



Statewide Illegal Dumping Technical Advisory Committee (IDTAC) Meeting Notes

Wednesday, Mar 29 2023, 1:00-4:30pm PST

Location: Remote Chat: [Zoom Chat Log](#)

Platform: Zoom Streaming was also offered.

Meeting Materials: [IDTAC Google Drive](#)

Agenda Item 1: Introduction

IDTAC Chair, Larry Sweetser, calls meeting to order welcoming attendees, directing individuals to introduce themselves in the chat, provides a refresher of the ad hoc committee (IDTAC overview), goes over housekeeping—currently recorded for note taking purposes only.

The IDTAC strategy to help combat illegal dumping is “PACE” Prevention, Abatement, Cleanup, Enforcement. Sometimes referred to as “PACE(O)” to incorporate the outreach/education component.

New IDTAC Members:

- Garen Kazanjian (Recology, waste hauler) performs public policy and regulatory affairs. Previously did outreach and education for one of their local operating companies and illegal dumping was a huge issue he dealt with almost daily. Acknowledges multiple jurisdictions, multiple agencies trying to deal with this and experienced direct calls thinking Recology was the main solution, which is part. Here to assist with policy and support in addressing illegal dumping on a statewide level rather than just individually as calls come in. Glad to join, thanks for invite.
- Supervisor Jaron Brandon (Tuolumne County) excited to join the group. Trying to cleanup the area; roadsides, waterways. A lot of code compliance issues, a new waste management contract to manage some. Work w/ non-profit groups like [1 Pile at a Time](#). Getting a lot done here, open to extending the effort on a statewide level. Success w/ Clean CA, happy to keep the local perspective in it, but build on that. Seeing a lot of encouraging work.
- Jeff Lamoure (Imperial County, California Conference of Directors of Environmental Health (CCDEH)). Looking forward to working with the group and seeing what comes out, been awhile since connected directly. Jason Phillippe (Placer County, CCDEH alternative).

Agenda Item 2: Summary of Previous Meeting

Overview last meeting Nov 30, 2022 (Meeting Notes): Important to address the impacts illegal dumping has on water—we all depend on it. IDTAC primarily focuses in the solid waste arena, but as various water issues arise weather challenges, drinking water, fluctuating drought issues, groundwater/agriculture, illegal dumping impacts these directly/indirectly. Peter Schultze-Allen from EOA, Inc. kicks off presentation w/ Waterboards, Trash Monitoring Workgroup, Caltrans. Information on what's out there (resources) and what's being done. Specifically covered: Stormwater, microplastics, vegetation management, tire particle impacts (DTSC 2023). Some conversation re the unsheltered population/homeless and encampments component -- how to manage waste in this sector and what constitutes illegal dumping.

Agenda Item 3: Presentations – Abandoned Vehicles

A focused topic of interest voted on to be addressed by committee and subcommittees. Trying to provide consolidated information for people; what's available, what's working, learn from people's experiences—what doesn't work also helpful.

Presentation

Side 2: presentation addresses various types of vehicles, etc. (RVs, trailers, vessels) which are usually handled jurisdictionally and can vary in terms of how you deal with this issue. Location (public/private) can affect the removal process. Is the VIN number easily traceable? Swift cleanup key. Hazardous material and special handling associated with issue. Sometimes vehicles filled with trash, associated with homeless, and have compromising items inside – makes handling complex.

CHP Abandoned Vehicle Abatement (AVA) Program

See list/roster of jurisdictions that use the program on webpage. Officer Justin Sherwood shares that most program information is public. History: when program came out in 1970's it was a CHP program with ability to pull funds from Counties that want to participate—done through registration of vehicles (in statute). \$1 fee for regular vehicles and \$2 for commercial vehicles. Problems w/ program: fees haven't changed/kept up with inflation/cars are more expensive now, disposal costs have risen. Program is becoming less useful because there's less money to deal with a bigger growing problem. Now CHP just has oversight over implementation instead of control and are prohibited from utilizing the funds, so no conflict of interest occurs. Now counties come with their program to CHP for approval (make sure it meets statutes/qualifications, and then those counties will work with Department of motor vehicles and with the state Controller Office to implement and receive the funds for program use (mostly abatement/disposal).

Reminder CHP can't utilize funds meaning when CHP out in field to deal w/ an abatement problem, CHP would rather not act upon immediately and incur costs when an agency may have funds available for this. The program works well in some counties. CHP suggests a legislative push to attempt to change the monetary amount—relatively simple process—locally may be easier and some counties have done this (above the \$1 amount). CHP tried for \$10 flat rate (didn't go anywhere), or rate per county based on public opinion/vote—these suggestions by CHP may not be getting considered since CHP wouldn't directly affected by the results.

Program needs modification, its antiquated, but still very valid and helpful, especially on the main cleanups that don't need immediate assistance—abatement program can tag vehicles, go through the identification process, try to identify owners, and when none of that works, the 2-week holding period has passed and time for removal. Abatement program should cover funding to at least tow vehicles elsewhere to be dealt with over time from a more secure/sterile location, also so cleanups can happen w/out the vehicles in the way.

Program status update & feedback: [State Controllers website](#) shares some metrics—Alameda & Riverside County top performers w/ a lot of quarterly income (+100K) from the residents to utilize for program. Smaller counties it's more difficult and they limit use of their program to smaller types of vehicles (smaller cars) because statistics need to be reported (Boats/RVs costly to cleanup) so smaller vehicles allow for more impressive report—reporting structure a potential problem, change it.

Program good for occasional nuisance vehicles, but in areas with larger issues/projects, multiple vehicles, RVs, boats, and trailers, could be a viable program if tweaked.

Chair appreciates the presentation, reminds speaker IDTAC cannot lobby/promote legislation directly, but those tuning in can (affiliated organizations), so there may be an opportunity. Rural counties have complained and want a resolution. Believe this is the only major program available to deal w/ this issue, and it sounds dated and that it's been around for a while may need change.

CHP AVA Program webpage has handbook, roster, etc. of those utilizing the program or not—code enforcement and/or whoever County Board considers service authority w/ contact info. Sheriffs in smaller counties happy to tag cars, sit on them for required time, and conduct removals. Tow companies glad to help when payment is ensured, otherwise, as an agency, funding comes from the vehicle owners (if they can be found) or a lien process. Private companies appreciate what the program can ensure.

Comment: Program has issues w/ RVs, mobile homes, trailers. Also, w/ these types—they are often sold below their cost for disposal and buyers often can't dispose of them properly.

Comment: Humboldt plans to raise fee to \$5 in 2024 on local ballot and have other sources of funding.

Contra Costa County just renewed theirs but cost \$975,000 to take to vote, which should be considered.

Politicians hesitant to carry this change legislatively—seen as new tax/fee instead of program adjustment. Presenter [Officer Sherwood](#) welcome to inquiries/more info.

Rural example, Tehama County

Clint Weston Code Enforcement Officer Environmental Health nearly 8 years, Red Bluff police department 15 years. Involved with the AVA program in community since its inception 2006. County offers AVA program as a public service w/ removal on private property, roadways. Use [CVC 22669](#) and believe all it's subsections. Most municipalities use the AVA program as an enforcement arm to make people comply. Our county is economically depressed and not a lot of people have resources to deal with the problem, so the angle used is from Code Enforcement issuing a violation for visual blight, nonoperational vehicles, unregistered vehicles with threat of penalties. We use AVA program as a free solution to correct violations and have great success. Impound 400-600 vehicles a year through the program w/ \$60-\$70k a year which is quite impressive. The county is sparsely populated w/ 60,000-70,000 residents. Much success is attributed to vendor, sole course contractor that runs in 3-year cycles. Currently \$125 per passenger vehicle, truck or car/sedan and up to \$350 to RV that we remove. Due to lack of funding have to moderate RV allotment to protect the financing of the program. Vendor voluntarily wrecks them. The department's trailer is used for hauling to the landfill where the department pays for the waste—a longtime development at \$62 a ton. Otherwise, base price \$1000 per RV, then surcharged for every item such as tires, refrigerator, couch, etc.

County coordinates with all the local jurisdictions—have a Board of Directors, including Public Works to make it 5 members, who approve expenditures outside tow vendor. Program lends itself to one agency lending program and other jurisdictions seeking reimbursement, however here jurisdictions did not want to cover upfront costs and wait for reimbursements, so county has total authority over all jurisdictions—example includes a Community Service Officer places parking warning stickers on vehicles and just forward the information to county for follow-up and applicable removal. Same type agreement w/ CHP. This process offers regional continued communication in the matter and cleaner atmosphere all around.

Tehama County just shy 3,000 square miles—quite large w/ two Code Enforcement Officers who handles cannabis enforcement program, all the visual blight, other enforcement for departments (Building, Planning, Environmental Health, and sometimes Public Works).

RV and boat issue also an issue in the county and the bylaws governing removal for those are the same. Homeless populations overlap with removal process and tow company has equipment for those types of scenarios such as fire extinguishing, large excavators. Company demolishes travel trailers and motor homes, and recycles the metal—frames, motor, transmission. Recent offer from vendor included free removal which resulted in scrap metal value for vendor (wanted to do another “crush” – every so many months).

Boats - never paid registration fees to be a roadway so does not qualify for the AVA program. Pay boats separately (they are roadway hazards, visual blight) and vendor volunteers to destroy them with all other transportation vehicles, to pay the same disposal costs when sourced together.

Vendor key to success, especially in small, populated community. County [ordinance example](#) (vehicle code related), each jurisdiction has one, however with county presiding, theirs is used. Funding is generally enough to run program successfully although there are funding dips. At that time vendor does some free removals as scrap metal has value—catalytic converters higher value if still on vehicle, aluminum wheels have higher recycling value, and batteries worth \$10-\$20

Instead of county staff waiting by vehicle for tow company, they are using a hybrid approach—if tow truck empty, can pick-up vehicle on the way back (backhaul). This approach, leaving the vehicle, works for county—if truly abandoned, the vehicle will still be there upon return. In an impoverished county, having vehicle owner take responsibility and accountability is difficult, and in California in general. Those committing these acts have no resources to pay anything, so remain solutions oriented. Community members feel \$1 fee is worth less blight.

Safety/hazards – picture shows vicious dogs running after code enforcement. Hazmat issues experienced sharps, bodily fluids. However, not always as tow company hooks vehicles with winch cables, pulls it onto bed, drops it off in their yard, and it shortly heads to crusher so vehicle content often doesn't pose a risk/exposure in their process.

Homelessness and abandoned vehicles overlap - issue exists of those living in vehicles near places like parks and handling them on a case-by-case basis. County currently using the strategy to corral homeless to specific sanctioned places in community, alleviating environmental impact to more sensitive areas and/or certain public places.

Location - public land (roadways, federal land) able to remove more promptly.

Chop shops - they dump vehicle carcasses. Vehicles are photographed by code enforcement and info sent to support staff in the office who dispatches tow trucks, coordinates w/ sheriff, enters info into CA Law Enforcement Telecommunications System (CLETS). Pending if stolen, CHP has their own rotational tow. Ideal to run info as soon as vehicle is spotted so both tow companies don't arrive, especially in extremely rural areas (resulting in loss of time/\$). Vehicle may already be in yard and running through CLETS to determine stolen status.

Tow company is also an auto dealer, making them eligible to hold vehicles longer than 15 days on premises as they can be classified as used vehicle inventory. Other tow companies may not be able to comply with those laws.

Issues w/ trash filled vehicles? On citizen requests, upon verification of qualification, have them remove the trash beforehand. On public property requests, its entirety is handled, wrecked and disposed altogether.

Program got relocated from Planning Department, financials were being misreported. AVA program only allows for one-year operating budget in account, otherwise DMV will cease collecting program funds. With an overage needing to be spent, the board approved a dump trailer for Code Enforcement to directly transport RV waste more inexpensively to landfill.

County uses [AB 109](#) (Criminal Justice Realignment) program through Probation Department crews to breakdown units onsite and haul away for disposal w/ tow company close behind hauling the frame for recycling.

Code enforcement supports illegal dumping combat efforts – solely handles issue with incarcerated labor and has relationship with landfill. GreenWaste leases space from the county for operation and this year donated all tipping fees for illegal dumping in community.

Code Enforcement Office appreciates allied agencies and Code Enforcement Officer [Clint Weston](#) open to questions.

Urban example, City of Oakland “OakDOT”

OakDOT (Department of Transportation) Dr. Michael Ford manages parking and mobility division – Abandoned autos/vehicle abatement historically handled by police department, but who handles issue now changed departments—pretty big lift w/ new unit, and community appreciates this difference. The reorg was a response from the [George Floyd](#) murder and Black Lives Matter movement—to reimagine public safety. City Council took recommendations for moving operations away from sworn officers/police functions to other departments that would be subject matter experts (abandoned autos, scofflaw – boot immobilization and vehicle encampment assistance).

Delivering on expectations, OakDOT partners w/ community making it easy for residents, businesses, etc. to report abandoned autos. Reporting includes call center, and Oak311 to gather appropriate info. Efficiencies include parking enforcement staff trained to verify vehicle condition beforehand for abandoned auto technicians when dispatched to remove vehicles.

Abandoned auto issue more prevalent in city’s disadvantaged communities opposed to their affluent communities. Responses are driven by equity when cannot adhere to all requests—focusing on flat lands/disadvantaged communities.

Safety and demilitarization: City handling abandoned autos as a service/right-of-way management issue. Technicians wear a safety vest and are trained for certain circumstances. Prior, police service technicians would have a bulletproof vest and be carrying mace. Technicians also trained to be mindful of dangerous situations, substances, or drugs and issued Narcan nasal spray in the event they or someone else is exposed to opioids in the autos.

Over 2,000 vehicle encampments/quick shelters (autos, RVs, trailers) in Oakland. OakDOT works with the encampment management team to try to address the problem—much room for discussion here. Key issue to address: vehicles that should be scrapped are ending up in right-of-ways used as homes. It needs to be difficult for people to profit from offloading vehicles and registered owners should be held accountable for properly disposing of vehicles. As the program develops and gets stats, please circle back.

Disadvantaged communities get hit harder than affluent communities with abandoned autos—some see these types of communities as easy dumping grounds. Reports of abandoned autos in disadvantages communities are often accurate, where reports from affluent communities may be a result of someone reporting their neighbor’s vehicle.

RV issues include driving and parking in right of ways, broken down RVs, and those finding abandoned RVs for shelter. People are profiting from RVs by selling RVs that have been scrapped, also towing them onto streets as an endpoint, and there has even become a market where these RVs are being rented out. Illegal activity is also a problem. RVs are loaded up with trash and there are trap vehicles w/ guns and drugs stored.

OakDOT consists of several million dollars (general fund, some revenues generated from “citations”) that encompass 10 technicians, several supervisory roles and 3 additional technicians that focus on vehicle encampments—budget still in development.

Comment: Process for occupied RVs? Answer: Coordinate w/ Encampment Management Team, Outreach Services if determined a vehicle is being used for shelter. OakDOT will not abate/remove vehicle until given written direction from the city administrators encampment management team (city ordinance prohibits confiscation of somebody's vehicle if it's being used as a shelter).

OakDOT uses Oak311 mobile app for residents to report (app is jurisdictionally branded from national See Click Fix app) that ties into city's service request and work order management system, City Works. City realizes they are very dependent on system as it recently went down. Abandoned auto requests ~20k annually, resulting in 2,500 towed vehicles, but predict tow numbers to increase to 3-4K given transportation department acquired charge/expectations. Believe the program is currently right sized.

Comment: Upon vehicle removal, is the legal owner held accountable for any of the costs? Answer: Depends on the situation—the vehicle is usually scrapped and there may be no way of holding the owner accountable. Those victim to vehicle crime and “responsible” for associated situational costs—city does have some provisions to help w/ incurred expenses. Likely common in all jurisdictions.

Comment: Is there a Prop 218 process to initiate the OakDOT program and state grants supporting it? Answer: Don't believe so.

Comment: Did the program get launched with a feasibility study of different options and this was chosen? Answer: Essentially came from ‘Imagining Public Safety’ work few years ago—police functions delegated outward, some to fire department and abandoned autos a natural fit for Department of Transportation, so believe nothing beyond Task Force recommendations.

DMV fund connection? Plan to circle back on this as partnerships are important, as police handle abandoned autos on private property, OakDOT focuses on right of ways, city-owned property (parks), but deal w/ everything currently such as boats. OakDOT continues to expand relationships with Code Compliance, Planning and Building, Economic Workforce Development, that have different fines, fees, and codes to be leveraged pending the situation. Worked w/ county/sheriff in the past.

[Dr. Michael Ford/Team](#) open to connecting.

Contra Costa County - RVs, Trailers, Vessels

Presentation includes Jo-Anmarie Ricasata, Conservation Planner, Solid Waste/Illegal Dumping Initiative Program Coordinator, Joe Losado Principal Building Inspector, Code Enforcement Manager and Mike Fernandes Jr. M. Fernandes Auto Wrecking & Towing, Inc. (county has a public/private partnership). In 2018, the county formed an interdepartmental team and began implementing numerous strategies in unincorporated county. Part of the illegal dumping initiative, strategies are grouped into four categories: educate, prevent, clean up and enforce. A public outreach campaign included as part of efforts which educates residents about dumping includes street signs placed near dumping hotspots with information on how to report illegal dumping activity

and get it cleaned up. Removal of abandoned recreational vehicles included, and some dumping crimes are being investigated by law enforcement.

The County's [Illegal Dumping Initiative Strategy](#) specific item #40 "Make arrangements w/ abatement contractors/towing companies for removal of approximately 48-50 derelict boats/RVs that have been indemnified by Sheriff's Office and Code Enforcement." Hard time addressing derelict RVs and boats dumped due to costs. Lieutenant, sheriff and department went to the Board of Supervisors asked for additional \$150K to combat the problem—on the second time w/ new approach received funding 3-4 months later—one-time general fund allocation. Clean CA Grant and Measure X County Tax also earmarked funds.

Partnership w/ Fernandes Tow is key. In some incidences, before a vehicle can be towed, it may need to be pulled out with a tractor which Fernandes Tow has. Vehicles being tagged with [CVC 22651](#) & [CVC 22669](#) [Authority to Remove Vehicles]. Autos may be dumped by wrecking yard or backyard hoarders, RVs, etc. included. Averaging 2 a week currently. County participates in the CHP AVA Program—114 vehicles tagged along with this approach.

Overall process: Sheriff identifies vehicle, RV, trailer, or boat, then Code Enforcement goes out to see if qualifies for program, then calls Fernandes Tow. Code Enforcement now better at identifying the object's condition ahead of time, so tow company knows what type of equipment is needed ahead of time (landoll trailer, wrecker, flatbed trailer or special circumstance). The County's relationship between the private tow companies and contractors key, keeps program moving and efficient.

Tow companies request: prepping proper paperwork and storage component settled up front. Upon loading up vehicle/etc. a junk slip should be available stating vehicle less than \$500. Tow company to store it for 15 days in case owner shows up. Otherwise, tow company allowed to wreck in and load it in dumpster and sent it to local dump to get it properly disposed. No storage yard wants (large) RVs using valuable space in their yard. Verifying the VIN # is key—work w/ CHP and/or verifiers ahead of time. Expired registration for over 6 months is towable on the spot, as long as it meets under the \$500 threshold. On private property, when tagged w/ program (10 day allowance), so on 11th day it's okay to tow/junk slip. This process is statewide.

Properties w/ tenants that are a huge "mess", jurisdiction's Code Enforcement found it's better not to do the abatement process but notice of violation process/fine(s) for the property owner. Should landowner not comply/cleanup, then there will be fee/funds to help with cleanup. Common occurrence with landlords. When it's the property owners themselves, it is more difficult, with a decent paperwork path. Administrative fines (for landlords): 1st day \$150, 2nd day \$250, 3rd day \$500, up to ~\$14,300 a month—Code Enforcement has only had to fine people a few times in 21+ career.

Issue: companies may sell trailers, boats, motor homes for pennies to alleviate the dump charge. Suggestion: (tow) companies that signup for a similar county program should agree to properly dispose of it. Fernandes Tow also a licensed dismantler and wrecker. County had prior experienced this issue where a previously tagged vehicle ended up on the street—company is not on program anymore.

Pick tow companies that are fast & have good reputation: able to get to vehicle, motorhome, etc. quickly (in a few hours' time instead of a week) because if left for prolonged periods of time it is subject to getting occupied and even torched over territory wars. Then, scattered and burnt debris result in more hurdles/cost for cleanup. The longer it sits on a street the more trash may accumulate. Those tagged on private property often fill with trash since it will be towed anyway (might as well get money's worth).

Video shared of proper motor home disposal. Septic drained, freon from ACs drained, then loaded up in dumpster. To company wrecked ~6 RVs that day.

Prevent vehicle, etc. dumping: county works with residents to educate them on proper handling/managing disposal so item doesn't end up on street (costing more county dollars in the long run).

Stats: Abated 166 RVs, boats, and trailers 2019-2022. Since county had funding for issue, it spilled over to surrounding areas. "Next steps" slide includes ideas such as graffiti abatement, dump vouchers for tow contractors to speed up the process, prevention—current strategy relatively successful, but how can prevention be leveraged further, and underrepresentation in West County—currently building that relationship more.

Last [Presentation](#) slide includes presenter's contact info.

Agenda Item 4: Statewide Illegal Dumping Conference – April 19-21, 2023, Hybrid Event

Published 5/16/23; Post Conference website: <https://district4.acgov.org/idcon23/>

Organizer: Alameda County Supervisor Miley, Illegal Dumping Task Force

Tagline: *Coming Together to Solve Illegal Dumping*

Theme: "Partnerships", cross-sector partnerships

Senior Policy Advisor and Illegal Dumping Task Force Lead Erin Armstrong shares details on conference, that it's now hybrid as the last two conferences they hosted were all online due to the pandemic. 3-day conference, with first night for in-person attendees a community showcase event (tabling & panel: grassroots organizations tackling illegal dumping at a very hyper local level) at Oakland Museum of California for networking & dinner.

Some key presenters include Oakland Mayor Sheng Thao, National Association of Counties Chair, Clean CA Program (Director), national star "Ya Fav Trashman", California State Treasurer Fiona Ma, and title sponsor Waste Management. The conference is advocating for cross-sector partnerships to address illegal dumping and highlighting the importance of taking partnership initiative along with best overall practices/strategies such as the 3 E's Education, Eradication, Enforcement to combat illegal dumping. The conference is accessible and sustainable. Conference tickets are not free because of various in-person elements and technologies being provided. Discount codes available including sponsorships.

Interest in continuing education credits for certain or all sessions.

Link to past Illegal Dumping Conferences: [2022 Conference](#), [2021 Conference](#)

Conference Planning Committee ongoing.

To join and for more conference information: Erin.Armstrong@acgov.org

Agenda Item 5: IDTAC Subcommittee Focused Topics

Homeless Encampment Project

Illegal dumping is a small component of the encampment issue. Wrapping up project as a current main focus but know many if not all jurisdictions are still facing this situation. Definitions, strategies, and cleanup information was compiled and shared last year. Preview draft project link shared of what the [encampment guide](#) will look like when revamped. Unveiling proposed for summer 2023. If interested in being involved in the project email IllegalDumping@calrecycle.ca.gov.

Abandoned Vehicles

The IDTAC and subcommittees tackling this topic next, as those voted for this type of illegal dumping issue to be addressed since it is still a problem for many jurisdictions. [IDTAC Subcommittees Abandoned Vehicles Focused Topic Ideas](#) doc created by IDTAC Chair for suggested guidance. Initial goal is to create useful resources. Types of funding and resources for environmental justice/disadvantaged communities. Common reporting tools to use and resources available for educating the public. How agencies should convey the message. Facilitating community involvement. Quantifying the problem-types of materials, vehicles, quantity. Costs associated, compiling info and what budgets look like. Case studies (enforcement) and codes from that.

Interested parties and members welcome to join subcommittees by emailing IllegalDumping@calrecycle.ca.gov or contacting a specific [member](#).

Agenda Item 6: Updates

Caltrans' [Clean California](#) Program

Wrapped up statewide Community Days Events Match 17-27, 2023 – organized over 600 local cleanups, over 70 dump diversion days, and number of other events such as beautification and educational events and murals: Hoopa Walking Tour, Fresno Tree Planting, Closing Event rallying support to keep the state clean. See [presentation for specific numbers](#). Successful campaign. Future vision includes continuing cleanup, education, importance of cleanups and dump days, elevate participation, and continue to have pride in the state.

[Local grant program](#) cycle 2 approved w/ ~\$100M for communities to beautify and improve local streets and roads, tribal lands, parks, pathways, transit centers, and rights-of-way. Details upon passing of budget/general fund. Stakeholder workshops being held. Very popular program w/ wide range of applicants. Projects completion to overlap a bit w/ cycle 1. Beautification projects help address the “prevention” pillar of illegal dumping—culprits not dumping in these beautified areas. Majority of projects in underserved communities.

Commenter: Spent entire career contemplating the issue, such as what is the next big program needed to be able to prevent trash from entering the environment? Ideal to keep funding Clean CA programs? Should we be thinking about engaging producers next? Your vision? Answers: we're exploring alternatives and extending the program. Exploring an education program partnership w/ CHP. The public education program contract still has another year+, so rolling that out around litter, and alternatives to extend that program. Have ability to absorb and we're not letting go of our litter crews, so the goal is at least the same level of effort. Internal level of service litter assessment at 80% - hope to sustain that, measuring visual elements as well as cubic yardage.

Experience is that the younger generation continues to be engaged in this issue – better the earth and state – so education is key and win for both.

Comment/Answer: There is considerations made in the types of trees planted such as water usage and shade capacity.

Strategy Subcommittee continues to have a working relationship w/ Clean CA for discussions such as diverting material/waste from landfills and ensuring local facilities, resources and disposal options/requirements gets met. And with an uncertain funding stream, what transitioning the program looks like and that residents get educated on proper/realistic disposal means. Clean CA happy to continue conversations and updates. Caltrans hoping to continue dump days regardless.

Comment: How did the Clean CA come to fruition? Answer: Governor's vision to clean up the streets. With Caltrans existing litter efforts, three agencies including California State Transportation Agency (CalSTA) and the Governor's office came together and broke it down w/ allocations to each program category and started formalizing local projects concept, public education, etc. It was proposed legislation that got approved.

Caltrans already works/has stormwater permits that include trash capture devices and cease and desist orders. The public education campaign is closely aligned and in talks with the Waterboards to overlap trash collection numbers and navy yards filled with litter—places Caltrans overlaps directly on environmental matters. Also trying to leverage service assessments—overlap of those onsite taking photos of litter. Having two sets of data, likely not necessary.

Clean CA updates to continue at IDTAC Meetings.

Mattress Recycling Council (MRC)

Recently released [City of Berkeley Illegal Mattress Dumping Pilot Project Case Study](#) from 2021 – currently disseminating information about this multifamily dwelling bulky item pickup project. Considered a successful project. City of Palmdale and City of San Jose case studies extended for a few more months. Program is a “prevention” and “cleanup” opportunity.

New funding cycle includes project in the City of Modesto. Temporary mattress collection site being set up at city site which both city and county residents can use.

Just released payments for 2022 [illegally dumped mattress collection initiative](#)—over \$900,000 reimbursed to cities, counties, and solid waste facilities statewide. Continues to seek new participants (cities, counties, nonprofits and solid waste facilities). Reimbursement program is a supplemental strategy and funding to assist ongoing illegal dumping abatement efforts specifically for mattresses. \$15 per unit reported in urban areas, \$20 in rural areas. Retrack is the system used for the program – application and reporting is streamlined. Reporting involves certain days of the month and zip code - reimbursed annually.

Contact them to be available for cleanup events (bulky item days, block parties, tire collection events, etc.).

City of San Rafael presentation ([Illegally Dumped Mattress & Bulky Item Pick-up Pilot](#)) at 2023 Illegal Dumping Conference.

[Best Practices in Addressing Illegal Dumping of Durable Waste \(white paper\)](#) presentation from April 2023 CalCities Summit.

Subcommittees

Outreach Subcommittee: Did research on the abandon vehicles topic and met a few times. Some successful recruitments to subcommittee and IDTAC member efforts. Subcommittee chair interested in the topic, and how local waste providers fit in.

No other official reports from Enforcement, Strategy or Standards Subcommittee Chairs.

CalRecycle Grants

Slides

[Solid Waste Disposal and Codisposal Site Cleanup Program](#)

Application cycle currently closed however subscribe to [Listserv](#) for opening announcement. Illegal Disposal Site Abatement Grant - receives \$1M annually (recipient to receive up to \$500k per FY) & Legacy Disposal Site Abatement Partial Grant - receives \$1.5M annually (recipient to receive up to \$750k per FY).

[Farm and Ranch Solid Waste Cleanup and Abatement Grant Program](#)

Application cycle currently closed however subscribe to [Listserv](#) for opening announcement - receives \$1M annually (recipient to receive up to \$200k per FY, ~\$50k per site). For sites located on “Farm & Ranch” property (definition is broader than one may think).

Contact info on [slides](#). Reach out if you have a project, staff can handhold and assist unlike other grants.

Agenda Item 7: Discussion/Inquires

Illegal Dumping/Illegal Disposal Site Guidance & Resource Docs

[Slide](#). CalRecycle, with review from the IDTAC and Local Enforcement Agencies ([LEAs](#)) created a set of documents to help assist audiences like the public, jurisdictions, and LEAs in identifying types of illegal dumping (litter, illegal dumping, illegal disposal sites), provide guidance, and highlight some available resources:

- [Resources to Cleanup Trash Pollution](#)
- [Recursos para la Limpieza de Contaminación de Badura](#) (Spanish)
- [Solid Waste Site Cleanup Program Brochure](#)
- [LEA Illegal Dumping/Disposal Site Guidance](#)
- [CalRecycle-Managed Remediation](#)

Thank you to those who contributed to this effort. These docs are available on the [Illegal Dumping Resources Toolbox](#) and elsewhere on the CalRecycle website.

Chat comment ~SB624: In our cleanups, biological wastes are more common occurrences than hazardous wastes. Something else to provide guidance on. Disconnection with the unhoused on proper management of their biological wastes that often occur in riparian areas and close to groundwater resources—much concern around this. Cleanup groups not to touch wastes like biological and hazardous waste, and biological waste often gets buried. When reported to the health department, action and resolution remains wavering. In [chat](#), request for guidance around needles.

Agenda Item 8: Legislation and Regulation

Over 26,000 bills were introduced, seven to focus on. See [CPSC notes doc](#) in conjunction w/ below:

- [AB 333](#) (S. Nguyen) Vehicles: abatement of abandoned vehicles. Status: Sitting in Transportation.
- [AB 508](#) (Petrie-Norris) Probation: environmental crimes. Status: In Senate. Read first time. To Com. on RLS. for assignment. In committee: Set, first hearing. Referred to suspense file. Take off from RBK’s other bill.
- [AB 592](#) (Wilson) Vehicles: waste hauling. Status: Thank you to those who contributed to this effort. Need to be a statewide bill otherwise haulers outside of jurisdiction cannot be enforced on. Consider if a municipality or county has already implemented something. Also, to make sure this doesn’t preempt existing local ordinances, but that is usually identified in the law.
- [AB 748](#) (Villapudua) Abandoned and Derelict Commercial Vessel Program. Status: In committee: Set, first hearing. Referred to suspense file. Create a program and task force in the Natural Resource Agency.
- [AB 909](#) (Hoover) Solid Waste Disposal and Codisposal Site Cleanup Program. Status: In committee: Set, first hearing. Referred to suspense file. Expanding the

ability to pay for illegally dumped hazardous waste through (solid waste) cleanup grants.

- [SB 367](#) (Seyarto) Farm, ranch, and public lands cleanup and abatement: grant program. Status: Set for hearing May 18. Expanding the name and type of properties that grant covers.
- [SB 642](#) (Cortese) Hazardous materials: enforcement: county counsel. Status: In Assembly. Read first time. Held at Desk.
- [SB 54](#) (signed 2022) - Plastic Pollution Prevention and Packaging Producer Responsibility. California Plastic Pollution Mitigation Fund, half billion per year for 10 years starting in 2027.

Agenda Item 9: IDTAC Business

Election results: new IDTAC Vice Chair Gonzalo Barriga, Metropolitan Water District of Southern California. Incumbent IDTAC Chair Larry Sweetser, Environmental Services Joint Powers Authority, to continue another term.

Recognition: Certificate of Appreciation to prior IDTAC Coordinator Sharon Anderson for her work and continued efforts around illegal dumping. Letter of Appreciation sent upon retirement to Karen Tandler Deputy District Attorney Environmental Crimes/Code Enforcement Los Angeles County District Attorney's Office part of the Antelope Valley or Northern LA Illegal Dumping Task Force or her work, participation and contributions. Kate Wilkins, CalRecycle Senior Environmental Scientist, has moved to different area in CalEPA, helped with IDTAC efforts, Enforcement Subcommittee/Training and the toolbox.

Agenda Item 10: Adjourn/Next Meeting

Wednesday, July 12, 2023, from 12:30-4:00pm

Contact

For further information about this meeting, and general questions/comments:

IllegalDumping@calrecycle.ca.gov

Subscribe to the [Illegal Dumping Listserv](#) for email updates, including meeting announcements.

[Illegal Dumping Resources Toolbox](#) (IDTAC/CalRecycle)

Meeting Attendees

Members Attending

Larry Sweetser, Chair
Gonzalo Barriga, Vice Chair
Doug Kobold, CPSC
Mark DeBie, CalRecycle
Avneet Mahil, Manteca, SWANA
Erin Armstrong, Alameda County
Garen Kazanjian, Recology
Heidi Sanborn, NSAC
Jaron Brandon, Tuolumne County
Jason Phillippe, Placer County

Jeff Lamoure, CCDEH
Nick Romo, League of CA Cities
Olympia Williams, City of San Jose
Taylor Grimes, MRC
Ted Horton, Sac County Waste Mgt
Tedd Ward, Del Norte County SWA
Tom Mattson, CEAC
Traci Glaves, Public Member
Veronica Pardo, RRCC

Members Absent

Alyce Sandbach, Alameda County

Eva Mann, City of Richmond

Carlos Duque, City of Elk Grove
Christine Flowers, KCB
Gary Harris, City of Los Angeles
Kibbe Day, San Joaquin County
Maria Ferdin, Monterey Co

Mark Azzouni, CHMIA
Marr Christian, San Bernardino
Nick Lapis, CAW
Rob Hutsel, SD River Park Foundation
Sara Weaver, CCC, Region III

Others Attending/Registered

Adam Gonzales, Madera County
Adrianna Perez, City of Carson
Adriana Ornelas, LA County PW
Amy Welch, Tuolumne County
Angie LePage, Kern County
Bruce Berger, CalRecycle
Charles Springer, Newport Beach
Chris McSwain, CalRecycle
Chris Robinson, San Diego Co PW
Clint Weston, Tehama County
Dallia Foster, Clean CA, Caltrans
David Brockbank, Contra Costa County
Deanna Garcia, CalRecycle
Deidra Dingman, Contra Costa County
Dhaynae Romero, Pittsburg
Donald Wong, LA County
Dylan Loy, Fresno County
Ed Ramirez, City of San Jose
Elvira Delgadillo, LA County
Emin Israfil, Rubbish
Espe Vielma, EJCW
Eyra Gonzalez, Fairfeild
Heidi Niggemeyer, Salinas
Howard Bunce, Marin County
Iranzu Morras, Paintcare
Jack Johnson, City of San Mateo
Jennifer Peet, City of Livermore
Jo-Anmarie Ricasata, Contra Costa Co
Joe Losado, Contra Costa Co
Joris Eigirdas, City of Alhambra
Julia Peterson, Caltrans/Clean CA
Justin Sherwood, CHP
Karandave Kang, Sutter RCD
Kawaljit Pannu
Kenneth Melton, San Diego County
Kristen Sales, Sonoma County
Kumari Gossai, LA County EH LEA

Kyle Loreto, Merced County RWMA
Laura Morgan, CalRecycle
Lesya Byars, Hesperia
Lili Cortes, Torrance
Liz Irons
Mandy Brooks, Salinas Valley SWA
Maria Baker, LA County PW
Melissa Clack, Alameda County
Melissa Palomino, Merced County
Michael Hendley, Capitol Corridor
Michael Ford, Oakland
Michelle Hunt, City of Modesto
Mike Fernandes, Fernandes Tow
Mustafe Botan, CalRecycle
Nate Pelczar, CPSC
Nicol Walgren, LA County
Oscar Ortiz, Merced County
Patrick Taguchi, Milpitas
Paul Prissel, Los Angeles
Paulina Lawrence CalRecycle
Rebecca Richardson, Sac County
Renee Esplana, Clean CA
Ricky Ramos, Downtown Streets Team
Rosa Orellana, Sac County
Ryan Nahe, San Mateo
Sarah Sanders, Humboldt County LEA
Sharon Anderson, Elk Grove Cleanups
Stephanie Becker, CalRecycle, IDTAC
Steve Santa Croce, CalRecycle
Sunny Pannu
Teresa Montgomery, SF Scavenger
Violet Henderson, Oakland
Walter Yu, Clean CA
Win Cowger, Moore Institute
Xavier Reid, Caltrans
Yosh Morisaku, LA County
Zhenzhen Jiang, Santa Clara Count

Reminder: [IDTAC Google Drive](#) available – meeting notes, agendas, presentations, and other documents (not maintained by CalRecycle)

Thank you for your dedication to elevating and managing illegal dumping locally and statewide!