

OTHER MOBILE SOURCES

- Dust from Border Patrol ATVs and vehicles operating on the west side of San Ysidro.
- Emissions from freight trains and rail yard going through the heart of San Ysidro.
- Pollution from both Brown Field Municipal Airport in Otay Mesa and Aeropuerto Abelardo L. Rodriguez in Tijuana.

QUESTIONS

- What are the different pollutants emitted by each type of fuel source (diesel, RNG, etc.)? What are their impacts?
- What are the upstream effects of electric vehicles—how much energy is being created at power plants through fossil fuels? How much energy through fossil fuels is being used to process lithium?
- Are there renewable sources of fuel for trains?
- How does pollution from these sources compare to other sources (i.e., vehicle traffic)?
- How often do the trains pass through the community and what is their fuel source?
- Data/reports on Brown Field and TJ airport use
- Amount of Border Patrol vehicles in the community
- Who manages freight trains here?
- Why are trains operating/running without cargo?

STAKEHOLDERS

- California Border Patrol
- Airports (Brownfield and Tijuana)
- Railroad operators/company

STRATEGIES

- Enforcing/encouraging switching to a cleaner source of fuel (ATV, trains, trucks)
- Increase sustainability at airports
- Use less ATV's → better practices (i.e., no idling, no accelerations/revving, etc.)
- Encourage CBP to move towards sustainability and cleaner energy (alternative fuels/gas efficient)
- Moving CBP facilities to outer community (away from schools/vulnerable populations)→ routes to prohibit near schools and parks
- Outreach to educate and encourage community to issue APCD dust complaints and the need for faster response times from APCD compliance

SPECIAL CARE

CROSS-BORDER

- Odor from the Tijuana River coming from untreated sewage in Tijuana.
- Trash and other items being burned in Tijuana.
- Industrial-related emissions coming from Tijuana.

QUESTIONS

- Progress updates

- What industries are located on the Mexican side of the border and what potential contaminants are being emitted?
- Consecuencias legales por incumplimiento de la ley// Legal consequences for non-compliance with the law
- Permisos requeridos para las empresas en Tijuana// Permits required for companies in Tijuana
- Causa de los olores en Tijuana River Valley→ ¿Causa los derrames?// Causes of odors in Tijuana River Valley→ If spills, what causes spills?
- ¿Que tipo y cantidad, frecuencia de contaminantes estamos expuestos al cual no se acostumbra en California? (quema de llantas, basura, terrenos, etc en TJ)// What type and quantity, frequency of contaminants are we exposed to that is not customary in California? (burning of tires, garbage, land, etc. in TJ)

STAKEHOLDERS

- EPA
- SEMARNT
- WildCoast
- City of Imperial Beach
- EHC
- Comunidad
- City of San Diego
- Ayuntamiento de Tijuana

STRATEGIES

- Educational approach
- Working with a bi-national coalition to identify actionable projects that can be implemented short term
- Limpieza de tiraderos de basura clandestinos//Cleaning of landfill garbage dumps
- Creación y implementación de leyes para las empresas enfocadas al aire// Creation and implementation of laws for companies focused on air
- Create "odor diaries" where community members log/write down environmental odor encounters to pinpoint source and time of pollution.
- Perform AQ studies on toxins/pollution coming from environmental odors from Tijuana River
- Increasing funding and accelerating timeline for water/sewage treatment plants on US and Mexican side

SPECIAL CARE

- Personas de la tercera edad más vulnerables pero en general toda la población
- People with asthma and susceptible to allergic reactions
- Children
- People that recreate at Larsen Field/Coral Gate (4-10pm peak)

PASSENGER VEHICLES

- Idling cars at the ports of entry.

- Traffic circulation near or around Las Americas Premium Outlets, Dairy Mart Rd., Calle Primera, Willow Rd., Camino De La Plaza, East San Ysidro Blvd., and more.

QUESTIONS

- Number of cars crossing both ways (Mex-US)→ Hours of crossing (not only # of vehicles)
- Seasonal Traffic at the Outlets
- CBP staffing communication
- Parking numbers around the area
- Number of trucks going through Otay

STAKEHOLDERS

- CBP
- MTS
- City of San Diego
- County of San Diego
- SANDAG
- CalTrans
- EPA
- TJ Equivalent of Planning Department (Roads)
- CalEPA

STRATEGIES

- Traffic routes at pick up and drop off areas near the border
- Providing more parking- temporary (30 min max) to prevent people from driving around
- Is a Fastlane for electric cars possible? Ask CBP—same solution for southbound
- Incentives for Tijuana residents
- Enforce laws on Mexican vehicles emissions
- No fee “Otay 2” for clean vehicles
- Bridge to direct traffic to Mexico, bad planning around Plaza de las Americas
- Coordination of streetlights to enhance the flow of traffic→ Dairy Mart, Calle Primera, SY Boulevard
- Increase efficiency and staffing of CBP at border to decrease wait times
- Improve public transit and mobility around border community to increase pedestrians (decrease car traffic) (i.e., border crossing, bike pathways, etc.)
- Electric shuttle service (free)
- El “no circula”
- Better flow distribution--- distribuidor vial?
- Green barriers at schools at parks

SPECIAL CARE

- Schools along 905, 5, and busy streets near the border

HEAVY-DUTY TRUCKS

- Idling heavy duty trucks at the port of entry.
- Operations at Amazon warehouses, including current and proposed expansions.

- Current and future impacts to people living in new housing developments near freeways and warehouses, especially along California State Route 905.

QUESTIONS

- General information regarding the second border crossing in Otay Mesa East. What are the potential air quality and traffic impacts going to be from the second border crossing? With more vehicles being able to come across, what will the impact be to air quality? (SANDAG & CalTrans)--> Presentation
- General information about cross-border mobility. What is our basic understanding and what are our data gaps? (SANDAG)
- What are the current and planned routes for trucks (will they go up the 805 or 125)? How many trucks are coming across the border? Where are they going and how far are they going before they turn back around? (SANDAG & CalTrans)
- What businesses are receiving cargo from trucks crossing the border within a 10-mile radius? (SANDAG)
- More information on State Route 11 that will be connected to the 905 which will be rerouting trucks in that direction eventually. What are the potential air quality impacts? (CalTrans)
- What is the volume of heavy-duty trucks crossing the border (daily/monthly averages)? (CalTrans/SANDAG)
- What percentage of the vehicles coming from Tijuana are dropping off goods within a 10-mile radius and if they were to transition to electric, what would be the potential percentage of emission reductions? (SANDAG & CalTrans)
- What are the percentages of ZE trucks currently on the road/crossing the border? What is the timeline for a transition to ZE trucks? (CARB)
- Can truck emissions be drastically cut through regulations and increasing inspections? How often are the trucks being inspected? Where and how many are being inspected every year? Could there be a decrease in the amount of pollution of idling trucks by doing faster inspections? (CARB, APCD, CHP, CBP)
Having a better understanding of the wind direction of where pollution is coming from and where it is being pushed. (APCD).

STAKEHOLDERS

- Communities along the 905
- CalTrans
- SANDAG

STRATEGIES

- From my understanding a lot of the trucks that travel through Otay don't travel very far. There is a lot of trucks that get product from Tijuana and then cross a few miles to deliver goods to a warehouses. ***Could we gather some information on what businesses are participating in this regularly (10 mile travel radius) and get them to commit to using electric trucks?***
- We should also be focusing on the cars and busses and their emissions. Changing vehicles to electric is a solution, but how much time is it going to take to do.
- Would like to see solutions that don't require the community members to have to protect themselves. It'd be better if the trucks were not polluting in the first place.

SPECIAL CARE