

# KING COUNTY AGRICULTURE COMMISSION

## MEETING NOTICE

THURSDAY, OCTOBER 10, 2019

3:00-6:00 P.M.

PRESTON COMMUNITY CENTER

### MEETING AGENDA

<b>3:00</b>	<b>Call to Order</b> <ul style="list-style-type: none"><li>• Welcome and Introductions</li><li>• Approval of Agenda</li><li>• Approval of Minutes (September)</li></ul>	Leigh Newman-Bell, Vice Chair
<b>3:05</b>	<b>Old Business - Updates</b> (approx. 3 min each) <ul style="list-style-type: none"><li>• Commission Details</li><li>• KC Ag Program</li><li>• Farm, Fish Flood</li><li>• Land Conservation Initiative</li><li>• Local Food Initiative</li><li>• King Conservation District</li><li>• Beefing Up Infrastructure</li></ul>	<ul style="list-style-type: none"><li>• Patrice Barrentine</li><li>• Richard Martin</li><li>• Richard Martin</li><li>• Leann Krainick</li><li>• Mike Lufkin</li><li>• Josh Monaghan</li><li>• Darron Marzolf, Leann Krainick, Patrice</li></ul>
<b>3:35</b>	<b>Public Comment</b> related to a specific agenda item <i>3 minutes/person</i>	Leigh Newman-Bell
<b>3:40</b>	<b>Shoreline Code Update</b> <ul style="list-style-type: none"><li>• Presentation</li><li>• Q&amp;A</li><li>• Action</li></ul>	Eric Beach, Regulatory/Permitting Specialist
<b>3:50</b>	<b>Flood Insurance and Flood Preparation</b> <ul style="list-style-type: none"><li>• Presentation</li><li>• Q&amp;A</li></ul>	Angela Donaldson, Farmers Insurance Group
<b>4:20</b>	<b>Puget Sound Clean Air Initiative Fuel Standards</b> <ul style="list-style-type: none"><li>• Overview</li><li>• Discussion</li></ul>	Patrice Barrentine, Commissioners
<b>4:35</b>	<b>King Conservation District Future Food &amp; Farm Program Work</b> <ul style="list-style-type: none"><li>• Presentation by KCD, Request for Letter of Support</li><li>• Presentation by DNRP</li><li>• Q&amp;A</li></ul>	Josh Monaghan, KCD Katherine Taylor, DNRP
<b>4:45</b>	<b>Break</b>	
<b>4:55</b>	<b>Flood Code Amendments Summary</b> <ul style="list-style-type: none"><li>• County's position</li><li>• Q&amp;A</li></ul>	Mitch Paine, Program Manager, River and Floodplain Management Section
<b>5:50</b>	<b>General Public Comment</b> <i>3 minutes/person</i>	Leigh Newman-Bell
<b>5:55</b>	<b>Concerns of Commissioners</b>	Leigh Newman-Bell
<b>6:00</b>	<b>Adjourn</b>	Leigh Newman-Bell

**Next Meeting: November 14, 3-6pm, Pike Place Market Commons**



**King County**  
**Water and Land Resources Division**  
 Department of Natural Resources and Parks  
 King Street Center  
 201 South Jackson Street, Suite 600  
 Seattle, WA 98104-3855  
**206-477-4800** Fax 206-296-0192  
 TTY Relay: 711

**King County Agriculture Commission**  
**DRAFT Meeting Minutes**  
**Thursday, September 12<sup>th</sup>, 2019 – 3:00 pm to 6:00 pm**  
**Preston Community Center, Preston**

Commissioners Present					
Meredith Molli, Chair	Y	Year Eng	N	Darron Marzolf	Y
Leigh Newman-Bell, Vice-Chair	N	Lily Gottlieb-McHale	Y	Rosella Mosby	Y
Roger Calhoon	Y	Nayab Khan	N	Paul Pink	Y
Sarah Collier	Y	Leann Krainick	N	Kevin Scott-Vanderberge	Y
Ex Officio Members Present					
Fereshteh Dehkordi, DLS	N	Josh Monaghan, KCD	Y	Kevin Wright, WSU	Y
County Staff/Representatives Present					
Patrice Barrentine, DNRP	Hugo Garcia, DLS		Megan Moore, DNRP		
Bee Cha, DNRP	Richard Martin, DNRP		Jackie White, KCC Staff (Lambert)		
Guests Present					
Doug Farr, SFMA	Claire Kasinadhuri, UW student/KC intern				
Jill Farrant, SnoValley Tilth	Gwen Vernon, KCD				

**Action Summary**

- **Actions: Approval of Agenda and July 2019 Meeting Minutes**
- **County, Commission, and Organization Updates**
- **Presentations: Sno-Valley Tilth Current Work; Seattle Farmers’ Markets (Ballard, Madrona, Wallingford)**
- **County Presentations: Farmland Lease Market Rates; Immigrant Farming Report; Beefing Up Infrastructure**

**Meeting called to order by Meredith Molli at 3:10 pm**

**Approval of Meeting Agenda - ACTION**

Paul Pink motioned to accept today’s agenda as written. Rosella Mosby seconded; the motion carried unanimously.

**Approval of Prior Meeting Minutes (July 11) - ACTION**

Darron Marzolf motioned to accept the July 11, 2019 meeting minutes as written. Paul Pink seconded. There was one abstention; the motion otherwise carried unanimously.

**Old Business – Updates**

- **Commission Details (Patrice Barrentine)**
  - 4H events at the Washington State Fair in Puyallup continue through this weekend.
  - Former Commissioner Eldon Murray and others in the Enumclaw area have raised concerns about local farmland being lost to King County Parks, in apparent contradiction of the Land Conservation Initiative. Richard Martin confirmed Parks funds cannot be used to acquire commercial lands, and it must be ensured that any land acquisition is unsuitable for commercial farming. Mr. Martin and Mike Lufkin are conferring with Parks to look deeper at this. Mr. Martin said the County does have a formal review policy for every land acquisition and, if the land of concern here is farmland, they need to find out how this happened.
  - USDA this week declared King and Snohomish Counties disaster areas due to ongoing drought conditions. This has triggered the Emergency Livestock Forage support program for producers that is now available through the Farm Services Agency.
  - There are several major incoming policy issues the Commission may need to address:

- The County’s Shoreline Master Program (SMP) update, which proposes to list all farm-related activities as “high-impact.”
  - An audit of the County’s Rivers and Floodplain Management Section is underway, including an audit of farm pads by the Flood Control District.
  - King County Board of Health will hold a briefing on standards for antibiotics in meat, on September 19.
- New Commissioner recruitment continues; official action will need to be taken in October.
- October’s Commission meeting here at Preston will address floodplain and shoreline management plans.
- The last 2019 Commission meeting is in December at Pike Place Market, focusing on Farm Fish Flood (FFF).
- **King County Agriculture Program (Richard Martin)**
  - The Farmland Preservation Program (FPP) recently closed on an easement in the Snoqualmie Valley. Four offers are open for easements in Enumclaw, for a total of 225 new acres.
  - Efforts to transfer water rights from a Sammamish area soccer complex to Sammamish River Farm succeeded in obtaining about half (60 acres) of those rights. The remainder is mostly used by the soccer complex, and an agreement is being negotiated to share them. System testing will be next month, followed hopefully soon after by delivering water to 18 acres of farmland to develop higher-value crops.
  - Mr. Martin reminded Commissioners to notify County agriculture staff of any lands put back into agricultural production this past year.
  - The County is very concerned about results of a recent FEMA five-year review of its floodplain program. In the audit, FEMA determined a piece of County code addressing farm pads is non-compliant with federal regulations; meeting a “zero-rise” standard does not comply with their standards to offset flood storage space. While two farm pads now in the permitting phase will be honored by the County, no more will be permitted until the issue is resolved. Mr. Martin said this is significant to all landowners requiring flood insurance in King County, and if the County’s program is modified, it risks losing its “threat-level” designation. There is a concern for farming implications as well.
- **Land Conservation Initiative:** There were no updates.
- **Local Food Initiative:** There were no updates.
- **King Conservation District (Josh Monaghan)**
  - The updated five-year workplan proposal for KCD has been forwarded by its advisory board to the Executive’s office, and will go to King County Council (KCC) this fall. Mr. Monaghan encouraged Commission support of the proposal, perhaps in a letter.
  - Mr. Monaghan relayed information on the SMP update from a recent meeting with KC Councilmember Kathy Lambert’s team. He noted some changes such as the rating point scale and lumping of urban growth properties with rural properties. However, the issue he believes the Commission should comment to KCC on addresses buffers for farms in wetland areas. In the old code, farm activities are considered “medium/low” impact. In the proposed changes, all agriculture activities would be considered “high” impact, and animals are not addressed. He said the Commission needs to know more, and may wish to weigh in as it could impact farmers.
- **Farm Bureau (Rosella Mosby)**
  - Ms. Mosby has been appointed as the only farmer on a new H2A (temporary farm worker) support committee. Their goals are to file a report next year about labor in general.
  - Another issue is low carbon fuel standards for King, Pierce, Kitsap, and Snohomish Counties. Farm Bureau does not support this, saying it makes food more costly for farmers, and particularly hurts small farmers.
  - King/Pierce Farm Bureau’s annual meeting is October 14 at Newaukum Hall in Auburn, and is open to Agriculture Commission, King Conservation District, and Pierce Conservation District members. The guest speaker will be the founder of the Urban County Farm Bureau Coalition, part of Farm Bureau’s efforts to combat perception that it only focuses on rural areas.
- **Farm Fish Flood 2.0 (Josh Monaghan)**
  - The agriculture strategic plan task force’s work is in its beginning stages.
  - The buffers task force just distributed its draft recommendations; the agriculture caucus will provide its feedback on these in a September 23 meeting at the Snoqualmie WID office.
  - The agriculture caucus’s focus now is asking if agriculture drainage is being made cheaper or easier. While there are some signs, there is no hard proof yet. The County hopes to come up with a comprehensive drainage plan in the next year.
  - The Snoqualmie WID is looking at changing project planning to be done on a larger, sub-basin scale, instead of just single-farm projects. 40 sub-basins have been identified in the Snoqualmie Valley. The WID believes money will be saved this way. There will be a presentation on this, and the comprehensive drainage plan, at the next IOC meeting.

- Meredith Molli said November’s Commission meeting should focus on a deep dive into all things FFF.
- Richard Martin said FFF regulatory task force coordinator Eric Beach would like to present on their recommended code changes before they proceed.
- It was asked if former Commissioner Bruce Elliott should be replaced as Commission representative on the buffers task force, which ends its work in December. Ms. Molli agreed to follow up with Mr. Elliott.

### Public Comment (Related to Specific Agenda Item)

There was no public comment during this period.

### Sno-Valley Tilth Current Work – Jill Farron, SVT Executive Director

Sno-Valley Tilth (SVT) is a member-driven organization in the Snoqualmie Valley focused on sustainable farming. It is supported through farmers’ markets, advocacy groups, member service groups, and similar entities.

The Carnation Farmers’ Market was the original heart of SVT, but has struggled in recent years. It is still well-attended by the community, and includes food access work and reaching out to the community about sustainable agriculture. All regional food access programs are included, including EBT, Fresh Bucks, WIC, and a “veggie prescription” program. Through this, via Snoqualmie Valley Hospital and local veterinary clinics, doctors can “prescribe” a dollar amount to food-insecure families to get produce at the market. Another market project is the “Power of Produce” kids’ club, where for 12 weeks kids demonstrate things related to introducing them to fresh produce and similar topics. Ms. Farron said there is also a group working on approaches to make the market more attractive and valuable to local farmers.

SVT’s work also includes a five-year Farm Accelerator Program for incubating farms, paired with a land-linking network. All eight of this year’s participants will return next year, with two or three expected to be added, and farmland to be leased from the County. There are a few openings available, though Ms. Farron noted this depends on funding. Each farmer works on small acreage, from about ¼ to 2 ½ acres in size.

A third SVT initiative is the Peer-Led Technical Intensives program. Started this summer, this will have four greenhouse management and three weed management intensives, all featuring farmers teaching their peers. Each class will have about 15 participants, ranging from south King County to Snohomish County. These courses are open to the public and feature a reduced member rate of \$35 for two people from a business to attend. The program also hopes to include more livestock producer-oriented focuses next year.

### Seattle Farmers’ Markets (Ballard, Wallingford, Madrona) – Doug Farr, SFMA Executive Director

Mr. Farr is an Executive Director at the Seattle Farmers’ Markets Association and manages three large Seattle markets: Ballard, Wallingford, and Madrona. He reviewed data points and observations for these three markets.

- **Ballard** averages about 18,000 visitors per Sunday, the largest Sunday market in the state. It has an average waitlist of three to four vendors per space, and has 150 spaces. 65% of sales come from farms, about \$7 million gross. All producers must be from Washington state; most come from all over the state. Per a visitor assessment survey conducted by the market, 2/3 of its customers come from within three miles. 70% of respondents consider low-income support for market attendees important; many also enjoy the atmosphere, and believe in supporting local farmers. Ballard’s size does not always equate to high vendor earnings, due to the high number of them. On a summer day, farmers averaged about \$1,800 each in sales, though some sold up to \$6,000. Eight people make up the managing team for the market. Vendors are charged a \$30-35 entrance fee, as well as 8% of their sales.
  - **Wallingford** has about 45 spaces. Most vendors who want sell in Ballard start here or in Madrona and work their way from there. Three people make up the managing team for this market, including a person for traffic control. Over half of the vendors here and at Madrona are from King County.
  - **Madrona** has about 30 spaces. 76% are farmers, making up 80% of sales. Of the three markets Mr. Farr manages, this one has seen the most growth. It has a similar budget to Wallingford, and two people on its managing team.
- Mr. Farr stressed that the markets bring communities together. They are built to support farmers, as farmers are only able to sell a few months out of the year. During winter months, often crafts or prepared food vendors are brought to the markets to continue attracting visitors. The markets collect as much data as possible, down to weather conditions and hourly visitors, to assess any needs for improvement.

Follow-up questions and feedback addressed the following points:

- Three years ago the Seattle-King County Health Department significantly raised permitting requirements and fees for markets and vendors. Some farmers have voiced frustration about food regulatory safety requirements, but this has not yet resulted in a significant loss of vendors.

- Vendors are monitored to see if improvement is needed. If a vendor is not doing well, their placement in the market can be changed, or how they display their product. If the market becomes aware a vendor is using inebriated staff, their managers are asked to fix it immediately.
- While there is some cultural diversity among Ballard vendors, many Seattle markets don't have the diversity that outside-Seattle markets do. Vendors also can't always charge the same price at a Seattle market vs. a non-Seattle market, as many customers would not pay the higher price.
- The average age of a farmer vendor at these three markets is likely in the 50s, but can range from much younger through up into the 80s.

-- BREAK --

### **Farmland Lease Market Rates – Bee Cha, KC Farm Manager & Immigrant Farming Coordinator**

Mr. Cha is researching farmland lease rates in King County, to justify the rates the County charges for lands it leases, to keep them proper and competitive and allow farmers to make sound business judgments. He has researched largely through reaching out to existing contacts. Other resources have been the USDA's National Agricultural Statistics Service (NASS) website, and some data from the King County Assessor's office. Most data gathered covers the Snoqualmie APD, and some of the Sammamish. Mr. Cha said there has been difficulty in getting data in other APDs because some leasers are hard to connect to or unwilling to provide requested information.

Due to this difficulty, Mr. Cha requested help from Commissioners to determine best methods to obtain lease rate data. He also asked Commissioners if this data would be valuable to them. He hopes to finish research by end of this year. Any information, whether contacts or actual rate data, can be emailed to Mr. Cha at [bcha@kingcounty.gov](mailto:bcha@kingcounty.gov). Several Commissioners offered to put Mr. Cha in touch with contacts in real estate and at the Farm Services Agency.

### **Immigrant Farming Report, Part 2 – Richard Martin and Bee Cha, DNRP**

Phase 1 of the process to assess and address needs of King County immigrant refugee farmer communities is complete. Mr. Martin presented copies of the Phase 1 report's executive summary to Commissioners, saying the County wants their feedback on these initial results, on if the County is headed in the right direction. Copies of the full report can be emailed on request. The primary goal of this process is to get a better understanding of immigrant farming groups in the county, who have needed services for years but the County has been unsure how to address them.

The initial assessment, a survey of several of these communities, was conducted through Highline College with assistance from partners such as KCD and the Food Innovation Network. These partners and community leaders were key in navigating major challenges, including communication and language barriers. Nine immigrant groups were met with, notably excepting the Hispanic and African-American communities. This exception, due to difficulty in finding key community representatives to reach out to, will be addressed in more depth in Phase 2 of this process, along with other communities not addressed in Phase 1.

Of 115 farmers contacted, detailed data was collected from 58 participants. Their feedback boiled down into five main areas where they need assistance, and where the County needs to develop actions:

- Improved opportunities for land access
- Access to irrigation/water
- Farmers' market opportunities
- Communication barriers
- Technical support for farming specifically in King County

Funding is needed for a County position to move this effort forward. In addition, a long-term operational/coordination structure to address these needs should be developed: whether the County or another partner should lead the effort, and if another party leads, what support role if any that the County has.

A meeting is scheduled for October 11 to address land access, via an asset management exercise to determine service gaps. A series of these meetings is planned over the next year to assess highest-level recommendations and strategies to implement them. One strategy to get farmers on land is a community farming parcel. This may be done through County acquisition of a 90-acre land parcel near Kent, as a testing area for a collaborative farm. If this acquisition succeeds, it would launch a new aspect of the County's farmland management program and collaboratively managing properties.

Commissioner feedback and questions voiced the following concerns:

- The County should develop a strategy to address those who communicate in languages not as highly-represented as others, whether these groups will be "siloe'd" into larger, more highly-represented language groups.

- Many of these potential farmers are employed as Uber drivers or in other professions, but have said they don't feel "whole" because they are not farming as they did in their native country. There is a key need to network these individuals to existing farmers who are struggling or aging out of the profession. Mr. Martin agreed this could be discussed at the process meetings beginning in October, which all are welcome to attend.

### **Beefing Up Infrastructure Project Update – Patrice Barrentine, Darron Marzolf**

Ms. Barrentine gave a short presentation about progress on the Beefing Up Infrastructure project, including preparation of its mobile meat-processing unit site, and recent BUI-related community events. Due to an insurance snag, the mobile processing unit will now open later this fall, instead of September as earlier planned. Construction of the processing unit begins this coming Monday.

### **General Public Comment**

There was no public comment during this period.

### **Concerns of Commissioners**

- **Josh Monaghan** asked if the Commission wanted to address the SMP update. Jackie White with Councilmember Lambert's office said while one public comment period ended August 23, there will be another public comment period when the update goes before KCC in October. She encouraged Commissioners to submit comments to KCC as a body or as individual constituents.
- **Several commissioners** voiced concern that some County code/policy changes, such as the SMP update, are brought to Commission attention too late to take significant action. It was asked if there's a way to ensure County agriculture staff are always alerted when these policy issues arise. Patrice Barrentine said she brings these issues to the Commission as soon as she is aware. Richard Martin added that while agriculture interests are generally well-understood and represented at DNRP, this particular code change didn't follow the usual notification paths. Ms. Barrentine advised there is still time for the Commission to send a letter on this.

***Meeting adjourned at 6:04 pm***

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### **Next Meeting**

October 10<sup>th</sup>, 3:00 – 6:00 pm, Preston Community Center, Preston

# KING COUNTY AGRICULTURE COMMISSION

ATTACHMENT C

DATE: September 26, 2019

TOTAL NUMBER OF MEMBERS: 15

LENGTH OF TERM: 3-Years

OPEN Confirm w/commissioner- can renew

\* *King County seeks to create an inclusive and accessible process for individuals who wish to serve on a King County board or commission. We strive to ensure that King County boards and commissions are representative of the communities we serve.*

## BOARD MEMBERS APPOINTED

Pos.	Name	KC Dist	Background and/or Representing	Date of 1 <sup>st</sup> Appointment	Term Expires	Number of Appointed Terms
1	Lily Gottlieb-McHale	9	Enumclaw APD, new/immigrant farmers, farmland preservation, access to farmland	11/19/18	2/28/21	1 Full
2	Paul Pink	9	Enumclaw APD, farmer and tractor sales	1/5/18	2/28/21	1 Full
3	Amy Holmes	8	Vashon, business/finance, policy, regulatory, farmland preservation	9/18/15	2/28/20	1 Partial / 1 Full
4	Lora Liegel	1	Mercer Island Farmers Market manager	1/5/18	2/28/22	1 Partial, 1 Full
5	Year Eng (Lue Cha)	2	Sammamish APD, Farmers Market/CSA/ Farm Stand Management, Hmong farmer, bilingual	1/5/18	2/28/20	1 Full
6	Leigh Newman-Bell	4	Pike Place Market, Farmers Markets, bilingual, supports Hmong farmers	9/18/15	2/28/20	1 Partial, 1 Full
7	Bruce Elliott	5	Lower Green APD, policy/regulatory, Farm Bureau, Beef Cattle	2/26/16	2/28/22	2 Full
8	Kevin Scott-Vanderberge	2	Portage Bay Grange (urban farm/feed store), Business/Finance/Marketing	10/24/18	2/28/20	1 Partial
9	Leann Krainick	9	Enumclaw APD, dairy, large farm, business/finance, processing, policy/regulatory, fluid milk, compost	9/18/15	2/28/21	2 Full
10	Rosella Mosby	7	Upper Green APD, Mosby Farms in Auburn, vegetables, policy, food access	1/5/18	2/28/20	1 Full
11	Darron Marzolf	3	Snoqualmie APD, livestock farmer/butcher Marzolf Meats	1/5/18	2/28/20	1 Full
12	Nayab Khan	3	Snoqualmie APD, Henna Blueberry Farm and Eulora, LLC (software)	1/5/18	2/28/22	1 Partial, 1 Full
13	Meredith Molli	3	Snoqualmie APD, new farm, business/finance, restaurant, Farmers Market, vegetables	9/18/15	2/28/21	2 Full
14	Sarah Collier	4	Director for the Farm & Market Department at Tilth Alliance in Seattle	1/5/18	2/28/22	1 Partial, 1 Full
15	Roger Calhoon	3	Sammamish APD, New Farm, Business/Finance, Processing, Policy/Regulatory, Agritourism	9/18/15	2/28/20	1 Partial, 1 Full

## Considering A Regional Clean Fuel Standard

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Transportation is the primary source of air and climate pollution in the Puget Sound region – over 13 million metric tons of greenhouse gases a year.

The Puget Sound Clean Air Agency has set a target of reducing greenhouse gas (GHG) pollution by 50 percent below 1990 levels by 2030, and is considering adopting a regional Clean Fuel Standard to help meet that target. A Clean Fuel Standard will reduce greenhouse gas pollution from transportation fuels using a flexible market-based approach that supports innovation. The standard would apply to the Puget Sound Clean Air Agency's jurisdiction -- King, Kitsap, Pierce, and Snohomish counties.

### Rulemaking Process

The Agency is currently drafting a formal rule for the Agency's Board of Directors to consider for action in early 2020.

#### Timeline

- **September 26, 2019:** The Agency's Board of Directors will review an analysis of a Clean Fuel Standard's potential impacts. All board meetings are open to the public.
- **October 2019:** The Agency will release a draft Clean Fuel Standard during the week of October 7, followed by a public comment period.

- **December 19, 2019:** Public hearing and Board of Directors meeting on the draft rule at the Washington State Convention Center.
- **Early 2020:** Feedback from the public comment period will be considered for a final rule. The Agency's Board of Directors will then consider action on the final rule.

## A Clean Fuel Standard Can Significantly Reduce Pollution

The Agency contracted with [ICF](#) to assess the availability of clean transportation fuels and to conduct an analysis of the air quality, health, and economic impacts of a regional Clean Fuel Standard.

The key findings from the analysis include:

- A Clean Fuel Standard can significantly reduce the Puget Sound region's GHG pollution – up to a 26% reduction in carbon intensity of transportation fuels by 2030.
- A Clean Fuel Standard will improve air quality and public health, especially in communities near major roadways.
- A Clean Fuel Standard is consistent with the region's economic growth. Any changes to economic productivity and employment are estimated to be very small (plus or minus one tenth of one percent).

[Two-Page Analysis Summary](#)  
[Full Analysis](#)

## What is a Clean Fuel Standard?

A Clean Fuel Standard makes our transportation system cleaner by requiring a gradual transition from conventional fuels (such as gasoline and diesel) to cleaner transportation fuels (such as electricity and biofuels).

The standard sets an annual target carbon intensity reduction. Fuels over the target generate deficits, while fuels below the target generate credits. Credits are then traded on the open market. The standard gives fuel producers flexibility – the market decides which fuels best achieve results.

## Why do we need a regional Clean Fuel Standard?

- **Climate Change.** Cars and trucks that burn fossil fuels (gasoline and diesel) are the primary source of climate change-causing pollution in the Puget Sound region -- more than 40 percent. A Clean Fuel Standard offers the greatest potential to reduce this pollution.
- **Public Health.** A Clean Fuel Standard will reduce health impacts, particularly heart and lung disease and cancer, by requiring the use of cleaner fuels that create far less pollution.
- **Synergy.** California, Oregon, and British Columbia have all adopted Clean Fuel Standards and reduced GHG pollution from transportation. Washington does not have a Clean Fuel Standard. Adopting a Clean Fuel Standard in our region will strengthen efforts to build a West Coast market for clean fuels.

## Public Involvement

If you or your organization would like to receive an in-person presentation about a Clean Fuel Standard, how it works, and potential results for the Puget Sound region, please [let us know](#) by the week of October 7 (before the public comment period).

## Upcoming Public Hearing

**December 19, 2019 | Exact times to be determined**

Washington State Convention Center  
705 Pike St, Seattle, WA 98101

## Questions or Feedback?

Contact Linda Lyshall at [CleanFuels@psccleanair.org](mailto:CleanFuels@psccleanair.org) or 206-689-4028 .

## Updates

[Sign up here](#) to receive email updates from the Agency on a potential Clean Fuel Standard.

## Previous Public Involvement

### Webinar

**Tuesday, November 13, 2018 | 10 - 11 a.m.**

View the [webinar recording here](#).

### Public Information Session

**Thursday, November 15, 2018 | 5:30 - 8 p.m.**

Mayflower Park Hotel, Plymouth Room  
405 Olive Way, Seattle, WA 98101

[Agenda](#)

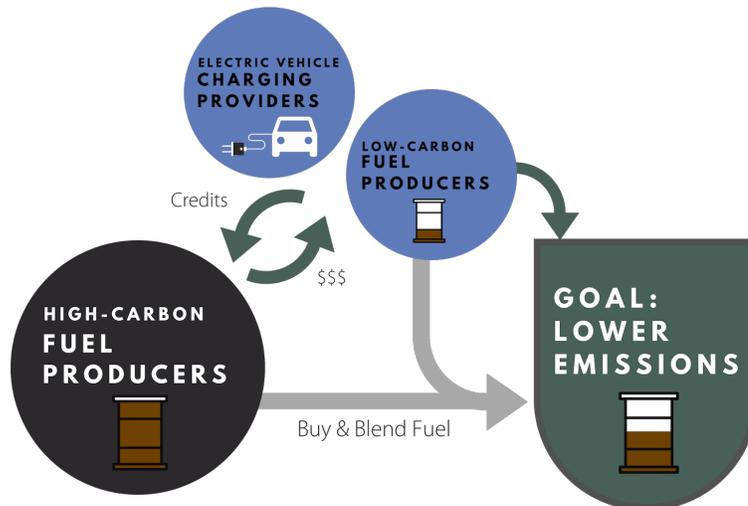
[Presentation](#)

[Public Input Summary - December 2018](#)

## Clean Fuel Standard FAQs

1. [What is carbon intensity?](#)
2. [Will a Clean Fuel Standard really make a difference for climate change? Aren't there other ways to fight climate change?](#)
3. [Shouldn't Washington State do this?](#)

## How does a Clean Fuel Standard work?



The standard would work by following certain steps:

1. **Sets a Pollution Reduction Target.** The standard establishes an annual GHG reduction target for the region's entire transportation fuel pool. The GHG reduction target increases over time (for example, 10 percent carbon intensity reduction over 10 years).
2. **Requires High-Carbon Fuels to Reduce GHG Pollution.** Each type of transportation fuel is assigned a carbon intensity score. Life-cycle carbon intensity is the total amount of GHGs created per unit of energy during a fuel's production, transport, and vehicle use.

The standard would require any company that produces or imports high-carbon fuel in the region to demonstrate a gradual reduction in the carbon intensity of their fuel and/or offset their GHG emissions.

If a fuel has a carbon intensity score higher than the standard's target, the fuel producer must:

- Reduce GHG emissions by blending their fuel with cleaner fuel or improving processes; or
  - Purchase credits from a producer of cleaner transportation fuel with a low-carbon intensity score.
3. **Incentivizes Cleaner, Lower-Carbon Fuels.** Credits are generated by low-carbon fuel producers for fuels that are cleaner than the region's carbon intensity target. Producers of fuels with low-carbon intensity scores can sell credits to higher-carbon fuel producers. This additional revenue can help reduce the cost of their lower carbon fuel, enhance technology, or build new facilities, such as electric vehicle charging infrastructure.

## What fuels will replace gasoline and diesel?

**Electricity.** Electricity has a lower-carbon intensity in our region than the rest of the country because of our abundance of power from renewable sources. Market forecasts predict that the transition to electricity as a primary transportation fuel is inevitable.

- **Biofuels.** The vast majority of cars on the road today rely on liquid fuel. There is a need to provide lower-carbon liquid biofuels to displace higher-carbon fossil fuels. Consequently, biofuels will play a major role in decreasing GHG emissions from transportation.

## How is a Clean Fuel Standard Implemented?

1. **Registration and Reporting.**
  - Importers and producers of transportation fuels such as gasoline, diesel, ethanol, and biodiesel would be required to register with the Agency and report annual sales of transportation fuel imported or produced in the region.
  - Entities who can claim credits, such as electric utilities, transit providers, businesses that own electric vehicle charging stations, and producers of low-carbon biofuels, are considered “opt-in entities” and must also register with the Agency if they want to sell credits.
1. **Credit Market.** Credits are bought, sold, and documented through a Credit Bank and Transfer System. Regulated and opt-in parties typically work through brokers to buy and sell credits. The price of credits is determined by the market. Existing markets also contain cost-control mechanisms that increase certainty and predictability regarding the maximum cost of compliance.
2. **Auditing.** The Agency audits and tracks the credits bought and sold annually.

## Joining the rest of the West Coast



California, Oregon, and British Columbia have established Clean Fuel Standards to reduce transportation emissions and are already seeing success.

- California began their Low Carbon Fuel Standard in 2011. Since then, California has replaced over three billion gallons of diesel fuel with cleaner fuels.
- Oregon has avoided 1.7 million metric tons of greenhouse gas emissions from the transportation sector since 2016.

- British Columbia has avoided over eight million metric tons of greenhouse gas emissions since 2010.

Aligning with the rest of the West Coast will strengthen low-carbon fuel markets and boost the future success of clean transportation policies.

## **Changes and economic impacts to expect**

A Clean Fuel Standard will likely create changes to our region's economy. Economic impacts could include:

- Increased market value of low-carbon fuels.
- Increased production of clean fuels, which could increase agriculture.
- Increased efforts to capture landfill, wastewater, and agricultural/manure gas.
- A small increase in petroleum gasoline and diesel prices.
- Petroleum fuel prices do not currently reflect the full costs of the air pollution, climate change, and health effects they cause.
- Other states have used mechanisms to control fuel price impacts.

## **More Information**

[A Clean Fuel Standard: A Potential Way To Reduce Pollution & Invest In Our Future - February 2019 \(PDF\)](#)

1904 Third Avenue, Suite 105  
Seattle, WA 98101  
Tel: [206-343-8800](tel:206-343-8800)

Monday – Friday 8:00 AM – 4:30 PM  
*Closed federal holidays.*

# Clean Fuel Standard

## Draft Rule Summary

The Puget Sound Clean Air Agency has prepared a Clean Fuel Standard draft rule that would apply to transportation fuels supplied or sold in the four-county Puget Sound region – King, Kitsap, Pierce, and Snohomish counties. A Clean Fuel Standard would reduce greenhouse gas pollution to address climate change and protect human health.

### What is a Clean Fuel Standard?

A Clean Fuel Standard reduces greenhouse gas pollution from transportation through a system of deficit and credit trading that requires transportation fuels to become cleaner over time.

### What's in the draft rule?

#### Pollution Reduction Target

The proposed target is a 25 percent reduction in carbon intensity for the region's transportation fuel pool by 2030.

#### Regulated Transportation Fuels

Gasoline, diesel, ethanol, biodiesel, renewable diesel, fossil natural gas, propane, and any blend of these fuels.

#### Opt-In Transportation Fuels

Electricity, renewable natural gas, alternative jet fuel, hydrogen, and renewable propane.

#### Exempted Fuel Applications

Interstate locomotives, ocean-going vessels, aircraft, military vehicles, and small volume fuel producers.

#### Highly Impacted Communities

The draft rule specifies that 35% of credit revenue generated by electric utilities and transit agencies must focus on benefiting highly impacted communities by increasing access to and awareness of electric transportation options.

The rule would form Community Advisory Groups to provide input to electric utilities on equity considerations. The rule would also establish an Equity Credit Aggregator to use any unclaimed electricity credits, and an Equity Advisory Committee to provide input on the selection of the Equity Credit Aggregator and its annual scope of work.

### Rulemaking timeline

**October 9, 2019:** Release of a draft Clean Fuel Standard rule, starting a 90-day public comment period.

**January 6, 2020:** The public comment period closes.

**Early 2020:** The Agency will consider all comments received during the comment period. The Agency's Board of Directors will then consider action on a potential final rule no sooner than the Board's meeting on February 27, 2020.

### How to provide public comment

Comments can be provided in the following ways:

Email: [CleanFuels@psccleanair.org](mailto:CleanFuels@psccleanair.org).

Mail: Send to the Puget Sound Clean Air Agency, 1904 Third Avenue, Suite 105, Seattle, WA 98101

In-person public hearing:

- Thursday, December 19, 2019
- 12:30-4:30 p.m. and 5-8 p.m.
- Washington State Convention Center, 705 Pike St, Seattle, Washington

More information: [psccleanair.org/CleanFuelStandard](https://psccleanair.org/CleanFuelStandard)

Dear members of the King County Council,

We are writing to express our support for King Conservation District and to share with the Council the ways in which KCD forwards the mission of the King County Agriculture Commission and the county we serve.

KCD has been a tremendous partner supporting the Agriculture Commission's work on a wide spectrum of our efforts, in addition to serving as a resource for organizations and individuals across the county.

Through the Agricultural Drainage Program, KCD has helped return farmland to productivity and viability, improving approximately 2 miles of farm drainage per year over each of the last 5 years. This is important work that expands the county's capacity to grow food locally, betters our sustainability efforts, provides affordable produce for our communities, and ensures we are making the most of our natural resources.

KCD further builds on this effort through their Regional Food Program, which through grants, resources, and other capacity-building mechanisms has increased local food production, access to King County agriculture, and participation in farmers markets and sustainability efforts. These programs are incredibly impactful for seniors and low-income individuals, helping put fresh and locally grown produce in the hands of those that otherwise couldn't find or afford it.

And, KCD has made rural farmland stewardship a foundation of their work, ensuring King County's farmers have the assistance and planning to steward their land and natural resources for today and future generations. KCD specifically works to maintain and improve water quality, soil health, and natural habitat, all crucial to our collaborative and core efforts to build a more sustainable and resilient county.

The attention and level of detail KCD brings not just to King County's agricultural land, but to forests, shorelines, and waterways too, is incredibly granular—but the impact of their work is huge. They play an essential role in our county, engaging community around stewarding and protecting our environment and driving local action to address climate change, save our salmon and orcas, and preserve our waterways and tree canopies.

The King County Council has the opportunity now to ensure KCD continues leading these programs and projects — and more — for the next five years. Supporting a renewal and additional resources for KCD is one of the most important things the County Council can do to help the residents and landowners in King County preserve our local environment, wildlife, and habitat; invest in local agriculture and farming, improve the private forests that play such a critical role in our regional tree canopy, and take local action to address climate change.

Thank you for your consideration. KCD is one of our strongest partners, and we hope they can count on your continued support.

Sincerely,

Names  
King County Agriculture Commission