

**From:** [henkinp@earthlink.net](mailto:henkinp@earthlink.net)  
**To:** [Desmond, Jim](#); [Anderson, Joel](#); [MontgomerySteppe, Monica](#); [Lawson-Remer, Terra](#)  
**Cc:** [FGG, Public Comment](#)  
**Subject:** [External] TITLE 9 INVESTIGATION INTO CA TRANS RULES  
**Date:** Wednesday, February 12, 2025 5:03:04 PM  
**Attachments:** [image.png](#)

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Hi Supervisors,

The timing of this TITLE 9 INVESTIGATION INTO CALIFORNIA's TRANS ATHLETICS is interesting. Couldn't happen here though. This is a sanctuary city.

Regards,

Paul Henkin





FOX News

## **Trump Education Department launches Title IX probes into 2 blue states allegedly ignoring trans athlete order**

Story by Ryan Morik [02-12-2025]

The United States Department of Education has launched Title IX investigations into athletic associations in California and Minnesota after they said they would ignore President Donald Trump's executive order to keep transgender athletes out of girls and women's sports.

The Minnesota State High School League announced Thursday it will continue to allow transgender athletes to compete against girls despite Trump's executive order to prohibit them from doing so.

That came just days after the California Interscholastic Federation (CIF) said it will continue to follow the state's law that allows athletes to participate as whichever gender they identify as.

"The Minnesota State High School League and the California Interscholastic Federation are free to engage in all the meaningless virtue-signaling that they want, but at the end of the day they must abide by federal law," said Craig Trainor, acting assistant secretary for civil rights.

"(The Office of Civil Rights') Chicago and San Francisco regional offices will conduct directed investigations into both organizations to ensure that female athletes in these states are treated with the dignity, respect and equality that the Trump administration demands. I would remind these organizations that history does not look kindly on entities and states that actively opposed the enforcement of federal civil rights laws that protect women and girls from discrimination and harassment."

The Department of Education added that state laws do not override federal anti-discrimination laws, so the associations are subject to investigations.

Trump signed the executive order on National Girls and Women in Sports Day, which celebrates female athletes in women's sports and those committed to providing equal access to sports for all females.

The order states that "it is the policy of the United States to rescind all funds from educational programs that deprive women and girls of fair athletic opportunities" and to take "all appropriate action to affirmatively protect all-female athletic opportunities and all-female locker rooms and thereby provide the equal opportunity guaranteed by Title IX of the Education Amendments Act of 1972."

Prior to Trump signing the order Wednesday, White House press secretary Karoline Leavitt said part of the motivation behind Trump's executive order would be to create a "pressure campaign" for the International Olympic Committee (IOC) and NCAA to follow and prevent transgender athletes from competing in women's sports.

In response to Trump's order, the NCAA changed its policy, in place since 2010, to disallow transgender athletes from competing against women, requiring them to compete based on their birth gender.

During Trump's ceremony at the White House to sign the executive order, he announced that Homeland Security Secretary Kristi Noem will prohibit any transgender athletes

attempting to compete as women from entering the country for the Olympics in 2028.

The United Nations released study findings saying nearly 900 biological females have fallen short of winning medals because they lost to transgender athletes.

Minnesota, governed by Kamala Harris' running mate, Tim Walz, was home to a Supreme Court case in which a transgender powerlifter was continuing in a fight to compete against biological women.

*Fox News' Jackson Thompson and The Associated Press contributed to this report.*



**From:** [Joel Tuckey](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Response to "Don't look behind the curtain...." recent newsletter from one supervisor  
**Date:** Friday, February 14, 2025 2:41:17 PM

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SD Supervisors,

Wow! This recent newsletter threw a large political blanket regarding motive, over parents that object to having biological males competing in sports, and sharing locker rooms, with their daughters.

One male can impact orders of magnitude of females in those situations, regarding feeling comfortable and safe in their sport.

There are real concerns (with no hidden motive! ) parents have over the policy decisions being made today related to this issue. Please don't lump them together with politics.

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**To:** [Desmond, Jim](#); [Anderson, Joel](#); [MontgomerySteppe, Monica](#); [Lawson-Remer, Terra](#)  
**Cc:** [FGG, Public Comment](#); [Coronado Mayor John Duncan](#); [Del Mar Mayor Terry Gaasterland](#); [Encinitas Mayor Bruce Ehlers](#); [Lemon Grove Mayor Alysson Snow](#); [Oceanside CA Mayor Esther Sanchez](#); [SD Mayor Todd Gloria](#); [Santee Mayor John Minto](#); [Chula Vista Mayor John McCann](#); [La Mesa Mayor Mark A.](#); [El Cajon Mayor Bill Wells](#); [Escondido Mayor Dane White](#); [Vista CA Mayor John Franklin](#); [Carlsbad CA Mayor Keith Blackburn](#); [Solana Beach Mayor Lesa Heebner](#); [Imperial Beach Mayor Paloma Aguirre](#); [San Marcos CA Mayor Rebecca Jones](#); [National City Mayor Ron Morrison](#); [Mayor Steve Vaus-Poway](#); [SANDAG CEO 2024 Mario Orso](#); [Francesca](#); [Vice Chair and SD Dist 1](#); [LaMesa](#); [Katie Melendez](#); [Luz Molina](#); [East County Rep. Robin Maxson](#); [CV Live Data Robert Johnson](#); [San Diego UT Senior Editor](#); [Editor, del mar times](#); [Coast News Group \(Solana Beach\)](#); [News Encinitas Advocate](#); [Rancho Santa Fe Review](#); [Carlsbad Coast News \(also San Marcos Vista & Oceanside\)](#); [The Paper Weekly San Marcos](#); [The Vista Press](#); [Village News \(Fallbrook\)](#); [Shandel Menezes \(NBCUniversal\)](#); [NBC 7 San Diego](#); [ABC 10 San Diego](#); [KOGO Carl DeMaio \(Reform California KOGO DeMaio Report\)](#); [KPBS San Diego](#); [KUSI 51 San Diego](#); [La Prensa San Diego](#)  
**Subject:** [External] Fw: SD SHERIFF OFFROAD PROGRAM GRANT  
**Date:** Saturday, February 15, 2025 1:58:27 PM

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## San Diego County Sheriff's Office seeks public input on off-road enforcement grant

Story by Amber Coakley FOX 5 KSWB News [2-15-2025]

Great way to support ICE, since so much immigrant stuff (campouts, fires, etc.) happens offroad. And don't forget the danger of wildfires made worse or even started by EVs parked wrong and/or combusting spontaneously. I think the offroad grant could help here, too.

**SAN DIEGO (FOX 5/KUSI)** — The San Diego County Sheriff's Office is inviting the public to provide feedback on a preliminary vehicle grant application submitted on behalf of its Off-Road Enforcement Team (ORET).

This grant, part of the California State Parks' Off-Highway Division, supports law enforcement and safety efforts in off-road areas.

The ORET has applied for funding under the 2025-2026 Grants and Cooperative Agreements Program, which aims to support off-road enforcement and safety efforts across the state, the sheriff's office explained.

Community members are encouraged to review the submitted grant applications and provide written responses to contribute their input on

these requests.

The full details of the applications can be accessed on the California State Parks' official website at <https://ohv.parks.ca.gov/>.

Those wishing to submit their feedback can mail written responses to the San Diego County Sheriff's Office Emergency Services Division. The mailing address is:

San Diego County Sheriff's Office

Emergency Services Division

Off-Road Enforcement Team

1745 N. Marshall Ave.

El Cajon, CA 92020

As explained by the department, public participation in this process is encouraged to help ensure that the needs of the community are taken into account as the ORET seeks funding for its important off-road safety and enforcement programs.

*For the latest news, weather, sports, and streaming video, head to FOX 5 San Diego & KUSI News.*

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**Subject:** [External] LET"s STOP HIGH SPEED CHASES AT THE BORDER  
**Date:** Saturday, February 15, 2025 6:46:12 PM  
**Attachments:** [image.png](#)

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Hi All,

If only we could do this, which sounds similar to my ultimate BESS recommendation. (14. Implement an enhancement for those who start BESS wildfires, to include those who knowledgeably situate a BESS facility in a high-risk area (including near civilization) with inadequate precautions. Suggest an extra year for each death and an extra fine to make up for firefighter time and resources.) We need to punish some guys extra if they don't respect human life.)





## **Border lawmakers celebrate passage of high-speed chase bill**

Story by Julian Resendiz, Fox News KSWB San Diego [2/15/2025]

EL PASO, Texas (Border Report) – At least three House members from border districts are celebrating passage of a bill enhancing penalties for individuals fleeing law enforcement at high speeds within 100 miles of Mexico or Canada.

The House of Representatives on Thursday approved the Agent Raul Gonzalez Officer Safety Act by a vote of 264-155. The act amends existing legislation on crimes involving motor vehicles by fleeing from the Border Patrol or any other law enforcement its agents.

It establishes incarceration of up to two years for those who endanger the public while fleeing, up to 20 years if the flight results in serious bodily injury to someone else and up to

life in prison if someone dies.

It also amends the Immigration and Nationality Act to disqualify from asylum foreigners convicted of evading arrest while operating a motor vehicle while making other non-citizens eligible for deportation.

The act is named after a Border Patrol agent who died in a crash while pursuing migrants near Mission, Texas, in 2022.

“In Cochise County, high-speed car chases by cartel members, human smugglers, and other bad actors jeopardize the safety of our Customs and Border Protection agents, local law enforcement officials, and residents alike,” said U.S. Rep. Juan Ciscomani, R-Arizona, who cosponsored the bill. “This bill delivers a clear message to anyone who endangers our community that they will be held accountable to the fullest extent of the law.”

High-speed chases involving migrant smuggling have rocked communities like El Paso, where they have resulted in multiple crashes and deaths since illegal migration surged in the fall of 2018.

“This bill would give serious jail time to any human smuggler who evades law enforcement and engages in a high-speed car chase,” said U.S. Rep. Tony Gonzales, R-Texas, whose district stretches from El Paso to just beyond Eagle Pass, Texas. “Our district has seen enough destruction at the hands of these criminals.”

Democratic lawmakers have pushed to spur changes in Border Patrol chase policies. A few also are placing responsibility on smugglers.

[Are ours MIA or something?]

“High-speed chases driven by cartel activity and drug smuggling are putting law enforcement officers and local families at risk,” said U.S. Rep. Gabe Vasquez, D-New Mexico, who voted for the bill. “This legislation ensures that those who endanger our communities face real consequences.”

Other border Democrats like Arizona’s Raul Grijalva did not vote and Texans like Veronica Escobar and Vicente Gonzalez voted against it, the Congressional Record shows.

Nonprofits like the Immigrant Legal Resource Center called the bill “cruel and unnecessary.”

The group urged lawmakers to vote against it because they say it amounts to double punishment to make a non-citizen serve time in prison and then be deported. That’s “a life-long consequence that tears apart families and destabilizes communities.”

The group also alleges it adds new grounds for deporting an immigrant who may be here lawfully or who is trying to get legal status.

The Agent Raul Gonzalez Officer Safety Act was read twice in the Senate and then referred to the Committee on the Judiciary on Thursday.

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**From:** [Mary Davis](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Yes on Item 11 - Tue. 02-25-2025  
**Date:** Wednesday, February 19, 2025 2:47:53 PM

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# Yes on Item 11

*SD County Board of Supervisors - Tue. February 25, 2025*

## ***Supporting Safer Practices When Siting BESS (Battery Energy Storage System) Projects***

### **Please Support AB 303**

***Battery Energy Safety & Accountability Act***



#### ***AB 303 would:***

- **ensure that BESS projects won't be built in environmentally sensitive areas, such as high fire and high flood zones**
- **require a 3,200-foot setback from "sensitive places" like homes, schools, and healthcare facilities**
- **return the authority to decide whether to allow these facilities back where it belongs -- *into the hands of local communities***



Please include this image/email in the final agenda for Tue. 02-25-2025.

Respectfully,

Mary Davis  
Alpine

**From:** [Daryl Terrell](#)  
**To:** [FGG, Public Comment](#)  
**Subject:** [External] Confirmation Of opening Chaptered AB 641\_State Catalytic Converter Law  
**Date:** Tuesday, February 18, 2025 2:11:54 PM  
**Attachments:** [CHAPTERED AB 641, STATE CATALYTIC CONVERTER LAW.pdf](#)

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Good afternoon,

I am resending PDF document entitled Chapter AB 641, State Catalytic Converter Law. Could you please let me know that you were successful in opening the document?

Sincerely,

Daryl Terrell



## **Assembly Bill No. 641**

### **CHAPTER 537**

An act to amend Sections 220, 221, and 11500 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 8, 2023. Filed with Secretary  
of State October 8, 2023.]

#### **LEGISLATIVE COUNSEL'S DIGEST**

AB 641, Vince Fong. Automobile dismantlers: catalytic converters.

Existing law defines an “automobile dismantler” as a person who is engaged in the business of buying, selling, or dealing in vehicles that are required to be registered under the Vehicle Code, for the purpose of dismantling the vehicles, who buys or sells the integral parts and component materials of those vehicles, or deals in used motor vehicle parts, as specified. The definition of “automobile dismantler” also includes a person who keeps or maintains on property owned by the person, or under their possession or control, 2 or more unregistered motor vehicles no longer intended for, or in condition for, legal use on the highways, as specified. Existing law makes it a crime for a person to act as an automobile dismantler without having an established place of business, meeting specified requirements, and having a current, valid license or temporary permit issued by the Department of Motor Vehicles.

This bill would revise the definition of an automobile dismantler to include a person who keeps or maintains on property owned by the person, or under their possession or control, for any of the above-described purposes 9 or more used catalytic converters that have been cut from a motor vehicle using a sharp implement. The bill would make a first violation of acting as an automobile dismantler due to possessing 9 or more catalytic converters as described above punishable as an infraction, and subsequent violations punishable as a misdemeanor, as specified. By expanding the definition of an automobile dismantler, the bill would expand the scope of an existing crime, thereby imposing a state-mandated local program. The bill would exclude from the revised definition of an automobile dismantler a junk dealer, recycler, commercial enterprise, or core recycler, as specified, that has 9 or more of these used catalytic converters.

Existing law excludes from the definition of an “automobile dismantler” the owner or operator of any premises on which 2 or more unregistered and inoperable vehicles are held or stored, if the vehicles are used for restoration or replacement parts or otherwise, in conjunction with specified businesses, including the operation and maintenance of any fleet of motor vehicles used for the transportation of persons or property.

This bill would also exclude from the definition of an “automobile dismantler” a person who possesses 9 or more catalytic converters that are used in the same manner as the unregistered and inoperable vehicles.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

*The people of the State of California do enact as follows:*

SECTION 1. Section 220 of the Vehicle Code is amended to read:

220. (a) An “automobile dismantler” is a person not otherwise expressly excluded by Section 221 who is engaged in the business of buying, selling, or dealing in vehicles of a type required to be registered under this code, including nonrepairable vehicles, for the purpose of dismantling the vehicles, who buys or sells the integral parts and component materials thereof, in whole or in part, or deals in used motor vehicle parts. This section does not apply to the occasional and incidental dismantling of vehicles by dealers who have secured dealer plates from the department for the current year whose principal business is buying and selling new and used vehicles, or by owners who desire to dismantle not more than three personal vehicles within any 12-month period.

(b) Notwithstanding subdivision (a), “automobile dismantler” includes a person not otherwise expressly excluded by Section 221 who keeps or maintains on real property owned by the person, or under their possession or control, either of the following vehicles or catalytic converters, whether for the purpose of resale of used parts, for the purpose of reclaiming for use some or all of the materials, whether metal, glass, fabric, or otherwise, or to dispose of them, or for any other purpose:

(1) Two or more unregistered motor vehicles no longer intended for, or in condition for, legal use on the highways.

(2) Nine or more used catalytic converters that have been cut from a motor vehicle using a sharp implement.

(c) (1) Notwithstanding paragraph (2) of subdivision (b), a “junk dealer,” as defined in Section 21601 of the Business and Professions Code, a “recycler,” as defined in Section 21605 of the Business and Professions Code, or a “commercial enterprise” or “core recycler,” as defined in Section 21610 of the Business and Professions Code, is not an automobile dismantler even if it possesses nine or more used catalytic converters that have been cut from a motor vehicle using a sharp implement.

(2) This subdivision does not apply to a “commercial enterprise” described in subparagraph (A) of paragraph (2) of subdivision (a) of Section 21610 of the Business and Professions Code.

SEC. 2. Section 221 of the Vehicle Code is amended to read:

221. (a) The term “automobile dismantler” does not include any of the following:

(1) The owner or operator of any premises on which two or more unregistered and inoperable vehicles are held or stored, or a person who possesses nine or more catalytic converters, if the vehicles or catalytic converters are used for restoration or replacement parts or otherwise, in conjunction with any of the following:

(A) Any business of a licensed dealer, manufacturer, or transporter.

(B) The operation and maintenance of any fleet of motor vehicles used for the transportation of persons or property.

(C) Any agricultural, farming, mining, or ranching business that does not sell parts of the vehicles, except for either of the following purposes:

(i) For use in repairs performed by that business.

(ii) For use by a licensed dismantler or an entity described in paragraph (3).

(D) Any motor vehicle repair business registered with the Bureau of Automotive Repair, or those exempt from registration under the Business and Professions Code or applicable regulations, that does not sell parts of the vehicles, except for either of the following purposes:

(i) For use in repairs performed by that business.

(ii) For use by a licensed dismantler or an entity described in paragraph (3).

(2) A person engaged in the restoration of vehicles of the type described in Section 5004 or in the restoration of other vehicles having historic or classic significance.

(3) The owner of a steel mill, scrap metal processing facility, or similar establishment purchasing vehicles of a type subject to registration, not for the purpose of selling the vehicles, in whole or in part, but exclusively for the purpose of reducing the vehicles to their component materials, if either the facility obtains, on a form approved or provided by the department, a certification by the person from whom the vehicles are obtained that each of the vehicles has been cleared for dismantling pursuant to Section 5500 or 11520, or the facility complies with Section 9564.

(4) Any person who acquires used parts or components for resale from vehicles which have been previously cleared for dismantling pursuant to Section 5500 or 11520.

Nothing in this paragraph permits a dismantler to acquire or sell used parts or components during the time the dismantler license is under suspension.

(b) Any vehicle acquired for the purpose specified in paragraph (3) of subdivision (a) from other than a licensed dismantler, or from other than an independent hauler who obtained the vehicle, or parts thereof from a licensed dismantler, shall be accompanied by either a receipt issued by the department evidencing proof of clearance for dismantling under Section 5500, or a copy of the ordinance or order issued by a local authority for the abatement of the vehicle pursuant to Section 22660. The steel mill, scrap metal processing facility, or similar establishment acquiring the vehicle shall attach the form

evidencing clearance or abatement to the certification required pursuant to this section.

All forms specified in paragraph (3) of subdivision (a) and in this subdivision shall be available for inspection by a peace officer during business hours.

SEC. 3. Section 11500 of the Vehicle Code is amended to read:

11500. (a) (1) It shall be unlawful for any person to act as an automobile dismantler without first having an established place of business that meets the requirements set forth in Section 11514 and without first having procured a license or temporary permit issued by the department, or when such license or temporary permit has been canceled, suspended, revoked, invalidated, expired, or the terms and conditions of an agreement effected pursuant to Section 11509.1 have not been fulfilled. A violation of this subdivision is a misdemeanor, and is subject to the penalties described in paragraph (2).

(2) Notwithstanding Section 42002, a person convicted of a first violation of subdivision (a) for any reason other than described in paragraph (3) shall be punished by a fine of not less than two hundred fifty dollars (\$250). A person convicted of a second separate violation of subdivision (a) for this reason shall be punished by a fine of not less than five hundred dollars (\$500). A person convicted of a third or subsequent violation of subdivision (a) for this reason shall be punished by a fine of not less than one thousand dollars (\$1,000).

(3) A person who violates subdivision (a) due to possessing nine or more catalytic converters that have been cut from a vehicle pursuant to Section 220 is, for a first violation, guilty of an infraction punishable by a fine of not more than one hundred dollars (\$100). A person convicted of a second separate violation of subdivision (a) for this reason is guilty of a misdemeanor punishable by a fine of not less than two hundred fifty dollars (\$250). A person convicted of a third separate violation of subdivision (a) for this reason is guilty of a misdemeanor punishable by a fine of not less than five hundred dollars (\$500). A person convicted of a fourth or subsequent violation of subdivision (a) for this reason shall be punished by a fine of not less than one thousand dollars (\$1,000).

(b) (1) A building or place used for the purpose of automobile dismantling in violation of subdivision (a) is a public nuisance subject to being enjoined, abated, and prevented, and for which damages may be recovered by any public body or officer.

(2) As used in this section, "public body" means any state agency, county, city, district, or any other political subdivision of the state.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime

within the meaning of Section 6 of Article XIII B of the California Constitution.

O

**From:** [Daryl Terrell](#)  
**To:** [FGG, Public Comment](#)  
**Cc:** [Daryl Terrell](#)  
**Subject:** [External] Non-Agenda Public Communication For Tuesday, February 25, 2025 San Diego County Board Of Supervisor Meeting  
**Date:** Monday, February 17, 2025 7:02:47 PM  
**Attachments:** [CHAPTERED AB 641\(FONG\) CATALYTIC CONVERTER THEFT.pdf](#)  
[Item 60 STAFF REPORT AUG 6, 2022.pdf](#)  
[SAN BERNARDINO CO ADOPTED CATALYTIC CONVERTER UNLAWFUL POSSESSION ORD.pdf](#)  
[item 3.05 STAFF REPORT AND 2ND READING ADOPTION ORDINANCE.pdf](#)  
[ITEM 3.1 RIVCO STAFF REPORT INIATIAATE CAT CONVERT ORD.pdf](#)

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Good evening,

My name is Daryl Terrell, as Moreno Valley and Riverside County Resident. I would like to submit into the public record under non agenda public communication for Tuesday, February 25, 2025, San Diego County Board of Supervisors meeting three staff reports ordinances: Riverside County And San Bernardino Counties Catalytic Converter Unlawful Possession Ordinances and the Chaptered State Law Catalytic Converter Theft Law, AB 641.

Also, I would like the following documents: three staff reports and ordinances from Riverside County And San Bernardino Counties and the Chaptered State Law Catalytic Converter Theft Law, AB 641, which are attached to this email to be distribute to all Honorable County Sheriff, to all four Honorable County Board of Supervisors, County Counsel, County District Attorney, County Counsel, and County Chief Executive Officer.

Sincerely,

Daryl Terrell





## Assembly Bill No. 641

### CHAPTER 537

An act to amend Sections 220, 221, and 11500 of the Vehicle Code, relating to vehicles.

[Approved by Governor October 8, 2023. Filed with Secretary of State October 8, 2023.]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 641, Vince Fong. Automobile dismantlers: catalytic converters.

Existing law defines an "automobile dismantler" as a person who is engaged in the business of buying, selling, or dealing in vehicles that are required to be registered under the Vehicle Code, for the purpose of dismantling the vehicles, who buys or sells the integral parts and component materials of those vehicles, or deals in used motor vehicle parts, as specified. The definition of "automobile dismantler" also includes a person who keeps or maintains on property owned by the person, or under their possession or control, 2 or more unregistered motor vehicles no longer intended for, or in condition for, legal use on the highways, as specified. Existing law makes it a crime for a person to act as an automobile dismantler without having an established place of business, meeting specified requirements, and having a current, valid license or temporary permit issued by the Department of Motor Vehicles.

This bill would revise the definition of an automobile dismantler to include a person who keeps or maintains on property owned by the person, or under their possession or control, for any of the above-described purposes 9 or more used catalytic converters that have been cut from a motor vehicle using a sharp implement. The bill would make a first violation of acting as an automobile dismantler due to possessing 9 or more catalytic converters as described above punishable as an infraction, and subsequent violations punishable as a misdemeanor, as specified. By expanding the definition of an automobile dismantler, the bill would expand the scope of an existing crime, thereby imposing a state-mandated local program. The bill would exclude from the revised definition of an automobile dismantler a junk dealer, recycler, commercial enterprise, or core recycler, as specified, that has 9 or more of these used catalytic converters.

Existing law excludes from the definition of an "automobile dismantler" the owner or operator of any premises on which 2 or more unregistered and inoperable vehicles are held or stored, if the vehicles are used for restoration or replacement parts or otherwise, in conjunction with specified businesses, including the operation and maintenance of any fleet of motor vehicles used for the transportation of persons or property.

This bill would also exclude from the definition of an “automobile dismantler” a person who possesses 9 or more catalytic converters that are used in the same manner as the unregistered and inoperable vehicles.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

*The people of the State of California do enact as follows:*

SECTION 1. Section 220 of the Vehicle Code is amended to read:

220. (a) An “automobile dismantler” is a person not otherwise expressly excluded by Section 221 who is engaged in the business of buying, selling, or dealing in vehicles of a type required to be registered under this code, including nonrepairable vehicles, for the purpose of dismantling the vehicles, who buys or sells the integral parts and component materials thereof, in whole or in part, or deals in used motor vehicle parts. This section does not apply to the occasional and incidental dismantling of vehicles by dealers who have secured dealer plates from the department for the current year whose principal business is buying and selling new and used vehicles, or by owners who desire to dismantle not more than three personal vehicles within any 12-month period.

(b) Notwithstanding subdivision (a), “automobile dismantler” includes a person not otherwise expressly excluded by Section 221 who keeps or maintains on real property owned by the person, or under their possession or control, either of the following vehicles or catalytic converters, whether for the purpose of resale of used parts, for the purpose of reclaiming for use some or all of the materials, whether metal, glass, fabric, or otherwise, or to dispose of them, or for any other purpose:

(1) Two or more unregistered motor vehicles no longer intended for, or in condition for, legal use on the highways.

(2) Nine or more used catalytic converters that have been cut from a motor vehicle using a sharp implement.

(c) (1) Notwithstanding paragraph (2) of subdivision (b), a “junk dealer,” as defined in Section 21601 of the Business and Professions Code, a “recycler,” as defined in Section 21605 of the Business and Professions Code, or a “commercial enterprise” or “core recycler,” as defined in Section 21610 of the Business and Professions Code, is not an automobile dismantler even if it possesses nine or more used catalytic converters that have been cut from a motor vehicle using a sharp implement.

(2) This subdivision does not apply to a “commercial enterprise” described in subparagraph (A) of paragraph (2) of subdivision (a) of Section 21610 of the Business and Professions Code.

SEC. 2. Section 221 of the Vehicle Code is amended to read:

221. (a) The term “automobile dismantler” does not include any of the following:

(1) The owner or operator of any premises on which two or more unregistered and inoperable vehicles are held or stored, or a person who possesses nine or more catalytic converters, if the vehicles or catalytic converters are used for restoration or replacement parts or otherwise, in conjunction with any of the following:

(A) Any business of a licensed dealer, manufacturer, or transporter.

(B) The operation and maintenance of any fleet of motor vehicles used for the transportation of persons or property.

(C) Any agricultural, farming, mining, or ranching business that does not sell parts of the vehicles, except for either of the following purposes:

(i) For use in repairs performed by that business.

(ii) For use by a licensed dismantler or an entity described in paragraph (3).

(D) Any motor vehicle repair business registered with the Bureau of Automotive Repair, or those exempt from registration under the Business and Professions Code or applicable regulations, that does not sell parts of the vehicles, except for either of the following purposes:

(i) For use in repairs performed by that business.

(ii) For use by a licensed dismantler or an entity described in paragraph (3).

(2) A person engaged in the restoration of vehicles of the type described in Section 5004 or in the restoration of other vehicles having historic or classic significance.

(3) The owner of a steel mill, scrap metal processing facility, or similar establishment purchasing vehicles of a type subject to registration, not for the purpose of selling the vehicles, in whole or in part, but exclusively for the purpose of reducing the vehicles to their component materials, if either the facility obtains, on a form approved or provided by the department, a certification by the person from whom the vehicles are obtained that each of the vehicles has been cleared for dismantling pursuant to Section 5500 or 11520, or the facility complies with Section 9564.

(4) Any person who acquires used parts or components for resale from vehicles which have been previously cleared for dismantling pursuant to Section 5500 or 11520.

Nothing in this paragraph permits a dismantler to acquire or sell used parts or components during the time the dismantler license is under suspension.

(b) Any vehicle acquired for the purpose specified in paragraph (3) of subdivision (a) from other than a licensed dismantler, or from other than an independent hauler who obtained the vehicle, or parts thereof from a licensed dismantler, shall be accompanied by either a receipt issued by the department evidencing proof of clearance for dismantling under Section 5500, or a copy of the ordinance or order issued by a local authority for the abatement of the vehicle pursuant to Section 22660. The steel mill, scrap metal processing facility, or similar establishment acquiring the vehicle shall attach the form

evidencing clearance or abatement to the certification required pursuant to this section.

All forms specified in paragraph (3) of subdivision (a) and in this subdivision shall be available for inspection by a peace officer during business hours.

SEC. 3. Section 11500 of the Vehicle Code is amended to read:

11500. (a) (1) It shall be unlawful for any person to act as an automobile dismantler without first having an established place of business that meets the requirements set forth in Section 11514 and without first having procured a license or temporary permit issued by the department, or when such license or temporary permit has been canceled, suspended, revoked, invalidated, expired, or the terms and conditions of an agreement effected pursuant to Section 11509.1 have not been fulfilled. A violation of this subdivision is a misdemeanor, and is subject to the penalties described in paragraph (2).

(2) Notwithstanding Section 42002, a person convicted of a first violation of subdivision (a) for any reason other than described in paragraph (3) shall be punished by a fine of not less than two hundred fifty dollars (\$250). A person convicted of a second separate violation of subdivision (a) for this reason shall be punished by a fine of not less than five hundred dollars (\$500). A person convicted of a third or subsequent violation of subdivision (a) for this reason shall be punished by a fine of not less than one thousand dollars (\$1,000).

(3) A person who violates subdivision (a) due to possessing nine or more catalytic converters that have been cut from a vehicle pursuant to Section 220 is, for a first violation, guilty of an infraction punishable by a fine of not more than one hundred dollars (\$100). A person convicted of a second separate violation of subdivision (a) for this reason is guilty of a misdemeanor punishable by a fine of not less than two hundred fifty dollars (\$250). A person convicted of a third separate violation of subdivision (a) for this reason is guilty of a misdemeanor punishable by a fine of not less than five hundred dollars (\$500). A person convicted of a fourth or subsequent violation of subdivision (a) for this reason shall be punished by a fine of not less than one thousand dollars (\$1,000).

(b) (1) A building or place used for the purpose of automobile dismantling in violation of subdivision (a) is a public nuisance subject to being enjoined, abated, and prevented, and for which damages may be recovered by any public body or officer.

(2) As used in this section, "public body" means any state agency, county, city, district, or any other political subdivision of the state.

SEC. 4. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime

within the meaning of Section 6 of Article XIII B of the California Constitution.

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**REPORT/RECOMMENDATION TO THE BOARD OF SUPERVISORS  
OF SAN BERNARDINO COUNTY  
AND RECORD OF ACTION**

**August 9, 2022**

**FROM**

**LEONARD X. HERNANDEZ, Chief Executive Officer, County Administrative Office**

**SUBJECT**

Introduction of an Ordinance Amending the San Bernardino County Code Relating to Unlawful Possession of a Catalytic Converter

**RECOMMENDATION(S)**

1. Consider proposed ordinance relating to unlawful possession of a catalytic converter.
2. Make alterations, if necessary, to proposed ordinance.
3. Approve introduction of proposed ordinance.
  - An ordinance of San Bernardino County, State of California, to add Chapter 16 to Division 7 of Title 2 of the San Bernardino County Code, relating to unlawful possession of a catalytic converter.
4. SCHEDULE ORDINANCE FOR FINAL ADOPTION ON TUESDAY, AUGUST 23, 2022, on the Consent Calendar.

(Presenter: Leonard X. Hernandez, Chief Executive Officer, 387-4811)

**COUNTY AND CHIEF EXECUTIVE OFFICER GOALS & OBJECTIVES**

**Ensure Development of a Well-Planned, Balanced, and Sustainable County.**

**Provide for the Safety, Health and Social Service Needs of the County Residents.**

**FINANCIAL IMPACT**

Approval of this item will not result in the use of Discretionary General Funding (Net County Cost). Funds collected from fines would be used to offset the cost of Sheriff/Coroner/Public Administrator enforcement efforts related to catalytic converter theft.

**BACKGROUND INFORMATION**

The Ordinance proposes to add Chapter 16 to Division 7 of Title 2 of the San Bernardino County Code relating to unlawful possession of a catalytic converter. Persons unable to provide lawful proof of ownership (as outlined in the Ordinance), may be subject to a misdemeanor conviction with a fine of up to \$1,000 and/or six months imprisonment in the county jail for each separate violation, as enforced by the San Bernardino County Sheriff's Department.

Due to the increase in the number of catalytic converter thefts throughout San Bernardino County, an Ordinance has been drafted to provide clear accountability for those in unlawful possession of catalytic converters. Catalytic converters can be stolen quickly from a vehicle, with minimal skill, by using a common reciprocal saw. Once removed, the vehicle is inoperable and is subject to costly repairs, often in the thousands of dollars. Under current law, there are limited legal consequences for this type of theft, therefore, an ordinance is needed to provide sanctions for possession of stolen catalytic converters.

**Introduction of an Ordinance Amending the San Bernardino County  
Code Relating to Unlawful Possession of a Catalytic Converter  
August 9, 2022**

The proposed Ordinance defines unlawful possession of a catalytic converter and requires valid documentation when the part is not attached to a vehicle. Valid proof is outlined in the Code and requires documentation containing all of the following:

- Vehicle License Plate number and Vehicle Identification Number (VIN)
- Name, address, and telephone number of the owner of the vehicle
- Signature of the owner authorizing removal of the catalytic converter
- Name, address, and phone number of the current owner of the catalytic converter

For removed catalytic converters staying in possession of the current owner, the following documentation is required:

- Proof of Ownership of the vehicle
- Valid receipt for the replacement catalytic converter
- Proof of installation for the replacement catalytic converter

The effective date of the proposed Ordinance will be 30 days from the date of adoption.

**PROCUREMENT**

Not applicable.

**REVIEW BY OTHERS**

This item has been reviewed by County Counsel (Julie Surber, Principal Assistant County Counsel, 387-5455) on July 18, 2022; Finance (Erika Rodarte, Administrative Analyst, 387-4919) on July 20, 2022; and County Finance and Administration (Robert Saldana, Deputy Executive Officer, 387-4342) on July 20, 2022.

**Introduction of an Ordinance Amending the San Bernardino County  
Code Relating to Unlawful Possession of a Catalytic Converter  
August 9, 2022**

Record of Action of the Board of Supervisors  
San Bernardino County

**APPROVED (CONSENT CALENDAR)**

Moved: Dawn Rowe    Seconded: Col. Paul Cook (Ret.)

Ayes: Col. Paul Cook (Ret.), Janice Rutherford, Dawn Rowe, Curt Hagman, Joe Baca, Jr.

Lynna Monell, CLERK OF THE BOARD

BY   
DATED: August 9, 2022



cc:     File w/ Final BAI

JLL     08/9/2022



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**ORDINANCE NO. 4443**

**An ordinance of San Bernardino County, State of California,  
to add Chapter 16 to Division 7 of Title 2 of the San  
Bernardino County Code, relating to unlawful possession of  
a catalytic converter.**

The Board of Supervisors of the County of San Bernardino, State of California,  
ordains as follows:

SECTION 1. The Board of Supervisors of San Bernardino County finds that:

(a) The theft of catalytic converters has been an increasing problem in San Bernardino County in recent years.

(b) Catalytic converters contain expensive precious metals including platinum, palladium, and rhodium, which, as of the drafting of the ordinance, costs from \$1,000 (platinum), \$2,000 (palladium) and over \$14,000 (rhodium) per ounce.

(c) In San Bernardino County, there were 556 reports of catalytic converter thefts in 2020 and as of December 2021, the number increased 120 percent to 1,223 reports by victims.

(d) The average cost of replacing a stolen catalytic converter and repairing the damage to the vehicle may cost the victim between \$1,000 to \$3,000, or more.

(e) Individuals in possession of stolen catalytic converters often recycle them for substantial profit while victims of these thefts suffer the consequences of paying thousands of dollars in repairs, the inconvenience of repairing their vehicles, and feeling unsafe in the community.

(f) Catalytic converter thefts are on the rise because individuals are incentivized to commit catalytic converter thefts for multiple reasons including, but not limited to: (1) the ease and undetectable nature of committing the thefts in a matter of seconds using common tools such as a reciprocating saw, (2) the ability to recycle catalytic converters at scrap metal yards for high dollar returns, and (3) the challenges

1 with prosecuting criminals for catalytic converter theft where a victim cannot be identified.

2 (g) Finding the victim of these crimes is extremely difficult due to the manner in  
3 which the catalytic converter thefts occur and lack of identifying markers on catalytic  
4 converters to link a stolen catalytic converter to the victim.

5 (h) The inability to identify the victims of catalytic converter thefts can inhibit the  
6 ability to successfully prosecute individuals for the thefts.

7 (i) There is currently no state or federal legislation applicable within San  
8 Bernardino County requiring individuals to provide proof to law enforcement showing how  
9 they obtained detached catalytic converters, thus limiting law enforcement's ability to  
10 protect the public by deterring catalytic converter thefts.

11 (j) This Ordinance is necessary to provide the San Bernardino County Sheriff's  
12 Department a means to protect the public, deter this criminal activity and promote a more  
13 productive use of San Bernardino County resources.

14  
15 SECTION 2. Chapter 16 is added to Division 7 of Title 2 of the San Bernardino  
16 County Code, to read:

17 **Chapter 16. UNLAWFUL POSSESSION OF A CATALYTIC CONVERTER**

18 **27.1601 Purpose and Intent**

19 **27.1602 Unlawful Possession of a Catalytic Converter**

20 **27.1603 Valid Proof of Ownership**

21 **27.1604 Violations and Enforcement**

22  
23 **27.1601 Purpose and Intent**

24 Catalytic converter theft is an increasing problem within San Bernardino County  
25 and causes significant financial damage to the victims. Due to the lack of federal or state  
26 legislation that requires showing proof of ownership of a catalytic converter to law  
27 enforcement, criminal enforcement remedies are limited. The purpose and intent of this  
28 Chapter is to provide San Bernardino County with reasonable means to address the

1 impact on the community and the victims posed by increasing catalytic converter thefts.

2  
3 **27.1602 Unlawful Possession of a Catalytic Converter**

4 (a) It is unlawful for any person, other than a Core Recycler as defined in  
5 California Business and Professions Code section 21610, to possess any catalytic  
6 converter that is not attached to a vehicle unless the person has a valid proof of ownership  
7 of the catalytic converter.

8 (b) This section does not apply to a detached catalytic converter that has been  
9 tested, certified, and labeled or otherwise approved for reuse, and is being bought or sold  
10 for purposes of reuse in accordance with the federal Clean Air Act (42 U.S.C. §§7401 et  
11 seq.) and regulations under the Clean Air Act, as they may be amended from time to time.

12 (c) It is unlawful for any person to knowingly falsify or cause to be falsified any  
13 information in a record intended to show valid proof of ownership.

14  
15 **27.1603 Valid Proof of Ownership**

16 For purposes of this Chapter, valid proof of ownership means:

17 (a) A document containing all of the following information:

18 (i) The license plate number and vehicle identification number of the car  
19 from which the catalytic converter was removed.

20 (ii) The name, address, and telephone number of the owner of the  
21 vehicle from which the catalytic converter was removed.

22 (iii) The signature of the vehicle owner authorizing removal of the  
23 catalytic converter.

24 (iv) The name, address, and telephone number of the current owner of  
25 the catalytic converter.

26 (b) In the event the catalytic converter is in the possession of the current owner  
27 of the vehicle from which it was removed, valid proof of ownership means:

28 (i) Ownership documentation for the vehicle;



- (ii) A valid receipt for a replacement catalytic converter; and  
(iii) Proof of installation of the replacement catalytic converter.

**27.1604 Violations and Enforcement**

Each violation of this section constitutes a separate violation, including, but not limited to, possessing multiple catalytic converter(s) during a single contact by law enforcement, and is subject to all remedies and enforcement measures authorized by Chapter 2 of Division 1 of Title 1 of the San Bernardino County Code. Any person who violates any provision of this section shall be guilty of a misdemeanor punishable by a fine not to exceed \$1,000, imprisonment in the county jail for a term not exceeding six months, or both a fine and jail sentence.

SECTION 3. The Board of Supervisors declares that it would have adopted this ordinance and each section, sentence, clause, phrase, or portion of it irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions of it be declared invalid or unconstitutional. If for any reason any portion of this ordinance is declared invalid or unconstitutional, then all other provisions of it shall remain valid and enforceable.

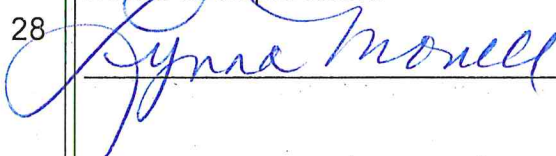
SECTION 4. This ordinance shall take effect thirty (30) days from the date of adoption.



CURT HAGMAN, Chairman  
Board of Supervisors

SIGNED AND CERTIFIED THAT A COPY  
OF THIS DOCUMENT HAS BEEN DELIVERED  
TO THE CHAIRMAN OF THE BOARD

LYNNA MONELL, Clerk of the  
Board of Supervisors



1 STATE OF CALIFORNIA )  
2 ) ss.  
3 SAN BERNARDINO COUNTY )

4 I, LYNNA MONELL, Clerk of the Board of Supervisors of San Bernardino County,  
5 State of California, hereby certify that at a regular meeting of the Board of Supervisors of  
6 said County and State, held on the 23<sup>rd</sup> day of August, 2022, at which meeting were  
7 present Supervisors: Col. Paul Cook (Ret.), Janice Rutherford, Dawn Rowe, Curt  
8 Hagman, Joe Baca, Jr., and the Clerk, the foregoing ordinance was passed and adopted  
9 by the following vote, to wit:

10 AYES: SUPERVISORS: Col. Paul Cook (Ret.), Janice Rutherford,  
11 Dawn Rowe, Curt Hagman, Joe Baca, Jr.

12 NOES: SUPERVISORS: None

13 ABSENT: SUPERVISORS: None

14 IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal  
15 of the Board of Supervisors this 23<sup>rd</sup> day of August, 2022.

16 LYNNA MONELL, Clerk of the  
17 Board of Supervisors of  
18 San Bernardino County,  
19 State of California

20 Deputy

21 Approved as to Form:

22 TOM BUNTON  
23 County Counsel

24 By: Jolena E. Grider  
25 Jolena E. Grider  
26 Deputy County Counsel

27 Date: 8/24/22  
28

**SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**



**ITEM: 3.5**  
**(ID # 22953)**

**MEETING DATE:**

Tuesday, September 12, 2023

**FROM :** EXECUTIVE OFFICE:

**SUBJECT:** EXECUTIVE OFFICE: Adoption of Ordinance No. 987 Relating to the Unlawful Possession of a Catalytic Converter. All Districts. [\$0]

**RECOMMENDED MOTION:** That the Board of Supervisors:

1. Find the adoption of Ordinance 987 is not a project pursuant to the California Environmental Quality Act ("CEQA"). (See Pub. Res. Code, § 21065; State CEQA Guidelines, § 15378.)
2. Waive further reading and Adopt Ordinance No. 987 Relating to the Unlawful Possession of a Catalytic Converter.
3. Direct the Clerk of the Board to publish a summary and post a copy of Ordinance 987 pursuant to Government Code section 25124(b).

**ACTION:Policy**

*Michelle Paradise*  
Michelle Paradise, ACEO

9/6/2023

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**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Gutierrez, seconded by Supervisor Washington and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended and Ordinance 987 is adopted with waiver of the reading.

Ayes: Jeffries, Spiegel, Perez, Washington, and Gutierrez  
Nays: None  
Absent: None  
Date: September 12, 2023  
xc: E.O., COBAB/CF

Kimberly A. Rector  
Clerk of the Board

By: *Kimberly A. Rector*  
Deputy



**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

<b>FINANCIAL DATA</b>	<b>Current Fiscal Year:</b>	<b>Next Fiscal Year:</b>	<b>Total:</b>	<b>Ongoing:</b>
<b>TOTAL AWARD</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>NET COUNTY COST</b>	\$ 0	\$ 0	\$ 0	\$ 0
<b>SOURCE OF FUNDS: \$0</b>			<b>Budget Adjustment: No</b>	
			<b>For Fiscal Year: 23/24</b>	

**C.E.O. RECOMMENDATION:** Approve

**BACKGROUND:**

**Summary**

Catalytic converter theft has been one of the fastest growing crimes in the Country, with State Farm Insurance reporting a 400% increase nationwide since 2019. Catalytic converter thefts are on the rise because of the increasing value of the precious metals contained within and the ease with which criminals can remove the devices from the vehicles of unsuspecting residents. Catalytic converters can be sold for as much as \$1,200 each. Currently, law enforcement cannot seize a catalytic converter found to be removed from a vehicle and in someone's possession unless a victim can be identified. Unfortunately, locating the victim without identifying information on the catalytic converter is often impossible. Victims of catalytic converter thefts can pay thousands of dollars to replace them, and repairs can take months to occur, due to various supply chain issues.

While there have been legislative attempts in Sacramento to crack down on catalytic converter thefts, local agencies in California have begun to pass their own ordinances to assist law enforcement in holding these thieves accountable for their crimes. Some of those agencies include the County of San Bernardino and the cities of Los Angeles, Upland, and Eastvale.

Pursuant to Item 3.1, at its June 13, 2023, meeting, the Board directed the Executive Office to work with the Sheriff's Department and District Attorney's Office to draft and initiate an ordinance that would require anyone who is not a licensed recycler and who is found to be in possession of a catalytic converter to provide proof of ownership to law enforcement. The Executive Office, in collaboration with County Counsel, drafted Ordinance No. 987, which is aimed at providing Riverside County with reasonable means to address the impact on the community and the victims posed by increasing catalytic converter thefts. The introduction of this Ordinance was presented and approved on August 29, 2023, Item 3.8.

Barring any provision of state law permitting the same, Ordinance No. 987 establishes that it is unlawful for any person to possess any catalytic converter that is not attached to a vehicle unless the person has a valid proof of ownership of the catalytic converter. If adopted, any person who violates any provision of Ordinance No. 987 will be subject to criminal and/or civil penalties.

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

Because Ordinance No. 987 does not have the potential to cause direct or reasonably foreseeable indirect physical changes in the environment, it is not a project pursuant to the California Environmental Quality Act ("CEQA"). (See Pub. Res. Code, § 21065; State CEQA Guidelines, § 15378.)

**Impact on Residents and Businesses**

Catalytic converter theft is very costly to victims of this crime, both in dollars and in the time and inconvenience of repairs, and has affected individuals, businesses, and government agencies. Passage of a local ordinance could help hold thieves accountable and discourage theft in unincorporated areas of Riverside County.

**Attachments**

**ATTACHMENTS:**

**ATTACHMENT A.** Ordinance No. 987

**ATTACHMENT B.** Summary of Ordinance

  
\_\_\_\_\_  
Kelly Moran, Deputy County Counsel 9/5/2023



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The Board of Supervisors of the County of Riverside ordains as follows:

Section 1. FINDINGS. The Board of Supervisors of Riverside County finds that the theft of catalytic converters has been an increasing problem in Riverside County in recent years. In the County, there were at least 200 reports of catalytic converter thefts in 2022 and, as of July 1, 2023, there were at least 316 reports by victims. The external location of catalytic converters and the use of valuable precious metals, including rhodium, palladium and platinum, in catalytic converters makes these devices a target for thieves. Individuals in possession of stolen catalytic converters often recycle them for substantial profit, while victims of these thefts suffer the consequences of paying thousands of dollars in repairs, the inconvenience of repairing their vehicles, and feeling unsafe in the community. Finding the victim of these crimes is extremely difficult due to the manner in which the catalytic converter thefts occur and lack of identifying markers on catalytic converters to link a stolen catalytic converter to the victim. The inability to identify the victims of catalytic converter thefts can inhibit the ability to successfully prosecute individuals for the thefts. This ordinance is necessary to provide the County a means to protect the public, deter this criminal activity and promote a more productive use of Riverside County resources.

Section 2. PURPOSE. Catalytic converter theft is an increasing problem within Riverside County and causes significant financial damage to the victims. The purpose and intent of this ordinance is to curb the theft of catalytic converters throughout the County and to provide the County with reasonable means to address the impact on the community and the victims posed by increasing catalytic converter thefts.

Section 3. AUTHORITY. In accordance with the California Constitution, Article XI, Section 7, a county may make and enforce within its limits all local, police, sanitary and other ordinances and regulations not in conflict with general laws.

Section 4. DEFINITIONS. As used in this ordinance, the following terms shall have the following meanings:

1        Section 4.     DEFINITIONS. As used in this ordinance, the following terms shall have the  
2 following meanings:

- 3            A.     Board. The County of Riverside Board of Supervisors.
- 4            B.     County. The County of Riverside.
- 5            C.     Catalytic converter. Any exhaust emission control device, or portion thereof,  
6 that converts toxic gases and pollutants in exhaust gas from an internal combustion  
7 engine into less-toxic pollutants.
- 8            D.     Documentation or other proof. Written document(s) clearly identifying the vehicle  
9 from which the catalytic converter originated based on the totality of the  
10 circumstances, which includes, but is not limited to, the following types of  
11 documents:
- 12                1.        Bill of sale from the original owner with photographs.
- 13                2.        Verifiable documentation from an auto-body shop proving the owner  
14 relinquished the catalytic converter to the auto-body shop.
- 15                3.        Verifiable electronic communication from the previous owner to the  
16 possessor relinquishing ownership of the catalytic converter.
- 17                4.        Photographs of the vehicle from which the catalytic converter originated.
- 18                5.        Vehicle registration associated with the catalytic converter containing an  
19 etched associated license plate number or vehicle identification number or  
20 driver's license number of registered vehicle owner.
- 21            E.     Lawful Possession. This term includes: (1) being the lawful owner of the catalytic  
22 converter or (2) being in possession of the catalytic converter with the lawful owner's  
23 verifiable written consent. It is not required to prove the catalytic converter was  
24 stolen to establish the possession is an Unlawful Possession.
- 25            F.     Enforcement Officer. The Sheriff, the Transportation and Land Management  
26 Agency Director, Building Official, Code Enforcement Official, County Counsel, or  
27 District Attorney, and their designees.

Section 5. UNLAWFUL POSSESSION OF A CATALYTIC CONVERTER. Barring any provision of state law permitting the same, it is unlawful for any person to possess any catalytic converter which is not attached to a vehicle unless the person has a verifiable valid proof of ownership of the catalytic converter.

A. This section does not apply to a detached catalytic converter that has been verifiably tested, certified, and labeled or otherwise approved for reuse, and is being bought or sold for purposes of reuse in accordance with the federal Clean Air Act (42 U.S.C. § 7401 et seq.) and regulations under the Clean Air Act, as they may be amended from time to time.

B. It is unlawful for any person to knowingly falsify or cause to be falsified any information in a record intended to show valid proof of ownership.

C. Evidence of unlawful possession may be presumed by the number of detached catalytic converters within one's possession and/or by the condition of the dismantled catalytic converter(s), including but not limited to, the manner a catalytic converter has been detached or cut from a vehicle.

## Section 6. VIOLATIONS AND ENFORCEMENT.

A. Misdemeanor Penalty. Any person who violates any provision of this ordinance is guilty of a misdemeanor, and upon conviction shall be punished by a fine not exceeding one thousand dollars (\$1,000), or by imprisonment in the county jail for a term not exceeding one year, or by both. Upon any second or subsequent conviction of the offense, the person shall be punished by the penalties of a fine of one thousand dollars (\$1,000) and by imprisonment in the County jail for one year.

B. State Penalties Apply. Nothing in this ordinance shall be intended to limit any of the penalties provided for under California law, including but not limited to the Penal Code, with regard to the sale, use, possession, delivery, and/or receipt of catalytic converters.

1 C. Administrative Civil Penalty. In addition to any other penalties provided by law,  
2 whenever an Enforcement Officer determines a violation of this ordinance has  
3 occurred, the Enforcement Officer shall have the authority to issue an administrative  
4 citation with an administrative civil penalty to any person responsible for the  
5 violation. Any administrative civil penalty shall be one thousand dollars (\$1,000)  
6 for the first offense, two thousand dollars (\$2,000) for the second offense within  
7 thirty-six (36) months, and five thousand dollars (\$5,000) for each subsequent  
8 offense within thirty-six (36) months. The administrative citation shall contain the  
9 following information: (1) date, location and approximate time the violation was  
10 observed; (2) the amount of the administrative civil penalty imposed for the  
11 violation; (3) instructions for the payment of the administrative civil penalty, the time  
12 period by which it shall be paid, and the consequences of failure to pay the  
13 administrative civil penalty within this time; (4) instructions on how to appeal the  
14 administrative citation; and (5) the signature of the Enforcement Officer. The failure  
15 of the administrative citation to set forth all required contents shall not affect the  
16 validity of the administrative citation or any proceedings to enforce said citation.  
17 The administrative civil penalty may be imposed via the administrative process set  
18 forth in this ordinance or may be imposed by the court if the violation requires court  
19 enforcement without an administrative process.

20 D. Separate Offenses. Acts, omissions, or conditions in violation of this ordinance that  
21 continue, exist, or occur on more than one day constitute separate violations on each  
22 day. Violations continuing, existing, or occurring on the service date, the effective  
23 date, and each day between the service date and the effective date are separate  
24 violations. A person is guilty of a separate offense for each and every day or portion  
25 thereof during which he or she commits, continues, or permits a violation of this  
26 ordinance. A person is deemed guilty of a separate offense for each and every  
27 violation of this ordinance, or any portion thereof. Likewise, a person shall be  
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1 deemed guilty of a separate offense for each and every catalytic converter in the  
2 person's possession that is not attached to a vehicle unless the person has a valid  
3 proof of ownership of the catalytic converter.

4 Section 7. APPEAL OF ADMINISTRATIVE CIVIL PENALTIES.

5 A. Notice of Appeal. The recipient of an administrative citation may appeal its validity  
6 by filing a written notice of appeal with the County department that issued the  
7 administrative citation. The written notice of appeal must be filed within twenty (20)  
8 calendar days of service of the administrative citation. The notice of appeal shall be  
9 accompanied by either an advance deposit of the administrative civil penalty  
10 imposed in the administrative citation or a request for advance deposit hardship  
11 waiver as set forth below. Failure to properly file a written notice of appeal within  
12 this time period shall constitute a waiver of the right to appeal the administrative  
13 citation. The notice of appeal shall be submitted on a form provided by the County  
14 department that issued the administrative citation and shall contain the following  
15 information: (1) a brief statement setting forth the appellant's interest in the  
16 proceedings; (2) a brief statement of the material facts which the appellant claims  
17 support a contention that no violation exists and that no administrative civil penalty  
18 should be imposed or that an administrative civil penalty of a different amount is  
19 warranted; (3) an address at which the appellant agrees that notice of any additional  
20 proceeding or an order relating to the imposition of the administrative civil penalty  
21 may be received by mail; and (4) the notice of appeal must be signed by the appellant  
22 under penalty of perjury.

23 B. Advance Deposit Hardship Waiver. Any person filing a notice of appeal to contest  
24 an administrative citation and who is financially unable to make the advance deposit  
25 of the administrative civil penalty as required may submit a request for advance  
26 deposit hardship waiver with the notice of appeal. The request for advance deposit  
27 hardship waiver shall be filed with the County department that issued the  
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1 administrative citation on a form provided by the same County department. The  
2 request shall be documented by a sworn affidavit, together with any supporting  
3 documents or materials, demonstrating to the satisfaction of the Enforcement Officer  
4 the person's actual financial inability to deposit the full amount of the administrative  
5 civil penalty in advance of the hearing. The requirement of depositing the full  
6 amount of the administrative civil penalty shall be stayed for ten (10) calendar days  
7 pending a determination by the Enforcement Officer of the approval or denial of the  
8 request for advance deposit hardship waiver. The Enforcement Officer shall issue a  
9 written determination stating the approval or listing the reasons for the denial of the  
10 request for advance deposit hardship waiver. The written determination shall be  
11 mailed to the appellant at the address provided in the request. If the Enforcement  
12 Officer denies a request for advance deposit hardship waiver, the appellant shall  
13 remit the deposit to the County within fifteen (15) calendar days of the date of  
14 mailing notice of the denial. The written determination of the Enforcement Officer  
15 on this matter shall be final.

16 C. Hearing on Appeal of Administrative Citation. Upon receipt of a timely filed notice  
17 of appeal of an administrative citation with an administrative civil penalty, an appeal  
18 hearing to consider the issuance of the administrative civil penalty shall be held  
19 before the County Hearing Officer, appointed by the Board of Supervisors pursuant  
20 to Ordinance No. 643 and Government Code section 27720. At the time fixed in the  
21 notice of hearing, the County Hearing Officer shall receive evidence from the  
22 Enforcement Officer and the appellant regarding the violation of prohibitions  
23 contained in Section 5 of this ordinance, as well as any facts the appellant claims  
24 support a contention that no violation exists and that no administrative civil penalty  
25 should be imposed or that an administrative civil penalty of a different amount is  
26 warranted. In conducting the hearing, the County Hearing Officer shall not be  
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1 limited by the technical rules of evidence. Failure of the appellant to appear shall  
2 not affect the validity of the proceedings or order issued thereon.

3 D. County Hearing Officer's Decision. The County Hearing Officer shall issue a  
4 written decision following the appeal hearing, which shall be issued to the appellant  
5 at the appellant's address set forth in the notice of appeal. If the administrative  
6 citation is determined to have been valid at the time of its issuance, the County  
7 Hearing Officer shall affirm the administrative civil penalty amount pursuant to  
8 subsection C. of Section 6 of this ordinance, and order said penalty to be paid within  
9 fifteen (15) calendar days of issuance of the County Hearing Officer's decision. The  
10 County Hearing Officer's decision shall contain instructions for obtaining judicial  
11 review of the decision as set forth below.

12 E. Judicial Review of County Hearing Officer's Decision on Administrative Civil  
13 Penalty. Within twenty (20) calendar days of the date of issuance of the final  
14 decision of the County Hearing Officer, the appellant may contest the County  
15 Hearing Officer's decision by filing an appeal in the Riverside County Superior  
16 Court pursuant to Government Code section 53069.4. The fee for filing the appeal  
17 is specified in Government Code section 70615 (\$25.00 as of the effective date of  
18 this ordinance) and shall be paid to the Clerk of the Court. The failure to file the  
19 written appeal and to pay the filing fee within this period shall constitute a waiver of  
20 the right to an appeal, and the County Hearing Officer's decision shall be deemed  
21 final and confirmed. A copy of the notice of appeal of the County Hearing Officer's  
22 Decision filed in the Riverside County Superior Court shall be served in person or  
23 by first class mail upon the County Department that issued the administrative citation  
24 by the appellant. The conduct of the appeal hearing is a subordinate judicial duty  
25 and may be performed by traffic trial commissioners and other subordinate judicial  
26 officials at the direction of the Presiding Judge of the Riverside County Superior  
27 Court. The appeal shall be heard de novo, and the contents of the file of the County  
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1 Department that issued the administrative citation shall be received into evidence. A  
2 copy of the administrative citation and the Hearing Officer's Decision shall be  
3 admitted into evidence as prima facie evidence of the facts stated therein. The Court  
4 shall request that the County Department's file be forwarded to the Court, to be  
5 received within fifteen (15) calendar days of the request. The Court shall retain the  
6 fee for filing the appeal regardless of the outcome of the appeal. If the Court finds  
7 in favor of the appellant, the amount of the fee shall be reimbursed to the appellant  
8 by the County in accordance with the judgment of the Court. If the penalty has not  
9 been deposited and the decision of the Court is against the appellant, the County  
10 Department that issued the administrative civil penalty may proceed to collect the  
11 penalty using all means available under the law.

12 Section 8. NON-EXCLUSIVE REMEDIES AND PENALTIES. All remedies and penalties for  
13 violations of the prohibitions in this ordinance shall be cumulative and not exclusive. Enforcement by use  
14 of any administrative, criminal or civil action, citation or administrative proceeding or abatement remedy  
15 does not preclude the use of additional citations or other remedies as authorized by other ordinance or law.  
16 Enforcement remedies may be employed concurrently or consecutively. Conviction and punishment of or  
17 enforcement against any person hereunder shall not relieve such person from the responsibility of  
18 correcting, removing or abating a violation, nor prevent the enforced correction, removal or abatement  
19 thereof.

20 Section 9. SEVERABILITY. The provisions of this ordinance are separate and severable. If  
21 any provision of this ordinance is for any reason held by a court to be unconstitutional or invalid, the Board  
22 declares that it would have passed this ordinance irrespective of the invalidity of the provision held to be  
23 unconstitutional or invalid. Such unconstitutionality or invalidity shall therefore not affect the remaining  
24 provisions of this ordinance, or the validity of its application to other persons or circumstances.

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Section 10. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days from the date of adoption.

BOARD OF SUPERVISORS OF THE COUNTY  
OF RIVERSIDE, STATE OF CALIFORNIA

By:   
 KEVIN JEFFRIES, Chair  
 County of Riverside Board of Supervisors


ATTEST:  
CLERK OF THE BOARD  
**KIMBERLY A. RECTOR**

By: Brian Smith  
Deputy Clerk of the Board

(SEAL)

*APPROVED AS TO FORM:*

MINH C. TRAN  
County Counsel

  
 Kelly Moran  
 Chief Deputy County Counsel

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13 STATE OF CALIFORNIA )  
14 COUNTY OF RIVERSIDE ) ss  
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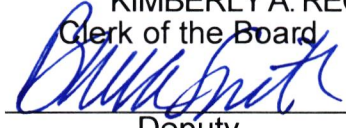
16 I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said county  
17 held on September 12, 2023, the foregoing ordinance consisting of 10 Sections was  
18 adopted by the following vote:

19 AYES: Jeffries, Spiegel, Washington, Perez, and Gutierrez

20 NAYS: None

21 ABSENT: None

22 DATE: September 12, 2023

23 KIMBERLY A. RECTOR  
Clerk of the Board  
24 BY:   
25 Deputy  
26  
27  
28

SEAL

09.12.2023 3.5

**SUMMARY OF ORDINANCE NO. 987**  
**AN ORDINANCE OF THE COUNTY OF RIVERSIDE FOR**  
**THE UNLAWFUL POSSESSION OF CATALYTIC CONVERTERS**

This summary is presented pursuant to California Government Code Section 25124(b): a certified copy of the full text of Ordinance No. 987 may be examined at the Office of the Clerk of the Board of Supervisors of the County of Riverside, located at 4080 Lemon Street, 1<sup>st</sup> Floor, Riverside, California.

Barring any provision of state law permitting the same, Ordinance No. 987 establishes that it is unlawful for any person to possess any catalytic converter that is not attached to a vehicle unless the person has a valid proof of ownership of the catalytic converter. If adopted, any person who violates any provision of Ordinance No. 987 will be subject to criminal and/or civil penalties.

Ordinance No. 987 would take effect 30 days after its adoption.

\* signed up online  
showed up in person

## Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: BRAD ANDERSON

Address: N/A

City: I Zip: N/A

Phone #: \_\_\_\_\_

Date: 9-12-2023 Agenda # #16, 3.4, 3.5, 3.7, 3.12, 3.19, 4.

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

\_\_\_\_\_ Support \_\_\_\_\_ Oppose \_\_\_\_\_ Neutral

**Note:** If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:

\_\_\_\_\_ Support \_\_\_\_\_ Oppose \_\_\_\_\_ Neutral

I give my 3 minutes to: \_\_\_\_\_



# BOARD RULES

## **Requests to Address Board on "Agenda" Items:**

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

## **Requests to Address Board on items that are "NOT" on the Agenda/Public Comment:**

Notwithstanding any other provisions of these rules, a member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. Donated time is not permitted during Public Comment.

## **Power Point Presentations/Printed Material:**

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, insuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo.

## **Individual Speaker Limits:**

Individual speakers are limited to a maximum of three (3) minutes. Please step up to the podium when the Chairman calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin to flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chairman adheres to a strict three (3) minutes per speaker. ***Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.***

## **Group/Organized Presentations:**

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chairman's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the bottom of the form.

## **Addressing the Board & Acknowledgement by Chairman:**

The Chairman will determine what order the speakers will address the Board, and will call on all speakers in pairs. The first speaker should immediately step to the podium and begin addressing the Board. The second speaker should take up a position in one of the chamber aisles in order to quickly step up to the podium after the preceding speaker. This is to afford an efficient and timely Board meeting, giving all attendees the opportunity to make their case. Speakers are prohibited from making personal attacks, and/or using coarse, crude, profane or vulgar language while speaking to the Board members, staff, the general public and/or meeting participants. Such behavior, at the discretion of the Board Chairman, may result in removal from the Board Chambers by Sheriff Deputies.



**Riverside County Board of Supervisors  
Request to Speak**

Submit request to Clerk of Board (right of podium),  
Speakers are entitled to three (3) minutes, subject  
to Board Rules listed on the reverse side of this form.

**SPEAKER'S NAME:** Brad Anderson

**Address:** \_\_\_\_\_  
(only if follow-up mail response requested)

**City:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_

**Date:** \_\_\_\_\_ **Agenda #** 3.5

**PLEASE STATE YOUR POSITION BELOW:**

**Position on "Regular" (non-appealed) Agenda Item:**

\_\_\_\_\_ **Support**      \_\_\_\_\_ **Oppose**      \_\_\_\_\_ **Neutral**

**Note:** If you are here for an agenda item that is filed  
for "Appeal", please state separately your position on  
the appeal below:

\_\_\_\_\_ **Support**      \_\_\_\_\_ **Oppose**      \_\_\_\_\_ **Neutral**

**I give my 3 minutes to:** \_\_\_\_\_



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Notwithstanding any other provisions of these rules, member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES.

### **Power Point Presentations/Printed Material:**

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# Riverside County Board of Supervisors

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Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: \_\_\_\_\_

**Roy B. Cullen**

Address: \_\_\_\_\_

City: \_\_\_\_\_

Zip: \_\_\_\_\_

Phone #: \_\_\_\_\_

Date: \_\_\_\_\_

Agenda #

**3.5**

PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

\_\_\_\_\_ Support

\_\_\_\_\_ Oppose

\_\_\_\_\_ Neutral

**Note:** If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:

\_\_\_\_\_ Support

\_\_\_\_\_ Oppose

\_\_\_\_\_ Neutral

I give my 3 minutes to: \_\_\_\_\_



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Thank you for submitting your request to speak. The Clerk of the Board office has received your request and will be prepared to allow you to speak when your item is called. To attend the meeting, please call (669) 900-6833 and use **Meeting ID # 864 4411 6015 . Password is 20230829**. You will be muted until your item is pulled and your name is called. Please dial in at 9:00 am with the phone number you provided in the form so you can be identified during the meeting.

Submitted on September 12, 2023

**First Name**

Brad

**Last Name**

Anderson

**Address (Street, City and Zip)**

N/A

**Phone**

7602192615

**Email**

ba4612442@gmail.com

**Agenda Date**

09/12/2023

**Agenda Item # or Public Comment**

3.5

**State your position below**

Oppose

**Comments**

The new proposed Riverside County Ordinance 987 - making any person a criminal if they have an unattached "Catalytic converter" in their control without having ownership papers available if requested/Ordered to produce them is overburdensome to any vehicle operator. Criminal activities are unlawful (laws are in place already) - to combat this form of threat. This form of criminal activity is similar to other automotive crime (Radio's/Batteries ect.)





**mediagroup**

PART OF THE USA TODAY NETWORK

PO Box 23430  
Green Bay, WI 54305-3430  
Tel: 760-778-4578 / Fax 760-778-4731  
Email: [legals@thedesertsun.com](mailto:legals@thedesertsun.com)

**PROOF OF  
PUBLICATION**

**STATE OF CALIFORNIA SS.  
COUNTY OF RIVERSIDE**

RIVERSIDE COUNTY-BOARD OF SUP.  
4080 LEMON ST

RIVERSIDE CA 92501

I am over the age of 18 years old, a citizen of the United States and not a party to, or have interest in this matter. I hereby certify that the attached advertisement appeared in said newspaper (set in type not smaller than non paniel) in each and entire issue of said newspaper and not in any supplement thereof of the following issue dates, to wit:

09/15/2023

I acknowledge that I am a principal clerk of the printer of The Desert Sun, published weekly in the City of Palm Springs, County of Riverside, State of California. The Desert Sun was adjudicated a Newspaper of general circulation on March 24, 1988 by the Superior Court of the County of Riverside, State of California Case No. 191236.

I certify under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.. Executed on this 15th of September 2023 in Green Bay, WI, County of Brown.

**DECLARANT**

Ad#:0005824881

P O : 987

**This is not an invoice**

# of Affidavits: 2

**BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

**SUMMARY OF ORDINANCE NO. 987  
AN ORDINANCE OF THE COUNTY OF RIVERSIDE FOR THE UNLAWFUL  
POSSESSION OF CATALYTIC CONVERTERS**

This summary is presented pursuant to California Government Code Section 25124(b): a certified copy of the full text of Ordinance No. 987 may be examined at the Office of the Clerk of the Board of Supervisors of the County of Riverside, located at 4080 Lemon Street, 1st Floor, Riverside, California. Barring any provision of state law permitting the same, Ordinance No. 987 establishes that it is unlawful for any person to possess any catalytic converter that is not attached to a vehicle unless the person has a valid proof of ownership of the catalytic converter. If adopted, any person who violates any provision of Ordinance No. 987 will be subject to criminal and/or civil penalties. Ordinance No. 987 would take effect 30 days after its adoption.

K. Jeffries, Chair of the Board

I HEREBY CERTIFY that at a regular meeting of the Board of Supervisors of said County, held on September 12, 2023, the foregoing Ordinance was adopted by said Board by the following vote:

AYES: Jeffries, Spiegel, Washington, Perez and Gutierrez  
NAYS: None  
ABSENT: None

Kimberly A. Rector, Clerk of the Board  
By: Cindy Fernandez, Clerk of the Board Assistant

Pub: 9/15/2023

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Kimberly A. Rector, Clerk of the Board  
By: Cindy Fernandez, Clerk of the Board Assistant

Pub: 9/15/2023

SUBMITTAL TO THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



ITEM: 3.1  
(ID # 22253)

**MEETING DATE:**  
Tuesday, June 13, 2023

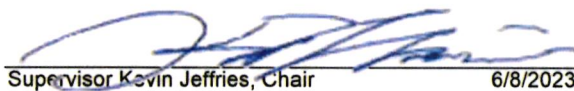
**FROM :** SUPERVISOR KEVIN JEFFRIES:

**SUBJECT:** SUPERVISOR KEVIN JEFFRIES and SUPERVISOR YXSTIAN GUTIERREZ:  
Directing Executive Office to Initiate Catalytic Converter Unlawful Possession Ordinance. [\$0]

**RECOMMENDED MOTION:** That the Board of Supervisors:

Directs the Executive Office to work with the Sheriff's Department and District Attorney's Office to initiate and draft an ordinance regarding the unlawful possession of a catalytic converter.

**ACTION:**Policy

  
Supervisor Kevin Jeffries, Chair

6/8/2023

  
Supervisor Yxstian Gutierrez

6/8/2023

---

**MINUTES OF THE BOARD OF SUPERVISORS**

On motion of Supervisor Washington, seconded by Supervisor Jeffries and duly carried,  
IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Washington, and Gutierrez  
Nays: None  
Absent: Spiegel, Perez  
Date: June 13, 2023  
xc: BOS-Dist. 1, BOS-Dist. 5, E.O.

Kimberly A. Rector  
Clerk of the Board

By:   
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,  
STATE OF CALIFORNIA**

**BACKGROUND:**

**Summary**

Catalytic converter theft has been one of the fastest growing crimes in the Country, with State Farm Insurance reporting a 400% increase nationwide since 2019. Catalytic converter thefts are on the rise because of the increasing value of the precious metals contained within and the ease with which criminals can remove the devices from the vehicles of unsuspecting residents. Catalytic converters can be sold for as much as \$1,200 each. Currently, law enforcement cannot seize a catalytic converter found to be removed from a vehicle and in someone's possession unless a victim can be identified. Unfortunately, locating the victim without identifying information on the catalytic converter is often impossible. Victims of catalytic converter thefts can pay thousands of dollars to replace them, and repairs can take months to occur, due to various supply chain issues.

While there have been legislative attempts in Sacramento to crack down on catalytic converter thefts, local agencies in California have begun to pass their own ordinances to assist law enforcement in holding these thieves accountable for their crimes. Some of those agencies include the County of San Bernardino, and the Cities of Los Angeles, Upland, and Eastvale.

Passage of this item would direct the Executive Office to work with the Sheriff's Department and District Attorney's Office to draft and initiate an ordinance that would require anyone who is not a licensed recycler and who is found to be in possession of a catalytic converter to provide proof of ownership to law enforcement. Utilizing the language from other jurisdictions (such as the attached ordinance from San Bernardino County) should accelerate this process.

**Impact on Residents and Businesses**

Catalytic converter theft is very costly to victims of this crime, both in dollars and in the time and inconvenience of repairs, and have affected individuals, businesses, and government agencies. Passage of a local ordinance could help hold thieves accountable and discourage theft in unincorporated areas of Riverside County.

**ATTACHMENT:**

Attachment: Example of Ordinance from San Bernardino County

**ORDINANCE NO. 4443**

**An ordinance of San Bernardino County, State of California,  
to add Chapter 16 to Division 7 of Title 2 of the San  
Bernardino County Code, relating to unlawful possession of  
a catalytic converter.**

The Board of Supervisors of the County of San Bernardino, State of California,  
ordains as follows:

SECTION 1. The Board of Supervisors of San Bernardino County finds that:

(a) The theft of catalytic converters has been an increasing problem in San Bernardino County in recent years.

(b) Catalytic converters contain expensive precious metals including platinum, palladium, and rhodium, which, as of the drafting of the ordinance, costs from \$1,000 (platinum), \$2,000 (palladium) and over \$14,000 (rhodium) per ounce.

(c) In San Bernardino County, there were 556 reports of catalytic converter thefts in 2020 and as of December 2021, the number increased 120 percent to 1,223 reports by victims.

(d) The average cost of replacing a stolen catalytic converter and repairing the damage to the vehicle may cost the victim between \$1,000 to \$3,000, or more.

(e) Individuals in possession of stolen catalytic converters often recycle them for substantial profit while victims of these thefts suffer the consequences of paying thousands of dollars in repairs, the inconvenience of repairing their vehicles, and feeling unsafe in the community.

(f) Catalytic converter thefts are on the rise because individuals are incentivized to commit catalytic converter thefts for multiple reasons including, but not limited to: (1) the ease and undetectable nature of committing the thefts in a matter of seconds using common tools such as a reciprocating saw, (2) the ability to recycle catalytic converters at scrap metal yards for high dollar returns, and (3) the challenges



1 with prosecuting criminals for catalytic converter theft where a victim cannot be identified.

2 (g) Finding the victim of these crimes is extremely difficult due to the manner in  
3 which the catalytic converter thefts occur and lack of identifying markers on catalytic  
4 converters to link a stolen catalytic converter to the victim.

5 (h) The inability to identify the victims of catalytic converter thefts can inhibit the  
6 ability to successfully prosecute individuals for the thefts.

7 (i) There is currently no state or federal legislation applicable within San  
8 Bernardino County requiring individuals to provide proof to law enforcement showing how  
9 they obtained detached catalytic converters, thus limiting law enforcement's ability to  
10 protect the public by deterring catalytic converter thefts.

11 (j) This Ordinance is necessary to provide the San Bernardino County Sheriff's  
12 Department a means to protect the public, deter this criminal activity and promote a more  
13 productive use of San Bernardino County resources.

14  
15 SECTION 2. Chapter 16 is added to Division 7 of Title 2 of the San Bernardino  
16 County Code, to read:

17 **Chapter 16. UNLAWFUL POSSESSION OF A CATALYTIC CONVERTER**

18 **27.1601 Purpose and Intent**

19 **27.1602 Unlawful Possession of a Catalytic Converter**

20 **27.1603 Valid Proof of Ownership**

21 **27.1604 Violations and Enforcement**

22  
23 **27.1601 Purpose and Intent**

24 Catalytic converter theft is an increasing problem within San Bernardino County  
25 and causes significant financial damage to the victims. Due to the lack of federal or state  
26 legislation that requires showing proof of ownership of a catalytic converter to law  
27 enforcement, criminal enforcement remedies are limited. The purpose and intent of this  
28 Chapter is to provide San Bernardino County with reasonable means to address the

1 impact on the community and the victims posed by increasing catalytic converter thefts.

2  
3 **27.1602 Unlawful Possession of a Catalytic Converter**

4 (a) It is unlawful for any person, other than a Core Recycler as defined in  
5 California Business and Professions Code section 21610, to possess any catalytic  
6 converter that is not attached to a vehicle unless the person has a valid proof of ownership  
7 of the catalytic converter.

8 (b) This section does not apply to a detached catalytic converter that has been  
9 tested, certified, and labeled or otherwise approved for reuse, and is being bought or sold  
10 for purposes of reuse in accordance with the federal Clean Air Act (42 U.S.C. §§7401 et  
11 seq.) and regulations under the Clean Air Act, as they may be amended from time to time.

12 (c) It is unlawful for any person to knowingly falsify or cause to be falsified any  
13 information in a record intended to show valid proof of ownership.

14  
15 **27.1603 Valid Proof of Ownership**

16 For purposes of this Chapter, valid proof of ownership means:

17 (a) A document containing all of the following information:

18 (i) The license plate number and vehicle identification number of the car  
19 from which the catalytic converter was removed.

20 (ii) The name, address, and telephone number of the owner of the  
21 vehicle from which the catalytic converter was removed.

22 (iii) The signature of the vehicle owner authorizing removal of the  
23 catalytic converter.

24 (iv) The name, address, and telephone number of the current owner of  
25 the catalytic converter.

26 (b) In the event the catalytic converter is in the possession of the current owner  
27 of the vehicle from which it was removed, valid proof of ownership means:

28 (i) Ownership documentation for the vehicle;



- (ii) A valid receipt for a replacement catalytic converter; and  
(iii) Proof of installation of the replacement catalytic converter.

**27.1604 Violations and Enforcement**

Each violation of this section constitutes a separate violation, including, but not limited to, possessing multiple catalytic converter(s) during a single contact by law enforcement, and is subject to all remedies and enforcement measures authorized by Chapter 2 of Division 1 of Title 1 of the San Bernardino County Code. Any person who violates any provision of this section shall be guilty of a misdemeanor punishable by a fine not to exceed \$1,000, imprisonment in the county jail for a term not exceeding six months, or both a fine and jail sentence.

SECTION 3. The Board of Supervisors declares that it would have adopted this ordinance and each section, sentence, clause, phrase, or portion of it irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions of it be declared invalid or unconstitutional. If for any reason any portion of this ordinance is declared invalid or unconstitutional, then all other provisions of it shall remain valid and enforceable.

SECTION 4. This ordinance shall take effect thirty (30) days from the date of adoption.

\_\_\_\_\_  
CURT HAGMAN, Chairman  
Board of Supervisors

SIGNED AND CERTIFIED THAT A COPY  
OF THIS DOCUMENT HAS BEEN DELIVERED  
TO THE CHAIRMAN OF THE BOARD

LYNNA MONELL, Clerk of the  
Board of Supervisors

1 STATE OF CALIFORNIA )  
2 ) ss.  
3 SAN BERNARDINO COUNTY )

4 I, LYNNA MONELL, Clerk of the Board of Supervisors of San Bernardino County,  
5 State of California, hereby certify that at a regular meeting of the Board of Supervisors of  
6 said County and State, held on the 23<sup>rd</sup> day of August, 2022, at which meeting were  
7 present Supervisors: Col. Paul Cook (Ret.), Janice Rutherford, Dawn Rowe, Curt  
8 Hagman, Joe Baca, Jr., and the Clerk, the foregoing ordinance was passed and adopted  
9 by the following vote, to wit:

10 AYES: SUPERVISORS: Col. Paul Cook (Ret.), Janice Rutherford,  
11 Dawn Rowe, Curt Hagman, Joe Baca, Jr.

12 NOES: SUPERVISORS: None

13 ABSENT: SUPERVISORS: None

14 IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal  
15 of the Board of Supervisors this 23<sup>rd</sup> day of August, 2022.

16 LYNNA MONELL, Clerk of the  
17 Board of Supervisors of  
18 San Bernardino County,  
19 State of California

20 \_\_\_\_\_  
21 Deputy

22 Approved as to Form:

23 TOM BUNTON  
24 County Counsel

25 By: \_\_\_\_\_  
26 Jolena E. Grider  
27 Deputy County Counsel

28 Date: \_\_\_\_\_

✓

## Riverside County Board of Supervisors Request to Speak

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Daryl Terrell

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone #: \_\_\_\_\_

Date: 6-13-23 Agenda # 3.1

### PLEASE STATE YOUR POSITION BELOW:

Position on "Regular" (non-appealed) Agenda Item:

✓ Support      \_\_\_\_\_ Oppose      \_\_\_\_\_ Neutral

**Note:** If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:

\_\_\_\_\_ Support      \_\_\_\_\_ Oppose      \_\_\_\_\_ Neutral

I give my 3 minutes to: \_\_\_\_\_



# BOARD RULES

## **Requests to Address Board on "Agenda" Items:**

You may request to be heard on a published agenda item. Requests to be heard must be submitted to the Clerk of the Board before the scheduled meeting time.

## **Requests to Address Board on items that are "NOT" on the Agenda/Public Comment:**

Notwithstanding any other provisions of these rules, a member of the public shall have the right to address the Board during the mid-morning "Oral Communications" segment of the published agenda. Said purpose for address must pertain to issues which are under the direct jurisdiction of the Board of Supervisors. YOUR TIME WILL BE LIMITED TO THREE (3) MINUTES. Donated time is not permitted during Public Comment.

## **Power Point Presentations/Printed Material:**

Speakers who intend to conduct a formalized Power Point presentation or provide printed material must notify the Clerk of the Board's Office by 12 noon on the Monday preceding the Tuesday Board meeting, insuring that the Clerk's Office has sufficient copies of all printed materials and at least one (1) copy of the Power Point CD. Copies of printed material given to the Clerk (by Monday noon deadline) will be provided to each Supervisor. If you have the need to use the overhead "Elmo" projector at the Board meeting, please ensure your material is clear and with proper contrast, notifying the Clerk well ahead of the meeting, of your intent to use the Elmo.

## **Individual Speaker Limits:**

Individual speakers are limited to a maximum of three (3) minutes. Please step up to the podium when the Chairman calls your name and begin speaking immediately. Pull the microphone to your mouth so that the Board, audience, and audio recording system hear you clearly. Once you start speaking, the "green" podium light will light. The "yellow" light will come on when you have one (1) minute remaining. When you have 30 seconds remaining, the "yellow" light will begin to flash, indicating you must quickly wrap up your comments. Your time is up when the "red" light flashes. The Chairman adheres to a strict three (3) minutes per speaker. ***Note: If you intend to give your time to a "Group/Organized Presentation", please state so clearly at the very bottom of the reverse side of this form.***

## **Group/Organized Presentations:**

Group/organized presentations with more than one (1) speaker will be limited to nine (9) minutes at the Chairman's discretion. The organizer of the presentation will automatically receive the first three (3) minutes, with the remaining six (6) minutes relinquished by other speakers, as requested by them on a completed "Request to Speak" form, and clearly indicated at the bottom of the form.

## **Addressing the Board & Acknowledgement by Chairman:**

The Chairman will determine what order the speakers will address the Board, and will call on all speakers in pairs. The first speaker should immediately step to the podium and begin addressing the Board. The second speaker should take up a position in one of the chamber aisles in order to quickly step up to the podium after the preceding speaker. This is to afford an efficient and timely Board meeting, giving all attendees the opportunity to make their case. Speakers are prohibited from making personal attacks, and/or using coarse, crude, profane or vulgar language while speaking to the Board members, staff, the general public and/or meeting participants. Such behavior, at the discretion of the Board Chairman, may result in removal from the Board Chambers by Sheriff Deputies.





**Riverside County Board of Supervisors  
Request to Speak**

Submit request to Clerk of Board (right of podium), Speakers are entitled to three (3) minutes, subject to Board Rules listed on the reverse side of this form.

SPEAKER'S NAME: Ray Beaman

Address: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone #: \_\_\_\_\_

Date: \_\_\_\_\_ Agenda # 3, 11

**PLEASE STATE YOUR POSITION BELOW:**

Position on "Regular" (non-appealed) Agenda Item:

\_\_\_\_\_ Support      \_\_\_\_\_ Oppose      \_\_\_\_\_ Neutral

**Note:** If you are here for an agenda item that is filed for "Appeal", please state separately your position on the appeal below:

\_\_\_\_\_ Support      \_\_\_\_\_ Oppose      \_\_\_\_\_ Neutral

I give my 3 minutes to: \_\_\_\_\_



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**Subject:** [External] SANDAG DEL MAR BLUFF COLLAPSE TRAIN TRACK MOVE / LESSONS LEARNED WILDFIRES  
**Date:** Wednesday, February 26, 2025 10:22:15 AM

**SANDAG MEETING FRIDAY 9AM**  
**YOU CAN PARTICIPATE ZOOM FROM YOUR HOME**



ZOOM - <https://us02web.zoom.us/j/84297597154>

OR GO IN PERSON FREE VALIDATED PARKING

401 B STREET FLOOR 7 DOWNTOWN SAN DIEGO

<https://www.sandag.org/calendar>

HTML AGENDA - [https://docs.google.com/gview?](https://docs.google.com/gview?url=https%3A%2F%2Fgranicus_production_attachments.s3.amazonaws.com%2Fsandag%2F3f2d097131a67dc3ec6cd3045a4da8ac0.pdf&embedded=true)

[url=https%3A%2F%2Fgranicus\\_production\\_attachments.s3.amazonaws.com%2Fsandag%2F3f2d097131a67dc3ec6cd3045a4da8ac0.pdf&embedded=true](https://docs.google.com/gview?url=https%3A%2F%2Fgranicus_production_attachments.s3.amazonaws.com%2Fsandag%2F3f2d097131a67dc3ec6cd3045a4da8ac0.pdf&embedded=true)  
PDF AGENDA - <https://d3n2y02raazwpg.cloudfront.net/sandag/fe0fea28-b3fd-11ef-ab4b-005056a89546-3a383fb0-7365-4b67-b96c-089b81ccc16-1740521332.pdf>

AN OPPORTUNITY FOR FED FUNDING

HIGH SPEED RAIL FED FUNDS BEING PULLED

SAFETY = USE FUNDS MOVE TRACK AWAY FROM OCEAN

U.S. Transportation Secretary Duffy Announces Review of California High-Speed Rail Project

"The Federal Railroad Administration (FRA) [initiated a review](#) of the California High-Speed Rail Authority (CHSRA). This review will help determine whether roughly \$4 billion in taxpayer money should remain committed to the proposed project to build high-speed rail in the California Central Valley between Merced and Bakersfield. The entire San Francisco to Los Angeles project was initially supposed to be completed by 2020 and cost \$33 billion. Today, the Merced-to-Bakersfield segment alone would cost more than the original total. The latest estimate for San Francisco to Los Angeles is \$106 billion — more than three times the original cost estimate. The entire San Francisco to Los Angeles project was initially supposed to be completed by 2020 and cost \$33 billion. Today, the Merced-to-Bakersfield segment alone would cost more than the original total. The latest estimate for the train rail San Francisco to Los Angeles is \$106 billion — more than three times the original cost estimate."

<https://www.transportation.gov/briefing-room/us-transportation-secretary-duffy-announces-review-california-high-speed-rail-project>



DEL MAR TRAIN TRACK BLUFF COLLAPSE



SANDAG DECADES TAX WASTE FAILURES

06-18-2024 SANDAG PRESENTATION VIDEO

BLUFF COLLAPSE CRITICAL TRAIN TRACK RELOCATE

<https://www.youtube.com/watch?v=vpXifX3FAX0&t=276s>

2021 USELESS TAX WASTE CONSULTANT STUDY

<https://www.delmartimes.net/news/story/2021-04-27/study-shows-best-route-for-train-tunnel>

DECADES AGO 1941 TRAIN TRACK BLUFF ACCIDENT

2018 DEL MAR TRAIN TRACK BLUFF COLLAPSE AGAIN

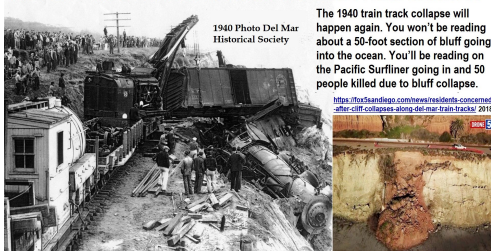
"It's just a matter of time before what happened in the 1940s happens again when a train went right into the ocean," Stonebanks said. "You won't be reading about a 50-foot section of bluff going into the ocean. You'll be reading about the Pacific Surfliner going in and 50 people killed."

<https://foxsandiego.com/news/residents-concerned-after-cliff-collapses-along-del-mar-train-tracks/>

The 1941 train track collapse will happen again. You won't be reading about a 50 foot section of bluff going into the ocean. You'll be reading on the Pacific Surfliner going in and 50 people killed due to bluff collapse.

<https://thecoastnews.com/the-great-train-wreck-of-1941/>

HISTORY MOVE DEL MAR TRAIN TRACKS FROM DANGER



06-24-2022 ENGINEER REPORT FAILURE (1:57:00)

[https://www.youtube.com/watch?v=xoYpYkD\\_IJE&t=5761s](https://www.youtube.com/watch?v=xoYpYkD_IJE&t=5761s)

I DESTROYED ENGINEER REPORT

CALLED OUT SANDAG TAX WASTE

DEMANDED TRACK MOVED OFF BLUFF

<https://www.usnews.com/news/best-states/california/articles/2022-07-03/300m-for-plan-to-move-tracks-off-crumbling-del-mar-bluffs>

<https://apnews.com/article/california-san-diego-gavin-newsom-state-budgets-693f86215ac44e57e55da568f7d8e1f5>

<https://www.sandiegouniontribune.com/2022/12/27/nctd-and-del-mar-split-over-rail-realignment-money/>

<https://d3n9y02raazwpg.cloudfront.net/sandag/5dd97666-84b1-11ee-852f-0050569183fa-3a383fb0-7365-4b67-b96e-089bf81cce16-1719529562.pdf>

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706490/Item\\_15\\_-\\_Supporting\\_Materials.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706490/Item_15_-_Supporting_Materials.pdf)

<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=4040>

<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=8060>

<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=10256>

<https://www.youtube.com/watch?v=fiPeQeUG3PU&t=9757>

[https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706423/Item\\_15\\_Att.2-Screening\\_Report.pdf](https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/2706423/Item_15_Att.2-Screening_Report.pdf)

**SANDAG** San Diego LOSSAN Rail Realignment Project

**ALIGNMENT P1-A & P1-B INTERSTATE 5 FROM OCEANSIDE TO NORTH SAN DIEGO QUICKEST COST EFFECTIVE NO TUNNELS**

**Figure 5-1. Conceptual Alignments and Stakeholder and Outreach Alignments**

**LEGEND**

- Alignment 1.0-2
- Alignment 3.0-4
- Alignment 5.0-6
- Alignment 7.0-8
- Alignment 9.0-10
- Alignment 1.0-2
- Alignment 3.0-4
- Alignment 5.0-6
- Alignment 7.0-8
- Alignment 9.0-10
- Alignment P1-A & P1-B
- Alignment P2
- Alignment P3
- Alignment P4
- Alignment P5
- Alignment P6-A & P7-B
- Alignment P8
- Alignment P9-A
- Alignment P9-B & P10-B

**Other Legend Items:**

- Port Location
- Mile Post Marker
- Municipal Boundary
- Existing LOSSAN Corridor
- Track Alignment

**Scale:** 0 5 10 Miles

**Source:** LOSSAN Rail Authority, SANDAG, and other sources.

<https://news.sky.com/video/los-angeles-mavor-silent-when-asked-if-she-owes-citizens-apology-over-handling-of-wildfires-13285826>

<https://www.youtube.com/watch?v=51wYQ-Up5mg&t=0s>



The one reservoir that could have been used to stop the apocalyptic wildfires that destroyed Pacific Palisades, Altadena, and parts of other towns was somehow empty  
[https://www.americanthinker.com/blog/2025/01/firestorm\\_of\\_incompetence\\_in\\_los\\_angeles\\_water\\_company\\_admits\\_their\\_big\\_reservoir\\_to\\_fight\\_fires\\_was\\_bone\\_dry.html](https://www.americanthinker.com/blog/2025/01/firestorm_of_incompetence_in_los_angeles_water_company_admits_their_big_reservoir_to_fight_fires_was_bone_dry.html)

#### INSTEAD OF WATER TOWER DRINKING WATER RESERVOIR EMPTY OVER YEAR

"Los Angeles in 2012 installed a large floating membrane to comply with federal regulations. The cover is meant to prevent animals and debris from contaminating the water, limit algae and bacteria. DWP property manager spotted a tear in the reservoir's floating cover after a series of rainstorms, according to internal emails reviewed by The Times. DWP officials wanted to keep the reservoir running, despite the tear, letting residents use 20 million gallons before draining the rest. The drinking water reservoir due to no cover empty almost a year since January 2024."

<https://www.latimes.com/california/story/2025-01-22/why-has-a-reservoir-in-palisades-stood-empty-for-a-year>

#### State to probe why Pacific Palisades Reservoir was offline and empty over a year when firestorm exploded

"Officials said that the Santa Ynez Reservoir had been closed since about February for repairs to its cover, leaving a 117-million-gallon water storage complex empty in the heart of the Palisades for nearly a year."

<https://www.latimes.com/california/story/2025-01-10/as-flames-raged-in-palisades-a-key-reservoir-nearby-was-offline>



#### LA Mayor Karen Bass handed out rich city contracts, forcing drastic cuts to fire department months before deadly wildfires: records

"Los Angeles was forced to slash funding for the fire department after Mayor Karen Bass awarded gilded contracts to city workers, a review of public records shows. Bass settled contract negotiations with public sector unions. In dozens of agreements, the city's civilian employees pocketed 20 to 25 percent wage hikes over five years and other goodies that cost the city \$4.5 billion."

<https://nypost.com/2025/01/11/us-news/la-mayor-karen-bass-handed-out-rich-city-contracts-forcing-drastic-cuts-to-fire-department-months-before-deadly-wildfires-records/>

#### WARNED OF FIRE RISK IGNORED SAFETY LOS ANGELES FLEW TO AFRICA CELEBRATION

"The National Weather Service began warning of potentially strong winds — amid "extreme fire conditions" — on Thursday, two days before Bass left for Ghana. Those warnings intensified over the subsequent days. By Monday, officials were bracing for a potentially life-threatening and destructive windstorm. As flames tore through Pacific Palisades, Los Angeles Mayor Karen Bass was on a diplomatic mission in Africa, communicating with key city agencies from afar. Bass left town on Saturday as part of a presidential delegation to Ghana, just as the National Weather Service began ratcheting up its warnings about the coming windstorm. On Tuesday, she attended the inauguration of Ghanaian President John Dramani Mahama when the Palisades fire broke out."

<https://www.latimes.com/california/story/2025-01-08/mayor-karen-bass-wildfires-africa-trip>

#### MAUI - TALENT OREGON - LOS ANGELES - YOUR CITY NEXT

<https://www.youtube.com/live/GLJ4LABBgBY&t=0s>

#### BURN DOWN COMMUNITY REZONE TO GOVERNMENT HOUSING

<https://ktvl.com/news/local/talents-controversial-alameda-fire-recovery-plan-up-for-a-vote-next-month-revitalization-oregon-wildfire>

#### Gavin Newsom 'reimagining LA 2.0' post-wildfire and California needs a 'Marshall Plan'

:As the devastating wildfires in Los Angeles continue to rage, Gov. Gavin Newsom is looking toward rebuilding an "LA 2.0" post-fire. Speaking against the backdrop of a fire-ravaged neighborhood, Newsom said that he's already "organizing a Marshall Plan" and already has a team "looking and reimagining LA 2.0."

<https://www.businessinsider.com/gavin-newsom-reimagining-los-angeles-post-wildfire-marshall-plan-rebuild-2025-1>

#### WHY MAUI - LOS ANGELES EMPTY FIRE HYDRANTS?



## Alan Curry

#### SANDAG 2025 REGIONAL PLAN PAGE 4

#### TRANSNET ALREADY FUNDED ROADS DOUBLE TAX

#### CONVERT FREEWAY LANES TO MANAGED TOLL LANES

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/regional-plan/2025-regional-plan/2025-draft-proposed-regional-transportation-network-eng.pdf>



#### SAN DIEGO COUNTY VOTERS STOPPED SANDAG TAX

<https://www.sandiegouniontribune.com/2024/10/04/endorsement-reject-measure-g-sandag-is-dishonest-dysfunctional/>



#### VOTERS WERE PROMISED TWICE 1988 AND 2004 TRANSNET TAX EXPAND FREEWAYS

SANDAG IGNORES FREEWAYS FIRE EGRESS <https://www.sandag.org/funding/transnet>



----- Forwarded message -----  
From: <[henkinp@earthlink.net](mailto:henkinp@earthlink.net)>  
Date: Sun, Feb 9, 2025 at 8:42 PM  
Subject: SANDAG REOPENING DEBATE ON LOSSAN ALIGNMENT

Hi All,

Paul Henkin sends his greetings.

That SANDAG winnowed the 16 proposals for the LA to San Diego LOSSAN train reported by NBC on the 2/7 down to 5 by 2/15, all of which go through the Del Mar fairgrounds, its unstable soil, and would require destruction of homes for a tunnel is not acceptable. Let me ask – have you done a soil analysis? Last Board meeting, there were 16 route options. The Board should have reduced the number of options in open session, per the Brown Act. SANDAG does too much out of public view. That is the number 1 reason for the trust problem. Keep shutting down the LOSSAN tracks for supposedly routine maintenance. We know that not all of this is, in fact, routine.

Move the LOSSAN Train to the I-15 corridor OR through DeLuz. Through DeLuz would surely be cheaper. A train anywhere near the coast is not safe or practical for the long term. Think 100 years. If you build here now (I mean, of course, in 2030 or 35,) you'll have to redo the track periodically. Unstable coastal soil or sand, and at San Clemente, you got a narrow path and either beach erosion or landslides. The price tag you quote for a train from Temecula through Escondido and San Marcos is to Perris, way outside your jurisdiction, and way inflated. It could connect to downtown, National City, and Chula Vista a lot easier as well as to the rapid trains to Vegas, LA, and SF.

**Tony Kranz' idea to route the train tracks up the I-15 corridor makes sense. If you can do it through De Luz, that would be better. Not only would it save a lot of time, effort, lives maybe, and dollars – but it would be a far easier connection to the fast trains to Vegas and SF to LA. And they'd be ready a lot sooner than 2035.**

The parking lot inside the Del Mar Fair is so cracked that it suggests major soil instability which means a tunnel or track there or anywhere near the ocean probably won't work. There are too many erosion spots and choke points to route the LOSSAN tracks all the way up the I-5 corridor - erosion from the ocean and landslides from the steep cliffs, although that would also be a better option.

Please think about the long-term.

## **New routes for rail realignment project in Del Mar proposed by SANDAG**

Story by Jeanette Quezada, NBC San Diego [02-09-2025]

Back from 3 alternatives to 16 – makes a mockery of our attending the community forums in East City and Del Mar, but hopefully a lot fairer and adequate notice to all involved. All 16 routings to be discussed are listed after the article.

### **ARTICLE:**

SANDAG has been considering several routes for the LOSSAN Rail Realignment Project in Del Mar.

**[3 without adequate community input, so it's back up to 16]**

This week they added 13 new routes to their alignment proposals. This was in response to input from the community to improve the original three alignments.

"I've taken it from Solana Beach down to a Padres game or whatever, and I've gone north to anywhere from Orange County to as far as Santa Barbara," said Tom Sullivan, who has ridden along the LOSSAN corridor before and has personally seen coastal erosion along the Del Mar Bluffs.

Sullivan's also familiar with the proposed realignment project.

"It's just strange, especially in Southern California, especially San Diego to have major train lines that would run underground," Sullivan said.

Frank Sherer worried it could impact the Del Mar community he's lived in for 40 years.

"I just don't want people's homes to be impacted, and I think they will be from a tunnel," Scherer said.

This week, SANDAG released a value analysis study, on the controversial Del Mar train tunnel. The study adds 13-more alternative alignment proposals to the three already being considered.

Some of the proposals are entirely new, while others refine original ideas.

Del Mar mayor Terry Gaasterland supports Alignments 10 and 14, because those would not run underneath homes.

"We, as Del Mar residents, will be asking and demanding: Look at these alignments that take the train out from under people's homes," Gaasterland said.

The 25 miles of Alignment 10 would cost between \$30 billion and \$45 billion.

[Adding in how much graft?]

"For the very first time, it's looking at taking a railroad from Oceanside all the way down to Sorrento Valley right along 1-5," Gaasterland said.

Alignment 14 would cost between \$7 billion and \$9 billion. It would take the train deeper into the Solana Beach trench, underneath the fairgrounds, into a tunnel that runs underneath the lagoon, then out to the I-5.

[UNSTABLE SOIL, DANGEROUS IN EMERGENCIES (the deeper, the harder an evacuation would be,) WHERE WOULD THE ESCAPE ROUTES AND VENTILATION BE?]

"If that happens, no homes would be impacted in the way that they're impacted in all of the other alignments," Gaasterland said.

[But Lesa Heebner said they would, and why the huge pricetag difference?]

One Solana Beach resident told NBC 7 that is worried that Alignment 14 would have a detrimental impact on the fairgrounds and waste millions of dollars already spent on investments in the southern part of Solana Beach.

[Yes and Yes.]

No matter what happens, some people said, they just want to make sure homes are not affected.

SANDAG is expected to hear public comment on the proposed alignments Feb. 28.

THE 16 ROUTES FOR DISCUSSION (my comments in yellow. Please feel free to use or edit the ideas or not.)

[San Diego LOSSAN Rail Realignment Project Final Value Analysis Study Report](#)

<https://www.sandag.org/-/media/SANDAG/Documents/PDF/projects-and-programs/featured-projects/lossan-rail-improvements-del-mar-bluffs/lossan-realignment/sandag-lossan-rail-realignment-final-value-analysis-study-report-2025-02-07.pdf>

Page 1-5 and following

(estimated costs in billions) IT WOULD BE NICE TO HAVE A MAP OF THE ENTIRE TRACK, FROM THE SAN DIEGO TERMINUS TO SAN CLEMENTE OR TEMECULA. Any tunnel over a mile in length is going to have extensive ventilation shaft/emergency access requirements which is more likely than not to impact private or business property.

1. Locate North Portal at David Way following under Crest Canyon with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment under the Crest Canyon Open Space Park and Torrey Pines State Natural Reserve Extension, to the extent practicable, using a maximum passenger operating speed of 90 mph within the tunnel.

\$3.8–\$5.0

Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)



2. Keep the tunnel profile above projected flooding elevations and provide positive drainage. The intent of this alternative concept is to provide a tunnel profile that would remain above projected flood levels and sea level rise and provide positive drainage in the tunnel. This design would not require the need for floodwalls, flood gates, or sump pumps.

\$3.4–\$4.6

Would impact homes, and why have a tunnel at all if it is at bridge level over the lagoon?

Also, Apparently uses existing tracks through Calssbadd (erosion disruption) and San Clemente (landslide disruption)

3. Locate the Southern Portal south of existing pump station at Carmel Mountain Road. The intent of this alternative concept is to minimize permanent effects to existing wetlands by locating the southern portal south of Los Peñasquitos Lagoon.

\$4.5–\$6.0

Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption) and potential tunnel flooding makes this infeasible, especially in a 5 mile (?) tunnel.

4. Realign intersection at Jimmy Durante Boulevard and Camino Del Mar. The intent of this alternative concept is to reduce property effects and acquisitions and improve local traffic circulation by realigning Jimmy Durante Boulevard to the west over the existing rail alignment with a new roundabout intersection at Camino Del Mar. A preliminary rough order of magnitude cost estimate was not developed for this alternative concept because it could be incorporated into several of the alternative concepts that are under consideration and would **not be implemented as a standalone concept**.

Not developed.

All the bad effects of the other concepts added on plus major property damage/destruction.

5. Locate north portal within Camino Del Mar. The intent of this alternative concept is to minimize permanent effects on private properties by locating the transition from cut-and-cover to bored tunnel to be within public right-of-way of the existing roads.

\$3.9–\$5.2

Does not minimize permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

6. Locate North Portal Under Jimmy Durante Boulevard following under Crest Canyon with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment under Crest Canyon Open Space Park and Torrey Pines Natural Reserve Extension, to the extent practicable, using maximum passenger operations speeds for 90 mph within the tunnel.

\$3.7–\$4.9

Does not minimize permanent effects on properties (though this alternative seems to impact less.) Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

7. Optimize the use of bridges and berms of Los Peñasquitos Lagoon. The intent of this alternative concept is to optimize the locations and lengths of bridges and berms along the alignment passing through the lagoon. This alternative concept would include analysis to consider the necessary hydraulic openings to maintain or improve flows within the wetlands and to accommodate projected flooding while minimizing impacts to habitat. A preliminary rough order of magnitude cost estimate was not developed because optimization of bridges and berms would occur during the environmental clearance phase for any alternative that advances.

Not developed

Not sure why this is mentioned here.

8. Locate alignment under Camino Del Mar with 90 mph curves. The intent of this alternative concept is to minimize private subsurface easements by locating the bored tunnel segment of the alignment directly under Camino Del Mar, to the extent practicable, using a maximum passenger operating speed of 90 mph.

\$3.6–\$4.8

Relocates track in tunnel a few blocks east through residential neighborhood. Does not minimize permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

9. Locate the bored tunnel transition south of Carmel Valley Road. The intent of this alternative concept is to minimize private property effects by locating the cut-and-cover tunnel segment at the south portal to the south of Carmel Valley Road and locating it west toward North Torrey Pines Road.

\$3.3–\$4.4

Does not minimize permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)



10. Relocate LOSSAN corridor along I-5 from Oceanside to Sorrento Valley. The intent of this alternative concept is to explore relocating the rail corridor and operations from the existing alignment to a new location along I-5 between Oceanside and Sorrento Valley. The design for the alternative concept includes the horizontal and vertical geometry needed to support freight and passenger rail. The existing grades and the constrained right-of-way of the I-5 corridor require the double-tracked alignment to be located either in a tunnel or on an aerial structure for the entire length. Further, north of the Agua Hedionda Lagoon in the City of Carlsbad, the rail alignment would need to transition from side to side and across the I-5 median to maintain a minimum 90 mph design speed, although 110 mph is desirable. South of the Lagoon, the alignment would transition to the west side of the freeway and stay along the west to Sorrento

Valley where it would connect with the existing rail alignment.

\$34–\$45

SANDAG mentions aerial and tunnel segments – not sure why these would be necessary. Why not run trains up the central divider. Apparently uses existing tracks through San Clemente (landslide disruption)

11. Locate the bored tunnel transition at the old Del Mar Train Station. The intent of this alternative concept is to minimize private property effects by using the site of the old Del Mar train station and parking lots for construction staging areas and locating the bored tunnel transition to cut-and-cover at the north end within the railroad right-of-way.

\$4.1–\$5.4

Too close to the ocean. Tunnel is dangerous. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

12. Stabilize bluffs and widen existing alignment to accommodate a second track. The intent of this alternative concept is to maintain the location of the existing rail alignment and add a second track to the east of the existing tracks within the railroad right-of-way. The second track would pass under the existing Torrey Pines Overhead bridge.

\$1.9–\$2.5

No room for second track without property destruction. Erosion would continue, requiring constant maintenance/monitoring – forever or at least until the next derailment. Bluffs being sufficiently stabilized is questionable. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

13. Relocate all freight rail along I-15 corridor. The intent of this alternative concept is to maintain passenger rail service near the current alignment and shift freight rail service to the I-15 corridor. The shift of freight to the I-15 corridor would allow passenger rail alignment modifications to achieve an increase in grade from 2.0 to 3.0 percent.

\$118–\$158

Why split passenger & freight ops? NO COMMUNITY FEEDBACK ON THIS WAS SOUGHT AS FAR AS I KNOW. Not sure why SANDAG wants to build out to Perris, which is not even in its jurisdiction. And not sure why SANDAG has no semi-developed plan since this idea has been around for some time (oh yes, their fixation on a route near the ocean.)

14. Locate North Portal in Solana Beach Trench to South Portal at I-5 Knoll with bored tunnel under Fairgrounds and I-5 (Proposed Notice of Preparation (NOP) Alternative Alignment A – I-5 Alignment.) VA Alternative Concept 14 is the same as Alternative A from the NOP issued in June 2024. This alternative concept is approximately 6.8 miles in length and would descend immediately south of the Solana Beach Station toward the north portal. The north portal would be located north of the fairgrounds within the railroad trench in Solana Beach. The portal's infrastructure would start south of the existing Solana Beach Station. The alignment would continue south into the fairgrounds, where there would be a new underground special events platform. The alignment would continue under the San Dieguito Lagoon and turn to follow under the I-5 freeway, then continue south and exit at the Knoll Near I-5 South Portal. The southern portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bicycles, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon. The alignment would then rise above ground as it transitions back into the existing railroad alignment north of the Sorrento Valley Station.

\$6.9–\$9.2

Unstable soil, Dangerous tunnel, etc. And then, tunnel under a lagoon and then under a major freeway is just asking for double trouble. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

15. Locate North Portal Under Jimmy Durante Boulevard to South Portal at I-5 Knoll (Proposed NOP Alternative Alignment B – Crest Canyon Alignment.) VA Alternative Concept 15 is the same as Alternative B from the June 2024 NOP. This alternative concept is approximately 5.3 miles in length and would descend immediately south of the rail bridge that spans over the San Dieguito Lagoon and enter the north portal. The north portal would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures could extend into commercial and residential properties. The south portal would be located at a knoll south of Carmel Valley Road between I-5 and the segment of Sorrento Valley Road Trail that is closed to public vehicular traffic but open for bicycles, pedestrians, and authorized vehicles. The portal infrastructure would be within the undeveloped knoll and extend into the Los Peñasquitos Lagoon. The tracks would then rise as they transition back into the existing railroad alignment north of the Sorrento Valley Station.

\$3.7–\$4.9

This would definitely have permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

16. Locate North Portal at Under Jimmy Durante Boulevard to South Portal at Torrey Pines Road (Proposed NOP Alternative Alignment C – Camino Del Mar Alignment.) VA Alternative 16 is the same as Alternative C from the June 2024 NOP. This alternative concept is approximately 4.9 miles in length and would descend immediately south of the rail bridge that spans over San Dieguito Lagoon and enter the north portal, which would be located north of the intersection of Camino Del Mar and Jimmy Durante Boulevard. The portal's infrastructure would cross underneath Jimmy Durante Boulevard, which would be raised. The portal structures could

extend into commercial and residential properties. This alternative concept would continue south and exit at the south portal located near the intersection of Carmel Valley Road and North Torrey Pines Road. The portal infrastructure would cross underneath Carmel Valley Road and potentially extend into residential properties. The alignment would continue south on bridge and berm over Los Peñasquitos Lagoon, and then transition back to the existing railroad alignment. The existing railroad alignment within Los Peñasquitos Lagoon would be double-tracked, which would require raising and widening the existing berm in the lagoon to address flooding and sea level rise projections.

\$3.3–\$4.4

There would be permanent effects on properties. Would have same requirements for ventilation shafts, emergency access, on private property. The lagoon bridge and berm sounds like a bit of a gamble on how far the sea level will rise. Apparently uses existing tracks through Carlsbad (erosion disruption) and San Clemente (landslide disruption)

Paul Henkin

**From:** Gregg  
**To:** Lawson-Remer, Terra; MontgomerySteppe, Monica; FGG, Public Comment; District5community@sdcounty.ca.gov; BOS, District1Community; District2community@sdcounty.ca.gov; District3community@sdcounty.ca.gov; District4community@sdcounty.ca.gov; Anderson, Joel; Supervisor Joel Anderson District 2; Greenwood, Jady; Vargas, Nora (BOS)  
**Subject:** [External] Federal Funding Issues  
**Date:** Monday, February 24, 2025 10:33:06 PM

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Dear Terra:

This isn't because of Trump, **this because people like you in our government are refusing to cooperate with ICE**, DHS, federal immigration laws and other federal mandates.

**All you have to do is cooperate with federal authorities** and stop filing lawsuits against Trump for nonsense, and the funds will resume.

Did you think the President was kidding when he **said he would freeze all federal funding to sanctuary cities** and states?

He ain't playing around, so stop playing politics and just **do your job and follow federal law**.

When Fort Sumter SC didn't follow federal law, it caused a Civil War. It's a different world today, the Republicans don't need to send Union soldiers to San Diego to force the Democrats to follow federal law this time, they just need to cut federal funding.

This is not rocket science, **have another vote to remove sanctuary status in San Diego County**, contact ICE and DHS and inform them that San Diego is now willing to comply with federal law, and everything will be fine.

Keep playing politics and trying to be a some kind of social justice warrior, and then explain to SD citizens why they no longer have any services or funding.

Don't forget to mention that **the federal funding was lost because you and your colleagues REFUSED to follow federal law!**

Go ahead Terra, keep playing games, it's **your** political career at state, because voters are going to blame democrats for this not Republicans.

The GOP is growing every year IN CA, pretty soon, your super majority will be gone. Your policies are a joke, you cannot lead, and you have proven time and time again that you cannot govern, and as long as you keep the same mindset, there's no hope for your Party.

<https://timesofsandiego.com/politics/2025/02/24/residents-urged-to-prepare-for-cuts-as-some-federal-funding-is-frozen/>

***It's real simple Terra, cooperate with ICE and the funds will resume!!!***

Gregg Parker  
Santee, CA

Sent with [Proton Mail](#) secure email.