Now is the time for Cal-EPA to implement AB 1045 (Irwin, 2015) with permit coordination as the AB 617 regulations are promulgated.

CalRecycle just deployed $24 million in grants for ten compost and anaerobic digestion facilities from the Cap-and-Trade proceeds and have another $33 million to allocate to fund low carbon transportation.”

There needs to be 100 new or expanded facilities by 2020 and another 100 by 2025 to reach the mandates of SB 1383 of diverting 75% of all organics out of the landfill.

Cap-and-Trade Grants

Applicant: South Lake Refuse Company, LLC
Project Type: Rural Compost with Food Rescue with Grant Funds of $1,218,026. Estimated GHGs (MTC02e) Total Project: 11,252, and estimated Diversion (Tons) Total Project: 49,223

South Lake Refuse Company (SLRC) proposes to install water-quality-protecton infrastructure at the Quackenbush Mt. Compost facility that will allow them to compost food materials for the first time. In addition to a low-permeability four-acre pad and concrete-lined ditches, SLRC will purchase an electric grinder to handle green materials that were formerly disposed and used as alternative daily cover. The installation of the electric grinder will reduce nitrous oxide emissions compared to a diesel engine. The project includes a food rescue component led by the Sacramento Food Bank and Family Services that will benefit disadvantaged communities by diverting food waste by efficiently repackaging government surplus food to appropriate sizes for distribution and use. The food rescue component will be located in a disadvantaged community in Sacramento County and will increase food access to community residents.

Applicant: Recology Yuba-Sutter
Project Type: Compost with Food Rescue with Grant Funds of $2,783,135. Estimated GHGs (MTC02e) Total Project: 20,511 and an estimated Diversion (Tons) Total Project: 78,167

Recology Yuba-Sutter proposes to construct a new composting facility at their Ostrom Road Landfill, the grant money will pay for phase one of a three-phase project by constructing infrastructure for water quality protection that will allow the facility to begin operations. At full build out, which includes a covered aerated static pile system, this will be a regional composting facility with the capacity to handle compostable waste materials from surrounding cities. The project will benefit disadvantaged communities via a food rescue and prevention component by supporting local nonprofits in Yuba County which will divert food waste from California landfills. The project will prioritize hiring for both permanent and temporary jobs for residents of disadvantaged communities.

Applicant: Napa Recycling & Waste Services, LLC
Project Type: Rural Compost with Food Rescue with Grant Funds of $541,700. Estimated GHGs (MTC02e) Total Project: 8,656 and estimated Diversion (Tons) Total Project: 22,615

Napa Recycling & Waste Services proposes to purchase and install food waste de-packaging equipment in its existing material recovery facility. The recovered materials, including food waste from commercial sources and food residuals from industrial food processors, will be blended with green materials and composted at their existing compost site adjacent to the materials recovery facility. The project includes a food rescue component led by the Emergency Food Bank of Stockton, which will benefit disadvantaged communities by expanding rescue efforts and diverting food waste from California landfills. The food rescue component will be located in and will increase food access to residents of disadvantaged communities in San Joaquin County.

Carbonopoly is More than a Board Game

Governor Brown signed into law, AB 398 (Garcia) extending the Cap-and-Trade program to 2030 on Tuesday, July 25 and on Thursday, the CARB passed clarifying CARB’s regulations. The Governor continues to play shrewed Carbonopoly after pushing off SB 32 (Panley) last year to reduce greenhouse gases by 40% by 2030 and SB 1383 (Lara) to reduce methane emissions by 40% by 2020 and implement his Five Pillars program.

Amid frantic negotiations over AB 398, Governor Brown even made a rare appearance before a Senate committee, imploring the legislators to approve the proposal. “This is the most important vote of your life,” the governor told them. “I’m not here about somecockamamie legacy, that people talk about,” the 79-year-old governor said in an impassioned speech to a room packed with activists, lobbyists and lawmakers. “This isn’t for me. I’m going to be dead. It’s for you and it’s damn rare.”

AB 617 (Garcia) is damn real too, as it was part of the deal to improve air quality in disadvantaged communities where some environmental activists feel that the Cap-and-Trade program is just a “pay to pollute program”. AB 617 will empower the Air Board to go into disadvantaged communities located in non-attainment air districts to monitor and regulate new sources. CCC plans to make composting an essential public service next year with AB 1036 (McCart) whereby baseline conditions of placing organics in a landfills are recognized when permitting composting as a new source. Now is the time for Cal-EPA to implement AB 1045 (Irwin, 2015) with permit coordination as the AB 617 regulations are promulgated.

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CalRecycle just deployed $24 million in grants for ten compost and anaerobic digestion facilities from the Cap-and-Trade proceeds and have another $33 million for 15 eligible projects in waiting. With the governor and the Legislature dealing on how to spend the Cap-and-Trade proceeds in 2017-18 by a September 15, 2017 deadline, there is a huge effort to allocate $100 million to CalRecycle to fund the $53 million of projects next summer and start another grant solicitation for the balance. These compost and AD projects have shown to be the most cost-effective program while CalRecycle is the only department that has scored 100% in having their Cap-and-Trade projects benefit disadvantaged communities.

There needs to be 100 new or expanded facilities by 2020 and another 100 by 2025 to reach the mandates of SB 1383 of diverting 75% of all organics out of the landfill to mitigate methane amounting to billions of dollars of required investment. With the extension of Cap-and-Trade to 2030, there is hope to allocate $100 million per year to CalRecycle as well as over $100 million per year to the Air Board to fund low carbon transportation. AB 398 calls for these specific investments and provide carbon certainty to 2030. We get to PASS AB 398, and COLLECT $200 million.

CCC Members News

Three CCC Members Receive Cap-and-Trade Grants

Applicant: South Lake Refuse Company, LLC
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California is divided into 35 Air Pollution Control Districts (APCDs), Air Quality Management Districts (AQMD). These counties are regional or county governing authorities that have the primary responsibility for controlling pollution emissions from stationary sources.

Just a handful are designated at ‘attainment’ with federal air quality standards. AB 617 (Garcia) will now empower CARB to fully provide uniform reporting and monitoring for nonattainment air districts and regulate stationary sources, which can mean any of the UVOCs that are required to report to the state board the facility’s greenhouse gas emissions pursuant to Section 3650; (B) A facility that is authorized by permit issued by a district to emit 250 or more tons per year of any non-attainment pollutant or its precursor; or (C) A facility that receives an elevated prioritization score based on cancer or noncancer health impacts.

If you use CARB’s emission factor of 3.58 lbs./ton for VOCS, a window facility receiving around 130,000 tons per year (with up to 15% food) would emit 250 tons of VOCS annually, or about 413 tons of NOx. Using the UVOC-1A facility factor of 5.72 lbs./ton for VOCS (which some air districts are using as a default), a window facility processing 87,400 tons would emit under 250 tons of VOCS annually, or 280 TPD.

CARB will be stepping up where they think that the air districts have left off, but both the BAAQMD and SJVAPCD have been willing to authorize CARB as the primary condition of keeping those organics in a landfill and that the industry should not be penalized as a new source. Now is the time for CARB to step their efforts on AB 1045 (Irwin, 2015) by implementing permit coordination on any air quality regulations that come out of CARB.
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$24 Million Now, $100 Million Later

CARB held a Public Hearing on July 27 and adopted amendments to the Cap-and-Trade Regulations. The Board approved near-term amendments to the Cap-and-Trade regulation, and is planning to add new regulations to implement AB 398 to 2030. The adopted amendments would enhance current Program implementation and oversight, and link the Program with the Ontario, Canada program, and provide the platform to extend beyond 2022. Consistent with legislative direction, following this Board hearing, CARB will initiate a new rulemaking process to implement the AB 398 requirements for the post-2020 Cap-and-Trade Program. CARB and the Final Environmental Analysis and approved the written responses to comments received on the Draft Environmental Analysis. The Final Environmental Analysis and the written responses to comments were prepared for both the proposed amendments to the Cap-and-Trade Regulation and the Proposed Compliance Plan. There were two Board hearings on this item. This action completes a multi-year regulatory process.

2017 SCOPING PLAN UPDATE

The California Air Resources Board kicked off development of the 2030 Target Scoping Plan in June and in coordination with the State Air Resources Board has since been soliciting feedback and comments from a team of economic advisors, local air districts, community members, affected stakeholders, and the AB 32 Environmental Justice Advisory Committee at public meetings throughout the State. The proposed 2017 Climate Change Scoping Plan Update was released on January 20, 2017, Inauguration Day, sending a message to the California citizens that they are double-down on setting the greenhouse gas reduction target to 2030. CCC provided extensive testimony with CEQA comments, which were due on April 10, 2017. CARB planned to consider adoptions and certification of the CEQA document in April and then June, 2017, but was held up with the CARB and the reauthorization deal to 2030. CARB plans to continue the IEJC hearings and consider adopting the Scoping Plan at their December 2017 meeting.

SB 1383 – CALRECYCLE REGULATIONS

CARRecyle held its fourth set of workshops on August 16, 2017, at the Cal/EPA Building, 1001 I Street, Sacramento to discuss the SB 1383 implementation process, and will hold a workshop on August 31, 2017 in Riverside. Topics included regulatory concepts related to reporting and enforcement with a series of potential compliance standards for BAAQMD and SB 635 and both BAAQMD and SB 1383. SB 1383 will be adopted in late 2018 or early 2019, to send a signal to the market that they will become effective in 2022. http://www.calrecycle.ca.gov/Climate/SLCP/
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There needs to be 100 new or expand-ed facilities by 2020 and another 100 by 2025 to reach the mandates of SB 1383 of diverting 75% of all organics out of the landfills and California’s 2030 GHG level. The CARB requires that 100 facilities are in place by 2020 and another 100 are in place by 2025 to reach 75% diversion. The CARB has required that California’s composting facilities be able to compost food residuals from industrial food processors, will be blended with green materials and composted at their existing compost site adjacent to the materials recovery facility. The project includes a food rescue component led by the Emergency Food Bank of Stockton, which will benefit disadvantaged communities by expanding rescue efforts and diverting food waste from California landfills. The food rescue component will be located in and will increase food access to residents of disadvantaged communities in San Joaquin County.