The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on July 20th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Mark Schlautman (Clemson University, project technical advisor)
- Kirsten Rosselot (Process Profiles, contractor serving as technical project manager)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Tim Merkel (MCW Consulting Services)
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Michael Endicott (Sierra Club)
- Kelly Moran (TDC Environmental)

Chris Shepley (Affinia) and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Status Review.** Sustainable Conservation is conducting discussions with individual Steering Committee members about the process to date on SB 346 and possible next steps for the BPP. My input to Sustainable Conservation was based on the CASQA BPP Team discussions in July. After Ashley Boren summarized Steering Committee feedback to date, the Steering Committee had a general discussion of the process and next steps. The highlights of the discussion were:
  - There is a general feeling among Steering Committee members that proceeding with legislation makes the most sense if we can develop and implement a strategy that will ensure that SB 346 becomes law.
  - DTSC’s “green chemistry” regulatory authority is the most obvious alternative approach to regulating brake pad copper content. This approach is fraught with uncertainties, which include what the regulatory process will look like (since DTSC’s implementing regulations are still in
development), when DTSC might take up brake pads, how any regulation might be enforced, and the time frame for copper reductions.

- Priority issues for legislation include not only regulating brake pad copper content, but also compensation for municipalities and the environment to offset long copper reduction timelines; ensuring copper restrictions and fees apply equally and fairly across the industry; the amount of the fee, where it is assessed, and who pays it; and defining the process and timeline for developing compliance certification chemical analysis methods.

- Clear education for vehicle industry stakeholders about the alternatives to SB 346 is a top priority. Sustainable Conservation stressed the need for better definition of vehicle industry risks, particularly litigation risks. This information is critical if the rest of the vehicle industry is to join the brake pad industry in the belief that brake pad copper content regulation is inevitable—and that working with the BPP is the best alternative for their industry.

On the basis of the Steering Committee discussion, Sustainable Conservation is planning the following next steps:

- Complete discussions with remaining Steering Committee members.
- Summarize the recommendations for next steps that flow out of the Steering Committee discussions and review this with the Steering Committee in August.
- Start fundraising to support activities in the coming year.
- Develop a set of talking points (perhaps a set of power point slides) to educate vehicle industry stakeholders on the alternatives to SB 346.

After completing these initial steps, Sustainable Conservation will develop an action plan with the advice of the Steering Committee. (The specific schedule for action plan development has not yet been established.)

- **Legislation.** Justin reviewed the status of the other consumer product bills in the legislature, which he will continue to track through the rest of the session. The fate of these other bills will provide useful insight to development of the BPP’s strategy and next steps. Sustainable Conservation reported that the German automobile association sent a letter of opposition to SB 346.

- **Steering Committee retirements.** Tim Merkel announced that he will be retiring from the Steering Committee. Tim intends to focus his energy on his new company that is working on a product to collect brake pad wear debris. Although Tim has been less active in recent years, this is a major loss because he was a key player in the formation of the Partnership and is the only industry representative who has been involved for more than a few years. As previously mentioned, Chris Shepley will be retiring from his job (and the Steering Committee) at the end of July; Terry Heffelfinger is his replacement.
Anticipated Schedule

The primary focus of the Steering Committee will be to develop an action plan (including a funding plan) for next steps. Sustainable Conservation asked that the Steering Committee schedule bimonthly calls to work on development of the action plan. Steering Committee teleconference meeting scheduling for August and September is currently in progress.
BPP STEERING COMMITTEE TELECONFERENCE

Monday, July 20, 10:00 a.m. to 11:30 a.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

Agenda:

<table>
<thead>
<tr>
<th>Topic</th>
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<th>Outcome</th>
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<tbody>
<tr>
<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
</tr>
<tr>
<td>2) Legislative Update (10 min)</td>
<td>None.</td>
<td>Everyone updated</td>
</tr>
<tr>
<td>- Status of 3 other “chemical bills” in CA legislature</td>
<td></td>
<td></td>
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<tr>
<td>3) SAE Meeting Update (5 min)</td>
<td>None.</td>
<td>Everyone updated</td>
</tr>
<tr>
<td>4) German Auto Industry Association Oppose Letter (5 min)</td>
<td>None.</td>
<td></td>
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<tr>
<td>5) Themes from Ashley’s Individual Calls with Steering Committee Members (55 min)</td>
<td>None</td>
<td>Decisions on Next Steps</td>
</tr>
<tr>
<td>6) Future calls – discuss timing and frequency (5 min)</td>
<td></td>
<td></td>
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<tr>
<td>7) Anything else? Topics for next/future calls (5 min)</td>
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MEMO

For CASQA Member Organization Internal Use Only

TO: CASQA BPP Team
FROM: Kelly D. Moran
DATE: Sept. 3, 2009
PROJECT: 62
SUBJECT: Brake Pad Partnership Conference Call—September 3, 2009

The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on September 3rd. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Mark Schlautman (Clemson University, project technical advisor)
- Kirsten Rosselot (Process Profiles, contractor serving as technical project manager)
- Justin Malan, BPP lobbyist
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Kelly Moran (TDC Environmental)

Michael Endicott (Sierra Club) and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Pro-bono Legal Analysis Will Show Substantial Legal Risk for Manufacturers.** Sustainable Conservation has a relationship with a major law firm through which it can obtain pro-bono legal analysis of specific questions. It has previously asked several questions related to the brake pad partnership (e.g., to determine whether there could be Federal pre-emption of state regulation of various classes of brake pads). Based on stakeholder feedback that it would be helpful to clarify the legal risks and potential consequences for automobile and brake pad manufacturers related to brake pad copper content, Sustainable Conservation asked the law firm for an impartial analysis as to whether risks exist. Although the analysis is not finalized, the preliminary feedback from the law firm was that manufacturers have significant risk of litigation based on California public nuisance law. The preliminary assessment is that such cases would have a strong chance for success. Since this work is pro-bono, Sustainable Conservation cannot control the schedule for delivery of the written legal analysis; however, they hope that it will be completed in September. Although the law firm would prefer to keep its identity confidential (so the analysis won’t be broadly circulated), Sustainable
Conservation will be able to use the information to educate industry stakeholders about the wisdom of supporting the BPP’s legislation.

- **Washington State Potential Brake Pad Legislation.** Sustainable Conservation has been contacted by staff from the Washington State Department of Ecology, which is actively considering sponsoring legislation to remove copper from brake pads sold in Washington state. Their interest in pursuing such legislation is related to protection of salmon, which are experiencing a population crash in the Puget Sound region. They are using the BPP’s scientific studies in their effort. Sustainable Conservation will be monitoring their progress.

- **BPP Action Plan.** Sustainable Conservation has conceived a three-pronged plan with the following elements
  - Revise and strengthen SB 346 into a bill that will both meet stakeholder needs and can become California law
  - Educate stakeholders
  - Obtain funding to implement the plan

  The Steering Committee briefly discussed an assessment of past legislative efforts compiled by Sustainable Conservation (this assessment was the basis for the action plan concept). A long discussion of the elements of an action plan for the coming year followed. On the basis of preliminary feedback from the Steering Committee, Suscon will flesh out the action plan concept for further discussion by the Steering Committee.

- **Fundraising.** Suscon has been actively seeking funding for the BPP. In addition to looking to municipalities for support, it has been seeking foundation funding. So far, it has identified a number of potential foundation funding sources, but has not yet been able to secure any funds.

- **Legislation.** Justin reviewed the status of the three other consumer product bills in the legislature this year. One bill was held in committee, a second has made it to the floor of the second house (but its ability to pass is unclear), and the third (the lead wheel weights bill) just passed out of the second house (now needs to go back to the first house for a final “concurrence” vote). The fate of these three bills will provide useful insight to development of the BPP’s strategy and next steps. Justin will do a strategy analysis after the end of the legislative session and after the Governor’s actions to advise the BPP on what types of legislation are likely to be successful. Despite the relatively challenging situation in Sacramento, Justin remains optimistic that BPP-sponsored legislation can become law next year.

- **Meeting with AIAM Lobbyist.** Stacey & Justin met with the AIAM Sacramento lobbyist in August. They reported that AIAM seemed to be eager to work things out and that their lobbyist was optimistic that finding a positive resolution would be possible. AIAM’s biggest concerns are the fee (primarily where the fee is collected) and their desire for an “offramp” if brake pad suppliers are not providing adequate low-copper products. AIAM appears to be suggesting that we
work with them to broker a deal that splits the auto industry (i.e., let them be the “good guys” as compared to U.S. manufacturers). Stacey and Justin will set up a longer meeting with the lobbyist after the end of the legislative session in mid-September; they anticipate needing technical support for this meeting.

- **Teleconference with German Auto Association.** In response to the German Auto Association’s letter of opposition to SB 346, Bob Peters will be meeting via teleconference with representatives from their association. He is preparing a briefing to explain why they should not oppose SB 346 and should consider supporting the bill instead. German auto manufacturers are not part of AIAM.

**Anticipated Schedule**

The primary focus of the Steering Committee will be to develop an action plan (including a funding plan) and starting to implement next steps on SB 346. Sustainable Conservation asked that the Steering Committee schedule bimonthly calls to work on development of the action plan. The Steering Committee upcoming meeting schedule is:

- Monday, September 14th 11:30 am—Teleconference meeting
- Wednesday, September 23rd 11:30 am—Teleconference meeting
BPP STEERING COMMITTEE TELECONFERENCE

Thursday, September 3, 9:30 a.m. to 11:00 a.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

Agenda:

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<tr>
<td>1) Teleconference agenda review, anything new? (10 min)</td>
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<tr>
<td>2) Updates (20 min)</td>
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<tr>
<td>- Legislative (Justin/Stacey)</td>
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<td>- AIAM (Justin/Stacey)</td>
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<td>- German Auto Association (Bob)</td>
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<td>- Law firm analysis (Stacey)</td>
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<tr>
<td>- Other?</td>
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<tr>
<td>3) Fundraising Update (10 min)</td>
<td>None.</td>
<td>Everyone updated; identify any additional prospects</td>
</tr>
<tr>
<td>4) Summary of Thoughts on Prior Year’s Experience (15 min)</td>
<td>Review summary document Ashley will send</td>
<td>Discussion and comments</td>
</tr>
<tr>
<td>5) Draft Plan for Coming Year (30 min)</td>
<td>Review draft plan Ashley will send</td>
<td>Comments for revised documents</td>
</tr>
<tr>
<td>6) Anything else? Topics for next/future calls (5 min)</td>
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TO: CASQA BPP Team  
FROM: Kelly D. Moran  
DATE: Sept. 14, 2009  
PROJECT: 62  
SUBJECT: Brake Pad Partnership Conference Call—September 14, 2009

The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on September 14th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Kirsten Rosselot (Process Profiles, contractor serving as technical project manager)
- Justin Malan, BPP lobbyist
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer’s Council Product Environmental Committee [BMC/PEC])
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Terry Heffelfinger (Affinia)
- Richard Looker (San Francisco Bay Water Board)
- Kelly Moran (TDC Environmental)

Mark Schlautman (Clemson University, project technical advisor) did not participate in the teleconference meetings.

The following items were discussed:

- **Funding Update.** Suscon has been actively seeking funding for the BPP, but none is in sight. Foundations are generally nervous about funding the BPP, because of legal requirements that charitable foundation funds cannot be used for lobbying. If funds from some source do not become available right away, Suscon will need to curtail activities dramatically.

- **Legislative Update.** Of the four product chemical bills in the legislature, only one—the wheel weight lead ban—has made it to the Governor. The other bills were derailed primarily by the existence of the future green chemistry regulatory process at DTSC. The BPP will track the Governor’s decision on the wheel weight bill.

- **Assessment of previous year.** The Steering Committee spent most of the call discussing Sustainable Conservation’s draft assessment of the previous year and the implications for the coming year. Funding is the primary problem. Without
funding, less cooperative alternatives for addressing brake pad copper—particularly litigation—appear to be very real risks.

Anticipated Schedule

The primary focus of the Steering Committee will be to develop an action plan (including a funding plan) and starting to implement next steps on SB 346. Sustainable Conservation asked that the Steering Committee schedule bimonthly calls to work on development of the action plan. The Steering Committee upcoming meeting schedule is:

- Wednesday, September 23rd 11:30 a.m. to 1 p.m.—Teleconference meeting

Sustainable Conservation is in the process of scheduling calls for October.
BPP STEERING COMMITTEE TELECONFERENCE

Monday, September 14, 11:30 a.m. to 12:30 a.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

Agenda:

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<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
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</table>
| 2) Updates (15min)  
- Funding (Ashley)  
- Legislative (Justin/Stacey)  
- 9/10 SAE Call (Bob/Stacey) | None. | Everyone updated |
| 3) Summary of Thoughts on Prior Year’s Experience (15 min) | Review summary document Ashley will send | Discussion and comments |
| 4) Anything else? Topics for next/future calls (5 min) | | |
MEMO

For CASQA Member Organization Internal Use Only

TO: CASQA BPP Team
FROM: Kelly D. Moran
PROJECT: 62
SUBJECT: Brake Pad Partnership Conference Call—September 23, 2009

The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on September 23rd. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Kirsten Rosselot (Process Profiles, contractor serving as technical project manager)
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Terry Heffelfinger (Affinia)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Kelly Moran (TDC Environmental)

Richard Looker (San Francisco Bay Water Board) and Mark Schlautman (Clemson University, project technical advisor) did not participate in the teleconference meetings.

The following items were discussed:

- **Legal liabilities.** As mentioned previously, a pro-bono legal opinion obtained by Sustainable Conservation shows substantial legal risk to automobile and brake pad manufacturers. The pro-bono assessment looked at the potential for public nuisance and product liability lawsuits, finding that both municipalities and public interests groups probably have grounds for lawsuits against the brake industry. Lawsuits could be probably filed to recover costs associated with brake pad-caused water pollution. This type of lawsuit is sometimes filed to press for a settlement that involves specific actions by a company (e.g., product reformulation). Though not specifically analyzed by the pro-bono attorneys, there may also be liability under the Clean Water Act. Suscon will follow up with the attorneys to clarify which specific vehicle industry entities could be subject to lawsuit (potentially the entire supply chain).

We will be receiving a copy of the legal analysis when it is finalized. Suscon is preparing a set of key points (frequently asked questions) to circulate with the legal analysis.
• **Preparation for Society of Automotive Engineers (SAE) Brake Colloquium.** The SAE Brake Colloquium is the major industry professional meeting of the year. It will be held in October in Florida. There will be a special session on brake pad environmental issues. Due to the BPP’s financial situation, no one from Sustainable Conservation will be able to attend.

Two industry steering committee members will be present; they hope to be able to use the opportunity of this meeting to increase industry support for SB 346. The Steering Committee helped them prepare for the meeting by assessing the current situation—particularly clarifying the risks of litigation (which grow significantly if the BPP and SB 346 stall due to lack of funds) and explaining the potential costs associate with litigation.

• **German Auto Association.** Bob Peters briefed representatives of the German Automobile Association by telephone about the BPP and SB 346. The reception of the briefing was difficult to gauge, though follow-up communications were both encouraging (asking how they can get involved in SB 346) and discouraging (questioning whether participation was a marketing move for Akebono). BMC members will follow up to see if there is an opportunity for productive dialog with German automobile manufacturers. This group is interesting because they are members of the Alliance of Automobile Manufacturers, which to date has not been willing to work productively with the BPP.

• **Briefing Package for Auto Industry.** Sustainable Conservation hopes to create a web-based recorded presentation (audio and powerpoint slides) that they are calling an “executive overview” for automobile industry senior managers. The Steering Committee reviewed a draft list of key points for possible inclusion in the briefing.

**Anticipated Schedule**

To the extent that funding allows, the primary focus of the Steering Committee will be to develop an action plan (including a funding plan) and to start implementing next steps on SB 346. Sustainable Conservation asked that the Steering Committee schedule bimonthly calls to keep the BPP moving forward. Sustainable Conservation is in the process of scheduling two Steering Committee calls for October.
BPP STEERING COMMITTEE TELECONFERENCE

Wednesday, September 23, 11:30 a.m. to 1:00 p.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

**Agenda:**

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<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
| 2) Updates (10 min)  
- German Auto Association (Bob)  
- Law firm analysis (Stacey)  
- Other? | None. | Everyone updated |
| 3) Revised Summary of Thoughts on Prior Year’s Experience (10 min) | All: Review revised summary attached | Finalize summary and decision on distribution |
| 4) Draft Executive Overview (30 mins) | All: Review draft executive overview attached | Provide comments for revision |
| 5) Success Stories of Reformulation (Kirsten, Terry) (15 min) | None | Comments for revised documents |
| 6) Anything else? Topics for next/future calls (5 min) | | |
The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on October 20th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Kirsten Rosselot (Process Profiles, contractor providing technical support)
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Terry Heffelfinger (Affinia)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Kelly Moran (TDC Environmental)

Richard Looker (San Francisco Bay Water Board) and Mark Schlautman (Clemson University, project technical advisor) did not participate in the teleconference meetings.

The following items were discussed:

- **Funding**: Sustainable Conservation has approached numerous foundations and individual donors. They are working hard on fundraising, but have yet to receive any funding for the BPP.

- **Next Steps on BPP Legislation**: Senator Kehoe’s office contacted Sustainable Conservation to request that the BPP re-initiate work on SB 346 to ensure we are ready for the coming legislative year. Responding to this request is difficult given the lack of funding to support Sustainable Conservation. The Steering Committee had a lengthy discussion of the next steps it should pursue given the unusual political climate, the challenges we identified last summer, and the developing Green Chemistry regulations.

It became clear that all BPP members will need to examine our bottom lines—and how those bottom lines have changed based on recent information. The Steering Committee decided to schedule additional calls in the second week of November (in lieu of an in-person meeting, which is beyond everyone’s budgets) to assess our current situation and determine a path forward. Between now and then, Sustainable Conservation will be contacting every Steering Committee member for input.
• **DTSC **“Green Chemistry” Regulation. I briefed the Steering Committee on the general nature of the current “straw proposal” for DTSC’s regulation of consumer products. The relatively complicated preliminary proposal has some strengths and some weaknesses related to controlling copper in vehicle brake pads. Among its strengths (from the viewpoint of municipalities) are that it specifically includes brake pads and would require relatively quick action (on the order of 7 years) to assess alternatives and to reformulate products. Weaknesses include lack of government oversight of the required assessments, no specific enforcement mechanism, and an implementation approach that would challenge mid-sized companies like brake pad manufacturers. On the basis of the information I have obtained in my role as a member of the science panel advising DTSC on the development of this regulation, I expect substantial changes in the regulatory concept before it is proposed as a formal regulation.

• **Fate of Other Consumer Product Legislation.** The BPP lobbyist reported on the fate of the three other bills in the California legislature this year that relate to pollutants in products. One (related to brominated flame retardants) was held in committee. A second (on bisphenol-A in products for children) failed on the floor of the Assembly, and the third—a bill to prohibit use of lead in wheel weights—was signed by the Governor. While the wheel weight bill (SB 757) technically phases out use of lead, it does not include any means of enforcement. The lobbyist’s assessment was that bills without fees, with zero cost to the state, and with very simple designs were most often successful in this very unusual legislative year.

• **Industry Activity.** The manufacturer members of the BPP Steering Committee have been actively educating their colleagues on the need for a proactive industry response to the water quality problems from copper in brake pads. Some of their recent presentations—and the reactions received—are summarized below.

  o **Society of Automotive Engineers (SAE) Brake Colloquium – Outcome of Brake Pad Environmental Session.** The SAE Brake Colloquium is the major industry professional meeting of the year. It was held in Florida earlier this month. There was a special session specifically on brake pad environmental issues. The session included a presentation on the BPP (both the legislation and the likely alternatives) and an overview of DTSC’s Green Chemistry program.

    Two manufacturers on the steering committee were present at the conference. They reported that the presentation on the BPP was well received. They felt that the industry representatives at the meeting had a general sense that the brake pad water quality issue is not going away—and that other possible outcomes (particularly litigation) are quite possible and would have consequences that are less desirable than the legislation.

    At the SAE Conference, a recent (not public) study was raised that apparently found asbestos in brake pads on the North American market. The study reportedly connected the asbestos-containing brake pads to North American manufacturers. This got the attention of brake pad
manufacturers, who have the common belief that they are experiencing unfair competition—based on cheap but inappropriate products—only from overseas manufacturers.

- **SAE Brake Workgroup.** The SAE brake workgroup met recently to determine its role on brake pad legislation. This group is important, because it includes (as individuals) representatives of vehicle manufacturers and brake systems manufacturers as well as brake pad manufacturers. The workgroup developed a plan that includes providing feedback on legislation, notifying SAE members about SB 346, developing standard methods for measuring brake pad copper content (and content of the other elements listed in SB 346), and developing a system of pad material identification markings that could be used for implementation of SB 346.

- **Commercial Vehicle Engineering Conference (COMVEC).** COMVEC is a major annual conference for commercial vehicles (trucks) and off-road vehicles. One of the manufacturers gave a presentation on the BPP, SB 346, and what might happen if legislation is not passed. At the conference, the manufacturer was approached by a representative of the Heavy Duty Manufacturers’ Association (HDMA, which sent a letter of opposition to SB 346) who told him that they now want to get involved.

- **German Automobile Manufacturers.** Following up after a teleconference briefing that one of the brake pad manufacturers gave to their association (VDA), German automobile manufacturers are reportedly having internal discussions with brake pad suppliers. They have requested that the BPP Steering Committee meet with them via teleconference.

- **BMC Organizational Changes.** Manufacturers announced that during the coming year, the BMC will be folded into the Automotive Aftermarket Suppliers’ Association (AASA). This cost-cutting move joins the BMC with an organization that has a substantial lobbying presence through the Motor & Equipment Manufacturers Association (MEMA). The linkage to MEMA is potentially problematic, since MEMA supported the HDMA on SB 346, though it did not fully oppose the bill (its letter was almost identical to HDMA’s, but “expressed concern” rather than opposition). While the new arrangement is not expected to affect the current BMC-PEC directly, manufacturer Steering Committee members and Sustainable Conservation will be seeking to brief the new organization’s leaders and to ensure that the transition does not negatively impact the BPP.

**Anticipated Schedule**

To the extent that funding allows, the primary focus of the Steering Committee will be to develop an action plan (including a funding plan) and to start implementing next steps for the BPP. Sustainable Conservation asked that the Steering Committee schedule bimonthly calls to keep the BPP moving forward. The Steering Committee upcoming meeting schedule is:

- Monday, November 9, 12:30 p.m. to 2 p.m.—Teleconference meeting
• Friday, December 4, 9:30 a.m. to 11 a.m.—Teleconference meeting
• Thursday, December 10, 9:30 a.m. to 11 a.m.—Teleconference meeting
• Friday, December 18, 9:30 a.m. to 11 a.m.—Teleconference meeting

Sustainable Conservation is in the process of scheduling several additional Steering Committee calls for November to provide time for the detailed discussions needed to determine appropriate next steps for the BPP.
BPP STEERING COMMITTEE TELECONFERENCE

Tuesday, October 20, 12:30 p.m. to 2:00 p.m. (Pacific Time).
Dial:  866-393-8073
Meeting Number:  *8893164*

Agenda:

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<th>Preparation needed</th>
<th>Outcome</th>
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<tr>
<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
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</tbody>
</table>
| 2) Updates (45min)  
- Funding (Ashley)  
- 10/1 SAE call, COMVEC convention (Bob)  
- BMC Mtg (Terry, Mark, Bob)  
- Green Chemistry (Kelly)  
- Legislative (Justin/Stacey) | None. | Everyone updated |
| 3) Preparing for meetings with AIAM and Others (30 mins) | None. | Decision on how to proceed and next steps |
| 4) Asbestos reformulation (10 mins) | All: Review attached document | |
| 6) Anything else? Topics for next/future calls (5 min)  
a) Heavy duty representation on BPP  
b) Copper monitoring report  
c) Suppliers Partnership for the Environment | | |
The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on November 9th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Kirsten Rosselot (Process Profiles, contractor providing technical support)
- Justin Malan (BPP Lobbyist)
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Terry Heffelfinger (Affinia)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Kelly Moran (TDC Environmental)

Richard Looker (San Francisco Bay Water Board) and Mark Schlautman (Clemson University, project technical advisor) did not participate in the teleconference meetings.

The following items were discussed:

- **Funding.** Sustainable Conservation is continuing to approach foundations and individual donors. Ashley and her staff are working hard on fundraising and have had some positive feedback, but have yet to receive any meaningful funding for the BPP. Akebono is in the process of making a small contribution by redirecting $1,000 from BMC to Sustainable Conservation. Sustainable Conservation announced that it has not included the BPP in its budget for calendar year 2010 due to lack of funds. This means the BPP will effectively go on hold at the end of December unless someone provides funds for its continuation. Sustainable Conservation wants very much to continue the project, but it does not have any basis for assuming funding in 2010 at this point. Ashley hopes that funds will be forthcoming—and clarified that she can quickly add the BPP to Sustainable Conservation’s 2010 budget should funds become available.

- **State of Washington Brake Pad Legislation.** The Washington State Department of Ecology is drafting a legislative concept for controlling brake pad copper content. The draft legislative proposal would need to be approved by the Governor before the Department of Ecology would proceed with sponsoring state legislation. The
concept that Department of Ecology staff are developing is modeled on SB 346. The major differences in their initial concept is that they did not include a fee (they would absorb enforcement costs) and they are considering a much shorter timeframe (the <5% copper limit would go into place in 2015 and the <0.5% copper limit would go into place sometime between 2020 and 2030). They are also considering a process to allow extensions of the compliance date based on review of a state panel because such an extension process worked well for Washington State when dealing with another product. Sustainable Conservation is staying in touch with Washington and will keep the Steering Committee briefed on the status of this proposal.

- **Next Steps on BPP Legislation.** Sustainable Conservation has been contacting every Steering Committee member to discuss redesigning the legislation based on feedback obtained last summer and early this fall. The five major issues are:
  - The perceived complexity of the bill and its relationship to DTSC’s Green Chemistry regulations
  - The fee – both its enforcement and mitigation components as well as where the fee is collected
  - Requested exemption or original equipment service pads, required to be available for 10 years after a vehicle is sold
  - Extensions or exemptions if technology development does not provide pads that meet performance requirements for various vehicle classes
  - Copper reduction timelines and targets.

  The Steering Committee brainstormed about the first two issues, but did not reach any definitive conclusions. This discussion will continue during the next BPP Steering Committee call.

**Anticipated Schedule**

To the extent that funding allows, the primary focus of the Steering Committee will be to develop an action plan for next steps for the BPP. Sustainable Conservation asked that the Steering Committee schedule bimonthly calls to keep the BPP moving forward. A special series of 3 calls has also been scheduled in December as a lower-cost substitute for an in-person meeting to establish a path forward for the BPP.

The Steering Committee upcoming meeting schedule is:

- Tuesday, November 10, 9 a.m. to 10:00 a.m.—Teleconference meeting with German automobile manufacturers
- Wednesday, November 11 2 p.m. to 3:30 p.m.—Teleconference meeting
- Friday, December 4, 9:30 a.m. to 11 a.m.—Teleconference meeting
- Wednesday, December 9, 11 a.m. to 12:30 p.m.—Teleconference meeting
- Thursday, December 10, 9:30 a.m. to 11 a.m.—Teleconference meeting
- Friday, December 11, 9:30 a.m. to 11 a.m.—Teleconference meeting
- Monday, December 14, 12:00 p.m. to 1:30 p.m.—Teleconference meeting
- Friday, December 18, 9:30 a.m. to 11 a.m.—Teleconference meeting
BPP STEERING COMMITTEE TELECONFERENCE

Tuesday, October 20, 12:30 p.m. to 2:00 p.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

**Agenda:**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Preparation needed</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
| 2) Updates (20 min)  
  -Funding (Ashley)  
  -VDA Call (Ashley/Bob)  
  -Stormwater Summit (Kelly)  
  -MEMA/AASA Call (Brake Mfgs)  
  -WA State (Stacey)  
  -AAIM Mtg (Stacey)  
  -Legislative (Justin/Stacey) | None. | Everyone updated |
| 3) Asbestos Reformulation (10 min) | Review attachment | Discuss how to use |
| 4) Revising Legislation (50 minutes)  
  a) Complexity/Green Chemistry  
  b) Fee  
    i) enforcement  
    ii) mitigation  
  c) OES exemption  
  d) Off-ramp  
  e) Targets/timelines | None. | Decision on how to proceed and next steps |
| 5) Anything else? Topics for next/future calls (5 min)  
  a) Heavy duty representation on BPP  
  b) Copper monitoring report  
  c) Suppliers Partnership for the Environment | None. | |


The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on November 11\textsuperscript{th}. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Mark Schlautman (Clemson University, project technical advisor)
- Kirsten Rosselot (Process Profiles, contractor providing technical support)
- Justin Malan (BPP Lobbyist)
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer’s Council Product Environmental Committee [BMC/PEC])
- Kelly Moran (TDC Environmental)

Michael Endicott (Sierra Club) and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Call with German Automobile Manufacturers.** The BPP Steering Committee met with German automobile association representatives on Tuesday via teleconference. The Germans expressed concern about the timeframes in the legislation because they said that most of their brake pads currently exceed 10% copper by weight. They have met with suppliers, but are not certain that the BPP’s timeframes for reduction can be met. They are very interested in an exemption for brake pads that are used for repairing vehicles that are sold prior to compliance deadlines (“Original Equipment Service” or OES pads). Some German companies have committed to customers to offer OES pads for as long as 15 years after a vehicle is purchased. They also wanted to explore exemptions for narrow vehicle categories—particularly high-performance sports cars.

  The German manufacturers did not have information on our copper source studies and asked for a summary written in lay terms. (Note: no summary to meet vehicle manufacturer needs exists; due to the BPP’s funding situation, it is not possible for Sustainable Conservation to create one). They expressed doubt that their products were such a major copper source—it is clear that significant effort is...
needed to educate them. There was apparently never a connection made between vehicle industry representatives that have monitored the BPP since 1996 and the German vehicle industry representatives who participated in the teleconference.

- **Meeting with International Vehicle Manufacturers.** At the request of Senator Kehoe’s office, there will be a meeting with the Steering Committee and representatives of the AIAM in Sacramento soon (tentatively November 30th). My presence has been specifically requested so that I can share the scientific and regulatory information behind the need for brake pad copper reduction.

- **Next Steps for BPP.** The Steering Committee continued its discussion of the five major issues it faces on the substance of its work. Both legislative and non-legislative approaches to these issues are being discussed:
  - The perceived complexity of the bill and its relationship to DTSC’s Green Chemistry regulations
  - The fee – both its enforcement and mitigation components as well as where the fee is collected
  - Requested exemption or original equipment service pads, required to be available for 10 years after a vehicle is sold
  - Extensions or exemptions if technology development does not provide pads that meet performance requirements for various vehicle classes
  - Copper reduction timelines and targets

While the discussion was productive, no specific conclusions were reached.

It is becoming apparent that it will be difficult to make progress on the most important issue—the copper reduction time frames—without productive engagement of vehicle manufacturers. Engagement of vehicle manufacturers is the BPP’s priority when funding to continue work is identified.

**Anticipated Schedule**

To the extent that funding allows, the primary focus of the Steering Committee will be to develop an action plan for next steps for the BPP. A special series of calls has been scheduled in December as a lower-cost substitute for an in-person meeting.

The Steering Committee upcoming meeting schedule is:

- **Friday, December 4, 9:30 a.m. to 11 a.m.**—Teleconference meeting
- **Wednesday, December 9, 11 a.m. to 12:30 p.m.**—Teleconference meeting
- **Thursday, December 10, 9:30 a.m. to 11 a.m.**—Teleconference meeting
- **Friday, December 11, 9:30 a.m. to 11 a.m.**—Teleconference meeting
- **Monday, December 14, 12:00 p.m. to 1:30 p.m.**—Teleconference meeting
- **Friday, December 18, 9:30 a.m. to 11 a.m.**—Teleconference meeting

Due to lack of funding to continue work on the BPP, Sustainable Conservation is not scheduling Steering Committee activities after December at this time.
BPP STEERING COMMITTEE TELECONFERENCE

Wednesday, November 11, 2:00 p.m. to 3:30 p.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

Agenda:

<table>
<thead>
<tr>
<th>Topic</th>
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<tbody>
<tr>
<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
</tr>
<tr>
<td>2) Updates (5 min) - ALAM Mtg (Stacey)</td>
<td>None.</td>
<td>Everyone updated</td>
</tr>
<tr>
<td>3) VDA Call Debrief (5 min)</td>
<td>None.</td>
<td></td>
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<tr>
<td>4) Strawman Testing Procedures Protocol (5 min)</td>
<td>Briefly review SAE draft document attached</td>
<td>Decision on how and when to provide feedback</td>
</tr>
<tr>
<td>4) Revising Legislation (65 minutes) a) Complexity/Green Chemistry b) Fee i) enforcement ii) mitigation c) OES exemption d) Off-ramp e) Targets/timelines</td>
<td>None.</td>
<td>Decision on how to proceed and next steps</td>
</tr>
<tr>
<td>5) Anything else? Topics for next/future calls (5 min) a) Heavy duty representation on BPP b) Copper monitoring report c) Suppliers Partnership for the Environment</td>
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</table>
The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on December 4th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Justin Malan (BPP Lobbyist)
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer’s Council Product Environmental Committee [BMC/PEC])
- Kelly Moran (TDC Environmental)

Michael Endicott (Sierra Club), Mark Schlautman (Clemson University, project technical advisor), Kirsten Rosselot (Process Profiles, contractor providing technical support), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Funding.** Continuation of the BPP next year remains contingent on the firm commitment of substantial funds toward the Partnership. Sustainable Conservation has made an enormous effort to raise funds to support their continued operation of the BPP. So far no firm commitment for any new funds has been secured. Nevertheless, Sustainable Conservation is optimistic that it has generated some good opportunities—it believes that it can raise from individual donors and foundations a portion (perhaps as much as $100,000?) of the $310,000 it needs. (This budget does not include CASQA’s costs for our own representation in the partnership). The brake industry is also examining what they can do. Vehicle industry funding seems unlikely right now, primarily because the automobile and truck industries do not currently recognize that there are any significant consequences for their companies from continued inaction on brake pad copper.

- **Vehicle Manufacturer contacts.** Sustainable Conservation & brake pad manufacturers reported the following about their work with the vehicle industry. It is becoming clear from these reports that substantial educational work (and
perhaps stronger action) will be needed to bring the rest of the vehicle industry on board with the BPP’s copper reduction plan.

- **Alliance of Automobile Manufacturers.** Alliance members include Chrysler, Ford, General Motors, BMW, Jaguar Land Rover, Mazda, Mercedes-Benz, Mitsubishi, Porsche, Toyota, and Volkswagen. It was reported that the lobbyist for the Alliance has been directed to work to kill SB 346 and was not authorized to negotiate with the BPP. Since General Motors and Ford are the major players in the Alliance, Sustainable Conservation, which has contacts at both companies, will contact them to see if she can get them to change their position and be willing to negotiate with us. I’m not sure if this will work—it make take a stronger threat to get the attention of this group of automobile manufacturers.

- **Association of International Automobile Manufacturers (AIAM).** AIAM members include Honda, Nissan, Toyota, Aston Martin, Ferrari, Maserati, Isuzu, Kia, Mitsubishi, Subaru, Suzuki, Hyundai, and Peugeot. Staff from Senator Kehoe’s office and Sustainable Conservation met with AIAM’s lobbyist early this week. (Although I was initially invited to this meeting, it was subsequently determined that I my participation was not required). AIAM is willing to negotiate with the BPP and believes it is possible that they might remain neutral on the bill. Despite this positive stance, they do not appear to see any urgency for action to address copper in brake pads. At the meeting, AIAM described its two primary concerns about SB 346: (1) the fee (might oppose any fee at all) and (2) the perceived need for an “off-ramp” should products meeting both vehicle manufacturer design standards and the bill’s copper standards not become available.

- **German Automobile Manufacturers.** The German association (VDA or Verband der Automobilindustrie) includes both German care & truck manufacturers (such as Audi, BMW, Fiat, Daimler, Ford, Opel, Porsche, and Volkswagen) and hundreds of parts supply firms (including most of the same brake pad suppliers that are part of the BMC). Sustainable Conservation provided them with pointers to existing BPP information in response to their request for management summaries of the BPP scientific work. While management summaries would be better for educating them, there are no funds to prepare such summaries.

- **Motor & Equipment Manufacturers Association (MEMA) / Heavy Duty Vehicles and Brake Pad Manufacturers.** Due to the restructuring of the BMC, the BMC is now being administered by the same umbrella organization—MEMA—that administers the Heavy Duty Manufacturers Association (HDMA—truck manufacturers) and the Heavy Duty BMC, both of which opposed SB 346. BMC/PEC members are in the process of holding a series of meetings within their new organization to attempt to develop an aligned, supportive position for the BPP and for SB 346.

- **Los Angeles Regional Water Board.** Sustainable Conservation will be briefing the Executive Officer of the Los Angeles Regional Water Board about the BPP in
January. The briefing will be solely to supply information, not to request a specific action by the Water Board.

- **Washington State Potential Legislation.** Sustainable Conservation is continuing to stay in communication with the Washington Department of Ecology staff that are developing a possible Washington state legislative proposal. They are trading information and working on ways to develop consistent proposals. Consistency is important, because one argument against legislation will certainly be fear of multiple different state standards.

- **Next Steps for BPP legislation.** The Steering Committee continued its discussion of the major issues it faces on the substance of its work on framing an agreement that can be implemented through legislation (perhaps in partnership with other actions). No specific conclusions were reached.

**Anticipated Schedule**

To the extent that funding allows, the primary focus of the Steering Committee will be to develop an action plan for next steps for the BPP.

The Steering Committee upcoming meeting schedule is:

- Wednesday, December 9, 11 a.m. to 12:30 p.m.—Teleconference meeting
- Thursday, December 10, 9:30 a.m. to 11 a.m.—Teleconference meeting (tentative)
- Friday, December 11, 9:30 a.m. to 11 a.m.—Teleconference meeting
- Monday, December 14, 12:00 p.m. to 1:30 p.m.—Teleconference meeting
- Friday, December 18, 9:30 a.m. to 11 a.m.—Teleconference meeting

Due to lack of funding to continue work on the BPP, Sustainable Conservation is not scheduling Steering Committee activities after December at this time.
BPP STEERING COMMITTEE TELECONFERENCE

Friday, December 4, 9:30 a.m. to 11:00 a.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

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<tr>
<td>2) Updates (30 min)</td>
<td>Indicated people ready to update</td>
<td>Everyone updated</td>
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<tr>
<td>- VDA (Stacey)</td>
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<td>- WA State (Stacey)</td>
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<td>- Stormwater Summit (Kelly)</td>
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<td>- MEMA/Brake Mfps Mtg (Bob, Terry, Mark)</td>
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<td>- AIAM Mtg (Stacey/Justin)</td>
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<td>- 11/19 SAE Call (Bob/Stacey)</td>
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<td>- CCEEB (Ashley)</td>
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<td>- LA Regional Board (Ashley)</td>
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<tr>
<td>- Any other updates</td>
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<td>3) Addressing Issues AIAM raised (20 min)</td>
<td>None</td>
<td>Discuss and decide next steps</td>
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<td>– MEMA (heavy duty and/or precedent issue)</td>
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<td>- Alliance for Auto Manufacturers</td>
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<tr>
<td>4) Revising Legislation (30 minutes)</td>
<td>None.</td>
<td>Decision on how to proceed and next steps</td>
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<tr>
<td>- Review Ashley’s document on where group is now</td>
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<td>- Targets/timelines</td>
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<tr>
<td>5) Anything else? Topics for next/future calls (5 min)</td>
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<tr>
<td>b) Copper monitoring report</td>
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<tr>
<td>c) Suppliers Partnership for the Environment</td>
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For CASQA Member Organization Internal Use Only

TO: CASQA BPP Team  DATE: Dec. 11, 2009
FROM: Kelly D. Moran  PROJECT: 62
SUBJECT: Brake Pad Partnership Conference Call—December 9, 2009

The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on December 9th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Justin Malan (BPP Lobbyist)
- Mark Schlautman (Clemson University, project technical advisor)
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Kelly Moran (TDC Environmental)

Terry Heffelfinger (Affinia), Kirsten Rosselot (Process Profiles, contractor providing technical support), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Funding.** Continuation of the BPP next year remains contingent on the firm commitment of substantial funds toward the Partnership. Sustainable Conservation reported that its fundraising campaign is beginning to have success. A grant and a donor contribution have gone a long way toward covering Suscon’s BPP budget deficit for 2009 (a $14,000 deficit remains). Sustainable Conservation is actively seeking funds to continue work in 2010. They requested assistance from all Steering Committee members with fundraising. (CASQA is also seeking funds to cover its 2009 and 2010 expenditures).

- **Contingency Planning for the BPP’s Future.** The Steering Committee evaluated the very real possibility that funding may not be available for Sustainable Conservation to continue work on the BPP after December. The most immediate time driver is the legislative schedule. The absolute deadline for moving SB 346 is June; however, the BPP lobbyist is concerned that Senator Kehoe may believe that for political reasons, it will be necessary to move SB 346 forward sooner. To move SB 346 forward, we must remove—or at least greatly diminish—stakeholder opposition, most importantly from vehicle manufacturers. To give
SB 346 the best chance for success, negotiations should be occurring now, because the time period before the legislature becomes busy this spring is the best opportunity to have meaningful discussions with Sacramento stakeholders. This means that delays into the new year erode the chance that SB 346 will succeed this year. If SB 346 is unsuccessful this year, the bill will die because this is the second year of the two-year legislative session. (In that case, we would have to start all over with a new bill in 2011).

Recognizing that our time and funding for action is limited, the Steering Committee decided to cancel all but one of the remaining December teleconference meetings and instead focus efforts on fundraising and on bringing vehicle manufacturers to the table.

The future of the BPP will be determined by the Steering Committee in a teleconference meeting on January 15th. If funding is obtained by then, the BPP will continue. If not, the Steering Committee will determine its next steps.

- **Next Steps for BPP legislation—Engaging Vehicle Manufacturers is Essential for Continued Negotiations.** The Steering Committee determined that progress on the content of legislation is functionally stymied by the non-participation of the vehicle manufacturers. The brake pad manufacturers have worked to protect the vehicle manufacturers’ interests (since vehicle manufacturers are their customers), but cannot represent them.

- **Engaging Automobile Manufacturers.** Both Sustainable Conservation and brake pad manufacturers will be working to bring automobile manufacturers to the table. The following efforts are underway:
  
  - **Alliance of Automobile Manufacturers.** Sustainable Conservation has arranged a meeting with representatives of the Alliance in early January. Suscon plans to help the Alliance understand not only the background for the legislation but the unpleasant alternatives to a cooperative approach to managing copper in vehicle brake pads. Gerry Secundy from the California Council for Environmental and Economic Balance (CCEEB) will join Sustainable Conservation at this meeting.
  
  - **Association of International Automobile Manufacturers (AIAM).** Sustainable Conservation and brake pad manufacturers are arranging a telephone meeting with AIAM that they hope will involve engineering staff from the AIAM member companies. Some of these engineering staff have been participating productively in the SAE Brake Workgroup. The idea of the meeting is to create a connection between these engineers and the AIAM’s policy managers.
  
  - **Individual Automobile Manufacturers.** Sustainable Conservation will try to arrange meetings with policy contacts at General Motors, Ford, and Toyota.
  
  - **Heavy-Duty Manufacturers.** The BMC/PEC members will be working to bring truck brake manufacturers and truck manufacturers to the table.
Both of their industry organizations are within the umbrella organization that now houses the BMC.

- **Washington State Legislation.** Sustainable Conservation continues to coordinate with the Washington State Department of Ecology on their potential brake pad legislation. While Washington state staff have not yet received formal approval for brake pad legislation from the Governor, approval is anticipated soon. They are working through the same issues as the BPP is working on. If the BPP continues, they would like to have a conference call with the BPP Steering Committee in January.

  Brake pad manufacturers reported that the Association of Washington Businesses contacted BMC/PEC to find out the industry perspective on potential Washington State legislation.

**Anticipated Schedule**

The primary focus of the Steering Committee will be to determine the next steps for the BPP in light of funding availability.

The Steering Committee upcoming meeting schedule is:

- Friday, December 18, 9:30 a.m. to 11 a.m.—Teleconference meeting
- Friday, January 15, 9:30 a.m. to 11:30 a.m.—Teleconference meeting

Due to lack of funding to continue work on the BPP, Sustainable Conservation is not scheduling any additional Steering Committee activities at this time.
### Agenda:

<table>
<thead>
<tr>
<th>Topic</th>
</tr>
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</table>
| 1) Teleconference agenda review, anything new? (5 min)  
– December 10th call | None. | N/A |
| 2) Updates (15 min)  
- fundraising (Ashley)  
- Alliance meeting (Ashley)  
- legislative (Justin)  
- Any other updates | Indicated people ready to update | Everyone updated |
| 3) Plan B (20 min) | None | Discuss |
| 4) Revising Legislation (15 minutes)  
- Review Ashley’s document on where group is now  
- Fee  
  - enforcement  
  - mitigation  
- OES exemption  
- Off-ramp  
- Targets/timelines | None. | Decision on how to proceed and next steps |
| 5) Anything else? Topics for next/future calls (5 min)  
  b) Copper monitoring report  
  c) Suppliers Partnership for the Environment | | |
The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on December 18th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Justin Malan (BPP Lobbyist)
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer’s Council Product Environmental Committee [BMC/PEC])
- Terry Heffelfinger (Affinia)
- Kelly Moran (TDC Environmental)

Mark Schlautman (Clemson University, project technical advisor), Kirsten Rosselot (Process Profiles, contractor providing technical support), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Funding.** Continuation of the BPP next year remains contingent on the firm commitment of substantial funds toward the Partnership. Sustainable Conservation reported that its fundraising campaign is continuing to have some success. An individual donor pledge this week is anticipated to come through in time to cover Sustainable Conservation’s 2009 BPP budget deficit. Sustainable Conservation reported that it is continuing its active efforts to seek funds to continue work in 2010. Steering Committee members reported on their fundraising efforts (promising, but so far no firm commitments). (CASQA is also seeking funds to cover its 2009 and 2010 expenditures).

  The future of the BPP will be determined by the Steering Committee in a teleconference meeting on January 15th. If funding is obtained by then, the BPP will continue. If not, the Steering Committee will determine its next steps.

- **Engaging Automobile Manufacturers—Encouraging News.** Sustainable Conservation reported that it appears that a major breakthrough is occurring with vehicle manufacturers. The Alliance of Automobile Manufacturers (“Alliance”), which has been the most difficult opponent to SB 346, has apparently set up an
internal committee to develop its own model brake pad copper reduction legislation. This action was stimulated not only by the efforts of the BPP, but also by news of possible legislation in Washington State.

Sustainable Conservation learned a few details about the Alliance’s internal effort from calls with policy contacts at Toyota and General Motors. These contacts reported that the industry is considering proposing a reduction process and timeframe similar to that in SB 346. Sustainable Conservation is hoping to learn more from the Alliance during the early January meeting it has scheduled with Alliance representatives.

This means that the most recalcitrant group of vehicle manufacturers is preparing to negotiate with us. The changed position of the Alliance greatly increases the potential for SB 346 to succeed in 2010.

- **Washington State Legislation is Garnering Attention.** Sustainable Conservation reported that the Washington state legislative effort has gotten major attention from automobile manufacturers—not only because Washington is the second state working on legislation to control brake pad copper content, but also because the copper reduction timeline under discussion is much shorter than the timeline in SB 346. If the Washington Governor approves introduction of legislation in 2010, it is possible that Washington could enact legislation prior to California, because Washington has a 60-day legislative session that ends in March. Sustainable Conservation will continue to stay in touch with the Washington state staff who are developing the legislation.

If Washington sets the precedent for California, the outcome might not be ideal for California municipalities. Washington does not have a copper TMDLs involving urban runoff, nor are there specific copper-related compliance pressures on urban runoff programs in Washington. Municipalities are not key players in their legislation. The state’s motivation for brake pad copper control is salmon protection. In California, we are seeking to design a package that responds to municipality compliance needs (this is why we have included the mitigation fee / block grant program in SB 346). Sustainable Conservation has made both the automobile manufacturers and Washington state staff aware of the different pressures that we are seeking to respond to in California.

**Anticipated Schedule**

The primary focus of the Steering Committee will be to determine the next steps for the BPP in light of funding availability.

The Steering Committee upcoming meeting schedule is:

- **Friday, January 15, 9:30 a.m. to 11:30 a.m.—Teleconference meeting**

Due to lack of funding to continue work on the BPP, Sustainable Conservation is not scheduling any additional Steering Committee activities at this time.
### Agenda:

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<tr>
<td>1) Teleconference agenda review, anything new? (5 min)</td>
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<td>N/A</td>
</tr>
<tr>
<td>2) Updates</td>
<td>Indicated people ready to update</td>
<td>Everyone updated</td>
</tr>
<tr>
<td>- fundraising (Ashley)</td>
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<tr>
<td>- phone calls with Alliance member companies (Stacey)</td>
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The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on January 15th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Justin Malan (BPP Lobbyist)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Bob Peters (Akebono Corporation)
- Michael Endicott (Sierra Club)
- Terry Heffelfinger (Affinia)
- Kelly Moran (TDC Environmental)

Mark Schlautman (Clemson University, project technical advisor), Kirsten Rosselot (Process Profiles, contractor providing technical support), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **BPP Will Continue—For Now.** Sustainable Conservation reported that its fundraising campaign is continuing to have some success. Donations by individual funders and foundations covered all of Sustainable Conservation’s 2009 BPP budget deficit. So far it has raised $15,000 for 2010; active fundraising continues. CASQA has also actively fundraised and has obtained significant commitments from municipalities—but still needs to identify about half of the funds needed to see the project through. Both brake industry and Sustainable Conservation representatives reported that it was unlikely that any significant funds would be forthcoming from the vehicle industry.

On the basis of the available funding, the Steering Committee decided to continue work in parallel with active fundraising. Given the amount of funding available, it will be necessary to restructure our workplan to reduce the level of expenditure on the BPP. Sustainable Conservation and the Steering Committee will be working on a restructured workplan in the next few weeks. If additional funds are not forthcoming soon, the BPP may not continue past April.
This approach may work out—but our inability to press forward hard in the next six weeks is likely to significantly reduce CASQA’s leverage in legislative negotiations.

- **Washington State Legislation Introduced.** Sustainable Conservation reported on the Washington state legislative effort. A bill has been introduced (attached). The author is state Senator Ranker. The sponsors are the Washington Department of Ecology and the Puget Sound Partnership (http://www.psp.wa.gov/), which is a government-sponsored partnership of government, business, and community organizations working to restore the Puget Sound (with a focus on salmon). Washington Governor Gregoire is supporting the bill. The BPP’s scientific studies and SB 346 are the basis for this bill.

The Washington legislative schedule is exceptionally rapid. The bicameral legislature meets for only 60 days, finishing its session on March 11. The bill will be heard by only one committee in each house. Like California, Washington bills flow through one house and then the other, returning to the first house for concurrence in any changes. The first hearing is set for January 22 at 8 a.m., in the Washington Senate’s environmental committee (this can be watched on the Internet at http://www.tvw.org/index.cfm?bhcp=1).

The structure of the Washington bill has many similarities to SB 346. The most important differences are:

  o The first copper reduction step (5% copper) would take effect in 2020. (Although the bill has a 2015 date for aftermarket pads, apparently due to industry lobbying there has already been agreement to shift this to 2020).

  o There is no firm date for the second copper reduction step (0.5% copper). While this could occur as soon as 2025, the bill establishes a process that could indefinitely delay implementation of the 0.5% standard.

  o There are no fees in the bill. Enforcement and other elements of the bill’s implementation would be funded with existing funds (Washington has an environmental fee that is reportedly relatively more generous than California EPA funding sources).

  o There is neither a mitigation fee nor any other element to address the needs of municipalities and other dischargers with compliance requirements that occur in advance of the environmental response to the bill’s copper reduction schedule.

The major players in negotiating the bill are the Association of Washington Businesses (AWB, a chamber of commerce), the Alliance of Automobile Manufacturers, and state staff. Brake pad manufacturers have been working through the AWB. Three Washington state environmental groups have had some engagement: the Washington Toxics Coalition, Washington Environmental Council, and People for Puget Sound. No municipalities appear to be involved. NPDES permittee involvement appears to be limited to industrial permittees in the AWB (e.g., Boeing, which supports the bill).
• Engaging Automobile Manufacturers. Sustainable Conservation reported that it held a productive meeting with the Alliance of Automobile Manufacturers ("Alliance"), which has been the most difficult opponent to SB 346. On the basis of the powerful forces behind the legislation in Washington State, the Alliance has concluded that brake pad copper controls are inevitable. In Washington, they have actively engaged in negotiations and are seeking to turn the bill into something they can live with. They would like to make the Washington legislation a “model bill” that could be adopted in California.

Sustainable Conservation explained to the Alliance that California legislation would need to address California-specific needs. The Alliance expressed its firm opposition to the mitigation fee. I anticipate that we will be setting up a meeting with the Alliance to discuss California needs, particularly municipality needs.

The problem for CASQA with making the Washington legislation a “model bill” is that municipality interests—such as California TMDL schedules and compliance costs—are not represented in the Washington legislative effort.

• Remainder of Agenda. Because the Steering Committee did not complete its agenda, a follow-up call was scheduled on Monday.

Anticipated Schedule

The primary focus of the Steering Committee will be to determine the workplan for the BPP in light of funding availability.

The Steering Committee upcoming meeting schedule is:

• Monday, January 18, 1:00 p.m. to 2:30 p.m.—Teleconference meeting

Sustainable Conservation will schedule additional Steering Committee activities based on the workplan that is conceived on the 18th.
**BPP STEERING COMMITTEE TELECONFERENCE**

Friday, January 15, 9:30 a.m. to 11:00 p.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

**Agenda:**

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<td>2) Fundraising and go/no go decision (Ashley and all) (15 min)</td>
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<td>Decision</td>
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<td>3) Updates (40 min)</td>
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<tr>
<td>-meeting with AAM (Stacey)</td>
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<td>-WA state legislation (Stacey, Bob, Terry)</td>
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<td>-WA environmental groups (Michael?)</td>
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- Justin Malan (BPP Lobbyist)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Kelly Moran (TDC Environmental)

Michael Endicott (Sierra Club), Mark Schlautman (Clemson University, project technical advisor), Kirsten Rosselot (Process Profiles, contractor providing technical support), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

This special call was held to complete the agenda for Friday’s call. The following items were discussed:

- **Washington State Legislation—Brake Pad Industry Concerns.** Brake pad manufacturers identified the following major concerns they have with the Washington State legislation:
  - Copper reductions timing does not align with SB 346—some reductions are earlier.
  - How products are certified for compliance is unspecified—certification could potentially be costly since manufacturers have hundreds of individual pads.
  - The implementation of the 0.5% maximum copper level is contingent on a state decision based on input from an advisory committee that is supposed to determine whether available products are safe; however, the meaning of “safe” is unclear and safety depends on whether the vehicle’s braking system was designed for copper-containing pads.
Because of the BPP’s recent inactivity, many uncoordinated contacts—particularly industry contacts—are occurring with the players in the Washington legislation. I am concerned that parties are representing individual pieces of the BPP’s overall agreement (e.g., the copper reduction timeframe) as being individually acceptable to the BPP. Sustainable Conservation will arrange a Steering Committee teleconference meeting with the Washington Department of Ecology staffer who is the lead for the legislation. A key element of this meeting will be to explain that our “deal” entailed municipality and environmental group acceptance of the long copper reduction timeframe in exchange for the benefits to be gained through the mitigation fee.

- **Work Plan for Next Few Months.** Although California legislation does not need to move forward immediately, the Washington state legislation has a very fast timeframe (must be finalized by early March). Politically, it will be difficult to have California legislation be different than Washington legislation. The BPP lobbyist strongly recommended that the BPP engage in the Washington process to ensure that the Washington bill will be as acceptable as possible to us.

  Of the differences between SB 346 and the Washington legislation, the Steering Committee agreed that the two priorities are:

  1. Lack of mitigation fee or other elements to address the impacts on municipalities (and the environment) of the long implementation timeframe
  2. System for determining when the 0.5% maximum copper level would go into effect, which could delay implementation indefinitely.

  Sustainable Conservation will focus efforts on these two priorities. Activity will include teleconference meetings among Steering Committee members, one or more teleconference meetings with staff involved in Washington State legislation, and in-person or teleconference meetings with vehicle manufacturers to discuss California-specific issues.

- **Heavy Duty Manufacturer Position.** Brake pad manufacturers reported on their informal contacts with the heavy duty industry, which took a formal position in opposition to SB 346 last summer. While it is clear that they remain opposed to SB 346, the basis for their opposition is not clear. Sustainable Conservation intends to set up a Steering Committee teleconference meeting with them so that we can become better educated about the basis for their position. The heavy duty industry does not appear to be engaged in the Washington legislation.

**Anticipated Schedule**

The Steering Committee upcoming meeting schedule is being established by Sustainable Conservation.
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The Brake Pad Partnership (BPP) Steering Committee held a teleconference meeting on March 5th. A copy of the agenda is attached. The following people participated in the call:

- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer’s Council Product Environmental Committee [BMC/PEC])
- Ann Wilson (Motor and Equipment Manufacturers Association [MEMA])
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Michael Endicott (Sierra Club)
- Kelly Moran (TDC Environmental)

Mark Schlautman (Clemson University, project technical advisor), Justin Malan (BPP Lobbyist), Kirsten Rosselot (Process Profiles, contractor providing technical support), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Building a group to negotiate California brake pad legislation.** Since the last regular Steering Committee teleconference meeting, Sustainable Conservation and Steering Committee members have been working to build a group to negotiate revisions to SB 346. All potential new participants are being asked to send letters of commitment, to agree to work together with existing BPP members in good faith, to agree that the Washington legislation is not a model for California, and to agree to work on California brake pad legislation only through the BPP unless the Partnership breaks up.

So far, the largest organization of automobile manufacturers (the Alliance of Automobile Manufacturers) and the Motor and Equipment Manufacturers Association (the new umbrella organization for the BMC) have verbally agreed (much cheering!). Ann Wilson joined today’s call to confirm MEMA’s commitment to the BPP.

Sustainable Conservation is working to bring the other important automobile manufacturers association (the Association of International Automobile
Manufacturers [AIAM]), the Society of Automotive Engineers (SAE), and Cal-EPA to the table. Sustainable Conservation recommends that organizations not involved in the manufacture or selection of brake pads—like retailers and auto dealers—be treated as important stakeholders (rather than core negotiators) and asked for their input on specific topics relevant to their interests.

Primary negotiations will be conducted through in-person meetings, which may start in April.

- **Washington State Legislation** has passed their house and is returning to their senate for concurrence. It will almost certainly be signed by the Governor by mid-March. Sustainable Conservation will obtain a final version for us (a current version is not available on the web).

- **Certification of brake pads in compliance with SB 346 standards for copper and other pollutants.** MEMA wrote letters on the Washington legislation opposing certification language very similar to that in SB 346. Happily, this opposition was apparently based on MEMA representatives’ unfamiliarity with environmental chemical analysis standard methods and the brake pad certification process anticipated by the BPP and DTSC. I recently had an offline exchange of information with a MEMA representative to explain the anticipated process; this provided the information necessary for them to eliminate opposition. The Steering Committee identified the need to discuss the mechanics of certification and enforcement with Cal-EPA.

  My offline conversation highlighted the urgency of educating new BPP negotiation participants. Such education can be time-consuming (and costly).

- **Funding.** Sustainable Conservation announced that it received a $25,000 grant to continue work on the BPP. Additional, immediate funding for the BPP is essential for the negotiations to proceed and to ensure the stormwater “case” is effectively presented.

**Anticipated Schedule**

The Steering Committee upcoming meeting schedule is:

- March 10th - 10:30 am - 12:00 p.m.
- March 19th - 10:30 am - 12:00 p.m.
- March 26th - 9 - 10:30 am

Day-long in-person negotiation meetings are anticipated as soon as April.
BPP STEERING COMMITTEE TELECONFERENCE

Friday, March 5, 12:00 p.m. to 1:30 p.m. (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

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<td>All: Be prepared with updates</td>
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<tr>
<td>a. Funding</td>
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<td>b. WA bill</td>
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<td>c. MEMA</td>
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<tr>
<td>d. Other?</td>
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<tr>
<td>3) Alliance of Automobile Manufacturers (AAM) Participation in BPP (20 min)</td>
<td>All: Please read draft BPP operating principles for AAM participation</td>
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<tr>
<td>4) Certification (30 min)</td>
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<tr>
<td>5) Future Topics (10 min)</td>
<td>None.</td>
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- Ashley Boren (Sustainable Conservation, Executive Director)
- Stacey Sullivan (Sustainable Conservation, Policy Director)
- Kirsten Rosselot (Process Profiles, contractor providing technical support)
- Mark Schlautman (Clemson University, project technical advisor)
- Tony Donigian (AquaTerra, watershed modeling contractor)
- Linda Barr (Senator Kehoe’s Office)
- Mark Phipps (Bosch Automotive and Chair of the Brake Manufacturer's Council Product Environmental Committee [BMC/PEC])
- Bob Peters (Akebono Corporation)
- Terry Heffelfinger (Affinia)
- Michael Endicott (Sierra Club)
- Kelly Moran (TDC Environmental)

Ann Wilson (Motor and Equipment Manufacturers Association [MEMA]), Justin Malan (BPP Lobbyist), and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Washington State Legislation** has passed their legislature with huge majorities in both houses. It will almost certainly be signed by the Governor. Sustainable Conservation will obtain a final version for and will prepare a summary comparison with SB 346.

- **Watershed Modeling Follow-Up Report Summary.** The Steering Committee spent most of the teleconference meeting working to establish a path to finalize the much-delayed follow-up watershed modeling report. This report examined the lag time for brake pad copper in urban watersheds and provided improved brake pad copper load estimates through revised modeling methods. The draft Executive Summary provided by AquaTerra is technically accurate, but not useful because it does not provide clear and complete answers to the two management questions that the report was intended to address. Since AquaTerra is over budget, the focus will be on ensuring that information necessary to create a lay...
summary is provided in the final document. The lay summary itself—which is essential to communicate the results to key stakeholders and legislators in a clear and concise manner—will need to be created by someone else.

- Other agenda topics were not discussed due to lack of time.

**Anticipated Schedule**

The Steering Committee upcoming meeting schedule is:

- March 19th - 10:30 am - 12:00 p.m.
- March 26th - 9 - 10:30 am

A two-day in-person negotiation meeting is being scheduled for April-May.
BPP STEERING COMMITTEE TELECONFERENCE

Friday, March 10, 10:30 a.m. to Noon (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

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<tr>
<td>3) Potential Offramp (15 min)</td>
<td>None</td>
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<tr>
<td>4) Follow-on modeling executive summary (20 min)</td>
<td>All: Please review attached draft executive summary</td>
<td>Comments on summary so that it can be finalized</td>
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<tr>
<td>5) Potential Offramp (cont.) (30 min)</td>
<td>None.</td>
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- Michael Endicott (Sierra Club)
- Kelly Moran (TDC Environmental)
- Mark Schlautman (Clemson University, project technical advisor), Ann Wilson (Motor and Equipment Manufacturers Association [MEMA]), Terry Heffelfinger (Affinia), Kirsten Rosselot (Process Profiles, contractor providing technical support) and Richard Looker (San Francisco Bay Water Board) did not participate in the teleconference meetings.

The following items were discussed:

- **Washington State Legislation** is scheduled for action (almost certainly signing) by their Governor today. Sustainable Conservation has completed a detailed comparison of the bill to SB 346; a summary comparison for our use will completed soon.

- **Legislative Schedule.** The next step for SB 346 is a hearing in the Assembly Environmental Safety & Toxic Materials Committee. The most likely hearing dates are June 8 or June 22. Final text of the revised version of the bill—agreed to by all parties—will need to be ready around May 24. Achieving this timeframe will be very ambitious for all of us.

- **Preparation for In-Person stakeholder meeting.** After long discussion of the preparation required for the meeting, the Steering Committee agreed that it should target the in-person meeting for April 29-30 in Sacramento (dates are tentative).
Attendees. Sustainable Conservation will prepare a draft list of participants. Sustainable Conservation is still working with the Alliance of Automobile Manufacturers, AIAM, and MEMA to firm up their participation in the planned meeting and their commitment to the principles of the negotiations (which include agreement to work through the group instead of outside of it and that the Washington legislation is not a model for California). The SAE representative is uncertain as to his availability; his participation would likely only be by telephone.

Agenda. Sustainable Conservation will prepare a preliminary draft agenda that will be refined in Steering Committee discussions.

Bill text. Working text is needed prior to the meeting. The BPP Lobbyist will start working up options for new language to address major outstanding issues in SB 346. Working on this language and identifying areas that need to be discussed in person will be the major focus of Steering Committee activity between now and the in-person meeting. The lobbyist will start with language on the “offramp” desired by vehicle manufacturers, based on input from a brief Steering Committee discussion today.

Materials. Sustainable Conservation will draft a list of briefing materials that will be needed for the meeting. Most of the education of new stakeholders will be related to stormwater’s needs for brake pad copper reduction, so we will be responsible for preparing most of the briefing materials. The materials will be very different than what we’ve prepare so far, since our target audience is senior government affairs/lobbyists. We can also use these materials to educate legislators about the bill.

- Watershed Modeling Follow-Up Report Summary. The Steering Committee will schedule a special call with Professor Schlautman to discuss extraction of the information from the report for use by the BPP.

**Anticipated Schedule**

The Steering Committee upcoming meeting schedule is:

- March 26th - 9 - 10:30 am

Sustainable Conservation is scheduling a two-day in-person negotiation meeting for April-May and biweekly Steering Committee conference calls in April and May.
**BPP STEERING COMMITTEE TELECONFERENCE**

Friday, March 19, 10:30 a.m. to Noon (Pacific Time).
Dial: 866-393-8073
Meeting Number: *8893164*

**Agenda:**

<table>
<thead>
<tr>
<th>Topic</th>
<th>Preparation needed</th>
<th>Outcome</th>
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<tbody>
<tr>
<td>1) Teleconference agenda review, anything new? (5 min)</td>
<td>None.</td>
<td>N/A</td>
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<tr>
<td>2) Updates (10 min)</td>
<td>None.</td>
<td>Everyone updated.</td>
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<tr>
<td>a. AAM and AIAM</td>
<td></td>
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<td>b. MEMA</td>
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<td>c. Others?</td>
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<td>3) Revised Best Estimates based on wash off/build up in follow-on modeling (10 min)</td>
<td>None.</td>
<td>Decision on process for resolving</td>
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<tr>
<td>4) In-person meeting (30 min)</td>
<td>None.</td>
<td>Decide on dates and location</td>
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<tr>
<td>a. Who should attend?</td>
<td></td>
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<td>b. What topics should be covered?</td>
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<td>c. When should we schedule?</td>
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<tr>
<td>5) Scheduling Conference Calls (10 min)</td>
<td>None.</td>
<td>Decide on length and frequency</td>
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<td>5) Aligning with Green Chemistry or Potential Offramp (20 min)</td>
<td>None.</td>
<td>Agreement or next steps</td>
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<tr>
<td>6) Side by Side Comparison of SB and SB 346 (5 min)</td>
<td>None.</td>
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<td>7) Future Topics</td>
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<tr>
<td>a) Follow-on modeling report and exec summary</td>
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<td>b) Incentives for early compliance</td>
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<td>c) Fee</td>
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<tr>
<td>d) Exemptions</td>
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