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**Cc:** [FGG, Public Comment](#)  
**Subject:** [External] UPDATE ON THE TIJUANA RIVER SEWAGE ISSUES (Please include with documents for agenda #3)  
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Good Afternoon, Supervisors,

No Crisis? Today, the title doesn't say. It's also a pity that the report is not attached to the agenda.

It looks like local institutions like UCSD are doing a lot of studies to identify specific pollutants and problem areas.

I've said it again and again, we should rely on local efforts, not the State, with its financial problems, or Feds, with their huge deficit. And I hope the Feds don't start clawing back the money for a TJ fix, or we might actually have to rely on our own resources rather than dialing for dollars and feeding the sewage cleanup overhead spending scam every time something happens. And what have we got for our money?

The big problem with relying on the State or Feds, as you like to do, is that 1. They now have a rapidly worsening money crunch - the latest being that DOGE cuts did result in severe understaffing, so in effect, employees were laid off while we paid retirement costs for 7 months; 2. Action is slower because of the legislative process and factionalism and the number of projects competing for money.

While there are a few improvements on that front, like the IBWC sewage treatment plant finally being repaired, there are local efforts that are also slowly having effect, and these potentially would be quicker.

I'm glad someone finally recognizes the importance of catching the trash behind barriers, like the old days. Now if only we had hand held or automobile-attached pollution monitors to zero in on the pollution, as I suggested, it would be greatly

reduced by now. Accurate data at monitoring agencies would also help.

It would look ugly, but instead of restricting the TJ River in a sewage emergency, consider putting a plastic or concrete lining on the riverbanks to speed up the flow out to sea.

Bad idea for SANDAG contributing toll revenue, since that would end up reducing what was promised to SD County regions which now badly need transit improvements funded by those tolls.

Regards,

Paul Henkin