

CALIFORNIA COMPOST COALITION



September, October 2021 | Vol. 8, Issue 9 & 10 DOUBLE EDITION

Sustainable Organics Recycling

BUDGET AND MOOD SWINGS RIDING THE WAVES

Climate mood swings and pandemic waves continued in 2021 with a surprising \$80 billion budget surplus. The California Legislature was able to meet and conduct business under the COVID sky and the Governor Recall blues. The massive budget surplus allowed the Governor and the legislative Democrats to go all in on a progressive agenda aimed at healing the State which was tempered somewhat as the Recall loomed. With a daunting drought and an inflamed forest, California became the poster child of 'Code Red for Humanity' that the United Nations issued. With time running out to mitigate irreversible damage due to climate change, SB 619 bought one year of no penalties. In a last hope to bend the climate curve, the State delivered \$270 million to CalRecycle to implement SB 1383 and mitigate methane.

The Governor signed 24 bills, as part of his California Comeback Plan, that focused on climate and clean energy efforts, as well as drought and wildfire preparedness. It is the largest climate package in State history with over \$15 billion in funding to tackle wildfire and drought challenges, build climate resilience in communities, promote sustainable agriculture, and advance a nation-leading climate agenda. California is committing \$1.1 billion over two years to support sustainable agriculture practices and create a resilient and equitable food system. These efforts include investments to promote healthy soil management, and support for livestock methane reduction efforts, among other programs. Compost and biochar use are part of the

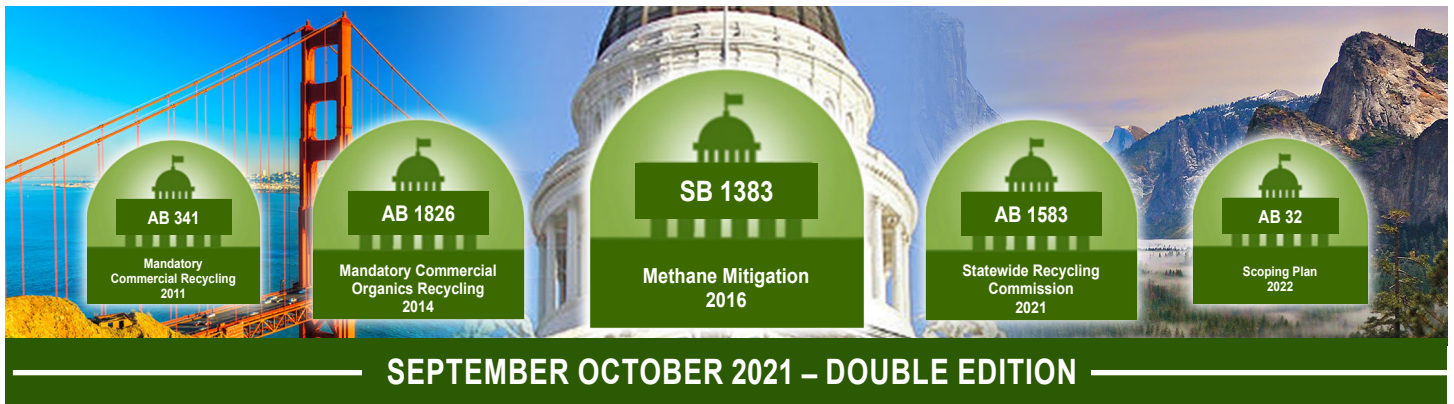
California Department of Food and Agriculture Climate Smart Agriculture programs.

Taking action to combat plastic pollution and advance a more sustainable and renewable economy, the Governor signed another package of legislation designed to raise consumer awareness around recycling. It will also promote industry accountability to combat wishful recycling with overtures to modernize our recycling systems. SB 343 (Allen) requires products to meet benchmarks in order to be advertised or labeled as recyclable, helping consumers to clearly identify which products are recyclable. The Statewide Recycling Commission published a list of *What is Recyclable*. We had to get rid of the chasing arrows to promote a circular economy. AB 1201 (Ting) was also part of this package, the Better Composting Standards Act, that was enacted, was sponsored by the California Compost Coalition. AB 1201 is designed to mitigate wishful composting, stemming from a single-use and single stream mentality, by defining what is truly compostable.

As 2021 winds down, awash with unanticipated billions of dollars, local government, with the waste industry, is gearing up for SB 1383 implementation (starting on January 1, 2022) with help on the way. Surpassing a sense of hopelessness and confusion of last year, and being recognized as an essential public service, the industry was able to ride the waves of pandemic uncertainty and deliver on the programs needed to bend the climate curve and divert organics from landfilling.

SPECIAL END OF SESSION EDITION





TIME AND MONEY

That's all we need to implement SB 1383. And that's what the State delivered this year to implement SB 1383. The final budget, after all the thrills and chills, landed \$130 million for waste diversion and infrastructure, with \$70 million for organic grants and \$60 million for grants to local government. Plus, the Cap-and-Trade program allocated another \$140 million to various CalRecycle programs with \$20 million for organic grants, \$3 million for food waste prevention, \$5 million for community composting, \$10 million for co-digestion at wastewater treatment plants, and \$25 million for RMDZ zones.

Early this year, the California Compost Coalition approached Senator Laird, the authored of SB 619, for his deep experience on solid waste issues from his service on the Waste Board, and his wide array of key Senate Committee assignments. SB 619 morphed from a conceptual landfill tip fee increase to fund SB 1383, to various local government propositions to delay SB 1383. SB 619 ended up providing local government some relief on possible penalties in 2022 with a Notice of Intent process that needs to be filed by March 1, 2022, along with a compliance schedule for 2022, to avoid enforcement penalties in 2022. Along the way, Laird's office heard the importance of SB 1383 as a climate change bill to reduce methane and the need to provide State funding to implement SB 1383. His office was key in getting the \$270 million in funding through the convoluted budget process. With \$60 million allocated to local government grants, jurisdictions could expect \$1.50 per person earmarked for SB 1383 programs.

SB 619 (Laird)

Existing law requires CARB to complete, approve, and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants in the State to achieve a reduction in the statewide emissions of methane by 40%. Existing law requires the methane emissions reduction goals to include specified targets to reduce the landfill disposal of organics.

This bill would authorize a local jurisdiction facing continuing violations that commence during the 2022 calendar year of those regulations to submit to the department no later than March 1, 2022, a notification of intent to comply, as prescribed. For violations of the regulations that are disclosed in a notification that is approved by CalRecycle, the bill would require CalRecycle to waive administrative civil penalties for the violations if the local jurisdiction implements the actions proposed in the notification to remedy the violations. The bill would authorize CalRecycle, notwithstanding those regulations, to establish any maximum compliance deadline in a corrective action plan that it determines to be necessary and appropriate under the circumstances for the correction of a violation of the regulations. The bill would authorize CalRecycle to adopt emergency regulations it determines to be necessary to implement and enforce these provisions.

NOTE: Please note that SB 619 mirrors the [SB 1383 Compliance Process](#) issued by CalRecycle in August 2020 on what would be a substantial effort to achieve compliance.

STATUS: Signed by the Governor on October 5, 2021

SB 1383 Rate Increases

The League of Cities was Talking Trash when they published the article, '[Solid waste and recycling costs on the rise in California](#)'. In a survey, the League determined that rates will increase over the next three years due to new organic waste regulations and the overall costs of recycling. Over 92% of the cities in this survey anticipate rate increases over the next three years, where 75% of the cities are expected to see a 1% to 20% increase and 25% of the cities are expected to see rate increase from 20% to 100%.

Municipal budgets are still reeling from the economic effects of COVID-19 and the extended pandemic and need a source of statewide funding and additional time and flexibility to help implement SB 1383 with most costs being passed on to the rate payer. The State budget delivered the funding and SB 619 bought some time for program development, without penalties with a filing of a Notice of Intent to comply.

The City of Salinas, with an SB 1383 rate increase underway, reviewed recent customer rate increases from 44 jurisdictions throughout California. They found that the average residential rate increases were 17.9%, ranging from as low as 0% to as high as 64%. The average commercial rate increases were 28.1%, ranging from minus 11.9% to 235%.

The Edgar Institute has tracked published rates from 21 cities and have determined the residential rate to increase by an average of 17% and the commercial rate to increase by an average of 12%. CalRecycle has estimated a \$3 to \$5 per month increase and R3 has estimated a \$2 to \$13 per month increase.



SEPTEMBER OCTOBER 2021 – DOUBLE EDITION

CHASING TRUTH

California Against Waste and others had a banner year in helping curtail greenwashing and promotes truthful recycling labeling. The Statewide Recycling Commission determined that the environmental, public health, and social costs of plastic production and pollution are staggering and will continue to grow. We are at a turning point in the crisis of plastic pollution, where action is needed to redesign products and reduce our consumption, rather than allow the problem to worsen with fewer opportunities to recycle. Since the 1960s, plastics production has increased twenty-fold and today more than 300 million tons of plastic waste is generated every year around the globe. In 2019, annual global production of plastic was projected to exceed 376 million tons. In the US, single-use plastic products and packaging account for 57% of plastic annually discarded. Even in California, the recycling rate for all single-use plastic items remains less than 15% overall. Without urgent and bold action, projections estimate that by 2050 there will be more plastic in the ocean than fish by weight. With that, SB 343 and AB 881 were signed into law for real recycling and not trashy exports.

The Statewide Recycling Commission worked hard on 27 policy positions, where 15 have turned into State law. With little support operating under the Brown Act, this Commission delivered pro-bono results with decorum and class. California needed all of this to turn the boat around, as the statewide recycling rate dipped to just 37% in 2019, down from 50% in 2014. CalRecycle is late this year in publishing the 2020 rate, which is likely to be around 39% to 40%.

SB 343 (Allen)

TOPIC: Environmental advertising: recycling symbol: recyclability: products and packaging. This bill would declare that it is the public policy of the State that claims related to the recyclability of a product or packaging be truthful and that consumers deserve accurate and useful information related to how to properly handle the end-of-life of a product or packaging. This bill would require CalRecycle, on or before January 1, 2024, to evaluate whether a product or packaging is recyclable in the State and is of a material type and form that routinely become feedstock used in the production of new products and packaging. The bill would provide that, except as specified, a product or packaging that displays a chasing arrows symbol, among other symbols, statements, or directions, is deemed to be a deceptive or misleading claim, if not recycled.

STATUS: Signed by the Governor on October 5, 2021

AB 881 (Lorena Gonzalez)

TOPIC Recycling: plastic waste: export. This bill would make the export out of the country of a mixture of plastic wastes “disposal” for purposes of the act, unless the mixture includes only certain plastics destined for separate recycling and satisfies other specified requirements, in which case that export would constitute diversion through recycling. The bill would require CalRecycle to make publicly available information on the jurisdiction or region of origin and tonnage for those exported materials.

STATUS: Signed by the Governor on October 5, 2021

Statewide Recycling Rate

Pounds Per Person Per Day (PPD) - CalRecycle

2012 | 4.3 PPD

29.3 million disposal tons
50% statewide recycling rate

2013 | 4.4 PPD

30.2 million disposal tons
50% statewide recycling rate

2014 | 4.5 PPD

31.2 million disposal tons
50% statewide recycling rate

2015 | 4.7 PPD

33.2 million disposal tons
47% statewide recycling rate

2016 | 4.9 PPD

35.2 million disposal tons
44% statewide recycling rate

2017 | 5.2 PPD

37.8 million disposal tons
42% statewide recycling rate

2018 | 5.6 PPD

40 million disposal tons
40% statewide recycling rate

2019 | 6.0 PPD

43.5 million disposal tons
37% statewide recycling rate

2020 | 2.7 PPD (AB 341 Target)

20.0 million AB 341 disposal tons
75% statewide recycling rate

What is Recyclable?

The Statewide Recycling Commission published a list of *What is Recyclable* on page 94 of their July 1, 2021 Report. The purpose of this policy is to ensure that recycling collection programs collect types and forms of products and material that will actually be recycled through existing and new or expanded collection and material reprocessing facilities and will have sustainable markets.



Food Waste Not

SEPTEMBER OCTOBER 2021 – DOUBLE EDITION

SINGLE MINDEDLY

The California Compost Coalition sponsored AB 1201 (Ting), the Better Composting Standards Act, to address wishful composting, before SB 1383 implementation begins on January 1, 2022; it is an outgrowth of past failed legislation and the Recycling Commission Report, Policy #19, where it was deemed a legislative priority to establish a market standard for compostable products in California. AB 1201 addresses a growing problem with compostable packaging that is contaminating compost and impeding California from meeting its resource recovery and climate change goals. This law will ease the identification of compostable vs. non-compostable products for both consumers and composters and helps ensure the continued production of high-quality compost that meets organic certification requirements and avoids contamination by certain chemicals. AB 1201 took on manufacturers' greenwashing and enjoyed a coalition effort to push it over the finish line, with CCC employing timely strategic resources.

AB 1276 (Carrillo) prohibits restaurants from providing single-use food accessories, including food that is taken away, delivered, or served on-site, unless they are asked for by the consumer to minimize waste. CalRecycle is providing lunch and dinner money this year, with \$270 million for SB 1383 program and the circular economy. There will be \$70 million in organic grants from the General Fund and another \$20 million in organic grants from cap-and-trade revenues, plus \$3 million for edible food recovery programs.

[AB 1201 \(Ting\)](#)

POSITION: Strong Support as Sponsor

TOPIC: Solid waste: products: labeling: compostability and biodegradability. The bill would prohibit a person from offering for sale a product that is labeled as "compostable" or "home compostable" unless, at the time of sale or offering for sale, the product meets that specified specification or has that specified certification and would additionally prohibit a person from offering for sale a product that is labeled as "biodegradable," "degradable," or "decomposable," unless the product meets one of those specified standards relating to environmental marketing claims. The bill would additionally authorize a person to offer for sale commercial agricultural mulch film labeled with the term "soil biodegradable" if the department adopts that specification and the film has that certification. The bill would exempt from the requirement to comply with an ASTM standard specification pursuant to these provisions fiber products that are demonstrated to not incorporate any plastics or polymers.

This bill would prohibit a person from selling or offering for sale a product that is labeled with the term "compostable" or "home compostable" unless the product satisfies specified criteria. As part of that criteria, the bill would require the department, by January 1, 2024, to make a specified determination, and on or before January 1, 2026, to adopt certain regulations depending on the results of that determination.

STATUS: Signed by the Governor on October 5, 2021

[AB 1276 \(Carrillo\)](#)

TOPIC: Single-use foodware accessories and standard condiments. This bill would prohibit a food facility from providing any single-use foodware accessory or standard condiment, as defined, to a consumer unless requested by the consumer, as provided. The bill would prohibit those items from being bundled or packaged in a way that prohibits the consumer from taking only the item desired. The bill would authorize a food facility to ask a drive-through consumer, or a food facility located within a public airport to ask a walk-through consumer, if the consumer wants a single-use foodware accessory in specified circumstances. The bill would require a food facility using a third-party food delivery platform to list on its menu the availability of single-use foodware accessories and standard condiments and only provide those items when requested, as provided. The bill would exclude from these requirements correctional institutions, health care facilities, residential care facilities, and public and private school cafeterias.

This bill would require a city, county, or city and county, on or before June 1, 2022, to authorize an enforcement agency to enforce these requirements. The bill would specify that the first and 2nd violations of these provisions result in a notice of violation, and any subsequent violation is an infraction punishable by a fine of \$25 for each day in violation, but not to exceed an annual total of \$300. By creating a new crime and imposing additional duties on local governing bodies.

STATUS: Signed by the Governor on October 5, 2021



WOODAGEDDON

SEPTEMBER OCTOBER 2021 – DOUBLE EDITION

A KNOCK ON WOOD

There are over 150 million dead trees in the California forest waiting to burn. CARB will phase out agricultural burning of about 600,00 tons per year in the Central Valley, over the next five years. There will be almost 4 million new tons of urban wood waste entering the market because of SB 1383. There will be plenty of wood waste coming from the forest, agricultural, and urban sectors.

CCC backed [AB 1086 \(Aguiar-Curry\)](#) over the last three years to have the State prepare an Organic Waste Scoping Plan to create a strategy to manage these competing feedstock sectors in a comprehensive manner – but it failed again this year, as the State could not muster up the resources even with a huge budget surplus. There should not have to be a State law for the State to prepare this plan. As they have done in the past, we have asked CalRecycle to at least prepare a Non-Yard Wood Waste Report, which is in their statutory responsibility and part of their Market Development Plan requirements.

AB 843 will expand the BioMAT program into community choice aggregation (CCA), such as Marin Clean Energy, which will allow premium pricing for this bioenergy. Last year BioMAT was expanded five years. Should all the SB 1383 procurement portfolio, with options for organic waste products gravitate toward biomass energy, up to 237 MW could be produced from 2.1 million tons of urban wood waste, far short of what is needed to accommodate lost biomass plant capacity and future SB 1383 wood waste generation.

[AB 843 \(Aguiar-Curry\)](#)

POSITION: Support

TOPIC: California Renewables Portfolio Standard Program: Renewable feed-in tariff: Bioenergy Market Adjusting Tariff program: Community choice aggregators. This bill would provide that the renewable feed-in tariff would apply to a qualifying electric generation facility that is developed to sell electricity to an electrical corporation, or for a bioenergy electric generation facility, to an electrical corporation, or a community choice aggregator within the electrical corporation's service territory.

This bill would authorize a community choice aggregator to submit eligible bioenergy projects for cost recovery pursuant to the BioMAT program, if open capacity exists within the 250-megawatt BioMAT program limit. Biomass gasification projects of 3 MW would qualify.

STATUS: Signed by the Governor on September 23, 2021

[AB 332 \(ESTM Committee\)](#)

POSITION: Support

TOPIC: Hazardous waste: Treated wood waste: Management standards. This bill would require a person managing treated wood waste to comply with the hazardous waste control laws or the alternative management standards established in the bill, including standards for the reuse, storage, treatment, transportation, tracking, identification, and disposal of treated wood waste, as provided.

STATUS: Signed by the Governor on August 31, 2021

[SJVAPCD for \\$180 Million](#)

Budget trailer bill, SB 129, was passed, where \$180 million is being allocated to the San Joaquin Valley Air Pollution Control District to support incentives for alternatives to agricultural burning. You would think that community-scale bioenergy using gasification technology would be on the forefront, but the Senate purposefully left out stationary sources for potential funding, leaving few options. With some lobbying, we were able to preserve composting as an option, where plentiful and cheaper bulking agents may result from this funding.

SJVAPCD will continue to allow certain burning of limited amounts of rice straw, diseased crops/materials, and weeds affecting ponding/levee banks, and other maintenance. Recognizing the variety of agricultural operations in the Valley, the program will allow growers to select from several on-field uses for chipped agricultural materials from orchard or vineyard removals, such as soil incorporation (whole orchard recycling) and land application of mulch. However, there are limitations to soil incorporation and land application.

[Biochar Working Group](#)

The Climate Action Reserve is developing a Biochar Protocol that will provide guidance on how to quantify, monitor, report, and verify climate benefits from the production and use of biochar, which is capable of locking up carbon and keeping it from re-entering the atmosphere for centuries. The Working Group meeting is on November 4, 2021.



SEPTEMBER OCTOBER 2021 – DOUBLE EDITION

CARB LOADING

CleanFleets continues to monitor and guide the CARB process on strategy and planning documents they claim can bring electrification across all transportation types. The October 28 board hearing was filled with fireworks as CARB grapples with the reality that their zero emissions planning process falls short for the reduction of short lived climate pollutants. The coalition continues to push for recognition and support for the cleanest fleets using RNG.

The first item before the CARB board on October 28 was the Intergovernmental Panel on Climate Change Sixth Assessment Report. Among the report highlights were the need to control methane from waste organics and to move faster to remove black carbon (e.g. the largest contributors are diesel trucks). Several of our larger RNG coalition members noted that the near-term results from RNG in Low NOx trucks is the best strategy for the next decade as battery electric and hydrogen trucks evolve. As public testimony closed, the Board members discussed the need for identifying the needed resources and leading the effort if the state (and the world) are to be successful in bending the climate curve.

The Board subsequently deliberated on the 2020 Mobile Source Strategy document. In a surprise move, the South Coast and San Joaquin air districts both testified that the CARB strategy document was not realistic on ZEV truck targets and that CARB reneged on their 2016 commitment to help fund 900,000 Low NOx natural gas trucks at that time. The SCAQMD dropped a letter on the EJ groups' rhetoric last month as highlighted herein.

[AB 363 \(Medina\)](#)

TOPIC: Carl Moyer Memorial Air Quality Standards Attainment Program.

Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, which is administered by CARB. The program authorizes the CARB to provide grants to offset the incremental cost of eligible projects that reduce emissions from covered vehicular sources. Existing law requires CARB to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. CARB's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP).

This bill would require CARB, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as provided, and in low-income communities, as defined. The bill would authorize, for purposes of the VIP2, CARB to allow existing engines or existing vehicles, as defined, regardless of model year, and all on-road heavy-duty vehicle types, regardless of vehicle type or application, to participate in the VIP2, among other VIP2 components.

STATUS: Died in Senate Transportation Committee on July 5, 2021

[SCAQMD EJ Take Down](#)

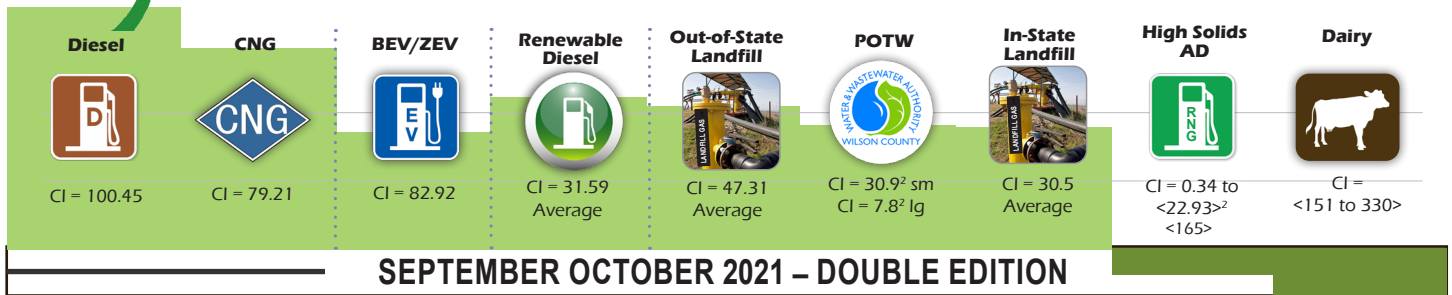
The chief of the SCAQMD is strongly criticizing a coalition of environmental justice (EJ) groups over their opposition to district funding for cleaner natural gas trucks to replace dirty diesel models to cut nitrogen oxides (NOx) and particulate matter, marking a new line between the regulators and the growing EJ and equity movement. [The letter](#) reflects SCAQMD's need for major emission reductions from trucking and other freight sources in the near term. The reality is that replacing diesel trucks with near-zero low- NOx trucks can provide significant emission reductions. The SCAQMD comments come in response to an Aug. 3 letter to a coalition of EJ groups where the letter cites research and data to rebut two late-June letters sent to SCAQMD from the EJ coalition that generally attack district officials for proposing to spend millions of dollars on near-zero-emission (NZE) heavy-duty trucks and cleaner natural gas trucks to replace dirty diesel models mostly serving the sprawling Los Angeles and Long Beach port complex. The EJ groups insisted that the district should have spent the money on advancing zero-emission (ZE) electric trucks, rather than supporting vehicles that run on fossil fuels.

SCAQMD states that it is a campaign that falsely pits NZE and ZE technologies against each other when an all-of-the-above approach is needed to eliminate diesel. It is a campaign that misleads the public into believing ZE heavy-duty technologies are ready to go today and that the only barrier is political will. Most disturbingly, it is a campaign that plays loose with fundamental facts and science.

CALIFORNIA COMPOST COALITION

FUELS - CARBON INTENSITY

Certified Pathways (2020)



SEPTEMBER OCTOBER 2021 – DOUBLE EDITION

RNG NOW

Gladstein Neandross & Associates issued a report, [An Assessment: California's In-State RNG Supply For Transportation 2020 -2024](#) detailing the RNG projects expected to begin producing vehicle fuel from California's organic waste in the next four years. Some of the highlights are; (1) California will have 160 RNG production facilities online by the end of 2024; (2) Those facilities will produce a combined 119 million diesel gallon equivalents of low carbon and carbon negative vehicle fuels, enough to fuel 13,731 natural gas trucks; (3) The average carbon intensity of the California-produced RNG will be negative 101.74 gCO₂e/MJ; and (4) Over the next 15 years, trucks running on this RNG will cut climate pollution by 51.4 million metric tons and will cut smog-forming pollution by 20.8 thousand metric tons per year.

California should embrace carbon-negative fuel now to help get the entire state to carbon neutral by 2045 and there is no reason to wait. If only CARB could understand that they undermine carbon-negative projects and decrease RNG demand when future electrification is favored over heavy-duty carbon negative fuel. [Lawrence Livermore Labs \(LLL\) released a January 2020 report, "Getting to Neutral – Options for Negative Carbon Emissions in California"](#), which featured the conversion of biomass into transportation fuels and use of compost and biochar to sequester carbon in the soils. These programs are noted as the most cost-effective solutions, using current technologies to convert food waste, green waste, and wood waste.

LCFS Revisions for 2022

CARB staff kicked off the 2-year regulatory process in April 2020 for the Low Carbon Fuel Standard (LCFS) with a Public Workshop. The first meetings finally happened on October 14 and 15, 2020. The last LCFS Regulations became effective on January 4, 2019, where prior legacy carbon intensity (CI) pathways were due to expire on December 31, 2020, and inappropriate Temporary Pathways for Fuel Indeterminate CIs were issued. COVID must have stalled this regulatory process, as there has not been a workshop for over a year, as we try to leverage the carbon negative LCFS into the modeling of the AB 32 Scoping Plan. We worked with Zero Waste Energy and the BAC, meeting with CARB staff and pushing to remove the use of these temporary carbon intensities, where a design-based pathway model was offered, utilized, and executed to get to a minus 165 CI.

LCFS fuel pathways are generally developed based on 24 months of operational data, and when Temporary Pathways are used instead, there could be a 2 to 3 quarter lag in receiving the carbon incentives, which are much needed to fund the facility. However, to encourage the development of innovative fuel technologies such as high-solids anaerobic digestion, an applicant may submit a Design-based pathway application for a fully engineered and designed facility with no operational data. Applications for design-based pathways must include a detailed life cycle analysis of the anticipated pathway performed using the CA-GREET3.0 model, and an LCA report detailing facility plans and specifications expected during commercial operation.



Napa Recycling and Waste Services

The AD facility is designed to process up to 44,000 tons per year of source-separated organic wastes. The carbon intensity (CI) value was calculated based on life cycle analysis using a modified version of the Board-approved Tier 1 Simplified CI Calculator for Biomethane from Anaerobic Digestion of Organic Waste. RNG produced from food scraps and urban and landscaping waste plans to dispense onsite for transportation use in their near-zero NO_x CNG fleet. CARB has certified that composite carbon intensity score of minus 165.05 CI. This facility was awarded a \$3 million CEC grant and is on the CalRecycle B List for \$1.43 million of organic processing equipment, ready to be funded this fall.



South San Francisco Scavenger Company conducted its analysis of carbon intensity (CI) for their pathway using a modified version of the Tier 1 Simplified CI Calculator for Biomethane from Anaerobic Digestion of Organic Waste. The renewable natural gas produced from food scraps and upgraded at facility and used for onsite fueling of their near-zero NO_x CNG fleet, received a minus 79.91 carbon intensity. RNG, produced from just urban landscaping waste without any food waste, is just above carbon neutral at 0.28 carbon intensity. This facility was the first carbon negative anaerobic digestion facility certified, with carbon intensity of minus 22.93, as part of a \$2.6 million, 2012 CEC grant.

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, anaerobic digestion, renewable natural gas, and biochar.

CCC Members

- Agromin
- American Refuse, Inc.
- Atlas Disposal Industries LLC
- BLT Enterprises of Fremont
- Burrtec Waste Industries, Inc.
- California Waste Recovery Systems
- Cedar Ave Recycling and Transfer
- Contra Costa Waste Service, Inc.
- Gilton Resource Recovery
- Marin Sanitary Service
- Monterey Regional WMD
- Napa Recycling and Waste Services
- Northern Recycling Compost
- Peña's Disposal Service
- Pleasanton Garbage Service
- Quackenbush Mt. Compost
- Recology
- San Joaquin County Public Works
- Soiland Co., Inc.
- Tracy Material Recovery
- Vision Recycling
- Waste Connections - Cold Canyon
- WC Wood Industries
- Zero Waste Energy, LLC.

CCC Partners

- California Wood Recycling
- Clover Flat Compost
- GreenWaste Recovery
- ReFuel Energy Partners
- Resource Recovery Coalition of CA
- Sonoma Compost
- Synagro - South Kern
- Upper Valley Recycling
- Zanker Road Resource Management
- Z-Best Compost Facility
- Zero Waste Energy Development

CCC Technology Partners

- CleanFleets.net
- Compost Manufacturing Alliance
- Engineered Compost Systems
- JRMA Architects Engineers
- Phoenix Energy
- Synergy Burcell Technologies LLC
- Schaefer Systems International, Inc.
- Yorke Engineering LLC

CCC Governmental Affairs

- Justin Malan, EcoConsult
- Neil Edgar, Edgar & Associates, Inc.
- Evan Edgar, Edgar & Associates, Inc.
- Sean Edgar, Clean Fleets Advocates

FUELS AND FLEETS AT A NEW AIR BOARD

The California Compost Coalition is a registered Lobbying Coalition with the Fair Political Practices Commission and was created in 2002 by a group of compost operators in response to demands for increased recycling of organic materials and production of clean compost. CCC has expanded the Mission Statement over the years to include bioenergy, anaerobic digestion, renewable natural gas, and biochar. We dove deep into Cap-and-Trade allocation and grant funding, low carbon transportation strategies, SB 1383 regulations, and regional air quality permitting.

California's organic recyclers and compost operators have created a sustainable, scalable industry model for the State, the Nation, and the world to demonstrate that putting clean, recycled, composted organic materials back into the soil is the most predictable, cost-effective, productive, and eco-friendly use of a natural resource.

We will continue to implement our Vision by assembling permitted organics recyclers and compost operators into a direct lobbying organization that represents them with a unified, statewide voice on issues of importance: product and safety standards, government regulations, environmental planning, trade, and marketing development. We will promote composting, wood sorting and grinding, and other methods of producing value-added services and recycled products that are long-term, earth friendly solutions generating the greatest good versus conventional, outmoded, and competing waste handling alternatives. We will develop markets to increase sales of clean compost, mulch, and wood products, RNG, bioenergy, and biochar. We will foster cooperation among public and private organizations involved in sustainable organics recycling and have been supported the SB 1383 procurement of recovered waste products.

Governor Newsom wants California to

be carbon neutral by 2045, where our industry is Net-Zero Now and producing carbon negative fuel. CCC will continue to play Carbonopoly, provide the carbon math, and author White Papers to demonstrate our members' ability to deliver on programs to meet state goals years in advance, promoting an industry that has been misunderstood. CARB still thinks that we only operate compost facilities and does not fully understand the scope of managing organics in California. We are the fleet owners that collect organics. We are organic facility operators that produce bioenergy and renewable

natural gas. We are Net-Zero GHG Facilities making carbon negative fuels, and we haul compost and wood chips to markets. Over the years, CCC has co-branded with [CleanFleets](#) on White Papers, staff meetings, and public testimony at the California Air

Resources Board and local air districts.

As we deploy a reliable, cost-effective, carbon-negative low NOx program now in good faith, CARB fails to see the value proposition and is playing a regulatory shell game on definitions and funding. As the industry gears up to produce RNG from organic waste, as part of the SB 1383 Short-Lived Climate Pollutant Strategy, CARB is instituting a series of regulatory barriers to achieving SB 1383 mandates by levying the huge cost of electrification, without adequate incentives to fund near-zero NOx heavy-duty vehicles with in-state RNG Fuel.

With a new CARB Chair and members, CCC and CleanFleets, along with a large industry coalition (California Natural Gas Vehicle Coalition, Bioenergy of California, California Waste Haulers Council, Resource Recovery Coalition of California, Clean Energy, and Trillium) will have to double down in 2022 to define near-zero in statute, obtain funding for the heavy-duty program, and increase the demand for carbon negative RNG made from SB 1383 diverted organics.

