

At its meeting on August 11, 2021, the Caspar Transfer Station Coordinating Committee (Committee) directed staff to provide an update with clarifications as they become available for the “*Preliminary Summary of the Costs and Timelines for the Major Items of Work at the Proposed Pudding Creek and Original Highway 20 Sites*” (Transfer Station Summary) table presented at that meeting. The following reflects new information since that meeting.

ITEMS OF WORK:

Acquisition – nothing new to report.

Land Use

Regarding the Highway 20 site, County planning staff confirmed and clarified the following. A General Plan Amendment and Rezone would need to occur before the required Major Use Permit. A transfer station would be considered a "Major Impact Services and Utilities" Civic Use Type under the Mendocino County Zoning Code ([Section 20.020.075](#)). Additionally, since the project is considering to rezone out of Timber Protection Zone (TPZ), the rezone will need to comply with California State Government Code Chapter 6.7 (sections 51100 through 51155).

Per State code, a standard rezone out of TPZ takes 10 years to become effective. An immediate rezone is possible with more stringent requirements. Public noticing is more extensive. Various findings are required, including compliance with applicable Proposition 13 provisions in the California constitution regarding the taxability of the timber on the affected land. CalFire, the State Board of Equalization, and County Assessor have review/approval authority. There may also be tax recapture requirements.

Regulatory/Permits – nothing new to report

Environmental – nothing new to report

Design Engineering – nothing new to report

Construction – nothing new to report

Funding – added topic

Preliminary investigation of possible funding sources has been undertaken. The offices of State Assemblyperson Jim Wood and State Senator Mike McGuire were contacted; they were very helpful. The Department of Resources Recycling and Recovery (CalRecycle) does not have anything that is specifically directed for use on transfer stations, especially those that are operating well and without permit violations. There are some possibilities for Greenhouse Gas (GHG) reduction projects and maybe Recycling Market Development Zone (RMDZ) loans. Regarding federal programs, we have the Coronavirus Aid, Relief and Economic Security (CARES) Act of 2020 and 2021. These may be largely spoken for already. The other program is the 2021 American Rescue Plan Act. Both of the post-Covid 19 recovery programs are being administered by the Economic Development Administration (EDA). It is most likely that a combination of

grants, loans, local funding, and potentially tipping fees will be needed to fully fund the development or upgrading of a transfer station site.

The following programs are described in greater detail:

FEDERAL

“2021 American Rescue Plan Act”, – applications due by March 31, 2022

[Funding Opportunities | U.S. Economic Development Administration \(eda.gov\)](#)

This program aims to assist communities and regions impacted by the coronavirus pandemic, including historically underserved communities. The pandemic has caused, and continues to cause, economic injury to U.S. communities and regions in devastating and unprecedented ways. This is the broadest funding opportunity and any eligible applicant may apply. EDA anticipates funding approximately 300 non-construction and construction projects that cost between approximately \$500,000 and \$5,000,000 with this appropriation, though EDA will consider applications above and below these amounts.

“2020 Public Works and Economic Adjustment Assistance Programs” – on-going applications

[View Opportunity | GRANTS.GOV](#)

This program is directed toward applicants in rural and urban areas to provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects under EDA’s Public Works and EAA programs. Grants and cooperative agreements made under these programs are designed to leverage existing regional assets and support the implementation of economic development strategies that advance new ideas and creative approaches to advance economic prosperity in distressed communities. EDA provides strategic investments on a competitive- merit-basis to support economic development, foster job creation, and attract private investment in economically distressed areas. This program has experienced an extraordinary level of interest.

STATE

CalRecycle, Local Assistance and Market Development (LAMD)

“Recycling Market Development Zone (RMDZ) Revolving Loan Program” – continuous

[Recycling Market Development Revolving Loan Program \(ca.gov\)](#)

CalRecycle administers a Recycling Market Development Zone (RMDZ) Loan Program to encourage California-based recycling businesses located within California financing businesses that prevent, reduce, or recycle recovered waste materials through value-added processing or manufacturing. The purpose and importance of the RMDZ Program is to stimulate the use of postconsumer waste materials and secondary waste materials generated in California as raw materials used as feedstock by private business, industry, and commerce.”

“Greenhouse Gas Reduction Loan Program “ (FY 2015-16, Cycle 2A) – Open

[Greenhouse Gas Reduction Loan Program \(ca.gov\)](#)

CalRecycle offers the Greenhouse Gas (GHG) Reduction Loan Program. It provides funds to support new or expanded organics infrastructure, such as composting and anaerobic digestion facilities, as well as other beneficial outcomes. The purpose of this investment is to further the purposes of the California Global Warming Solutions Act (Assembly Bill 32), reduce methane emissions from landfills and further GHG reductions in upstream resource management and manufacturing processes; benefit disadvantaged communities by upgrading existing facilities and, where warranted, establishing new facilities that reduce GHG emissions; result in air and water quality improvements; and create jobs. This program is part of California Climate Investments (Cap and Trade). At least 35 percent of these investments are made in disadvantaged and low-income communities.