

California Department of Transportation



*Report to
the Joint Legislative Budget Committee
on the
Effectiveness of the Caltrans Parolee Program
and
Evaluation of the Overall Litter Program
July 2010*

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*Requirements of California Budget Act of
Fiscal Year 2008-09*

The California Budget Act of Fiscal Year (FY) 2008-09 Assembly Bill (AB) 1781, Chapter 268-269, Statutes of 2008, section 2660-001-0042, schedule (7), provision 10, states:

Of the funds appropriated in Schedule (7), \$5,000,000 shall be used to implement a parolee employment program to pickup and remove litter along state highways. The Department of Transportation will evaluate the effectiveness of the parolee program and present its findings to the Joint Legislative Budget Committee by July 1, 2010. The report shall also include a summary and evaluation of the overall litter program, including information and enforcement activities, which the Department of Transportation shall compile in coordination with the Department of the California Highway Patrol.

Executive Summary

The California Department of Transportation (Caltrans) Parolee Program

As part of the Caltrans Litter Abatement Plan (Plan), Caltrans received a permanent increase of \$5 million per year in FY 2008-09, to fund an Interagency Agreement with the California Department of Corrections and Rehabilitation (CDCR). The Interagency Agreement provides a program for parolees to pickup litter on the State highways to assist in developing parolees' life skills, substance abuse counseling, education, and job placement services. The program is identified as the Caltrans Parolee Program (CPP). Successful completion of the CPP will enhance the parolees' competitiveness for future employment with Caltrans.

The CPP was implemented in both Sacramento County and San Mateo County, and as of February 2010, a total of 305 parolees have participated in the program, picking up over 12,300 cubic yards of litter. Parolees participating in the CPP have a lower recidivism rate than the general parolee population and some were released early from parole, both of which resulted in a net savings to the State of approximately \$3.3 million.

Additional benefits resulting from the CPP include six parolees earning their General Education Development (GED) certificates and twenty parolees furthering their education by enrolling in community colleges. The CPP performance was measured by production, Level of Service (LOS), cost comparison, recidivism rate, and benefits to the State.



Parolees receiving their GED at the Sacramento County Office of Education annual awards ceremony 2009

Evaluation of the Plan

Historically, Caltrans' primary focus to sustain a clean environment in California was to physically pickup litter by State forces. Despite our best efforts, litter continues to present a reduced quality of life, negative environmental issues, and significant economic, social, and environmental costs.

In 2007, Caltrans developed the Plan, which identified numerous strategic objectives to address the long-standing issues California has had with litter on the highways, including: education, litter abatement, and enforcement. More specifically, the Plan's 26 strategic objectives, that includes 43 actions, are designed to measure Caltrans performance, employ physical intervention and mechanical innovations, and emphasize litter-related policies with an aim toward increased enforcement, strengthened partnerships with stakeholders, increased public awareness, and participation in antilitter education programs. Implementation of 79 percent, or 34 actions, has improved California's efforts toward a clean environment.

Enforcement

Based on information provided by the California Highway Patrol (CHP), increased enforcement has resulted in a reduced number of tickets issued for both litter and spilled loads statewide. It is also possible that the increased litter pickup activities have helped reduce the litter problem resulting in fewer citations written statewide for litter violations.

Caltrans Parolee Program

The Caltrans Plan includes an Interagency Agreement with the CDCR funded by a FY 2008-09 BCP that was a permanent increase of \$5 million per year. The Interagency Agreement funds the CPP for parolees to pickup litter on the State highways. The CPP is a program that also develops parolees' life skills, substance abuse counseling, education, and job placement services. Successful completion of the CPP will enhance the parolees' competitiveness for future employment with Caltrans.

The CPP was implemented in both Sacramento and San Mateo counties. In order to evaluate the effectiveness of the CPP, Caltrans focused on four main areas: production, LOS, recidivism rates, and costs and benefits to the State.

Production

As of February 2010, a total of 305 parolees have entered the CPP in Sacramento County and San Mateo County. These parolees participating in two programs have picked up over 12,300 cubic yards of litter.

The CPP began its operations in Sacramento County in February 2009, with six crews. Each crew was comprised of nine parolees. As of February 2010, over 10,000 cubic yards of litter was picked up by the parolees in Sacramento County.



The CPP expanded to San Mateo County, specifically the City of East Palo Alto, in April 2009. The East Palo Alto CPP consisted of two crews working with an average of nine parolees on each crew. As of February 2010, more than 2,300 cubic yards of litter were picked up by the parolees.

Level of Service

The LOS is a performance evaluation tool, used by Caltrans' Maintenance Program, to determine if the effort expended on a particular activity meets predetermined rating criteria. Litter removal is one activity that is evaluated by LOS and it receives an annual rating. Ratings range from 1 to 100 and a perfect rating of 100 for litter removal means there was no litter along the highway within the evaluated area.

In Sacramento County and San Mateo County, the CPPs have contributed to increasing Caltrans LOS rating for litter removal. During the first year of operation, Caltrans LOS for litter removal in Sacramento County's Sunrise Region increased from a rating of 61 to a rating of 96. Figure 1 shows the LOS change in the Sunrise Region during the past two years.

Caltrans LOS for the Bay Area, which includes San Mateo County, increased from a rating of 65 to 72 after operating the CPP in the City of East Palo Alto for one year. (See Figure 2.)

Figure 1

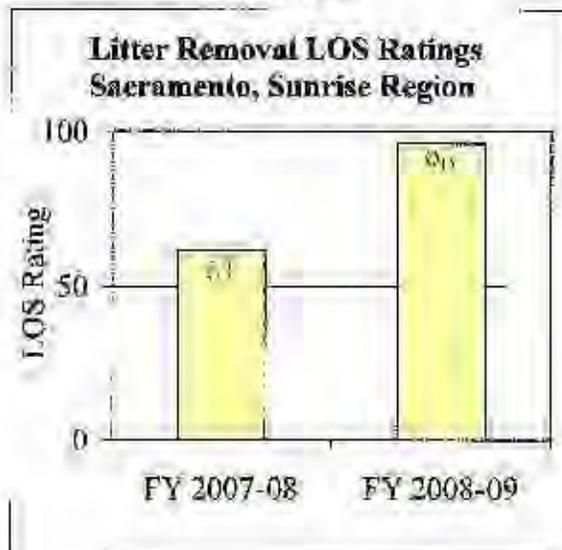
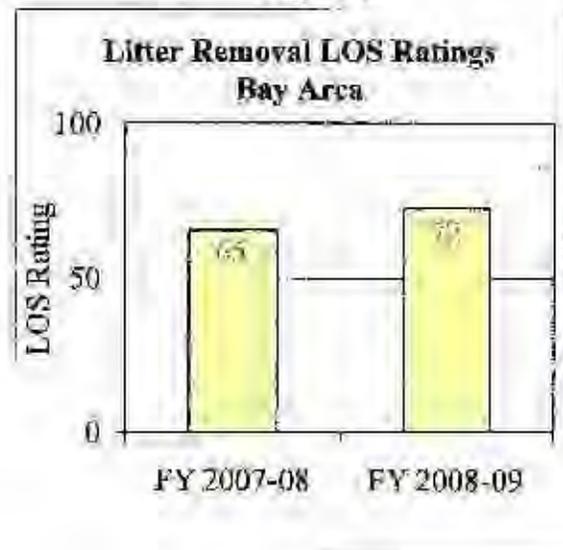


Figure 2



Recidivism Rate

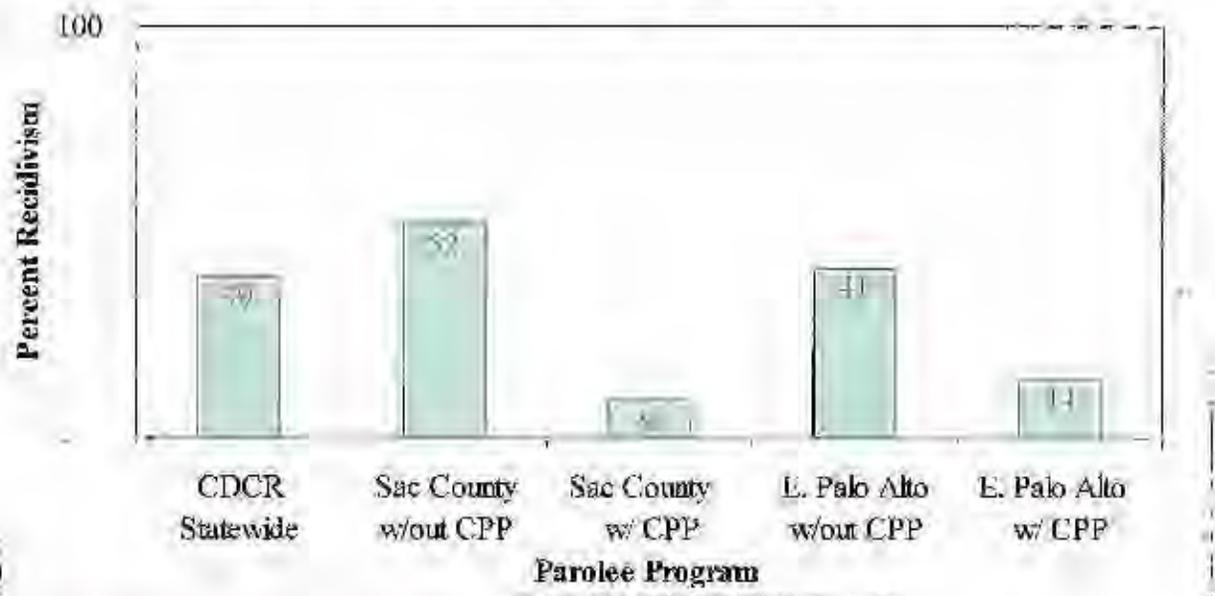
According to the latest data available from the CDCR, in 2005, the recidivism rate for all parolees in California within one year of their release was 39 percent. (See Appendix 1.) During the same time period, the recidivism rate for all parolees in Sacramento County within one year of their release was 52 percent. In Sacramento County, the Sacramento County Office of Education (SCOE) operates as the subcontractor for the CPP and reports that 231 Sacramento parolees are participating or have participated in the CPP, with a recidivism rate of 9 percent. (See Appendix 2.)

In 2005, the CDCR reported San Mateo County's recidivism rate for all parolees within one year of their release was 41 percent. (See Appendix 3.) The CPP in San Mateo County is operating under the City of East Palo Alto's Police Department. As of February 2010, CDCR has reported that 74 parolees have gone through the CPP and those parolees have a recidivism rate of 14 percent. (See Appendix 3.)

Based on the data summarized in Figure 3, the recidivism rates for parolees participating in the CPP were lower than parolees not associated with a CPP.

Figure 3

Recidivism Rate Comparison by Program



Costs and Benefits to the State

According to the latest figures from the CDCR, the average annual cost is \$47,000 to house an inmate and about \$3,300 to monitor someone on parole. The annual cost to Caltrans for a parolee in the CPP is \$31,000. In contrast, to hire a Maintenance Worker classification for the same service would cost Caltrans approximately \$64,000, including salary and benefits. The CPP provides a benefit cost ratio to Caltrans of more than 2 to 1.

In Sacramento County, based on an annual housing cost of \$47,000 for each of the 231 CDCR inmates, and 9 at a recidivism rate savings of 46 percent. The CDCR achieved savings of \$4.67 million. The CPP cost in Sacramento County for 231 parolees working 90 days, or one quarter of a year, produced the equivalent work of 58 fulltime staff costing \$31,000 apiece annually was \$1.80 million. The CPP Sacramento County net savings for reduced recidivism was \$2.87 million.

In San Mateo County, using the annual housing cost of \$47,000 for each of the 74 CDCR inmates at a recidivism rate savings of 27 percent resulted in a CDCR savings of \$939,000. The cost of the CPP in San Mateo County for 74 parolees working 90 days or one quarter of the year to produce the equivalent work of 19 fulltime staff at an annual cost of \$31,000, was \$589,000. The CPP San Mateo County net savings for reduced recidivism was \$350,000.

The SCOE also reports that the 14 parolees completing the CPPs have had their parole sentences reduced. On average, these 14 parolees completing their two years parole early (at a cost of \$3,300 annually) resulted in a cost savings of approximately \$92,400 to the State.

To date, 305 parolees have participated in the CPP in Sacramento County and San Mateo County. Using the CPP recidivism rate above to calculate savings has resulted in a total savings of \$3.3 million to the State (See Figure 4)

Figure 4

County	Housing Cost	Inmates	Recidivism Rate Savings	State Savings	Full-Time Equivalent (Inmates/90)	CPP Annual Cost	Cost to State*	Reduced Recidivism Net Savings
Sacramento	\$47,000	231	43%	\$4,669,000	58	\$31,000	\$1,798,000	\$2,871,000
San Mateo	\$47,000	74	27%	\$939,000	19	\$31,000	\$589,000	\$350,000
Subtotal								\$3,221,000
	Annual Cost to Monitor a Parolee	No. of Parolees w/ Early Release	Years of Reduced Sentences	State Savings				Reduced Recidivism Net Savings
Sacramento	\$3,300	14	2	\$92,000				\$92,000
San Mateo	None Reported							
Total Net Savings								\$3,313,000

Additional benefits resulting from the CPP include six parolees earning their GED certificates and twenty parolees furthering their education by enrolling in a community college.

Not all of the benefits derived from the program are measurable. One of the most important outcomes of the CPP is to prepare the parolees to return to society. The CPP also helps the parolees to prepare for better jobs and helps provide life skills that make the parties more productive citizens.

CPP Recommendation

The CPP performance was measured by production, LOS, cost comparison, recidivism rate, and benefits to the State. Based on the CPP performance in these four categories and the overall cost savings to the State, Caltrans staff believes the CPP is effective and recommends the CPP and the CDCR Interagency Agreement should continue.

The California Department of Transportation Litter Abatement Update

Plan Summary

Historically, Caltrans' primary focus to sustain a clean environment in California was to physically pickup litter by State forces. Despite Caltrans' best efforts, litter continues to reduce the quality of life, increase negative environmental issues, and results in significant economic, social, and environmental costs.

In 2007, Caltrans developed the Plan which identified 26 strategic objectives, that include 43 actions, to measure progress toward the long-standing issues California has had with litter on the highways. To date, 79 percent, or 34 actions, have been met, making a positive and a permanent impact on the reduction of litter on California's highways. The Plan was designed to address the continuing increase in litter and complaints about litter, as well as the deteriorating appearance of the highway right-of-ways that affects the environment, quality of life, and State economics.

The Plan consists of efforts of three common elements to reduce litter: (1) public education and awareness (proactive), (2) litter control/removal (reactive), and (3) enforcement (corrective).

Public Education and Awareness (Proactive)

The Plan is a proactive approach to reduce litter in California and relies on partnerships with other public-private entities to help educate the public about the consequences of littering. Caltrans partnered with the CIIP to help with the public outreach and enforcement of the litter laws as a means of education and prevention. A detailed status for each strategic objective and action can be found in Appendix 5.

Litter Control and Pickup (Reactive)

Caltrans physically picked up and disposed of more than 159,000 cubic yards of litter statewide along California highways and roadsides, including 12,300 cubic yards of litter removed by the CPP last year in Sacramento County and San Mateo County. The litter removed statewide last year filled 9,937 garbage trucks.

Enforcement (Corrective)

The California Budget Act of FY 2008-09 also requires Caltrans to compile, in coordination with the CHP, information and enforcement activities related to the Plan. The aim of the enforcement section of the Plan is to discourage littering while encouraging a community culture of positive behavior. The enforcement section involves accountability, consultation, cooperation, and consistent integrated and coordinated enforcement actions. Litter violation citations were reduced by 9 percent and spilled load violation citations were reduced by 16 percent since implementation of the plan. Additional enforcement detail is included in the CHP Enforcement section beginning on Page 9.

1.1.4 Litter Abatement

Caltrans Strategic Plan and the divisions' and districts' operational plans all reflect the commitment to focus on litter abatement. These include a total of six strategic measures and 26 strategic objectives, that include 43 actions. (See Appendix 5.)

The Plan includes actions in the following strategic measures:

1. Measure performance
2. Employ physical intervention and mechanical device innovations
3. Emphasize litter policies and enforcement
4. Partner with stakeholders
5. Increase public awareness
6. Participate in anti-litter education programs

1. Measure Performance

Performance measurement is essential to gauge the effectiveness of the strategies outlined in the Plan. This measurement includes four actions that have all been completed. To communicate and track the responsibility for litter abatement within Caltrans, the Maintenance Program developed a Dashboard. (Action 1.1.4) The Dashboard is a web-based tool available on Caltrans intranet site, created to specifically monitor the districts' expenditures and efforts associated with litter removal. The data is readily available for management to monitor activities and district progress on a daily basis.

2. Employ Physical Intervention and Mechanical Device Innovations

Physical intervention includes the use of litter prevention, recycling infrastructure, and the physical cleanup or control of littered items. Mechanical device innovations include equipment and physical devices either currently available or ready to be developed and implemented that enable litter and debris to be more easily and economically collected for disposal.

All thirteen actions under this strategic measure are complete. Four of the thirteen actions have on-going efforts. (See Appendix 5, Actions 2.5.1, 2.7.1, 2.8.1, 2.8.2.)

One of the actions is to remove illegal campsites from within the State right-of-way, as soon as the campsites are identified. (Action 2.7.1) A new Statewide Illegal Encampment Policy was developed and implemented in cooperation with the CHP. The rapid response to remove illegal campsites minimizes the amount of litter deposited within the State right-of-way. The policy also requires field staff to post where social services can be found to help aid these in need of food or shelter.

Another action is to evaluate and develop innovative equipment to facilitate litter pickup and removal. Caltrans worked in partnership and collaboration with the University of California, Davis, and private vendors to develop and implement the Automatic Roadway Debris Vacuum (ARDVAC). The ARDVAC is a giant cleaner that can vacuum large debris around guard rails, sound walls, and other structures. (Action 2.1.5)



Another innovation being implemented and evaluated by Caltrans is the Gross Solids Removal Device (GSRD). The GSRD is a new technology that traps litter in a storm drain before it can enter the State's waterways. (Action 2.1.4)



An action not implemented in the plan is to increase partnerships with local agencies for sweeping and litter removal. (Action 2.5.1) Caltrans has met with cities and counties; however, no agreement has been made to accomplish this action. The economic downturn in the economy and reduction in staffing and resources may be contributing to the lack of success on this action.

3. Enhance Litter Policies and Enforcement

Proactive measures need to be supported by enforcement initiatives to help achieve compliance with the requirements of existing penal, government, and motor vehicle codes related to littering. This strategic measure includes ten actions, of which five actions (Actions 3.1.1, 3.1.2, 3.1.3, 3.3.1, 3.6.1) have been implemented and two of these have on-going efforts (Action's 3.1.1, 3.1.3). (See Appendix 5.)

Efforts are on-going on three of the actions in this strategic measure. (Action's 3.2.1, 3.2.2, 3.2.3). Efforts are being made on the remaining two actions. (Action's 3.4.1, 3.5.1)

The aim of enforcement is to discourage all types of littering while encouraging a community culture of positive behavior. Enforcement involves accountability, consultation, cooperation, and consistent integrated and coordinated enforcement actions.



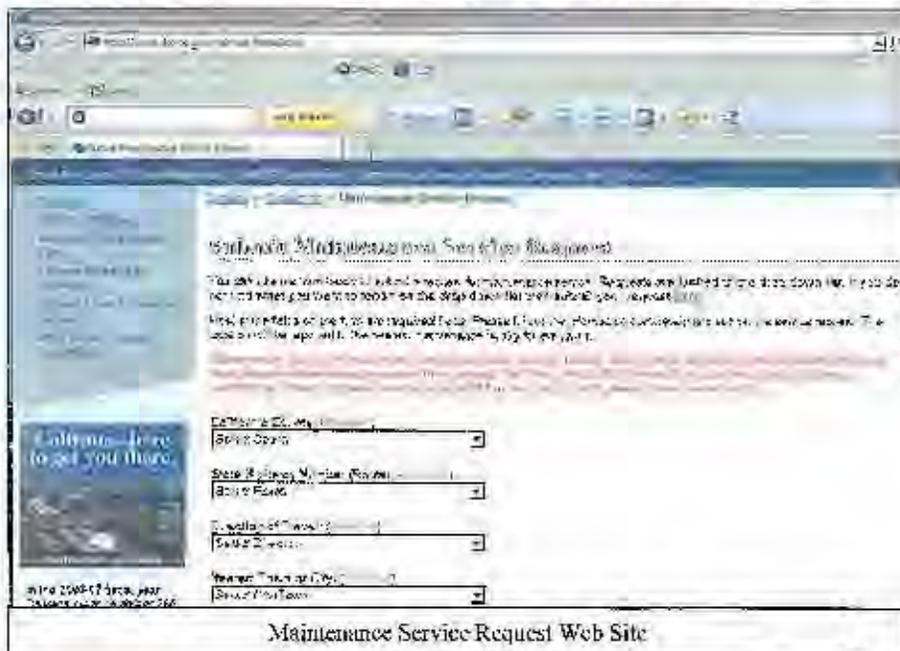
Litter Collected on Caltrans Annual Litter Day



Litter Collected on Caltrans Annual Litter Day

Caltrans has been working with the CHP and other entities to participate in the Caltrans Annual Litter Day. (Action 3.1.3) On that day, the CHP steps up the enforcement of tickets for littering, unsafe loads, and spilled loads. The CHP also actively participates in District 4's (The Bay Area) quarterly Litter Day events.

Another action in the Plan is to develop a reporting system for California citizens to report acts of littering. (Action 3.3.1) Although this was not achieved by developing a litter "hotline", the Maintenance Service Request (MSR) online process was developed to allow citizens to report acts of littering. The MSR also allows citizens to develop a service request associated with several other maintenance activities performed by Caltrans and track the progress of their requests. The MSR Website can be found at <<http://www.dot.ca.gov/hq/maint/msrsubmit>>



Maintenance Service Request Web Site

A second action on litter law enforcement has not been increased in local jurisdictions. At this time, Caltrans has not reached agreement with any local agencies to increase litter enforcement. (Action 3.4.1)

Similarly enhanced legislation of antilitter laws has not been implemented. To date, there has been no new or enhanced legislation enacted. (Action 3.5.1)

4. Partner with Stakeholders

Litter is a statewide issue that requires involvement and cooperation between a variety of stakeholders from the community and private and government sectors. An array of nongovernment organizations and community groups are involved in litter reduction activities such as education, increased recycling, and physical cleanup by volunteer groups.

State and local governments provide a leadership role in litter prevention and management. The responsibility of State government is dispersed among a number of key agencies according to their legislative focus, while local government responsibility is distributed on a geographical basis within the State. With such a large group of stakeholders involved in the effort to reduce litter, it is imperative that State and local governments develop strong partnerships with each other and those involved in the litter abatement effort, in order to achieve a cleaner California.

All three actions under this strategic measure have been implemented with on-going efforts. (See Appendix 5.) One example is the Caltrans Annual Litter Day. (Action 4.1.1) This media event is the result of a public-private partnership between private entities, such as Keep California Beautiful (KCB), American Chemical Counsel (ACC), Waste Management, and several state government agencies including the Department of General Services, the CHP, the Department of Motor Vehicles, and Caltrans. All of the groups work together to promote a recycling and antilittering campaign.

5. Increase Public Awareness

There is an expressed need to increase the public's awareness of the economic, social, and environmental problems associated with litter. On-going proactive measures aimed at preventing litter and achieving long-term positive behavioral change are needed to keep litter on the forefront of public attention. In order to maximize the effectiveness of public awareness initiatives, the focus has been on using various media and visual images to provide clear, consistent, and informative messages.

There are eleven actions under this strategic measure. Eight actions have been completed and four have on-going efforts. (See Appendix 5.) In November 2009, Caltrans partnered with KCB, ACC, and the National Forest Service to promote public awareness of the importance of recycling. (Action 5.1.1) Caltrans, along with its partners, installed new recycling bins and educational posters at the Dana Bowers Vista Point in Marin County to educate the public about recycling. There was also a media event with extensive coverage throughout the State. Caltrans plans on expanding the recycling bins and posters to other public areas in California.



Dana Bowers Recycle Event – Marin County

Another action calls for partnering with the food and beverage industry. At this time, Caltrans has not entered into any agreements with the food and beverage industry. However, Caltrans has made considerable progress in the remaining actions that have not been completed. (Actions 5.1.4, 5.2.1, 5.2.2)

6. Participate in Antilitter Education Programs

One action focuses on educating children in school. (Action 6.1.1) The other action has been completed with on-going efforts to work with an Inter-Agency Task Force and local governments to develop, share, and cross-allocate resources for the most effective antilitter education campaign. (Action 6.2.1)

Plan Conclusion

Many achievements have been made since the introduction of the Plan in 2007. To date, Caltrans has completed 79 percent, or 34, of the 43 actions set forth in the original Plan. Of the remaining 9 actions, 4 will need to be completed in the long-term or will be modified due to budget constraints, personnel shortages, and other limitations. Two actions will be addressed within the next year. (See Appendix 5.)

The Plan is the first of its kind in Caltrans long history. It provides a balanced and comprehensive approach to effectively reduce litter in California through many preventive and proactive measures. The strategic actions are designed to measure Caltrans' performance, employ physical intervention and mechanical innovations, and emphasize litter-related policies with an aim toward increased enforcement, strengthened partnerships with stakeholders, increased public awareness, and participation in antilitter education programs. Successful implementation of the actions developed for these areas of priority will improve California's environment. All Californians must contribute to litter prevention. Citizens, State, and local governments will need to work together in order to achieve and sustain a clean and healthy environment in which to live.

California Highway Patrol Enforcement

The California Budget Act of FY 2008-09 requires this report to include information on enforcement activities, which has been compiled by Caltrans in coordination with the CHP.

Prohibition

Based on the information provided by the CHP Research and Planning Section, in FY 2007-08 there were 664 tickets issued for littering Vehicle Code (VC) 23112A. The numbers dropped to 605 tickets issued for litter in FY 2008-09, a reduction of 9 percent. (See Figure 5.)

In FY 2007-2008, 1,872 tickets were issued for spilled loads (VC) 23114A. The number of citations issued was reduced by about 16 percent in FY 2008-09 when a total of 1,572 tickets were issued for spilled loads. (See Figure 6.)

Figure 5

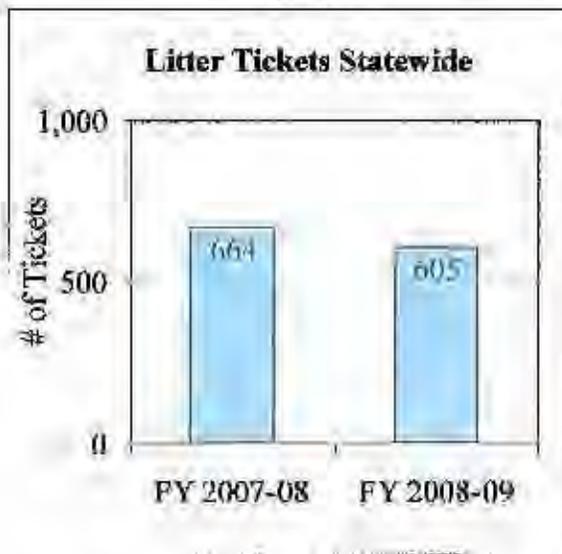
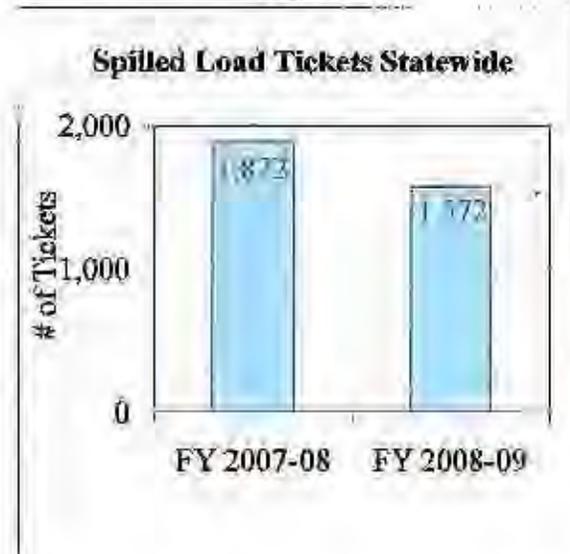


Figure 6



Although the total number of tickets issued for litter and spilled loads is down statewide, the reduction is not uniform statewide. Some areas of the State have seen an increase in the number of tickets issued.

Level of Service

To further compare citation activities with Caltrans litter LOS ratings, Caltrans looked at certain geographical districts that match up with CHP divisions. Caltrans geographical districts that match up with the CHP divisions are Caltrans District 3 (Sacramento Area) to CHP Valley Division and Caltrans District 4 (Bay Area) to CHP Golden Gate division.

In the Sacramento area, tickets issued for litter by CHP of the Valley division increased 26 percent, from 57 to 72, from FY 2007-08 and FY 2008-09. (See Figure 7.) The LOS rating increased from 71 to 97 for the same period. (See Figure 8.)

Figure 7

**Number of Litter Tickets
Sacramento Area**

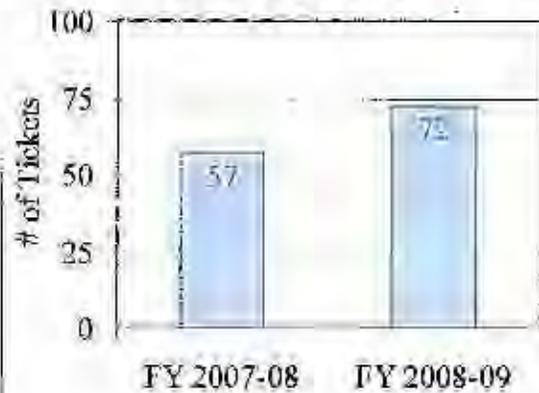
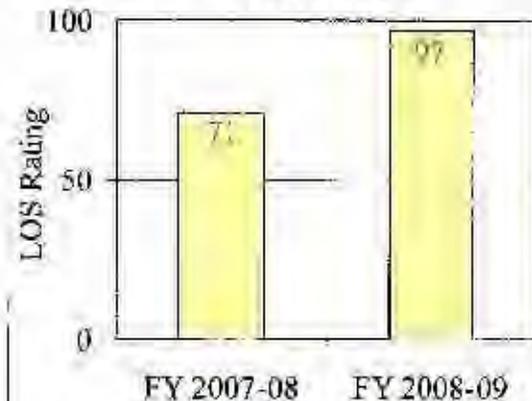


Figure 8

**Litter Removal LOS Ratings
Sacramento Area**



In the Bay Area, tickets issued for litter by the CHP in the Golden Gate division were up by 8 percent, from 101 to 109 in FY 2007-08. (See Figure 9.) Caltrans LOS rating increased from 68 to 72 in FY 2008-09 in the same period. (See Figure 10.) The CHP's Golden Gate division and the Caltrans Maintenance Program partner to hold quarterly Litter Day events. These events focus their efforts on litter abatement and enforcement.

Figure 9

**Number of Litter Tickets
Bay Area**

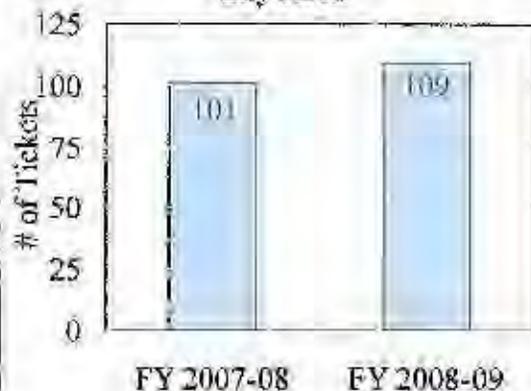
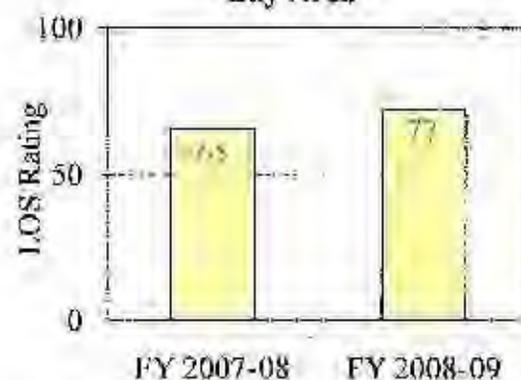


Figure 10

**Litter Removal LOS Ratings
Bay Area**



Conclusion

Based on the increase in the statewide LOS rating since 2007, the litter problem has decreased in both the Sacramento Area and the Bay Area. Available data shows there could be a relation between the increase in the number of tickets issued and the improvement in the litter LOS ratings in the areas that were evaluated. It is also possible that the increased litter pickup activities, along with educational/public outreach programs and private-public partnership activities have helped reduce the litter problem resulting in fewer citations written statewide for litter violations.

APPENDIX I

California Department of Corrections and Rehabilitation Recidivism Rates 2005 and Definition

California Department of Corrections and Rehabilitation
Adult Research Branch

09/2008

**One, Two and Three Year Follow-Up Recidivism Rates
For All Paroled Felony Released from Prison for First Time in 2005
Under the Supervision of the California Department of Corrections and Rehabilitation**

Parole County	Number Paroled ¹	Returned to Prison Within ²					
		One Year		Two Years		Three Years	
		Number ³	Percent ⁴	Number	Percent	Number	Percent
Alameda	2,011	1,087	53.9%	1,276	63.4%	1,459	72.6%
Alpine	2	1	50.0%	2	100.0%	2	100.0%
Amador	37	13	35.1%	30	81.1%	36	97.3%
Buta	689	242	35.1%	352	51.1%	503	73.0%
Butte	30	24	80.0%	25	83.3%	27	90.0%
Colusa	754	373	49.5%	465	61.7%	496	65.8%
Colusa	31	12	38.7%	21	67.7%	22	71.0%
Contra Costa	78	27	34.6%	51	65.4%	45	57.7%
El Dorado	137	56	40.9%	84	61.3%	95	69.3%
Fresno	1,213	1,135	93.6%	1,503	124.0%	1,644	135.5%
Glenn	70	33	47.1%	43	61.4%	50	71.4%
Humboldt	508	157	30.9%	186	36.6%	198	39.0%
Imperial	165	105	63.6%	127	76.9%	132	80.0%
Inyo	29	8	27.5%	11	37.9%	11	37.9%
Kern	2,146	887	41.3%	1,248	58.2%	1,342	62.5%
Kings	289	157	54.3%	174	60.2%	142	49.1%
Los Angeles	21,041	8,583	40.8%	9,889	47.0%	10,759	51.1%
Los Angeles	161	70	43.5%	80	49.7%	94	58.4%
Los Angeles	53	18	33.8%	27	50.9%	30	56.6%
Madera	220	141	64.1%	182	82.7%	202	91.8%
Merced	48	21	43.8%	26	54.2%	40	83.3%
Merced	108	67	61.9%	83	76.9%	87	80.6%
Mendocino	435	218	50.1%	288	66.2%	241	55.4%
Mendocino	11	6	54.5%	7	63.6%	7	63.6%
Merced	17	7	41.2%	9	52.9%	8	47.1%
Monterey	568	302	53.1%	363	63.9%	390	68.7%
Monterey	29	13	44.8%	18	62.1%	21	72.4%
Napa	96	48	50.0%	68	70.8%	72	75.0%
Nevada	35	2	5.7%	17	48.6%	21	60.0%
Orange	6,708	1,803	26.9%	2,658	39.6%	2,720	40.5%
Orange	289	140	48.4%	206	71.3%	227	78.6%
Plumas	21	7	33.3%	11	52.4%	11	52.4%
Plumas	4,035	1,878	46.5%	2,686	66.6%	2,748	68.1%
San Bernardino	1,530	847	55.4%	1,256	82.1%	1,338	87.5%
San Bernardino	192	105	54.7%	115	59.9%	115	59.9%
San Bernardino	6,890	2,852	41.4%	3,446	50.0%	3,633	52.7%
San Diego	55	16	29.1%	32	58.2%	33	59.9%
San Diego	2,491	580	23.3%	1,276	51.2%	1,357	54.5%
San Diego	139	36	25.9%	70	50.4%	76	54.7%
San Diego	1,348	1,217	90.2%	1,480	110.1%	1,609	119.4%
San Francisco	534	251	47.0%	384	71.9%	428	80.0%
San Joaquin	653	211	32.3%	322	49.3%	280	42.9%
Shasta	9	3	33.3%	3	33.3%	3	33.3%
Shasta	82	52	63.3%	80	97.6%	87	106.1%
San Joaquin	1,120	544	48.5%	784	70.0%	832	74.3%
San Joaquin	321	158	49.2%	197	61.4%	219	68.2%
San Mateo	745	320	42.9%	404	54.3%	439	58.9%
San Mateo	739	384	52.0%	430	58.2%	544	73.6%
San Mateo	447	102	22.8%	139	31.1%	202	45.2%
Stanislaus	405	402	99.3%	416	103.9%	357	88.1%
Stanislaus	282	103	36.5%	133	47.2%	142	50.4%
Stanislaus	899	72	8.0%	104	11.6%	107	11.9%
Tulare	35	15	42.9%	18	51.4%	20	57.1%
Tulare	535	339	63.4%	487	91.2%	467	87.1%
Tulare	34	25	73.5%	32	94.1%	40	117.6%
Ventura	887	382	43.1%	434	48.9%	471	53.1%
Yuba	433	211	48.7%	281	64.9%	286	66.0%
Yuba	271	89	32.8%	136	50.2%	116	42.8%
TOTAL	97,853	26,446	27.0%	35,282	36.0%	39,944	40.8%

¹ See back page for definitions and formula.
² Excludes releases to parole that are paroled for the first time from prison to a new institution in prison and paroled for the first time following return to prison with a new court commitment.
³ Returns to prison within three years (excluding returns following discharge on 1 to 2 year parole outside of custody).
⁴ Returns within three years include returns within one and two years.
⁵ Numbers may differ slightly from prior version of report based on updated data.
⁶ Percentages are rounded for total from 26.4% to 27.0%.

DEFINITIONS

Recidivist: A felon who returns to prison for any reason during a specified follow-up period.

Recidivism Cohort: The number of felons first released to parole during a given year.

Return to prison: Includes felons who are returned to Substance-Abuse Treatment-Control Units in correctional facilities; returned pending a revocation hearing by the Board of Prison Terms on charges of violating the conditions of parole; returned to custody for parole violations to serve revocation time; or returned to prison by a court for a new felony conviction.

First release to parole: The first release to parole for felons with new admissions and parole violators returned with a new term (PV-WNT) during a calendar year.

Recidivism rate: The ratio of the number of recidivists in the cohort to the number of felons at risk of recidivating in the cohort during the specified time period, times one hundred.

How California Department of Corrections and Rehabilitation (CDCR) calculates recidivism: The recidivism rate starts with a cohort of felon offenders who are released to parole in a given year. They are tracked for a period of three years to determine if they return to prison. The release cohort includes only offenders, who are paroled for the first time from prison on a new admission to prison or paroled for the first time following return to prison with a new court commitment. The recidivism rate does not include parole violators who are re-released.

For more information on recidivism please contact:

Paula Agostini, Chief
CDCR Adult Research Branch
P.O. Box 942883, Rm 508-B
Sacramento, CA 95811-7248

Phone # (916) 323-2919

APPENDIX 2

Sacramento County Office of Education Recidivism Rates

History

In January 2009, the Sacramento Community Based Coalition (SCBC) of the Sacramento County Office of Education (SCOE) was selected by the CDCR and Caltrans, as the administrator of an employment training program providing litter abatement services on behalf of Caltrans. Over 200 parolee clients have been hired since the inception of the project as litter abatement and landscaping crew members, earning \$10 per hour for up to 90 days. From February through November 2009, SCBC's crew members collected over 53,000 bags of trash from Sacramento's freeways and completed miles of landscaping projects.

Continuing in its tradition of service enhancement, the SCBC has augmented the employment training program to provide parolee crew members with life skills and parenting, substance abuse, community outreach and, job retention courses throughout their terms of employment.

Through the litter abatement project, SCBC clients are not only giving back to their communities through State and federal income tax contributions, removal of obstructive debris and trash, and beautification projects, they are also taking significant strides towards improving their post-release work history and ultimately achieving a self-sufficient, productive, and crime-free lifestyle.

Outcomes

The Caltrans Parolee Work Crew Training Project (CTPWCTP) results are displayed in the following table:

Table 1

CTPWCTP Overall Program Data

Total Served	Current Active ¹	CTPWCTP Graduates	SCBC Graduates	Recidivism ²	Discharged Parole
231	69	80	82	21 (9%)	24 (10%)

Table 1 includes outcome data on all active and past Caltrans crew members. Results show that 80 parolees have completed the Caltrans project, with 82 crew members going on to successfully complete the SCBC. Additionally, Caltrans crew members displayed a recidivism rate of just 9 percent with 10 percent discharging parole. The key finding in this table is that more CPP crew members are discharging parole, than are recidivating.

¹Active full-time, part-time, temporary, and on-call.

²Returned to prison or jail for any reason during or after their participation in the program.

Table 2

Program Data: CTPWCTP Graduates			
CTPWCTP Graduates	SCBC Graduates	Recidivism	Discharged Parole
80	72	5 (6.25%)	19 (23.75%)

Table 2 shows the subgroup of CTPWCTP graduates-crew members who have completed their 90 days in the CPP and exited successfully. The recidivism rate drops to 6.3 percent for this group of 80 graduates, and the rate of parole discharge increases significantly to 23.8 percent. The key finding in this table is that CPP graduates are less likely to recidivate and more likely to discharge parole than the CPP population as a whole.

Table 3

Program Data: CTPWCTP GED						
Total Enrolled	Total Active	Pass ≥ 1	Pass ≥ 2	Pass ≥ 3	Pass ≥ 4	GED Obtained
69 (32.7%)	41 (49.4%)	30 (43.5%)	28 (40.6%)	24 (34.8%)	16 (25.2%)	6 (8.7%)

Table 3 illustrates GED progress among CPP members. Among the 69 members to engage in GED programming, 43.5 percent have passed one or more subject tests, 40.6 percent have passed two or more, and so on. It is important to note that each column includes a count based on the total population of GED students. For example, members passing four or more test are also included in the column of clients passing one or more test. We do this to track the progress of our GED students and to identify the amount of students who are nearing their GED. In this case, we can look at the table and deduce that 34.8 percent, or over one-third of CPP members have passed three or more subject tests and are, at most, just two test(s) away from obtaining their GED.

Table 4

Comparison Data: SCBC Overall vs. CTPWCTP Overall

	Total Served	Current Active	CTPWCTP Graduates	SCBC Graduates	Recidivism	Discharged Parole
SCBC	1025	184	80	165	323 (33.7%) ¹	152 (20.5%) ¹
CTPWCTP	231	69	80	82	21 (9%)	24 (10%)

Table 4 compares all SCBC participants to date (since 10/07) with all CPP members to date (since 2/09). The key finding in this table is that CPP members displayed a much lower level of recidivism (10 percent) than SCBC clients as a whole (34 percent). However, the SCBC has a higher rate of parole discharge most likely attributable to a longer operating period.

Table 5

Comparison Data: SCBC Graduates vs. CTPWCTP Graduates

	CTPWCTP Graduates	SCBC Graduates	Recidivism	Discharged Parole
SCBC	80	165	27 (17.9%) ¹	47 (31.3%) ¹
CTPWCTP	80	72	5 (6.25%)	19 (23.75%)

Table 5 compares SCBC graduate data to CPP graduate data. In this table, the key findings are that CPP graduates have a lower rate of recidivism than SCBC graduates. Again, the SCBC graduates display a higher rate of parole discharge, but this is also attributable to the longer operating period similar to the results included in Table 4.

Parolees participating in the CPP program, regardless of the outcome of that involvement, will decrease their likelihood of recidivating. In all cases of CPP members, the number of parole discharges is greater than the number of recidivists. The results in these two areas can be viewed as cost savings to the State by reducing the number of parolees to return to custody, as well as the number requiring supervision of a State-employed parole agent.

¹Returned to prison or jail for any reason during or after their participation in the program.

APPENDIX 7

East Palo Alto Recidivism Rates

	East Palo Alto CPP Work Crew	Percentage
Current work crew participants	20	27
90-Day program completed	54	73
Total CPP Work Program Participants	74	100
Unsuccessful participants	16	22
Obtained Other Employment	8	10
Discharged from parole	5	7
Enrolled in School	5	7
Recidivism	10	14
Relapsed	8	10
Transferred out of Area	1	1

The CPP has employed 74 parolees since March 2009. The CPP has provided meaningful training and work experience for parolees, many of whom indicate that this is their first work experience. Current statistics indicate the following:

1. Of the parolees who were temporarily employed with the program, approximately 10 or 14 percent were returned to prison or jail for an additional offense, which results in a 14 percent recidivism rate.
2. A requirement to participate in the work program is to remain drug-and alcohol-free. Of those participating in the work program, approximately 90 percent have remained drug-and alcohol-free.
3. Approximately 73 percent of the parolees who started the work program successfully completed the work program.
4. A requirement for participating in the CPP is to remain actively engaged in the reentry program at the Day Reporting Center. Approximately 73 percent of the parolees who completed the work program also remained actively engaged in the parole reentry program.

A key challenge to successful reintegration into the community is securing employment. Research has shown that individuals who establish a relationship with their community, and who are able to access needed services, are far more likely to reintegrate successfully than those with few resources. The CPP helps to provide that nexus between reentry and success for individuals returning to the community from incarceration.

Appendix 4

*The California Department of Transportation
Litter Abatement Plan*

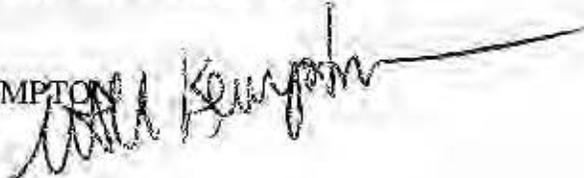
Memorandum

*Flex your power!
Be energy efficient!*

To: DEPUTY DIRECTORS
DIVISION CHIEFS
DISTRICT DIRECTORS
DEPUTY DISTRICT DIRECTORS

Date: May 1, 2007

From: WILL KEMPTON
Director



Subject: Litter Abatement Plan

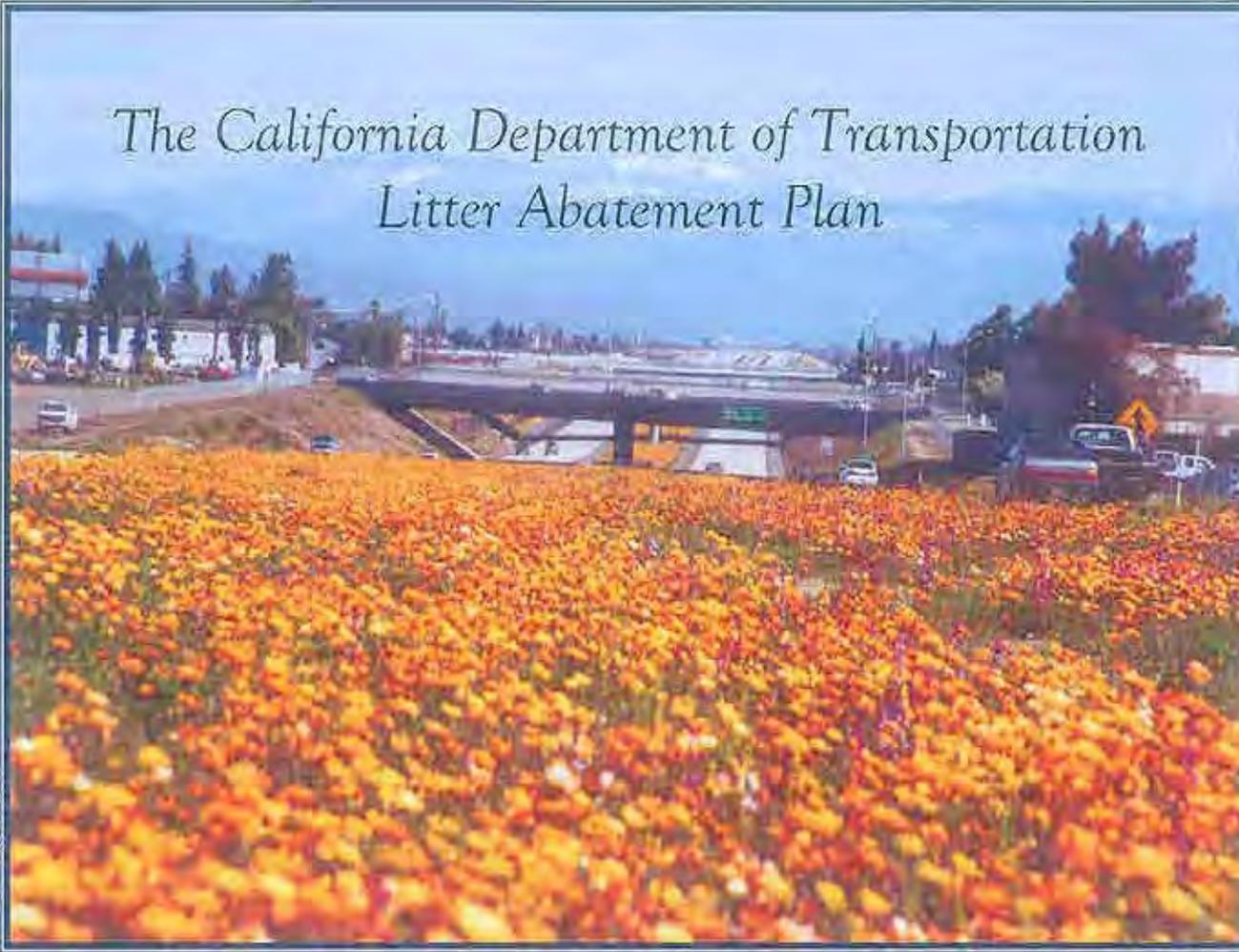
In early 2006, I created a Litter Abatement Task Force (Task Force) with the intention of reversing the growing concern over the increasing levels of litter and illegal dumping that plague the citizens of California. The Task Force assembled is a team of representatives from numerous divisions including Maintenance, Public Affairs, Legislative Affairs, Design, Construction, Environmental, and Research and Innovation.

This Task Force has been instrumental in developing the *California Department of Transportation Litter Abatement Plan (Plan)*, a strategic plan to improve our environment by reducing litter in California. Littering causes a wide range of economic and environmental issues that need to be addressed. The Plan presents a comprehensive approach to address the many issues related to litter and achieves a balance between physical intervention and proactive, preventive measures.

Attached is a copy of the Plan for your reference and implementation. Specific key elements identified in the Plan may require quarterly updates once implemented.

If you have any questions, please contact Steve Takigawa, Chief, Division of Maintenance, at (916) 654-5849.

Attachment



*The California Department of Transportation
Litter Abatement Plan*

*A Strategic Plan of Actions
Designed to Improve California's Environment*

Prepared
by

The California Department of Transportation
Litter Abatement Task Force



Published on May 1, 2007





Director's Foreword

It is a pleasure to present the first comprehensive Litter Abatement Plan (Plan) ever developed by the California Department of Transportation (Department). This Plan is the result of increasing concern about litter and illegal dumping in California and their effects on the environment and quality of life for the citizens in our State.

This Plan achieves a balance between physical intervention and preventive measures. It is a coordinated and consistent approach intended to reduce the effects of littering, increase public awareness and education, and emphasize the importance of litter-related policies and enforcement.

Will Kempton, Director of Transportation
The fight against litter will involve other state and local governments as well as volunteer organizations and business communities.

I acknowledge our partners, the California Ocean Protection Council, Department of Conservation, California Environmental Protection Agency, California Coastal Commission, AT & T, Association of California Cities, Association of Rural Counties, California Conservation Corps, Keep California Beautiful, State Water Resources Control Board, and the Integrated Waste Management Board for their on-going effort to develop a Statewide Strategic Anti-Litter Plan.

I am confident that through successful implementation of the many measures included in this Plan, the Department will make a significant contribution toward a cleaner California environment.

WILL KEMPTON
Director

Deputy Director's Foreword

In the recent past, the Department primarily focused its litter abatement efforts on the removal of litter and debris along the State's highways. The cost to taxpayers to remove litter has been as high as \$55 million annually. Although the Department also invests substantial resources to educate the public and increase awareness of litter and storm water quality issues using the "Don't Trash California" campaign, picking up litter to improve highway aesthetics has been the general focus of the Department's litter abatement efforts.



*Michael Miles, Deputy Director
Maintenance and Operations*

A reactive approach to litter abatement provides only short-term benefits that do not lead to the long-term changes needed to reduce litter in the State of California.

The Department recently created a special Litter Abatement Manager and Task Force with a long-term goal to improve California's environment. This group was challenged to develop a balanced, comprehensive approach to effectively deal with this statewide issue and will be instrumental in its implementation.

I acknowledge and give special recognition to the Department's Litter Abatement Task Force, responsible for developing this plan of action.

I also acknowledge and applaud those individuals and organizations in this State who are demonstrating a strong commitment to the prevention of littering and illegal dumping, and take this opportunity to encourage others to join the Department, the Adopt-A-Highway Program, and environmental nonprofit organizations in our mutual crusade to reduce littering in California.

MICHAEL MILES
Deputy Director
Maintenance and Operations

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Litter Abatement Executive Summary

Action Plan

The Problem

The continuing increase of litter and complaints as well as the deteriorating appearance of highway right of ways may have a huge potential effect on the environment, quality of life, and State economics. The need for litter abatement continues to increase as does the cost to provide this service.

Desired Results

The desired results of the Department's Plan is to:

- Reduce littering; and
- Improve the appearance of the environment through implementation of a balanced litter management/abatement program.

Background

All effective reductions in litter efforts documented have three common elements: (1) Public Education and Awareness (Preventive), (2) Litter Control/Removal (Reactive), and (3) Enforcement (Corrective). The Litter Abatement Task Force took a comprehensive approach and developed the attached Plan. Within this Plan is a wide variety of objectives and tasks that we feel would be elements of a successful litter abatement program for the Department and the State. This Plan recommends actions in the following strategic measures:

- Measure performance;
- Employ physical intervention and mechanical device innovations;
- Emphasize litter policies and enforcement;
- Partner with stakeholders; and
- Increase public awareness.

Within each of these measures a series of objectives, actions, implementation tasks, and key performance indicators are presented.

Achieving statewide coordination for litter prevention and management is a tremendous challenge. To succeed in this significant endeavor, many organizations and individuals within the State must be involved and a wide range of resources are required. The Department has a long-term commitment to improve the environment by reducing litter in California. Over the implementation time span of this action plan, the Department will provide the statewide leadership to work toward fostering inter-agency, district, division, and community ownership of initiatives and identifying the resources to implement them.

The Department will have a vital role in building invaluable partnerships and in facilitating links to enable organizations, individuals, California governmental agencies, and communities to contribute to a planned, coordinated, comprehensive approach to litter and related issues.

Action Plan

While the Plan contains many objectives covering a wide range of topics, the Task Force believes that it would be most efficient to focus the Department's initial efforts on the most critical items. These core objectives would be the immediate Action Plan to pursue and implement. As with the full Plan, this is dynamic and should be updated, and expanded as needed.

The highest priorities that have been selected include objectives for each of the three core elements of successful plans. The core objectives and objective reference in the full document are provided. Additional detail can be seen in the full Plan.

1) Public Education and Awareness (Preventive):

Develop a Litter Abatement Public Awareness Campaign that incorporates existing public awareness efforts. (5.1)

Identify venues for focusing public efforts (existing and new) to create a comprehensive Litter Abatement Public Awareness (LAPA) campaign. This could include the following actions:

- a) Appoint a public awareness task group.
- b) Assess/identify litter-specific aspects of Stormwater Program's "Don't Trash California" campaign that should be part of a LAPA campaign.
- c) Identify other public awareness efforts where litter-specific tasks could be amplified or added, both internal and external to the Department.
- d) Research effectiveness of other litter-related campaigns used by others, nationally, and incorporate best practices.
- e) Create a comprehensive LAPA campaign.

Participate in the development of a State litter awareness campaign resource package for distribution to others. (5.2)

Research and develop a reporting system to involve California citizens in reporting acts of littering: "Report-a-Litterbug Hotline." (3.3)

2) Litter Control/Pickup (Reactive):

Maximize the cost effectiveness of physical intervention strategies. (2.1)

- a) Investigate and develop "hot spots" to focus efforts.
- b) Implement a focused litter removal plan in specific areas of urban districts.
- c) Coordinate sweeping and mowing activities statewide to compliment the Adopt-A-Highway (AAH) Program segment clean-up schedules.

Department of Corrections' involvement in litter removal effort. (2.6)

Determine the feasibility of expanding the use of State inmates and County corrections prisoners to supplement Department State forces in litter removal activities.

Optimize the AAH Program. (2.8)

Optimize AAH Program performance through improved permit compliance by:

- a) Maintenance Supervisors ensure that AAH Program volunteers and contractors comply with the permit frequency requirements.
- b) Notify District AAH Program Coordinators to take action if requirements are not met.

District AAH Program Coordinators follow through to ensure that AAH Program groups properly follow performance guidelines.

Promote/Expand participation in the AAH Program by:

- a) Compile all AAH Program volunteer group and segment information in a single database.
- b) Web-enable AAH Program information.
- c) Solicit the cooperation of local agencies and industry in providing links to AAH Program website.
- d) Allow/encourage sharing adoption segments (co-adoptions) by two or more groups to increase frequency of pick-ups.

3) Enforcement (Corrective):

Increase enforcement of litter laws on State property. (3.1)

- a) Determine how other states have increased enforcement of litter laws.
- b) Determine current level of anti-litter enforcement in California.
- c) Develop strategy with other State agencies to increase enforcement of litter laws.

In addition to these core area objectives, in order to implement and measure the success of these key elements, the objectives under Measure Performance would also be implemented. They include defining roles, responsibilities, implementation schedules, as well as including Litter Abatement in the Department's Operational Plan.

Several of these key objectives along with others identified in the full Plan are already being pursued and implemented.

An annual reporting cycle will be undertaken for all program priorities outlined in this strategy. Part of this annual process will be the reporting of measures of success and the results of projects undertaken, with a planned mid-term review after eighteen months operation of the strategy. Input from stakeholders will be sought to feed into this process.

The California Department of Transportation Litter Abatement Plan

Introduction

Over the years, many groups, organizations, and agencies in California have employed numerous strategies to create and sustain a clean environment in which to live, commute, work, and recreate. Despite their best efforts, however, litter continues to present quality of life and environmental issues in our State.

California is not alone in facing litter problems. Research shows that every state and many countries have implemented programs to address the many factors contributing to litter. The programs share common approaches, including physical clean-ups by government and volunteer organizations, effective enforcement, community involvement, enhanced legislation, and public education programs. Refer to Appendix 1 for a summary of anti-litter programs employed by other states.

Litter results in significant economic, social, and environmental costs. It is aesthetically displeasing, presents a range of threats to human and ecologic health, and affects the quality of life for the citizens in California. Litter increases the risk of fire, personal injury, the spread of diseases, pollutes waterways, and threatens wildlife. The impacts are real, the issue is genuine, and litter is increasingly being recognized as an important component of the statewide environmental agenda.

In an effort to improve the environment by reducing litter in California, the California Department of Transportation (Department) has prepared this Litter Abatement Plan (Plan). The Plan identifies numerous strategies to address the litter problem within our State.



Background

The Department has historically spent tens of millions of dollars each year to remove litter from our highways and roadsides. In the 2005/06 fiscal year alone, the Department's Maintenance Division spent approximately \$55 million in this area. In addition, litter removal by the AAH Program participants saved the Department about \$15 million.

If the Department were to stay on that course to deal with litter, it would be likely to spend an ever-increasing amount of resources. To reverse this trend, the Department created a formal Litter Abatement Manager and Task Force to develop and implement a strategic Litter Abatement Plan (Plan) to address the cause, as well as the effects of litter.

The timing of the Department's initiative is significant. In late 2005, the recognition that litter is a critical statewide issue led to the formation of an Inter-Agency Anti-Litter Task Force. This coalition of State and Local government agencies and both profit and nonprofit organizations was formed in order to develop a statewide anti-litter strategy. The strategic plan will define a coordinated, multi-agency approach to the prevention and management of litter. Refer to Appendix 2, Figure 1 for a graphic description of the Inter-Agency Task Force membership, and to Figure 2 to see the various groups with which the Department is working to achieve a cleaner California.

Definition of Litter

For the purposes of this Plan, litter is defined as:

- All trash, cigarette butts, refuse, junk, garbage, and scrap
- Any articles or material deposited within the right of way, intentionally or unintentionally
- Any article or material abandoned by the owner or the person in possession thereof, not including dust, smoke or other like products emitted or produced during the normal operations of any mining, extractive, primary or manufacturing industry

For the purpose of this Plan, litter is deposited on land or in waterways if it is placed, put, left, dropped, thrown, or, is allowed to fall there or be blown from a moving motorized vehicle or trailer. Only clear water or feathers from live birds may escape a vehicle.

These definitions primarily focus on the physical and visual aspects of litter; however, the litter issue is much more inclusive and encompasses a wide possible range of human behaviors and activities. It is therefore necessary to broaden the above definition to combine the physical and behavioral aspects of litter into a model that encompasses the physical, environmental, social, and economic factors associated with litter.

Illegal dumping is a substantial component of the overall litter issue in California. While the term "litter" is often used to refer to acts of a spontaneous or unintentional nature that involve items of a smaller size and quantity, illegal dumping is generally premeditated and includes items of a larger size and quantity.

In order to develop a conceptual model of litter that embraces the totality of the problem, many factors need to be considered.



Litter: Who, What, Where, When, Why, and How

Litter occurs through a complex relationship of factors. These factors give rise to different types of litter and littering patterns, and result in different environmental, economic, and social impacts. In order to be effective, litter abatement strategies should consider the "who, what, where, when, why, and how" of litter.

Who litters?

With respect to litter, there are five definition types of people:



- Non-litterers – are environmentally conscious, don't litter, and usually pick up the litter from others
- Inconvenients – believe that disposing of litter correctly is too hard, too much trouble, or someone else's problem
- Ignorants – are simply unaware of a link between the environment and their litter behavior
- Willful arrogants – usually litter in context, i.e., "It's okay to litter in urban areas but not in the country."
- Anti-establishments – make a statement with purposeful littering

What are the Primary Sources of Litter?

- Trucks with **uncovered or improperly covered loads**
- **Illegal dumping**
- **Drivers**
- **Pedestrians**
- **Construction sites**
- **Demolition sites**
- **Household garbage cans**
- **Commercial dumpsters**
- **Industrial sites**
- **Loading docks**

Where does litter occur?

Litter occurs virtually everywhere in the world, and includes but is not limited to the following:

- **Roadways and roadsides**
- **Freeway/highway ramps and interchanges**
- **On roads near landfill sites**
- **Vehicle stopping locations**
- **View points, roadside rests, and park and ride lots**
- **Beaches**
- **National, State and local parks**



- **Local roads**
- **Near fast food restaurant locations**
- **Shopping centers**
- **Construction sites**
- **Industrial sites**
- **Sporting venues**
- **Farm lands**



When does litter happen?

Litter is often directly related to a specific type of activity being undertaken, such as attending a sporting event, working at a building site, driving home from work, eating lunch in the park or camping in a national park. Smokers, who may not ordinarily intentionally litter, frequently discard cigarette butts onto the ground from moving vehicles or while walking.

Why does litter happen?

People litter for any number of reasons, they:

- **Are too lazy to dispose of trash properly**
- **Are more likely to throw litter on top of litter than drop it in neat surroundings**
- **Just don't care**
- **Believe others will pick it up**
- **May not be aware they are littering**



How does litter occur?

The most common means of litter on the highway results from trash and debris blowing from **improperly covered or uncovered truckloads**. In addition, articles thrown from **moving vehicles** and **illegal dumping** substantially contribute to the litter burden.

Department's Litter Abatement Vision

The Litter Abatement Task Force (Task Force) is committed to two goals: (1) picking up litter, and (2) reducing litter at the source.

Strategy

This Plan recommends actions in the following strategic measures:

1. Measure performance
2. Employ physical intervention and mechanical device innovations
3. Emphasize litter policies and enforcement
4. Partner with stakeholders
5. Increase public awareness
6. Participate in anti-litter education programs

Within each of these measures a series of objectives, actions, implementation tasks, and key performance indicators are presented. Note that while actions are listed within a specific area, it is not implied that they are exclusive to it. The categorization of actions has been undertaken for strategy, clarity, and ease of understanding.

Since this is a dynamic plan of action, additional objectives may be added as necessary to reflect the advent of innovations, results of ongoing research and to support the statewide strategic anti-litter plan under development by California's Inter-Agency Anti-Litter Task Force.

Desired Results

The desired results of the Department's litter abatement strategies are to:

- Reduce littering
- Improve the appearance of the environment through implementation of a balanced litter management program, including physical intervention and preventive measures
- Ensure that performance measures are in place to gauge the effectiveness of the Plan's outcomes
- Be responsive to local and regional needs
- Increase the public's litter-awareness and level of anti-litter education



1. Measure Performance

Performance measurement is essential to gauging the effectiveness of the strategies outlined in the Department's Plan.

The Department reports to the Business, Transportation and Housing (BTH) Agency. Each year a Program Level Action Plan is submitted to the BTH detailing how the Department will meet its performance objectives. Divisions within the Department submit a similar action plan to the Director to accomplish a similar goal.

The Construction, Design, Environmental Analysis (Storm Water Unit), Maintenance, Public Affairs, and Research & Innovation Divisions, as well as all 12 Districts within the Department are stakeholders in the goal to reduce littering and illegal dumping. For this reason, it is necessary that each group of stakeholders detail the Department's expectations of their respective performance objectives.

A number of objectives are identified below to demonstrate accountability to both the Department and to the BTH for accomplishing the objectives outlined in this Plan to reduce littering on California highways.

1. MEASURE PERFORMANCE			
<i>Objective 1.1: Define roles, responsibilities, and implementation schedules</i>			
REC	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
1.1.1	Develop a report detailing the roles, responsibilities, and implementation schedule for stakeholders in the Plan.	<ul style="list-style-type: none"> a) Work with the Department's Task Force to ensure a full understanding of Division and District roles and responsibilities b) Develop reasonable time frames for accomplishing objectives outlined in the Plan. c) Communicate responsibilities effectively within the Department. 	Report clearly outlines roles and responsibilities; presents achievable implementation schedule.
<i>Objective 1.2: Include Litter Abatement Efforts in Department's Strategic Plan</i>			
1.2.1	Include objectives and performance measurement in relevant areas of Strategic Plan.	Work closely with person responsible for producing the Department's Strategic Plan.	Department's Strategic Plan illustrates its level of commitment to litter abatement in California.
<i>Objective 1.3: Include Litter Abatement in Division and District Operational Plans</i>			
1.3.1	Include performance measures in relevant areas of Division and District Operational Plans.	<ul style="list-style-type: none"> a) Coordinate with those responsible for producing the Division's Operational Plan. b) Ensure that performance measures items are included in Division and District Operational Plans. 	Meaningful litter abatement-related goals are included in performance objectives.
<i>Objective 1.4: Include Litter Abatement in Maintenance Operational Plan</i>			
1.4.1	Include performance measures in District Operational Plans.	<ul style="list-style-type: none"> a) Coordinate with staff responsible for producing the District Operational Plans. b) Include litter performance measures in District Operational Plans. 	Inclusion of preventive and reactive litter-related objectives as focus items on the District Operational Plans.

2. Employ Physical Intervention and Mechanical Device Innovations

Physical intervention includes both the use of litter prevention, recycling infrastructure, and the physical clean up or control of littered items. Mechanical innovations include equipment and physical devices either currently available or able to be developed and implemented to enable litter and debris to be more easily and economically collected for disposal.

This strategy proposes a number of physical intervention initiatives to ensure the provision of best practice litter prevention infrastructure (such as waste and recycling bins, anti-litter signage, and litter traps), as well as services to be delivered, throughout California. Areas of particular focus for litter infrastructure include public places, such as safety roadside rest areas, park and ride lots, vista points, and storm water drainage collection points.

The Department will continue to remove and dispose of litter and debris from the roads and highways it maintains; research, develop, and employ innovative methods of improving clean-up efforts in highly littered areas; and promote highway design changes to facilitate litter collection. The Department will maximize its utilization of the AAH Program participants and, where possible, support community-based clean up activities.

The Department will research, design, develop, and evaluate innovative mechanical devices and equipment to remove litter from the environment more efficiently. Deployment of such devices will maximize our investments, thereby enabling the Department to contribute towards a cleaner environment in California.

2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS			
<i>Objective 2.1: Maximize the cost effectiveness of physical intervention strategies</i>			
REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
2.1.1	Investigate and develop "hot spots" to focus efforts.	Develop by using data from complaints, etc. to focus on problem areas.	Fewer complaints
2.1.2	Implement a focused litter removal plan in specific areas of urban districts.	<ul style="list-style-type: none"> a) Develop a plan to increase the frequency of litter removal on urban routes. b) Circulate completed plan to selected districts to develop plans for focused litter removal efforts on highly litter-prone areas. c) Obtain approval from Department of Finance to fund additional removal effort. d) Monitor the effectiveness of the focused litter removal over the course of the 2006/07 fiscal year. 	<ul style="list-style-type: none"> • Realistic, achievable plans are developed. • Funding for the plan is approved by Department of Finance. • Litter/Debris Level of Service score.
2.1.3	Coordinate sweeping and mowing activities statewide to complement AAH Program segment clean-up schedules.	<ul style="list-style-type: none"> a) Coordinate shoulder and median sweeping by State forces with AAH Program clean-ups. b) Schedule roadside mowing to follow roadside clean-up efforts by AAH Program volunteers and others. 	<ul style="list-style-type: none"> • Litter/Debris Level of Service score. • Roadside vegetation Level of Service score.

2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS (cont.)

Objective 2.1: Maximize the cost effectiveness of physical intervention strategies (cont.)

REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
2.1.4	Evaluate and develop innovative litter collection systems to facilitate removal of litter on roadways.	a) Conduct and compile research to identify innovative strategies and designs that facilitate litter collection, especially along sound walls, median barriers, and storm drain collection systems. b) Implement changes in design to incorporate strategies and collection systems into Design specifications.	<ul style="list-style-type: none"> Completed compilation of research. Number of new strategies and designs evaluated on State highways.
2.1.5	Evaluate and develop innovative equipment to facilitate litter pick-up and removal.	a) Utilize State and federal sponsored research to evaluate innovative equipment, other mechanical systems, designs, strategies, etc., designed to increase litter removal efficiency. b) Pilot test potential equipment. c) If nothing existing satisfies need, work with others to develop new options.	<ul style="list-style-type: none"> Number of State and federal litter-related research products reviewed. Number of evaluated mechanical systems, and new equipment.

Objective 2.2: Ensure that Department roadway and roadside construction sites are litter free

2.2.1	Utilize contract specifications that eliminate the presence of litter on road and roadside construction projects.	a) Ensure that existing contract specifications related to maintaining construction zones free of construction-related litter and debris is included in road and roadside projects. b) Investigate funding options to pay contractors to remove public-generated litter in construction zones.	Construction sites are free of litter and debris.
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Objective 2.3: Provide adequate waste management and recycling infrastructure in public facilities

2.3.1	Provide waste and recycling receptacles as needed, and ensure they are serviced on a regular basis.	a) Develop district plans that review and determine whether every public area (e.g. safety roadside rest areas, vista points, and park and ride lots) in each district has adequate waste and recycling facilities. b) For facilities maintained under contract district contract managers ensure adequacy of infrastructure and maintenance.	Best management solid waste and recycling infrastructure is available and well maintained at California highway public facilities.
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Objective 2.4: Design and construct physical features that help facilitate most efficient litter removal

2.4.1	Fund, design, and construct roadway and roadside projects with functional features that make litter removal easier, as appropriate.	Provide/include features that increase safe access for litter pickup (i.e., increased use of concrete median barriers, paving miscellaneous areas, etc.)	Improved access for mechanical pickup of litter and debris.
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2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS (cont'd)			
Objective 2.5: Increase partnerships with locals for sweeping and litter removal			
REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
2.5.1	Promote partnerships with local agencies for sweeping and litter removal from ramps and State highways through unincorporated areas and cities.	Where possible and the interest exists, enter into agreements with local departments of public works reimbursing them for more frequent sweeping of interchanges.	Number of agreements with local governments.
Objective 2.6: Department of Corrections (DOC) involvement in litter removal effort			
2.6.1	Determine the feasibility of expanding the use of State inmates and County corrections prisoners to supplement Department State forces in litter removal activities.	<ul style="list-style-type: none"> a) Research and summarize efforts from states that currently utilize DOC for litter removal. b) If found to be practical, coordinate with DOC at a high level to develop a strategy and implementation plan. c) If found to be practical, Department to investigate funding DOC PYs and operating expenses. 	Number of State Highway System shoulder miles of responsibility by DOC.
Objective 2.7: Rapid removal of illegal dump sites within the right of way			
2.7.1	Remove homeless encampments and other illegal dumpsites from within the right-of-way as soon as they are identified.	<ul style="list-style-type: none"> a) Clean up all illegal dumpsites and homeless encampments. b) Notify locals of illegal dumpsites outside of right-of-way but within view by motorists. 	Litter/Debris Level of Service.
Objective 2.8: Optimize the Adopt-A-Highway (AAH) Program			
2.8.1	Optimize the AAH Program performance through improved permit compliance.	<ul style="list-style-type: none"> a) Maintenance Supervisors ensure that the AAH Program volunteers and contractors comply with the permit frequency requirements, and notify District AAH Program Coordinators to take action if requirements are not met. b) District AAH Program Coordinators follow through to ensure that AAH Program groups properly follow performance guidelines. 	Increase in net amount of trash picked up and shoulder miles cleaned by AAH Program participants.
2.8.2	Promote/Expand participation in the AAH Program.	<ul style="list-style-type: none"> a) Compile the entire AAH Program group and segment information in a single database. b) Web-enable the AAH Program information. c) Solicit the cooperation of local agencies and industry in providing links to the AAH Program website. d) Encourage sharing adoption segments (co adoptions) by two or more groups to increase frequency of pick-ups. 	<ul style="list-style-type: none"> • Maximize number of adoptable AAH Program shoulder miles adopted. • Increased frequency of clean-ups where needed.

3. Emphasize Litter Policies and Enforcement

Proactive measures need to be supported by enforcement initiatives to help achieve compliance with the requirements of existing Penal, Government, and Motor Vehicle Codes related to Littering.

The aim of enforcement is to discourage all types of littering while encouraging a community culture of positive behavior. This involves accountability, consultation, cooperation, and consistent integrated and coordinated enforcement actions.

3. EMPHASIZE LITTER POLICIES and ENFORCEMENT			
<i>Objective 3.1: Increase litter law enforcement on State property</i>			
REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
3.1.1	Determine how other states have increased enforcement of litter laws.	<ul style="list-style-type: none"> a) Research approaches employed successfully elsewhere at the State level. b) Create a summary of findings based upon in-depth research and interviews that can be used in recommending strategies for increased enforcement at the statewide level. 	Completion of a compilation of anti-litter enforcement strategies.
3.1.2	Determine current level of anti-litter enforcement in California.	<ul style="list-style-type: none"> a) Determine the number of litter law citations issued by various enforcement jurisdictions within the State. b) Determine the annual number of citations issued under Motor Vehicle Codes 23111, 23112, 23113, and 23114 (littering). 	Establishment of benchmark levels of enforcement.
3.1.3	Develop strategy with other State agencies to increase enforcement of litter laws.	<ul style="list-style-type: none"> a) Invite the California Highway Patrol (CHP) to participate in the Inter-Agency Anti-Litter Task Force. b) Create a Department and CHP Funded-Litter-Enforcement Task Force. c) Invite selected local agencies to participate and foster cooperative strategies with state agencies. d) Develop a strategy that can be employed to increase enforcement of litter laws (i.e., separate funded positions for litter enforcement, "trashzoo" contract, etc.). 	An agreement on a statewide strategy to increase enforcement of anti-litter laws.
<i>Objective 3.2: Increase litter law enforcement in local jurisdictions</i>			
3.2.1	Determine local agency anti-litter enforcement efforts.	Survey enforcement agencies regarding their anti-litter efforts; summarize findings.	Completion of a compilation of local anti-litter enforcement strategies.
3.2.2	Circulate policy and information to emphasize anti-litter efforts with state agency local counterparts.	Research to obtain existing policy information and circulate from State to local agencies.	Completion of a compilation of information issued by State agencies.
3.2.3	Create a plan of action for implementing increased enforcement at the local level.	<ul style="list-style-type: none"> a) Determine interest at the local levels. b) Determine resources available from all sources to assist local agencies in their anti-litter enforcement efforts. c) Identify new methods of funding for increased enforcement. 	<ul style="list-style-type: none"> • Number of local enforcement agencies participating. • Number of new sources of enforcement funding identified.

3. EMPHASIZE LITTER POLICIES and ENFORCEMENT (cont.)

Objective 3.3: Involve California citizens in reporting acts of littering: "Report-a-Litterbug Hotline"

REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
3.3.1	Research and develop a reporting system for citizens to report acts of littering.	a) Perform research to compare anti-littering "Hotline" and other citizen reporting programs in California and elsewhere in the country; summarize findings. b) If productive, develop implementation plan and recommend Department adoption.	<ul style="list-style-type: none"> Completed compilation of strategies, funding, perceived success, etc. of litterbug-reporting systems currently in use. Litterbug Hotline is supported by the Department and law enforcement agencies.

Objective 3.4: Maximize the effectiveness of litter-related policies

3.4.1	Examine and, if possible, strengthen adherence to current state government policies related to littering.	a) Perform a literature review of existing policies within various state agencies; summarize findings. b) Identify and recommend ways to strengthen policies or their application within state agencies.	Number of policies reinforced within applicable agencies.
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Objective 3.5: Ensure litter penalties are appropriate

3.5.1	Review community service requirement provisions in existing litter-related laws to determine if increases should be considered.	Have Legal Division determine if it is appropriate to modify existing legislation with regard to community service requirements for convicted violators.	If deemed appropriate by Legal, the Maintenance Division will introduce as a Department Legislative Proposal.
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Objective 3.6: Compensate Agencies for the Removal and Disposal of Abandoned Tires

3.6.1	Investigate tire disposal fees to determine if State and local agencies are reimbursed for tire disposal expenses.	Determine the current fee/limit structure and whether litter removal agencies are compensated.	Create a report summarizing the Department's annual expenditures related to abandoned tires.
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4. Partner with Stakeholders

Litter is a statewide issue that requires involvement and cooperation between a variety of stakeholders from the community, private, and government sectors. An array of non-government organizations and community groups are involved in litter reduction activities such as education, increased recycling, and physical clean up by volunteer groups.

State and local governments provide a leadership role in litter prevention and management. The responsibility of State government is dispersed among a number of key agencies according to their legislative focus, while local government responsibility is distributed on a geographical basis within the State.

With such a large group of stakeholders involved in the effort to reduce litter, it is imperative that State and local governments develop strong partnerships with each other and those involved in the litter abatement effort in order to achieve a cleaner California.

This Plan reflects the importance the Department places on developing and sustaining strong partnerships with the stakeholders of litter-abatement programs and initiatives.

4. PARTNER WITH STAKEHOLDERS			
<i>Objective 4.1: Develop community pride through local action</i>			
REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
4.1.1	Coordinate with stakeholders to increase public awareness and education.	<ul style="list-style-type: none"> a) Identify opportunities to strengthen the partnership between stakeholders and the Department. b) Determine how the Department can involve communities in litter abatement efforts. 	Long-term provisions in place to provide support, coordinated efforts.
<i>Objective 4.2: Recognize and reward best practice in litter prevention and management by California</i>			
4.2.1	Develop and promote a proposal for recognizing, encouraging and rewarding best practice litter prevention and management initiatives undertaken by the community, government, and private sectors.	<ul style="list-style-type: none"> a) Identify current recognition and/or reward programs. b) Coordinate with relevant stakeholders to develop a system for recognizing best practice litter prevention and management initiatives. c) Determine appropriate and meaningful award system. 	Development of a value-added recognition system.
<i>Objective 4.3: Engage focus and industry in litter prevention and management</i>			
4.3.1	Engage industry and the business community in litter prevention.	Develop methods for engaging industry and the business community in litter prevention.	Increase the number of businesses and industries contributing to litter abatement activities over the current level.

5. Increase Public Awareness

There is an expressed need to increase the public's awareness of the economic, social, and environmental problems associated with litter. Ongoing, proactive measures, aimed at preventing litter and achieving long-term positive behavioral change are needed to keep litter on the forefront of California's citizens' and visitors' attention. In order to maximize the effectiveness of public awareness initiatives the focus needs to be on using various media and visual images to provide clear, consistent, and informative messages. Whenever possible, this effort should be coordinated with other events to maximize the probability of achieving the desired results.

Raising public awareness is closely related to anti-litter education. For instance, when informing the public about enforcement of litter laws, their awareness is not only increased but they may also be learning to change their behaviors.

Anti-litter education programs entail social interactions with people through school programs, such as teacher workshops, litter-related curricula, and student mentoring. Effective anti-litter education generally focuses on the development of best practice guidelines and training. These efforts involve national information sharing networks as well as grass roots initiatives. The desired results of both initiatives are to achieve a cleaner environment by preventing litter through long-term, positive behavioral change.

5. INCREASE PUBLIC AWARENESS

Objective 5.1: Develop a Litter Abatement Public Awareness Campaign that incorporates existing public awareness efforts

REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
5.1.1	Identify venues for focusing public efforts (existing and new) to create a comprehensive Litter Abatement Public Awareness (LAPA) campaign.	<ul style="list-style-type: none"> a) Appoint a public awareness task group. b) Assess/identify litter-specific aspects of Stormwater Program's "Don't Trash California" campaign that should be part of a LAPA campaign. c) Identify other public awareness efforts where litter-specific tasks could be amplified or added, both internal and external to the Department. d) Research effectiveness of other litter-related campaigns used by others, nationally, and incorporate best practices. e) Create a comprehensive LAPA campaign. 	<ul style="list-style-type: none"> • Development of a comprehensive campaign. • Roll out of campaign • Survey of public on effectiveness of information and campaign.
5.1.2	Ensure that public awareness efforts investigate additional target audiences to pursue	<ul style="list-style-type: none"> a) Expand the public service announcement approach, and add funding for paid commercials. b) Identify range of target groups that may be determined by age, geography, or audience (e.g. cigarette smokers, alcoholic beverages, fast food, drivers, purchasing fuel). c) Identify "Hot Spot" areas to focus campaign, and expand as needed. 	<ul style="list-style-type: none"> • Budget Change Proposal (BCP) to fund major public awareness campaign. • Number of target audiences identified and pursued.
5.1.3	Provide consistent anti-litter messages at government-owned public facilities.	Place posters and stickers on placards, kiosks, recycling bins, trash receptacles, and bus stop enclosures to raise public awareness of visitors and users of rest areas, vista points, and park and ride lots of the litter laws and issues.	Survey the public's familiarity with the message as part of the next departmental external survey.
5.1.4	Partner with the food, beverage, travel, fuel, and convenience store industries to increase public awareness.	Work with major fast food, travel, hotel, and convenience store chains to seek mutually beneficial ways to increase public/customer awareness.	Number of travel, commercial, industries, which participate in adding the anti-litter message to their products and advertising.
Objective 5.2: Participate in development of a state litter awareness campaign resource package			
5.2.1	Work with Inter-Agency Task Force to develop a litter awareness campaign resource package for distribution to others.	<ul style="list-style-type: none"> a) Develop and distribute communication strategy, including the involvement of a high profile person(s) to champion the campaign in each District and local community. b) Partner with other State and local agencies to develop both local and agency-focused content. c) Distribute packages to interested parties d) Survey participants on effectiveness of materials. 	<ul style="list-style-type: none"> • A resource package containing the entire medium needed to provide a consistent message statewide is available to others. • Percentage of participant organizations that felt the materials were effective.

5. INCREASE PUBLIC AWARENESS (cont.)

Objective 5.2: Participate in development of a state litter awareness campaign resource package (cont.)

REF	ACTION	IMPLEMENTATION TASKS	KEY PERFORMANCE INDICATORS
5.2.2	Develop a roster of those interested in obtaining public awareness campaign information.	<ul style="list-style-type: none"> a) Compile a roster of local agency and community action groups who are developing public awareness campaigns about storm water and littering issues. b) Determine those who are interested in obtaining Don't Trash California (DTC) resources. 	Number of different groups, by industry, indicating an interest.
5.2.3	Partner with private industry to provide joint-high litter awareness messages.	<ul style="list-style-type: none"> a) Provide an effective bilingual message for litter bags or other medium with interesting facts about cigarette butts and other litter. b) Secure co-sponsors such as car rental businesses, auto financing, car manufacturers, and convenience food industry to finance message medium. c) Investigate means to distribute material (i.e., litterbags in new/used autos and rentals). 	Number of participating businesses.
5.2.4	Fully utilize media opportunities to highlight the litter problem in the state.	<ul style="list-style-type: none"> a) District Public Information Officers (PIO) to coordinate media ride-along during maximum enforcement days with the California Highway Patrol. b) Add anti-litter efforts as an Operational Plan performance measure for headquarters and district external affairs offices. 	Number of articles in local newspapers, telev'sion programs, and press releases which promote litter awareness and the Department's efforts.
5.2.5	Work with the Inter-Agency Task Force and local governments to share and cross-allocate resources for the most effective anti-litter education campaign.	<ul style="list-style-type: none"> a) Review and document existing key anti-litter and recycling campaign resources. b) Identify and work to develop new approaches and sources of educational resources. c) Develop a coordinated multi-agency campaign, which allocates resources and responsibilities to the agencies most likely to be successful in an anti-litter campaign. 	<ul style="list-style-type: none"> • Produce a compilation of statewide resources available, irrespective of agency. • Produce a list of potential new sources of resources. • Deliver an Inter-Agency Plan.
Objective 5.3: Work with other Agencies to encourage litter education in schools			
5.3.1	Determine the extent of existing school programs designed to educate children about litter and determine their effectiveness.	<ul style="list-style-type: none"> a) Conduct research to determine the extent of current school programs; summarize findings. b) If effective, practical, and feasible, compile an overview of key litter messages in existing school litter education programs. c) Partner with education organizations and agencies to advocate that the anti-litter message is provided in K-12 schools. 	Complete a compilation of the current extent of the education system's involvement in anti-litter education.

Strategy Implementation, Monitoring, and Evaluation

Implementation

This strategy emphasizes a planned, coordinated approach to litter prevention and management on California highways based on a number of important needs. These needs include:

- Establishing priorities

- Long-term planning
- Avoiding duplication
- Coordinating a diverse range of approaches
- The best possible use of resources

Achieving statewide coordination for litter prevention and management is a tremendous challenge. To succeed in this significant endeavor, many organizations and individuals within the State must be involved and a wide range of resources are required. The Department has a long-term commitment to improve the environment by reducing litter in California. Over the implementation time span of this Plan, the Department will provide statewide leadership to work towards fostering inter-agency, district, division, and community ownership of initiatives and identifying the resources to implement them. The Department will have a vital role in building invaluable partnerships and in facilitating links to enable organizations, individuals, and California governmental agencies and communities to contribute to a planned, coordinated, comprehensive approach to litter and related issues.

Monitoring and Evaluation

Many of the actions and implementation tasks specified in the strategy involve long-term processes that may take a number of years to implement.

The Department's Task Force has developed details of targets, timelines, roles, and responsibilities. Since this Plan is designed to be dynamic in nature, adjustments will be made, as necessary, to include interactions with statewide stakeholders, new strategies, and employ products of research and innovation.

An annual reporting cycle will be undertaken for all program priorities outlined in this strategy. Part of this annual process will be the reporting of measures of success and the results of projects undertaken, with a planned mid-term review after eighteen months operation of the strategy. Input from stakeholders will be asked to add to this process.

Conclusion

The Plan is the first of its kind in the Department's long history. It provides a balanced and comprehensive approach to effectively reduce litter in California through many preventive and proactive measures.

The strategy is designed to measure Department performance, employ physical intervention and mechanical innovations, emphasize litter-related policies with an aim toward increased enforcement, strengthen partnerships with stakeholders, increase public awareness, and participate in anti-litter education programs. Successfully implementing the objectives developed for these areas of priority will improve California's environment.

This Plan constitutes a starting point that is intended to be flexible, evolve, and be improved over time.

All Californians must contribute to litter prevention. Citizens, State, and local governments will need to work together in order to achieve and sustain a clean and healthy environment in which to live and to enjoy.

Appendix 1: Summary of Anti-Litter Programs Employed by Other States

State	Department(s)	Mandated Program?	Booth Bill?	Other TAs?	Private Funding?	Active Nonprofit?	NP-State Funded?	Youth Program?	School Program?	Special Program?	Usex PSAs?	Adopt-a-Highway?	DOT Crews?	DOC Crews?
Alabama	Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Alaska	Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Arizona	Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Arkansas	Highways and Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
California	Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Colorado	Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Connecticut	Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>							
Delaware	Natural Resources and Environmental Control	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>									
Florida	Environmental Protection Solid Waste Section	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Georgia	Community Affairs and GA DOT	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Hawaii	Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Idaho	Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
Illinois	Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Indiana	Environmental Management and Highways	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Iowa	Natural Resources and DOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Kansas	Health and Environment, Waste Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>						
Kentucky	Natural Resources and Env Protection Cabinet	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Louisiana	Environmental Quality: Solid Waste Division	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Maine	Environmental Protection	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>										
Maryland	State Highway Administration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
Massachusetts	Highway Department	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
Michigan	Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					
Minnesota	Pollution Control Agency and MI DOT	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
Mississippi	Transportation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Missouri	Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Montana	Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>									
Nebraska	Environmental Quality	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Appendix 1: Summary of Anti-Litter Programs Employed by Other States

State	Department(s)	Mandated Program?	Bottle Bill?	Other Tax?	Private Funding?	Active Nonprofit?	NP-State Funded?	Youth Program?	School Program?	Special Program?	Uses PSAs?	Adopt-a-Highway?	DOT Crews?	DOC Crews?
Nevada	Transportation								<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
New Hampshire	Transportation	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
New Jersey	Transportation and Environmental Protection	<input checked="" type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
New Mexico	Highways and Transportation						<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
New York	Transportation		<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>				
North Carolina	Transportation						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
North Dakota	Health and ND DOT						<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Ohio	Natural Resources and OH DOT	<input checked="" type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Oklahoma	Environmental Quality and Transportation	<input type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Oregon	Transportation	<input checked="" type="checkbox"/>					<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Pennsylvania	Envir Protection and Transportation						<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Rhode Island	Environmental Mngmt and Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>				
South Carolina	Health and Envir Control and Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
South Dakota	Transportation	<input type="checkbox"/>					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Tennessee	University of Memphis and Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Texas	Transportation	<input type="checkbox"/>		<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Utah	Transportation	<input type="checkbox"/>	<input type="checkbox"/>				<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Vermont	Transportation	<input type="checkbox"/>	<input type="checkbox"/>						<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Virginia	Environmental Quality and Transportation	<input type="checkbox"/>		<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Washington	Ecology and Transportation	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
West Virginia	Natural Resources and Transportation			<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Wisconsin	Natural Resources and Transportation				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
Wyoming	State Highways											<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>
	Totals:	8	5	6	5	20	8	6	12	16	17	48	30	30

Appendix 2: A Strategic, Coordinated Approach to Reducing Litter in California

Figure 1: Departments and Organizations of the Inter-Agency Anti-Litter Task Force



Figure 2: Statewide Approach to a Cleaner California



Appendix 5

Strategic Measures, Objectives and Actions Status

I. MEASURE PERFORMANCE			
<i>Objective 1.1: Define roles, responsibilities, and implementation schedules</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
1.1.1	Develop a report detailing the roles, responsibilities, and implementation schedule for stakeholders in the Litter Abatement Plan.	(a) Work with Caltrans Litter Abatement Task Force to ensure a full understanding of division and district roles and responsibilities. (b) Develop reasonable time frames for accomplishing objectives outlined in the Plan. (c) Communicate responsibilities effectively within Caltrans.	Completed. A district-level report detailing the division and district roles and responsibilities, and implementation schedule was developed. The district allocations associated with the Litter Abatement Plan are controlled through the existing process for the Litter Abatement Plan.
<i>Objective 1.2: Include Litter Abatement in Caltrans' Program Level Action Plan (PLAP)</i>			
1.2.1	Include objectives and performance measurement in relevant areas of the PLAP.	Work closely with the person responsible for producing the PLAP.	Completed. Caltrans' Strategic Plan includes increasing the percentage of Litter Abatement from 10% to 20% by 2012.
<i>Objective 1.3: Include Litter Abatement in Division and District Program Level Action Plans (PLAP)</i>			
1.3.1	Include performance measures in relevant areas of division and district PLAPs.	(a) Coordinate with those responsible for producing the division PLAPs. (b) Ensure that performance measure items are included in division and district PLAPs.	Completed. The division PLAP was updated by the Contract for Performance and Innovation and includes a performance measurement for Litter Abatement.
<i>Objective 1.4: Include Litter Abatement in Maintenance Program Level Action Plans (MPLAP)</i>			
1.4.1	Include performance measures in district Performance Contracts (MPLAP) with districts.	(a) Coordinate with staff responsible for producing the district contracts. (b) Include litter performance measures in district MPLAPs.	Completed. The MPLAP was replaced by the administrative contract in Objective 1.1. A Web-based performance measurement tool, the Dashboard, was created and is visible on the Caltrans' website to monitor district and regional expenditures and progress compared to the goals on a daily basis.

Strategy Measures, Objectives, and Actions Status

2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS			
<i>Objective 2.1: Maximize the cost effectiveness of physical intervention strategies</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
2.1.1	Investigate and develop "hot spots" to focus efforts.	Develop by using data from complaints, etc., to focus on problem areas.	Completed. Districts have identified "hot spots" and a review has begun a report effort to keep them.
2.1.2	Implement a focused litter removal plan in specific areas of urban districts.	(a) Develop a plan to increase the frequency of litter removal on urban routes. (b) When completed, circulate plan to selected districts to develop plans for focused litter removal efforts on highly litter-prone areas. (c) Obtain approval from Department of Finance to fund additional removal effort. (d) Over the course of the FY2006/07, monitor the effectiveness of the focused litter removal.	Completed. The Maintenance Program developed a Focus Specific Litter Plan focused in Districts 1, 2, 3, and 10. A \$1 million PCB was approved to fund this effort. The program is currently in the implementation phase with an initial contract, purchase, standard workbooks, and launch efforts.
2.1.3	Coordinate sweeping and mowing activities state wide to compliment Adopt-A-Highway (AAH) segment cleanup schedules.	(a) Coordinate shoulder and median sweeping by State forces with AAH cleanups. (b) Schedule roadside mowing to follow roadside cleanup efforts by AAH volunteers and others.	Completed. Weekly cleanup in rural areas, districts have developed policies and increased coordination. AAH efforts in 2006/07 are 100% that last year. Litter pick up schedule.

Strategic Measures, Objectives, and Actions Status

2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS (Continued)			
<i>Objective 2.1: Maximize the cost effectiveness of physical intervention strategies</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
2.1.4	Evaluate and develop innovative litter collection systems to facilitate removal of litter on roadways.	<p>(a) Conduct and compile research to identify innovative strategies and designs that facilitate litter collection, especially along sound walls, median barriers, and storm drain collection systems.</p> <p>(b) Implement changes in design to incorporate strategies and collection systems into Design specifications.</p>	<p>Completed.</p> <p>The Division of Maintenance has partnered with the Division of Research and Innovation to research the best management practices associated with tree pick up. The Division of Design has developed a policy to design parks to accommodate recreational sweeping. The training on this new policy been delivered to all maintenance districts.</p> <p>Another innovation being implemented and evaluated by Baltimore is the Cross Border Runover Device (CBRD). The CBRD is a new technology that traps litter in a metal chain before it can enter the storm water pipe.</p>
2.1.5	Evaluate and develop innovative equipment to facilitate litter pick up and removal.	<p>(a) Utilize State and federal-sponsored research to evaluate innovative equipment, other mechanical systems, designs, strategies, etc., designed to increase litter removal efficiency.</p> <p>(b) Pilot test potential equipment.</p> <p>(c) If nothing existing satisfies need, work with others to develop new options.</p>	<p>Completed.</p> <p>The Division of Research and Innovation partnered with the UC Davis Automated Highway Construction and Maintenance Technology Center to develop an Automated Roadway Debris Vacuum (ARDVA). The ARDVA is a commercial vacuum system that removes large debris around metal beam guard rails, sound walls, etc. In February 2008, the ARDVA was deployed in Districts 4 and 7.</p>

Strategic Measures, Objectives, and Actions Status

2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS (Continued)			
<i>Objective 2.2: Ensure that Caltrans roadway and roadside construction sites are litter free</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
2.2.1	Utilize contract specifications that eliminate the presence of litter on road and roadside construction projects.	(a) Ensure that existing contract specifications related to maintaining construction zones free of construction-related litter and debris are included in road and roadside projects. (b) Investigate funding options to pay contractors to remove public-generated litter in construction zones.	Completed. The Highway Construction Specifications Manual is modified to emphasize litter control within major project zones. After investigating the possible use of federal funds for litter cleanup by contractors on construction areas, it has been determined that federal funds cannot be used for public-generated litter.
<i>Objective 2.3: Provide adequate waste management and recycling infrastructure at public facilities</i>			
2.3.1	Provide waste and recycling receptacles as needed, and ensure they are serviced on a regular basis.	(a) Develop district plans that review and determine whether every public area (e.g., safety roadside rest areas, vista points, and park and ride lots) in each district has adequate waste and recycling facilities. (b) For facilities maintained under contract, district contract managers ensure adequacy of infrastructure and maintenance.	Completed. The districts have reviewed and determined that all public areas have adequate waste and recycling facilities. A partnership with Keep California Beautiful and the American Environmental Council installed new receptacles at the Dora Flower Vista Point in Santa County as a pilot to encourage and demonstrate the use of recycling.
<i>Objective 2.4: Design and construct physical features that help facilitate cost-efficient litter removal</i>			
2.4.1	Fund, design, and construct roadway and roadside projects with functional features that make litter removal easier, as appropriate.	Provide include features that increase safe access for litter pick up (i.e., increased use of concrete median barriers, paving miscellaneous areas, etc.)	Completed. The US DOT and Design for the 21st Century pilot program design projects that incorporate mechanical recycling. The training on the best practice was delivered to all twelve districts.

Strategic Measures, Objectives, and Actions Status

3. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS (Continued)			
<i>Objective 2.5: Increase partnerships with locals for sweeping and litter removal</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
2.5.1	Promote partnerships with local agencies for sweeping and litter removal from ramps and State highways through unincorporated areas and cities.	Where possible and the interest exists, enter into agreements with local departments of public works to reimburse them for more frequent sweeping of interchanges.	Completed and in-going. Calls are being made with cities and counties and unincorporated areas to make sure that there are no agencies to pursue partnerships with local agencies.
<i>Objective 2.6: Department of Corrections (DOC) involvement in litter removal effort</i>			
2.6.1	Determine the feasibility of expanding the use of State inmates and county corrections prisoners to supplement Department State forces in litter removal activities.	(a) Research and summarize efforts from states that currently utilize the DOC for litter removal. (b) If found to be practical, coordinate with the DOC at a high level to develop a strategy and implementation plan. (c) If found to be practical, Department to investigate funding DOC PYs and operating expenses.	Completed. California studied and determined the expansion of the partnership with the C.I.P.C. to include DOC was a practical and effective strategy. An Intersession Agreement was developed to implement a CPP in Sacramento County and the City of Lake Placer. California is investigating the possibility of expanding the CPP to the City of Oakland.
<i>Objective 2.7: Rapid removal of illegal dump sites within the right-of-way (ROW)</i>			
2.7.1	Remove encampments and other illegal dump sites from within the ROW as soon as they are identified.	(a) Cleanup all illegal dump sites and homeless encampments. (b) Notify locals of illegal dump sites outside of ROW but within view of motorists.	Completed and in-going. A Maintenance Policy Directive was developed and implemented to remove illegal encampments and maintain health, safety, access, and general appearance with the assistance of the C.I.P.C.

Strategic Measures, Objectives, and Actions Status

2. EMPLOY PHYSICAL INTERVENTION and MECHANICAL DEVICE INNOVATIONS (Continued)			
<i>Objective 2.8: Optimize the Adopt-A-Highway (AAH) Program</i>			
<i>REF</i>	<i>ACTION</i>	<i>IMPLEMENTATION TASKS</i>	<i>ACTION STATUS</i>
2.8.1	Optimize AAH performance through improved permit compliance.	<p>(a) Maintenance Supervisors ensure that AAH volunteers and contractors comply with the permit frequency requirements and notify district AAH coordinators to take action if requirements are not met.</p> <p>(b) District AAH coordinators follow through to ensure that AAH groups properly follow performance guidelines.</p>	<p><i>Completed and on-going.</i> Caltrans' administrative system does not require to build and equal the number of tasks being collected by each group. The database has developed prior to coding to increase and continue AAH participation in high priority sections. Priority districts tend to have lower LMS, requiring a regular review of other districts.</p>
2.8.2	Promote/Expand participation in the AAH Program.	<p>(a) Compile all AAH group and segment information in a single database.</p> <p>(b) Web-enable AAH information.</p> <p>(c) Solicit the cooperation of local agencies and industry in providing links to AAH Web site.</p> <p>(d) Encourage sharing adoption segments (co-adoptions) by two or more groups to increase frequency of pick ups.</p>	<p><i>Completed and on-going.</i> Information on the AAH Program is available on the Caltrans' Internet site. Applications for site adoption can be performed through this Web site.</p>

Strategic Measures, Objectives, and Actions Status

3. EMPHASIZE LITTER POLICIES and ENFORCEMENT			
Objective 3.1: Increase litter law enforcement on State property			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
3.1.1	Determine how other states have increased enforcement of litter laws.	<p>(a) Research approaches employed successfully elsewhere at the state level.</p> <p>(b) Create a summary of findings based upon in-depth research and interviews to be used in recommending strategies for increased statewide enforcement.</p>	Completed and ongoing. Investigation into litter status and enforcement of other states and enforcement activities in California.
3.1.2	Determine current level of antilitter enforcement in California.	<p>(a) Determine the number of litter law citations issued by various enforcement jurisdictions within the state.</p> <p>(b) Determine the annual number of citations issued under Motor Vehicle Codes on littering.</p>	Completed. There were 30 citations issued by the CHP for littering in FY 2007-08. In FY 2008-09 the annual number of citations issued was 228.
3.1.3	Develop strategy with other State agencies to increase enforcement of litter laws.	<p>(a) Invite the CHP to participate in Inter-Agency Antilitter Task Force.</p> <p>(b) Create a Caltrans and CHP Enhanced-Litter-Enforcement Task Force.</p> <p>(c) Invite selected local agencies to participate and foster cooperative strategies with State agencies.</p> <p>(d) Develop a strategy that can be employed to increase enforcement of litter laws (i.e., separate funded positions for litter enforcement, "trashzweep" contract, etc.).</p>	Completed and ongoing. The CHP and other agencies are invited to the annual and quarterly Litter Day events.

Strategic Measures, Objectives, and Actions Status

3. EMPHASIZE LITTER POLICIES and ENFORCEMENT (Continued)			
<i>Objective 3.2: Increase litter law enforcement in local jurisdictions</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
3.2.1	Determine local agency antilitter enforcement efforts.	Survey enforcement agencies regarding their antilitter efforts and summarize findings.	On-going. An evaluation of local antilitter efforts and other local agencies is on-going.
3.2.2	Circulate policy and information to emphasize antilitter efforts with State agency local counterparts.	Research to obtain existing policy information and circulate from State to local agencies.	On-going. California has not reached any agreements with any local agencies to implement increased enforcement.
3.2.3	Create a plan of action for implementing increased enforcement at the local level.	(a) Determine interest at the local levels. (b) Determine resources available from all sources to assist local agencies in their antilitter enforcement efforts. (c) Identifying new methods of funding for increased enforcement.	On-going. This action is contingent upon successful completion of Action 3.2.1 and Action 3.2.2.
<i>Objective 3.3: Involve California citizens in reporting acts of littering: Report-a-Litterbug Hotline</i>			
3.3.1	Research and develop a reporting system for citizens to report acts of littering.	(a) Perform research to compare antilittering "hotline" and other citizen reporting programs in California and elsewhere in the country and summarize findings. (b) If productive, develop implementation plan and recommend Caltrans adoption.	Completed. Caltrans and the Metropolitan Service Districts are actively showing the public the value of such a program, including Inter-Agency Council through Caltrans initiatives and providing resources from other agencies. Efforts will continue to investigate the feasibility of implementing a maintenance telephone hotline.

Strategic Measures, Objectives, and Actions Status

3. EMPHASIZE LITTER POLICIES and ENFORCEMENT (Continued)			
<i>Objective 3.4: Maximize the effectiveness of litter-related policies</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
3.4.1	Examine and, if possible, strengthen adherence to current State government policies related to littering.	(a) Perform a literature review of existing policies within various state agencies; and summarize findings. (b) Identify and recommend ways to strengthen policies or their application within State agencies.	Not Completed A review of other government and local agencies litter policies is currently on going in an effort to identify common requirements.
<i>Objective 3.5: Ensure litter penalties are appropriate</i>			
3.5.1	Review community service requirement provisions in existing litter-related laws to determine if increases should be considered.	Have the Legal Division determine if it is appropriate to modify existing legislation with regard to community service requirements for convicted violators.	Not Completed Further review of existing laws is needed to determine if provisions need to be modified.
<i>Objective 3.6: Compensate Agencies for the Removal and Disposal of Abandoned Tires</i>			
3.6.1	Investigate tire disposal fees to determine if State and local agencies are reimbursed for tire disposal expenses.	Determine the current fee/fund structure and whether litter removal agencies are compensated.	Completed All Counties currently recycle tires, but they do not get reimbursed by the disposal companies.

Strategic Measures, Objectives, and Actions Status

4. PARTNER WITH STAKEHOLDERS			
<i>Objective 4.1: Develop community pride through local action</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
4.1.1	Coordinate with stakeholders to increase public awareness and education.	(a) Identify opportunities to strengthen the partnership between stakeholders and Caltrans. (b) Determine how Caltrans can involve communities in litter abatement efforts.	Completed and ongoing. Caltrans' annual Litter Day has been a successful outreach and educational program that has utilized public-private partnerships. Participants include Key California Businesses, The American Chemical Association, The California Integrated Waste Management Board, The Department of General Services, The California Highway Patrol, and The Department of Motor Vehicles.
<i>Objective 4.2: Recognize and reward best practice in litter prevention and management in California</i>			
4.2.1	Develop and promote a proposal for recognizing, encouraging, and rewarding best practice, litter prevention and management initiatives undertaken by the community, government, and private sectors.	(a) Identify current recognition and/or reward programs. (b) Coordinate with relevant stakeholders to develop a system for recognizing best practice, litter prevention and management initiatives. (c) Determine appropriate and meaningful award system.	Completed and ongoing. Plans to recognize high performing A&E groups at future Caltrans Annual Litter Day events are being pursued. Currently, 3rd parties after Year 4 All groups are identified on the Caltrans' internet site.
<i>Objective 4.3: Engage locals and industry in litter prevention and management</i>			
4.3.1	Engage industry and the business community in litter prevention.	Develop methods for engaging industry and the business community in litter prevention.	Completed and on-going. Efforts continue to develop partnerships and participation with Key California Businesses, Don't Trash California and the Cities of Los Angeles and Fresno to promote litter prevention.

Strategic Measures, Objectives, and Action Status

5. INCREASE PUBLIC AWARENESS			
<i>Objective 5.1: Develop a Litter Abatement Public Awareness Campaign that incorporates existing public awareness efforts</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
5.1.1	Identify venues for focusing public efforts (existing and new) to create a comprehensive Litter Abatement Public Awareness (LAPA) campaign.	<p>(a) Appoint a public awareness task group.</p> <p>(b) Assess and identify litter-specific aspects of Stormwater Program's "Don't Trash California" campaign that should be part of a LAPA campaign.</p> <p>(c) Identify other public awareness efforts where litter-specific tasks could be amplified or added, both internal and external to Caltrans.</p> <p>(d) Research effectiveness of other litter-related campaigns used by others nationally and incorporate best practices.</p> <p>(e) Create a comprehensive LAPA campaign.</p>	<p>Completed and ongoing.</p> <p>The Don't Trash California campaign effort continues to address this objective. Partnership with Keep California Beautiful and the statewide CleanUp California to promote recycling efforts has been successful and a recycling pilot program is moving forward at the Davis River's Verde Basin.</p> <p>The Annual and Quarterly Litter Day events provide public awareness and outreach utilizing the participation of the media.</p> <p>Research is ongoing with other states to identify and evaluate the effectiveness of their campaigns.</p>

Strategic Measures, Objectives, and Actions Status

5. INCREASE PUBLIC AWARENESS (Continued)			
<i>Objective 5.1: Develop a Litter Abatement Public Awareness Campaign that incorporates existing public awareness efforts.</i>			
RULE	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
5.1.2	Ensure that public awareness efforts investigate additional target audiences to pursue.	(a) Expand the public service announcement approach and add funding for paid commercials. (b) Identify range of target groups which may be determined by age, geography, or audience (e.g., cigarette smokers, alcoholic beverages, fast food, drivers, purchasing fuel). (c) Identify "hot spot" areas in which to focus campaign and expand as needed.	Completed and on-going. A statewide survey was conducted. Litter Day events were held at the State Capitol. Also, Litter Free Litter Removal and Cleanup events were held in the Bay Area and currently focus on groups of public awareness and outreach and active participation of the media to help focus on the target audience.
5.1.3	Provide consistent antilitter messages at government-owned public facilities.	Place posters and stickers on placards, kiosks, recycling bins, trash receptacles, and bus stop enclosures to raise public awareness of visitors and users of rest areas, vista points, and park and ride lots of the litter laws and issues.	Completed and on-going. The antilitter messages that are consistently displayed on restroom signs, food receptacles, Safety Roadside Rest Areas, and the "Let's Go" public facilities are "Don't Toss California" and "Keep California Beautiful."
5.1.4	Partner with the food, beverage, travel, fuel, and convenience store industries to increase public awareness.	Work with major fast food, travel, fuel, and convenience store chains to seek mutually beneficial ways to increase public/customer awareness.	Not completed. California has not entered into any agreements with fast food, beverage, travel, or fuel industries.

Strategic Measures, Objectives, and Actions Status

5. INCREASE PUBLIC AWARENESS (Continued)			
Objective 5.2: Develop a Stormwater Awareness Campaign Resource Package			
REF	ACTION	IMPLEMENTATION TASKS	ACTION STATUS
5.2.1	Develop a litter awareness campaign resource package for distribution to others.	<p>(a) Develop and distribute a communication strategy, including the involvement of a high-profile person(s) to champion the campaign in each district and local community.</p> <p>(b) Partner with other State and local agencies to develop both local and agency-focused content.</p> <p>(c) Distribute packages to interested parties.</p> <p>(d) Survey participants on effectiveness of materials.</p>	<p>Not completed.</p> <p>Caltrans District 10 developed a resource package for District 10. The storm awareness campaign material kit was distributed via the "Don't Toss" efforts of District 10.</p>
5.2.2	Develop a roster of those interested in obtaining public awareness campaign information.	<p>(a) Compile a roster of local agency and community action groups who are developing public awareness campaigns about storm water.</p> <p>(b) Littering issues and are interested in obtaining DTC resources.</p>	<p>Not completed.</p> <p>Caltrans has developed a need for a roster since the resource information developed.</p>
5.2.3	Partner with private industry to provide joint-logo litter awareness messages.	<p>(a) Provide an effective bilingual message for litter bags or other medium with interesting facts about cigarette butts and other litter.</p> <p>(b) Secure co sponsors such as car rental businesses, auto financing, car manufacturers, and convenience food industry to finance message medium.</p> <p>(c) Investigate means to distribute material (i.e., litterbags in new/used autos and rentals).</p>	<p>Completed.</p> <p>Caltrans has partnered with several local businesses for effective advertising. The advertising about the importance of littering is being done. District 10 has the logo and the message has been deployed on the resources.</p>

Strategic Measures, Objectives, and Actions Status

5. INCREASE PUBLIC AWARENESS (Continued)			
<i>Objective 5.3: Improve information sharing, networking, and marketing</i>			
REF	ACTION	IMPLEMENTATION TASKS	ACTIONS STATUS
5.3.1	Create/maintain Litter Abatement Web site on Caltrans Internet.	<p>(a) Review format of other litter abatement program Web sites.</p> <p>(b) Work with Caltrans staff to create an effective one-stop-shopping site for obtaining litter-and storm water-related information relative to Caltrans.</p> <p>(c) Use Web site to investigate ideas and information from citizens/ local agencies on their litter-related efforts. Solicit local agencies/ industry cooperation in providing links to litter Web site.</p>	<p>Completed and in progress.</p> <p>The available resources necessary to develop a live abatement Web site were discussed, reviewed, and implemented. The Abatement Services Program application and Web link is their first priority. Public services on Caltrans' Web site will cover the state. Efforts to create a litter abatement profile with the an companies.</p>
5.3.2	Through media events, increase public awareness of the litter problem.	Partner with State and local agencies, the business community, AAH volunteers, and Caltrans to promote statewide cleanups and ensure they receive adequate media coverage.	<p>Completed.</p> <p>Caltrans Annual Litter Day in a large state event that draws attention to the litter issue in Caltrans. Conducted in collaboration with Keep California Beautiful, secured participation of volunteers to ensure the Annual Litter Day event. The event is well attended by the public and the business community.</p>
5.3.3	Fully utilize media opportunities to highlight the litter problem in the State.	<p>(a) District (Public Information Officers (PIOs) to coordinate media ride-along during maximum enforcement days with the California Highway Patrol.</p> <p>(b) Add antiflitter efforts as a PLAP performance measure for HQ and district external affairs offices.</p>	<p>Completed.</p> <p>Some progress has been made using the Public Information Officers in the districts to promote the Caltrans Plan and related activities.</p>
5.3.4	Inform the public about tax dollars spent on litter.	Work with External Affairs to produce materials that describe how much money is spent on litter pick up.	<p>Completed.</p> <p>The Annual Caltrans Litter Day has a large media presence to the public and part of the presentation is the amount of tax dollars that is spent by a number of State agencies.</p>

Strategic Measures, Objectives, and Actions Status

6. PARTICIPATE IN ANTLITTER EDUCATION PROGRAMS			
<i>Objective 6.1: Work with other Agencies to encourage litter education in schools</i>			
6.1.1	Determine the extent of existing school programs designed to educate children about litter and determine program effectiveness.	(a) Conduct research to determine the extent of current school programs and summarize findings. (b) If effective, practical, and feasible, compile an overview of key litter messages in existing school litter education programs. (c) Partner with education organizations and agencies to advocate that the antilitter message is provided in K-12 schools.	Not completed Efforts are not measured or determined for amount of antilitter educational programs designed to educate children about litter.
<i>Objective 6.2: Participate in development of a State litter education campaign resource package</i>			
6.2.1	Work with Inter-Agency Task Force and local governments to develop, share and cross-allocate resources for the most effective antilitter education campaign.	(a) Review and document existing key antilitter and recycling campaign resources. (b) Identify and work to develop new approaches and sources of educational resources. (c) Develop a coordinated multi agency campaign which allocates resources and responsibilities to the agencies most likely to be successful in an antilitter campaign.	Completed. Chairman will be participating on a state committee member of the California Ocean Protection Council Marine Debris Working Committee to address marine debris at the State level. The committee will coordinate over the course of the next few months to develop a work plan over the next year that prioritizes and advances recommendations of the implementation strategy that are developed through earlier committee efforts.