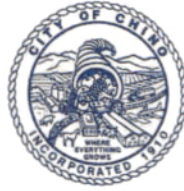


POSITION LETTERS (Attachment 3)

As of July 15, 2025

Attachment 3 includes City of Chino position letters on legislation and regulations submitted since the prior report. The attached letter(s) were submitted on behalf of the City during this reporting period.

EUNICE M. ULLOA
COMSTOCK
Mayor
FLORES



CURTIS BURTON
Mayor Pro Tem

KAREN C.

CHRISTOPHER

MARC LUCIO
Council Members

DR. LINDA REICH
City Manager

CITY of CHINO

June 24, 2025

The Honorable Damon Connolly
Chair, Committee on Environmental Safety & Toxic Materials
1020 N Street, Room 171
Sacramento, CA 95814

Re: Senate Bill 466 (Caballero) – The Chromium-6 MCL Compliance Safeguard Act, Support

Dear Assemblymember Connolly,

On behalf of the City of Chino, I am pleased to offer our strong support of SB 466 (Caballero), that will provide narrow legal protections for water providers who are acting in full compliance with a chromium (VI) ("Cr-6") Maximum Contaminant Level (MCL) Compliance Plan, to prevent unjustified and costly lawsuits, which divert time and resources away from efforts to comply with the Cr-6 MCL.

As a public water utility provider, we are committed to protecting public health by delivering high-quality drinking water, maintaining and upgrading essential infrastructure, and meeting all regulatory standards established by the State Water Resources Control Board and the U.S. Environmental Protection Agency.

The new regulation, which sets the Cr-6 MCL at 10 parts per billion (ppb), is now in effect and provides public water systems with a limited compliance period to meet the new Cr-6 standard. Larger public water systems (>10,000 service connections) must comply with this new directive within 2 years. Achieving compliance within this timeframe is not feasible for many water systems due to the need for significant infrastructure upgrades and financing required to comply. Smaller water systems (1,000 to 9,999 service connections and ≤1,000 service connections) face similar challenges.

Water providers do not seek relief from enforcement by the State Water Board (SWRCB) for exceeding the Cr-6 MCL. They do however have great concern about potential litigation following public notice of Cr-6 MCL exceedance. The narrow legal protections in this bill only apply to water systems that are also in compliance with the total Chromium standard for drinking water, which was in place prior to the new Cr-6 standard for drinking water, to ensure that these protections only apply to water systems with a track record of meeting Chromium drinking water standards in California.



13220 Central Avenue, Chino, California 91710
Mailing Address: P.O. Box 667, Chino, California 91708-0667
(909) 334-3250 • (909) 334-3720 Fax
Web Site: www.cityofchino.org

SB 466 does not permanently shield a water agency from any harm caused and does not affect the State Water Board's enforcement authority. This legal protection would only apply for the limited period when a water provider submits a Cr-6 MCL Compliance Plan and remains in full compliance with the plan that is approved or waiting approval from the SWRCB.

SB 466 (Caballero) is a reasonable temporary measure to protect water providers acting in good faith to comply with the Cr-6 MCL from unnecessary litigation, allowing them to stay focused on their mission of providing safe and affordable drinking water to the communities they serve.

For these reasons, we are proud to support SB 466 (Caballero) and urge your AYE vote when it comes before you.

Sincerely,

A handwritten signature in dark ink, appearing to read "Hye Jin Lee", written in a cursive style.

Hye Jin Lee, MS, PE
Director of Public Works
City of Chino

HJL:lm

EUNICE M. ULLOA
COMSTOCK
Mayor
FLORES



KAREN C.

CHRISTOPHER

MARC LUCIO
Council Members

CURTIS BURTON
Mayor Pro Tem

DR. LINDA REICH
City Manager

CITY of CHINO

June 24, 2025

The Honorable Ash Kalra
Chair, Committee on Judiciary
1020 N Street, Room 104
Sacramento, CA 95814

Re: Senate Bill 466 (Caballero) – The Chromium-6 MCL Compliance Safeguard Act, Support

Dear Assemblymember Kalra,

On behalf of the City of Chino, I am pleased to offer our strong support of SB 466 (Caballero), that will provide narrow legal protections for water providers who are acting in full compliance with a chromium (VI) ("Cr-6") Maximum Contaminant Level (MCL) Compliance Plan, to prevent unjustified and costly lawsuits, which divert time and resources away from efforts to comply with the Cr-6 MCL.

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Water providers do not seek relief from enforcement by the State Water Board (SWRCB) for exceeding the Cr-6 MCL. They do however have great concern about potential litigation following public notice of Cr-6 MCL exceedance. The narrow legal protections in this bill only apply to water systems that are also in compliance with the total Chromium standard for drinking water, which was in place prior to the new Cr-6 standard for drinking water, to ensure that these protections only apply to water systems with a track record of meeting Chromium drinking water standards in California.



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For these reasons, we are proud to support SB 466 (Caballero) and urge your AYE vote when it comes before you.

Sincerely,

A handwritten signature in black ink, appearing to read "Hye Jin Lee". The signature is fluid and cursive, with the first name "Hye" and last name "Lee" being the most prominent parts.

Hye Jin Lee, MS, PE
Director of Public Works
City of Chino

HJL: lm

EUNICE M. ULLOA
Mayor



KAREN C. COMSTOCK
CHRISTOPHER FLORES
MARC LUCIO
Council Members

CURTIS BURTON
Mayor Pro Tem

DR. LINDA REICH
City Manager

CITY of CHINO

July 1, 2025

The Honorable Lori Wilson, Chair
Assembly Transportation Committee
1020 N Street, Suite 112
Sacramento, CA 95814

RE: Opposition to SB 445 (Wiener) – As Amended June 30, 2025, Sustainable Transportation Project Delivery Reform Act – OPPOSE

Dear Chair Wilson,

I write on behalf of the City of Chino in **opposition to SB 445** (Wiener), as amended on June 30, 2025. As a municipality responsible for potable water, stormwater, and transportation infrastructure across 30 square miles, the City of Chino has significant operational and permitting responsibilities that would be directly and negatively affected by the changes proposed in SB 445.

While we support efforts to streamline the delivery of sustainable transportation projects, SB 445 imposes rigid procedural requirements on local agencies and utilities without providing adequate protections for critical infrastructure oversight, cost accountability, or public safety.

One major concern is the bill's provision allowing the Secretary of Transportation to waive, i.e., override, locally adopted design and permitting standards when they are deemed to conflict with the delivery of transportation projects. This would bypass local review, even in cases where public safety or system reliability may be at risk.

The bill also establishes a binding dispute resolution process that provides transportation agencies with the power to challenge permit denials or delays. While municipalities and utilities may participate in the process, they have no say in selecting mediators or arbitrators, and the outcomes are not subject to appeal. This reduces an agency's ability to defend legitimate technical, operational, or public safety concerns.

In addition, SB 445 requires all third parties, including cities, to publicly post every permit requirement and related "objective" standard by July 1, 2026. Any unpublished or "subjective" standard may not be enforced. While greater clarity is welcome, the bill will inadvertently invalidate essential practices that rely on case-by-case engineering judgment or site-specific review.

Furthermore, the bill also places financial risk on local agencies by requiring them to pay for facility upgrades ("betterments") that go beyond what is strictly needed for the project. Even when upgrades

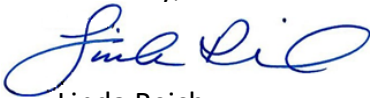


Hon. Lori Wilson
July 1, 2025, p.2

are driven by project design changes, the city may be left with the cost unless it objects early in the process.

The City of Chino supports efficient project delivery; however, SB 445, as amended, would weaken local authority, unnecessarily shift costs to cities and utilities, and limit our ability to protect essential and critical infrastructure. For these reasons, we respectfully urge the Committee to oppose this measure in its current form. If you have any questions regarding this correspondence, please contact Deputy City Manager Vivian Castro at vcastro@cityofchino.org or (909) 334-3307.

Sincerely,



Linda Reich
City Manager

cc: The Honorable Michelle Rodriguez
The Honorable Phillip Chen
Hye Jin Lee, Director of Public Works

EUNICE M. ULLOA
Mayor



KAREN C. COMSTOCK
CHRISTOPHER FLORES
MARC LUCIO
Council Members

CURTIS BURTON
Mayor Pro Tem

DR. LINDA REICH
City Manager

CITY of CHINO

June 13, 2025

The Honorable Norma Torres
2227 Rayburn House Office Building
U.S. House of Representatives
Washington, DC 20515
Via email: silvia.ruelas@mail.house.gov and serena.gobbi@mail.house.gov

RE: Bigger Trucks: Bad for America's Local Communities

Dear Congresswoman Torres,

The City of Chino's transportation infrastructure is a key part of our community's economic vitality and quality of life. For this reason, we ask that you oppose any proposals in Congress to allow any increase in truck length or weight. Longer double-trailer trucks or heavier single-trailer trucks would only make the current situation worse. Allowing heavier and longer trucks will most certainly set us back in our efforts to improve the condition and safety of our transportation infrastructure, especially in our City and region, which have a heavy concentration of logistics businesses and a large volume of trucks.

Much of our transportation infrastructure that connects people to jobs, schools, and leisure is in disrepair, in part because local and rural roads and bridges are older and not built to the same standards as interstates. Because of underfunded budgets, many cities cannot keep up with maintenance schedules and replacement costs. The impacts of longer or heavier tractor-trailers would only worsen these problems. Millions of miles of truck traffic operate on local roads and bridges across the country, and any bigger trucks allowed on our interstates would mean additional trucks that ultimately find their way onto our local infrastructure.

Longer and heavier trucks would cause significantly more damage to our transportation infrastructure, costing us billions of dollars that local government budgets simply cannot afford, compromising the very routes that American motorists use every day. We ask that you oppose any legislation that would allow any increase in truck length or weight. If you have any questions, please feel free to contact Deputy City Manager Vivian Castro at vcastro@cityofchino.org or 909-334-3307.

Sincerely,

Linda Reich
City Manager

cc: Public Works Director Hye Jin Lee
Transportation Engineer Dennis Ralls

