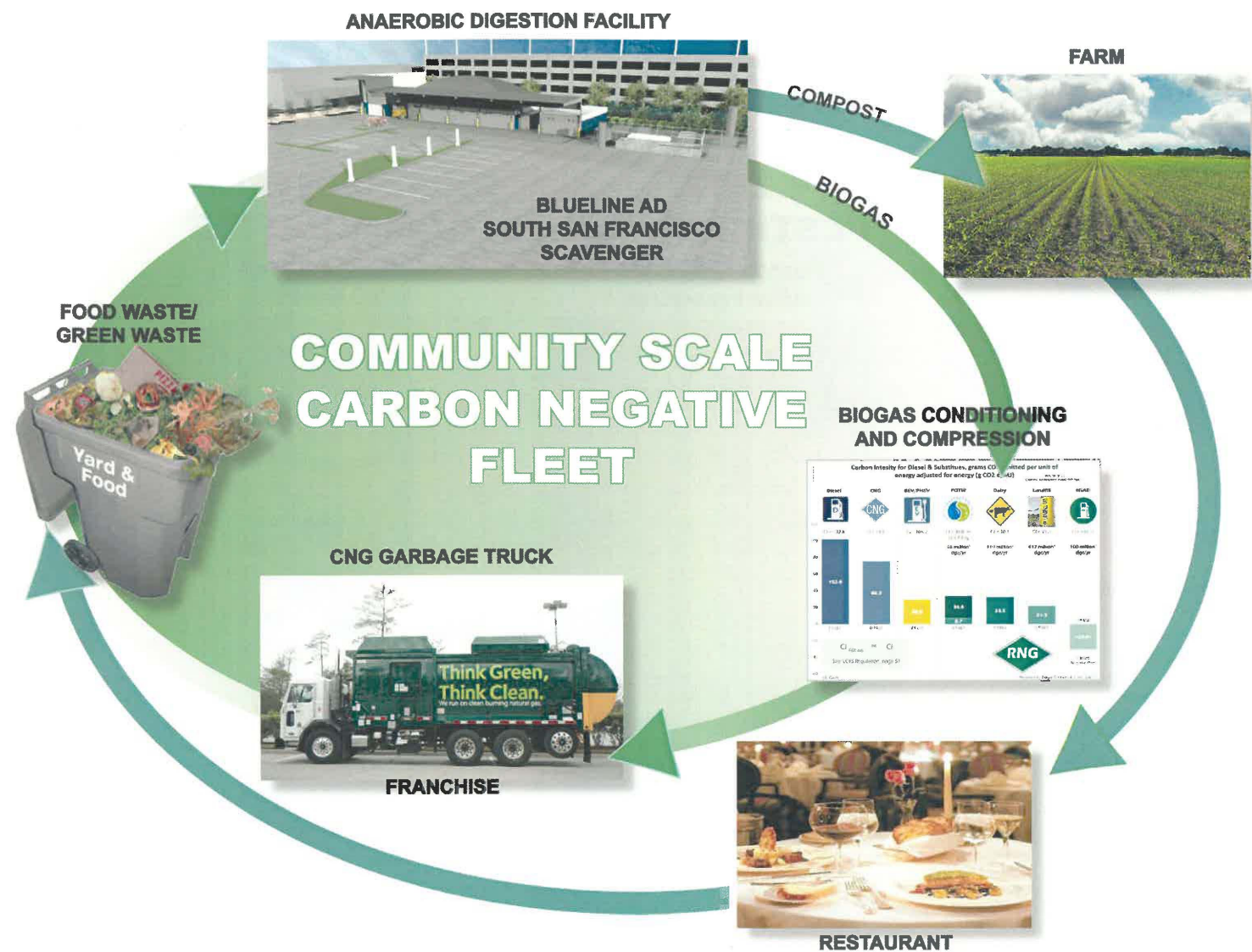


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Readvantaging Community-Scale Systems Through Sustainable Facility, Fuel, Fleet, Feedstocks and Farming

From the ports of California to the Great Central Valley, a network of renewable natural gas (RNG) production facilities and RNG fueling stations for near-zero NOx heavy-duty recycling vehicles that haul organics should be funded to de-carbonize the fuels and the fleets now. Getting the fossil out of the fuel with near-zero NOx emission engines, using carbon negative fuel produced from zero waste at net-zero facilities, should receive priority incentives from cap-and-trade proceeds. The technology is commercially available, proven, and can provide significant GHG and NOx reductions now while mitigating methane at landfills and creating organic compost to help zero out the use of pesticides and petroleum-based fertilizers. With incentive investment of \$100 million per year in these facilities and investment of \$100 million year in these clean fleets, California communities can experience significant benefits by 2020.

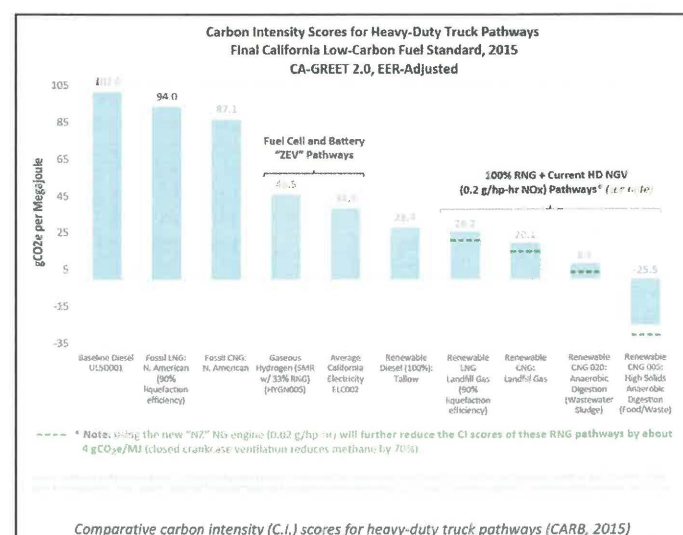
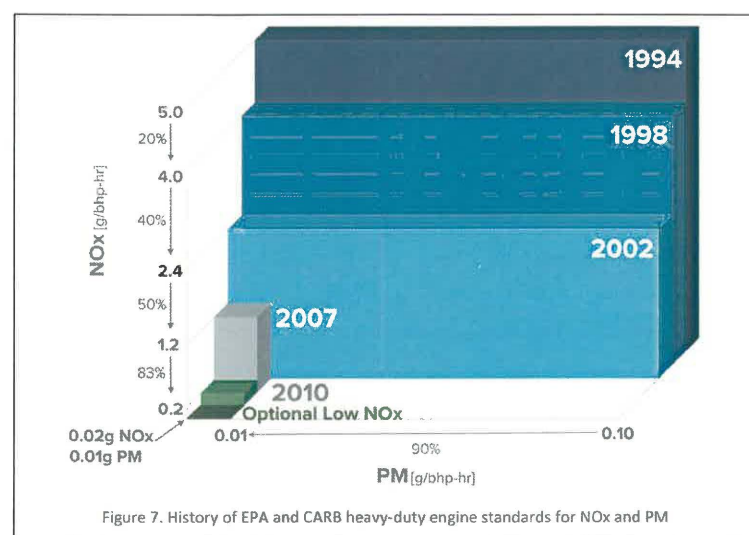
These community-scale anaerobic digestion and compost systems have been determined to be among the most cost-effective GHG reduction strategies, with 100% of the CalRecycle grants from cap-and-trade proceeds having benefitted disadvantaged communities (DACs). The California Legislative Analyst's Office determined the cost of organic recycling grants to be at just \$9/ton of GHG reduction while the overall average is \$57/ton. Incentives for electrification and modernization of public fleets in DACs is costing \$414/ton to \$725/ton.

CalEnviroScreen Methodology: CalEnviroScreen is used to help identify California communities that are disproportionately burdened by multiple sources of pollution. Disadvantaged communities in California are specifically targeted for investment of proceeds from the State's cap-and-trade program. Cal EPA designated the top 25 percent of census tracts in CalEnviroScreen 3.0 as disadvantaged communities for the purpose of investing cap-and-trade proceeds in April 2017. The maps depict the relative scoring of California's census tracts using the CalEnviroScreen methodology. Census tracts with darker red colors have the higher CalEnviroScreen scores and therefore have relatively high pollution burdens and population sensitivities. Census tracts with lighter green colors have lower scores, and correspondingly lower pollution burdens and sensitivities. The graphic on the next page

displays the relatively lower pollution burdens that the new Community-Scale, Carbon Negative, near-Zero Emissions, at Net-Zero Facilities system may pose. Direct hauling of garbage to a landfill with diesel vehicles (done dirt cheap!) is an outdated model that the organics recycling industry is not using and the DAC stakeholders have the opportunity to adopt this new model and the benefits that can be realized in their community using their own wasted materials.

The [Short-Lived Climate Pollutant Plan \(SLCP\)](#) was adopted on March 23, 2017 and the [SB 32 Scoping Plan Update with 2030 goals](#) may be considered by CARB on June 29, 2017. The community-scale anaerobic digestion facilities model (see graphic on page 4) is at the intersection of the SLCP, SB 32, and the [Governor's Five Pillars](#) where the RNG produced at these anaerobic digestion facilities has been deemed to be carbon negative and – when utilized in CNG trucks with the near zero emissions – will be a game changer today by reducing heavy duty diesel emissions now while striving for zero waste. Another huge game changer is the Federal EPA Food Recovery Hierarchy striving to feed hungry people first where CalRecycle and the industry have embraced programs coupled with AB 1826 outreach. SB 1383 will require that 20% of edible food be recovered by 2025 resulting in 49,500 tons that year being rescued, or 270,000 pounds resulting in 225,000 meals per day. CalRecycle will be awarding grants of over \$1 million in August as part of the organics infrastructure grants and another \$5 million has just been noticed, which will benefit DACs 100%.

Back to the Future is now as the heavy-duty refuse fleet can be transformed in the short-term to address SLCPs (such as methane) and produce RNG, as heavy-duty electrification is still a generation away. The refuse industry is doing the heavy lifting now on heavy-duty vehicle deployment that will need to be further recognized and funded by CARB as the transformation of the industry to reduce reliance on diesel, landfills, NOx, and pesticides is expensive. Being a Zero Hero is not cheap and incentive funding is needed to benefit the community that fully utilizes their own waste for their own good.





READVANTAGING COMMUNITY-SCALE SYSTEMS THROUGH SUSTAINABLE FACILITY, FUEL, FLEET, FEEDSTOCKS & FARMING

