

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 Regarding 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.

Hilton





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'.

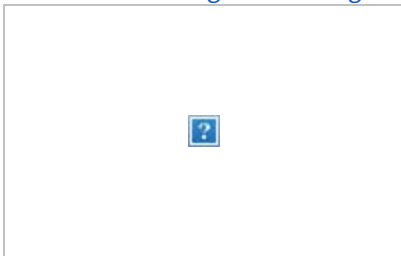
Developing new infrastructure that continues the transport of GHG producing fuels is counterproductive to the goals we have set as a City both in the short and long term. Biofuels, while touted by USDG Fuels as an energy transition solution, have been shown to have significant negative environmental 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!***



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Questions? Contact us at
InfoNatCity@usdcleanfuels.com



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)



USD CLEAN FUELS

usdcleanfuels.com

Questions? Contact us at
InfoNatCity@usdcleanfuels.com

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



USD CLEAN FUELS

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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.



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Rail Eliminates More Than 25,000 Truck Round Trips per Year



The Greater San Diego Area currently receives trucks inbound from the LA Basin and Inland Empire regions



USD CLEAN FUELS

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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>)



USD CLEAN FUELS

usdcleanfuels.com

Questions? Contact us at
InfoNatCity@usdcleanfuels.com

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



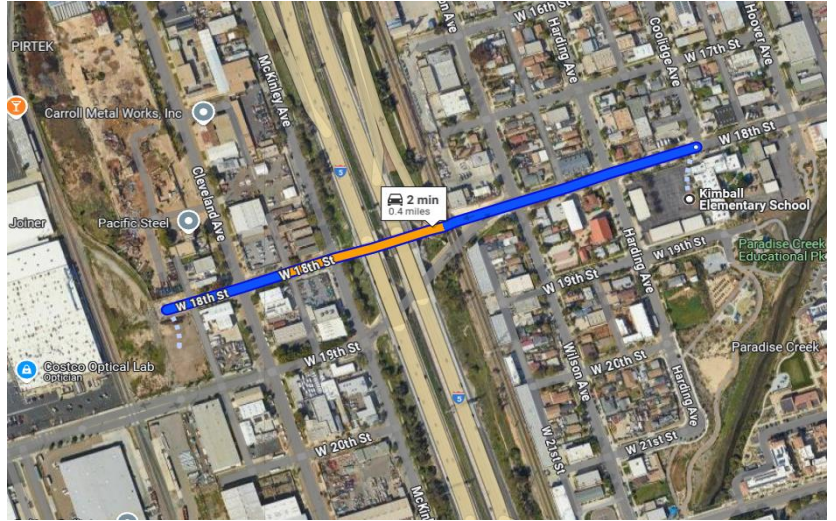


Appendix



Project Proximity

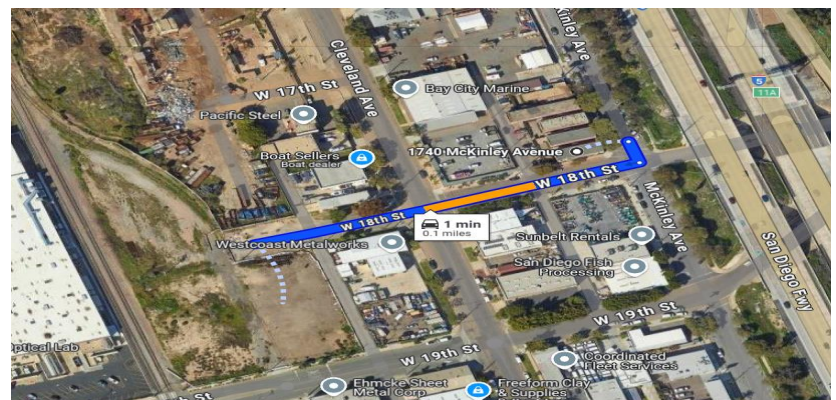
Closest School:
Kimball Elementary School
(across Interstate 5)



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

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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.