

**From:** [Danny Serrano](#)  
**To:** [Public Comment](#)  
**Cc:** [Danny Serrano](#)  
**Subject:** RE: NC City Council 1/18/22 Agenda #3 Regional Boards/Committee Reports (Port of San Diego's Presentation/Health Risk Assessment)  
**Date:** Tuesday, January 18, 2022 11:43:59 AM

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Good afternoon Mayor Sotelo-Solis and City Council members. My name is Danny Serrano, and I'm speaking on behalf of EHC. I'd first like to really thank Port staff for all their work in making progress in implementing the Maritime Clean Air Strategies (MCAS) that was just adopted in October last year. Preparing the Port's Health Risk Assessment (HRA) is an implementation measure of the Port's MCAS just like the Port's Truck Transition Plan that is also currently underway.

EHC is currently reviewing the draft HRA that was released in December to better understand its assumptions and findings so EHC isn't ready just yet to make specific recommendations on the report. Right now, EHC is working to finalize our initial technical questions to send to the Port so that Port staff can help us to better understand the HRA. Responses to our questions and other questions that the Port receives will help us to be able to make more informed recommendations for the Port's consideration.

In the spirit of transparency, EHC would urge that Port staff share and circulate any questions that they receive on the HRA and then come back and present to the National City Council again in February with written responses to those questions.

Unfortunately, the HRA is already becoming quite political as the Port Tenants Association seems to be attempting to utilize the initial HRA data to encourage the Port to de-emphasize a transition to zero emission vehicles for heavy-duty trucks.

However, watering down or reversing course on the MCAS truck policies that took a large portion of the Port Board's time and attention last year would be a major blow to building trust with the Portside Community and frustrate the Port's ability to meet the state's requirement to transition trucks to zero emission vehicles.

In addition, the HRA does not create an either/or situation with respect to truck transition as the Port Tenants Association seems to be promoting, and the HRA was not meant to help reduce/water down MCAS policies.

The Port did a much deserved victory lap soon after adopting the MCAS last October. The HRA provides us all with additional information that we should use to increase (not decrease) efforts to further reduce pollution.

The Port must implement all its MCAS policies and seek additional ways in which to achieve health equity as called out in the MCAS.

EHC looks forward to collaborating with the Port, APCD and Portside Community residents to implement the MCAS and continue to find ways in which we can push the envelope to reduce all pollution sources until health equity is achieved.

Sincerely,

**DANNY SERRANO, AICP**

**CAMPAIGN DIRECTOR**

[Environmental Health Coalition](#)

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**From:** [Silvia Calzada](#)  
**To:** [Public Comment](#)  
**Subject:** Regional Boards/Committee Reports (Port of San Diego's Presentation/Health Risk Assessment)  
**Date:** Tuesday, January 18, 2022 1:37:35 PM

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National City City Council 1/18/22

Re: Regional Boards/Committee Reports (Port of San Diego's Presentation/Health Risk Assessment)

My name is Silvia Calzada, a resident of the City of National City, one of the Portside Environmental Justice Community selected as a monitoring community to support in the development of the Community Emissions Reduction Plan (CERP).

As a resident member of the AB 617 Portside Steering Committee , I would like to comment on two concerns or recommendations:

1. Urgency of Implementation: Diesel Trucks vs. Other Sources
2. Development of a MCAS Implementation Committee

### **Urgency of Implementation: Diesel Trucks vs. Other Sources**

It is understood that the reduction of emissions may come from various sources within Port Operations. The percentage of pollution from some sources may be greater than the others but it does not mean that one is more important than the others or that the Port should now reverse course on certain MCAS policies. The decision-making should not be one or the other. It should be both. The port must aggressively reduce pollution on all fronts to address the already severe public health crisis and seek additional ways in which to achieve health equity as called out in the MCAS. We, the residents in National City, have been affected by the contaminants from diesel trucks for too many years.

Please PRIORITIZE this emission reduction initiative by changing the dirty diesel trucks that circulate in my neighborhood every day and that are making people sick. Sensitive population groups such as children under 14, the elderly, and people with cardiovascular and chronic respiratory diseases like ME have suffered enough.

\*\*\*I appreciate the detailed data provided on the HRA, Table 9, showing deadlines and percentage reductions such as:

#### **ELECTRIC TRUCKS - National City**

- -.44 by 2026 for 40% electric trucks and
- -1.10 by 2030 for 100% electric trucks

#### **OGV - SHORE POWER**

- -5.18% by 2026 and another -5.18 by 2030

**Development: MCAS Implementation Committee**

A recommendation to establish, if you haven't yet, an MCAS/CERP Implementation Committee led by the Port and APCD, as many of the MCAS objectives are similar to the CERP objectives. This group of specialized individuals will serve in the development and planning of the implementation plan overseeing its progress and achieving positive results.

Thank you