

BASMAA

Proposed Project for Baseline Budget Funding

Title: Brake Pad Partnership: Support for Sustainable Conservation and the 2004 Annual Stakeholder Conference

Purpose: The Brake Pad Partnership (BPP) is a multistakeholder collaborative effort to address the issue of copper from brake pads in stormwater. BASMAA, stormwater regulators, Bay Area environmentalists, and the brake pad manufacturers are working together to understand and, if necessary, reduce the impacts of brake pad wear debris on stormwater. Through the Brake Pad Partnership, manufacturers have committed to reducing copper in brake pads if the BPP determines that brake pads are a significant source of copper impairment to the San Francisco Bay. The BPP's work is an integral part of the TMDL implementation plan for the Lower South San Francisco Bay, and the TMDL implementation plan soon to be extended to the entire San Francisco Bay. Although the Lower San Francisco Bay is no longer listed as a copper-impaired water body, the delisting is contingent on copper levels remaining constant or decreasing. As a part of their participation in the BPP, manufacturers have reported increasing the use of copper in brake pads by nearly 40% since 1998 in order to meet new federal safety regulations and related customer satisfaction requirements. The increase in copper use in brake pads raises concerns that urban runoff copper loadings to the Bay might also increase, underscoring the urgency of addressing brake pads as a source of copper in urban runoff. The funding requested here is to support Sustainable Conservation's essential role in the BPP as project manager, coordinator, and facilitator.

Background: Past experience has shown that Sustainable Conservation's role is critical to the success of the BPP. Sustainable Conservation manages the Partnership, organizes and convenes meetings, facilitates the technical and policy discussions, supports and maintains communications among stakeholder interests, assists the participants in coming to agreements, identifies and brings technical resources to the group, and organizes and convenes the Annual Stakeholder Conference. Sustainable Conservation was instrumental in the Partnership's winning of Proposition 13 funding in 2002 in support of the planned technical studies.

The Brake Pad Partnership's activities fall into three categories: active stakeholder participation on the Steering Committee, technical studies, and Sustainable Conservation's project management, coordination, and facilitation (including organizing the Stakeholder Conferences). Funding for each of these activities has come from a variety of sources. All of the BPP participants—including BASMAA—support their own participation in the process. BASMAA is one of several stakeholder organizations that have provided financial and in-kind resources to carry out the technical work of the BPP (e.g., the development of the wear debris generation protocol and characterization studies), and the Annual Stakeholder Conference has been partially funded by the SCVURPPP, BASMAA, and private foundations. In the early days of the Partnership, EPA, SFEP, and SCVURPPP funds supported Sustainable Conservation's work. More recently Sustainable Conservation has obtained partial support from industry and private foundations, for its role and in support of the BPP's technical advisor.

From July 2002 to June 2003, BASMAA provided funding support for the Brake Pad Partnership through its support of Kelly Moran as its representative on the BPP Steering Committee (30,000), and through its approval of baseline funding in support of the Sustainable Conservation's role in the Partnership (\$25,000). In addition, the Vallejo Sanitation and Flood Control District contributed an additional \$3,000 in support of Sustainable Conservation's role.

Sustainable Conservation recently learned that the \$75,000 grant it had anticipated for the BPP from the Ford Motor Company Fund for 2003 will not be forthcoming due to Ford's financial situation. Sustainable Conservation has been unsuccessful in gaining financial support for its work on the BPP in the upcoming year from the U.S. EPA, Caltrans, and a variety of private foundations.

Scope: Sustainable Conservation will carry out the following activities:

- **Project Management:** Sustainable Conservation manages the day-to-day activities of the Brake Pad Partnership. Working with the Steering Committee members, it identifies issues that need to be addressed, organizes meetings and conference calls, prepares meeting agendas and summaries of action items, drafts written communications and reports of the BPP, seeks and obtains funding for BPP actions, and identifies and brings in needed technical resources. As the BPP is moving into conducting the technical studies funded under the Proposition 13 grant, which will commence in October 2003, project management needs have increased substantially. The planned technical studies entail multiple components and contractors, all of which must be coordinated through the Steering Committee and San Francisco Estuary Project, which is serving as the fiscal agent for the Partnership for the purposes of the Proposition 13 grant.
- **Facilitation of Decision Making:** According to BASMAA's Steering Committee representative Kelly Moran, "Sustainable Conservation's active facilitation of the BPP is an essential element of the BPP's recent actions and success. The BPP's work involved complex scientific and policy issues around which the various stakeholders hold very different perspectives. Sustainable Conservation helps the parties focus on the specific substantive issues at hand, refine the technical questions that need to be answered, sets schedules for obtaining information, decisions, and actions to ensure continued forward progress, and maintains a strategic project focus on obtaining agreement on an outcome that best meets the BPP's goals.
- **Public Involvement:** Sustainable Conservation conducts stakeholder involvement in the BPP through project updates, the Annual Stakeholder Conference, and distribution of project-related reports to all interested parties. Sustainable Conservation works to ensure that the BPP's work is informed by the latest information from industry, government agencies, and the scientific community working in related areas. This involvement is critical to sharing information generated within the BPP with others, and to making sure the BPP has access to the best available technical information as it pursues its technical work. Sustainable Conservation also is working to build effective partnerships with the automobile manufacturers, whose cooperation may be critical to the overall future success of the BPP.

Products: In 2003, the BPP will:

- Initiate the planned environmental modeling and monitoring, and laboratory studies of the fate and transport of copper in brake wear debris;
- Seek the remaining funding needed to complete the technical studies by 2006 (\$100,000);
- Continue the physical and chemical characterization of wear debris material conducted by the BPP's technical advisor, Professor Mark Schlautman of Clemson University;
- Disseminate the manufacturers' annual report on copper use in brake pads and linings;
- Hold a Stakeholder Conference to communicate to the broad stakeholder community and seek additional input from stakeholders as a result of the information shared (target dates are May or June 2004).

Sustainable Conservation's overarching role in producing these BPP products is to further develop the coordinated, agreed-on approach to addressing the issue of copper in urban runoff and to propel the BPP through the refinement of the technical work needed, the conduct of the work itself, and the joint evaluation of the results. Sustainable Conservation also provides all of the necessary scheduling and logistical support for convening meetings of the Steering Committee and for holding the Stakeholder Conference.

Schedule: The Brake Pad Partnership's Steering Committee anticipates its work will be complete at the end of 2006. The funding requested here in support of Sustainable Conservation is for the period from July 1, 2003 through June 30, 2004.

Budget (estimate): Sustainable Conservation's annual budget for the Brake Pad Partnership is \$140,000. This request is for \$35,000 from BASMAA.

Project Manager: Geoff Brosseau, BASMAA

Implementer(s): _____ Comm(s). Staff Consultant BAPPG SFEI
_____ Program Other: Sustainable Conservation (nonprofit)

Proposer: Jill Bicknell, SCVURPPP

Date: April 29, 2002