



March 24, 2022

The Honorable Dianne Feinstein
U.S Senate
331 Hart Senate Office Building
Washington, D.C 20510

The Honorable Alex Padilla
U.S Senate
112 Hart Senate Office Building
Washington, D.C 20510

The Honorable Scott Peters
U.S House of Representatives
1201 Longworth House Office Building
Washington, D.C 20515

The Honorable Juan Vargas
U.S House of Representatives
2244 Rayburn House Office Building
Washington, D.C 20515

The Honorable Mike Levin
U.S House of Representatives
1030 Longworth House Office Building
Washington, D.C 20515

The Honorable Sara Jacobs
U.S House of Representatives
1232 Longworth House Office Building
Washington, D.C 20515

Dear Senators Feinstein and Padilla, Representatives Peters, Vargas, Levin, and Jacobs,

We thank you for your collective leadership in the passage of *H.R 3684 Infrastructure Investment and Jobs Act*. This law has the potential to make a profound impact on our growing region. As home to 3.4 million people, representing the second largest County and City in the State of California, our infrastructure needs across the region are great, but represent an opportunity to improve transportation access, increase climate resiliency, and expand equity across all sectors of our infrastructure.

Our region brings incredible assets to the table being home to the largest land border crossing in North America, 16 military installations, and the most federally recognized Native American tribes of any County in the United States. We represent 7.9 percent of the state of California's Gross Domestic Product with more than \$60 billion worth of goods and people flowing between Mexico and San Diego annually.

Couple that with our burgeoning defense, life sciences, and biotech industries our region's future is bright, but our infrastructure needs to keep up.

This law represents a once in a generation opportunity to help transform our region's infrastructure. Together, we have collaborated to form a *Regional Infrastructure Implementation Working Group* to work hand in hand to coordinate our region's top infrastructure priorities. As part of that effort, we have identified the following regional priorities that we will collectively advocate for as part of the bipartisan infrastructure law:

Otay Mesa East Port of Entry:

The Otay Mesa East Port of Entry Project is a joint venture between San Diego Association of Governments (SANDAG) and Caltrans, in collaboration with state and federal partners in the U.S. and Mexico, to create a third border crossing for the San Diego-Baja California mega-region that will enhance regional mobility and fuel economic growth and binational trade. The U.S. and Mexico continue to improve existing border infrastructure but increasing demands on today's border crossings in the San Diego-Baja California region are impeding mobility. Insufficient capacity at these border crossings costs both countries billions of dollars annually in foregone economic output. The Otay Mesa East Port of Entry, complemented by Mesa de Otay II on the Mexican side, will help solve this problem. Using variable tolls to manage traffic demand, the port of entry will provide a new relief valve, resulting in decreased congestion and wait times at the other San Diego land ports of entry.

Central Mobility Hub and Transit Connection to San Diego International Airport:

For decades, the San Diego region has explored ways to better connect the region to the San Diego International Airport. Roads surrounding the airport are congested and transit access is limited. SANDAG envisions the Central Mobility Hub to be the solution to these longstanding challenges by providing a direct link between San Diego International Airport and the regional transit system. The Central Mobility Hub could include housing, office space, shopping centers, and more, while also bringing together different travel options like walking, biking, transit, and shared mobility.

Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor:

As an integral part of the San Diego region, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor is the second busiest intercity rail corridor in the nation and the only viable rail freight link to the rest of the country, moving more than 7.6 million passengers and \$1 billion in goods and services annually. This corridor is also part of the Strategic Rail Corridor Network, identified by the U.S. Department of Defense for its importance in providing access to the Marine Corps Base Camp Pendleton and the Port of San Diego. Doubletracking the entire corridor, stabilizing the Del Mar Bluffs, and ultimately relocating the rail tracks inland is critical to ensuring the long-term safety and reliability of the LOSSAN Rail Corridor.

San Diego International Airport Terminal One Redevelopment:

The Airport Authority has recently begun implementation of its "New T1" project that will help meet the San Diego region's air travel demand through 2035. The cornerstone of the New T1 is the replacement of Terminal 1, which is over 50 years old, with a more modern, comfortable, and efficient terminal facility. The new terminal will have 30 gates (11 more gates than the existing Terminal 1) and be able to accommodate both narrow-body and wide-body aircraft. The new Terminal 1 will be served by a dual-level curbside, a new close-in parking structure (approximately 5,200 parking spaces), and new entry and circulation roadways. Other components that are part of the New T1 include a new Airport Authority

administration building and multiple airfield improvements, such as a new apron area for the new terminal, a new Taxiway A, relocation of Taxiway B, and reconfigured remain-overnight aircraft parking positions.

Harbor Drive 2.0:

Jointly sponsored by SANDAG, Caltrans, and the Port of San Diego, Harbor Drive 2.0 would enhance the currently designated freight route as a connected, flexible corridor providing enhanced freight connectivity between National City Marine Terminal and Tenth Avenue Marine Terminal and regional freeways while also providing the capability for potential use by other transportation modes such as buses and shuttles. Moreover, while providing more efficient movement of freight, Harbor Drive 2.0 also incentivizes freight trucks to avoid entering neighborhoods like Barrio Logan and National City, enhancing the quality of life for neighborhood residents, and improving public safety. Due to its strategic location between Navy Base San Diego, two major cargo terminals, and shipbuilding facilities in portside communities, Harbor Drive has national significance and provides arterial flow of goods and people movement. The multimodal corridor includes maritime, rail, freight, personal vehicle, pedestrian, bicycle, and public transit access. This segment of Harbor Drive is the main connection between the Port of San Diego's two cargo terminals and provides access to Naval Base San Diego (home of the Pacific Fleet) and the multiple ship building and ship repair operations supporting naval operations. Harbor Drive is also directly adjacent to the primary commuter light rail line, as well as a bicycle and pedestrian path that provides access to San Diego bay for residents of nearby Environmental Justice communities.

San Diego-Coronado Bay Bridge Suicide Deterrent Project:

Since the opening of the San Diego - Coronado Bay Bridge (SDCBB) in 1969, more than 400 people have lost their lives by suicide from the Bridge. After the Golden Gate Bridge, the SDCBB is the second most used bridge for suicide in the United States. The California Department of Transportation (Caltrans) plans to build a suicide deterrent system to save lives. Building a deterrent system is part of San Diego County's suicide prevention strategy. The project will also reduce vehicle diversion onto city streets in the underserved community of Barrio Logan, while maintaining access to Naval Base North Island and Naval Base Coronado. Caltrans is working closely with first responders on the initial design to better support safer response to suicide and suicide attempts. The Suicide Deterrent System will include a vertical net, additional cameras, vehicle detection equipment, and build an enclosed deck underneath Bridge to continue inspections and maintenance.

Investing in Transit Orientated Development Opportunities:

As the San Diego region and its transit system continue to evolve, there have been great strides made in planning for more compact development located near transit. Through SANDAG's Regional Transit Orientated Development strategy our region is laser focused on increasing our housing growth in and around transit opportunities. Through the IJJA's Pilot for Transit Orientated Development, our region will have an opportunity to compete for funds to help supplement our regional strategy. By building near and around transit we can lower the cost of transportation, increase economic opportunity and access to high-paying jobs, and meet the objectives set forth in our Climate Action Plan.

Enhancing Mobility and Safety for All Pedestrians:

The San Diego region is committed to building a complete, connected bike network that will bring about a more sustainable transportation system built for users of all ages and abilities. This strategy is critical to meeting the goals laid out in our Climate Action Plan. All Ages & Abilities bike facilities will offer residents from 8 to 80 the opportunity to choose multimodal transportation, reduce vehicle miles traveled

and contributions to climate change, and make our regional more climate resilient. Additionally, investment in bike, traffic calming, and pedestrian infrastructure will increase traffic safety for every day San Diegans who choose to walk, ride, stroll, and roll in their neighborhoods, encourage new ridership, and assist us in reaching our Vision Zero goals of zero traffic fatalities by 2025.

Building Out Smart Mobility and Intelligent Transportation Systems:

Implementing emerging transportation technologies into the region, including: the support of ADAS (advanced driver assistance systems), i.e., connected and automated vehicle/shuttle testing/deployment, as well as electric vehicles and shared mobility systems; a resilient, regionwide ITS network that supports congestion management and transportation safety strategies through an enhanced TSMO (Transportation Systems Management and Operations) master plan; design, construction, and management of a regionwide transportation management center—potentially to be managed through a Regional Transportation Commission (RTC)—which supports congestion management and air quality strategies, as well as TSMO, through optimized traffic signal coordination and the provision of broader mobility options; and a master plan for a traffic signal/ITS fiber interconnect system that can be further leveraged to support a citywide broadband communications network (i.e., public Wi-Fi) to serve all citizens.

San Diego Pure Water Program and Water Reuse and Recycling Projects:

The San Diego region continues to invest in reliability considering the changing climate and recurring droughts by looking to water reuse and recycling projects and technologies that maximize limited water resources. In the San Diego region alone, there are more than \$1.9 billion in shovel-ready water reuse and recycling projects that are priorities for federal water infrastructure funding. Potable reuse projects are strategic investments that support both water production and wastewater reduction. In the San Diego region, these projects are expected to meet half of the City of San Diego's drinking water needs by 2035, up to 30% of demands in East County, and up to 30% of Oceanside's drinking water demands. These projects will create a new, local, sustainable and drought proof drinking water supply using state-of-the-art technology to purify recycled water and further diversify the region's water supply while reducing our dependence on imported water. The Bipartisan Infrastructure Law will help fund these efforts, which will provide significant public benefits, including adding job opportunities, creating a drought-proof regional supply, and reducing waste discharge to the ocean. In addition, the City's Stormwater and Public Utilities Departments are collaborating on the design of at least two stormwater reuse projects that will allow the City to capture stormwater and introduce it into the Pure Water Project.

Flood Protection, Mitigation, and Dam Safety:

Ten of the San Diego region's 53 dams need critical repairs and have received Division of Safety of Dams condition assessments that warrant immediate attention. The regional cost for dam upgrades exceeds \$1.7 billion. Public safety and climate resilience can be enhanced through repairs, reinforcements, seismic upgrades, and new spillways at existing dams. It is critical that these projects receive funding necessary to ensure these dams realize their full design potential so they can protect public health and make the region less vulnerable to the impacts of drought and climate change. The impacts of climate change on California's hydrology also will require improvements to existing dams and their associated facilities to ensure that they can provide flood protection benefits now and into the future. In addition, the City is required to maintain over eight miles of levees which protect large coastal areas and critical infrastructure. At least 100 deficiencies have been identified within levee system, and there is no dedicated funding available to address or remediate for the known maintenance and capital repairs which are required.

Tijuana River Valley Infrastructure Enhancements:

Over the past 30 years, Tijuana, Mexico has experienced tremendous population and industrial growth, along with rapid urbanization which has put a strain on the aging Mexican sewage infrastructure in the region to meet the expanding needs. The emerging sewage infrastructure inadequacies have created recurring sewage pollution problems on both sides of the California - Mexico border. Research conducted by Scripps Institution of Oceanography at UC San Diego has shown that at times, sewage generated on the Mexico side of the watershed travels north into California through the Tijuana River or other cross-border canyon tributaries, in the Tijuana River Valley as well as from an outfall at Punta Bandera. The sewage flows degrade water quality in the Tijuana River Estuary and adjacent beach coastal waters also pose a significant public health risk to residents and visitors along both sides of the border. While there have been significant efforts to improve water quality conditions as well as concrete infrastructure solutions identified through multiple studies, there continues to be a need for additional funding to complete the infrastructure projects necessary to address the cross-border pollution problem and develop forecast tools to inform beach management and project development both pre and post construction.

Stormwater and Green Streets:

Stormwater management and infrastructure play a critical role in reducing pollutants in stormwater runoff and improving water quality in the San Diego region. Unfortunately, the region is facing an aging stormwater infrastructure system which makes us vulnerable to floods, water pollution, and exposure to toxins. The IJA provides a myriad of opportunities to upgrade and modernize our region's stormwater management and infrastructure, particularly in green infrastructure and restoration opportunities. For example, green streets provide a useful tool for capturing and treating stormwater by incorporating vegetation, soil, and engineered systems to slow, filter, and cleanse stormwater runoff from impervious surface such as streets and sidewalks.

Climate Resiliency and Readiness:

The San Diego region has ambitious plans to reduce the effects of climate change, while at the same time planning for climate resiliency, to ensure the region remains ready and able to thrive in a changing climate. Without action and significant investments, the region faces adverse effects from extreme heat, sea level rise, wildfires, flooding, and drought. In addition to major investments in flood prevention, drought readiness, and wildfire protection, the region must focus on protecting our coastal resources and the significant portions of the region most vulnerable the extreme heat – which are particularly concentrated in the urban areas and underserved communities. Investments in nature-based solutions be resilient to sea level rise through living shorelines and increased wetlands not only serves this purpose, but also can provide increased wildlife habitat, as well as increased recreational access and opportunities along the coast. Cool zones, comprehensive investments in natural shade in public spaces, and building retrofits will make the region more resilient to the potentially deadly effects of extreme heat.

Improve Regional Supply Chain Infrastructure:

Shore power systems for ocean-going vessels dramatically reduce air emissions to portside communities, resulting in cleaner air and increased quality of life to visitors and residents alike. This project will allow vessels to turn off diesel generators while alongside the berth, and instead use clean electricity to power hotel and cargo operations. This would reduce the environmental impacts from oceangoing vessels while they are alongside the berth in San Diego. The California Air Resources Board (CARB) has set a regulatory deadline for implementation of an At-Berth Regulation specific to roll-on/roll-off vessels of January 1, 2025, requiring roll-on/roll-off vessels to use shore power or alternate emissions capture system. Two shore power plugs and associated infrastructure, along with upgrades to terminal lighting, to

provide grid-based electricity to vessels while they are at berth would cost at least \$15 million and would also support hundreds of local union and non-union jobs.

M-5 Coastal Connector Project:

The M-5 Coastal Connector project is nationally significant and will improve connectivity between U.S. Seaports along Marine Highway 5 (M-5). This new barge-based freight solution will link the Port of Bellingham (WA) and the Port of Umpqua (OR) with the Port of San Diego (CA), providing marketplace efficiencies, reducing transportation costs, and demonstrating the economic resilience of marine highways. The route will transport lumber and potentially refrigerated cargo while repositioning much-needed empty containers from Southern California to the Pacific Northwest. This will strengthen the supply chains across multiple states, and by moving cargo from overland truck routes along I-5 along the west coast, this project will also reduce traffic congestion and carbon emissions throughout California, Oregon, and Washington. Finally, this marine option for the west coast will help mitigate risks posed by earthquakes, wildfires, and sea level rise on the movements of goods up and down the I-5 corridor.

Wildfire Defense and Mitigation:

As wildfires burn across the California, it is important to fund Fire Risk and Wildfire mitigation efforts in our rural and urban communities. The San Diego region faces a growing wildfire risk brought on by the extreme impacts of climate change. By prioritizing mitigation efforts, we can avoid costly and devastating wildfires throughout our fire season and beyond. Clearing weeds, dead and dry brush, and eliminating non-native plants from fire-prone areas in our Wildland Urban Interface (WUI) neighborhoods can help alleviate some pressure from our firefighters and first-responders who work tirelessly to keep our communities safe. The IIJA provides funding to help our communities pull down funding for additional technology, improved forecasts of fire weather, public awareness education, environmental monitoring, mitigation efforts, and training for our firefighters. These mitigation and prevention efforts will protect vulnerable communities from wildfire while preparing our natural landscapes for a changing climate.

Publicly Accessible Zero Emission Vehicle (ZEV) Charging Deployment:

As part of our regional climate action efforts it is critical that we embrace the transition to zero emission vehicle technology. We submitted joint comments in response to the Department of Transportation's Request for Information on Electric Vehicle Charging deployment, which highlights our commitment to working collaboratively to build out our region's ZEV infrastructure. We plan to work strategically to utilize and supplement our existing infrastructure to install chargers at public facilities, government owned property, retail locations, workplace charging, and other non-residential spaces for expanded charging options in predominantly MFR and tenant residents. We also understand the rapidly developing technology in the ZEV industry and the need to prepare for future technologies, especially pertaining to electric heavy-duty vehicles. Through the IIJA's formula and competitive accounts our region will have the resources to substantially build out our ZEV charging capacity, so that no matter where you live, work, or play you can have charging capability.

Zero Emission Bus and Infrastructure Projects:

California's transit agencies, including San Diego's transit agencies, are diligently working towards converting its bus fleets to fully zero-emission. The California Innovative Clean Transit (ICT) regulation requires California transit agencies to transition to 100% zero-emission bus fleets by 2040. The California ICT regulation is the first regulation of its kind, leading the nation in adopting fully zero-emission bus fleets. By fulfilling this regulation, transit agencies are required to meet specific zero-emission bus (ZEB) purchase requirements each year to reach this objective. Additionally, transit agencies must schedule and

fund the construction of ZEB infrastructure to meet the needs of charging, fueling, and maintenance facilities to deploy and maintain ZEBs. The IJJA will help fund these efforts, which will provide significant public benefits, including additional job opportunities; providing and prioritizing clean, zero-emission transit services in disadvantaged neighborhoods; and helping to achieve regional climate and mobility goals.

Public Fleet Electrification Infrastructure:

The City of San Diego operates over 4,500 vehicles, and like most cities, has outdated service yards where large portions of the City’s fleet are parked and operate out of. These large yards are generally not accessible to the public for a variety of reasons including safety, security, and risk prevention. The City is committed to electrifying its fleet to help meet its outlined Climate Action Plan target, but electrifying the fleet will require large amounts of up-front funding for the installation of charging infrastructure as most of the City’s service yards were developed in the 1950s and 1960s. Electrifying these yards to support an electrified fleet is a much greater undertaking than a simple electricity panel upgrade or some quick trenching. While the 2021 Regional Plan includes a greenhouse gas (GHG) reduction mitigation measure to establish new funding programs for zero-emissions vehicles and infrastructure, including incentives for public and private light duty fleet vehicles, the time and costs for planning, engineering, and expansion of not just the electrical capacity of the system at the facilities, but also the distribution system that feeds it are well beyond the available budget of the City and will require state and federal investment.

Zero Emission-Hybrid Maritime Vessel and Infrastructure:

In addition to zero emission bus, commercial vehicle, and public fleet investments, there is a need for funding to demonstrate new zero or low emission technologies to transform our maritime industry, which is quickly evolving to become one of the greatest sources of pollutants in the Southern California region. Funding is needed to support a first-of-its-kind hydrogen-hybrid research vessel that will use new, proven technologies to significantly reduce the environmental impact of this class of ship and allow for 75% of annual cruises -and all nearshore coastal cruises - to be operated solely on renewable, zero-carbon fuels. A hybrid-hydrogen research vessel will advance the region’s pledge to reduce climate risk while transitioning to a decarbonized economy—and demonstrate to the maritime industry the viability and long-term benefit of moving from fossil fuels to carbon-free fuels. An additional benefit of fuel cell propulsion is the reduction of underwater noise that may impact marine life, especially in and around marine protected areas (MPAs).

We appreciate your advocacy and leadership on behalf of the San Diego region and look forward to close coordination with your offices in the months and years ahead to ensure ample federal investment makes its way to our region.

Sincerely,



TODD GLORIA
Mayor
City of San Diego



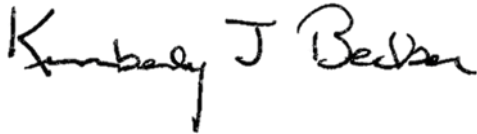
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