

BRAKE PAD PARTNERSHIP**DRAFT****Tasks To Be Accomplished and Outcomes To Be Produced with
SEP Funding from the City of Petaluma***August 5, 2003***Organization and Contact Information**

Sustainable Conservation
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Project Name and Location

The Brake Pad Partnership
The project covers the entire San Francisco Bay watershed.

Project Description

California drivers use their brakes hundreds of millions of times a day, each time releasing small amounts of brake wear debris to the environment. In 1994, a highly disputed study roughly estimated that more than half the copper in urban runoff to the San Francisco Bay, for which copper is a pollutant of concern, comes from brake pads. Since then, the use of copper in brake pads has increased by 40%, as manufacturers have sought to meet new federal safety regulations and customer satisfaction requirements. Although the industry, environmental, stormwater management, and regulatory stakeholders have different perspectives on the potential significance of the study finding and the potential water-quality implications of the increased copper usage, today they are working together in the Brake Pad Partnership (BPP) to implement a program aimed at identifying and preventing impacts on surface water quality that potentially arise from the use of automotive brake pads.

The Partnership's work involves multiple interlinked tasks, including a series of air deposition, watershed transport, and Bay modeling studies supported by characterization and monitoring data. The overall project is scheduled for completion in late 2006.

The City of Petaluma's Contribution

Supplemental Environmental Project funding of \$9,000 from the City of Petaluma will be used to partially support key project management tasks over the next eight months, specifically:

The Brake Pad Partnership Steering Committee's development and implementation of a methodology for generating automobile wear debris representative of that likely to be produced in Bay Area watersheds (projected completion date 3/31/04).

This task is critical to the development of physical and chemical characterization data that will serve as inputs to the environmental transport and fate modeling portions of the project.

Specific products to be generated for this task include: (1) report on the method for generating wear debris and a report on the amount generated for physical and chemical characterization studies.