

Brian Haber  
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San Ramon, CA 94553



September 19, 2011

Jeanine Townsend  
Clerk to the Board  
CA

Dear Jeanine Townsend:

On behalf of the construction industry, I am writing to express my strong opposition to the State Water Board's proposed Caltrans MS4 NPDES Permit. This permit, as drafted, would impose extensive new regulations on all future Caltrans road construction projects that far surpass what the federal government requires from states under the Federal Clean Water Act.

Contractors, like myself, are responsible for building and maintaining some of California's most vital infrastructure including our roads, highways, bridges, schools and hospitals. I support clean water efforts for the state of California. I also believe in the reasonable implementation of environmental regulations that balance the value of California's natural resources with the value of a strong economy and job opportunities for California's citizens.

Caltrans estimates that the draft permit would drain an estimated \$600 million annually from state road construction projects. Such enormous costs would result in the elimination of thousands of jobs in the construction industry at a time when our economy cannot afford further job losses.

If implemented, the proposed permit would force Caltrans to significantly shift focus from improving roadways to retrofitting existing infrastructure to meet the permit's requirements. This would worsen road conditions, create unsafe driving environments, and force California motorists to pay more for driving on under maintained roadways.

Additionally, while I support efforts to improve water quality, there is no evidence that these proposed regulations would proportionally improve water quality to justify spending \$600 million taxpayer dollars each year. This is of great concern to me.

For all of these reasons, I oppose the proposed Caltrans MS4 NPDES permit and request that the State Water Board and Staff work with Caltrans to come up with a more cost-effective permit that improves water quality without defunding our transportation system.

Sincerely,

Brian Haber  
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