



Statewide Illegal Dumping Technical Advisory Committee (IDTAC) Meeting Notes

Wednesday, July 12, 2023, 12:30-4:00pm 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, directs 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.

Chair announces new IDTAC Member:

- Benjamin Schiesser from CHP representing California Hazardous Materials Investigators Association (CHMIA) alongside Mark Azzouni District Attorney Investigator Sonoma County.

Agenda Item 2: Summary of Previous Meeting

Overview last meeting March 29, 2023 ([notes](#)): Introductions from a handful of new members. Intro to Abandoned Vehicles discussion/topic w/ presentations: CHP Abandoned Vehicle Abatement (AVA) Program, Tehama County Code Enforcement (rural example) - which finds Program right sized and uses program more as a public service. They list other resources used to bridge the gap for cleanup of RVs, trailers and boats. City of Oakland “OakDOT” (urban example) where Department of Transportation now responsible for vehicles instead of police department. Use community partnership approach to the problem and train technicians for certain circumstances. The RVs/trailer issue overlaps with the homeless/unsheltered population situation which they are identifying and seeking an equitable approach. Contra Costa County shares how they handle RVs, Trailers, Vessels, part of their illegal dumping initiative. Code Enforcement, contracted tow company, and Illegal Dumping Lead present on the process, metrics, and best practices. Funds from Clean CA and their Measure X County Tax also earmarked this effort. Thorough Clean CA update w/ some historical background info on how the initiative came to fruition. The Illegal Dumping/Illegal Disposal Site Guidance & Resource Docs were finalized/presented. Various partner updates and formal recognition provided.

Agenda Item 3: Abandoned Vehicles

A focused topic of interest voted on to be addressed by committee and subcommittees. Currently still gathering and sharing information, part of the reasoning behind these presenters which play a role on the back end—once vehicles are removed, where they go, how they're handled, and how this industry overlaps with removal costs. Thank you to IDTAC member, Ted Horton, for making this presentation happen. Aiming to get content available on the website/Toolbox—information so you can decide.

Reminder the CHP Abandoned Vehicle Abatement (AVA) [Program](#) exists and provides a funding structure that can assist with the issue. Aiming to further delve into the pro/con of the program through a jurisdictional lens.

Schnitzer Steel, Pick-n-Pull [Presentation](#)

Eric Potashner, Schnitzer Steel Chief Public Affairs Officer and Mark Carnesecca, Lead for Vehicle/Auto Purchasing operations. Schnitzer Steel offers various operations and services—more than a steel manufacturing company, though own a steel mill (McMinnville, Oregon). 3,400 employees/team operating in over 100 communities, with retail stores under the Pick-n-Pull brand. Roughly 50 metal recycling yards, seven metal shredding operations, and continue to recycle annually—over four and a half million tons of ferrous metal, close to 700 million pounds of nonferrous metals (copper aluminum). Making 470,000 tons of finished steel products each year, mostly wire bar and rebar marching bar.

Shares company's environmental efforts and circular economy connection, and recently named by Time Magazine as one of the most hundred influential companies globally.

Operationally, primarily work on both coasts of the continental United States and Western Canada, with operations in Puerto Rico and Hawaii. Most of their metal recycling facilities are between Oakland and Tacoma on the west coast and Early Portland, ME, down through the southeast region on the east coast that has expanded last couple of years. Pick-n-Pull locations across the county. See slides for exact locations. Expanded recycling service offerings—brokerage and logistical services in 48 states.

Operating Model slide shared—graphic to understand material flow through company's facilities—start at the bottom with customer use. Primarily recycling autos, end of life autos, end of life appliances, industrial scrap, material from construction and demolition waste. Autos come from Pick-n-Pull stores, other dismantlers, or metal recycling yards, then make their way to seven shredding operations for processing, then material goes out for distribution (either domestic/international export) that goes to smelters and foundries where it's melted back down and turned into products.

Pick-n-Pull industry-leading chain of auto dismantling and self-service retail stores selling parts to retail and wholesale customers (*licensed dismantler in CA, each state). Slide shows the journey of the vehicle upon arrival. Vehicles sourced from private parties (headquarters in Rancho Cordova) like local tow companies that have abatement contracts through different municipalities, auction houses like Copart Insurance Auctions/Manheim and contractual obligations like donations. When acquiring a vehicle, title on the car is validated (transferable title necessary for purchase/validation) and logged in database, then goes to hold yard. Step two removing/processing the deep polluting and problematic materials from vehicle—all fluids (brake, rear end oil, engine oil, transmission). Recycle these. Remove freon down to zero and validate that. Catalytic converter recycled for scrap as well as tires/wheels—separate those; all processed for scrap. Recycle batteries as well. Remove all personal materials from vehicle—more significant within the last 8 years. This process helps to differentiate the Schnitzer from others.

Once free of hazardous, go to set yard where in person customers given the chance to locate parts they need (employees can assist w/ this). Process around 400,000 vehicles nationwide/Canada and 4M retail customers.

Last step includes bringing the vehicle back out of the customer facility into the production facility and doing the final preparation for the shredder (Oakland, CA) by removing as much copper wire (have separate entities that extracting plastic wire

sheathing to get the highest value). Retrieve some small parts like starters, alternators, radiators, per caps not extracted on the initial processing. The vehicle then gets crushed to transport more efficiently (18-19 per load). Then cars go on scrap trucks to shredder once 'clean'.

Shredder offers various streams. Hammer mill results in small fist size pieces that can then go to the mill for rebar and/or for removal of nonferrous (aluminum, copper, brass etc.). ASR (automotive shredder residue) is also left that cannot be picked up. Slide shows what's being recycled or able to be recovered. Presenter has purchased over 8M vehicles.

Recycled metals for a low-carbon future slide available—polls indicate significant increase in materials (mindful of economic conditions). The transition to a low carbon economy (solar, wind, battery storage) mean more metal intensive technology replacements—long-term demand for copper and aluminum. Emissions related to using recycled products versus mined products significantly less. Important note: company buys everything that comes across their scales whereas at solid waste facilities there is a tipping fee. Understand value of material by what is purchased, processed and sale price.

There is a combination of processing technologies: magnets, wet density separator process where magnets will grab all the ferrous material off the line. Also, a wet process for density separation that can separate the copper and aluminum from autos (some stainless steel). Other technologies for nonferrous metals. There are some chemically treated leftovers/residues treated with a combination of silica and concrete (8-12% of the total volume, sent to local class 3 landfills for Alternative Daily cover (ADC)). Slide shows mixed materials breakdown on the backend.

Recycled Metals & Finished Steel Market Price Trends slide available to assist in understanding how pricing in the market has been working over the years (last 2 1/2 years). Company buys the value on the back end which moves relatively quickly versus what is put into facilities ("costs"). Planet Goals and Highlights & Progress on Climate Action Through Emissions Reduction slides available and speak to status updates and efforts completed including stormwater collection and air capture systems. Points out the struggle that exists between fluctuating markets values and the constant/rising operating costs.

Caltrans Clean CA rep Julie Peterson interested in reducing unwanted vehicles and has various proposals, pilots pending Clean CA approval as there is a large amount in District 1. Also, a lot of tires, their local tire facility is full, and looking for other ways to recycle tires. Usually 2-4 28-ft trailers full. Schnitzer Team: Don't have an actual tire recycling facility—similarly put tires in trailers and send them to the recycler but retail the good tires. Have third party recyclers for components such as tires, batteries, catalytic converters, waste oil, freon, airbags.

Tires: CA does regulate them, which can't be landfilled unless altered. There has been a shortage of tire haulers. List of approved tire recyclers/haulers (remember CalRecycle permits needed). Tire Amnesty Grant Program available, and counties often accept free tires yet still illegal dumping issues. Speedy tire removal important. District 1 Tire Amnesty event receive ~800 resellable tires, some with reusable rims, but some with amazing tread. Desire to donate them for use instead of being recycled. Staff separating capabilities. Noted that vendors sell these type of tires—follow-up.

Battery recycling: Schnitzer recycles lead acid batteries which are easy and works with a company who processes them. Currently working through how to handle lithium ion and the nickel metal hydride batteries—require special handling, PPE, processes, storage (some types require outdoor placement). Use various battery recyclers for lithium/EV. Vehicles coming in have them—they're removed and processed separately.

Beta testing this with licensed operators which is going seemingly well, not super profitable, but trying to build a sustainable process going forward—increasing in next five years. Noting safety protocols have been created and that dismantling these very different than a lead acid battery with consideration of value (how much charge can it still hold). Schnitzer and others working with Senator Allen on [SB 615](#) to understand funding needs to deal with abandoned/orphaned (negative value) batteries. As lead acid batteries are one of the more commonly recycled materials on par with aluminum cans, disappointing these get abandoned a lot especially at solid waste facilities. Ted notes anticipatory changes with the influx of hybrid and electric vehicles.

How do you deal with plastic in cars? (difficult because there are so many different types) Schnitzer: Really no good way to identify plastics. Conducted tests aimed at removing bumper covers for recycle but no fitting company to sell or process them. Currently, they come in and go out with the car, and get shredded. The material is residual on the backend that gets chemically treated and sent to landfills for ADC—rubber, plastic, upholstery, dashboards, and plastic (more than ever before!). Increase in plastic dashboards as well. Theoretically seats/upholstery could be recovered, but this slows down the process and there aren't really plastic markets currently—[SB 54](#) could offer an avenue. More insight, scientific breakdown: [New Recycling Process Recovers Plastics from End-of-Life Vehicles](#).

Do you only purchase vehicles from jurisdictions that are on the CHP AVA program? Schnitzer: No, but common. Process a lot of vehicles from this program, and often manage these programs, but don't process motor homes, boats and trailers. The program ensures transferable vehicle titles required for Schnitzer—clearance by DMV. Program either goes through lien sale (holding the car 30 days before it clears) or use [form 462](#) (short lien, 7-day lien or immediate lien) for vehicles under \$400 [peace officer can sign upon determination] and processed immediately as scrap only. These type docs needed for processing.

Private property a bit different. Often auto shells with motor and transmission removed, or left from previous landowner who collected cars that don't have titles. Schnitzer cannot go to private properties for auto purchase (for scrap) without a title, 462 form or something similar. Partnering with the local abatement program so enforcement can issue form 462s, so Schnitzer could potentially pick-up the vehicles pending location. Vehicles down a hill, in a valley or beside the stream are “recoveries” and removal is expensive. Schnitzer may be able to handle or have tow companies that can.

Legal documentation is key so recycler can viably process it (report it to DMV and make sure it is not stolen).

Jurisdiction case: have many vehicles on private property ready for scrapping. San Benito County previously was a CHP AVA program participant. Their understanding was that they couldn't junk slip cars on private property and had to do a private property tow including the lien process leaving autos in tow yards for 38 days. Landowner permission may still be needed to junk slip a car on private property. Noting: scenarios where autos get sold multiple times, and the last sale results in a bad actor who disassembles the car for parts and dumps the shell.

Insurance fraud issue: individuals sell, burn, or donate the vehicle and report it stolen to get insurance compensation.

Locations and specs: one shredder in Oakland they own, a few more in CA but not many. 22 Pick-n-Pull yards, although there are many corporate branded dismantling operations. Vehicles coming into yards; 40% private parties (largest type purchased) with largest buyback center in Rancho Cordova open 13 hours a day 364 days a year,

tow companies (with abatement contracts or CHP) next biggest that bring autos in and lien sale them, buy at auction houses, some contracts, and a few charities.

Markets revisited and scenarios: What Schnitzer pays for autos is tied to the market price, and at one point cars did go negative, where entities would have pay Schnitzer for autos (shell)—fluctuation—it has happened. Currently the market is high for various metals and auto components. Pending on condition of vehicle, could have to pay Schnitzer for disposal/recycling though currently very rare (it has no value). Some instances (not likely in CA for various reasons) yards had held metal until market prices had risen.

Schnitzer highly regulated, particularly re the hazardous waste given various materials extracted from autos. Department of Toxic Substances Controls (DTSC) continues to look at shredder residue, and potential operational improvements. Work with Air Boards, Water Boards, CUPAs. Solid waste facility permit do not apply, but other permits are required.

Regarding hazardous waste regulations and results: cost structure gone up dramatically as well as shredder operations, maybe triple. Some other operators in existence don't abide appropriately resulting in a competitive advantage against Schnitzer. Their ill practices result in lower operating costs which allows them to price items lower for buyers resulting in being outbid. Insight regarding the industry (metal/autos) continue to be an unlevel playing field where environmental violators affecting the market—equitable enforcement pending feasibility could help. Not all competing auto shops hold dismantler licenses.

RVs: continue to be problematic and far less recyclable. Schnitzer currently does not process RVs, trailers, boats, and most of them become waste. Hauling prices range from \$400-\$500 and upon arrival special handling needed for roof AC (different freon), white water, gray water, black water, and compartments with unknowns and/or debris. [ammonia in fridges] Exterior dismantling consists of wood and installation to get to metals. RV dismantling increases waste stream dramatically, labor/time intensive, and this model currently does not work for Schnitzer, although some others take these. Dismantling can cost up to \$1,000-\$1,500 without accounting for shredder transportation costs.

Metal buyers: West coast mostly ferrous metal going to export on container ships to countries like Turkey, Bangladesh, Korea, Ukraine(-at one point)—these can shift quarterly. Nonferrous metal is still exported a lot, but a more domestic market. Pending on location near ports or steel mills helps determine domestic/international transport.

Comment: regional water quality control boards often vary significantly on how strictly auto scrap yards and metal recycling yards are permitted and scrutinized. We see lack of enforcement as making metal recycling more cost-effective but can put businesses with more lax environmental standards at an unfair advantage. Schnitzer: yes, this model incentivizes the type of behavior none of us want.

[Vehicle Dismantler Industry Strike Team](#): Schnitzer/Pick-n-Pull Board member of [State of California Auto Dismantlers Association](#) who initially requested its creation. Connections with DMV who may be able to also provide insight. Aims for Strike Team to address issue even further as their recent report flags thousands of illegal dismantlers.

Both presenters are available for contact (see [chat](#)).

Discussion/Other

Chair asks group for input/inquiries regarding the abandoned vehicles, RVs, trailers, boats issue and receives a variety of inquires generally answered above. There is a need for outreach emphasizing proper DMV paperwork processing upon sale of a

vehicle, otherwise the auto is still in your name, which can result in incurred fees/violations (even if vehicle has been stolen).

- [Slide 2](#) highlights insight, issues, opportunities

Car crushers/industry: handling is more than just flattening a car and sending it to the shredder—emphasis on deep pollution is critical as there are those who operate unlawfully flying under the radar. Beneficial for a level playing field and compliancy.

Mobile metal crushers may be convenient for more rural areas (not enough feedstock for larger processing), which create logs for transport. However, challenges with these include often unthorough extraction onsite (mercury switch in old cars), but if proper pre-dismantling available, maybe an option. Mobile crushing has either evolved or faded, as once cars head to the shredder, these companies are then held accountable for cleanup—hard to validate if the dismantle was done appropriately. Two types compaction devices: bailer that produces a log and able to be loaded into sea containers, exported directly and bypass the shredder. More expensive machines, these are available for use and could be viable for some communities able to do the prep work—fill the “sea can” to weight and haul to port. Alternatively, vertical crushers exist and result in pancake autos but likely process ‘undepolluted’ autos prior.

Unsuccessful big metals/auto recycling event: where community/tribe aimed to conduct a “free” crush for appliances, etc. Lack of preplanning requirements, permits, in an under regulated area resulted in long lines, people dumping off the side of road, and a large stockpile onsite. Consideration and regulation necessary for these types of events when the steel market is up.

The DMV should have info on how many vehicles are registered within each jurisdiction to estimate the fund amount counties could receive from the CHP AVA program. Information provided via email also helpful and to be distributed for inquiry and further overall guidance.

Antelope Valley unincorporated areas re form 462 for private property/unpaid taxes - dumped vehicles/mobile home trailers: Need trained enforcement staff, usually the auto detectives to complete. Not all peace officers are authorized according to their jurisdiction, example LAPD. Specialized/training needed. We’re trying to bring on parking enforcement to assist with conducting form 462s, especially around encampments and w/ inoperable vehicles, RVs-specifically. Trained to accurately give the cost of the vehicle because of accountability/responsibility to enforcement agency that’s it’s align with immediate scrap value, etc. Specific group to be designated for this.

Towing, last 3-6 years has gotten complicated, with hesitation if enforcement is unlawful.

Note solar panels are becoming more prominent on RVs and how to handle that end-of-life/disposal (solar panels discussed below).

- Abandoned vehicle, RV, trailer, boat [research slides](#) available: Union Pacific Railroad, Bureau of Land Management, Recology, Manchester Band of Pomo Indians, Nevada County, Modoc County, Sacramento County, Fresno County, Sonoma County, Lake County, various donation groups.

Subcommittees

Outreach Subcommittee [research slide](#) available including various California jurisdictions, Colorado Springs, CO and Maui, HI info. Chair Veronica Pardo overviews what committee has been working on and emphasizes that in terms of cost, the actual cost of the transportation of the vehicle to the location is one of the biggest barriers across the board. Subcommittee member Sarah Sanders further explains research done in Humboldt County home to a Boston Marathon qualifying stretch/most scenic Road Race in America (Avenue of the Giants), yet there is still an attitude discrepancy

where abandonment of vehicles is tolerated and seemingly common. Various research shows that outreach/education could make a dent in the issue. Correct disposal is not always easy (and can be costly).

Strategy Subcommittee [update slide](#) available including further dive into CHP AVA program, requesting detailed report data from State Controller's Office on the program, partnership opportunities, and relevant (enforcement) statutes.

Standards and Enforcement Subcommittees had no update but plan to meet soon.

Agenda Item 4: Statewide Illegal Dumping Conference Recap

Organizer: Alameda County Supervisor Miley, Illegal Dumping Task Force

Erin Armstrong, Conference Lead, unable to attend meeting, but quick review was provided including sharing the post conference [website](#) that houses all presentations, videos of the conference, and bios. Illegal dumping community had not been together in person for a while which provided momentum. Hybrid event April 19-21, 2023, with theme of "Partnerships", cross-sector partnerships and emphasized the need to 'come together to solve illegal dumping'. Community/youth education comment/takeaway from the conference as well as overall statewide messaging. Opportunity to engage the enforcement community further. Lessons learned, partner updates, and information many refer to throughout the year(s).

San Jose may be slotted to carry on the conference next year, likely April. Hopes for a statewide effort (CalRecycle/CalEPA) although authority on illegal dumping is generally housed within each jurisdiction, so a bit of a disconnect. CalRecycle, pending there dynamic, continues to work within their capacity on this request. Christine Flowers mentions a national push on the issue that could be housed in a different state. Details and conversation continue to unfold. Feedback, questions, and participation welcome.

Agenda Item 5: Updates

A: Regional Groups/Task Forces & Local Illegal Dumping Initiatives

City of Palmdale Illegal Dumping Ordinances Revisions

[Slides](#). At a recent internal illegal dumping action plan (living document) meeting, were told certain projects to be put on hold as municipal codes adjacent to legal dumping ordinances are being updated. During this process, the original illegal dumping ordinance essentially got deleted—initially a crisis but was opportunity to revamp instead of just reintroducing, however the turnaround time was short (day or so), so some items "proposed": updated definitions (illegal dumping, waste matter), no unpermitted/unauthorized dumping on private property, and formalized reporting violating businesses to CA Contractors State Licensing Board. Also:

- expanding responsibilities so the person whose waste matter is illegally dumped is jointly liable along with the dumping violator—incentive for community members to aptly choose credible small haulers.
- Authority to Public Works Director on items not specifically addressed in code and discretion on issues as applicable.
- Enforcement Officers authority to cause the cleanup at the expense of responsible party.

Idea: Potential opportunity for a clearing house of favorites or model practices that could be vetted (through accreditation). IDTAC Enforcement Subcommittee Co-Chair sees overlap here as guidance/recommendations document could be helpful. Currently subcommittee working on training/guidance for enforcement staff and connects the dots that violations/high penalties necessary but staff, trained staff, and authority for that staff to be able to enforce those regulations/ability to investigate/adjudicate with

admin/criminal enforcement needed on backend. Conversation/movement that needs to be continued, especially in re to camera enforcement technologies. San Benito County in similar stage and would appreciate being part of that meeting. Many local Departments appreciate the help and open to sharing their experiences.

LA County, California Penal Code 374 Revisions

Continuing efforts from previous District Attorney to explore proposing legislative updates to the existing penal code—sufficient or explore other options beneficial for all. Brought to attention of Board of Supervisors and revisited through the Antelope Valley Task Force. Pending bandwidth, local entities may also consider recommendations and requests pertaining to county code.

B: Caltrans' Clean California Program

Dallia Foster, Clean CA Program Manager around litter eradication reminds audience of overall initiative: beautifying the state (rights-of-ways), grants for local communities, job creation (especially for those who face barriers), and overall litter eradication. Another year left. Mentions their March Community Days where they received tremendous participation from communities ready and willing to offload their applicable debris/bulk waste for free.

Survey – (background) Caltrans/Clean CA is looking for information on how impactful the initiative has been, and pending results, helps justify continued funding. Deadline extended at least until the end of July 2023 email dallia.foster@dot.ca.gov:

- Has your community made beautification and cleanup efforts a higher priority? If so, do you think it is a result of Clean CA efforts?

- Have you witnessed a change in behavior or disposal habits in your jurisdiction, region, and/or overall community? If so, do you think it is a result of Clean CA efforts?

Additional info, feedback, surveys, and data regarding the Clean CA program desired.

Thanks to those who have participated.

Potential solar panel opportunity shared, see below in inquires.

C: Mattress Recycling Council (MRC)

Annual Report Available – describing program's continued expansion, mattress recycling steps, research projects (material uses), illegal dumping mitigation efforts. Signed yearlong pilot study with City of Modesto. County of Ventura project involving surveillance continues. Case studies available. MRC has general info on surveillance, multifamily complex collection, etc. and is one of the extended producer responsibility (EPR) programs that actually have an illegal dumping component to it, Mattress Advisory Committee.

D: Subcommittees

Most updates provided in Abandoned Vehicles Subcommittees section above – main topic being focused on. Strategies Subcommittee continues working relationship, guidance, and deliverables with Clean CA (slide). Enforcement Subcommittee: members and training. Content includes who's going to be doing enforcement (boots on the ground), resources and funding available for this, obtaining proper authority, targeting administrative or criminal enforcement, and how prosecuting side works in conjunction—prosecutors available to comment on current dynamics, recommendations, what guidance could look like. Camera enforcement example.

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

E: CalRecycle Grants

Slides

Julian Lopez new Grant Manager introduces himself and the programs ([Solid Waste Disposal and Codisposal Site Cleanup Program](#))

Illegal Disposal Site Abatement Grant Program awards a maximum of \$500k per applicant to help public agencies with cleanup. Legacy Disposal Site Abatement Partial Grant Program awards a maximum of \$750k per applicant available to assist public entities to remediate environmental problems on legacy sites—matching component but does not have to be solely financial funds, but technical support, equipment, staff time, anything deemed acceptable. Reach out to the variety of jurisdictions already awarded to learn from them as well as the Grant Manager. FY22-23 applications to be announced late July, FY23-24 application opening soon with due date in late September. Do not hesitate to contact CalRecycle if considering a project - can provide process & technical assistance, and potentially site visits depending the scope. Factsheets also available. Grants can address vehicles, RVs, trailers, and boats in some capacity.

Subscribe to the [listserv](#) for grant announcements/updates.

Farm and Ranch Solid Waste Cleanup and Abatement Grant Program

Just missed Grant Manager Josephine Chapman. Application open and due 7/25/23 - subscribe to [Listserv](#) for additional announcements/updates. Grant receives \$1M annually (recipient to receive up to \$200k per FY, ~\$50k per site). For sites located on “Farm & Ranch” property zoned or otherwise authorized for “ag” land, open spaces (definition is broader than one may think). Program running on four cycles again – quicker turnaround time for project reimbursement and awards, faster cleanup. 2-year criteria just announced but hasn’t really changed since program in statute. Local [Resource Conversation Districts](#) (RCDs) may be open to assisting you with a project and are eligible to apply. Tribes eligible.

Other [CalRecycle Grants](#) directly/indirectly related to dumping/litter:

- [Tire Cleanup/Amnesty, Enforcement Grants](#)
- [Beverage Container Recycling City/County Payment Program](#) (litter)
- Re organics and mulch conversation (conversation in the [chat](#)), overlap with [SB 1383 Local Assistance Grants](#) – opportunity for jurisdictions to put in diversion programs for organics to reduce some of the illegal dumping.

F: Other

- [Keep California Beautiful \(KCB\)](#)

Subcontractors on outreach portion of Clean CA, with potential work with Sac State. Worked on abandoned autos in the past, and some KCB affiliates work with local governments and coordinate info. Also, foresee ten funded demonstration projects in next two years with possibility of focusing on abandoned autos. Data collection and ties with the intervention piece. Worked with Union Pacific in the past.

Youth Education (IDCon23) may be an option.

Agenda Item 7: Discussion/Inquires

Tire reuse: old tires may be fitting for enforcement shooting ranges.

Dumping of mulch (with and without physical contaminants) being dumped on vacant lots conversation in the [chat](#).

Dumped solar panels in your community? [Email directly](#). Currently more incidental, but as they age, this predicament likely to increase. [AB 2](#) moving a bit: funding for

customer owned panels. Targeting post use rooftop panels that no one wants to pay for, e-waste program expansion. Second part includes require utilities and PPAs (power purchasing agreements) who lease/own a lot of panels (not property owner) have an end-of-life plan—applies to 85-90% market, customer owned is 10-15%. Dalia (Clean CA) mentions SB 49 where solar canopies would be constructed throughout Caltrans rights-of-way. Bill to affect changes to the IRS and Streets/Highway codes. Doug mentions [AB 1238](#) also dealing with solar panel processing.

Abandoned and derelict vessels: State Lands Commission, currently four contractors and environmental consultant contract. [Carquinez Strait](#) transformational cleanups, including dilapidated shops for better public use again. Cleaning, tagging, removal continues to be a priority – Sacramento, Stanislaus, and San Joaquin, Coast Guard, Fish and Wildlife Department. Various funding mechanisms—public access, recreation opportunities and EJ communities help drive projects. Hazmat Lead for Commission, continue to get calls re abandoned vessels to opine—[Abandoned Commercial Vessel Removal Plan, Sacramento-San Joaquin River Delta Region](#). Pending AB 748 (below) the Task Force to significantly help move efforts and partnerships along, in assisting our valuable landscapes and waterways.

Illegal Dumping Task Forces

San Benito County ramping up illegal dumping efforts and essentially starting their own illegal dumping task force. Email [Frankie Sanchez directly](#) to provide thoughts/BMPs, and more specifically on camera/surveillance information (suggested vendors), fences and barricades, and fines (amending codes – increasing county fines).

The IDTAC considers putting together docs/resources for Task Force creation. US EPA Region 9/CalEPA [Environmental Justice 2023 Enforcement Plan](#) – some regions have pilot task forces re all types of pollution, including illegal dumping.

Plastic Pollution Prevention and Packaging Producer Responsibility Act (SB 54)

Three IDTAC Members appointed to the committee, making them busier than normal. All are mindful and looking out in how SB 54 overlaps with illegal dumping, as currently there is no specific prevention language. Interim Strategy Subcommittee Chair requests assistance as coming September will be even further tied up. Outreach Subcommittee Chair mentions recent document on impact to local jurisdictions might be material IDTAC interested parties may want to look at. Costs to transportation, domestic or international markets affected, pollution/dumping in waterways.

Reminder: main incentive for the beverage container program was to avoid illegal/improper disposal of beverage containers. Question around will plastics start to get recovered from facilities as this effort grows. With the mattress recycling group, the illegal dumping component was always there—bounty. How many can they pick up—many iterations.

What pillar of PACE(O) does this fall under? Incentive for takeback of this material? Are there illegal dumping questions that come up at meetings? National Stewardship Action Council (NSAC) SB 54 Implementation Working Group also [available](#).

Agenda Item 8: Legislation and Regulation

[CPSC leg update document](#), similar update as [IDCon23](#). Lots going on and now five of six in second house. Always open to getting items/bill on radar.

- [AB 508](#) (Petrie-Norris) Probation: environmental crimes. Increasing two years to maximum of five years. Disincentive to illegally dump if you're a company with ten or more employees. Received unanimous votes, should be completed this year.

- [AB 592](#) (Wilson) Vehicles: waste hauling. Introduce by Contra Costa County. Supervisor Miley pushing for a long time. Small haulers who make profit by dumping and skirting tipping fees. Further examines ability to tackle waste in jurisdictions (authority) as well as gives ordinance more room with probable cause. Gone through with unanimous votes, likelihood to be signed this year.
- [AB 748](#) (Villapudua) Abandoned and Derelict Commercial Vessel Program. Status: Unanimous votes, may be two-year bill.
- [AB 909](#) (Hoover) Solid Waste Disposal and Codisposal Site Cleanup Program. Expanding the ability for illegally dumped hazardous waste through (solid waste) cleanup grants. Issues: how to adequately use this fund and how departments would contribute to this, more consideration likely with agency. Two-year bill.
- [SB 367](#) (Seyarto) Farm, ranch, and public lands cleanup and abatement: grant program. Expanding the name and type of properties that grant covers. Lands owned by the state and federal government could also access these funds. Asm Natural Resources.
- [SB 642](#) (Cortese) Hazardous materials: enforcement: county counsel. Would authorize county counsel, at the request of the department or a unified program agency to bring a civil action in the name of the people of the State of California to enforce laws and regulations governing the generation, transportation, and disposal of hazardous materials. Would authorize the county counsel to bring an action to enforce the requirements related to the business and area plans, underground storage tanks, aboveground storage tanks, or medical waste. If county counsel or district attorney brings an action would be required to give notice as applicable (within 7 days of filing) and make various conforming changes. Assemble floor. Bill sponsors are Santa Clara and CSAC. Opposition CA District Attorney's Association.

- Further background info desired: County Counsel vs District Attorney subtleties as environmental crimes prosecutors can also decide whether to file civilly opposed to criminally. Impetus for this?

- Comment: County Council hired by the Board for Supervisors, District Attorney is elected and has authority over what crimes they will prosecute. This nuance could give county council more flexibility in pursuing actions should DA not decide to pursue charges.

Agenda Item 9: IDTAC Business

IDTAC Member Survey

Been awhile since we directly touched base with members—ensuring best fits and mutually beneficial dynamics. Thank you!

Get Involved

This section added to [IDTAC member page](#), includes [flyer](#) to help with promotion on all fronts.

Agenda Item 10: Adjourn/Next Meeting

To first be considered among leadership, potentially even sooner—fall season. Interested in a “hybrid” event? Meetings used to be in person.

Wednesday, November 1, 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

Avneet Mahil, Manteca, SWANA

Christine Flowers, KCB

Garen Kazanjian, Recology

Heidi Sanborn, NSAC

Jason Phillippe, Placer County

Jeff Lamoure, CCDEH

Mark Azzouni, CHMIA

Marr Christian, San Bernardino

Maria Ferdin, Monterey Co

Olympia Williams, Beautify 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

Carlos Duque, City of Elk Grove

Erin Armstrong, Alameda County

Eva Mann, City of Richmond

Gary Harris, City of Los Angeles

Jaron Brandon, Tuolumne County

Kibbe Day, San Joaquin County

Mark DeBie, CalRecycle

Nick Lapis, CAW

Rob Hutsel, SD River Park Foundation

Sara Weaver, CCC, Region III

Traci Glaves, Public Member

Others Attending/Registered

Adriana Ornelas, LA County PW

Allan Abrams, LA County PW

Alvin VoTran, CalRecycle

AMR Hassanein, Monterey County

Amy Welch, Tuolumne County

Angie LePage, Kern County

Ben Lucha, City of Palmdale

Bob Liu, Solano County

Brandon Milner, Fresno County

Cadie Bandy, Waste Connections

Cecile Carson, Keep California Beautiful

Chanta Apodaca, Clean CA

Chris McSwain, CalRecycle

Chris Huitt, State Lands Commission

Dalena Tran, CalRecycle

Dallia Foster, Clean CA, Caltrans

Dorcas Hanson-Lugo, LA Co. PH LEA

Dylan Loy, Fresno County

Ed Ramirez, Beautify San Jose Program

Elvira Delgadillo, LA County

Emin Israfil, Rubbish

Eric Michel, Oyster able

Eric Potashner, Schnitzer Steel

Erica Warren, Sonoma

Erin Pang, Save the Bay

Esther Canal, Merced County LEA

Eyra Gonzalez, City of Fairfield

Frankie Sanchez, San Benito County

Howard Bunce, Marin County

Iranzu Morras, Paintcare

Itzel Gomez, City of San Pablo

Jeff Bell, Solano County EH LEA

Jennifer Foster, City of Oakland

Jo-Anmarie Ricasata, Contra Costa Co.

John Prosser, City of LA

Jordan Wells, NSAC

Julia Peterson, Caltrans/Clean CA

Julian Lopez, CalRecycle

Katie Little, CA Farm Bureau

Kawaljit Pannu

Kevin Murphy, Caltrans

Kristina Noble, Waste Connections

Kumari Gossai, LA County EH LEA
Kyle Loreto, Merced County RWMA
Laura Morgan, CalRecycle
Liz Irons
Maria Baker, LA County PW
Mark Carnesecca, Pick-n-Pull
Michelle Hunt, City of Modesto
Mike Sanchez, Sac County
Morgan Mann, City of LA
Nadja Karpilow, Mid-America Regional
Council
Nate Pelczar, CPSC
Noe Garay, CalRecycle
Paulina Lawrence CalRecycle
Peter Graves, BLM

Rebecca Richardson, Sac County
Rosa Orellana, Sac County
Ryan Nahe, City of San Mateo
Sarah Sanders, Humboldt County LEA
Sarah Asghari, City of LA
Siliva Pauli, City of San Mateo
Stephanie Becker, CalRecycle, IDTAC
Stephanie Mejia, City of Palmdale
Steve Santa Croce, CalRecycle
Taren Hogan
Wendell Minshew, Trihydro
Win Cowger, Moore Institute
Zhenzhen Jiang, Santa Clara County
Zuna Baker, City of Pittsburg

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!