.[16] However, the Rule 1200 threshold is one in one million. APCD previously urged the City apply this threshold and mitigate any resultant impacts: 7-3

> The City of National City should use a significance threshold of one-in-one million, as established by APCD Rule 1200, for increased incremental cancer risk for this project. If the revised health risk assessment or the revised significance threshold result in the project potentially requiring mitigation, appropriate measures should be evaluated and proposed.[17]
>
> "Cancer Burden" means the estimated potential increase in the occurrence of cancer cases in a population subject to an incremental cancer risk of greater than one in one million resulting from exposure to toxic air contaminants.[18]

If evidence is submitted tending to show that the environmental impact might be significant despite the significance standard used in the EIR, the agency must address that evidence.[19] Here, the DEIR not only uses the wrong standard of significance but also reveals the impact to

[14] DEIR, p. 3.6-7 to 3.6-9.
[15] DEIR, p. 3.1-16.
[16] *Id.*
[17] SDAPCD Comments, June 28, 2023, p. 4.
[18] Regulation XII, Rule 1200, (c)(2) and (d) available at https://www.sdapcd.org/content/dam/sdapcd/documents/rules/current-rules/Rule-1200.pdf
[19] *Protect the Historic Amador Waterways v Amador Water Agency* (2004) 116 CA4th 1099, 1111

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the human health will be significant.

The DEIR's attempt to characterize the Project as a mobile source (and therefore undermine the application of the threshold) is disingenuous at best.[20] As noted by APCD, "[s]ince truck trips are directly related to the operation of the terminal, their emissions and associated health impacts should be included in the analysis of operational emissions from the project."[21] Notably, the DEIR applies APCD's stationary source rules elsewhere.[22]

Similarly, the DEIR's reliance on "couplers that connect tanker trucks, spill containment drain valves, overfill prevention devices, and vent pressure/vacuum valves" as toxics best available control technology ("T-BACT") is misplaced.[23] As the DEIR notes, the TAC's associated with the Project are primarily from truck traffic, while the aforementioned technology improvements apply to the fuel transfer process – leaving the TACs largely unaddressed. The definition of T-BACT underscores its inapplicability here:

> "**Toxics Best Available Control Technology (T-BACT)**" means the most effective emission limitation or emission control device or control technique which:
>
> (i) has been achieved in practice for that source or category of source; or
>
> (ii) is any other emissions limitation or control technique, including process and equipment changes of basic and control equipment and implementation of pollution prevention measures, found by the Air Pollution Control Officer to be technologically feasible for that source or category of source, or for a specific source. If there is an applicable MACT standard, the Air Pollution Control Officer shall evaluate it for equivalency with T-BACT.[24]

7-3 cont.

Rule 1200(d)(1) confirms the technology applied must actually address the TACs:

> (1) Cancer Risk
>
> (i) T-BACT Not Applied. The increase in maximum incremental cancer risk at every receptor location is equal to or less than one in one million for any project for which new, relocated, or modified **emission units that increases maximum incremental cancer risk are not equipped with T-BACT**; and

[20] DEIR, p. 3.1-16.
[21] SDAPCD Comments, June 28, 2023, p. 1.
[22] See, e.g. DEIR, p. 3.1-12 ["Specifically Rule 20.2 applies to this Project as it will be likely be considered a Non-Major Stationary Source."]; p. 3.1-9; 3.1-10.
[23] DEIR, p. 3.1-16.
[24] APCD Rule 1200(c)(24), underline added.

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> (ii) T-BACT Applied. Except as provided in (d)(1)(iii), the increase in maximum incremental cancer risk at every receptor location is equal to or less than 10 in one million **for any project for which all new, relocated, or modified emission units that increases maximum incremental cancer risk are equipped with T-BACT**.

Thus, the emission units that increase cancer risk must be equipped with T-BACT in order to meaningfully reduce cancer risk. The DEIR's contrary conclusion that the Project has employed T-BACT in an attempt to justify the lower cancer risk threshold is therefore not supported by substantial evidence or the applicable regulations.

In its earlier comments, APCD noted the irony and hypocrisy of subjecting the citizens of National City to health impacts from diesel engine emissions in order to transport alternatives to dirty diesel:

> Also, the APCD notes that emission impacts from the project include diesel engine emissions for the purpose of importing alternative fuels that are designed to reduce emissions from this very type of equipment. The APCD suggests that this may create unique opportunities for making this fuel available broadly within the nearby area to reduce emissions from the transportation sector as a whole, potentially resulting in net reductions to emissions (and health risk) within the community.[25]

7-3 cont.

A recent study[26] found that PM2.5 exposure is associated with increases in risk for illness-related work absences, and exposure to wildfire smoke amplifies this impact. According to the findings in the study, every one unit increase in PM2.5 exposure could result in more than 1 million days of work loss due to sickness and a quarter-billion dollars of economic loss annually in California.[27] Thus, the Project's particulate matter emissions will result in negative health and economic impacts. **These substantial negative impacts on human beings result in a mandatory finding of significance**.[28]

Further, nothing in the DEIR supports the notion that the project deliveries will be confined to a 35-mile radius. The DEIR fails to identify its retail customers or their locations. Thus, it is likely the Project will result in greater emissions and longer trips than disclosed.

[25] SDAPCD Comments, June 28, 2023, p. 5.
[26] Ying-Ying Meng, Yu Yu, Mohammad Z. Al-Hamdan, Miriam E. Marlier, Joseph L. Wilkins, Diane Garcia-Gonzales, Xiao Chen, Michael Jerrett, *Short-Term total and wildfire fine particulate matter exposure and work loss in California, Environment International*, Volume 178, 2023, 108045, ISSN 0160-4120, available at https://www.sciencedirect.com/science/article/pii/S0160412023003185
[27] https://content.govdelivery.com/accounts/CARB/bulletins/35efe6f
[28] See, Pub. Res. Code §21083(b)(3) [mandatory finding of significance where "[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."]; CEQA Guidelines §15065(a)(4)).

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b. Inconsistency With the CERP

In response to Assembly Bill (AB) 617 (C. Garcia, 2017), the California Air Resources Board (CARB) established the Community Air Protection Program (Program). The Program's mission is to reduce pollution exposure in communities based on environmental, health and socioeconomic information. San Diego's Portside Environmental Justice Community encompasses parts of Barrio Logan, Logan Heights, Sherman Heights, and National City. In 2018 the Portside Community was selected as a monitoring community and in 2019 was selected to develop a Community Emissions Reduction Plan (CERP).[29] Since 2018, the Air District has been working with the Portside Steering Committee made up of local businesses, community groups, and residents of the community and the City of National City to develop strategies to improve the air quality for all in the community. The CERP was adopted by the San Diego Air Pollution Control District Board in July 2021 and approved by the California Air Resources Board in October 2021.[30] As noted in the DEIR, the CERP is "designed to guide the community and businesses to achieve emissions beyond regulatory standards."[31]

The CERP contains several different goals to reduce air pollution. The Project conflicts with these goals in numerous ways, each resulting in increased impacts to nearby residents in the Portside Environmental Justice Community. 7-4

Goal 1 – "By 2031, reduce Diesel PM from 2018 levels by 80% in ambient air at all Portside Community locations"

Once complete, the Project is expected to receive approximately 144 heavy-duty truck trips per day via W. 18th Street and exiting the facility on W. 19th Street. In comparison, the Port of San Diego's two cargo terminals (Tenth Avenue and National City) attract about 118 trucks per day – or about 237 truck trips (to and from).[32] Thus, the traffic produced by this one fuel transfer facility will potentially produce more than half the heavy-duty truck traffic as San Diego's port cargo terminals, resulting in a commensurate *increase* in diesel particulate matter.

Goal 2 - Medium-Duty and Heavy-Duty trucks servicing Portside Community to be 100% ZEV 5 years ahead of the California state requirements

[29] https://www.sdapcd.org/content/sdapcd/community/community-air-protection-program/portside-community/portside-cerp.html
[30] https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/communities/portside-environmental-justice
[31] DEIR, p. 3.1-13.
[32] https://pantheonstorage.blob.core.windows.net/environment/2022-POSD-Health-Risk-Assessment-Fact-Sheet-April-2023_English.pdf

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The Port's Maritime Clean Air Strategy has a goal of 100 percent electrification of trucks servicing Port of San Diego cargo terminals by 2030.[33] The State of California's Advanced Clean Fleet Rule sets a timeline for a full ZEV transition of trucks that travel across the state by 2045 (drayage trucks by 2035). This project conflicts with these stated goals because it does not include any required ZEV technology for delivery of fuel to retailers or for construction vehicles.

Further, investing in infrastructure that will transport fossil fuels for a transportation sector that is to be fully electric in 15 years is counterproductive and shortsighted - especially when the purportedly "clean" fuel results in more truck trips powered by "dirty fuel" in the Portside Environmental Justice Community.

Goal 4 - Reduce emissions from HD/MD trucks servicing indirect sources by 100% 5 years in advance of regulatory requirements

7-4 cont.

Indirect sources of air emissions are stationary sources that create air pollution by attracting mobile sources (e.g., warehouses, marine ports, railyards, airports – or in this case a fueling transfer station). San Diego's Portside Community has approximately 524 warehouse and distribution facilities within its borders. Approximately 24 warehouses already exist within 1000 feet of the proposed Project. Thus, the instant Project will only add to this cumulative impact, frustrating the region's ability to meet its CERP goals.

The DEIR's opposite conclusion is a disservice to the community. The emission reductions noted in the DEIR will be realized by other projects and other fleets – not those servicing the Project and not those traveling through the streets of National City, resulting in a significantly higher cancer burden. The DEIR's shameful attempt to equate selling "cleaner" fuels with using them is disingenuous. The Project will result in a substantial health risk and is inconsistent with the CERP – underscoring the Project's substantial adverse effects on human beings.[34]

C. Greenhouse Gas Emissions Will Be Significant

As the MND did, the DEIR trivializes GHG emissions and ignores the City's ability to mitigate emissions from new development projects. As noted by the California Supreme Court, new development projects will likely require greater reductions than existing development:

7-5

> Plaintiffs put forward one ready reason to suspect…that in fact a greater degree of reduction may be needed from new land use projects than from the economy as a whole: **Designing new buildings and infrastructure for maximum energy efficiency and**

[33] https://pantheonstorage.blob.core.windows.net/environment/20211214-Final-MCAS.pdf
[34] Pub. Res. Code §21083(b)(3); CEQA Guidelines §15065(a)(4)

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> **renewable energy use is likely to be easier, and is more likely to occur, than achieving the same savings by retrofitting of older structures and systems.**[35]

In contrast, the DEIR's GHG analysis presumes projects above the SCAQMD screening threshold are not worth the City's time.[36] The DEIR further posits that the small project threshold represents less than one percent of the future 2050 statewide GHG emissions target.[37] This turns the cumulative impacts analysis on its head.[38]

The DEIR notes the lead agency has discretion to establish the appropriate methodology and threshold of significance for each impact area, including GHG emissions. The City – its elected decision-making body – holds such discretion: the Project applicant's consultant does not. EHC urges the City to reject the DEIR's dubious and self-serving analysis and threshold and instead rely on the science-based, widely used CAPCOA threshold described below. **7-5 cont.**

Though most lead agencies rely on the 900 metric tons of carbon dioxide equivalent as a screening threshold, the Project does not because it will result in 1,633 $MTCO_2$ per year when operational. When construction emissions are added to this total, it clearly exceeds the CAPCOA threshold.[39] The DEIR relies instead on the SCAQMD (interim) threshold, which only applies where SCAQMD is the lead agency and where "stationary source equipment associated with these projects are either at BACT or must comply with source-specific rules that reduce criteria pollutants and/or air toxics."[40] Moreover, the SCAQMD screening threshold captures 90 percent of reported annual *natural gas consumption of stationary sources from 2006 to 2007*.[41] This outdated metric does not account for 90 percent of projects (as the DEIR suggests) but 90 percent of projects over which SCAQMD had jurisdiction as the lead agency.[42]

[35] *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, 226, emphasis added.
[36] DEIR, p. 3.4-8 to 3.4-9.
[37] Id. at p. 3.4-9.
[38] *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 718 ["The relevant question to be addressed in the EIR is not the relative amount of precursors emitted by the project when compared with preexisting emissions, but whether any additional amount of precursor emissions should be considered significant in light of the serious nature of the ozone problems in this air basin"]; see also, *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 117 [126 Cal.Rptr.2d 441], as modified (Nov. 21, 2002) disapproved of by *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086 [rejecting CEQA Guideline that would define a de minimis contribution insignificant where that the "environmental conditions would essentially be the same whether or not the proposed project is implemented."]
[39] https://www.ourair.org/wp-content/uploads/CAPCOA-CEQA-and-Climate-Change.pdf
[40] SCAQMD, Interim GHG CEQA Thresholds, p. 5, available at http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2
[41] Id. at p. 6.
[42] DEIR, p. 3.4-8.

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> Land use projects above the 3,000 metric tons of CO2e per year level would fall within the percentage of largest projects that are worth mitigating without wasting scarce financial, governmental, physical, and social resources.[43]

This is nonsensical – especially where the purpose of CEQA review is to analyze, minimize, mitigate and disclose the Project's impacts. This is especially true when the vast majority of municipalities use the 900 metric ton CAPCOA threshold and the City's land use jurisdiction covers a greater diversity of projects with a different emissions profile than that of SCAQMD.

When the more appropriate CAPCOA threshold is applied, it is clear the Project will have a significant impact. The latest CARB Scoping Plan concludes a more aggressive approach to GHG reductions is necessary.[44] "Despite much progress, California still has some of the worst air pollution in the nation, especially in the San Joaquin Valley and the Los Angeles Basin, which is driven by the continued use of fossil fuel-powered trucks and cars."[45]

The Project's significant use of fossil-fuel powered trucks is even more troubling now as the City has updated in CAP. The City's focus on transportation as the most significant source of community-wide emissions reductions is at odds with the Project's significant increase in transportation-related GHG emissions.[46] Though the Project will haul "cleaner" fuels, it will directly result in the burning of dirty fossil fuels. **7-5 cont.**

In that regard, the DEIR selectively analyzes the Project's consistency with a handful of self-selected CAP measures – completely ignoring the VMT reduction measures with which it clearly does not align.[47] This statement in the CAP is especially poignant in light of the DEIR's flagrant disregard of its GHG impacts:

> **Broadly speaking, the use of fossil fuels for energy (including electricity, heating, transportation, and other uses) is the single largest contributor to GHG emissions and climate change**. Fossil fuels still supply a considerable share of energy for electricity, heating, transportation, and other energy-producing uses.[48]

CARB and SDAPCD have encourage the Project to implement ZEV and Tier IV onsite equipment to reduce the Project's cumulative GHG impacts and direct air quality and health

[43] DEIR, p. 3.4-8.
[44] 2022 CARB Scoping Plan, p. 1, available at https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf
[45] Id., p. 11.
[46] National City CAP, Table CAP-5, and p. 25.
[47] CAP Table CAP-9; DEIR, p. 3.4-11.
[48] CAP, p. 29, emphasis added.

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impacts to the community.[49] Despite these agency comments, the DEIR includes none of these, as SDAPCD recently noted in its most recent comment letter.[50] In light of the significant climate crisis, the Project's GHG emissions are significant and must be mitigated. The DEIR should include an accurate assessment of the Project's emissions and implement the proposed mitigation measures (ZEV and Tier IV equipment).

Lastly, the DEIR's GHG analysis relies on suspect modeling assumptions. The model relied on an average one way trip of 12.32 miles, underestimating the distance between the Project and its customers.[51] The DEIR's presumption that Project deliveries would be restricted to a 35-mile radius is itself unsupported – no customer data is presented and no Project conditions restricting the delivery area are proposed. Thus, the average trip length of 12.32 miles is even more specious. As a result, the CalEEMod emissions underestimate the Project's impacts.

7-5 cont.

D. VMT Impacts Will Be Significant and Unmitigated

The Project will also result in significant traffic impacts. First, the Project does not consider the cumulative impact of creating additional capacity – by freeing up capacity at the BNSF facility in San Diego. Further, the DEIR does not explain the substantial Project capacity reduction from the MND to the DEIR. The MND Traffic Study reflected 605 passenger car equivalent daily trips associated with the Project.[52] The DEIR Traffic Study reflects an almost 50 percent reduction in fuel capacity and 385 passenger car equivalent daily trips.[53] This reduction is not explained in the DEIR or appendices and is therefore suspect.

7-6

Further, in lieu of using the OPR Technical Advisory, the DEIR continues to rely on the San Diego ITE Guidelines.[54] The OPR Technical Advisory suggests projects with fewer than 110 trips per day can be assumed to cause a less-than-significant transportation impact.[55] The Project's VMT Analysis instead references the San Diego Region ITE/Stantec Guidelines, which provide no justification for their thresholds except the ITE/Stantec Guidelines from 2000 – which predate SB 743. Indeed, the 2000 ITE/STANTEC Guidelines are primarily focused on circulation and congestion – the opposite of SB 743's focus.[56]

[49] See SDAPCD June 28, 2023 Comment Letter, pp. 4-5; SDAPCD June 6, 2024 Comment Letter, p. 2; CARB June 7, 2024 Comment Letter, p. 4.
[50] SDAPCD January 23, 2025 Comment Letter, p. 2.
[51] Appendix B, p. 37.
[52] MND Traffic Impact Study, p. 1.
[53] DEIR, Appendix H, p. 1.
[54] Id.
[55] OPR SB 743 Technical Advisory, p. 12, available at https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf
[56] Indeed, the City relied on the OPR Technical Advisory to prepare the CEQA document for the recently approved CARMAX project. The City's deviation therefrom here is therefore suspect. See, https://www.nationalcityca.gov/home/showpublisheddocument/27309/637679129231930000

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Further, a determination that an environmental impact complies with a threshold of significance does not relieve a lead agency of its obligation to consider evidence that indicates the impact may be significant despite compliance with the threshold.[57] If evidence is submitted tending to show that the environmental impact might be significant despite the significance standard used in the DEIR, the agency must address it.[58] Because the Project will generate the equivalent of 385 passenger car equivalent trips, well above the OPR Technical Advisory threshold, it will result in a significant transportation impact. 7-6 cont.

E. The Alternatives Analysis is Inadequate

"The foremost principle under CEQA is that the Legislature intended the act to be interpreted in such manner as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language."[59] The "core of an EIR is the mitigation and alternatives sections."[60] An agency may not approve a project that will have significant environmental impacts if there are feasible alternatives that would substantially lessen those effects.[61]

The purpose of an EIR's discussion of alternatives and mitigation measures is to identify ways to reduce or avoid significant environmental effects.[62] An EIR must focus on alternatives that can avoid or substantially lessen a project's significant environmental effects.[63] The alternatives discussed in an EIR should be ones that offer substantial environmental advantages over the proposed project.[64] Because the DEIR incorrectly concludes none of the Project impacts are significant, the alternatives analysis is fundamentally flawed.[65] In fact, the DEIR includes a detailed analysis of Alternative 3 as a feasible alternative, but the Project use is prohibited in the ML Light Industrial zone in which 7-7

[57] 14 Cal Code Regs §15064(b)(2).
[58] *Protect the Historic Amador Waterways v Amador Water Agency* (2004) 116 Cal. App. 4th 1099, 1111.
[59] *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 503 [cleaned up and citations omitted]
[60] *Citizens of Goleta Valley v. Board of Supervisors* (1990) 52 Cal.3d 553, 564.
[61] Pub. Resources Code, § 21002; Guidelines, §§ 15002, subd. (a)(3), 15021, subd. (a)(2); *Golden Door Properties, LLC v. County of San Diego* (2020) 50 Cal.App.5th 467, 546.
[62] *Laurel Heights Improvement Ass'n v Regents of Univ. of Cal.* (1988) 47 Cal. 3d. 376, 403
[63] Pub. Res. Code §21002; 14 Cal Code Regs §15126.6(a)–(b).
[64] *Citizens of Goleta Valley v Board of Supervisors* (1990) 52 Cal. 3d. 553, 566. *See Cleveland Nat'l Forest Found. v San Diego Ass'n of Gov'ts* (2017) 17 Cal. App. 5th 413, 436 (rejecting transportation plan EIR that did not consider alternatives that would reduce vehicle miles travelled); Practice Under the California Environmental Quality Act (2d ed. Cal. CEB 2024) §15.7
[65] See, DEIR p. 5-7 ("Alternative locations considered were either unavailable for development, would not feasibly accommodate a project such as the Proposed Project, or **would not reduce the significant impacts because none are identified**."), emphasis added.

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Alternative 3 is located. Thus, the DEIR's rejection of alternative locations outside National City based on purported zoning/use restrictions is incongruous.[66]

In addition, the DEIR's alternative location (Alternative 3) does not reflect inclusion of reasonable range of alternatives.[67] Alternative 3 does not alleviate the health and safety concerns as it is still within National City and, as APCD notes, still within the Portside Community (notwithstanding the DEIR's conclusion to the contrary).[68]

Alternative locations outside of National City are available. Indeed, Plastic Express has a transloading facility in Miramar at 7001 Miramar Road, San Diego, CA 92121.[69] Expansion at this location – far removed from residents and Portside Communities – would have a reduced impact and likely serve as a more central hub to fuel customers. Plastic Express already lists a bult terminal in National City at 840 West 19th Street, National City, CA 91950,[70] adding to the cumulative impacts and health, environmental, and safety burden of the Portside Community. Additional locations along the 78 corridor and BNSF's rail network between Oceanside and Escondido also exist. They could meet most of the Project objectives without additionally burdening National City.

7-7 cont.

[66] See DEIR, p. 5-28 (Alternative 3 analysis incorrectly stating (ML) Light Manufacturing zoning designation would accommodate the Project with a CUP.
[67] 14 Cal Code Regs §15126.6(a).
[68] APCD January 23, 2025 comments, p. 1; DEIR, 5-28.
[69] https://www.plasticexpress.com/operations/bulk-terminals/
[70] *Id.*

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Figure 1 Excerpt of BNSF Network Map available at https://www.bnsf.com/bnsf-resources/pdf/ship-with-bnsf/maps-and-shipping-locations/bnsf-network-map.pdf



7-8

F. Hazardous Impacts

The DTSC Interim Measure Workplan (IMW) for the cleanup of the property (the remediation area) was approved in May 2022, along with a CEQA exemption. However, the cumulative impact of the cleanup and the instant project has not been studied. Likewise, the remediation effort did not consider the intended use of the property as the Notice of Exemption for the IMW states incorrectly that "the property owner [had] no plans for future redevelopment at the Site."[71] In addition, the neighboring PSI property has not been remediated, contrary to the DEIR's conclusion.[72] The DTSC sent Pacific Steel a demand letter in October 2024 demanding substantial revisions to the Corrective Measures Study for the 1700 Cleveland Ave site – including a requirement that the remediated BNSF parcels remain

7-9

[71] https://files.ceqanet.opr.ca.gov/279106-1/attachment/pQg5f99Hp4r0jwUeM2jL0-wYkGqcFlS-2cUhwFP63nvI9WjLjKIt2JAcLAE-AW4lQInVAlkxnI-0eqYZ0
[72] DEIR, p. 2-3.

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as part of the facility.[73] Therefore, the concurrent remediation of the PSI property and construction of the Project must be analyzed. 7-9 cont.

G. Environmental Justice – General Plan Inconsistency

Residents in Southeastern San Diego die ten years younger than their counterparts in Central San Diego.[74] National City residents' life expectancy is only 7 months longer than Southeastern San Diegans.[75] Geography plays a crucial role in this metric:

> While life expectancy is increasing across the board, there is variation in estimates by communities within the San Diego County region. People are less likely to live longer if they are economically disadvantaged, get little exercise and lack access to health care, but according to many studies, even accounting for these factors, geography matters. A baby born in San Diego County in 2021, has a life expectancy of 80.6 years, but within the county, there is currently a 15.6 year gap in life expectancy between some communities.[76]

In light of this disparity, the National City General Plan includes a Health and Environmental Justice component. Therein, the City acknowledges: 7-10

> On-going and planned uses west of I-5; therefore, pose undesirable impacts on non-industrial and sensitive land uses throughout the planning area. Industrial uses are responsible for the generation of point and non-point source emissions. Distribution activities generate a substantial amount truck traffic that contribute to high levels of diesel emissions and air quality concerns in other areas of the city.[77]

The DEIR's failure to accurately and adequately analyze the Project's impacts precludes an informed analysis of the Project's inconsistency with the General Plan or the Health and Environmental Justice element. Because the Project will significantly increase truck trips, diesel particulate matter emissions, community cancer burden above the SDAPCD threshold, and GHG emissions, it is inconsistent with all of the enumerated policies:

[73] See Enclosure.
[74] https://www.kpbs.org/news/local/2023/06/26/people-in-southeast-san-diego-die-10-years-younger-on-average-than-central-san-diegans
[75] *LIFE EXPECTANCY IN SAN DIEGO COUNTY*, 2010-2021 San Diego County Health and Human Services Agency, p. 13. https://www.sandiegocounty.gov/content/dam/sdc/hhsa/programs/phs/CHS/LifeExpectancyinSanDiegoCounty2010-2021.pdf
[76] Id., p. 1.
[77] National City, General Plan, Part Three: General Plan Elements – Health and Environmental Justice, p. 3-222.

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Policy HEJ-1.2: Consider environmental justice issues as they are related to potential health impacts associated with land use decisions, including enforcement actions, to reduce the adverse health effects of hazardous materials, industrial activities, and other undesirable land uses, on residents regardless of age, culture, ethnicity, gender, race, socioeconomic status, or geographic location.[78]

Policy HEJ-1.5: Assure potentially affected community residents that they have opportunities to participate in decisions that affect their environment and health, and that the concerns of all participants involved will be considered in the decision-making process.[79]

Policy HEJ-2.1: Avoid land use conflicts by ensuring residential, public assembly, and other sensitive land uses are adequately buffered from industrial land uses that may pose a threat to human health, where feasible.[80]

Policy HEJ-2.6: Consider air quality impacts, including cumulative impacts, from existing and new development when making land use decisions and limit the number of industrial facilities or uses to prevent cumulative air pollution impacts.[81]

Policy HEJ-2.7: Designate truck routes that avoid sensitive land uses, where feasible.[82]

Policy HEJ-2.9: Request lead and responsible agency consultation on land use and transportation planning, design, and implementation projects to insure that feasible measures are included to minimize potential impacts on the city from air pollution.[83]

7-10 cont.

Related policies with which the Project conflicts include:

LU-3.2: Prevent the intrusion of new incompatible land uses and environmental hazards into existing residential areas and phase out existing non-conforming uses.[84]

LU-3.6: Prohibit the establishment of new residential and other sensitive land uses near industrial land uses and within the Harbor District (unless proposed as part of a mixed-use development adjacent to the 8th Street Trolley stop) and buffer existing residential uses and other sensitive land uses from industrial uses, while protecting and enhancing visitors-serving, commercial, retail, industrial, working-waterfront, and maritime related job-producing industries.[85]

[78] Id., p. 3-231.
[79] Id., p. 3-232.
[80] Id., p. 3-234, emphasis added.
[81] Id., p. 3-325.
[82] Id.
[83] Id., emphasis added.
[84] Id., p. 3-232.
[85] Id., emphasis added.

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LU-3.7: Limit impacts from industrial or mixed-uses by establishing performance standards to regulate noise, glare, vibrations, odor, lighting, air pollution, and other potential disturbances.[86]

S-7.7: Work with property owners and lead agencies to reduce soil contamination from industrial operations and other activities that use, produce, or dispose of hazardous or toxic substances.[87]
S-8.1: Promote the clean-up and reuse of contaminated sites and prioritize remediation and redevelopment of brownfield sites within and adjacent to residential and mixed-use areas.[88]

CS-7.1: Promote the use of green building practices in new and existing development to maximize energy efficiency and conservation.[89]

C-2.6: Enhance the quality of life in the City's neighborhoods and minimize impacts on schools, hospitals, convalescent homes and other sensitive facilities through the implementation of traffic calming measures in these areas to reduce vehicle speeds and discourage cut-through traffic.[90]

7-10 cont.

As a result of the Project's inconsistency with these goals, it will result in significant impacts to nearby residents. Inconsistency with a land use plan or policy intended to mitigate environmental impacts is likely to result in a finding of significant environmental impact.[91] The Project's health impacts (increased cancer risk), air quality impacts (increased particulate emissions), greenhouse gas emissions (above the CAPCOA screening threshold), and truck traffic (above the OPR Technical Advisory VMT threshold) frustrate the City's ability to meet its Health and Environmental Justice goals. As a result of these impacts, the Project will cause substantial adverse effects on the residents of the National City, triggering a mandatory finding of significance.[92]

H. Land Use and Zoning

7-11

According to the DEIR, the Project requires a Conditional Use Permit (CUP).[93] However, it is unclear whether the Project fits within any of the use categories in Table

[86] Id., p. 3-236.
[87] Id., p. 3-233.
[88] Id.
[89] Id., p. 3-237.
[90] Id., p. 3-239.
[91] See *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 934 ["Because the land use policies at issue were adopted at least in part to avoid or mitigate environmental effects, we consider their applicability under the fair argument test with no presumption in favor of the City."].
[92] See, Pub. Res. Code §21083(b)(3) [mandatory finding of significance where "[t]he environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly."]; CEQA Guidelines §15065(a)(4)).
[93] DEIR, p. 3.6-1.

Letter 7 – Continued

18.25.020 (Allowable Land Uses Industrial Zones). Indeed, gasoline service stations are not an allowable use in the Heavy Industrial Zone.

Assuming a CUP would be sufficient, the Project would have to meet the conditions of Municipal Code Section 18.12.110. The CUP is a discretionary permit and is subject to site and use specific conditions. In particular, the City must determine (among other things):

> Granting the permit **would not constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity** and zone in which the property is located

7-11 cont.

Such findings cannot be made here – where the Project would introduce an additional 169 daily truck trips and a significant increase cancer burden to an already overburdened community – above the SDAPCD threshold. As noted above, the DEIR also fails to analyze the Project's consistency with the LCP – a prerequisite to the City's approval of a CDP. Such analysis would disclose the Project's inconsistency with the LCP and the Project's resultant significant impacts to wetlands and biological resources. As a result, the DEIR's land use analysis must be revised.

I. Conclusion

The DEIR fails to adequately analyze significant environmental impacts and improperly defers analysis of impacts and formulation of mitigation measures. EHC urges the City to exercise its discretion to require significant revisions to the Environmental Impact Report so it may serve its informational purpose and ensure the Project adequately avoids, minimizes, and mitigates its numerous significant impacts.

7-12

Thank you in advance for your consideration of our comments.

Sincerely,

COAST LAW GROUP LLP

[redacted]

Livia B. Beaudin
Attorneys for Environmental Health Coalition

Enclosures: DTSC Demand to Pacific Steel, October 15, 2024

7-13

Letter 7 Attachment

Letter 7 Attachment

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Katherine M. Butler, MPH, Director
5796 Corporate Avenue
Cypress, California 90630
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Gavin Newsom
Governor

October 15, 2024

SENT VIA ELECTRONIC AND CERTIFIED MAIL
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DEMAND FOR REVISED CORRECTIVE MEASURES STUDY REPORT IN COMPLIANCE WITH DTSC COMMENTS, PACIFIC STEEL, INC., 1700 CLEVELAND AVENUE, NATIONAL CITY (SITE CODE: 600984)

Dear Mr. Waterman:

As detailed below, the Department of Toxic Substances Control (DTSC) has determined that your client, Pacific Steel, Incorporated (PSI), is still out of compliance with the Corrective Action Consent Agreement (Docket HWCA 20020016) that PSI entered into with DTSC, effective August 12, 2004 and the January 5, 2016, Final Judgment and Order on Consent and Stipulation for Entry of Final Judgment and Order (Judgement and Stipulation) filed concurrent with the Judgment in the matter of People v. Pacific Steel, Inc. (Case No. 37-2015-00042417-CU-TT-CTL), regarding the site located at 1700 Cleveland Avenue, National City, California 91950(Site).

Accordingly, DTSC demands that PSI submit a Corrective Measures Study (CMS) Report with the correct Site boundary as detailed below by November 14, 2024.

7-13 cont.

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Letter 7 Attachment - Continued

BACKGROUND

The CACA and the Stipulation and Judgement obligate PSI to perform certain actions, including submitting a timely correct CMS. Specifically

Paragraph 1.3 of the CACA states:

> Respondent is the owner and leaseholder of property located at 1700 Cleveland Avenue, National City California, 91950-4215 (hereinafter facility).

Section 12.1 of the CACA states:

> Respondent shall revise any workplan, report, specification, or schedule in accordance with DTSC's written comments. Respondent shall submit to DTSC any revised documents by the due date specified by DTSC. Reasonable extensions to the due date shall be granted by DTSC upon request by respondent. Revised submittals are subject to DTSC's approval or disapproval.

Section 1 of the Judgement and Stipulation states: **7-13 cont.**

> THE SITE. Defendant Pacific Steel is an active California Corporation engaged in the business of recycling scrap metal at a facility it owns and operates at 1700 Cleveland Avenue, National City, California 91950-4215. The Pacific Steel Site (Site) is comprised of three areas of real property; the "North Parcel" (Assessors Parcel Numbers 559-051-09, -11, and -12; 559-056-03; and 559- 071-04 [northern one-third of parcel]); the "South Parcel" (Assessors Parcel Number 559-071-04 [southern two-thirds of parcel]; 559-076-01, -02, -09, and -10); and the "BNSF Parcel" (Assessor Parcel Numbers 559-040-46 and-47). Pacific Steel is the owner of the North Parcel and South Parcel; Pacific Steel leases the BNSF Parcel from Burlington Northern and Santa Fe Railway Company.

Section 9 of the Judgement and Stipulation states:

> Section 9c. Continuing Compliance with the 2004 Final Judgment, 2004 Consent Agreement, Interim Measures Plan, and other Workplans. Pacific Steel must continue to comply in all regards with the 2004 Final Judgment, including the 2004 Consent Agreement, the Interim Measures Plan, and other workplans submitted and

Letter 7 Attachment - Continued

approved pursuant to any of them. Nothing in this Stipulation is intended to nor shall it be construed to eliminate, reduce, or otherwise lessen Pacific Steel's obligations under the 2004 Final Judgment, including the 2004 Consent Agreement, the Interim Measures Plan, or other workplans submitted and approved pursuant to any of them.

The two parcels on the western portion of the Site that are owned by BNSF Railway (BNSF Parcels) and were leased to PSI for metal recycling facility usage until approximately February 2023. On May 31, 2022, DTSC approved the Interim Measures Workplan (IMW) to address the remaining soil impacts on the BNSF Parcels.

On December 6, 2022, DTSC issued to PSI a Notice of Noncompliance with the 2004 CACA and the 2016 Consent Judgement due to PSI's lack of IMW implementation and submittal of the CMS. On February 3, 2023, PSI submitted the required CMS workplan and provided a timeline for IMW implementation that contained no planned start date for the IMW work.

To facilitate the redevelopment of its property, BNSF requested a Standard Voluntary Agreement (SVA) with DTSC for the BNSF Parcels of the Site. On April 11, 2023, DTSC entered into an SVA with BNSF. BNSF conducted removal actions in August 2023 in accordance with the IMW, which resulted in the BNSF Parcels being able to meet the criteria for commercial/industrial uses as specified in the IMW, so long as institutional controls, such as Land Use Covenant, were relied upon to restrict the land from residential uses. **7-13 cont.**

The BNSF Parcels of the Site still remain as part of the facility as defined in the CACA, Judgement and Stipulation, and as stated in the DTSC-approved CMS Workplan (SCS Engineering, July 31, 2023). BNSF's work on the Site in accordance with the IMW does not relieve PSI of its liability to the Site, nor does it change the Site boundaries.

Upon DTSC's request, PSI prepared the CMS Report. Below is the timeline of CMS Report review and revision:

1. On January 30, 2024, DTSC received the draft CMS Report;
2. On April 4, 2024, DTSC provided comment letter, stating the discrepancy of Site boundary with what is defined in the CACA and CMS Workplan;

Letter 7 Attachment - Continued

3. On May 7, 2024, DTSC received the revised CMS Report, refusing to revise the Site boundary to be consistent with CACA and CMS Workplan;
4. On June 4, 2024, DTSC provided another comment letter (enclosed here for reference). The letter includes further comment regarding Site boundary discrepancy, and suggested revision to the Figures to include the BNSF parcels as part of the Site by shading these parcels differently and including a note in the legend field to indicate that they are addressed under a separate SVA between BNSF and DTSC. The letter also stated that DTSC still holds PSI as a potentially responsible party for the entire site, including the BNSF parcels.
5. On July 8, 2024, DTSC received the second revised CMS Report. The suggested note to the figure legend located in the DTSC June 4, 2024 letter was added, but the figures still exclude the BNSF parcels as part of the Site.

DEMAND

The CACA, entered into pursuant to Health and Safety Code Section 25187, requires that a CMS Report be prepared in accordance with the CMS Workplan for DTSC review and approval. Section 12.1 of the CACA requires PSI to revise any workplan or report in accordance with DTSC's comments.

7-13 cont.

After two rounds of review and comments, PSI has failed to provide the CMS Report in accordance with the CACA and DTSC comments.

DTSC hereby demands that PSI provide a Corrective Measures Study (CMS) Report with the correct Site boundary as detailed in previous DTSC comments by November 14, 2024.

Failure to comply with this directive is a violation of the California Hazardous Waste Control Law (HSC section 25100 et seq.) and may subject PSI to penalties of up to $70,000 per violation per day. In addition, a false statement that compliance has been achieved is a violation of the law and subject to a penalty of up to $70,000 for each occurrence.

If PSI fails to timely submit the required CMS report that meets DTSC requirements, DTSC will deny approval of the CMS report and utilize any available avenues for enforcement it deems necessary.

Letter 7 Attachment - Continued

If you have further questions, please contact me, at Katie.Lindsay@dtsc.ca.gov.

Sincerely,

[redacted]

Katie Lindsay
Attorney
Office of Legal Counsel

cc: (via e-mail)

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Response to Environmental Health Coalition – Letter 7:

Response to Comment 7-1:

Comment 7-1 notes that Coast Law Group LLP submitted this letter on behalf of the Environmental Health Coalition (EHC) and summarizes that the letter will detail how the Draft EIR fails to adequately characterize and mitigate significant impacts to water quality, air quality, human beings, hazardous impacts, GHG emissions, and transportation. No response is needed as the following responses will address EHC's specific concerns with Draft EIR.

Response to Comment 7-2:

Comment 7-2 states the Draft EIR fails to adequately analyze the 0.144-acres of the Project Area that contains Coastal Act wetland features. The commenter states the Proposed Project does not align with Coastal Act Section 30233(a)(1).

The commenter states that the Draft EIR fails to analyze the Project's consistency with the Local Coastal Program (LCP), it only analyzed consistency with the Coastal Act.

The commenter is referred to Response to Comment 5-3.

Response to Comment 7-3:

The commenter asserts that the Project would result in significant air quality impacts and states the Draft EIR did not adequately analyze air quality impacts and underestimates the Project's cancer risks. The commenter raises concerns about the use of the cancer risk threshold in the Draft EIR. The Draft EIR applies a threshold of significance for maximum incremental cancer risk of 10 in one million, consistent with T-BACT (Toxics Best Available Control Technology) being applied to stationary sources, per SDAPCD Rule 1200. The 10 in a million threshold has been identified as a significance level for "CEQA" purposes that includes Project mobile sources, in addition to Project stationary sources. This threshold is standard practice for projects of this nature per SDAPCD's guidance and recommendations. The Project, as analyzed in the Draft EIR, includes measures to minimize emissions and applies T-BACT for relevant stationary sources, such as spill containment valves and couplers in fuel transfer processes. It is important to clarify that truck emissions associated with the Project are categorized as mobile sources and are regulated separately under state and federal standards. Mobile source emissions were thoroughly analyzed using AERMOD and HARP2 models, indicating that the maximum cancer risk remains below the applicable threshold of 10 in one million at all receptor locations. In addition, it is noted that diesel-fueled truck mobile sources will be phased out in California by existing regulations as zero-emission truck technologies continue to mature. To better address regional air pollution and global climate change, Governor Gavin Newsom signed Executive Order N-79-20 on September 23, 2020. The Executive Order states: "It shall be a goal of the state that 100% of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the state that 100% of medium and heavy-duty vehicles in the state be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the state to transition to 100% zero-emission off-road vehicles and

equipment by 2035 where feasible." The Executive Order further directs the development of regulations to help meet these goals. According to CARB, it has implemented or is developing regulations that will eventually require the use of zero-emission trucks throughout the state. CARB also requires increasing the use of zero-emission trucks, through the Advanced Clean Trucks Regulation, which aims to accelerate the adoption of zero-emission trucks. The Advanced Clean Trucks Regulation, approved by CARB on June 25, 2020, required manufacturers to start manufacturing zero-emission trucks and vans beginning in 2024. The rule is expected to result in about 100,000 zero-emission trucks in California by the end of 2030 and about 300,000 by 2035. The Advanced Clean Trucks regulation is part of CARB's overall approach to accelerate use of zero-emission medium- and heavy-duty trucks. CARB approved amendments to the Advanced Clean Trucks regulation in March 2021. The amendments help ensure that more zero-emission vehicles are brought to market.

While the Project supports California's long-term air quality improvement goals and GHG reduction goals, the adoption of zero-emission locomotive technologies, particularly for line-haul operations, is currently not technically feasible at the scale required to meet the Project's operational needs. According to CARB's own findings, zero-emission line-haul locomotives are not expected to be commercially available until at least 2035. Furthermore, the necessary infrastructure along rail routes, such as charging or hydrogen fueling stations, is still under development and not yet capable of supporting large-scale implementation.

It is important to highlight that the Project's primary purpose is to facilitate the distribution of renewable fuels, including renewable diesel, ethanol, biodiesel, and sustainable aviation fuel. These fuels provide immediate, lower-carbon alternatives to conventional fossil fuels, significantly reducing lifecycle GHG emissions and toxic air pollutants. By enabling the use of renewable fuels, the Project serves as a critical transitional measure while zero-emission locomotive and truck technologies continue to advance.

The environmental analysis for the Project has already accounted for emissions from locomotives and demonstrates that these emissions are below applicable thresholds of significance for both air quality and health risk impacts. The Project does not preclude the use of zero-emission switcher and line-haul locomotives as they become more commercially viable. The Project aligns with California's long-term environmental goals by supporting the transition to cleaner transportation technologies and will remain adaptable to advancements in zero-emission solutions as they become more feasible.

The comment also summarizes a recent study on short-term total and wildfire fine particulate matter exposure which found that $PM_{2.5}$ exposure is associated with increases in risk for illness-related work absences which is amplified by wildfire smoke. This study found one unit increase in $PM_{2.5}$ could result in more than 1 million days of work loss due to sickness and a quarter billion dollars of economic loss annually in the State.

Criteria air pollutants are defined as those pollutants for which the federal and State governments have established air quality standards for outdoor or ambient concentrations to protect public health with a determined margin of safety. This includes both coarse and fine particulate matter (PM_{10} and $PM_{2.5}$, respectively). The emissions thresholds were established based on the attainment status of the air basin with regard to air quality standards for specific criteria pollutants. Because the concentration standards

were set at a level that protects public health with an adequate margin of safety (EPA), these emissions thresholds are regarded as conservative and would overstate an individual project's contribution to health risks. All Project-related emission sources were included in the analysis and determined to be below applicable thresholds of significance and less than significant.

The commenter further states the Draft EIR does not give supporting information, such as identifying retail customers or locations, that proves project deliveries will be confined to a 35-mile radius.

Please refer to Response to Comment 4-3. The 35-mile radius from the Project Area generally covers the coastal plain within San Diego County and is defined based on geography and the location of population demand centers. Areas beyond the 35-mile radius begin to encroach into federal lands (e.g., Marine Corps Base Camp Pendleton to the north and the Cleveland National Forest to the east) and retail locations become very sparse beyond this distance.

Response to Comment 7-4:

The commentor raises concerns regarding the Project's consistency with the goals outlined in the Community Emissions Reduction Plan (CERP) for the Portside Environmental Justice Community. The CERP establishes ambitious targets to reduce DPM and other emissions from mobile and stationary sources. The Project, while addressing immediate needs for renewable fuels distribution, aligns with long-term air quality goals in several critical ways. Below are responses pertaining to each goal addressed by the comment.

Goal 1 – "By 2031, reduce Diesel PM from 2018 levels by 80% in ambient air at all Portside Community locations": The Project will enable the distribution of renewable fuels such as renewable diesel, biodiesel, and sustainable aviation fuel, which produce significantly fewer emissions over their lifecycle compared to conventional petroleum-based fuels. These renewable fuels are designed to replace traditional diesel in the transportation sector, directly contributing to a reduction in DPM emissions regionally, including within the Portside Community.

While the Project introduces heavy-duty truck (HDT) trips to the Project Area, these trips would replace existing trips originating from areas farther away and are necessary to supply cleaner fuels to nearby retailers, displacing dirtier fuels currently in use and resulting in a net reduction of transportation sector emissions over time. Additionally, the Project will comply with California's state mandates, such as the Advanced Clean Fleets Regulation and the Heavy-Duty Low-NOx Omnibus Rule, which are designed to accelerate the adoption of cleaner HDT technologies. These mandates, implemented by CARB, include significant reductions in DPM and NOx emissions through the use of Tier 4 engines and the gradual adoption of zero-emission HDTs over time.

As cleaner truck technologies become increasingly available, the trucks serving the Project will be required to meet California's stringent emissions standards, ensuring that diesel PM emissions from HDTs continue to decline. This compliance will further align the Project with California's air quality goals and the Portside Community's CERP goal of reducing Diesel PM by 80 percent by 2031.

Goal 2 – Medium-Duty and Heavy-Duty trucks servicing Portside Community to be 100% zero-emission vehicles (ZEV) 5 years ahead of the California state requirements: The commenter highlights that the Project does not mandate the use of ZEVs. However, it is important to note that zero-emission heavy-duty truck technologies are still in the early stages of adoption, with infrastructure and fleet availability not yet sufficient for large-scale implementation. The Project does not preclude the future transition to ZEVs; instead, it is designed to remain adaptable as ZEV technologies become commercially viable. The renewable fuels facilitated by the Project act as an interim solution, providing immediate emission reductions while the industry transitions to zero-emission alternatives.

Goal 4 – Reduce emissions from HD/MD trucks servicing indirect sources by 100% 5 years in advance of regulatory requirements: The commenter expresses concerns about the cumulative impacts of the Project alongside other indirect sources within the Portside Community. The Project was evaluated under CEQA with a Health Risk Assessment that incorporates emissions from both stationary and mobile sources, demonstrating that cancer risks and other health impacts are below applicable thresholds of significance (see Response to Comment 7-3). Additionally, the Project's focus on renewable fuels directly supports the broader objective of reducing emissions associated with indirect sources like warehouses and distribution facilities.

Response to Comment 7-5:

The commenter raises concerns regarding the Draft EIR's analysis of GHG emissions, including the applied thresholds, mitigation, modeling assumptions, and vehicle miles traveled (VMT). The Project proposes the distribution of renewable fuels—such as renewable diesel, biodiesel, and sustainable aviation fuel—to retailers in a region that currently lacks direct access to these alternatives. By making these fuels available locally by rail, the Project reduces the need for long-distance transport, helping to lower VMT and the associated emissions within the region. Additionally, the renewable fuels supported by the Project align with California's Low Carbon Fuel Standard and broader climate action goals by significantly reducing lifecycle GHG emissions compared to traditional fossil fuels. Additionally, California's Advanced Clean Fleets Regulation and Heavy-Duty Low-NOx Omnibus Rule are driving rapid improvements in heavy-duty vehicle emissions performance. The Project will comply with these state-mandated requirements, incorporating Tier IV and zero-emission vehicle (ZEV) technologies into its operations as they become more available and feasible. The Project does not impede the transition to ZEVs and will remain adaptable to evolving regulatory and technological advancements. The commenter is referred to Response to Comment 4-2 and 7-3 for more detail on Project features that reduce emissions.

The Draft EIR appropriately applies the South Coast Air Quality Management District's (SCAQMD) interim GHG significance threshold of 3,000 metric tons of CO_2e per year, a widely recognized threshold for evaluating land use projects. As stated on page 3.4-8 of the Draft EIR, neither the SDAPCD nor the City of National City identifies a numeric GHG significance threshold. In the absence of such a threshold the analysis employs the SCAQMD significance threshold due to the proximities of the South Coast Air Basin and the San Diego Air Basin. While the commenter suggests using the California Air Pollution Control Officers Association (CAPCOA) 900 $MTCO_2e$ threshold, CEQA allows lead agencies the discretion to select

thresholds that are appropriate for the region and project type. The SCAQMD threshold reflects California's regulatory framework and is consistent with thresholds applied to similar projects in the region. The Draft EIR's analysis demonstrates that the Project aligns with state and regional climate goals. Additionally, the Draft EIR demonstrates Project consistency with the National City Climate Action Plan. As stated on page 3.4-11, the Climate Action Plan has several required policies and actions that apply to the Project. The Project would incorporate all the applicable actions as required by mitigation measure GHG-1 (see page 3.4-12 of the Draft EIR). The VMT reduction measures in the Climate Action Plan referenced by the commenter are not applicable to the Project or any proposed development. A review of Table CAP-9 of the Climate Action Plan shows that the VMT reduction strategies (TLU-1.1 – TLU-1.12) are implemented by the Community Development Department on a citywide basis, and do not address specific requirements of private development projects.

In response to comments about the Draft EIR's assumption of an average one-way trip distance of 12.32 miles, the Project's CalEEMod modeling has been updated (see Response to Comment 4-3) to reflect a more conservative assumption of 35 miles as stated in the Project's Traffic Report. This adjustment accounts for the potential for longer delivery routes and ensures a robust and conservative analysis. Even with this updated trip length, the Project's operational GHG emissions remain below the significance threshold.

Response to Comment 7-6:

Comment 7-6 states the Project does not consider the cumulative impact of creating additional capacity by freeing up capacity at the BNSF facility in San Diego. The commenter also states the Draft EIR did not explain the capacity reduction from the IS/MND to the Draft EIR.

The commenter does not agree with the Draft EIR's use of San Diego ITE Guidelines rather than the OPR Technical Advisory.

The commenter also states that per 14 CCR 15064(b)(2), a determination that an environmental impact complies with a threshold of significance does not relieve a lead agency of its obligation to consider evidence that the impact may be significant despite compliance with the threshold.

Through Project planning, BNSF identified that one new locomotive trip was required to serve the Project Site that would go directly to National City and the Project Site, bypassing classification yards and will not be reclassified or re-blocked (i.e., split up and organized to be sent to multiple destinations) at the BNSF San Diego Rail Yard located north of the Project Site. Therefore, there would be no change in activity at the BNSF San Diego Rail Yard. The OPR Technical Advisory is a guidance document to offer recommendations for which agencies may use at their discretion. The screening threshold of 110 trips to conclude the presumption of a less than significant VMT impact is a recommended value to assess typical small projects based on a typical trip generation rate of 110 to 124 trips per 10,000 square feet and intended for consistency with a CEQA Class 1 exemption (existing facilities). The OPR Technical Advisory does not include recommendations for industrial type developments. At the City's discretion, reliance on the Guidelines for Transportation Impact Studies in the San Diego Region (May 2019) screening threshold

were utilized to determine impact significance. As noted in the Guidelines for Transportation Impact Studies in the San Diego Region (May 2019), it is recommended that lead agencies determine a minimum project size, below which VMT impacts are presumed to be less than significant. This determination of minimum project size for VMT analysis differs from the OPR guidance as it is based on regional standards for transportation analyses documented in the Guidelines for Transportation Impact Studies in the San Diego Region (ITE/SANTEC, 2000) as noted in the comment. This methodology is widely accepted by transportation professionals, decisions makers, and the public. Per the guidelines, Projects that are consistent with the General Plan and with average daily trips between 0 and 1,000 are not required to perform a full VMT analysis and VMT impacts can be presumed to be less than significant.

Response to Comment 7-7:

Comment 7-7 states the alternatives analysis provided in the Draft EIR is inadequate as the Draft EIR incorrectly concludes none of the Project impacts are significant. This comment states the analysis of Alternative 3 is flawed as the proposed use is prohibited in the Light Industrial (ML) zone in which it is located. The commenter also states the Alternative 3 location does not reflect an inclusion of a reasonable range of alternatives as it is still within the Portside Community.

Please refer to Responses to Comments 1-1 and 6-2. As part of the process of application (for Alternative 3), the Project Applicant would include a request for a General Plan Amendment and Zone Change as development of the site would require consistency with both the General Plan and Zoning Code. This change would be necessary to achieve the goal of General Plan/Zoning consistency. It is expected that the General Plan Amendment request would be to change the existing land use designation from Light Industrial to Industrial and the Zone Change would be to change the zoning from Light Industrial to Medium Industrial. With the proposed General Plan Amendment and Zone Change, the Project would be consistent with the underlying General Plan land use designation and zoning code and the Project could be developed with a CUP. No changes to the Draft EIR are required in response to this comment.

Response to Comment 7-8:

Comment 7-8 provides a map of the BNSF network in San Diego County. No response is required.

Response to Comment 7-9:

Comment 7-9 states the cumulative impact of the cleanup of the remediation area outlined in the DTSC Interim Measure Workplan (IMW) has not been studied. The commenter states the remediation effort did not consider the intended use of the property as the IMW Notice of Exemption incorrectly states the property owner had no plans for future redevelopment of the site. This comment also references a demand letter sent to Pacific Steel by DTSC which demands revisions to the Corrective Measures Study for the 1700 Cleveland Avenue site including a requirement that the remediated BNSF parcel remain as a part of the facility. The commenter states the concurrent remediation of the PSI property and Project construction must be analyzed.

Site remediation of the PSI property is a separate project with DTSC as the CEQA lead agency. Site remediation and the associated activities of that project are complete. Each project has independent utility. If the site remediation activity was not implemented, the Proposed Project would still be able to be developed at a reduced intensity. BNSF is the underlying property owner and is not the Project Applicant.

Response to Comment 7-10:

Comment 7-10 states the Draft EIR fails to adequately analyze the Project's consistency with the City's General Plan or the Health and Environmental Justice Element. The commenter also provides information on life expectancy in National City. This comment states the Project is inconsistent with Policies HEJ-1.2, HEJ-1.5, HEJ-2.1, HEJ-2.6, HEJ-2.7, HEJ-2.9, LU-3.2, LU3-.6, LU-3.7, S-7.7, S-8.1, CS-7.1, and C-2.6 as described below.

Health and Environmental Justice Element

Table 3.6-2 in Section 3.6 Land Use of the Draft EIR, titled *Summary of Project Consistency with Environmental Policies of the General Plan and Other Applicable,* provides a discussion of the Project's applicability and consistency. As shown in the table, the Project is consistent with the applicable policies in the City's Health and Environmental Justice Element. No changes to the Draft EIR are required in response to this comment.

Land Use Element

The consistency analysis provided in the Draft EIR includes analysis of applicable land use policies based upon the updated 2024 General Plan Land Use Element which was adopted by the City Council in March 2024. The analysis of compatible land uses is provided in Table 3.6-2 under Policy LU-6.2. No changes to the Draft EIR are required in response to this comment.

Safety Element

The consistency analysis provided in the Draft EIR includes analysis of applicable safety policies based upon the updated 2024 General Plan Land Use Element which was adopted by the City Council in March 2024. The analysis of consistency with soil contamination and contaminated sites is provided in Table 3.6-2 under Policy S-7.7, S-8.1, and S-8.2. No changes to the Draft EIR are required in response to this comment.

Conservation and Sustainability Element

The Project proposes a new prefabricated unit that would be installed within the Project Site. Therefore, Energy Efficiency Standards for Residential and Nonresidential Buildings, as specified in Title 24, Part 6, of the CCR (Title 24) will be adhered to. Chapter 3.3 Energy of the Draft EIR accounts for electricity consumption of the office during the operational phase of the Project. No changes to the Draft EIR are required in response to this comment.

Circulation Element

The consistency analysis provided in the Draft EIR includes analysis of applicable transportation policies based upon the updated 2024 General Plan Transportation Element which was adopted by the City Council in February 2024. Policy C-2.6 no longer exists in the City's adopted 2024 General Plan; however Table 3.6-2 demonstrates that the Proposed Project is consistent with all applicable policies identified in the Transportation Element.

Response to Comment 7-11:

Comment 7-11 states it is unclear whether the Proposed Project fits within any of the allowable land uses for industrial zones as listed in Table 18.25.020 of the City's municipal code. The commenter states the Project does not meet requirements for a Conditional Use Permit (CUP) due to inconsistency with the LCP and impacts to wetlands and biological resources.

Please see Response to Comment 5-3. As described in Section 3.2 of the Draft EIR, there are no significant impacts to biological resources as a result of Project implementation. All potentially significant impacts include mitigation measures to reduce the impact to less than significant. No changes to the Draft EIR are required in response to this comment.

Response to Comment 7-12:

Comment 7-12 urges the City to require significant revisions to the EIR to ensure it adequately avoids, minimizes, and mitigates its significant impacts.

The City has fulfilled its obligation for environmental review under CEQA through preparation of the Draft EIR, including requirements for scoping and public review. As demonstrated through the analysis provided within the Draft EIR, impacts were found to be less than significant or less than significant with mitigation. No further response is required.

Response to Comment 7-13:

This comment notes the DTSC demand letter to Pacific Steel Inc. (PSI) mentioned in Comment 7-9 is attached to the comment letter. The letter states that DTSC determined PSI is still out of compliance with the Corrective Action Consent Agreement (CACA), Final Judgment, and Order on Consent and Stipulation for Entry of Final Judgment and Order. DTSC demands that PSI submit a Corrective Measures Study (CMS) Report with correct site boundaries.

As discussed in the letter, the Pacific Steel Site (Site) is comprised of three areas of property, including the North Parcel, South Parcel, and BNSF Parcel of which Pacific Steel owns the North Parcel and South Parcel but leases the BNSF Parcel from BNSF. The BNSF Parcel was leased to PSI for metal recycling facilities until approximately February 2023. BNSF entered into a Standard Voluntary Agreement (SVA) with DTSC on April 11, 2023, to remediate and facilitate redevelopment of its property. BNSF conducted removal actions in August 2023 in accordance with the Interim Measures Workplan (IMW), which resulted in the BNSF Parcels being able to meet the criteria for commercial/industrial uses as specified in the IMW, so long as

institutional controls, such as Land Use Covenant, were relied upon to restrict the land from residential uses.

The letter states that although removal actions were completed, the BNSF parcels remain as part of the PSI Site as defined in the CACA, Judgement and Stipulation, and DTSC-approved CMS Workplan and the work on the site does not relieve PSI of its liability for the Site. A revised CMS Report was requested to show the BNSF Parcels as part of the Site on the figures and figure legend. The revised report submitted to DTSC added the BNSF parcels to the figure legend but not the figures, leading DTSC to provide this demand letter.

DTSC 's request is to update site boundaries in figures provided in the Corrective Measures Study (CMS) report and to specify that BNSF's remediation efforts do not relieve PSI of its liability to the Site or change the Site boundaries. This is an administrative request to update an existing report and provides no challenge to the Draft EIR or the information contained therein. No further response is necessary.

4.0 ERRATA

4.1 Introduction

No changes to the Draft EIR are required in response to public comments received during the public review period.

5.0 MITIGATION MONITORING AND REPORTING PLAN

5.1 Introduction

In accordance with CEQA, an EIR that identified adverse impacts related to the construction activity for the Proposed Project was prepared. The EIR identified mitigation measures that would reduce or eliminate these impacts to below the level of significance.

Section 21081.6 of the Public Resources Code and Sections 15091(d) and 15097 of the State CEQA Guidelines require public agencies to adopt a reporting and monitoring plan for changes to the project which it has adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment. A Mitigation Monitoring and Reporting Plan (MMRP) is required for the Proposed Project because the EIR identified potentially significant adverse impacts related to construction and operation activities, and mitigation measures have been identified to mitigate these impacts. Adoption of the MMRP will occur along with approval of the Proposed Project.

5.2 Purpose of the Mitigation Monitoring and Reporting Plan

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed according to schedule and maintained in a satisfactory manner during the construction and operation of the Proposed Project, as required. The MMRP may be modified during project implementation, as necessary, in response to changing conditions or other project refinements. Table 5-1 has been prepared to assist the responsible parties in implementing the MMRP. This table identifies the category of significant environmental impact(s), individual mitigation measures, monitoring and mitigation timing, responsible person/agency for implementing the measure, monitoring and reporting procedure, and notation space to confirm implementation of the mitigation measures. The numbering of the mitigation measures follows the numbering sequence in the EIR.

5.3 Roles and Responsibilities

The City of National City, as Lead Agency, is responsible for oversight of compliance of the mitigation measures in the MMRP.

5.4 Mitigation Monitoring and Reporting Plan

The column categories identified in the MMRP table (Table 5-1) are described below.

- **Mitigation Measure** – This column lists the mitigation measures by number.
- **Monitoring Activity/Timing/Frequency/Schedule** – This column lists the activity to be monitored for each mitigation measure, the timing of each activity, and the frequency/schedule of monitoring for each activity.

- **Implementation Responsibility/Verification** – This column identifies the entity responsible for complying with the requirements of the mitigation measure and provides space for verification initials and date.
- **Responsibility for Oversight of Compliance/Verification** – This column provides the agency responsible for oversight of the mitigation implementation and is to be dated and initialed by the agency representative based on the documentation provided by the construction contractor or through personal verification by agency staff.
- **Outside Agency Coordination** – This column lists any agencies with which the City may coordinate for implementation of the mitigation measure.
- **Comments** – This column provides space for written comments, if necessary.

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
Biological Resources Mitigation Measures					
BIO-1: Rare Plant Salvage. Prior to the start of construction activities, a qualified biologist shall salvage seed from the Nuttall's acmispon during the appropriate time of year (June to October), store under appropriate conditions, and coordinate donation of the seeds with a refuge and/or plant nursery (e.g., Sweetwater Marsh National Wildlife Refuge and Native West Nursery) that would apply seed within the refuge boundaries. Appropriate seed storage conditions are in a paper bag, placed in a dry location out of direct sunlight, away from moisture, ideally at 72 degrees Fahrenheit. Seed shall be collected from June to October 2024 and the subsequent spring (2025), provided that the plant is present and ready to seed.	**Activity:** Seed salvage **Timing:** Prior to the start of construction activities. **Frequency:** 2 collection seasons.	**Project Biologist** Initials Date	**City of National City** Initials Date	Possible coordination with USFWS.	Seeds collected in July 2022 and donated in October 2022.
BIO-2: Pre-Construction Survey for Nesting Birds and Special-Status Avian Species. Where feasible, ground-disturbing activities, including vegetation removal, shall be conducted during the non-breeding season (approximately September 1 through January 14) to avoid violations of the MBTA and California Fish and Game Code Sections 3503, 3503.5 and 3513. Several species were identified as having potential to nest year-round; therefore, regardless of time of year, a pre-construction survey for nesting birds and special-status avian species shall be conducted by a qualified biologist (experienced in the identification of avian species and conducting nesting bird	**Activity:** Pre-construction survey for nesting birds and special-status avian species. **Timing:** Conduct survey no more than three days prior to initial ground disturbance if	**Project Biologist** Initials Date	**City of National City** Initials Date	Possible coordination with CDFW.	

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
surveys) if activities with the potential to disrupt nesting birds or special-status avian species are scheduled to occur. The survey shall include the Proposed Project and adjacent areas where Project activities have the potential to cause nest failure. The pre-construction survey shall be conducted no more than 3 days prior to the start of ground-disturbing activities (including vegetation removal) within the bird breeding season. Site preparation and construction activities may begin if no nesting birds or special-status avian species are observed during the survey. If nesting birds or raptors or special-status avian species are found to be present, avoidance or minimization measures shall be implemented to avoid potential proposed Project-related impacts to the species. Avoidance and minimization measures shall be developed by the qualified biologist and may include seasonal work restrictions, additional survey and monitoring requirements, or non-disturbance buffers established around active nests until the biologist has determined that the nesting cycle is completed. The width of non-disturbance buffers established around active nests will be determined by the qualified biologist (300 feet is typically recommended for songbirds and 500 feet is typically recommended for raptors). Once nesting is deemed complete by the qualified biologist as determined through periodic nest monitoring, the non-disturbance buffer will be removed by the qualified biologist and proposed Project work may resume in the area.	construction is to occur during breeding season. **Frequency:** One time.				

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
BIO-3: Compliance with Section 4150 of California Fish and Game Code: If tree trimming and removal activities are required, these activities should take place outside of the bat maternity season (April 1 to August 31) to the greatest extent feasible. If tree removal must take place during the maternity season, a pre-removal bat survey shall take place no more than 48 hours prior to planned tree removal to determine if bats are roosting in the trees. If bats are determined to be present in the trees during surveys, tree removal shall be postponed until after the maternity season (September 1 through March 31). All tree-trimming and removal activities shall be conducted under the direct supervision of a qualified bat biologist. To minimize direct mortality to any roosting bats, including western yellow bat, each palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. On the first day only the outermost fronds of each individual tree shall be removed, including the uppermost live fronds (the top of the tree) entirely on the first day along with the upper 25 percent of the frond skirt. The innermost fronds shall not be trimmed. No more than 50 percent of the palm fronds shall be removed from each tree during Day 1. This method would allow for sufficient disturbance of the tree that would encourage any roosting bats within the frond skirt to abandon the tree during evening emergence without directly impacting roosting bats within the skirt. The remainder of the tree should be removed on the second day. This procedure need	**Activity:** Tree trimming and removal; Bat survey. **Timing:** Outside bat maternity season. Bat survey no more than 48 hours prior to tree removal. **Frequency:** As needed.	**Project Biologist** Initials Date	**City of National City** Initials Date		

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
not be implemented if the tree does not have fronds. All fronds must be removed/trimmed using chainsaws or other hand-tools. No use of heavy equipment shall be used to remove fronds. If bats emerge at any time during the tree trimming, trimming activities shall cease at that individual tree for the remainder of the day to allow for any additional bats roosting in the tree to emerge during evening hours when it is safe and appropriate for them to do so. Trimming of the tree may resume the following morning. Tree trimming activities in the fall should be conducted on days when weather conditions are such that roosting bats are unlikely to be in torpor (predicted overnight lows on evenings before and after the tree trimming activities are above 45 degrees Fahrenheit) to the extent practicable.					
Greenhouse Gas Mitigation Measures					
GHG-1: Adhere to National City's Climate Action Planning Reduction Measures. The Project shall implement the following applicable greenhouse gas-reducing measures, consistent with National City Climate Action Plan Update: ▪ Prior to issuance of a building permit, the Applicant shall demonstrate that the employee parking lot is electric vehicle ready (i.e., charging stations, preferred parking, etc.).	**Activity:** GHG reduction measures. **Timing:** Prior to the issuance of occupancy permits. **Frequency:** As needed.	**Applicant** _____ Initials _____ Date	**City of National City** _____ Initials _____ Date		

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
▪ Limit idling times for all employee and tanker truck vehicles, as well as construction equipment, to less than 5 minutes. ▪ Prior to issuance of a building permit, the Applicant shall demonstrate implementation of all applicable Nonresidential Voluntary Measures of the California Green Building Standards Code – Part 11, Title 24, California Code of Regulations (CalGreen) from the Planning and Design, Energy Efficiency, Water Efficiency and Conservation, and Material Conservation and Resource Efficiency Divisions (Appendix A5 of the 2022 California Green Building Standards Code). These measures shall include, but are not limited to, energy efficiency enhancements, water use reduction, sustainable building materials, improved indoor environmental quality, and waste management strategies.					
Tribal Cultural Resources Mitigation Measures					

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
CUL-1: Archaeological Monitoring. A qualified professional archaeologist, meeting or working under the direction of someone meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology should be retained to monitor all ground-disturbing activities associated with Project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that will disturb original (pre-project) ground. The monitor must have the authority to temporarily pause activity at the location in the event of an unanticipated discovery, so that he or she can direct the procedures in section 6.3.3.	**Activity:** Archaeological Monitoring. **Timing:** During ground-disturbing activities. **Frequency:** As needed.	**Qualified Archaeologist** Initials Date	**City of National City** Initials Date		
CUL-2: Native American Monitoring. A Native American monitor from a tribe that is traditionally and culturally affiliated with the Project Area should be retained to monitor all ground-disturbing activities associated with Project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that will disturb original (pre-project) ground. The Native American monitor should have the authority to temporarily pause activity at the location in the event of an unanticipated discovery, so that he or she can coordinate with the Project archaeologist on the identification of a potential cultural resource and the Project archaeologist can direct the procedures in the following section.	**Activity:** Tribal Cultural Resource Monitoring. **Timing:** During ground-disturbing activities. **Frequency:** As needed.	**Native American Monitor** Initials Date	**City of National City** Initials Date		

CUL-3: Post-Review Discovery Procedures. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment. The following notifications shall apply, depending on the nature of the find: ■ If the professional archaeologist determines that the find does not represent a cultural resource, work may resume immediately, and no agency notifications are required. ■ If the professional archaeologist determines that the find does represent a cultural resource from any time period or cultural affiliation, he or she shall immediately notify the City, and applicable landowner. The agencies shall consult on a finding of eligibility and implement appropriate treatment measures if the find is determined to be a Historical Resource under CEQA, as defined in Section 15064.5(a) of the CEQA Guidelines, or a Historic Property, as defined in 36 CFR 60.4. Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the site either: 1) is not a Historical Resource under CEQA or Section 106; or 2) that the treatment measures have been completed to their satisfaction. ■ If the find includes human remains, or remains that are potentially human, he or she shall ensure reasonable protection measures are taken to protect the discovery from disturbance (AB 2641). The archaeologist shall notify the San Diego County Medical Examiner (per § 7050.5 of	**Activity:** Resource evaluation. **Timing:** During construction. **Frequency:** As needed.	**Qualified Archaeologist** Initials Date	**City of National City** Initials Date		

Table 5-1. Mitigation Monitoring and Reporting Plan.

Mitigation Measure	Activity/Timing/ Frequency	Implementation Responsibility/ Verification	Responsibility for Oversight of Compliance/ Verification	Outside Agency Coordination	Comments
the Health and Safety Code). The provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and AB 2641 will be implemented. If the Medical Examiner determines the remains are Native American and not the result of a crime scene, the Medical Examiner will notify the NAHC, which then will designate a Native American Most Likely Descendent (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD will have 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains. If the landowner does not agree with the recommendations of the MLD, the NAHC may mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a reinternment document with the county in which the property is located (AB 2641). Work may not resume within the no-work radius until the lead agencies, through consultation as appropriate, determine that the treatment measures have been completed to their satisfaction.					

6.0 LIST OF APPENDICES

Appendix A –San Diego Clean Fuels Facility LLC Project Draft EIR (November 2024)

Appendix B - Response to California Coastal Commission Request for Information

APPENDIX A

San Diego Clean Fuels Facility LLC Project Draft EIR (November 2024)

Please click on the link below to view the Appendices and Studies of the Final EIR.

https://fc.nationalcityca.gov/url/FINALEIRSDCLEANFIELDSLLC

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, CERTIFYING A FINAL ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED FUEL TRANSFER FACILITY (SAN DIEGO CLEAN FUELS LLC) WITHIN BNSF RAILROAD RIGHT-OF-WAY AND BNSF-OWNED PROPERTY, LOCATED WEST OF THE 1800 BLOCK OF CLEVELAND AVENUE AND NORTH OF WEST 19TH STREET, NORTH TO CIVIC CENTER DRIVE.

WHEREAS, the Planning Commission of the City of National City considered the Final Environmental Impact Report for an application for a proposed fuel transfer facility within BNSF railroad right-of-way and BNSF-owned property, located west of the 1800 block of Cleveland Avenue and north of West 19th Street, north to Civic Center Drive at a duly advertised public hearing held on September 15, 2025, at which time the Planning Commission considered evidence; and

WHEREAS, at said public hearing the Planning Commission considered the staff report provided for Case File No. 2023-03 IS, which is maintained by the City and incorporated herein by reference; along with any other evidence presented at said hearing and voted to adopt Resolution No. 2025-13 by a unaminous vote of those present; and

WHEREAS, the City Council of the City of National City considered the appeal of the Planning Commission's denial of the Conditional Use Permit and Coastal Development Permit for the aforementioned project for a proposed fuel transfer facility at a duly advertised public hearing held on October 7, 2025, at which time oral and documentary evidence was presented; and

WHEREAS, at said public hearing the City Council considered the staff report provided for Case File No. 2023-03 IS maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and consistent with City ordinances and regulations; and

WHEREAS, the action hereby taken is found to be essential for the preservation of the public health, safety and general welfare.

NOW, THEREFORE, THE CITY COUNCIL OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby certifiies the Final Environmental Impact Report for a proposed fuel transfer facility within BNSF railroad right-of-way and BNSF-owned property, located west of the 1800 block of Cleveland Avenue and north of West 19th Street, north to Civic Center Drive, based on the following findings:

1. Pursuant to CEQA Guidelines Sections 15050 and 15051, the City is the “lead agency” for the project.

2. The Draft EIR and Final EIR were prepared in compliance with CEQA, CEQA Guidelines, and any City Significance Determination Thresholds.

3. The Final EIR for the San Diego Clean Fuels Facility LLC Project reflects the City ’s independent judgment and analysis in accordance with PRC Section 20182.1 (c) (3) and CEQA Guidelines section 15090(a) in reviewing, commenting on, and revising material prepared by the consultant.

4. An MMRP has been prepared for the project, which the City has adopted and has made a condition of approval of the project. That MMRP is incorporated herein by reference and is considered part of the Record of Proceedings for the project.

5. With the certification of the EIR, the City Council adopts all mitigation measures recommended by the EIR as listed in the Mitigation Monitoring and Reporting Program

6. The MMRP designates responsibility and anticipated timing for the implementation of mitigation measures. The City will serve as the MMRP Coordinator.

7. In determining whether the project has a significant impact on the environment, and in adopting these Findings pursuant to Section 21081 of CEQA, the City has based its decision on substantial evidence in the record and has complied with CEQA Sections 21081.5 and 21082.2 and CEQA Guidelines Section 15901(b).

8. The impacts of the project have been analyzed to the extent feasible at the time of certification of the Final EIR.

9. The City Council finds that the Proposed Project would not conflict with air quality plans or expose sensitive receptors to harmful pollutant levels, and impacts would be less than significant. Therefore, no mitigation is required.

10. The City Council finds that the Proposed Project would have less than significant effects related to wasteful, inefficient, or unnecessary energy consumption during construction and is consistent with applicable state and locals plans for renewable energy and energy efficiency.

11. The City Council finds that changes or alterations have been required in, or incorporated into, the Proposed Project which would mitigate or avoid the significant environmental effects identified in the EIR.

12. The City Council finds that Project implementation would not conflict with applicable environmental policies of the City’s General Plan and/or State and federal laws, regulations and orders, and that impacts would be less than significant, and no mitigation is required.

13. The City Council finds that the Proposed Project would not physically divide an established community and would not conflict with applicable environmental policies of

the City's General Plan, and/or local plans, and/or State and federal laws, regulations and orders. Impacts would be less than significant, and no mitigation is required.

14. The City Council finds that the Proposed Project would not conflict with any of the applicable plans, programs, or ordinances, or policies addressing the circulation system. The Project is consistent with the City's General Plan and does not exceed the average daily trip (ADT) threshold and would not have a significant vehicle miles traveled (VMT) impact. Impacts would be less than significant.

15. The City Council finds that changes or alterations have been required in, or incorporated into, the Proposed Project which would mitigate or avoid the significant environmental effects to Special Status Plant and Wildlife Species identified in the EIR.

16. The City Council finds that changes or alterations have been required in, or incorporated into, the Proposed Project which would mitigate or avoid the significant environmental effects to Tribal Cultural Resources identified in the EIR.

17. The City reviewed the comments received on the Draft EIR and the responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts associated with the project. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings concerning the environmental impacts identified and analyzed in the Final EIR.

    a. The responses to comments on the Draft EIR, which are contained in the Final EIR, clarify and amplify the analysis in the Draft EIR.

18. The City has made no decisions that constitute an irretrievable commitment of resources toward the project prior to certification of the Final EIR, nor has the City previously committed to a definite course of action with respect to the project.

19. Copies of all the documents incorporated by reference in the Draft EIR and/or Final EIR are and have been available upon request at all times at the offices of the City, custodian of record for such documents or other materials.

20. Having received, reviewed, and considered all information and documents in the record, the City hereby conditions the project and finds as stated in these Findings.

Section 2: That the City Council has considered the proposed Environmental Impact Report No. 2023-03 IS, together with any comments received during the public review process, and finds on the basis of the whole record that there is no substantial evidence that the project will have a significant effect on the environment after incorporation of fully enforceable mitigation measures and that the Environmental Impact Report reflects the City's independent judgment and analysis, and hereby certifies the Environmental Impact Report, including the Mitigation Monitoring and Reporting Program, and authorizes the filing of a Notice of Determination:

<u>Indemnification Agreement</u>

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

Section 3: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and **ADOPTED** this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, APPROVING A CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR A PROPOSED FUEL TRANSFER FACILITY (SAN DIEGO CLEAN FUELS LLC) WITHIN BNSF RAILROAD RIGHT-OF-WAY AND BNSF-OWNED PROPERTY, LOCATED WEST OF THE 1800 BLOCK OF CLEVELAND AVENUE AND NORTH OF WEST 19TH STREET, NORTH TO CIVIC CENTER DRIVE.

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit and Coastal Development Permit for a proposed fuel transfer facility within BNSF railroad right-of-way and BNSF-owned property, located west of the 1800 block of Cleveland Avenue and north of West 19th Street, north to Civic Center Drive at a duly advertised public hearing held on September 15, 2025, at which time the Commission denied the Conditional Use Permit and Coastal Development Permit; and

WHEREAS, subsequent to the Planning Commission denial of the Conditional Use Permit and Coastal Development Permit, the applicant ("APPELLANT") appealed the decision of the Planning to the City Council; and

WHEREAS, the City Council of the City of National City considered the appeal of the Planning Commission's denial of the Conditional Use Permit and Coastal Development Permit at a duly advertised public hearing held on October 7, 2025, at which time oral and documentary evidence was presented; and

WHEREAS, at said public hearing the City Council considered the staff report contained in Case File No. 2023-03 CUP, CDP maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and

WHEREAS, this action is taken pursuant to all applicable procedures required by State law and City law; and

WHEREAS, the action hereby taken is found to be essential for the preservation of the public health, safety and general welfare.

NOW, THEREFORE, THE CITY COUNCIL OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby upholds the appellants' appeal of and overturns the Planning Commission's decision to deny the Conditional Use Permit and Coastal Development Permit No. 2023-03 CUP, CDP for a proposed fuel transfer facility within BNSF railroad right-of-way and BNSF-owned property, located west of the 1800 block of Cleveland Avenue and north of West 19th Street, north to Civic Center Drive, based on the following findings:

FINDINGS FOR APPROVAL
OF THE CONDITIONAL USE PERMIT

1. The site for the proposed use is adequate in size and shape because the project is proposed for an approximately 7.5-acre site comprised of railroad right-of-way and adjacent property owned by BNSF railway. While the site exceeds the minimum lot area of 5,000 square feet for the Medium Manufacturing (MM) zone, only one small office structure is proposed with the majority of the site being occupied by new railways, pumping equipment to transfer fuel, and an appropriately-size paved service to allow for the ingress and egress of trucks. All proposed improvements adhere to minimum setback and site design requirements.

2. The site has sufficient access to streets and highways that are adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use because the project location is on the west side of the City where adequate truck routes exist along Bay Marina Drive, Civic Center Drive, and Tidelands Avenue. Interstate 5 is directly accessible from these streets. In addition, the site has access from West 18th and West 19th Streets for ingress and egress of truck traffic. As a condition of approval, the West 18th Street right-of-way is required to be improved to the satisfaction of the City Engineer. A traffic impact study was completed for the proposed project and the trip generation of the proposed use was determined to be minimal.

3. The proposed use will not have an adverse effect upon adjacent or abutting properties because the proposed project is an industrial use consistent with the Medium Manufacturing (MM) zone description in the General Plan and will be subject to conditions of approval that ensure safe operation of the facility. Adjacent and abutting properties are occupied by similar industrial and manufacturing uses. As a condition of approval, the project is required to include a screening wall or fence and enhanced landscaping to reduce visual impacts. The project is also required to conform to all development standards and design guidelines of the MM zone, as well as all the requirements of the Mitigation Monitoring and Reporting Program developed for this Project and incorporated as conditions in the CUP.

4. The proposed use is deemed essential and desirable to the public convenience or welfare because the project proposes to further advance State goals to reduce the carbon-based emissions in the transportation sector. The proposed fuel transfer facility will bring approximately 13,800 barrels of biofuels to the regional market daily. Renewable biofuels can contribute to up to an 80% decrease in emissions from standard diesel fuel. The public will benefit from access to a cleaner-burning fuel as well as increased air quality and a reduction of GHG emissions. The use is consistent with the MM zone description, which is intended for uses in areas in which activities involve some degree of noise, vibration, air pollution, radiation, glare phenomena, and/or fire and explosive hazards. In addition, the project proponent will enter into an economic benefit agreement with the City that will

generate funds for the purpose of reducing emissions and improving the quality of life for residents.

FINDINGS FOR APPROVAL
OF THE COASTAL DEVELOPMENT PERMIT

1. The granting of said Coastal Development Permit will be consistent with all other plans and ordinances of the City of National City because the proposed use is permitted, subject to a CUP, by the Land Use Code, which is consistent with the General Plan. As discussed in the staff report, several policies in the Land Use, Transportation, Safety, Noise and Nuisance, Open Space and Agriculture, and Conservation and Sustainability Elements of the General Plan are being met by the project. The project, subject to the condition of approval related to the establishment of an economic development agreement, is consistent with the policies of the Health and Environmental Justice Element because the additional funds can be used for the implementation of policies and programs to reduce emissions and improve the welfare of residents in the vicinity of the project area. The proposed economic benefit can also be used to further the goals of the AB 617 Portside Community's Community Emissions Reduction Plan (CERP). The project, subject to the approved mitigation measures requiring conformance with specific Climate Action Plan (CAP) policies, is also consistent with the CAP Update.

2. The granting of said Coastal Development Permit will be consistent with and implements the Certified Local Coastal Program because the project is located in an area generally exempt from a Coastal Development Permit; involves a fuel storage and distribution use, which is conditionally allowed in the MM zone; and will not prohibit coastal access or obstruct views.

Section 2: That the City Council hereby approves the application for Conditional Use Permit and Coastal Development Permit subject to the following conditions:

General

1. This *Conditional Use Permit* and *Coastal Development Permit* authorizes the construction and operation of a fuel transfer facility. Except as required by Conditions of Approval, all plans submitted for permits associated with this project shall conform to Exhibit A, Case File No. 2023-03 CUP, CDP, IS, dated 2/15/2024.
2. This *Conditional Use Permit* and *Coastal Development Permit* shall not become effective until the Environmental Impact Report associated with the project has been certified and the Notice of Determination filed with the CEQA State Clearinghouse, and all required appeals have been exhausted.
3. Before this *Conditional Use Permit* and *Coastal Development Permit* shall become effective, the applicant and the property owner shall both sign and have notarized an Acceptance Form, provided by the Planning Division, acknowledging and accepting all conditions imposed upon the approval of this permit. Failure to return the signed and notarized Acceptance Form within

30 days of its receipt shall automatically terminate the *Conditional Use Permit* and *Coastal Development Permit*. The applicant or owner shall also submit evidence to the satisfaction of the Planning Division that a Notice of Restriction on Real Property is recorded with the County Recorder. The applicant or owner shall pay necessary recording fees to the County. The Notice of Restriction shall provide information that conditions imposed by approval of the *Conditional Use Permit* and *Coastal Development Permit* are binding on all present or future interest holders or estate holders of the property. The Notice of Restriction shall be approved as to form by the City Attorney and signed by the Director of Community Development prior to recordation.

4. *Within four (4) days of approval*, pursuant to Fish and Game Code 711.4 and the California Code of Regulations, Title 14, Section 753.5, the applicant shall pay all necessary environmental filing fees for the San Diego County Clerk. Checks shall be made payable to the *San Diego County Clerk* and submitted to the National City Planning Division. The fee is currently $4,123.50, although it may be different at time of filing.
5. This permit shall expire if the use authorized by this resolution is discontinued for a period of 12 months or longer. This permit may also be revoked, pursuant to provisions of the Land Use Code, if discontinued for any lesser period of time.
6. This *Conditional Use Permit* and *Coastal Development Permit* may be revoked if the operator is found in violation of any Conditions of Approval or applicable law. The property, the use and the permittee shall comply with all applicable law at all times.
7. Should either the Conditional Use Permit or Coastal Development Permit expire or be revoked, operations of the authorized use shall cease immediately.

Building

8. All plans submitted for improvements must comply with the current editions of the California Building, Electrical, Plumbing, Mechanical, and Fire Codes.

Coastal Development Permit – Special Conditions

9. **Expiration**. Except as otherwise provided in this special condition, this Coastal Development Permit (CDP) shall expire 30 years from the date of approval. By acceptance of this CDP, the Permittee acknowledges and agrees that the project authorized pursuant to this CDP is thus interim and temporary, and is permitted for the time frame identified in order to provide a reasonable period of time for the Permittee to evaluate future risk of coastal hazards as influenced by sea level rise and plan, develop, and implement any necessary responses to coastal hazards including adaptation or relocation alternatives, to ensure minimization of risk in the long term, or to address any coastal resource impacts associated with maintaining the subject development at this location.

   At least six months prior to the expiration of the authorization period, the Permittee or its successors shall submit an application for a CDP amendment to either (a) modify the expiration date of this CDP and modify its design, as needed, to ensure consistency with the Coastal Act, or (b) relocate or remove all or portions of the project and restore the affected

areas to pre-development conditions or better. If a complete CDP amendment application is filed prior to the CDP expiration date, the authorization period shall be automatically extended until the time the City acts on the application. The required amendment application shall conform to the City's permit filing regulations at the time and shall reflect the approach(es) identified in the Coastal Hazards Adaptation and Implementation Plan (see Special Condition 10), as well as any necessary updates to reflect the site conditions and regional sea level rise planning approaches at the time of the amendment.

10. **Coastal Hazard Adaptation and Implementation Plan**. The permittee shall submit for review and approval a Coastal Hazards Adaptation and Implementation Plan (CHAIP) at the same time as the CDP amendment required pursuant to Special Condition 9 or at the same time as any future application for modifications to the development authorized by this CDP, whichever comes first. The CHAIP shall identify a suite of strategies necessary for protecting, relocating, or otherwise adapting the development authorized by 2023-03 CDP as necessary to maintain safety from flooding and other coastal hazards in order to minimize risk and assure stability and structural integrity and to ensure protection of coastal resources over the long-term (at least through 2125). The CHAIP shall reflect the ongoing long-term sea level rise adaptation planning efforts by the City, the Port of San Diego, and other relevant asset managers and stakeholders. The CHAIP shall include/address the following:

    a. An analysis of current and future coastal hazards that may impact the development authorized in this CDP, including flood hazards caused by tidal inundation, extreme tides and storms, overtopping of seawalls/dikes/levees, and elevated groundwater and/or reduced or inadequate drainage, which takes into account local sea level rise through at least 2125, considering intermediate-high and high SLR scenarios, and based on the best available science at the time of plan preparation.

    b. An evaluation of alternatives to the development authorized in this CDP to address any coastal hazard vulnerabilities identified, including but not limited to alternatives involving accommodation strategies (e.g., floodproofing), protection measures, and retreat and relocation strategies (including retreat and relocation of all or portions of the development). The evaluation shall describe the specific design elements and adaptation measures, including how different strategies may be used in combination and over time to ensure the integrity and functionality of the project and protection of coastal resources. The information concerning these alternatives must be sufficiently detailed to enable the City to evaluate the feasibility of each alternative for addressing consistency with the Coastal Act, including whether the alternatives minimize risks of geologic and flood hazards and ensure protection of coastal resources. The evaluation shall include a feasibility analysis of the alternatives that assesses and considers all potential constraints, including geotechnical and engineering constraints, regulatory requirements, project costs, and potential funding options. The identified adaptation strategies and overall long-term approach shall be the least-environmentally damaging feasible alternative

Engineering

11. A Grading and Improvement plan shall be required to be submitted to the National City Public Works Department.
12. The following items are required to be submitted at the time the grading plans are submitted:
    a. A soils report.
    b. Hydrology study.
    c. Hydro modification report or a letter from the engineer of work detailing why a hydro modification is not required.
    d. An engineer's cost estimate.
    e. Two copies of calculations for any retaining walls.
    f. A copy of calculations for any other underground structure.
    g. Completed Storm Water BMP Applicability Checklist located at this link: https://www.nationalcityca.gov/home/showpublisheddocument/13794/636287938225800000.
    h. A completed copy of the "Application for Grading or Construction" located at this link: https://www.nationalcityca.gov/home/showpublisheddocument/12543/636090627169130000.
13. The plans shall be drawn by a registered civil engineer licensed in the State of California.
14. The plans shall be drawn on National City standard border with National City standard title block and standard notes.
15. The plans shall be drawn on standard "D" size sheets.
16. Bonding in the amount of 100% of the engineer's cost estimate is required.
17. A Storm Water BMP Maintenance Agreement shall be required.
18. Landscaped plans shall be included with the grading and improvement plans.
19. No work shall commence until a grading permit has been issued by the City of National City and a preconstruction meeting held with the Senior Construction Inspector.
20. All work performed shall comply with all State and local requirements and the requirements of the Department of Toxic Substance Control.
21. Sidewalk shall be installed along the southerly side of West 18th Street from the westerly end of West 18th Street to the alley which runs from West 18th Street to West 19th Street.
    a. The sidewalk shall be aligned with the existing sidewalk east of the alley.
    b. The sidewalk shall conform to the San Diego Regional Standard Drawings (SDRSD) G-07, G-09, and G-10.
22. Curb and gutter shall be installed along the southerly side of West 18th Street from the westerly end of West 18th Street to the westerly side of the alley which runs from West 18th Street to West 19th Street.

a. The curb and gutter shall run from the end of the street pavement to the alleys and connect to the existing return on the south side and have a new return installed on the north side which mirrors the south return.

b. Curb and gutter shall be in accordance with the SDRSD G-02, G-09, and G-10.

23. West 18th Street shall be reconstructed from the alley to the westerly limit. Full depth reconstruction with four inches of Asphalt Concrete pavement over ten inches of base in accordance with National City Standard Drawing SB-113. Where road surface terminates at the property line on the west end there shall be a 2" x 4" redwood header in conformance with Cal Trans Section 02513 Asphalt Concrete Paving.

24. Fencing shall be installed where the K-rails are currently installed along the property lines. Gate(s) shall be equipped with Knox box(es) for emergency access.

Fire

25. Plans are to be designed, fabricated, and installed in compliance with the current editions and standards of the National Fire Protection Association (NFPA), California Fire Code (CFC), California Building Code (CBC), National Electrical Code (NEC), Title 19 and local City of National City Municipal Codes. All design plans shall reflect the most current code at time of submittal.

26. Permits shall be obtained through the City of National City's Building and Fire Departments. Engagement with both departments includes: submission of site, electrical, and fire protection plans, emergency response integration strategies, and clear access for utilities and first responders.

27. A fire protection engineer shall be consulted and shall be instrumental in concept and design of fire protection devices required for this project. The proposed fire protection systems shall include the following elements:

- Early warning detection (smoke/heat), especially in enclosed structures.
- Fire alarm systems tied to building occupancy and risk.
- Fire sprinkler systems per NFPA 13.
- Clear emergency shut-off signage and system accessibility

28. The National City Fire Department follows the following preparedness recommendations for new projects to enhance safety and readiness:

- Require full compliance with NEC, NFPA, CBC, and CFC codes.
- Perform fire flow and hydrant assessments prior to construction.
- Design fire access road to meet CFC Section 503.
- Special equipment needed/required to respond and safely address/tackle the emergency.
- Engage in pre-incident planning and joint site inspections.

- Conduct training drills for fuel spills/hazards and fire scenarios.
- Conduct annual drills with NCFD and advise of any changes to the industry/site.
- Ensure emergency shut-offs, placards, and safety systems are clearly marked and easily accessible.
- Require NCFD sign package for new development.
- This comprehensive approach ensures the safety and preparedness of the National City Fire Department and ultimately the community. For questions, please reach out to the Fire Department at 619-336-4550.

29. Project will be required to apply for all hazardous material permits per the 2022 or current edition of the CFC with the Fire Department.
30. The proposed office trailer shall be permitted through the National City Building Division as a permanent structure.
31. If fire sprinkler and fire alarm protection is required, fire protection plans are to be directly submitted to the National City Fire Department under separate permit for review and permitting. Fees along with three (3) sets of plans including all "Cut Sheets and Calculations" shall be included upon submittal. Plan review shall be a 30-day plan review process or 21 working days. No over the counter plan review accomplished/no exceptions. It shall be unlawful to occupy any portion of a building or structure until the required fire detection, alarm and suppression system have been tested and approved.
32. Fire apparatus access roads shall comply with the requirements of this section (Section 5 CFC 2022) and shall extend to within 150 feet of **all** portions of the facility and **all** portions of the exterior walls of the first story of the building as measured by an **approved** route around the exterior of the building. Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus.
33. The required width of emergency fire apparatus access roads shall not be **obstructed in any manner**, including parking of vehicles. All access roads shall be no less than 20 feet wide, no less than 14 feet high and shall have an all-weathered road with the ability to support 75 thousand pounds or greater. Where a fire hydrant is located on a fire apparatus road; the minimum road width shall be 26 feet. A 28-foot turning radius is required for fire department access through site. All fire department access roads shall be painted and signed to prevent parking in these required designated emergency areas.
34. Grade of fire apparatus road shall be within the limits established (15% Grade) by the fire code official based on fire department's apparatus.
35. One or more of the required access routes meeting this condition shall be located not less than 15 feet and not greater than 30 feet from the building, and shall be positioned parallel to one entire side of the building. The side of the building on which aerial fire apparatus access road is positioned shall be approved by the fire code official.
36. Aerial fire apparatus roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders, in the immediate vicinity of the building or portion thereof.

37. The fire code official is authorized to require more than one fire apparatus road based on the potential for impairment of a single road by vehicle congestion, condition of terrain, climatic conditions other factors that could limit access. A secondary roadway will be required.
38. Where two fire apparatus roads are required, they shall be placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property or area to be served, measured in a straight line between access.
39. Fire hydrants to be located throughout the project as not to have a separation distance greater than 300 feet. Fire hydrants to be located within 300 feet of all locations which are roadway accessible. (Measurement starts from nearest existing fire hydrant to project).
40. The following items pertain to fire hydrants:
    A. Size and location, including size and number of outlets and whether outlets are to be equipped with independent gate valves.
    B. Fire hydrant to be of three outlet design.
41. Provide calculation confirming flow availability to meet fire flow demands and supply large diameter hose (4 inch).
42. Fire hydrants to be marked by use of blue reflective marker in the roadway.
43. Upon submittal for an underground permit, the following shall be included:
    - Data sheet for Back-Flows
    - Data sheets for Private and Commercial Hydrants
    - Data sheets for Post Indicator Valves
        - *Information on required fire hydrants back-flow devices, etc.; can be acquired from Sweetwater Authority. All pipe and their appliances, shall meet industry/code standards for underground use*
44. An Aqueous Film Forming Foam Fluorine Free Firefighting platform and additional fire hydrants shall be installed on site to the satisfaction of the National City Fire Department for use in the event of a fire.
45. Prior to the commencement of operations, a completed Facility Response Plan (FRP) shall be submitted to both the National City Fire Department and National City Planning Division.
46. As part of the operational and safety planning related to the deployment of business infrastructure, the National City Fire Department will implement a cost recovery component to ensure fiscal responsibility during emergency incidents. Cost recovery will be defined as the reimbursement of expenses incurred by the fire department in the course of an emergency response involving business systems or installations. This includes, but not limited to: personnel costs, equipment usage, and damaged or lost equipment. The cost recovery framework ensures that the department remains equipped and funded to maintain operational readiness without placing undue financial burden on the municipality or local taxpayers.

47. Additional comments may be required based on additional information provided due to the above comments. Final approval contingent upon final field inspection and compliance with all applicable codes and ordinances.

Planning

48. This *Conditional Use Permit* and *Coastal Development Permit* authorizes the construction and operation of a fuel transfer facility for various *biofuels*. The transfer and handling of any other fuel or product, except for necessary additives, is strictly prohibited. The average daily transfer volume of product shall not exceed 13,800 barrels of fuel per day.

49. A qualified professional archaeologist, meeting or working under the direction of someone meeting the Secretary of the Interior's Professional Qualifications Standards for prehistoric and historic archaeology should be retained to monitor all ground-disturbing activities associated with the construction of the project, including vegetation removal, clearing, grading, trenching, excavation, or other activities that will disturb original (pre-project) ground. The monitor must have the authority to temporarily pause activity at the location in the event of an unanticipated discovery, as identified in mitigation measure (**MM**) **CUL-1** of the Mitigation Monitoring and Reporting Program (MMRP).

50. A Native American monitor from a tribe that is traditionally and culturally affiliated with the Project Area should be retained to monitor all ground-disturbing activities associated with Project construction, including vegetation removal, clearing, grading, trenching, excavation, or other activities that will disturb original (pre-project) ground. The Native American monitor should have the authority to temporarily pause activity at the location in the event of an unanticipated discovery, so that he or she can coordinate with the Project archaeologist on the identification of a potential cultural resource, as identified in **MM-CUL-2** of the MMRP.

51. If subsurface deposits believed to be cultural or human in origin are discovered during construction, all work must halt within a 100-foot radius of the discovery. A qualified professional archaeologist, meeting the Secretary of the Interior's Professional Qualification Standards for pre-contact and historic archaeology, shall be retained to evaluate the significance of the find, and shall have the authority to modify the no-work radius as appropriate, using professional judgment, as identified in **MM-CUL-3** of the MMRP.

52. The project shall implement the following applicable greenhouse gas-reducing measures, consistent with the National City Climate Action Plan Update, as identified in **MM-GHG-1** of the MMRP:

    - Prior to issuance of a building permit, the applicant shall demonstrate that the employee parking lot is electric vehicle ready on the plans (i.e., charging stations, preferred parking, etc.).
    - Limit idling times for all employee and tanker truck vehicles, as well as construction equipment, to less than 5 minutes.

- Prior to issuance of a building permit, the applicant shall demonstrate implementation of all applicable Nonresidential Voluntary Measures of the California Green Building Standards Code – Part 11, Title 24, California Code of Regulations (CalGreen) from the Planning and Design, Energy Efficiency, Water Efficiency and Conservation, and Material Conservation and Resource Efficiency Divisions (Appendix A5 of the 2022 California Green Building Standards Code). These measures shall include, but are not limited to, energy efficiency enhancements, water use reduction, sustainable building materials, improved indoor environmental quality, and waste management strategies.

53. Prior to the start of construction activities, a qualified biologist shall salvage seed from the Nuttall's Acmispon (*Acmispon prostratus*) during the appropriate time of year (June to October), store under appropriate conditions, and coordinate donation of the seeds with a refuge and/or plant nursery (e.g., Sweetwater Marsh National Wildlife Refuge and Native West Nursery) that would apply seed within the refuge boundaries. Appropriate seed storage conditions are in a paper bag, placed in a dry location out of direct sunlight, away from moisture, ideally at 72 degrees Fahrenheit. Seed shall be collected from June to October 2024 and the subsequent spring (2025), provided that the plant is present and ready to seed, as identified in **MM-BIO-1** of the MMRP.

54. Where feasible, ground-disturbing activities, including vegetation removal, shall be conducted during the non-breeding season (approximately September 1 through January 14) to avoid violations of the MBTA and California Fish and Game Code §§ 3503, 3503.5 and 3513. Several species identified as having potential to nest year-round; therefore, regardless of time of year, a pre-construction survey for nesting birds and special-status avian species shall be conducted by a qualified biologist (experienced in the identification of avian species and conducting nesting bird surveys) if activities with the potential to disrupt nesting birds or special-status avian species are scheduled to occur. The survey shall include the Proposed Project and adjacent areas where Project activities have the potential to cause nest failure. The pre-construction survey shall be conducted no more than three days prior to the start of ground-disturbing activities (including vegetation removal) within the bird breeding season. Site preparation and construction activities may begin if no nesting birds or special status avian species are observed during the survey. If nesting birds or raptors or special-status avian species are found to be present, avoidance or minimization measures shall be implemented to avoid potential Proposed Project-related impacts to the species. Avoidance and minimization measures shall be developed by the qualified biologist and may include seasonal work restrictions, additional survey and monitoring requirements, or non-disturbance buffers established around active nests until the biologist has determined that the nesting cycle is completed. The width of non-disturbance buffers established around active nests will be determined by the qualified biologist (300 feet is typically recommended for songbirds and 500 feet is typically recommended for raptors). Once nesting is deemed complete by the qualified biologist as determined through periodic nest monitoring, the non-disturbance buffer will be removed by the qualified biologist and project work may resume in the area, as identified in **MM-BIO-2** of the MMRP.

55. If tree trimming and removal activities are required, these activities should take place outside of the bat maternity season (April 1 to August 31) to the greatest extent feasible. If tree

removal must take place during the maternity season, a pre-removal bat survey shall take place to determine if bats are roosting in the trees. If bats are determined to be present in the trees during surveys, tree removal shall be postponed until after the maternity season (September 1 through March 31). All tree-trimming and removal activities shall be conducted under the direct supervision of a qualified bat biologist.

To minimize direct mortality to any roosting bats, including western yellow bat, each palm tree requiring removal shall be trimmed using a two-step process conducted over two consecutive days. On the first day only the outermost fronds of each individual tree shall be removed, including the uppermost live fronds (the top of the tree) entirely on the first day along with the upper 25 percent of the frond skirt. The innermost fronds shall not be trimmed. No more than 50 percent of the palm fronds shall be removed from each tree during Day 1. This method would allow for sufficient disturbance of the tree that would encourage any roosting bats within the frond skirt to abandon the tree during evening emergence without directly impacting roosting bats within the skirt. The remainder of the tree should be removed on the second day. This procedure need not be implemented if the tree does not have fronds. All fronds must be removed/trimmed using chainsaws or other hand-tools. No use of heavy equipment shall be used to remove fronds.

If bats emerge at any time during the tree trimming, trimming activities shall cease at that individual tree for the remainder of the day to allow for any additional bats roosting in the tree to emerge during evening hours when it is safe and appropriate for them to do so. Trimming of the tree may resume the following morning.

Tree trimming activities in the fall should be conducted on days when weather conditions are such that roosting bats are unlikely to be in torpor (predicted overnight lows on evenings before and after the tree trimming activities are above 45°F) to the extent practicable, as identified in **MM-BIO-3** of the MMRP.

56. A maximum of 72 trucks may enter the site for the purposes of fuel transport per day. No vehicles used for fuel transport shall be stored on adjacent public streets.

57. Prior to the issuance of building permits for this project, an operations plan shall be submitted to the National City Planning Division for review and approval. The operations plan shall include, at a minimum, the following:

    - A description of how logs will be maintained on the amount of product transferred at the site and the number of trucks transporting fuel.
    - A restriction on the maximum number of trucks to enter the site on a daily basis.
    - A detailed description of routes that incoming and exiting trucks will use. Routes shall be based on established truck routes in the City of National City.
    - A restriction on truck idling per NCMC Chapter 11.34.
    - A description of how the operator will prevent standing or staging of trucks within the right-of-way before fuel is loaded.

58. The project proponent shall enter into an economic benefit agreement with the City of National City providing annual funds for the life of the project in the amount of $200,000.00 for the

purpose of implementing strategies aimed at the reduction of emissions and improving the quality of life within neighborhoods in the vicinity of the proposed facility. The agreement shall be reviewed by the City Attorney's office and approved by the City Council prior to the commencement of fuel transfer operations at the facility. The use of funds shall be dedicated to the implementation of the goals and strategies found in the AB 617 Portside Community's approved Community Emissions Reduction Plan (CERP), the City's approved Climate Action Plan (CAP), and/or other policies explicitly stated in the City's General Plan that are reasonably related to the stated purpose of the funds.

59. At all times, the facility shall be operated in conformance with all San Diego Air Pollution Control District (SDAPCD) rules and regulations pertaining to the proposed use including, but not limited to, nuisance odors and emissions standards.

60. All required federal, state, or local permits for the installation and operation of the facility shall be approved prior to start of operations. Permits shall be maintained for the life of the project. Failure to maintain proper operating permits shall constitute a violation of this CUP and CDP.

61. All development plans submitted for the construction of the proposed facility shall adhere to the design regulations of Section 18.18.180 of the previous Land Use Code (Ord. 1503 § 1 (part), 1976: NCLUC § 972-6 (part)). Specifically, the proposed office structure on site shall conform with the materials standards of Section 18.18.240 of the previous Land Use Code (Ord. 1892 § 5, 1986; Ord. 1503 § 1 (part), 1976: NCLUC § 972-6.04)

62. The applicant shall provide a solid six-foot high perimeter wall or fence around the proposed development, subject to visibility triangle requirements for driveways and operational requirements for railway tracks for the purposes of screening the fuel transfer facility and reducing potential noise impacts on the surrounding area. The screening wall or fence shall be protected with graffiti-resistant coating to a height of six feet on all sides facing the exterior of the property. The wall or fence shall be provided in addition to required landscaping.

63. A landscape plan shall be submitted with development plans in conformance with Chapter 18.54 of the previous Land Use Code (Ord. No. 2010-2331, § 1; 3-2-2010). All landscaped areas shall be maintained for the life of the project.

64. Street trees shall be provided at a ratio of one tree per 30 feet along West 18th Street, West 19th Street, and the alley to the east, excepting the portions of frontages occupied by driveways. Trees shall be 24" box size or larger, preferably mature, and of a species providing the maximum shade canopy to the extent permitted by overhead power lines.

65. Shrubs shall be provided at a minimum of two shrubs per six feet along West 18th Street, West 19th Street, and the alley to the east, excepting the portions of frontages occupied by driveways. Shrubs shall be a minimum 10-gallon size. Shrubs shall be located on the right-of-way side of the screening wall or fence along West 18th and 19th Streets.

66. Plans submitted for construction shall conform to Chapter 18.60 – Outdoor Lighting of the previous Land Use Code (Ord. 1503 § I (part), 1976: NCLUC § 975-10).

67. Plans submitted for construction shall conform to Chapter 18.86 - Mechanical Equipment of the previous Land Use Code (Ord. 1503 § 1 (part), 1976: NCLUC § 976-1 (part)).

68. Applicant shall coordinate with EDCO to determine the appropriate trash and recycling needs for the project. Location of trash and recycling shall be shown on building permit plans and screened from public view.

69. The design of the project shall not interfere with the ability to utilize Zero Emissions Vehicles (ZEVs) in facility operations.

70. The operator shall work with local outlets to inform residents of employment opportunities at the fuel transfer facility. At a minimum, new positions shall be posted on the National City Chamber of Commerce website.

71. The applicant shall comply with all applicable standards required by outside agencies and service providers. It is advised that, at a minimum, San Diego Gas and Electric and Sweetwater Authority be consulted prior to the submittal of development permits.

Indemnification Agreement

The Applicant shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify the Applicant of any claim, action, or proceeding. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, the Applicant shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Applicant regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Applicant shall not be required to pay or perform any settlement unless such settlement is approved by the Applicant.

Section 3: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and **ADOPTED** this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____

Barry J. Schultz, City Attorney

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DENYING THE APPEAL AND AFFIRMING THE PLANNING COMMISSION DENIAL OF A CONDITIONAL USE PERMIT AND COASTAL DEVELOPMENT PERMIT FOR A PROPOSED FUEL TRANSFER FACILITY (SAN DIEGO CLEAN FUELS LLC) WITHIN BNSF RAILROAD RIGHT-OF-WAY AND BNSF-OWNED PROPERTY, LOCATED WEST OF THE 1800 BLOCK OF CLEVELAND AVENUE AND NORTH OF WEST 19TH STREET, NORTH TO CIVIC CENTER DRIVE.

WHEREAS, the Planning Commission of the City of National City considered a Conditional Use Permit and Coastal Development Permit for a proposed fuel transfer facility within BNSF railroad right-of-way and BNSF-owned property, located west of the 1800 block of Cleveland Avenue and north of West 19th Street, north to Civic Center Drive at a duly advertised public hearing held on September 15, 2025, at which time the Commission denied the Conditional Use Permit and Coastal Development Permit; and

WHEREAS, subsequent to the Planning Commission denial of the Conditional Use Permit and Coastal Development Permit, the applicant ("APPELLANT") appealed the decision of the Planning to the City Council; and

WHEREAS, the City Council of the City of National City considered the appeal of the Planning Commission's denial of the Conditional Use Permit and Coastal Development Permit at a duly advertised public hearing held on October 7, 2025, at which time oral and documentary evidence was presented; and

WHEREAS, at said public hearing the City Council considered the staff report contained in Case File No. 2023-03 CUP, CDP maintained by the City and incorporated herein by reference along with evidence and testimony at said hearing; and

WHEREAS, the action was taken pursuant to all applicable procedures required by State law and City law; and

WHEREAS, the action taken is found to be essential for the preservation of the public health, safety and general welfare.

NOW, THEREFORE, THE CITY COUNCIL of NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby denies the appellants' appeal of and upholds the Planning Commission's decision to deny Conditional Use Permit and Coastal Development Permit No. 2023-03 CUP, CDP for a proposed fuel transfer facility within BNSF railroad right-of-way and BNSF-owned property, located west of the 1800 block of Cleveland Avenue and north of West 19th Street, north to Civic Center Drive, and is supported by the following findings:

FINDINGS FOR DENIAL
OF THE CONDITIONAL USE PERMIT

1. The proposed fuel transfer facility is not deemed essential and desirable to the public convenience and welfare, because the delivery of biofuels can be accomplished through other means of delivery with fewer air quality impacts to residents, workers, and visitors to the City of National City.

2. Granting the permit would constitute a nuisance or be injurious or detrimental to the public interest, health, safety, convenience, or welfare, or materially injurious to persons, property, or improvements in the vicinity and zone in which the property is located, because it would increase the use of diesel-powered trucks in a community already overburdened by emissions and further exacerbate air quality issues, and the potential benefits of the Project do not outweigh these problems.

3. In accordance with Policy HEJ-1.5 of the Health and Environmental Justice Element of the National City General Plan, the National City Planning Commission heard public comment from residents that would be potentially affected by the proposed project with concerns about impacts to health and the environment in their community and took into consideration these comments in the decision to deny the project.

FINDINGS FOR DENIAL
OF THE COASTAL DEVELOPMENT PERMIT

1. The granting of said Coastal Development Permit is inconsistent with applicable plans and ordinances within the City of National City because it will increase the number of diesel-powered trucks within the AB 617 Portside Community. The increased emissions from the project would be in conflict with the goals of the Community Emissions Reduction Plan (CERP) to reduce emissions and improve air quality in environmental justice communities. The project is also inconsistent with potential land use decisions as required by the Health and Environmental Justice Element of the General Plan.

Section 2: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: **Engineering & Public Works**
Prepared by: **Stephen Manganiello, Director of Engineering & Public Works**
Meeting Date: **Tuesday, October 7, 2025**
Approved by: **Scott W. Huth, Interim City Manager**

SUBJECT:
SANDAG Smart Growth Incentive Program Cycle 6 Capital Project Funding Recommendations – Protest Letter

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, Authorizing the Mayor and Councilmember / SANDAG Board Member Molina to Execute a Letter in Protest to the Preliminary Funding Recommendations for Award of SANDAG Smart Growth Incentive Program Cycle 6 Funds for Capital Projects."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
On April 1, 2025, through adoption of City Council Resolution No. 2025-27, the City Council authorized the City Engineer to submit grant applications for SANDAG Smart Growth Incentive Program (SGIP) Cycle 6 funding for the following projects prior to the April 11, 2025 submittal deadline:

1) **National City Downtown Specific Plan Update (Planning)**
2) **National City Housing Supportive Infrastructure Assessment (Planning)**
3) **National City Climate Action Plan Implementation and Monitoring Program (CAP)**
4) **National City Boulevard Smart Growth Revitalization (Capital)**
5) 16th and 18th Street Community Corridors (Capital)
6) Civic Center Drive Bicycle Connections (Capital)
7) Highland Avenue Mobility Min-Hubs (Capital)

On August 29, 2025, the City Engineer received notification from SANDAG staff of the intent to award SGIP funding for various projects throughout the County, which included the four National City projects highlighted in "bold" above. All projects that submitted qualifying applications for Planning and CAP funding received full funding, for a total amount of approximately $11 million, which leaves approximately $34 million available for Capital project awards.

Exhibit A summarizes the Final Project Rankings and Funding Recommendations for Capital Projects. Based on the final project rankings and amount of SGIP funding available for capital projects, all four of National City's capital projects should receive full funding in the amount of $13,594,085. However, based on the preliminary funding recommendations, only the National City Boulevard Smart Growth Revitalization project would receive funding in the amount of $3,499,450, which results in over $10 million being redistributed to other agencies whose projects ranked significantly lower than those of National City.

According to SANDAG staff, the geographical redistribution of SGIP funds has been proposed to provide more local jurisdictions an opportunity to receive funding. This methodology for awarding funds grossly deviates from best practices for a "competitive" grant process, as required by Section 2.C.3 Smart Growth Incentive Program of the *TransNet* Extension Ordinance and Expenditure Plan (see specific language highlighted in bold italics below).

> Section 2.C.3 Smart Growth Incentive Program
> An estimated $280 million will be allocated to the Smart Growth Incentive Program to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination. ***These funds shall be allocated on a regional competitive grant basis.*** It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. The Commission shall establish specific project eligibility criteria for this program.

Staff has prepared a formal letter in protest to the preliminary funding recommendations for award of SANDAG SGIP Cycle 6 funds for capital projects, attached as Exhibit B. If approved by City Council through adoption of the attached Resolution (Exhibit C), the letter will be signed by the Mayor and Councilmember / SANDAG Board Member Molina, on behalf of the entire City Council, and submitted by the City Engineer to the SANDAG Board of Directors once the item to consider award of SGIP funds is publicly agendized (tentatively scheduled for October 24, 2025). The City Engineer will also attend the Board of Directors meeting to speak on the item.

The City Engineer previously spoke in opposition to SANDAG staff's SGIP funding recommendations at the SANDAG Independent Taxpayer Oversight Committee (ITOC) meeting held on September 10, 2025. Several members of the ITOC, including the Chair, expressed concerns regarding redistribution of funds to lower ranked projects. The City Engineer will also speak under public comments at the upcoming meetings of the SANDAG Regional Planning and Transportation Committees (tentatively scheduled for October 3, 2025 and October 17, 2025, respectively).

FINANCIAL STATEMENT:
Not Applicable.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Transportation Choices and Infrastructure

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Capital Project Rankings and Funding Recommendations
Exhibit B – Protest Letter
Exhibit C – Resolution

Capital Project Evaluation - Final Rankings and Funding Recommendations

Available Funding*	$ 34,052,894

Application ID	Agency Name	Project Title	Total Application Score (Quantitative + Qualitative)	SGIP Funding Request	SGIP Funding Recommendation	Remaining Available Funding
OC-2	Oceanside	Coast Highway Corridor Improvements Phase 1	92.00	$ 3,499,474	$ 3,499,474	$ 30,553,420
NC-7	National City	National City Boulevard Smart Growth Revitalization Project	89.20	$ 3,499,450	$ 3,499,450	$ 27,053,970
NC-1	National City	16th and 18th Street Community Corridors	87.80	$ 3,477,895	$ 0	$ 27,053,970
EL-1	El Cajon	El Cajon Boulevard Streetscape Phase 2	86.90	$ 2,712,275	$ 2,712,275	$ 24,341,695
NC-3	National City	Civic Center Drive Bicycle Connections	86.00	$ 3,116,740	$ 0	$ 24,341,695
ESC-2	Escondido	Grand Avenue Vision Project	84.40	$ 2,000,000	$ 2,000,000	$ 22,341,695
SD-7	San Diego	Vibrant C: Redefining the C Street Corridor	85.40	$ 3,250,000	$ 3,250,000	$ 19,091,695
NC-5	National City	Highland Avenue Mobility Mini-Hubs	85.00	$ 3,500,000	$ 0	$ 19,091,695
SD-2	San Diego	Chollas Creek to Bayshore Bikeway	84.00	$ 3,500,000	$ 0	$ 19,091,695
VS-2	Vista	City of Vista W. Bobier Dr. Complete Streets	83.40	$ 3,500,000	$ 3,500,000	$ 15,591,695
SB-1	Solana Beach	Connect Glencrest - Glencrest Drive Pedestrian Connectivity Project	82.80	$ 605,000	$ 605,000	$ 14,986,695
SM-3	San Marcos	San Marcos Boulevard Multi-Modal Improvements	81.20	$ 3,500,000	$ 3,500,000	$ 11,486,695
SD-4	San Diego	La Jolla Streetscape Project	80.20	$ 3,500,000	$ 0	$ 11,486,695
SB-2	Solana Beach	Lomas Santa Fe Corridor Improvements - West of Interstate 5	79.00	$ 3,500,000	$ 0	$ 11,486,695
IB-2	Imperial Beach	Palm Avenue Streetscape and Gateway Project	78.50	$ 2,399,000	$ 2,399,000	$ 9,087,695
ENC-1	Encinitas	La Costa Avenue Pedestrian Path	78.20	$ 1,197,238	$ 1,197,238	$ 7,890,457
ENC-2	Encinitas	Trail 82 - Rancho Santa Fe Road Improvements	77.40	$ 3,477,310	$ 0	$ 7,890,457
LG-1	Lemon Grove	Broadway and Sweetwater Road Intersection Improvements	77.00	$ 3,500,000	$ 3,500,000	$ 4,390,457
DM-3	Del Mar	Camino Del Mar Bridge Replacement Project	75.80	$ 2,700,000	$ 2,700,000	$ 1,690,457
CNTY-2	County	Poinsettia Avenue Active Transportation Improvements Project	76.60	$ 2,080,198	$ 1,690,457	$ 0
LM-1	La Mesa	La Mesa Boulevard (Blvd.) Complete Streets Gateway Roundabout	76.30	$ 3,500,000	$ 0	$ 0
EL-3	El Cajon	Safety Corridors Traffic Signal Optimizations	72.70	$ 1,394,096	$ 0	$ 0
DM-1	Del Mar	City of Del Mar 10th Street Affordable Housing	69.80	$ 3,500,000	$ 0	$ 0
				$ 66,908,676	**$ 34,052,894**	

*Available funding includes $30 million allocated in the call for projects to Capital projects, and an additional $1,001,500 in carryover funding from CAP and $3,051,394 from Planning.

Recommended for full funding
Recommended for partial funding
Not Recommended for funding due to geographic funding distribution
Not Recommended for funding due to insufficient funding

October 7, 2025

SANDAG Board of Directors
1011 Union Street, Suite 400
San Diego, CA 92101

Subject: SANDAG Smart Growth Incentive Program Cycle 6 Capital Project Funding Recommendations

Dear Board Members,

The City Council of the City of National City ("National City") formally submits this letter in protest to the preliminary funding recommendations for award of SANDAG Smart Growth Incentive Program ("SGIP") Cycle 6 funds for capital projects. Our primary concern is that the funding recommendations are not consistent with and are not reflective of the *competitive* grant process called for in the *TransNet* Extension Ordinance and Expenditure Plan (the "*TransNet* Ordinance"). Instead, the funding recommendations are based not on the highest project rankings but rather redistribute funds from higher ranked projects to lower ranked projects, which grossly deviates from best practices for a competitive grant process. Such recommendations are a substantial departure from awards criteria for prior SGIP cycle awards and would result in an inefficient use of public funds. National City thus requests that the Board reject the proposed funding recommendations and instead award based on the project rankings, as discussed in greater detail below.

Section 2(C)(3), Smart Growth Incentive Program, of the *TransNet* Ordinance requires that SGIP funds be allocated on a competitive basis:

> 3. Smart Growth Incentive Program: An estimated $280 million will be allocated to the Smart Growth Incentive Program to provide funding for a broad array of transportation-related infrastructure improvements that will assist local agencies in better integrating transportation and land use, such as enhancements to streets and public places, funding of infrastructure needed to support development in smart growth opportunity areas consistent with the Regional Comprehensive Plan, and community planning efforts related to smart growth and improved land use/transportation coordination. ***These funds shall be allocated on a regional competitive grant basis.*** It is intended that these funds be used to match federal, state, local, and private funding to maximize the number of improvements to be implemented. The Commission shall establish specific project eligibility criteria for this program.

(TransNet Ordinance, § 2(C)(3) (bold and italics added).) Unfortunately, the proposed Cycle 6 award is not based on the competitive nature of the projects. National City submitted four SGIP capital grant applications that all ranked in the top eight of scoring, per the objective scores by independent evaluators:

- National City Boulevard Smart Growth Revitalization Project (NC-7) – Ranked #2
- 16th and 18th Street Community Corridors (NC-1) – Ranked #3
- Civic Center Drive Bicycle Connections (NC-3) – Ranked #5

- Highland Avenue Mobility Mini-Hubs (NC-5) – Ranked #8

Based on the final project rankings and amount of SGIP funding available for capital projects, all four of National City's projects should receive full funding in the amount of $13,594,085. However, based on the preliminary funding recommendations only one project, NC-7, would receive funding, in the amount of $3,499,450. This means that if the Board approves the staff recommendation, over $10 million would be taken away from National City, which is a low-income, underserved, disadvantaged community, and redistributed to other cities, including more affluent cities, whose project applications scored significantly lower.

To illustrate, National City's projects -- ranked 3rd, 5th, and 8th -- would not be funded in exchange for projects in Encinitas and Del Mar being funded, despite their projects ranking 16th and 19th, respectively. While the financial impact of the proposed funding recommendation disproportionately impacts National City, it is not the only city that would have higher-ranked projects fail to receive funding for the benefit of lower-ranked projects. For example, the City of San Diego's 9th ranked project would also lose out to the aforementioned lower-ranked projects. The result is an inefficient, inequitable use of SGIP funds. Awarding funds to the highest scoring projects results in the best use of taxpayer dollars by ensuring the most deserving and highest quality projects are delivered.

The inequity that results from the funding recommendation is not justified by the purported inequities the recommendation is intended to address. According to SANDAG staff, the geographical redistribution of SGIP funds has been proposed to provide more local jurisdictions an opportunity to receive funding. However, as discussed above, that goal is in conflict with the *TransNet* Ordinance's requirement for a competitive grant process. Moreover, there are existing measures in the *TransNet* ordinance to address social equity concerns. The *TransNet* Ordinance already requires that an estimated $3,950 million be allocated to local jurisdictions on a fair and equitable basis through the Local Street and Road Program. As such, local jurisdictions already receive their "fair share" of *TransNet* funds on an annual basis based on geographical distribution, without having to go through a competitive process. In contrast, with only $280 million available in the SGIP for funding local projects, it would be inappropriate and unreasonable for the Board to deviate from a competitive grant process and not fund projects based on merit. Notably, the proposed award methodology is not consistent with and is a substantial department from awards through the first five cycles of the program, which have proven successful. Such a departure is especially concerning because the change in awards approach was not clearly noted or highlighted by staff. When the proposed awards were discussed at the recent *TransNe*t Independent Taxpayer Oversight Committee ("ITOC") meeting, several ITOC members questioned the funding recommendation and expressed surprise at the methodology.

Based on the foregoing, we respectfully request that the Board adhere to the competitive grant requirements of Section 2(C)(3) of the *TransNet* Ordinance and award funds based on the Final Project Rankings. In doing so, the top eleven highest-ranked projects would receive full funding and the 12th ranked project would receive partial funding. By awarding funding to the top twelve highest ranked projects, the Board would be providing funding to the projects with the highest merit, based on objective, independent scoring, while still achieving its desire for equitable regional geographic distribution: 32% of awards would go to North / Central County agencies, 48% to South / East County agencies, and 20% to the City of San Diego.

Alternatively, if the Board is unwilling to award funding based solely on the final project rankings, in the spirit of compromise, we would be willing to entertain the following alternative methods for establishing which projects receive funding:

- Keep the "geographical redistribution" methodology, however, set the minimum score for

projects to be considered for funding at 77.0 points, rather than 50.0 points, to better ensure that awards be based on merit.

- Award the $4,052,894 in budget savings from the Planning and CAP evaluations to the highest rated, unfunded capital project based on final rankings, which would be NC-1 (ranked #3 overall).

Thank you for your consideration of our concerns and suggestions to ensure a merit-based, competitive grant process for appropriate use of taxpayer dollars.

Sincerely,

Ron Morrison, Mayor	Luz Molina, City Councilmember / SANDAG Board Member

CC: Barry J. Schultz, City Attorney (National City)
Scott W. Huth, Interim City Manager (National City)
Stephen Manganiello, Director of Engineering & Public Works (National City)
Jenny Russo, Grants Program Manager (SANDAG)
Goldy Herbon, SGIP Program Manager (SANDAG)
Francisco Rivera, ITOC Chair (SANDAG)

RESOLUTION NO. 2025 -

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, AUTHORIZING THE MAYOR AND COUNCILMEMBER / SANDAG BOARD MEMBER MOLINA TO EXECUTE A LETTER IN PROTEST TO THE PRELIMINARY FUNDING RECOMMENDATIONS FOR AWARD OF SANDAG SMART GROWTH INCENTIVE PROGRAM CYCLE 6 FUNDS FOR CAPITAL PROJECTS.

WHEREAS, up to $45 million of *TransNet* funding for Smart Growth Incentive Program ("SGIP") projects is available to local jurisdictions and the County of San Diego through the SGIP; and

WHEREAS, on April 1, 2025, the City Council adopted Resolution No. 2025-27, authorizing the City Engineer to submit grant applications for SANDAG SGIP Cycle 6 funding for the following projects prior to the April 11, 2025 submittal deadline:

1) National City Downtown Specific Plan Update (Planning)
2) National City Housing Supportive Infrastructure Assessment (Planning)
3) National City Climate Action Plan Implementation and Monitoring Program (CAP)
4) National City Boulevard Smart Growth Revitalization (Capital)
5) 16th and 18th Street Community Corridors (Capital)
6) Civic Center Drive Bicycle Connections (Capital)
7) Highland Avenue Mobility Min-Hubs (Capital); and

WHEREAS, on August 29, 2025, the City Engineer received notification from SANDAG staff of the intent to award SGIP funding for various projects throughout the County, with the first four National City projects listed above included on the list of projects to be considered for funding; and

WHEREAS, based on the final project rankings and amount of SGIP funding available for capital projects, all four of National City's capital projects should receive full funding; however, SANDAG staff is only recommending capital funding for one project, the National City Boulevard Smart Growth Revitalization project, with the other National City projects not recommended for award due to a redistribution of SGIP funds to other agencies even where those agencies' projects ranked significantly lower than those of National City; and

WHEREAS, City staff recommends that the City Council authorize the Mayor and Councilmember / SANDAG Board Member Molina to execute a letter in protest to the preliminary funding recommendations for award of SANDAG SGIP Cycle 6 funds for capital projects on the basis that the methodology for awarding funds grossly deviates from best practices for a "competitive" grant process, as required by Section 2(C)(3), Smart Growth Incentive Program, of the *TransNet* Extension Ordinance and Expenditure Plan, by awarding funds to lower-ranked projects, and also deviates from prior SGIP awards for the first five SGIP cycles.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: That the City Council hereby authorizes the Mayor and Councilmember / SANDAG Board Member Molina to execute a letter in protest to the preliminary funding recommendations for award of SANDAG Smart Growth Incentive Program ("SGIP") Cycle 6 funds

for capital projects and requesting that the methodology for awarding funds follow a “competitive” grant process, as required by Section 2(C)(3), Smart Growth Incentive Program, of the *TransNet* Extension Ordinance and Expenditure Plan, and be based on the project rankings.

Section 2: That the City Council hereby directs the City Engineer to submit the executed protest letter to the SANDAG Board of Directors once the item to consider award of SGIP funds is publicly agendized.

Section 3: That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____
Ron Morrison, Mayor

ATTEST:

_____
Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____
Barry J. Schultz, City Attorney

AGENDA REPORT

Department: City Clerk's Office
Prepared by: Shelley Chapel, MMC, City Clerk
Meeting Date: Tuesday, October 7, 2025
Approved by: Scott W. Huth, Interim City Manager

SUBJECT:
Amending City Council Policy No. 105 – Request by Member of the City Council to Place an Item on a City Council Agenda

RECOMMENDATION:
Adopt a Resolution Entitled, "Resolution of the City Council of the City of National City, California, Approving Amended City Council Policy No. 105, Request by Member of the City Council to Place an Item on a City Council Agenda."

BOARD/COMMISSION/COMMITTEE PRIOR ACTION:
Not Applicable.

EXPLANATION:
As per City Council Policy No. 105 (105), a City Councilmember may place an item to be considered for discussion at a future City Council Meeting by following the 105 processes. At the April 1, 2025 City Council meeting, City Councilmember Molina placed this item on the agenda to review the 105 Policy.

At the September 2, 2025, City Council Meeting, City Council Member Molina brought forward proposed changes to the policy. The changes as approved by the City Council at that meeting are reflected in Exhibit A.

In compliance with the Ralph M. Brown Act, items not already on the agenda cannot be discussed or considered during a City Council Meeting. Discussing without notice does not provide the public, staff, or other City Councilmembers time to review the subject matter, and contemplate a response for discussion or provide direction.

This policy is to establish a clear and effective process for the City Councilmembers to place items on the City Council Agenda for consideration.

FINANCIAL STATEMENT:
Not Applicable.

RELATED CITY COUNCIL 2020-2025 STRATEGIC PLAN GOAL:
Communication and Outreach

ENVIRONMENTAL REVIEW:
This is not a project under CEQA, and is therefore, not subject to environmental review. CCR15378; PRC 21065.

PUBLIC NOTIFICATION:
The Agenda Report was posted at least 72 hours before the Regular Meeting date and time, and 24 hours before a Special Meeting in accordance with the Ralph M. Brown Act.

ORDINANCE:
Not Applicable

EXHIBITS:
Exhibit A – Amended City Council Policy No. 105
Exhibit B - Resolution

CITY COUNCIL POLICY
CITY OF NATIONAL CITY

TITLE: Request by Member of the City Council to Place an Item on a City Council Agenda	**POLICY # 105**
ADOPTED: March 12, 1985	**AMENDED:** October 7, 2025

PURPOSE

In compliance with the Ralph M. Brown Act, items not already on the agenda cannot be discussed or considered during a City Council Meeting. Discussing without notice does not provide the public, staff, or other City Councilmembers time to review the subject matter, and contemplate a response for discussion or provide direction.

This policy is to establish a clear and effective process for the City Councilmembers to place items on the City Council Agenda for consideration.

POLICY

1. The City Councilmembers may request that an item be placed on a future City Council Meeting Agenda for discussion and possible action.

2. For any item to be placed on the City Council Meeting Agenda, by the City Councilmembers, the following will assist in the City Manager in the agenda planning process:

    a. A Council Agenda Item Request Form to agendize the request to be discussed, and the City Councilmember's recommended action to address the matter. Request may be submitted to be agendized at the initial City Council Meeting in which the matter will be heard.

    b. The request must be submitted no later than 5:00 p.m. on the Tuesday prior to the regularly scheduled City Council Meeting to allow the City Manager and City Attorney time to review the item and determine, if the matter as written, in the request, should be placed on the open or closed session of the City Council Agenda.

    c. If the City Manager, in consultation with the City Attorney, determines the matter is appropriate to be included in the open session agenda it will be added to the agenda as written. If the City Attorney, determines the matter should be discussed in Closed Session, the City Manager's Office will draft the required agenda wording for listing the matter under Closed Session on the City Council Meeting Agenda. The request, written by the City Councilmember, will be provided to the entire City Council in Closed Session.

    d. Discussion would be limited to whether an item should be added to an agenda and a date, not the merit of the item.

e. If a majority of the City Council votes to include the item as an action item at a subsequent City Council meeting it will be determined who will provide the report:

   i. The City Councilmember prepares a report including supporting information and documentation, and a presentation of the item to be discussed at the meeting, with City Manager and City Attorney review; or

   ii. The City staff will be directed to provide a report analysis including fiscal review, legal review, and policy review of the action by the City Councilmember, requesting and recommendation (if any) among alternatives (if any) as soon as the research and staff report can be reasonably completed at a subsequent City Council Meeting.

f. If the request requires further study of the item from staff, a full analysis shall be prepared at the direction of the City Manager with at least thirty (30) calendar days to prepare, unless otherwise directed by the City Council. Status updates will be provided to the City Council every sixty (60) days as an informational memo.

g. This policy would provide the City Manager the authority to determine placement and timing, unless City Council direction is time-sensitive, and requires immediate placement on the next regularly scheduled City Council Meeting.

3. Requirements for Agenda Item Request Submission

   a. All Policy 105 agenda item requests must include a Justification Statement and an Impact Statement. Co-Sponsorship is optional.

   b. Urgent items must identify significant consequences of inaction (financial, legal, safety).

4. Resource Consideration

   a. The City Manager shall review alignment with the City's Strategic Plan.

   b. Significant projects must include cost-benefit and staff time analysis.

   c. Each Councilmember may have no more than two active agenda items at a time.

CITY COUNCIL POLICY
CITY OF NATIONAL CITY

TITLE: Request by Member of the City Council to Place an Item on a City Council Agenda	**POLICY # 105**
ADOPTED: March 12, 1985	**AMENDED:** October 7, 2025

5. Evaluation of Agenda Item Requests

    a. Evaluation is performed by the City Manager.

    b. Evaluation of merits may occur through quarterly meetings, an evaluation committee, or limited discussion.

    c. Item will be placed on the City Council Meeting Agenda under the “Elected Officials Report” section.

6. Exemptions

    a. Minor agenda items, such as small code amendments, are exempt from Impact Statement and Resource Consideration.

Related Policy References
National City Municipal Code, Chapter 2.04
Ralph M. Brown Act

Prior Policy Amendments
June 11, 2013 (Revised – No Resolution – Refer to Meeting Minutes)
October 8, 2013 (Resolution No. 2013-147)
March 21, 2017 (Resolution No. 2017-37)
October 5, 2021 (Resolution No. 2021-148)

CITY COUNCIL POLICY
CITY OF NATIONAL CITY

TITLE: Request by Member of the City Council to Place an Item on a City Council Agenda	**POLICY # 105**
ADOPTED: March 12, 1985	**AMENDED:** October 7, 2025

CITY COUNCIL AGENDA ITEM REQUEST FORM

The City Council Agenda Item Request Form is for members of the City Council to submit written requests to the City Manager's Office for inclusion of an item on a future City Council Meeting Agenda. At the meeting where the initial written request is heard, discussion should be limited to whether the item should be added to an agenda and a date, not the merit of the item. A majority vote of the City Council is required for the item to be added to a future City Council Meeting Agenda for action.

Requestor(s): _____ Date Submitted: _____

Co-Sponsor (Mayor or Councilmember): _____

Section 1. Proposal Title

_____

Section 2. Justification Statement

- ☐ What is the need/problem to be addressed?
- ☐ Who is proposed to do the work? (City staff/department, consultant, etc.)
- ☐ Why is the timing appropriate now?

Section 3. Impact Statement

- ☐ Estimated staff time (by department, if applicable)
- ☐ Expected costs or budget implications (consultant fees, legal review, etc.)
- ☐ Related/ongoing projects that may be affected

Section 4. Urgency

- ☐ Not urgent
- ☐ Urgent – If urgent, check all that apply and explain:
  - ☐ Potential financial loss
  - ☐ Legal implications
  - ☐ Public safety risks

Section 5. Strategic Alignment

- ☐ Explain how this proposal aligns with the City's Strategic Plan or Council priorities

Section 6. Proposal Type

- ☐ Significant project (requires staff analysis, legal opinion, or financial evaluation)
- ☐ Minor amendment/operational adjustment (exempt from full analysis)

Section 7. Certification

I certify that this request complies with the requirements of City Council Policy No. 105.

Signature of Requestor: _____ Date: _____

Signature of Co-Sponsor: _____ Date: _____

RESOLUTION NO. 2025-

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF NATIONAL CITY, CALIFORNIA, APPROVING AMENDED CITY COUNCIL POLICY NO. 105, REQUEST BY A MEMBER OF THE CITY COUNCIL TO PLACE AN ITEM ON A CITY COUNCIL AGENDA

WHEREAS, on September 2, 2025, the City of National City ("City") City Council considered proposed amendments to City Council Policy No. 105 to clarify the requirements and procedures for a member of the City Council to place items on a City Council meeting agenda; and

WHEREAS, the City Council provided direction to staff regarding the amendments to City Councill Policy No. 105 and those amendments are reflected in Exhibit A to the agenda report.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NATIONAL CITY CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Section 1: Approves the amended version of City Council Policy: Policy No. 105 – Request by Member of the City Council to Place an Item on a City Council Agenda, as reflected in Exhibit A.

Section 2: The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

PASSED and ADOPTED this 7th day of October, 2025.

_____

Ron Morrison, Mayor

ATTEST:

_____

Shelley Chapel, MMC, City Clerk

APPROVED AS TO FORM:

_____

Barry J. Schultz, City Attorney