

States Take the Lead from Page 1

An LCFS for New York State

To move an LCFS forward in New York State, the Clean Fuels NY Coalition was launched in January by the New York League of Conservation Voters, Energy Vision and other leading groups including the American Lung Association, Natural Resources Defense Council, the Alliance for Clean Energy, the NY Farm Bureau, and numerous non-petroleum fuel and technology providers. The Coalition has pushed for inclusion of an LCFS in the 2020 NY State budget.

Energy Vision and other Coalition members have made numerous trips

to Albany to educate policymakers, the Governor's energy and transporta-

tion teams, the Energy Research and Development Authority (NYSERDA), the Department of Agriculture and Markets, the Department of Environmental Conservation and the Division of the Budget.

The significant interest in the Senate and the Assembly has produced bills in both houses: Assembly Bill (A5262) and Senate Bill (S4003), but the debate has been overtaken by the current public health crisis, and likely will not be considered until the 2021 legislative session. Nonetheless, Energy Vision remains committed to advancing the climate smart, cost-effective strategies needed to combat the climate crisis.

EV President Matt Tomich, NYLCV President Julie Tighe, and Union of Concerned Scientists Director of Clean Fuel Policy, Jeremy Martin in Albany at the LCFS forum

Energy Vision Hosts its 20th “Power of Waste” Workshop

EV's March 5th workshop in Downey California – its 20th overall and fourth in the State – drew its largest attendance ever, including more than 200 from government, industry, academia and NGOs. Given California's incredibly ambitious climate, waste management, transportation and air quality programs and goals, attendees were eager to learn how the production and use of renewable natural gas will fit into the state's energy future. The workshop was co-hosted by the Southern California Gas Company with partners including the California Air Resources Board, the California Energy Commission, the South Coast Air Quality Management District, the Bioenergy Association of California, the RNG Coalition and the University of California's Office of the President.

In introducing the session, EV's founder, Joanna Underwood, said: “Since we co-hosted our first California RNG workshop in 2016, it has been exciting to see the state's progress in producing and using this fuel. From the initiatives that SoCalGas has taken to enable RNG to flow through its system, to the commitment made by Clean Energy Fuels to sell only RNG, the state has made tremendous progress in advancing the organic waste-to-fuel strategy. At the project level, food waste digesters now operating in Perris, CA and under construction in Rialto, CA have set the bar for state-of-the-art alternatives to landfilling of food scraps. In combination with the state's “Low Carbon Fuel Standard” which has proven so effective in advancing use of all low carbon biofuels and electric battery vehicles, California has been a national and international leader.”

Attendees heard from numerous state and municipal agencies, elected officials, labor representatives, technology providers, investors and more. The overwhelming message was that the technologies to transform our organic waste streams into renewable fuel and nutrient rich soils are commercial, and financiers are increasingly looking for environmental, social and governance (ESG) investment opportunities. Furthermore, state leaders overwhelmingly recognize that renewable natural gas is an important piece of the puzzle when it comes to achieving its waste reduction, climate change and resiliency goals.

EV's president, Matt Tomich, added, “Our research has shown that the biogas from California's landfills, communities, farms and industries could produce enough RNG to displace 2 billion gallons of diesel, which is 75% of all the fuel used in the millions of buses and trucks operating in the state. Still, while RNG fuel use in heavy duty fleets is now by far the greatest of any state, only 3 of the country's 60 RNG production plants are here. So California – an environmental leader in so many ways – still has great potential for in-state growth.”



A packed house at EV's 20th Power of Waste workshop



Mayor Deborah Robertson discusses the Rialto Bioenergy project

Wastewater Plants become Clean Energy Leaders from Page 1

Wastewater from a mid-size city of 150,000 residents typically contains enough energy to displace approximately 500,000 gallons of diesel per year - enough to fuel nearly 100 garbage trucks.

For many jurisdictions, their wastewater biogas-to-vehicle fuel projects are the single largest municipal greenhouse gas reduction effort.

Every year in the United States, over 12.4 trillion gallons of wastewater are processed for reuse and discharge into



City and county vehicles in Grand Junction have been refueling on RNG made at the local wastewater plant since 2016, setting an example for others to follow

waterways. Roughly 14,500 municipal wastewater plants are part of this massive clean-up effort, and about 1,300 have systems in place to produce and capture biogas. While only a portion of these facilities are using this renewable energy resource, a growing number are now exploring the production and use of RNG vehicle fuel. In spring 2019 there were 14 operational RNG-production projects at US wastewater plants—up from only 7 two years before. Six more are under construction, and 10 are in planning.

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Energy Vision is a national environmental NGO working to advance commercial and cost-effective options for a carbon-free economy.

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