

Caltrans Detours from the Road to Recovery

California is seeing a significant influx of new revenue to invest in the state and local street and road system from [Senate Bill 1 \(Beall and Frazier, 2017\)](#), a landmark transportation funding package. This measure was in response to California's significant funding shortfall to maintain the state's multimodal transportation network, which is the backbone of the economy and critical to the quality of life in the Golden State. SB 1 increased several taxes and fees to raise over \$5 billion annually in new transportation revenues, including a \$0.12 per gallon gasoline tax and a \$0.20 per gallon diesel tax. The *California Voter Approval for Gas and Vehicle Taxes Initiative* may appear on the ballot in California as an initiated constitutional amendment on November 6, 2018 to repeal SB 1.

The Road to Recovery should be on the Organic Highway (see next page). Transportation has 39% of all greenhouse gas emissions where the carbon intensity of transportation fuels should be 10% less by 2020 and 18% less by 2030 from a 2010 base year. CARB will dole out \$435 million for clean vehicles using cap-and-trade funds in the proposed budget. [AB 617 \(Garcia, 2017\)](#) plans to reduce criteria pollutants. However, Caltrans and the State Agency Buy Recycled Campaign are not living up to their mandates.

SB 1 has a provision for 'Material Recycling' for Road Maintenance and Rehabilitation Programs, requiring Caltrans to the extent possible and cost effective to use material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. Caltrans should be using more Compost, Mulches, Recycled Aggregate Base Rock, Recycled Aggregate Concrete and Tire-Derived Aggregate in all of their road construction as the life-cycle benefits far outweigh virgin materials in meeting the SB 1 criteria. Zanker Recycling has been at the forefront of producing recycled market products for construction projects using innovative technology and was instrumental in adding the 'Material Recycling' provision to SB 1.

The call for market development for compost is again harkening in the Sacramento halls, with [SB 1383 \(Lara, 2016\)](#) regulations and implementation of [AB 1045 \(Irwin, 2015\)](#) that is also supposed to promote compost use and has not. The Fourth Assessment of California's Compost Infrastructure will soon be underway, following the 2000, 2003, and 2008 studies to provide current data. However, it feels like Groundhog Day, as the same state initiatives get listed and people continue to think 'there ought to be a law'. Well, the state compost procurement laws have been on the books since 1989; it just takes execution by the state agencies to walk the talk, and then show the way to local government to set up buy-back programs.

In 2006, [SB 1345 \(Chesbro\)](#) would have required Caltrans to use compost in place of fertilizer as follows: 500,000 tons in 2007, 750,000 tons in 2008, and 1,000,000 tons in 2009, more than 1,000,000 tons in 2010 and following years. The bill died in Senate Appropriations. This procurement practice could have trickled down to local government where millions more tons could be used. Instead of the typical trees and weeds Caltrans landscaping program, wood chip mulches should be specified as part of their Stormwater Pollution Prevention Plans to mitigate erosion, suppress dust and weeds, and filter run-off water. With SB 1383 being phased in, 2.6 million tons of new wood waste will need to be diverted by 2020 and 3.9 million tons of new wood waste could be on the market in 2025. However, SB 1383 workshops have left wood waste market development out of the equation. The urban wood waste is piling up and will be left in the landfill with limited bioenergy market contracts and government procurement.

The Road to Recovery has detoured from the Organic Highway to a 12-step program where Caltrans continues to remain in denial and where the state pushes mandates for diversion without promoting commensurate market development programs, which have been their responsibility for decades.

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Be **CALIFORNIAN**
Buy **RECYCLED**

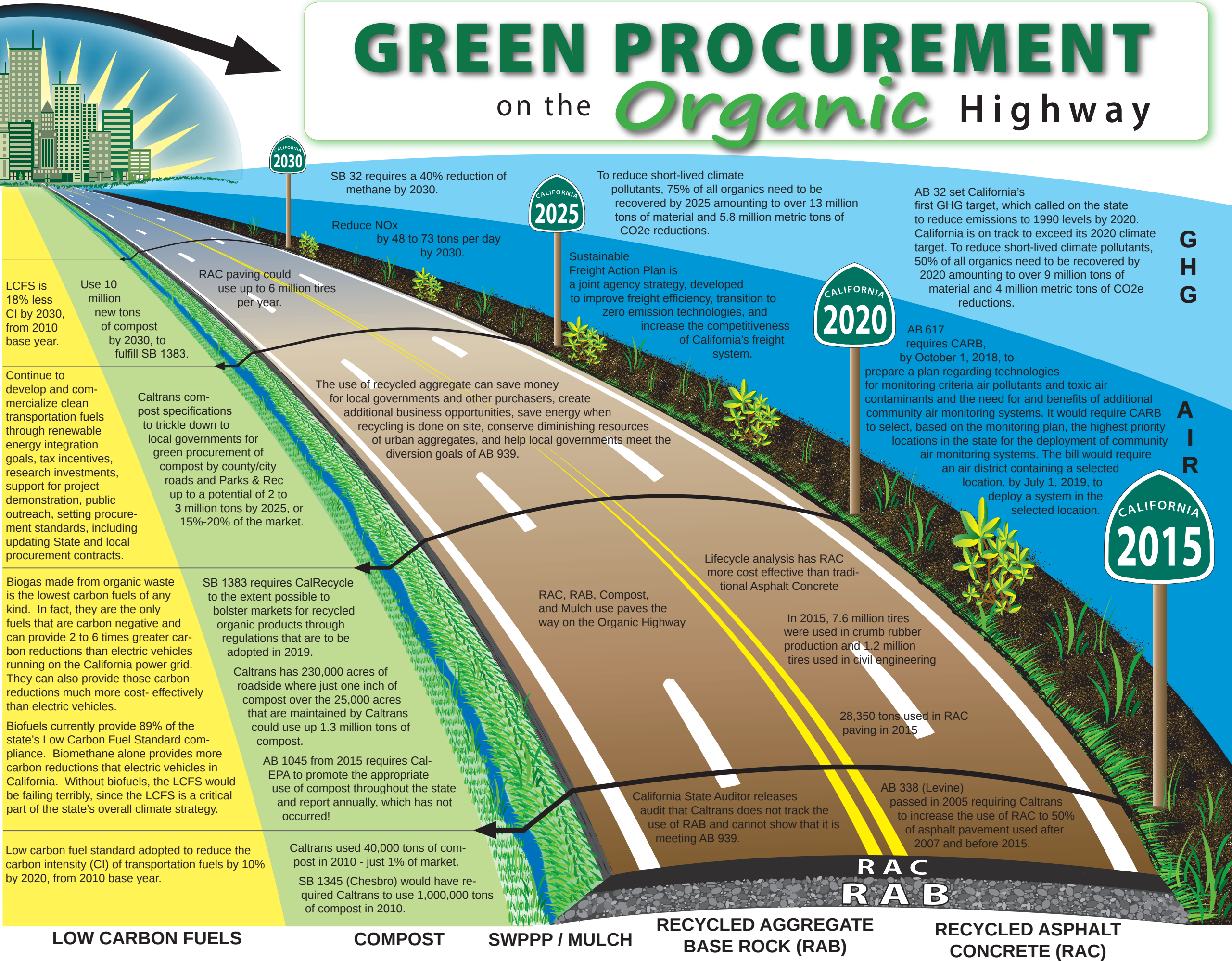
The State Agency Buy Recycled Campaign is a joint effort between the CalRecycle and the Department of General Services to implement State law requiring State agencies and the Legislature to purchase recycled-content products (RCP) and track those purchases. An Annual Report detailing state agencies' annual RCP purchase is due to CalRecycle by October 31 of each year. In past CalRecycle assessments, Caltrans used just 40,000 tons per year of compost, or just 1% of the market use, at a time where SB 1383 requires CalRecycle to bolster markets for recycled organic products through regulations, to the extent possible. Public Resource Code 42240 adopted in 1989, requires the Caltrans to use compost in place of, or to supplement, petroleum-based commercial fertilizers in the state's highway landscape maintenance program. Caltrans should also be using Recycled Aggregate Base Rock, Recycled Aggregate Concrete and Tire-Derived Aggregate in all of their road construction, as the life-cycled benefits far outweigh virgin materials.

Public Resource Code 42005 requires CalRecycle to develop a comprehensive market development plan using existing resources that will stimulate market demand in the state for postconsumer waste material and secondary waste material generated in the state. Existing law requires each state agency to ensure that at least 50% of reportable purchases are recycled products. SB 2675 (Lowenthal, 2014) requires each state agency to ensure that at least 75% of reportable purchases are recycled products on and after January 1, 2020, except for paint, antifreeze, and tires, which would remain at the 50% requirement.

SB 1 (Beall, 2017) has a provision for "Material Recycling" for Road Maintenance and Rehabilitation Programs requiring Caltrans to the extent possible and cost effective, and where feasible, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.

GREEN PROCUREMENT

on the *Organic* Highway



The California Compost Coalition 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 & production of clean compost, bioenergy, renewable natural gas, and biochar.

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CCC Member News

All Roads Lead to Zanker Recycling

Zanker Recycling in San Jose is a full service, resource management, composting/recycling facility and landfill for residents and commercial businesses. The Zanker management team recognized that as landfill space was becoming scarce, there was a growing opportunity to recover valuable materials from the mixed construction and demolition debris (C&D) waste stream.

The facility is divided into operational areas handling special types of waste materials. These areas include: Demolition Debris Recycling, Concrete Recycling, Wood Waste/Brush Recycling, Asphalt Shingle Processing and its new DM Reduction System. The facility is also home to the Zanker Landscape Materials Yard, which sells over 90 landscape and construction products, as well as other landscape supplies. These products include aggregates, composts, mulches, fertilizers, sands, and soils.

Demolition Debris: In 2015, Zanker designed and constructed a new demolition recycling operation that is currently processing over 80 tons per hour with an average 76% diversion rate. This facility consists of a patented combination of conveyors, screens, magnets, and air separation equipment that separates the materials into manageable and marketable products. These products are then directed to other recycling operations on site or shipped directly to end product users.

Concrete Recycling: concrete and other aggregates are loaded into a primary crusher where it is crushed and processed. After the primary crusher, the material passes under a belt magnet where steel is removed before moving to a secondary crusher that further reduces the particle size. The material is then screened to remove oversized pieces which are

recirculated back through the crushing circuit. During the entire process, employees and machinery remove non-aggregate materials that would compromise the products value.

Wood Waste and Brush Recycling: The wood waste generated from other operations or accepted from customers is ground and then screened to create wood chips for biomass and wood fines or is used in the production of our wood mulch. The Wood Waste plant consists of an electric Peterson Pacific grinder, an electrically powered trommel screen and a series of electrically powered feed, transfer and stacking conveyors.



Asphalt Shingle Processing: Zanker Recycling accepts and processes clean, separated loads of composite asphalt roofing shingles. The company sorts and cleans the old

shingles and transports them to Oakland where they are processed into dry, granular asphalt pieces known as "RAS" (recycled asphalt shingles) that is shipped to other East Bay manufacturers to make "hot mix asphalt" used to build roads throughout the region.

Zanker newest operation, the DM Reduction System, processes miscellaneous debris from incoming customers (furniture & bulky items) or loads with minimal recyclables. Residuals from our other recycling operations are also brought to the DM Reduction System to be processed. The system grinds all the materials and sorts the materials to remove recyclable products.

What's next for Zanker? Zanker Recycling will be getting into robotics with the installation of its newest sortline, projected for October 2018.

Through its aggressive recycling efforts, Zanker diverts more than 86% of waste they receive from landfilling.