

## Big Soil, Not Big Oil

Governor Jerry Brown signed SB 350 (DeLeon, 2015) that increased renewable energy to 50% in 2030 and doubled energy efficiency by 2030. The third pillar, to decrease petroleum use by 50% by 2030 was gutted in the last week of the legislative session, giving Big Oil a win for now. SB 32, which would have sought to decrease greenhouse gas emissions by 40% of 1990 levels by 2030, was held in committee. Staying positive in defeat, Brown postured, *“There, actually, what’s happened is that this helped the cause for clean energy”*.

Oil companies had flooded moderate Democrats in the Assembly with propaganda such as threats of gas rationing, and stoked the fears of regulatory overreach by the California Air Resources Board. Brown believes that he and CARB can do more good than an oil deal at the end of session by flexing his executive authority. *“California is not going to miss a beat,”* Brown said. *“Be very clear about that. We don’t have a declaration in statute, but we have the same authority. We’re going forward. The only difference is my zeal has been intensified to a maximum degree.”* The next day, CARB announced the upcoming AB 32 Scoping Plan Workshop reflecting the Governor’s 2030 goals (pg. 7).

Two weeks later, CARB re-adopted the Low Carbon Fuel Standard (LCFS) that could get California close to 50% less petroleum use by 2030. The following week, CARB released the Draft Strategy Paper to ban organics from the landfill by 2025 (pg. 3) to reduce methane and divert over 14.7 million tons of organic waste per year towards composting and anaerobic digestion. Mitigating Short-Lived Climate Pollutants, such as methane at landfills, is the Governor’s

fourth pillar being implemented with policy oversight within SB 605 (Lara, 2014).

The Governor’s fifth pillar is the Healthy Soils Initiative and he did not miss a beat on composting and executed a trifecta by signing AB 199 (Eggman, 2015) to provide tax incentives for composting equipment, AB 876 ( McCarty, 2015) to provide 15-years of planning for organic processing capacity, and AB 1045 (Irwin, 2015) to promote compost permit streamlining at Cal-EPA and CDFA. There is now a “Plan before the Ban” with AB 1826 (Chesbro, 2014) on phased-in commercial organics collection to 2020, an effective organics ban by 2025, and local government needing to show 15 years of organic processing capacity to 2030, coupled with the AB 32 Scoping Plan being updated to 2030 goals to reduce greenhouse gases by 40% below 1990 levels.

Big Ag has been late to the game on AB 32 and instead parlays with Big Oil by producing chemical fertilizers and pushing monoculture systems to feed a hungry world. The sterile industrialized, globalized food system is based on oil with our soils being depleted and our farms becoming more susceptible to climate change. With SB 350 and the LCFS, biofuels and biomethane will be displacing grid power and oil. With the Healthy Soils Initiative, compost will be replacing chemical fertilizers and adding organic matter and drought resiliency back to our working lands.

Our farmlands and rangelands are proving to be a great greenhouse gas sink sequestering carbon and adding life back into our soils. In order to secure our food in time of climate crisis, now is the time for **Big Soil, Not Big Oil**.

*Our farmlands and range  
lands are proving to be a great  
greenhouse gas sink...*

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Organic Highway

# The Infrastructure Plan

**AB 867 (McCarty)** was signed by the Governor. Commencing August 1, 2017, a county or regional agency is required to include in its annual report to CalRecycle an estimate of the amount of organic waste in cubic yards that will be generated in the county or region over a 15-year period, an estimate of the additional organic waste recycling facility capacity in cubic yards that will be needed to process that amount of waste, and areas identified by the county or regional agency as locations for new or expanded organic waste recycling facilities capable of safely meeting that additional need, thereby imposing a state-mandated local program.

AB 1826 (Chesbro, 2014) requires that 50% of commercial organics be diverted in 2020 resulting in the need for an estimated 100 new or expanded facilities, processing 8.1 million new tons of diversion capacity. SB 605 (Lara, 2014) focusing on short-lived climate pollutants could result in 90% of all organics being diverted resulting in a total of 14.7 million tons of capacity by 2025. This bill appears to chart the course of compost capacity for another 100 new or expanded facilities by 2025.

**AB 1045 (Irwin)** is a compost permit streamlining bill to get those 200 new compost facilities permitted. This bill requires the Department of Resources Recycling and Recovery, in coordination with the State Air Resources Board and the State Water Resources Control Board, to develop a policy that promotes the development of

coordinated permitting and regulation of composting facilities while protecting the environment. Having this bill in play during 2015 resulted in the Water Board streamlining their General Waste Discharge Requirements regulations.

**AB 199 (Eggman)** provides tax incentive to build the compost infrastructure. This bill expands projects eligible for the sales and use tax exclusion to include infrastructure and equipment for projects that process or utilize recycled feedstock, but would not include a project that processes or utilizes recycled feedstock in a manner that constitutes disposal. Provides that projects which produce "soil amendments" including "compost," as defined under the Food and Agriculture Code (FAC) Section 4525, be included within the scope of eligibility.

**AB 1063 (Williams)** This bill would have increased the solid waste tipping fee from \$1.40 per ton to \$4 per ton beginning January 1, 2017 until January 1, 2022, with CalRecycle required to use a minimum \$1.50 per ton to promote infrastructure development, which could develop up to \$30 million in grants and loans to develop composting facilities and other market incentive programs that promote the highest and best use of recovered materials. The bill would also establish a generator charge to augment the existing disposal fee which funds CalRecycle administrative costs. This bill has been held over until next year as negotiations continue among stakeholder groups.

## USCC Workshop

CCC Executive Director Neil Edgar will be making a presentation titled "Compost Regulations — Waste, Water and Air", discussing the plethora of policy changes made recently in California regarding composting, at **Composting Under Cover: Minimizing Odors, VOCs and Stormwater Impacts - A Workshop and Vendor Showcase on Actively Aerated Composting** on October 14, 2015 from 9:00 – 4:00 at IEUA Headquarters, 6075 Kimball Ave. in Chino, California.

*Two key elements of a "Plan Before the Ban" proposed in the ARB's Short-Lived Climate Pollutants organic waste management strategy were put in place when the Governor signed AB 876 and AB 1045 this month.*

### **AB 876 (McCarty)**

**TOPIC:** Requires, commencing August 1, 2017, a county or regional agency to include in its annual report to the department an estimate of the amount of organic waste in cubic yards that will be generated in the county or region over a 15-year period, an estimate of the additional organic waste recycling facility capacity in cubic yards that will be needed to process that amount of waste, and areas identified by the county or regional agency as locations for new or expanded organic waste recycling facilities capable of safely meeting that additional need.

**STATUS:** Signed by the Governor on 10/8/15. **SUPPORT**

### **AB 1045 (Irwin)**

**TOPIC:** Requires the California Environmental Protection Agency (CalEPA) to promote the use of agricultural, forestry, and urban organic waste as a feedstock for compost and to promote the use of that feedstock. This bill would also direct CalRecycle to coordinate with the State Air Resources Board and the State Water Resources Control Board to coordinate permitting and regulation of composting facilities.

**STATUS:** Signed by the Governor on 10/8/15. **SUPPORT**

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**STATUS:** Held in Senate Appropriations committee without hearing – Two Year Bill. **WATCH**



# Food Waste Not

OCTOBER 2015 SPECIAL EDITION

## THE *PLAN* BEFORE THE *BAN*

CARB is proposing an organics landfill ban by 2025, requiring 90% of all organics to be diverted, amounting to 14.7 million tons of material. With AB 1826 in place for a collection phase-in and capacity analysis within the development of an Organic Waste Recycling Program, and with AB 876 asking for 15 years of organic processing capacity, there will be a plan in place before the ban. AB 901 will require better tracking of those tons and AB 1103 will try to better define food waste tons next year.

### AB 1826 MEETS AB 876 “ZERO ORGANIC WASTE PLAN”

On and after January 1, 2016, local jurisdictions must have an Organic Waste Recycling Program in place, but unfortunately it need not be adopted, filed, approved, or blessed by CalRecycle or the local jurisdiction. This Program is required to delve deep into capacity and infrastructure development. CalRecycle will not be required to start the Program review until after August 1, 2017, as part of the Annual Review process.

With the enrollment of AB 876 (McCarty) to the Governor, the Annual Review process may also include an estimate of organic waste being generated over a 15-year period, and identify capacity issues, which builds on AB 1826. With the CARB Concept Paper to ban the landfilling of organics by 2025, AB 876 will be the “Zero Organic Waste Plan”.

### AB 1103 (Dodd)

TOPIC: This bill proposes to define the terms “food-soiled paper” and “food waste” for purposes of AB 1826 provisions for mandatory commercial organics collection. This bill also is proposing registration for transporting food waste and tracking food waste by jurisdiction in order to obtain the best GHG reduction data.

STATUS: Two-year bill.

### AB 901 (Gordon)

TOPIC: Recycling and composting operations and facilities shall submit periodic information to CalRecycle on the types and quantities of materials that are disposed of, sold, or transferred to other recycling or composting facilities, end users inside of the state or outside of the state, or exporters, brokers, or transporters for sale inside of the state or outside of the state. Exporters, brokers, and transporters of recyclables or compost shall submit periodic information on the types, quantities, and destinations of materials that are disposed of, sold, or transferred

This bill requires recycling and composting operations and facilities to submit specified information directly to CalRecycle.

STATUS: Signed by the Governor on 10/10/15.

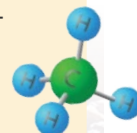
### AB 876 (McCarty)

TOPIC: Requires jurisdictions to report to CalRecycle tonnage and identify 15 year organics processing capacity.

STATUS: Signed by the Governor on 10/8/15. **SUPPORT**

## CARB CALLS FOR LANDFILL ORGANICS BAN

The California Air Resources Board released the **Draft Short-Lived Climate Pollutant (SLCP) Reduction Strategy** on September 30, 2015, calling for a landfill ban of organic waste in 10 years. CARB will work with CalRecycle to develop a regulation by 2018 to progress towards existing targets for landfill diversion by 2020, and to effectively eliminate organic disposal in landfills by 2025.



CARB released the SLCP Concept Paper and held a Workshop in May 2015, floating the idea of a ban by 2025. The Global Warming Potential (GWP) of methane may increase from 25 times CO<sub>2</sub> over a 100 year period, to 72 times CO<sub>2</sub> over a 20 year time horizon, increasing the potential contribution to the GHG Inventory. This action will reduce landfill emissions by 5 MMTCO<sub>2</sub>e in 2030, increasing to 21 MMTCO<sub>2</sub>e by 2050 using the GWP of 72 times CO<sub>2</sub>.

The SLCP Draft Strategy would effectively eliminate the disposal of organic materials at landfills by diverting 90% of all organics by 2025, which amounts to 14.7 million tons being diverted, with 7.9 million metric tons of GHG being avoided from a 2014 base year including the co-benefits of compost use. The Strategy recognizes the need to build upon AB 341 and AB 1826 and construct over 100 new diversion facilities by 2020. CalRecycle has estimated that the State support on the order of \$100 million per year for five years – in the form of grants, loans, or incentive payments.





# Carbon Farming

OCTOBER 2015 SPECIAL EDITION

## THE COMING OF BIG SOIL

We are celebrating the International Year of Soils 2015, with the Governor supporting the Healthy Soils Initiative as one of the five pillars to mitigate climate change.

World leaders are considering soil security as one of the great global issues of our time – along with food security, water security, energy security, biodiversity maintenance, and climate change; soil security is increasingly acknowledged as fundamental to the majority of these other important issues.

With the empirical science from the Marin Carbon Project driving AB 761 (Levin) and sustainable agricultural promoting SB 367 (Wolk), there will eventually be cap-and-trade revenue to support the Healthy Soils Initiative. Traditional agriculture has been fighting AB 32 for years, not fully understanding the role that agricultural could play in climate mitigation.

However, the California Climate and Agriculture Network (CalCAN) is a coalition that instead advances policies to support California agriculture in the face of climate change. CalCAN believes that agriculture can play a constructive role and help to ensure the long-term viability and security of our food and farming system, and is the sponsor of SB 367.

The forest sector embraced AB 32 early on and has received carbon credits and fame. Agriculture is finally catching up where **Big Soil** may be an even greater carbon sink than our forests and sequester compost and biochar into our working lands.

## HEALTHY SOILS INITIATIVE

CDFA continues to develop strategy and prioritize policy goals on the Healthy Soils Initiative (HSI) through their Environmental Farming Act Science Advisory Panel (EFA SAP). The HSI establishes both short- and long-term actions for enhancing soil health and compost is front and center of several elements outlined in preliminary program documents. The EFA SAP met in Sacramento focusing on compost use and the soil health benefits of increasing soil organic matter.

At the first meeting, CDFA Deputy Secretary Moffitt stated that the term “Healthy Soils” is equivalent to ensuring adequate soil carbon content. Dr. Horwath, a UCD professor, provided a detailed science-based discussion of Soil Organic Matter, and said that there is the potential to store up to 39 million Metric Tons CO<sub>2</sub>e in California soils over 10 years if all harvested, irrigated lands received consistent organic inputs. The principal obstacles to this are supply and transportation costs.

Dr. Anderson from Lawrence Berkeley National Laboratory said the production of synthetic fertilizers has reached a plateau due to high cost and pollution, and that 90% of such fertilizer isn't even used by the plants. Dr. Levenson of CalRecycle discussed policy drivers, research efforts and funding available to increase compost production and said CalRecycle is working on a calculator for farmers on compost cost, coverage and nutrient supply.

## SB 367 (Wolk)

TOPIC: The Agriculture Climate Benefits Act will expand the scope of the existing CDFA Environmental Farming Program to include an explicit focus on reducing on-farm greenhouse gas emissions and/or increasing carbon storage in soils and woody biomass with \$25 million in funding from the cap-and-trade revenue. It will also amend the list of services and support to be provided to growers by CDFA to encompass: low interest loans, technical assistance, educational materials and outreach, permit assistance, and funding of on-farm demonstration projects.

STATUS: Held at Assembly Appropriations. **SUPPORT**

## AB 761 (Levine)

TOPIC: In accordance with the Governor's Healthy Soils Initiative, AB 761 (Levine) provides incentives for using California's working lands to capture and sequester harmful greenhouse gasses (GHGs) to help meet the state's AB 32 GHG emission reduction goals and fight climate change with funds to be named later.

STATUS: Held at Senate Appropriations. **SUPPORT**

## CAP-AND-TRADE ALLOCATION

At a time when climate politics has heated up with over \$2 billion in the bank, the Legislature and the Governor have abdicated their responsibilities to deploy projects, and instead will sequester the cap-and-trade money until next budget year. Governor Brown's plans to allocate up to \$20 million in cap-and-trade revenue to healthy soils have been stymied – along with a significant proportion of spending proposals, including CalRecycle's allocation for \$30 million.



# State of the Biomass

OCTOBER 2015 SPECIAL EDITION

## THE CHIPS ARE DOWN

Governor Jerry Brown's Clean Energy Jobs Plan calls for bioenergy to provide between 2,000 and 5,000 MW of renewable distributed generation, and that was before SB 350 was signed to increase renewable energy from 33% in 2020 to 50% in 2030.

The biomass market had been averaging 600 MW of operating capacity generated by 33 biomass plants utilizing five million tons of wood chips from the urban, agricultural, and forest sectors. While bioenergy had planned to increase four to eight times by 2020, five plants have instead shut their doors, totaling 85 MW.

With expiring power purchase agreements, another 10 plants representing 276 MW and approximately three million tons in wood chips, or about one million tons of urban sector wood chips, could close by 2020.

AB 590, now held in committee, had proposed to use cap-and-trade revenue to keep these plants open let alone the increase to implement the Clean Energy Jobs Plan.

With AB 1826 and AB 341, another 1.7 million tons of new wood chips will need to be diverted by 2020. With a ban on all organics out of the landfills, a total of 3.1 million tons of new wood chips will be on the market in 2025. The existing biomass plants must be kept open to handle the current tons and new biomass gasification plants must be built to reduce black carbon from forests fires and agricultural burning and to reach SB 350 goals of 50% renewable power use by 2030.

### AB 590 (Dahle)

TOPIC: This bill will provide money from cap-and-trade revenues Greenhouse Gas Reduction Fund for purposes of maintaining the current level of biomass power generation in the state and revitalizing currently idle facilities in strategically located regions.

STATUS: Held in Senate Appropriations

### SB 350 (DeLeon)

TOPIC: This act shall be known and may be cited as the Clean Energy and Pollution Reduction Act of 2015. The objective of this law is to increase renewable energy to 50% by 2030 and double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

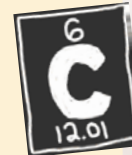
STATUS: Signed by the Governor on 10/8/15.

## BIOCHAR PROTOCOL ADOPTED

Placer County Air Pollution Control District is sponsoring the development of a Biochar GHG Quantification protocol, which is posted on the County Air Pollution Control Officers GHGRx Program at <http://www.ghgrx.org/>. The protocol is being moved ahead in parallel with the American Climate Registry Methodology for Biochar Projects. Air Districts that are participating in the GHGRx Program will be responsible for certifying verifiers. With CARB taking on black carbon from forest fires in 2015, the value of these GHG offsets for biomass gasification projects can only increase with the production of biochar.

## BLACK CARBON MITIGATION FROM FOREST FIRES AND DIESEL USE

The California Air Resources Board released the ***Draft Short-Lived Climate Pollutant (SLCP) Reduction Strategy*** on September 30, 2015. The Global Warming Potential of black carbon may increase from 900 times CO<sub>2</sub> over a 100 year period, to 3,200 times CO<sub>2</sub> over a 20 year time horizon, vastly increasing the contribution of forest fires and diesel exhaust to the GHG Inventory.



The SLCP Strategy proposes to have CARB continue to lead on reducing diesel black carbon emissions by providing incentives to deploy near-zero emission vehicles using electric ZEVs. CARB needs to understand that RNG fuel in a heavy-duty CNG truck has lower GHGs than ZEVs, still reduces black carbon, and has near-zero NO<sub>x</sub> emission with a new CARB-certified Cummins engine.

The SLCP Strategy proposes to continue to reduce black carbon from open biomass burning in the fields and forest by proposing incentives to collect woody biomass to controlled bioenergy plants. The SLCP Strategy recognizes that the number of operating bioenergy plants and the generation capacity is decreasing due to fixed price contracts expiring, but does not offer up any incentives to keep them open. The 2012 Bioenergy Action Plan needs to be updated to analyze the required incentives to keep the bioenergy industry alive and chippin'.





OCTOBER 2015 SPECIAL EDITION

## RNG FLEETS

Our industry of 15,000 Class 7 heavy duty trucks is getting off diesel and on to CNG, where CNG could be viewed as a bridge fuel to a carbon negative RNG. The LCFS has been re-adopted and CARB is funding a CNG fleet via Prop. 1B goods movement money. CARB is also sitting on \$350 million of cap-and-trade per year that could also fund the conversion of the diesel fleet to a carbon negative RNG fleet. AB 857 attempted to get \$100 million to the heavy duty fleet. Whereas CARB is favoring electrical vehicles with this cap-and-trade money, Class 7 and 8 heavy-duty needs to stay CNG with heavy RNG funding by CARB.

## THE INTENSITY OF LCFS

CARB re-adopted the Low Carbon Fuel Standard (LCFS) on September 25, 2015, which requires that the carbon intensity of transportation fuel be reduced by 10% in 2020. This will add regulatory and financial certainty to the LCFS while withstanding the Big Oil lawsuits. A carbon negative fuel was adopted where high-solids dry fermentation anaerobic digestion producing a renewable natural gas (RNG) will be minus 22.9 g CO<sub>2e</sub>/MJ.

Attached is an Edgar Institute chart on the carbon Intensities (CI) of transportation fuels with their energy economy ratio factored in. Going from diesel to CNG is now 15% reduction in CI. Landfill gas is 51.6 CI which is half of diesel use. The big winner is RNG from dry AD where a "carbon negative fleet" can now be verified by CARB.

## CARB APPROVES CNG GRANT FUND GUIDELINES

On September 24, 2015 the CARB Board approved new funding for CNG trucks under Proposition 1B truck grants. A maximum of \$100,000 per truck replacement is available and \$166 million is allocated for 2016-2018 for this bond funded program. The statewide application deadline is November 20th and CleanFleets is poised to assist CCC member with the application process. The application process is summarized below.

The key changes to Proposition 1B this year are:

- This is "goods movement" bond funding and pre-2007 engines in trucks that do collect solid waste or collection trucks that have 2007-2009 engines are candidates for application.
- A solid waste transfer truck is the best fit, however some flatbeds or support trucks at post-collection sites may qualify.
- Trucks to be replaced must have been DMV registered in 2014-2015 and travelled at least 20,000 miles per year;
- Weight classes 6, 7 or 8 are eligible for funding

This process is expected to be the final year (dubbed "Year 5") of the program that has already funded \$615 million in port and heavy-duty over the road trucks since 2009. Please email [Service@CleanFleets.net](mailto:Service@CleanFleets.net) with any questions related to this article or call 916-520-6040 Ext 102 for discounted services for CCC members.

## [SB 350 \(De Leon\)](#)

TOPIC: Governor signed this bill for increasing renewable energy to 50% by 2030, and doubling energy efficiency by 2030, but Big Oil gutted the requirement to reduce petroleum use by 50% by 2030.

## [AB 857 \(Perea\)](#)

TOPIC: This bill, between 2018 to 2023, would require that \$100 million per year be deployed for technology development, demonstration for heavy-duty truck technology with near-zero-emission truck technology, such as RNG.

Since CARB staff is favoring EV fleets over CNG to fund Class 7 and Class 8 heavy-duty trucks, Southern California Gas Company has sponsored this bill to carve out \$100 million of cap-and-trade revenue to fund the RNG Organic Highway.

STATUS: Held in Senate Appropriations Committee.

## [SB 687 \(Allen\)](#)

TOPIC: This bill would have required CARB, in consultation with the CEC, to adopt a carbon-based renewable gas standard that requires all gas sellers to provide specified percentages of renewable gas meeting certain deliverability requirements, to retail end-use customers for use in California, that increases over specified compliance periods.

STATUS: Held in Senate Appropriations Committee. Sponsored by BAC.

## [AB 577 \(Bonilla\)](#)

TOPIC: AB 577 would require CEC to develop and implement a grant program for pipeline projects.

STATUS: Held in Rules Committee.

## AB 32 Scoping Plan to 2030

The day after Big Oil won the SB 350 skirmish by having the 50% petroleum reduction requirement removed, CARB was directed to update the AB 32 Scoping Plan to reflect the 2030 targets, and therefore, is moving forward with the update process 4 years earlier than the planned 5-year update in 2018. The first workshop was held on October 1, 2015, where the Governor provided the keynote speech coming off his meetings with global leaders. On September 25, 2015, CARB had re-adopted the low carbon fuel standard which, along with other measures, will get California close to the 50% less petroleum goal by 2030.

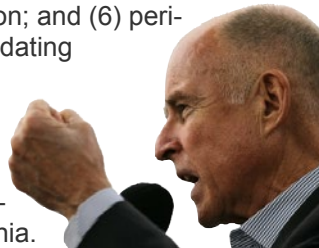
Not only did Big Oil derail SB 350, other legislative efforts failed as well (pg. 6). SB 687 (Allen), the renewable gas standard, was stalled, and AB 577 (Bonilla), the PUC pipeline grant program, was disconnected. AB 857 (Perea) to carve out cap-and-trade revenue for heavy duty renewable natural gas infrastructure lost out to electrification funding.

In spite of failed legislation, the AB 32 Scoping Plan to 2030 is critical to help frame the suite of policy measures, regulations, planning efforts, and investments in clean technologies and infrastructure needed to continue driving down emissions. On April 29, 2015, the Governor issued [Executive Order B-30-15](#) establishing a mid-term GHG reduction target for California of 40 percent below 1990 levels by 2030.

All state agencies with jurisdiction over sources of GHG emissions were directed to implement measures to achieve reductions of GHG emissions to meet the 2030 and 2050 targets.

To further the vision of AB 32, Governor Brown identified key climate change strategy pillars in his January 2015 [inaugural address](#). The pillars recognize that several major areas of the California economy will need to reduce emissions to meet the 2030 greenhouse gas emissions target which will be part of the AB 32 Scoping Plan update that will be considered for adoption in fall 2016.

The pillars include (1) reducing today's petroleum use in cars and trucks by up to 50 percent; (2) increasing from one-third to 50 percent our electricity derived from renewable sources; (3) doubling the energy efficiency savings achieved at existing buildings and making heating fuels cleaner; (4) reducing the release of methane, black carbon, and other short-lived climate pollutants – October Regional Workshop notice below; (5) managing farm and rangelands, forests and wetlands so they can store carbon; and (6) periodically updating the state's climate adaptation strategy: Safeguarding California.



## Public Workshop for Short-Lived Climate Pollutant Reduction Strategy

CARB invites you to participate in a series of public workshops to discuss the Draft Short-Lived Climate Pollutant Reduction Strategy. The Draft Strategy includes diverting 90% of all organics from landfills by 2025. The Draft Strategy was released for public review on September 30, 2015. The workshops will be held in three locations at the following dates and times where an Edgar will be attending:

- Sacramento – October 13, 2015
- Fresno – October 19, 2015
- Diamond Bar – October 14, 2015

### TITLE 14/27

TOPIC: Revision to Compostable Materials & Transfer/Processing Regulations

CalRecycle has completed updating the Title 14/27 regulations to address a broad list of topics, mainly related to the expanding diversion of organic materials from landfills.

The final version of proposed language contained no new revisions addressing many issues raised, including extending the implementation deadline for physical contaminant limits for compost beyond January 2018. Additionally, limits on land application of green waste to agricultural sites continue to allow up to three applications of twelve inches each annually.

The regulations, along with the corresponding Negative Declaration required under CEQA, were officially approved by Director Scott Smithline on August 5, 2015. The final regulations package was submitted to the Office of Administrative Law on September 29, 2015, with the regulations expected to take effect on January 1, 2016.

### WASTE DISCHARGE REQUIREMENTS FOR COMPOSTING FACILITIES – REGULATORY UPDATE

The State Water Resources Control Board (SWRCB) has concluded its efforts to establish statewide regulations for composting facilities.

The SWRCB adopt the WDRs at their August 4, 2015 Board Meeting, with a few minor tweaks made during the hearing, at the behest of the Board Members. The SWRCB officially released final language on August 31, 2015, which can be found on the Board's [composting website](#).

This final language contains two new key provisions to allow co-collected and self-hauled food and green materials from residences as a Tier I feedstock, and exclude finished product storage from working surface requirements. We are hopeful these final changes will make a significant difference and enable more rural communities to build new, or maintain current, composting infrastructure.



## Bioenergy Association of California

The California Compost Coalition (CCC) is a registered Lobbying Coalition with the Fair Political Practices Commission (FPPC), created in 2002 by a group of compost operators in response to demands for increased recycling of organic materials and production of clean compost, bioenergy, renewable natural gas, and biochar.

The California Compost Coalition represents member organic material recyclers and compost operators with a unified statewide voice on many issues: product safety and standards, government regulations, environmental planning, and marketing.

### Members

Agromin  
Atlas ReFuel  
Caglia Environmental  
California Wood Recycling  
CleanFleets.net  
Cold Canyon Compost  
CT Bioenergy Consulting LLC  
Marin Sanitary Service  
Mt. Diablo Recycling  
Napa Recycling Compost  
Northern Recycling Compost  
Organic Waste Solutions  
Phoenix Energy  
Quackenbush Mt. Compost  
Recology  
Sonoma Compost  
Tracy Delta Compost  
Upper Valley Recycling  
Zanker Road Resource Management  
Z-Best Compost Facility  
Zero Waste Energy, LLC

### Executive Committee

Bill Camarillo, Agromin  
Greg Kelley, Northern Recycling Compost  
Mike Madrigal, Recology  
Rachel Oster, Recology  
Will Bakx, Sonoma Compost  
Christy Pestoni Abreu, UVR Compost  
Michael Gross, Z-Best Compost

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[www.californiacompostcoalition.org](http://www.californiacompostcoalition.org)

The Bioenergy Association of California (BAC) is an association of private companies and public agencies working to convert organic waste to energy. BAC's members include energy and technology companies, investors, consulting firms, utilities, and public agencies responsible for solid waste, wastewater, air quality and environmental protection.

There is common membership with CCC including Atlas Refuel, Organic Waste Solutions, Phoenix Energy, Recology, Upper Valley Recycling, and Zero Waste Energy. California Compost Coalition and CleanFleets.Net have formed a powerful alliance with BAC to promote our common goals at CARB and at the Capitol for the development of our facilities and the deployment of our CNG fleets with low carbon fuel while securing feedstocks.

In just under three years, BAC has:

- Helped to secure more than \$100 million in public funding for bioenergy projects
- Shaped utility purchase requirements for bioenergy, including the 250 MW program established by SB 1122 that launches in early 2016
- Secured \$40 million for pipeline biogas projects
- Ensured that bioenergy plays a major role in the state's climate and energy policies, and
- Built strong support for bioenergy in the Legislature and state agencies.

Moving forward, BAC will continue to work closely with the solid waste and composting industries to promote policies and incentives for projects that maximize the value of organic waste. BAC is leading the efforts at the Public Utilities Commission to improve pipeline and transmission line access for bioenergy projects.

BAC is also working with the Legislature and Brown Administration to ensure that the state allocates significant cap-and-trade funds to organic waste diversion, helping to shape the Brown Administration's plans to reduce Short-Lived Climate Pollutants, develop a Sustainable Freight Strategy, extend the Low Carbon Fuel Standard, and ensure that bioenergy is part of the 50%

Renewable Portfolio Standard (RPS).

BAC sponsored legislation – SB 687 (Allen) – to establish a

Renewable Gas Standard that would require large gas sellers in California to provide an increasing percentage of renewable gas.

Much like the RPS for electricity or the LCFS for transportation fuels, the Renewable Gas Standard would provide market certainty for developers of biogas, including both the gas from anaerobic digestion and from any other conversion technology that is using organic feedstock. Biomethane is the lowest carbon-intensity transportation fuel available. Biomethane can reduce greenhouse gas emissions by 50 to 120 percent compared to gasoline and diesel. This is significant because transportation accounts for 40% of all GHG emissions in California, which are among the most difficult to cost-effectively reduce.

Biomethane can be used onsite or distributed via the existing natural gas pipeline to fuel motor vehicles, especially the most polluting heavy duty and off-road vehicles and fleets. Having a renewable gas standard will have positive impact in the near-term incentivizing the development and interconnection of new biomethane production facilities to meet increased demand for biomethane vehicle fuel.

For more information about these policies and BAC, visit [www.bioenergyca.org](http://www.bioenergyca.org).



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