



# Statewide Illegal Dumping Technical Advisory Committee (IDTAC) Meeting Notes

Wednesday, Nov 1, 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.*

## Agenda Item 2: IDTAC Business

Reminder: IDTAC Member Survey—look in your inbox, want to ensure we're on track with participant needs as our job is partly to serve as a resource for information and coordination. This work is often ground level, and a lot of you involved in those efforts.

Reminder: Elections—submissions Nov 17<sup>th</sup>

## Agenda Item 3: Summary of Previous Meeting

Overview last meeting July 12, 2023 ([notes](#)): meeting continued to focus on the Abandoned Vehicles discussion/topic w/ a presentation from Radius Recycling (formerly Schnitzer Steel) and their subsidiary Pick-n-Pull on the backend processing of abandoned autos, metal markets, dismantling, and how industry can ultimately affect removal costs. Discussion around how the industry is highly regulated to mitigate environmental impact, but as a result violators/underground markets exist creating an unfair advantage. Subject of RV/trailer dismantling got touched on briefly, but that the problem is significant, and dismantling is cost prohibitive. A variety of research done surrounding the abandoned vehicles topic was presented via slides. Some conversation around tire handling opportunities, especially up north. IDCon23 Conference recap was shared. Regional Task Forces shared their quest in revising ordinances and statute aimed at combating illegal dumping. Updates from: Clean CA (included a survey around their efforts), subcommittees, Mattress Recycling Council, CalRecycle Grants, Keep California Beautiful, State Lands Commission, and on legislation.

Forthcoming: Abandoned vehicles project likely to wrap up the beginning of next year. Let's focus even more on regional task forces, or at least check-in with them even more regularly, especially groups not currently on our radar. Should we create material around how to start a task force since many seem to be sprouting. Work Plan and subcommittees' structure to be revisited? What focused topic should be next, or should we revisit homeless encampments/unsheltered populations subject again? What about multiple family units and/or cannabis grows. Toward the end of the meeting, let's discuss this or add comments in the chat now on what you'd like to see forthcoming.

## Agenda Item 4: Cleanup

[National Cleanup](#) recap, [Great Global Cleanup](#) – [presentation](#)

Chair mentions IDTAC aims to hear about different activities going on as many participants are dealing with similar circumstances, and it's interesting to showcase efforts on a larger scale.

Bill Willoughby and Steve Jewett founders of Clean Trails and National CleanUp Day, and board members of World Cleanup Day and Global Environmental Alliance. Started these organizations to change viewpoints and making cleanup fun. Started by wanting to keep hiking and others trails clean, work has since expanded on a national scope in past 15-20 years—partnering with EarthDay.org, Keep America Beautiful, and World Cleanup Day—alliance of organizations around the world that all have the same concept of having clean outdoors; usually a combination of nonprofits, individuals, and government support so plastic/litter doesn't end up in the ocean.

Intent is a combination of creating awareness, getting those to just start cleaning—it is contagious and evokes pride in community. When surveying schools, universities, and businesses—thinking it was state and federal governments responsibility to clean outdoors when in actuality it's all of us. Thus, once this education seed is planted more ownership grows. In 2023 tracked over 2.1M cleanups/global map—available with assistance from Esri. Shout out to [Rubbish](#) and how important data gathering can be. Cleanup events are an opportunity to gather like-minded people together—they don't gather names/information and send emails. Gaining popularity globally to help find people and host cleanups. Map available for use on others' webpages, etc. Chair mentions the data, map concept to be discussed at Standards Subcommittee. Notion is being available to capture people and evoke behavior change. Picture of children shows the importance of education, and this demographic has such fun doing cleanups.

Resources available on websites(s) for local cleanups and programs. Upcoming cleanups in April, Earth Day/Earth Day month theme is Plant vs. Plastics, usually K-12 receive some type of information on this. September entails global cleanups—third Saturday of the month requirement for United Nations; “water” community often the biggest impact. Map available all year. January is “Month of Service” also leading many cleanups. “Plogging” is the art of jogging and cleanup, so October's “Plogtober” may be something to incorporate into your work.

2024 important year with lots going on—group(s) are against “free range plastics” and keeping them where they are supposed to be.

*Chat comment:* I believe cleanups now need to be coupled with outreach underscoring how subsidies for oil and fracking functionally support overproduction of plastics and single-use products which are the items dominating cleanup efforts. I encourage you to consider this, as the amount of materials needing cleanup appear to be increasing, and these issues are absolutely connected. Thanks for what you are doing. Chair piggybacks emphasizing the need for prevention and enforcement. They/groups aware of impacts of prolonged or forever impacts of plastics (micro/nano plastics, see [IDTAC Nov 2022 Meeting Notes](#)), though trying to remain neutral as politically, topic can spark backlash and translation can get lost—want enforcement done in the right place. Tedd jumps in to clarify comment sharing he really appreciates cleanups, though throughout his professional career in this industry he's seen an accumulation of material needing cleanup. As we subsidize oil extraction/refining/fracking, equates to production subsidization of raw materials making up plastics/single use products we're doing cleanups on—important to educate/make the connect to those. That's where their tax dollars are going—paying for the problem we're then volunteering to try to address—situation not good/wrong. Moving forward involve, include & educate—talk about subsidies needed to address the whole problem.

Bill and Steve/their organizations don't educate directly but support those who do. They appreciate and agree with Tedd's comments. As Tedd is part of the [SB 54](#) Advisory Committee (Plastic Pollution Prevention and Packaging Producer Responsibility Act) it'll hopefully provide some remedy for the issue although SB 54 does not target illegal dumping directly.

Q: How is the world cleanup day funded? Grants or public private partnerships or industry funding? Thank you for your efforts. Bill and Steve: Our organizations 100% volunteer. Workload can be a full-time job, though roughly 40 volunteers. World Cleanup Day has paid staff. Attend a lot of conferences to promote and obtain acknowledge, Zero Waste Conference (past speaker). [1News.org](#) great place for more in-depth pieces, press releases, etc. World Cleanup Day government funded in Estonia, EU, and various groups, not the United Nations. Do have commercial sponsors. Their groups don't receive gov \$ or other \$ from (plastics) companies, etc.

Open to contact—see presentation or [chat](#).

## **Agenda Item 5: Abandonment Vehicles, RVs, Trailers, Boats Presentations/Discussion**

### [Presentation](#)

An IDTAC focused topic voted on by participants. Urged to checkout the [Illegal Dumping Toolbox](#) on this issue or other related topics—plan to capture what continues to be shared on the subject, such as funding sources, resources, and successes. Continuing onward with information gathering from the Towing Regulatory Oversight Council ([T-ROC](#)) [California Tow Truck Association (CTTA)] to share their experience, difficulties, process, and suggestions. Towing companies essentially the frontline industry for all automotive related problems. Sam Johnson, Capitol City Towing, begins presentation with over 25 years in the industry, majority of that time with CTTA, and last decade doing legislative advocacy for positive change on behalf of industry and Californians. CTTA started in 1969, roughly 600 members, advocacy partly results in training—raised the standard and safety, certification and authority with CHP, other rotations, etc. Emergency Road Service Coalition of America (ERSCA) now nationwide.

T-ROC way to represent different demographics, geographies, lines of service—roadside, (law) enforcement, commercial transportation/fleet, abatement/abandonment: law enforcement rotation or secondary abatement contracts with communities to address vehicles of these classifications (“abandonment”). Perry Shusta, Arrowhead Towing, over 40 years' experience, past CTTA president & part of T-ROC introduces himself.

Typical towing process for light trucks and cars (slide 2)—non-commercial, no RVs—usually straightforward whether request from law enforcement or on a piece of property. Once brought in, able to lean them—there is usually a secondary market for them even if considered junk and non-drivable. There is an End-of-Life process already in place (light trucks and cars): vehicle goes through lien sale process, sold to auto dismantlers/recycling services where they capture/dismantle and dispose of the vehicle. Life Cycle clearly prescribed, monitored for hazards and safety, including proper separation of types of materials in vehicle for recycling. Two types of scenarios: (1) vehicle owner comes to collect vehicle (and it's still drivable), or (2) owner does not come for collection and [their] wrecker (and/or other stakeholder) bids vehicle, pick-ups the vehicle, and the process is closed. These type of vehicles generally have enough guaranteed compensation inside of that transaction to pay the costs associated with the responsibility of 'doing it right'.

Towers aim for environmental practices, community partnership, and usually in contract with (law) enforcement, CHP, local jurisdiction. No exponential labor costs associated with these types of vehicles.

*Towing Abandoned RVs & Trailers:* This process is broken, not currently a good end of life cycle—extremely labor intensive. Consensus throughout the state that RVs & trailers returned back to owner roughly under 1%. Those in dire conditions/unreclaimable can't be returned to use (back to the streets). Often: unregistered or haven't been for years, rundown mechanically/can't pass the emissions, dilapidated with hazards/biohazards. Unlikely inhabitable or market for rehabilitation (assume responsibility). RVs and trailers are very large, expensive to move—equipment needed priced from \$300-700K, Class A highly trained non-entry level operator needed (tons of training/expertise needed). Problems: upon storage facility arrival, these types of vehicles anywhere from 2-4 times the size of others types of vehicles, and still need to be held for lien sale process. Like with light trucks and cars, wreckers/recyclers (and/or other stakeholder) bids are not lined up—these types of vehicles aren't wanted/cost prohibitive w/ dismantling complexities. Reminder: often unsure of what's inside these RVs/trailers, and tower's yards are generally for storage—ill equipped/not regulated for dismantling. Towers equip to process vehicle chassis, yet RVs and trailers require dismantling in order to get to chassis. RVs & trailer dismantling extremely labor intensive with currently no avenue to recoup costs.

*Issues:* Starting to see towers hands tied—can't take them. Nowhere to store RVs/trailers, no proper/available disposal channels. Trying to be a good partner but also going broke, as end of life unfeasible.

Rising costs also play a part. As towers stop taking these, more end up on the streets becoming magnets for more. Abandoned RVs/trailers attract garbage, hazards, can result in fire, overall public health, safety, and environmental concerns. Community and businesses directly affected where these reside.

*Suggested solutions:* Partner with counties for the disposal of abandoned RVs/trailers. Examples of some jurisdictions using (~solid waste) facility space. Towers may be open to servicing where the end-of-life process then involves other facilities/stakeholders assisting with the lien, DMV component, and dismantling component. Removing these vehicles to a better place/facility is key. Partnership is key and CTTA is willing to assist with solutions. FYI: Comments in chat that some jurisdictions do not have (~solid waste) facilities. Willing to take the towing step but having to lien them/hold the for 30 days difficult, especially if valued over \$4k (DMV paperwork sometimes can give or take a year) before dismantling can occur. IDTAC Chair mentions certain facilities (landfill with appropriate requirements) have held vehicles temporarily.

- Chat: We have had someone empty their RV septic tank on a vacant property next to our transfer station. When asked about this, the owner said "My uncle gave this to me, I didn't know I couldn't do this."

Note: T-ROC/CTTA presentation is kept high-level as requested but many further nuisances may need to be evaluated.

Q&A: Asked to revisit what the cost of towing equipment looks like (\$300-\$700K). Large "rotators" used more for recovery work—not necessarily used for RVs/trailers—~\$1M. Often time when communities faced with "value" decisions—removing multiple cars/light trucks instead of one RV/trailer may be determined. Report with RV/trailer dismantling specs available upon request. Cost to "handle" (start to finish) RV/trailer disposal is ~\$2,000, in which essentially an actual check has to be written to ensure the RV is taken care of. Tow companies these days going in the hole/writing the check to

clean communities—because of this, some tow companies not offering this service anymore.

Q: What is your opinion of the potential for legislation to address the RV/boat issue, either collecting needed funds through AVA or an advanced recovery fee charged by RV retailers? Reminder: IDTAC does not have capacity to legislate directly, although participants may. CHP AVA funds used in some cases, but a limited pot of money. Sam shares Sacramento example of fellow tow company contract that ran out of funds halfway through contract (estimates of ~50 RVs/trailers upon deletion). IDTAC Chair points out due to the hazardous components in RVs/trailers disposal fees usually more costly. Sam shares lien process almost always unsuccessful w/ RVs/trailers: they are unregistered, ownership transferred among parties multiple times, so actually finding the responsible party is difficult. Should the responsible party be identified, locating/contacting them becomes an additional issue.

Q: How about legislation to create a comprehensive analysis of the challenges of processing RV's, trailers, fifth wheels, and boats as a prelude to crafting legislation to address these issues?

*Comment:* Having an impound yard with adequate capacity and controls for RV's and other larger vehicles appears to be one of the more significant issues.

*Q/Comment re CUPAs:* Chris Huitt (State Land Commission): Shares his experience with hazmat and emergency response work. Wonders what role the Certified Unified Program Agency (CUPA)s could play; removal, remediation onsite? Experience with Department of Water Resources incidents where vehicles flagged in critical habitat areas. Perry, CTTA, appreciated idea yet their funding is limited. Do CUPAs have programs available to help with hazardous waste? Ultimate link is to prevent vehicle pollution in critical areas like the delta. CUPAs have access to [Clandestine Drug Labs](#) state funding. Follow-up continues offline between members and guests.

- Chat: What about working with the CUPA to use some of their enforcement funds to do a pilot to remove potential hazardous waste from RVs? CUPAs/DTSC do enforcement on some major companies for illegally disposing/treating Hazardous Waste and end up with funds. Those funds usually are used to provide training to the CUPAS but maybe this fund can also be used as a "pilot" for this issue until legislation catches up and finds a way to fund the issue.

Q: What makes it so expensive for towers to do RVs? Can't this cost be specified and accounted for? Addressed earlier but detailed further; cost/specialized equipment needed, makeup of RVs/trailers are hazardous in themselves, and when dismantling, a possibility of likely (abandoned) ones filled with a variety of unknowns. Currently salvage value (recyclability) aside from metal is low or nothing. Comparison example from Sam CTTA: when \$600K piece of towing equipment deployed for regular assignment such as "semi-truck" assistance, everyone is clear on payment—no apprehension on housing, holding, overnight storage, potential hazards, etc. Should that same piece of towing equipment be deployed for RV/trailer removal, towers essentially have to assume unknowns (often variety of hazards) they are now responsible for on their property.

Process further defined: towers generally not equipped to handle, process, and identify these things. Next stage could include removal and emptying (should these fluids/materials even be as they are labeled). Reminder: mostly places only accept the chassis, as rest doesn't have value. Then, after "dismantling" extracted material/substances are everywhere like a field of debris everywhere—special debris box and tractor rental needed along with disposal costs. Once chassis isolated, tow

truck then has to be hooked again, and payment may even be needed for removal/disposal/next stage.

*Unable to estimate costs:* RVs/trailers may have unexpected costs, so bidding the job also an issue. Not like these other types of vehicles are largely profitable anyway, but at least predictable.

Q: What is the breakdown of the costs associated with abandoned RV abatement? Perry CTTA provided an issue paper (analysis) during premeeting. To be available on Abandoned Vehicle Project website soon. Noting since ~2020 that costs have gone up significantly ~35 to 45% across the board (including insurance, labor, fuel, etc.).

*Creative idea of reconditioning/recovery of RVs/trailers:* Perry, usually they are so far gone, this notion doesn't seem feasible. Unsure if follow-up is needed.

*HHW Facilities:* Zuna shares her CUPA inspector background and likes Chris' idea. Idea that HHW facilities could assist with medical waste and other types of hazardous wastes. Zuna also notes as an LEA direct haul to a (solid waste) facility not necessarily ideal given their capacity towards hazardous waste—cleaning before disposal. This is currently how boats are handled. Perhaps a way for the HHW facility works with (solid waste) facility—step one the HHW facility. Perry CTTA gives example where they towed a box truck filled to the brim with paint that resulted in slim disposal options taking prolonged duration of time to dispose. IDTAC Chair shares that HHW facilities are charged to differentiate between residents and businesses but may be able to assist with specific issue through other avenues ([PaintCare](#)).

IDTAC facilitator inquires about dismantling and DTSC role, some connection with last meeting—follow-up needed.

Next steps: include subcommittee meetings and offline conversations. T-ROC/CTTA: Happy to partner, agreeing material types to go to the right place, but being responsible for something with no clear disposal optional is a problem. Shouldn't be burdening communities or tow yards, streamline the process.

IDTAC facilitator mentions CTTA has a training arm—maybe helpful in the future.

Tedd: Glad T-ROC engaged in the legislative process as it seems that avenue to yield some result. Additionally, potential educational hurdle for those to understand all the issues with the overall abandoned vehicles problem. Potential comprehensive study needed, to springboard better legislation, or perhaps revisit the CHP AVA program. Or, advanced recovery fee charged at the RV retailer side. T-ROC: conversations around the CHP AVA program and some options, like raising the collection amount a couple of dollars to address RV/trailer disposal expenses. Luxury end of life cycle charge to vehicles, RVs/trailers, etc. might be another avenue. Noting compensation to get rid of these at end of life needed—breakdown: cost of what it takes to do this needed, additionally, where to house/hold for dismantling. Tow yard dismantling is recently “quasi-obligated” when it shouldn't be as some line(s) currently blurred. In theory, some towers may just put them backout on the streets.

IDTAC Vice Chair (RV/trailer examples, though automobiles can apply in some incidences): shines light on the problem in metropolitan/urban areas such as the City of LA last ~8 years—Official Police Garages (OPGs); their duties and responsibilities as it relates to contracts and basically overall needs to that community—is so much bigger than just face value. Work has been done with Planning Departments and around these OPGs. Done pilots where the sanitation bureau brought in 40 cubic yard bins to assist w/ solid waste pieces (help w/ tipping fee costs) yet the wastewater, the gray, the black water tanks—still all came up as an issue.

More recently the police commission detectives unit who oversee the contract for (all of) LAPD put in a RFP type of document looking for someone to deal with the variety

of situations/circumstances that comes with the abandoned RV/trailer issue, especially the disposal of various the waste streams [examples: gray/black water tank, acid, lead acid batteries, radiator fluid, liquefied natural gas, compressed natural gas, oil].

RVs/trailers affect ability to cleanup/community cleanliness—if you're trying to do a cleanup in a community and you're in and around somewhere w/ 10-30 RV/trailers on the street—obstacles to clean around or to even move. Cleanups have been postponed due to storage space that the OPGs don't have.

Other issues: cost element(s) and content overlap with what's been already shared. Communities suffer for various reasons, including an environmental impact.

Shelter component/residents of the RVs/trailers—sensitive subject—but also an issue impacting public health, safety, and environmental. When RV/trailer not maintained—questionable wastewater disposal—illicit connection to storm drains and/or elsewhere [various property types, easements]—enforcing this issue currently difficult.

Property of “resident” issue {personal property} / chain of custody: should other material/property not be on or in vehicle but adjacent to it—should it be concluded that this material belongs with this vehicle (RV/trailer)? Tow companies not looking to put that stuff on/in the vehicle. It can be a liability—should someone what to recover these things—need to be prepared with a policy and procedure, and whatever your hold is {14/30/21 days}.

Summary: A lot to this—urban, rural, suburban areas—everyone is dealing with issue currently. This last part will be needed for appropriate cleanup capabilities.

- RV/trailer tows put in queue with sometimes 6 months towing wait time.

*Chat comment:* Thank you for bringing tow companies voice to the table. There are layers to their on-going challenges when being asked to tow RV, motorhomes, to include their house keeping practices for storage. The legislative discussion should be pushed a little harder. The fees set are outdated and were imposed at a time when there was not a homeless and modified housing issues facing all jurisdictions.

*Comment:* Unlicensed dismantler problem says resident in Hanford—shells and parts everywhere (plastics, tires, etc.).

### [Abandoned Vehicles, RVs, Trailers, Boats, Project Update Slide](#)

*Break*

Noted: the legislative component comes up frequently.

*Chat comment:* Several of us have affiliations with groups that are active in Sacramento. Forums like this are essential to build consensus regarding issues that are common challenges, and to focus and coordinate efforts, even if IDTAC does not have any direct lobbying arm.

## **Agenda Item 6: Updates/Resources**

### **[A: CalEPA Environmental Justice Enforcement and Community Engagement Presentation](#)**

Trevor Anderson, Environmental Justice Enforcement Manager and Shyenne Lewis, Environmental Justice Enforcement Liaison presenters discussing US EPA & CalEPA Memorandum of Understanding (MOU) that took affect September 2021 and outcomes experienced thus far. Overview of CalEPA—boards, departments, and offices (BDOs) part of this effort.

California Environmental Justice Enforcement Task Force (EJ TF) evolved since 2013 initially using a geographical-based approach. In 2019 CalEPA identified a need to improve some compliance and enforcement within sectors that were negatively impacting these overburdened communities included refineries, metal shredders,

worker protection standards specifically in fields where pesticides were being used and composting facilities, leading to a strategic realignment. BDOs stepped up as leaders in each of these sectors with a focus to prioritize and strengthen their ongoing engagement with each of those communities—CA one of the first to nationally codify environmental justice in statute.

Principles of environmental justice call for fairness, regardless of race, color, national origin, or income and the meaningful involvement of community and the development of laws and regulations that affect every community's natural surroundings and the places people live, work, play, and learn. The EJ TF coordinates the compliance and enforcement work of CalEPA's BDOs in areas of California that are burdened by multiple sources of pollution and are disproportionately vulnerable to its effects. The TF's mission is to foster effective compliance and enforcement practices by incorporating equity as a guiding principle.

Senate Bill 535 established funding requirements for disadvantaged communities assigning CalEPA the responsibility to identify these communities based on geographic socioeconomic public health and environmental hazards criteria. In 2022, CalEPA brought in this designation to include the top 25% of scores in CalEnviroScreen 4.0 (maintained by the Office of Environmental Health Hazards Assessment [OEHHA])—state's environmental health screening tool that can be used to help identify and address California communities that are disproportionately burdened by multiple sources of pollution. This tool does this by looking at 21 different indicators in 4 different categories. These categories are exposure like ozone, environmental effects like cleanup sites, sensitive populations like asthma, and low birthweight and socioeconomic factors like education, poverty, and unemployment. Each census tract gets a score for each indicator and that score is assigned a percentile value based on where it falls.

Amongst the statewide values, CalEPA's environmental justice enforcement program staff identifies areas based on CalEnviroScreen data and will meet with local community members to understand their concerns and conduct enforcement actions to address environmental problems. CalEPA BDO's are actively conducting inspections and overburden communities with the goal of improving environmental compliance and enhancing public health outcomes by reducing pollution burden.

CalEPA & US EPA Region 9 MOU focuses on "Collaborative Efforts on Enforcement and Compliance Assurance in Overburdened Communities" setting a strategic direction and formalizing a partnership to address 3 specific areas: strategic inspection targeting, enforcement actions and community engagement. Next this 2023 action plan created including 4 strategic elements: enhance sustained community engagement, rapid response task force, coordination toolbox, and locally focused enforcement approach.

Enhanced, sustained community engagement element entails 5 pilot communities focused on 'enhanced enforcement engagement'—engaging w/ already existing community led forums focusing on specific environmental violations—CalEPA and US EPA provide staff for these. Shyenne is the one currently focusing on Fresno—following up on community complaints, working across all media (like air, water, hazardous waste, pesticide issues and all levels of government). Trying to seek solutions and regularly communicate back to the forum participants regarding the progress and challenges that were facing—transparency is key. Recently, Fresno and Kern Counties made illegal dumping their top environmental concern. Illegal dumping entails local parties and entities primarily, with state and national gov playing a more oversight role. A Task Force/Working Group formed in each region—EJ TF facilitating. See slide 9 for resources that local governments can use/provide including calendared



events, websites, specific programs, which has since sparked further inquiries from community residents.

Reminder: [CalEPA Environmental Complaint System](#) available. Residents can report all types of environmental concerns, which ultimately get routed to appropriate CalEPA BDOs and external enforcement partners so they can be resolved.

50 Ton Program Question—further follow-up may be warranted.

Presentation includes CalRecycle and federal cleanup resources (although slim), and hazardous waste resources—apart of illegal dumping. Department of Toxic Substances Control (DTSC) may also have programs similar to CalRecycle available.

Supplemental Environmental Projects (SEP): available (from ~CalEPA)—SEPs are an environmentally beneficial project that are included as part of a settlement for environmental violations. Violators voluntarily agree to undertake such projects in lieu of part of the penalty that they are required to pay for the violations. SEP Projects: aim to improve the environment and enhance public health, are initiated by the enforcement party involved, offset a portion of the penalty, and go beyond compliance with legal requirements. For more information about SEPs, including a list of examples, please view [CalEPA SEP webpage](#). Note [CalRecycle SEP webpage](#), US EPA [SEP webpage](#).

Q: Are Coachella Valley, Bayview and LA EJ Network having monthly meetings? Generally yes, yet Coachella's is in conjunction with a tribe. Connect with presenter for more details.

*Chat comment:* Thanks for this presentation. Many recycling and processing facilities are located in commercial or industrial zones, and adjacent residential communities that tend to be lower-income and subject to environmental justice concerns. My question is what do the EJ evaluation tools do - above and beyond a CEQA evaluation - to address this fundamental connection between commercial and industrial impacts on adjacent residential communities? Q expanded on... that new SB1383 requirements may include citing of new facilities, and have continue concerns re overlap/issue re EJ communities (how'll they'll impact this requirement and unfortunate they may be impacted). Reminder of real estate basics; properties around industrial facilities tend to be lower in value attracting lower income residents and that overlap with environmental justice—how do we address EJ concerns within the context of the realities of the real estate market and are there any additional tools being developed that might help local governments trying to navigate this. Trevor appreciates the comment, heart of the EJ issue and that their role is enforcement of facilities in these communities like idling trucks. They are not specially getting into the land use issues more environmental concerns: waste discharge, ensuring proper facility/business management, inspections, compliance with the laws and regulations—EJ efforts are primarily to increase the environmental enforcement on businesses that are adjacent to communities that have been on the receiving end of EJ concerns.

Trevor: citing of new facilities or in any changes in the permitting process of those new facilities is the next arm they're looking at with the sector-based initiatives, like metal recycler and shredder facilities, refineries, and composting facilities. Work done did change the laws and regulations for siting of those facilities, but more work forthcoming with CalEnviroScreen assistance during community engagement to further breakdown how all contributing factors tie together.

Metal recycling facilities example: they usually operate on very thin margins and stockpile materials monitoring the scrap market, holding to sell for the best value. Because of this their customers also used to working in this dynamic which results opportunity for better environmental management. However, the lack of metal recyclers (sometimes nonexistent in some counties) creates other environmental issues, such as transportation impact or ultimately displacement to a location where less

environmentally regulated elsewhere. Continue to want to cite, locate, and operate facilities in a respectful manner, but also want to do the work with communities within the environmental constraints that are permitted under.

Worried about the constraints when trying to establish industrial facilities—these facilities do have impacts that affect adjacent neighborhoods—we may not like those impacts and that they affect adjacent neighbors, but there may always be that fundamental connection between the permitting process, location of those facilities, the property values, and neighborhood dynamics. Also acknowledgement/empathy regarding (displacement) history for EJ groups and/or Native American tribes. Chair mentions looking at zoning requirements. Ask: EJ tools to help with citing new facilities would be welcome.

Q: Say more about SEPs. What are they? What do they look like?

Offered in lieu of a possible penalty but the facility must agree to be a part of project. Apply online—criteria example(s) available. Typically, the project must relate/have a nexus to the violation and be within the same community.

Shared (Heidi): Tried many times for many years for approval—some made it in the queue yet a lot of work, and some (state) staff recommended not pursuing the project given staffer's bandwidth. Feedback: myself/team spend a lot of time compiling these requests without results—received calls yet no further movement, even though really good projects. Chair: Perhaps knowing where they have worked and those projects. Christine (KCB) may have examples. Chris (State Lands Commission) may also have information.

All communities are eligible for SEPs, not just disadvantaged/EJ communities. Presentation on SEPs may be available upon request.

### **B: Caltrans' Clean California Program**

Dallia Foster, Clean California/CA Department of Transportation (Caltrans) working in headquarters/representing the state. Expresses graduate/enlightenment—learning a lot from the IDTAC/others groups tackling the cleanup issue—everything in one place! Clean CA planning another Community Day in April around or on Earth Day. Additionally, the abandoned vehicle issue also overlaps with Caltrans—some regions more prominent than others. Northern Districts 1-3 first come to mind—potential policy opportunity. Regarding illegal dumping specifically: occurring in Los Angeles/Southern California region(s)—highways and facilities. Reminder: Clean CA wants to continue/develop partnerships.

*Clean CA Dump Days*: Continued work/conversations with CalRecycle aiming to address concerns. FYI: request made for continued funding/extension as program sunsets June of 2024—initial request for four years.

Reminder Clean CA Program was from general fund/Governor Newsom over \$1 billion to the department to clean up/beautify California; primarily focus litter eradication, education campaign [Sagent Marketing/Keep California Beautiful]. Removed up to 2M cubic yards of litter since the inception along with Caltrans forces.

Status: not ideal job for Caltrans; removal, so they too promote education/behavior around reduce/reuse/recycle, and “right place” concept. Worker safety is also an element of theirs. Many lessons learned through program inception since 2021—implementing in-house changes to address litter/illegal dumping/abandoned vehicles/vessels/encampments.

Next stage/movement toward: Caltrans leading as a “people first organization.”

Chair emphasizes local jurisdictional piece, and need to transition from forever cleanups to education efforts when funding for these events goes away.

Q: Can you speak to some of your learnings around litter mitigation? Dallia notes the Clean CA Program undergoing an audit which includes litter and questions posed like: how was the data obtained, what was the quality control/assurance processes in place, measurement tools used. A lot of information is being required/requested and rightfully so (good stewards for taxpayers dollars). Also type of facilities crews such as Butte County Office of Education contract—Special Programs People (SPP) crews—people experiencing employment difficulties/homelessness/incarcerations part of audit. Beautification efforts also part of audit such as the grants, local community projects, and transit initiative/multimodal elements.

Current efforts: if get community involved/engaged they'll take more pride in their community and through their organizations reduce the amount of litter—resulting/prioritizing community engagement in underserved communities.

Q: Any updates on the "big four" projects in Hoopa (District 1); follow-up done via email and available on webpage.

### **C: *Mattress Recycling Council (MRC)***

Illegal dumping pilot study opportunity RFP update: posted on September 29 and seeking ways to combat illegal mattress dumping, like prior years—projects up to \$100,000. Award intentions to establish or improve education about existing mattress channels, establish or improve awareness or enforcement of illegal dumping laws for mattresses, improve drop off programs, and/or beautify the area of an illegal dump site to deter future dumping. Communities that meet the criteria specified in the application can apply, due November 17. Informational webinar hosted recently and available on website—great Q&As. Past case studies available and some summarized on Illegal Dumping Toolbox. Taylor has ability to answer questions directly. Project creativity encouraged. Use case studies for examples/project ideas: enforcement, behavior change, multifamily dwelling, etc. City of San Rafael focuses on hotspots and bulky item collection at multifamily dwellings (hotspots) to be available soon.

### **D: *CalRecycle Grants***

#### [Slides](#)

Noe Garay, Grant Manger introduces himself and the programs ([Solid Waste Disposal and Codisposal Site Cleanup Program](#))

Illegal Disposal Site Abatement Grant Program receives \$1M annually, awards a maximum of \$500k per applicant to help public agencies with cleanup—criteria available, awards to urban, suburban, and rural & large to small populated communities.

Legacy Disposal Site Abatement Partial Grant Program receives \$1.5M annually, awards a maximum of \$750k per applicant available to assist public entities to remediate environmental problems on legacy sites.

Grants have matching component but that does not have to be solely financial funds, but can be technical support, equipment, staff time, anything deemed acceptable. Usually a cost recovery type component may be required. Reach out to the variety of jurisdictions already awarded to learn from them as well as the Grant Manager. 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.

Tentative January announcement for any second round of funding available. Subscribe to the [listserv](#) for grant announcements/updates.

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

Application open and due 1/9/24, last cycle [pilot] due – 4/2/24. 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. Local [Resource Conversation Districts](#) (RCDs) may be open to assisting you with a project (great jurisdictional partner) and are eligible to apply. Tribes eligible.

### **E: Regional Groups/Task Forces & Local Illegal Dumping Initiatives**

- (F:) [AB 592](#); commercial nonfranchise solid waste haulers pilot program (Alameda, Contra Costa, Solano)
- San Benito County: camera strategies—pivoted brands since the other company offered technical support, project in process of implementation. Congratulatory on work done increasing fines/ordinances. Chair notes that County reached out for direction in how to start a task force of sorts, which has helped direct IDTAC in fulfilling unmet needs of certain jurisdictions.

### **G: Subcommittees**

#### Slides

- Standards Subcommittee (Chair: Larry Sweetser); data systems available, trashAI discussion. Resurvey jurisdictions. Cleanup guidelines. Potential quantification of abandoned vehicles, RVs.
- Enforcement Subcommittee (Co-Chair: Gonzalo Barriga); explains the dynamics of certain enforcement groups and that practitioners may too be interested in California Hazardous Materials Investigators Association (CHMIA) for content/discussions as prosecutors and legal folks have to be mindful about open discussions. Community caretaking piece maybe a hot topic to delve into with legal ramifications—what we can and cannot do and case law, etc. Also, shelters and recognizing whether or not your enforcement staff actually have impound authority for vehicles. Thank you to Alyce Sandbach for all her work! Looking into a variety of trainings—illegal dumping investigators intro, something comparable to other (environmental) enforcement trainings. Group provides overall enforcement guidance/networking (those new in the field), specifically what’s your (citation/arrest) authority, issues, resources deficiencies, and partners with prosecutors. IDCon24 planning team mentioned enforcement to be a component.
- Strategy Subcommittee (Interim Chair: Doug Kobold); KCB shared what they’re doing around data and education projects, and potential project/partnership with Union Pacific—their role. CHP AVA program component which sparked two surveys—reminder shared to submit questions you want featured in the surveys. Committee advised property management company on some issues as inquires continue to arrive in the Illegal Dumping Inbox. Some discussion started on multifamily units. Clean CA/Dallia continues to participate in this group. Chris Huitt State Lands Commission present next meeting. Doug advertises to fulfill Subcommittee Chair position.
- Outreach Subcommittee (Interim Chair: Sarah Sanders); implementation opportunities for abandoned vehicles project—or just opportunities for the abandoned vehicles project overall. [Abandoned Vehicles 2008 guide](#) (community policing)—suggested responses/strategies available. To continue to create

awareness around the issue or just targeting certain audiences. Thank you, Veronica! New members. Hard to decide what to focus on.

### **Agenda Item 7: Legislation and Regulation**

[CPSC Leg Update Document](#) – In first of two year session. Initially looked like much vetoing—3 of 4 presented illegal dumping bills signed we have been tracking. Much legislation past year and expected for 2024.

- Signed - [AB 508](#) (Petrie-Norris) Probation: environmental crimes. Basically, just increasing the punishment for illegal dumping but it applies to 10 or more employee organizations. Kicking it up to five years of probation instead of just two—really just an increase
- Signed - [AB 592](#) (Wilson) commercial nonfranchise solid waste haulers pilot program (Alameda, Contra Costa, Solano). Started in Contra Costa, yet Alameda's Supervisor Miley worked on this a while too, and Solano too joined. Ended up getting tapered back from statewide (any county could actually do it). Now a 3-year pilot to seeing if counties can get a handle on the folks that are hauling in their jurisdictions (that don't have permits to haul in their jurisdictions that are not hauling their own waste). Does put a hold on anything statewide for until 2028.
- Vetoed - [AB 748](#) (Villapudua) Abandoned and Derelict Commercial Vessel Program. See document for veto message; about the budget—impact an already deficient budget. Maybe come back in a better budget year or to figure out how to fund it. *Chat comment*: Bummer. AB 748 would have resulted in a report that could have advocated a way forward on the oversize vehicle/RV/boat issues.
- Hold, could move next year - [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. End of January movement needed before it's dead.
- Hold, could move next year - [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. Have until end of September 2024 to move.
- [SB 642](#) (Cortese) Hazardous materials: enforcement: county counsel.

Give county councils more authority to act on behalf of the state to prosecute problems/violations of the laws over generation and transportation of hazardous material—enforcement folks please look and advise.

### **Agenda Item 8: Discussion/Inquires**

Chair mentions abandoned vehicles focus but not exclusively and potential regional (task forces) efforts, and that discussions have started—maybe guidance on regional task force—IDTAC input in how set-up should look.

Please use surveys for feedback, including IDTAC structure, focused topics, etc.—thanks for being the force to opine on inquires (anyone missing?). Notes current abandoned vehicle topic overlaps with members some more than others. CalEPA/US EPA efforts worth noticing and perhaps setting a trend, as regional (illegal dumping support/enforcement) groups were once popular before recession.

To maybe have representatives from regions so not everyone attends larger meetings unless they want to—means of check-in and to document for sharing—to use statewide entity best we can.

This Agenda item for breathing room and ideas too. Prioritization continues to be key and what this looks like given the scope of the problem and the so many entities impacted.

### **Agenda Item 10: Adjourn/Next Meeting**

Wednesday, February 21, 2024, from 12:30-4:00pm

### **Contact**

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

[IllegalDumping@calrecycle.ca.gov](mailto: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

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**

Alan Coppage, Bureau of Automotive Repair

Alvin VoTran, CalRecycle

Amar Ezeh, Humboldt County

Angie LePage, Kern County

Bill Willoughby, National Cleanup Day

Celina Stotler, San Benito County

Chris Huitt, State Lands Commission

Christy Kehoe, National Oceanic and Atmospheric Administration

Dallia Foster, Clean CA, Caltrans

Daniel Chavarria, Richmond PW

Dorcas Hanson-Lugo, LA Co. PH LEA

Dustin Schiavo, CalRecycle

Elvira Delgadillo, LA County

Emin Israfil, Rubbish

Esther Canal, Merced County LEA

Frankie Sanchez, San Benito County

Gina Libby, Ventura County

Hugo Mendoza, Richmond

Iranzu Morras, Paintcare  
Itzel Gomez, City of San Pablo  
Jennifer Myhrvold, Shasta County  
Jo-Anmarie Ricasata, Contra Costa Co.  
Jordan Wells, NSAC  
Julian Lopez, CalRecycle  
Kevin Murphy, Caltrans  
Kevin Wong, San Francisco  
Khosrov Matsoyan, Bureau of  
Automotive Repair  
Kim Sellards, CalRecycle  
Kirk Blackburn, Ellison Wilson  
Advocacy, LLC  
Kumari Gossai, LA County EH LEA  
Laura Chain, CalRecycle  
Lilit Baghumyan, LA County PH, EHS  
Marcus Beltramo, Lake County Code  
Enforcement  
Maria Baker, LA County PW  
Melissa Vargas, CalRecycle  
Michael Mistica, Riverside County EH  
Micheal Patino, Modesto SWE0

Nate Pelczar, CPSC  
Noe Garay, CalRecycle  
Norman Valdez, Lake County  
Perry Shusta, Arrowhead Towing  
Paulina Lawrence, CalRecycle  
Peter Graves, BLM  
Raffa Chavez, CalRecycle  
Robert Craddock, CA Tow Truck Assoc.  
Sam Johnson, Capitol City Tow/T-ROC  
Sarah Sanders, Humboldt County LEA  
San Debley, Ventura County  
Sergio Arias, San Deigo County PW  
Shyenne Lewis, CalRecycle/CalEPA EJ  
Sunny Pannu, Recycle Depot (Hanford)  
Susan Young, Humboldt County REHS  
Tamara King, San Bernardino PH  
Tawfic Halaby, Richmond PW  
Tawny Ho, LA County PH  
Trevor Anderson, CalEPA EJ (US EPA)  
Stephanie Becker, CalRecycle, IDTAC  
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!*