



September 15, 2010

Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

SUBJECT: SB 346 (Kehoe) – Source Control of Copper Water Pollution – Support

Dear Governor Schwarzenegger:

The City of Monrovia strongly supports SB 346 (Kehoe), which will provide California's cities and counties with the tool they need to comply with stringent federal and state water quality mandates and avoid billions of dollars in costs and potential penalties. SB 346 requires that copper, a significant aquatic pollutant, be reduced to 5% by weight in vehicle brake pads sold in California by 2021 and to a *de minimis* 0.5% by weight by 2025. Peer-reviewed scientific studies have established that by far the most significant source of copper in urban watersheds is the fine dust generated from the use of brake pads. This copper poses threats to aquatic life including migratory salmonid fish.

Pursuant to the requirements of the federal Clean Water Act, the Regional Water Quality Control Boards in Los Angeles and San Diego have already imposed deadlines and copper Total Maximum Daily Load (TMDL) limits on discharges of stormwater to California waters. The only technically and economically feasible way for municipalities to comply with these looming deadlines is to eliminate copper pollution at its primary source – vehicle brake pads. Any attempt to try and remove copper in highly urbanized areas that is already dissolved in stormwater would most likely require large tracts of land and construction of new treatment infrastructure. Estimates are that this could easily cost already fiscally strapped local governments billions of dollars statewide with no guarantee that these methods would actually succeed.

The work to reduce copper in brake pads needs to start now. Local governments need to demonstrate now to the Water Boards and environmental stakeholders that they have solid TMDL compliance plans that can be achieved by the final compliance dates, and the auto industry needs to start now to complete the transition to new materials in time to help meet those deadlines. All parties need to be able bank now on copper in brake pads being reduced over time and SB 346 becoming law is the best way to meet that shared need.

SB 346 provides the auto industry with a reasonable timeline within which to develop and distribute safe and effective copper-free brake friction materials while also giving cities and counties the ability to demonstrate that they will meet their copper TMDLs in a timely manner. SB 346 is the embodiment of good legislation and that was recognized when both the Senate and the Assembly, in overwhelming votes with significant bi-partisan support, approved it. All the major auto industries, environmental groups, and local governments support SB 346, and the bill has no recorded opposition. **The City of Monrovia strongly supports SB 346, and respectfully encourages your signature on this landmark legislation.**

Sincerely,

A handwritten signature in blue ink, appearing to read "Ron Bow".

Ron Bow
Director of Public Works

Los Angeles



Stormwater Quality
Partnership

September 9, 2010

Partner Cities:

Agoura Hills
Azusa
Beverly Hills
Calabasas
Hidden Hills
Monrovia
Norwalk
Rancho Palos Verdes
Westlake Village

The Honorable Arnold Schwarzenegger
Governor, State of California
State Capitol Building
Sacramento, CA 95814

RE: SB 346 (Kehoe) – Source Control of Copper Water Pollution – Support

Dear Governor Schwarzenegger:

The Los Angeles Stormwater Quality Partnership strongly supports SB 346 (Kehoe), which will provide California's cities and counties with the tool they need to comply with stringent federal and state water quality mandates and avoid billions of dollars in costs and potential penalties. SB 346 requires that copper, a significant aquatic pollutant, be reduced to 5% by weight in vehicle brake pads sold in California by 2021 and to a de minimis 0.5% by weight by 2025. Scientific studies have established that by far the most significant source of copper in urban watersheds is the fine dust generated from the use of brake pads.

Pursuant to the requirements of the federal Clean Water Act, the Regional Water Quality Control Boards in Los Angeles and San Diego have already imposed deadlines and copper Total Maximum Daily Load (TMDL) limits on discharges of stormwater to California waters. Similar TMDLs are expected to be imposed on other urban watersheds across the state in the near future.

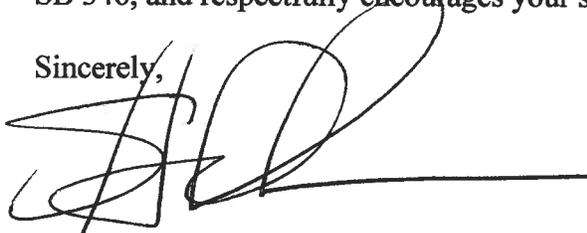
The only technically and economically feasible way for municipalities to comply with these deadlines is to eliminate copper pollution at its primary source – vehicle brake pads. Any attempt to try and remove copper in highly urbanized areas that is already dissolved in stormwater would most likely require large tracts of land and construction of new treatment infrastructure. Estimates show this could easily cost already fiscally strapped local governments billions of dollars statewide with no guarantee that these methods would succeed.

The work to reduce copper in brake pads needs to start now. Local governments need to demonstrate now to the Water Boards and environmental stakeholders that they have solid TMDL compliance plans that can be achieved by the final compliance dates, and the auto industry needs to start now to complete the transition to new materials in time to help meet those deadlines. All parties need to be able bank now on copper in brake pads being reduced over time and SB 346 becoming law is the best way to meet that shared need.

SB 346 is based on 14 years of scientifically based, shared fact-finding and thoughtful discussion and negotiation. As a result, SB 346 provides the auto industry with a reasonable timeline within which to develop and distribute safe and effective copper-free brake friction materials while also giving cities and counties the ability to demonstrate that they will meet their copper TMDLs in a timely manner. SB 346 is the embodiment of good legislation and that was recognized when both the Senate and the Assembly, in overwhelming votes with significant bi-partisan support, approved it. All the major auto industries, environmental groups, and local governments support SB 346, and the bill has no recorded opposition.

Once again, the Los Angeles Stormwater Quality Partnership strongly supports SB 346, and respectfully encourages your signature on this landmark legislation.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Ochoa', with a long horizontal line extending to the right.

Scott Ochoa, Chair
Los Angeles Stormwater Quality Partnership

Los Angeles



Stormwater Quality
Partnership

July 27, 2010

Partner Cities:

Agoura Hills
Azusa
Beverly Hills
Calabasas
Hidden Hills
Monrovia
Norwalk
Rancho Palos Verdes
Westlake Village

The Honorable Felipe Fuentes
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

**RE: SB 346 (Kehoe) – Source Control of Copper Water Pollution –
Support As Amended (August 2)**

Dear Chairman Fuentes:

The Los Angeles Stormwater Quality Partnership (LASQP) strongly supports SB 346 (Kehoe), which will provide California cities and counties with the tools they need to comply with stringent federal and state water quality mandates and avoid billions of dollars in costs and potential penalties. SB 346 requires that copper, a significant aquatic pollutant, be reduced to a de minimis 0.5% by weight in vehicle brake pads sold in California by 2025. Scientific studies have shown that by far the most significant source of copper in urban watersheds is the fine dust generated from the use of brake pads.

Under the federal Clean Water Act, the Los Angeles Regional Water Quality Control Board has already imposed stringent copper limits as part of the metals Total Maximum Daily Loads (TMDLs). Similar TMDLs are expected to be imposed on other urban watersheds across the state in the near future. The only technically and economically feasible way for municipalities to comply with these deadlines is to eliminate copper pollution at its primary source – vehicle brake pads – no later than 2025. Any attempt to try and remove copper already in stormwater within highly urbanized areas would most likely require large tracts of land for the construction of new treatment infrastructure. The California Stormwater Quality Association estimates that this could easily cost already fiscally strapped local governments billions of dollars statewide with no guarantee of success.

It is our understanding that meetings with industry, environmental, and local government representatives earlier this month resulted in amendments that accept nearly all industry requests and are supported by environmental and local government representatives. SB 346 provides the auto industry with an attainable timeline within which to develop and distribute safe and effective copper-free brake friction materials while also giving cities and counties the ability to meet copper/metals TMDLs in a timely manner. We urge you to support SB 346.

Sincerely,
Scott Ochoa, Chair
Los Angeles Stormwater Quality Partnership

cc: LASQP Member Cities



Office of the City Manager

July 21, 2010

The Honorable Felipe Fuentes
Chair, Assembly Appropriations Committee
State Capitol, Room 2114
Sacramento, CA 95814

**SUBJECT: SB 346 (KEHOE) – SOURCE CONTROL OF COPPER WATER POLLUTION
SUPPORT AS AMENDED AUGUST 2**

Dear Assemblymember Fuentes:

The City of Monrovia strongly supports SB 346 (Kehoe), which will provide California's cities and counties with the tool they need to comply with stringent federal and state water quality mandates and avoid billions of dollars in costs and potential penalties. SB 346 requires that copper, a significant aquatic pollutant, be reduced to a *de minimis* 0.5% by weight in vehicle brake pads sold in California by 2025. Peer-reviewed scientific studies have established that by far the most significant source of copper in urban watersheds is the fine dust generated from the use of brake pads.

Pursuant to the requirements of the federal Clean Water Act, the Regional Water Quality Control Boards in Los Angeles and San Diego have already imposed copper Total Maximum Daily Loads (TMDLs). Similar TMDLs are expected to be imposed on other urban watersheds across the state in the near future. The only technically and economically feasible way for municipalities to comply with these looming deadlines is to eliminate copper pollution at its primary source – vehicle brake pads – no later than 2025. Any attempt to try and remove copper in highly urbanized areas that is already dissolved in stormwater would most likely require large tracts of land and construction of new treatment infrastructure. This could easily cost already fiscally strapped local governments billions of dollars statewide with no guarantee that these methods would actually succeed. For example, the Los Angeles River Metals TMDL Implementation plan drafted for Reach 2 of the River estimates capital costs for implementation in excess of \$500,000,000 and potentially over \$1,000,000,000.

SB 346 provides the auto industry with a generous timeline within which to develop and distribute safe and effective copper-free brake friction materials while also giving cities and counties the ability to demonstrate that they will meet their copper TMDLs in a timely manner.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Orinda".

Scott Orinda
City Manager

cc: Senator Christine Kehoe
Assembly Appropriations Committee members