

# California Pollution Prevention Advisory Committee Meeting

June 25, 2008

10:00 a.m. to 3:00 p.m.

Cal/EPA Building, Room 350

1001 I Street, Sacramento, CA

## Draft Meeting Notes and Action Items

### 1. Welcome and Introductions

#### Advisory Committee Members:

Robin Bedell-Waite – Chairperson	Contra Costa County Green Business Program
Kacey Christie - Vice-Chairperson	General Dynamics - NASSCO
Kelly Moran	Sierra Club
David Arrieta	Western States Petroleum Association
Larry Moore	Larry's Auto Works
Jody Sparks	Toxics Assessment Group – California Environmental Rights Alliance
Liz Kanter	State Water Resources Control Board
Nita Davidson	Dept of Pesticide Regulation
Linda Mazur	Office of Environmental Health Hazard Assessment
Lynne Baker	California Air Resources Board

#### DTSC staff:

Claudia Polsky	Natalie Marcanio
Karl Palmer	Daniel Garza
Valetti Lang	Eugene Mathis
John Wesnousky	Dianna Phelps
Paula Batarseh	John Quinn
Kathy Barwick	

### 2. Overview of Mission

DTSC provided an overview of the Advisory Committee's mission as specified in SB1916 to ensure the intent of statute is fulfilled. This was the first meeting of the Advisory Committee in over a year. The objective of the meeting was to provide the Committee with an update on DTSC activities in the Office of Pollution Prevention and to discuss ongoing and planned activities directly and indirectly related to the implementation of SB 1916. A rough draft of the 2008-2010 SB 1916 Work Plan was emailed to the Committee prior to the meeting.

Discussion regarding the role of the Committee included that the focus should be on assisting DTSC in identifying how best to utilize DTSC's unique technical assets. This includes identifying ways to work with local government and industry sectors to ensure

the most effective and efficient use of DTSC resources in achieving pollution prevention outcomes.

### 3. P2 Activities and Getting Back on Track

The Advisory Committee expressed general appreciation and support for DTSC staff's excellent efforts in producing quality educational materials, toolkits and P2 products. They also complimented DTSC on the revised format and readability of the draft SB 1916 Work Plan. The draft work plan was more focused and streamlined compared to previous versions.

A concern regarding an historic lack of communication and follow-up was expressed. DTSC committed to improving communication by insuring minutes were promptly circulated and action items identified and addressed.

**Action Item:** DTSC committed to distributing minutes and notes within two weeks after Advisory Committees occur. Karl Palmer is the lead contact person for DTSC to keep communication open.

**Action Item:** DTSC will follow-up with former DTSC committee members to address this concern

Committee members raised questions about outstanding Environmental Justice information to be provided by DTSC that had not been distributed. Specific details could not be recalled at this time.

The new format of the draft 2008/2010 SB 1916 Work plan was discussed and it was agreed that it is more constructive in nature.

**Action Item:** DTSC will continue with this format and ensure that the SB 1916 Work plan focuses on future work rather than past accomplishments.

A brief discussion on Advisory Committee vacancies began but was then tabled until that agenda item (Item #9).

Allocation of SB 1916 funds was discussed. DTSC acknowledged that all of the work related to the SB 1916 Program had not been captured by its tracking system. Many staff performing SB 1916 activities had not coded timesheets accordingly, although much work on the program had been accomplished. The importance of fiscal accountability was emphasized for reports to the Legislature as well as the Advisory Committee.

**Action Item:** DTSC will ensure staff track and bill hours related to SB 1916 activities more diligently.

#### 4. Status Updates on Sector Projects

The Advisory Committee had general discussion on their preference for DTSC to continue its direct trainings to industry. Emphasis on continued collaboration with the Certified Unified Program Agencies (CUPA) was discussed. It was noted that DTSC has participated in the California CUPA forums for the last several years. DTSC discussed resource concerns related to prioritization of trainings provided by staff versus development of new projects by staff. It was emphasized by DTSC that trainings

**Action Item:** A pros/cons document should be prepared to help establish priorities and guide decisions on conducting DTSC trainings to industry versus “train the trainer” sessions or “local government” trainings.

coordinated with local government, environmental justice groups, and those who know where the needs exist is a more efficient way for DTSC to get its resources to industry. A general discussion on capturing environmental and economic benefits (performance measures) occurred. DTSC has established mechanisms to capture information for some but not all of its projects.

- a. *Marine Vessel and Service Repair- MVSR* (Project Managers: Dan Garza and Eugene Mathis)

Staff summarized the status of the project: 1) introduction of two new project managers; 2) the need to develop a new timeline for project; 3) project managers will evaluate materials already in draft format; 4) project managers will determine needs of industry (marinas and boatyard repair shops).

The Advisory Committee recommended that project managers look for “what’s not already done” and what unique pollution prevention assistance/information DTSC could bring to this industry.

Information on proposed trainings, including a timeline for trainings, will be provided after development of the MVSR Toolkit (best management practices).

- b. *Chemical Industry Challenge* (Project Manager: Kenya Warren)

DTSC staff attended the recent Chemical Industry Council of California (CICC) conference. Council members were informed of a modification to the criteria that would allow more companies to be accepted for the awards program. This change awarded bonus points for environmental outreach activities rather than counting this activity as part of the core criteria. This change was made so that facilities located in remote areas would not be penalized for lack of outreach efforts. A second change is that the minimum number of points to get an award was raised from 40 to 70 points. The Pollution Prevention Office is committed to doing at least one more cycle with this program and perhaps two.

Previously, an SB 1916 subcommittee agreed to certain criteria for the award but didn’t bring it to the full group. Advisory Committee members were not aware of

what the criteria were prior to the issuance of the awards. They were also concerned about potential for green washing and whether there were

**Action Item:** DTSC will e-mail the Chemical Industry Challenge criteria to Advisory Committee members with notes from the June 25, 2008 Advisory Committee Meeting.

environmental justice issues involved and how they were being addressed.

Staff assured the Advisory Committee that environmental justice is an important issue for DTSC and its Director.

c. Auto Body and Paint (Project Manager: Eugene Mathis)

Staff spoke about the work of the past year with the Auto Body and Paint shops. The Auto Body and Paint (AB&P) pollution prevention project commenced in July 2004 and is expected to sunset by late 2008. Training materials have been developed identifying best management practices and pollution prevention strategies, including fact sheets and guidance in both English and Spanish, and high quality training videos in DVD format. An AB&P project website has been developed where interested parties can access all developed training materials and related resources. The primary focus for the duration of the project will be to work with key project stakeholders to provide or promote these training materials and resources to auto body & paint shop operators throughout California. Also planned are the conversion of the training videos to Spanish, and the completion of a study to demonstrate waterborne coatings, low toxicity thinners / cleaners, and sanding alternatives. The Spanish training videos are scheduled to be completed in two months time.

Currently, staff utilizes community colleges to do the training and trade shows to provide extra interest for trainees. The colleges assist in contacting local people and facilitating other details that are hard to do from a distance. CUPA's and other local government officials help with site selection and with distributing brochures to potential attendees. Four trainings have been conducted in the Imperial Valley. This area was focused on due to the large number of AB&P shops in the area that are economically challenged.

d. Vehicle Service Repair -VSR (Project Manager: John Ison)

DTSC has continued the VSR project and extended "train the trainer" sessions to corporate fleets. An additional requirement developed for the VSR Model Shop Project is the submittal of an "Environmental Benefits" assessment for business to report back environmental and economic benefits of implementation of the VSR Model Shop Project on an annual basis. Facilities conduct a baseline assessment at the start of the project.

Granite Construction Company has successfully adopted the VSR Model Shop project into Granites' own Green Shop Program for its fleets. After DTSC staff

worked with Granite’s environmental manager to train its staff at the Fresno fleet facility, Granite successfully certified ten (10) additional Granite fleets. Waste Management Company has also begun a similar program. By the end of this calendar year, DTSC expects data from participating fleets. DTSC is also working with the Bureau of Automotive Repair to train their inspectors on the VSR Model Shop Program. The Bureau of Automotive Repair seeks to incorporate the VSR Model Shop Program into its proposed “Green Inspection Program.” Adoption of this program by the Bureau of Automotive Repair would assist in making the VSR program sustainable with minimal DTSC staff support.

- e. “Focused Sectors”: Specific projects examined because of the large amount of waste these types of facilities generate. The project had a set duration of two years.

- i. Printed Circuit Boards (Pauline Batarseh)

After a general summary of the project, staff explained that it targeted the bigger companies who were able to obtain 2 – 5% reductions of hazardous waste using closed loop regeneration. DTSC and Advisory Committee members identified that one of the challenges to implementing pollution prevention measures is the capital costs for facilities replacing equipment. These costs could exceed \$400,000. Data collection was discussed, and it is understood that companies do not have tools or models to assess the “greenness” of what they are doing. The Advisory Committee recommended coordination with the Air Resources Board to see how project fits in with its draft Climate Action Plan.

- ii. Utilities (Project Manager: Kerri Fong/Vacancy)

After a general summary of the project, DTSC staff explained that there may not be viable pollution prevention opportunities for this sector. DTSC will evaluate geothermal plants as a next step.

- iii. Metal Finishing (Project Manager: Bob Gipson)

DTSC staff provided a general summary of the project that was then tied to the Metal Finishing Model Shop Program.

- f. Metal Finishing Model Shop Program

Businesses participating in DTSC’s Metal Finishing Model Shop program receive a free on-site pollution prevention assessment of their facility, assistance in complying with regulations, pollution prevention training, and recognition for successfully completing the program. Staff commented that DTSC identified approximately 40 metal finishing facilities that are subject to the Hazardous Waste Source Reduction Act of 1989 (SB14). It has been more difficult in northern California than in southern California to get applicants for this program.

This program will be evaluated along with the focused industry projects on metal finishing and printed circuit boards to see if there are ways to better coordinate efforts to promote pollution prevention at metal finishing facilities.

## 5. Data Collection and Analysis

Staff recommended that the data reporting and evaluation functions be staggered in a separate report the year after the SB 1916 Work plan is finalized. DTSC has established the new Office of Data Evaluation and Environmental Indicators. The Pollution Prevention Office will work closely with the new office to collect, evaluate and report on data relevant to pollution prevention at California facilities.

There was also discussion as to if there were additional sources of data of which DTSC is not aware. The best data would be data that is obtainable in an electronic form. There are challenges collecting wastewater data because there are no statewide electronic data reporting method. Data from the California Air Resources Board is available electronically. It was mentioned that there are data that does not reflect special classifications of hazardous waste that are landfilled, e.g., treated wood wastes.

**Action Item:** DTSC will remove the data portion of the SB 1916 Work plan (narrative would explain changes) and add reporting on data and analysis as an addendum in 2009. DTSC will evaluate if additional useful data may be collected from each of Cal/EPA's boards, departments, and office.

Project managers should ensure data from previous reports are noted to track progress in reduction of hazardous waste. Data collection should address the previously-established indicators (both leading indicators, if they can be identified, as well as trailing indicators).

## 6. Measuring Results and Effectiveness

The Committee expressed a desire that DTSC expand efforts to measure the effectiveness of our pollution prevention efforts, not just the output of materials or trainings. There was concurrence that a true measure of effectiveness requires data collection via different mechanisms (e.g., surveys, phone inquiries, etc.) rather than counting numbers of outputs or simply relying on manifest data. Staff emphasized that DTSC is implementing a new performance management system that focuses on outcomes rather than outputs, and that the Pollution Prevention Office will establish new baseline data and work to measure outcomes.

Suggestions included emphasizing the who, what, where, how of data collection (e.g., designed beforehand, measurement of implementation, etc.) rather than just tracking training attendance. A recommendation to conduct surveys from attendees of previous trainings was made. Local government groups may also have survey information that DTSC can utilize to measure program effectiveness.

Additional discussions took place on effectiveness of DTSC conducting trainings versus local government agencies that also lack resources.

Another issue was project selection for the 2008-2010 SB 1916 Work plan. The Advisory Committee preferred projects where the most reduction of hazardous waste would occur. Some members felt the Chemical Industry Challenge Project should not be selected because of its narrow focus (little direct progress in reducing hazardous waste??). DTSC explained that only limited resources would be needed to complete the project. One positive outcome for completing the project is the chance for the chemical industry to get recognition for voluntarily adopted practices currently implemented. The group as a whole agreed that prioritization is important in determining what projects would be given the most staff time.

The need for DTSC to prioritize and implement strategies for prioritization of limited resources was discussed. Specifically, the example of auto body shops was highlighted; there are hundreds of shops that could be targeted, but a strategy that might identify

**Action Items:** DTSC may receive information from Advisory Group members who are aware of training needs in environmental justice areas as well as information on strategies for increasing efficiency by utilizing other local agencies and stakeholder groups.

which of these shops is located in environmental justice areas would be preferred. This is an area where coordination with other state and local government agencies might improve efficiency. Lynn Baker pointed out that air district permits might be good flags for targeting communities. These might be identified with the help of the air district hazardous waste committees.

DTSC noted that progress is being made in translating materials for groups that do not speak English.

## 7. Subcommittee for Recommending Statutory Changes

SB 1916 provides that the Advisory Committee is to evaluate and make recommendations on potential legislative changes that would promote pollution prevention goals. A discussion occurred on recommendations for potential statutory changes to the SB 1916 provisions:

- a. A multimedia focus for projects.
- b. Data decoupling – separate the 2-year work plan from the data collection/analysis tasks. Data collection and analysis would be done in off years to support development of the subsequent work plan.
- c. Air Resources Board membership on Advisory Committee.
- d. Ability to pursue and develop emerging technologies (nanotechnology) and other chemicals in use.
- e. Less dependency on Standard Industrial Classification (SIC) for selection of project.
- f. Criteria for Committee membership (e.g. time limitations)

A subcommittee was named consisting of Kacey Christie, Kelly Moran and Kathy Barwick.

## 8. Committee Membership and Filling Vacancies

It was agreed that the committee needed to choose members from the following types of groups: a local government person (southern California; possibly from the CUPA Program), and a POTW representative.

**Action Item:** DTSC will follow-up on the status of persons previously recommended as well as those mentioned above.

## 9. Wrap Up

Note: Action Items are specified in each applicable section.

Project Selection: DTSC staff recommended continuing the Chemical Industry Challenge and Marine Vessel and Service Repair Projects. The Committee expressed concern that DTSC had a lot on its plate and that they did not want the Department to get spread too thin. Committee members noted that the Auto Body project could be continued, as there are significant unmet needs in that sector. DTSC would continue work on the Vehicle Service and Repair Project as well.

The Advisory Committee will provide comments on Advisory Committee meeting notes as well as the revised SB 1916 Work plan.

**Action Item:** DTSC will provide a web-based survey for Advisory Committee members to select a date for the next meeting.