

GMVUAC December 4, 2017

Meeting Minutes

Meeting Called to Order – 7:00 pm

Members Present:

Steve Hiester	Hank Haynes
Peter Rimbos	Rhys Sterling
Adam Sterling	Susan Harvey
Lorraine Blacklock	Sue Neuner
Warren Iverson	Stephen Deutschman (Dutch)

Members Absent:

Linda Harer (resigned)

Agenda:

Lorraine moved to approve agenda, Hank seconded.

Motion passed

Public Comment Period:

Val Paganelli: Reporting that she was successfully elected to the Tahoma School District Board.
(Adam arrived late)

Steve: Who is here for the GMVUAC election?

Rhys: I sent e-mails to everyone who indicated interest, we're doing our survey now, please go online to fill it out. We do surveys every 2 years, we represent 16,000 people in Unincorporated King County (UKC) in the Tahoma School District outside of the city of Maple Valley (MV). We are a board of volunteers, non-profit, we listen to the concerns of constituents, and there are a lot of issues that affect us. Alan Painter with the King County (KC) Executive's office is the Community Service Area (CSA) manager and is also present today, he coordinates with other dep'ts in KC. We would like to hear what your concerns are as to what we should be paying attention to, we've done work with the comprehensive plan, prepared comments on Lakeside Industries, Reserve Silica, and a number of other projects, so we send out the survey to find areas of interest. We're trying to do it all online, everyone is welcome to come to our meetings, we meet here on the first Monday of every month (except July, September, and January), if you want to hear from

someone let us know, there are a lot of things that affect us in UKC, so we appreciate you being here and hope to hear more from you.

Warren: Please respond to the survey by December 15.

Steve: Tonight, representatives for Lakeside Industries will be giving a presentation, so please hold off on questions until it's complete, then I will open the floor, they are well aware of the concerns of the community, so we would like to focus on specific questions. Next, I would like to introduce Karen Deal.

Guest Speakers:

Michael Lee, Lakeside Industries, President

Karen Deal, Lakeside Industries, Environmental & Land Use Director

Karen Deal: I would first like to introduce our president, Mike Lee.

Michael Lee: I'm the president of Lakeside Industries, thank you for the opportunity to come here and give a presentation, answer questions. I'm happy to be here with other members of our team, Karen Deal and Bill Dempsey, who can answer questions. I want to acknowledge the concerns and questions about our plans, impacts on the community, I hope to clear all that up and answer your questions, because there is some misinformation out there. Over the past few weeks we've had productive meetings with some of you, tours in our Covington plant, I want to continue this dialog going forward, I do not want to duck the issues, we believe facts are facts. It's important to keep lines of communication open.

We're a third-generation, family-owned company, started by my dad and his dad in 1950s, me and my siblings have owned it since the '90s, we're focused on doing the right thing, giving back to the community, taking care of them, and being ethical. We've been operating an asphalt plant in Covington since the '60s, other markets in Washington and Oregon, including downtown Issaquah, Monroe, and Fremont. We successfully operate near salmon habitats, technology helps us operate without impacts on the environment, I have heard some concerns on property values, our Issaquah plant has operated since the '50s, there are many million-dollar homes built near us, Fremont plant is situated on the ship canal, major salmon thoroughfare. Our employees live in the communities, their kids go to school there, they are active in the communities, so we care about our communities and neighbors. Thank you again for the opportunity, and I will introduce Karen Deal, or environmental and land use director.

Karen Deal: I'm the environmental director for Lakeside, I've spent the last 20 years in environment, 10 years with Lakeside, it's a quality company, I enjoy working for them. My presentation is about the MV asphalt plant, explain who Lakeside is, then I'll talk about what an asphalt plant is, how it operates, then what is happening with the property on SR 169.

Who is Lakeside Industries? It's a third-generation company, 12 divisions, in 3 states, 18 plants, and 12 aggregate resource sites. We're a paving contractor of choice, we pave a lot of things around the state, we're also an

asphalt pavement manufacturer, so we make material, take it to job sites, and lay down asphalt. We pave a number of things, trails, highways, interstates, we pave around fish hatcheries, pave along water bodies, near the Snoqualmie river, parking lots, boat ramps, pave all over in different areas. Where do we make pavement? Its made at asphalt plants, our plants are located everywhere, you may not know it's there. We have one in Monroe next to a movie theater, one in downtown Fremont across from the KC water quality lab, with the Burke-Gilman trail in front. Why does asphalt need to be close to homes and businesses? It's like ordering pizza, the further away a place is the colder the pizza gets, so asphalt also needs to be located nearby, it cools and is not a quality product when it's further away, we want to deliver quality product. What are we making as an asphalt pavement manufacturer? We're making asphalt, which is a simple process, worked in different processes, this is a very simple mixing of rock and glue together, like baking a cake, used at plant sites, 95% is rock of varying sizes, it's delivered to plants in sizes to make pavement, and 5% is glue which is liquid asphalt, delivered to site in a heated state, pumped into storage tanks. Optional, can also add up to 40% recycled material, such as old roadway that is ground up and resized, largest recycle materials, will go in to more detail. Directions to make asphalt, we have to dry the rock, then add glue, add recycled material, mix thoroughly, then transfer to a storage container until paving, called a silo.

What equipment is needed at a plant? Need aggregate feeders, a place to store liquid asphalt in tanks, and need a dryer for rock. Want to point out on this picture the dryer, there are conveyors as well, it has one of the largest vacuum filters, and a water tank, can reclaim what comes out of the vacuum. Finally need a place to store pavement before hauling it to a site, in storage silos. This picture is from the top of a silo, this is the plant we're planning to move to the MV site, it has feeders, stacks, tubes, dryers, more feeder bins for recycled materials, and storage tanks. Ingredients of rock, liquid asphalt, rocks come up conveyor, go into dryer, like a clothes dryer, runs on natural gas, rock tumbles around to drive off moisture, comes down to mixing chamber, add in other ingredients, recycled pavement, liquid asphalt, all mixes together, then conveyed up slat conveyor and put into storage silo, ready to be delivered to paving site. Whole system is under vacuum, all air is sucked through tube into filtration system, bag house, just like a home vacuum, 600 bags, then stack with clean air. Showing ingredients, rocks, oil heated to 325 degrees, stored heated because at ambient temperature it gets hard, need it to be pliable, and have core of roadway to see aggregate and glue, filtration system collects fine dust, also called particulate matter, does not go out the stack but stored in bag house, use it for reclamation, can mix with soil and return to ground. As for emissions such as particulates, this Olympic region clean air agency graph used our Durgin Road facility in the Nisqually valley, example shows tons per year, Simpson pulp mill emits 100+ per year, for other sources you need to change the scale to see how much is emitted, this graph shows 0 to 0.7 tons per year, Lakeside plant comes in at

0.4, Evergreen College at 0.3, capitol campus at 0.6, this gives an example of how asphalt plants compare to other sources.

What is happening at MV? This is an industrial property, long history of industrial use, historical picture shows the site, structure there was the administrative office for Pacific Coast Coal Mining, coal company operated there, mine shafts in the vicinity, KC Shops then purchased the site, in the '80s and '90s there was a variety of other operators, in 1997 Sunset Materials purchased the property, currently operating there, Lakeside purchased it from them in July of 2016. Sunset processes landscape materials, crush concrete and resize, wood-grinding operations, material sales yard, etc. A year ago the building was demolished because it was deemed unsafe, Sunset went through the process to demolish. In sum, there is a long history of industrial operations on the site.

In August of 2017 we submitted plans to KC to clean up contamination on the site, residual petroleum contamination from storage tanks from some time ago, then we will develop the site for an asphalt plant, aerial image shows the industrial area, vegetation is removed, infrastructure here does not meet KC design standards for stormwater control, we propose to clean it up and fix, put in infrastructure, stormwater controls to meet current design standards, there is a pond for discharge that can go into the Cedar River, but we will build a better system. We propose building an asphalt site, view of silos at Covington from the other side of Highway 18, next slide shows a rendition of how the site will look, we are also proposing landscaping, will show pictures from other facilities. This is the site plan submitted to KC, we plan to operate in this area, currently activity is taking place in the whole area, but we plan to reduce and put in or enhance buffers for critical/wetland areas, enhance with vegetation, will reduce footprint of what is currently happening there, will operate within what's allowable.

How do we go about doing this? We're engaged now in the State Environmental Policy Act (SEPA) review process, adopted in 1971 to ensure the environment is considered by state and local agencies, not a permit but a process, regulations focus on particular aspects of activities, but SEPA focuses on all aspects at the same time, comprehensive look at everything that's happening. A SEPA checklist is prepared then the process begins, supporting info is submitted at the same time, there are a number of studies, wetland evaluation, air/traffic/noise studies, etc. A lot goes into it, not just looking at one footprint but everything proposed, opportunity for stakeholders to provide input, the public here are stakeholders and we value your feedback, a number of other agencies are involved in the process.

How do we ensure clean water? The plant would be near the Cedar River, we have plants operating near rivers and lakes, one reason is asphalt plants are sited where aggregate resources are available, usually near nature, so we've been operating in those areas for a long time with no impact. Have liquid heated at the plant, tanks are put in secondary containment, this is a picture of the Durgin Road facility, big concrete containment area drains into a catch, also have experts in the field designing these systems, we follow the KC

surface water design manual, then implement best management practices, part of design and how we operate. This weekend, we thought we'd give an image of what happens if the liquid spills, Bill Dempsey and Dave Bell, our quality control manager, made a video.

(Shows video demonstrating liquid asphalt spill, cleanup, when dumped on ground, it spreads out, cools quickly and hardens, in 1 minute 55 seconds, spilled liquid asphalt cleans up like taffy, doesn't seep into the ground)

Karen Deal: Asphalt cools quickly, pretty solid at ambient temps. In summary, Lakeside operates in a sustainable way, since the 1970s asphalt plant emissions have declined 97% with increasing efficiency production, state-of-the-art systems, reclaimed asphalt pavement (RAP) is recycled into hot-mix asphalt, recycling saves taxpayers 2.2 billion annually, 20% recycled asphalt also reduces greenhouse emissions by 30%, we invest in quality control and technology to reduce emissions, the MV plant will meet or exceed all air, water, noise, and traffic-control regulations and requirements, that's a fact. Leave with pictures of community-centric operations, can see the Fremont plant operating near waterways, Monroe facility shows vegetation put around to shield the facility for aesthetics, close to a movie theater. With that, will open to questions, we have some experts here who can answer.

???: I have property on south boundary of the site, I've lived there since 1981, endured the noise and smell from the Sunset operations, want to know what you will do about odor. I live 300 feet above, so even if you can't smell at the ground, it drifts up. Also how about the noise?

Karen Deal: There is an odor, we put controls in place to reduce, had a tour at our facility, could only smell it when a truck went by, on tanks we have vapor condensers that collect vapors and control odor. Oftentimes we're located in pits, have not received any odor complaints in homes above grade, such as at our Issaquah facility. There are noise standards we must meet, we will evaluate and meet or exceed them, there are ways to mitigate noise, can identify what noises to reduce, will meet standards for industrial locations next to residential properties.

???: What are the hours of operation?

Karen Deal: In KC it's from 7:00 AM through 7:00 PM, Monday through Friday, although there are some off-hours times on an approved schedule.

???: Rocks make noise, not sure how you will control the noise, what is the standard?

Karen Deal: 57 decibels, maybe? It's different at night, it is defined in regulations.

Bill Dempsey: I'm the production manager, rocks are going into a feeder, not hitting metal because there's already rock in there, it's actually one of the quieter things at a plant, at our Issaquah plant, we have had one run 24 hours per day, had one complaint that it sounded like a jet engine, turns out a neighbor's furnace was the cause. You probably hear a lot of banging at industrial sites, those are trucks shaking to get out big rocks, we would not

bring materials in at night, the materials we use are smaller and slide right out.

???: Where is the gravel coming from? MV highway already has so many trucks on it from the dump, can't understand why there wouldn't be an impact on a highway that's already overtaxed, trucks are going faster than 50 mph.

Karen Deal: It varies, cannot answer in detail.

Michael Lee: It's not determined yet, there are a number of gravel pits around KC, we haven't selected yet. Some of those trucks are already ours, and I agree, there's a lot of trucks on the road.

Karen Deal: We evaluate truck traffic, it's been looked at, now showing that our activity is not going to have an impact essentially, what they look at is impact to the roadway.

???: I'm worried about trucks pulling out in front of school bus.

Karen Deal: It's all being looked, working through process, safety is a concern, we are working with the Washington State Dep't of Transportation (WSDOT).

???: Where can I access the plan?

Karen Deal: We'll be working with KC on access to plans as they're prepared, there's a process, public comment, it will all be available for review.

Peter: Our website has a link to everything that the Dep't of Permitting and Environmental Review (DPER) has posted and Lakeside has prepared, such as the traffic analysis, etc. that you're asking about, Ty needs to explain the process.

Ty Peterson: I'm a manager at DPER, currently managing Commercial permitting. Karen's done a good job of emphasizing the process, when you evaluate under SEPA it's very complex, right now it's at the phase where we've sent notice, some likelihood that we'll issue a determination of non-significance, we will evaluate all public comments. Lakeside is submitting applications, and we evaluate. Talking about traffic, the state designates levels of service for roads, has to do with delays and other factors, we will evaluate and find the current level of service and see how many vehicles this project will add, ask how that changes the level of service. It will change, but probably not measurable, just stating what traffic data concludes, that addition of this number of trucks is insignificant compared to the state level of service limits.

Peter: Designations by WSDOT are very lax, the road is packed and they expect it to be, no matter what Lakeside does it won't matter, analysis will show the level of service will not change. I don't like idea that traffic is terrible everywhere, but the state is not changing. Have to talk to your state legislators.

???: It was not safe in the '80s, only a flashing light at intersections, many people killed.

Peter: Nobody disagrees.

Ty Peterson: Many factors in environmental review, smell, water quality, etc. We evaluate and determine if a proposal includes mitigating to reduce from significant impact to potentially insignificant, must consider if KC has regulations that require, then might add additional mitigating requirements, or can issue a determination of significance which would trigger an environmental impact statement. Now it's just a grading permit, although

SEPA requires identification of the whole scope of the project, applicants have done that here, grading permit to do site work, but SEPA analysis is for the whole asphalt plant, when that building permit comes in there won't be another SEPA process.

???: Can we get additional mitigation? Do we need an attorney?

Ty Peterson: Can address through public comments, must identify the impact and what would mitigate it, then we evaluate, there are factors of a nexus and rough proportionality, etc.

???: Question about trucks, will you be covering loads? I don't want chips in my new car. And what is in the recycled materials?

Michael Lee: Company-wide policy, we cover every load.

Karen Deal: We know where the product comes from, it's ground-up roadway, mostly from us.

???: Do you clean it? What is the 0.4 tons of particulate number? Is that based on RAP?

Karen Deal: Many studies on recycled asphalt products, talk about not much leeching, we don't haul in asphalt from those places, e.g., Kimberly-Clark Corporation, we don't consider hauling asphalt from places with heavy industrial or chemical use, talking mostly about roads. That plant does not use recycled materials, it does not add more particulate matter, the vacuum handles most of it.

Michael Lee: RAP is rocks and oil that was produced earlier then laid on streets, we just grind it up, its a great way to save on oil extraction and rock, less carbon footprint, it's a win-win.

Bill Dempsey: RAP is not introduced in the air-stream area, convection vs. convention oven, rock is dried by convection, whereas RAP is heated by conduction.

Karen Deal: Oftentimes there's less particulate from RAP.

Dutch: Why not use the Nisqually plant? My understanding is RAP isn't used there due to a lawsuit? And did they rezone the area?

Michael Lee: There was something in the Thurston County code, water quality concerns from a 1990s study, 6 months after policy was put in place Thurston County retracted, sent a letter, but the legislation was never changed. We went through the process to permit a plant, SEPA process was supportive, the county overturned and we repealed. We don't want to get into lawsuits, we have property we bought, zoned for this use, permitted, we already have to prove we can meet all the regulations.

???: The comprehensive plan said the site would not be rezoned, but it would stay a dirt plant, would not change from current use but would consider similar usages. The comprehensive plan said it would not use above or beyond the current usage, would not consider new projects unless within the same use.

Karen Deal: KC code defines the usage allowed, industrial designation allows asphalt plants.

???: Hard to believe we won't smell or see, but our input is that we don't want you here.

Angela Flick: There's no environmental impact statement if not given a designation of significance, but we need a full study.

Ty Peterson: It would be precedent-setting if a project of this scope got a determination of significance, every project is evaluated individually, no specific path, SEPA and guidebooks inform us how to determine significance, it's a difficult analysis, most people would think it's significant to me, that's valid but SEPA does not look at it in that context, I can tell you to participate in the process and identify factors of concern, where the plan falls short, what mitigation would address your concerns. That's the path. It's undetermined, we quickly evaluate projects, already sent out notice that we're thinking of issuing a determination of non-significance, but not stuck on that, there are large projects in KC that do get determinations of significance, in my 25 years I think applicants will mitigate enough to get non-significance or mitigated non-significance, they would prefer to avoid by using their own studies.

Peter: We talked about environmental issues, but another critical issue, two parts, why are you moving from Covington? Did you look at other cities to move to? Everything you showed us was a city, that's a big distinction in KC, besides property costs, it's a distinction between cities and unincorporated areas (UA).

Karen Deal: I can tell you we're moving because Lakeside does not own the property in Covington, the owner has other development plans, we've been looking for a location to move to for some time, and this is an industrial-zoned property.

Michael Lee: Yes, we looked for all sorts of properties in this general vicinity, Covington, MV, area we're serving, we looked at other pieces, this looked to be the most suited, residences are farther away than most other properties, it's on a highway and zoned for this use, that's how we selected. Not a price issue. I don't know of any properties in the city of MV that are permitted for asphalt plant use, we have some property in MV, but they rezoned.

Peter: There was industrial property with an asphalt plant, then the city of MV rezoned to some other use.

Karen Deal: That plant was operable, Lakeside wanted to improve operations, but any modification was not allowed, could not put in more efficient equipment. Then the jurisdiction decided to rezone.

Peter: Zoning in cities and rural areas are extremely important to us, that's where our comments will be in detail, MV made a conscious decision to rezone, KC might make a decision to consider a rezone, it's a concern to us, might be able to mitigate much, but laws are very lax, you just have to meet the laws and I'm sure you will, but placement is the problem more than environmental impact, moving from a city to a rural area. I would not have a problem with moving to MV, even if closer to where I live.

Susan: Was someone going to address the 6-month moratorium? Timeline? Can you explain the extension and moratorium?

Ty Peterson: 2 weeks ago KC Council adopted a moratorium on the receipt of applications to DPER or Seattle & KC Public Health for industrial properties within 1/4 mile of the Cedar River, there are 3 or 4 properties, this site is

one, they asked the Executive office to forward an analysis, can link to an ordinance, there are 5 or 6 things the Council wants studied by mid-February, not sure what they will do after the report is transmitted, if it leads to legislation there would be a process, cannot adopt regulations affecting land use without public process, it's unclear if they will extend or change the moratorium or propose any legislation. It's not in any department's work plan or budget, DPER will work with the Dep't of Natural Resources (DNR) and planning group downtown, then forward to the Council.

Peter: How can the public participate in that process?

Ty Peterson: There are pages upon pages of process for everything, but nothing in the KC code as to what process is needed when the Council requests a study to be done, I can tell you that when it is given to the KC Council it becomes a public record, they can send it back for a full-length process, can use the docket to change land use, or change environmental regulations, but until some determination about what will happen, I don't know what the exact process will be. At this point what I would encourage, GMVUAC has the ear of the KC Executive and Council, if you have something you think will be important, can give to the Council or send it to GMVUAC, they will be preparing comments associated with the study.

Michael Lee: Please do both, we're working with Councilmember Dunn, his advice was to be specific on concerns, raise those and they will be looked at, and talk to GMVUAC.

Ty Peterson: The scope of the study is to look at a variety of environmental designations, critical aquifers, waterways, could be landslide, wording in the ordinance is focused on the ecological habitat of the Cedar River, whether or not industrial properties could have impact.

???: Not about impact on neighbors? (Not really)

Hank: Question about project area map, does the site map to be considered for impacts show the Cedar River corridor area that goes from Renton to MV? Valley traps noise, particulates, area is already saturated before asphalt plant goes in, will have to take into account other sources. How is the initial site project prepared? Buildup of toxins from exhaust waste? Map of corridor, traps gas, need air circulation, etc. There was a study when first expanding SR 169.

Ty Peterson: Not sure what your question is. The study will focus partly on the river basin, ecological needs, then more narrowly on the 4 to 5 main issues.

???: I went on a tour of your plant, impressed by the technology, but I'm still concerned by the Cedar River, you washed off trucks in the north side of your plant, could see some oil in the water.

Karen Deal: We don't wash off the trucks, they have done some sweeping, did some washing of the area, water runoff is going into catch basins, directed to clean up the area, landscaping is erosion-control fencing installed during construction but it fell over, it was not necessary mitigation, but we built it back up, water does not go to Jenkins Creek, it goes into a vegetated area then filters. It was unsightly, I understand what you're saying, I can tell you

that discharge to surface water body at the MV plant will meet or exceed surface water discharge requirements.

???: Question on particulates, are they carcinogenic? What comes out? We have neighbors with lung and heart issues.

Karen Deal: It's rock particulate, it's a very fine amount, not carcinogenic, lots of studies, EPA has done extensive analysis of asphalt plants to develop emission factors and evaluate pollutants of concerns, not carcinogenic.

???: I have pictures of the building, it was a coal mine, also have historical pictures of the coal mine, they said they never got coal out of the mine because groundwater flooded it, you said there's a pond there going into Cedar River? So currently stuff is going into Cedar River and you will stop it?

Karen Deal: Storm water does flow off the site into a ditch, there are culverts under the rd into the Cedar River, yes we will stop that.

???: Hillside is a concern, there's a clay band on the hill, does not allow water to penetrate, area stays above and it can migrate, an earthquake will result in landslides, KC should look into that, it's serious, that hillside will come down.

???: There was noticeable movement during the Nisqually quake, something the county should look at.

Ty Peterson: It's pretty evident in studies, definitely some geological concerns.

???: Observations, if there's 30 trucks per hour, that would be more than 1,000 trucks each week, pictures showed there were asphalt plants that existed before residences or movie theaters were built, but they moved there by choice, this plant is moving to us. The plant on Salmon Bay, there's no way you could build that there today.

Steve: Thanks everyone for coming, thanks for the presentation, please sign the sign-in sheet.

(Intermission as people leave)

Alan: Warren asked about this earlier, the Vashon/Maury Island subarea plan was approved today after some back and forth, not presented in the appropriate format, but it led to final approval, KC Council directed the Executive to put a stop on plans moving forward until there's dialog between DPER and the other departments, until there's better understanding and coordination in plans. One issue is a promise made in the plans, departments said they have no budget for it, so that is one problem, the Executive will transmit it to the Council in March, how they will better work on these plans, each one was supposed to be done in a year, but that's another issue, what will be the timeframe. They're on hold for now. We were in the middle of West Hill, stopped for now, Snoqualmie will be next, we will probably go back to West Hill to finish up. There could be a change on which one's due when, the MV plan was put far out there, tied to the Cedar Hills project, should be consistent with that. That's what Warren asked me to give an update on.

Susan: Will we be able to use the rural outreach Dow Constantine has promised? How are plans developed? Will there be a liaison to put together a reasonable, budget plan?

Alan Painter: Those are 2 different things Fred Jarrett was talking about, one is identifying what in the budget are specifically rural services versus regional, also looking at potential reorganization of departments. People doing planning will remain in DPER, Lauren Smith and staff, and department representatives with specific issues, will be done separate item, close overview from what comes out of Fred's initiative.

Susan: Are subarea plans not done by us?

Alan Painter: Done in collaboration with communities, in Vashon/Maury Island put together subcommittees, for the MV plan this organization will be involved. Stakeholder groups are residences, business, etc. with a stake in the community, we try to have diversity of communities that represent an area.

Warren: We haven't done it for 20 years.

Steve: Wasn't that part of why CSAs were formed?

Alan Painter: Yes, this group has been a joy to work with, we pick different groups that better represent communities, some did not represent persons of color. Vashon's council is basically gone, no central one anymore, now a range of organizations.

Susan: Is it a top-down approach?

Alan Painter: It's a middle ground, we want to hear what the issues are, roads is a big issue, would be a give and take regarding what we can do, infused by what comments you give.

Warren: Thanks, and merry Xmas.

Peter: Quick question, what did you think of the Puget Sound Regional Council (PSRC) meeting?

Alan Painter: Good, it's a beginning, worthy of another meeting.

Council Business: 9:11

Reserve Silica Letter: Steve Hiester

Steve: The Executive Committee voted to approve and send a letter regarding Reserve Silica, does anyone have a motion to rescind? I believe that's what our bylaws say.

Peter: On Friday, the KC Executive rejected the Reserve Silica docket item, we wrote a letter to the KC Council just in case Reserve Silica petitioned, I wrote the letter, the Executive Committee agreed and submitted it yesterday, we're asking if you want us to rescind.

Rhys: I would move to affirm.

Steve: No need, then we can just move on.

Rhys: Bylaws say we could rescind or ratify, but there's no need.

PSRC Meeting Review: Hank Haynes

Lorraine: I thought it was a good beginning.

Hank: Steve's presentation did not work, but we had a good discussion with Josh Brown, went on for 2.5 hours, Kathy Lambert was there, she was concerned

- about how rural communities are dying off, toward close of meeting Peter asked about a voting or non-voting seat on the PSRC, Josh asked me about that, I can talk to him on December 6th. My impression was Josh liked the meeting, wanted there to be more. Who do you want to sit in that seat? (Not there yet)
- Peter: I agree with Lorraine, it's a good start, hard to control the meeting, no specific objectives, but we have a foot in the door to continue a dialog, chagrined that Fred Jarrett said nothing nor did Paige Shevlin with KC Executive office. We got something accomplished but not to the extent we did with the transportation meeting, but I want to keep a dialog going, Josh knows we exist.
- Susan: I have very positive feelings about it, they know we exist, willing to come to meetings, the more we can get other unincorporated area councils (UAC) involved the more power we'll have, just one more step.
- Warren: It's a foot in the door, nothing came of the Issaquah traffic meeting, but it's a good first step.
- Dutch: Brownies were great, Josh didn't say anything of substance, Fred said nothing, Kathy Lambert said some things, I'm not a fan of the PSRC, it's a waste of money, Josh did not bring anyone with him. I liked the participation, I thought GMVUAC did well, except for Hank with the microphone.
- Lorraine: They're aware we exist and we're not rubes, but we had to keep reaffirming that we are different from rural cities, but it's a good first step. I can't imagine rural UAs in other counties have different issues from us.
- Susan: We have to keep our expectations low, they don't even know how to work with us.
- Rhys: It was a good meeting, workforce initiative Paige is involved with is not concerned with rural areas, more with how to get high-school kids into Amazon, but it was a good first step.
- Susan: Their role is more as a facilitator, still need to go through county, state, cannot expect too much, but they do have power with KC in advising policy and the comprehensive plan.
- Peter: Josh said PSRC does studies, collects data, does analyses, they approve comprehensive plans, if they approve then can give money to eligible cities from Federal Highway Administration, they have power because the boards are made up of high-level people.
- Steve: I got an e-mail from the PSRC, asking for input on priority of road projects, they do that by studies, grants, etc.
- Peter: Hank is going to a PSRC meeting on Wednesday, more importantly we should put together a thank-you letter from the meeting, Hank drafted one and I edited it, still needs some work, I sent it out before today's meeting, what should we attach to it? Our presentation? Meeting packet?
- Susan: We should just thank them, no attachments.
- Steve: We already sent everything out.

Peter: It still has some blanks, I asked the Economic Committee to extract from the audio some items that were discussed, for the record. Also, who should sign it? I sent to all UAC chairs, no responses yet.

Rhys: If we don't hear back, we should just sign it ourselves.

Peter: Should put down the names of the four chairs of the four councils. Letter is written, just need Hank to give me 3 bullets. Made it clear this is the first meeting, then blah blah blah, would like to get it out in a day or two. Asking for approval of bullets from the meeting.

Hank: Can't you just pick from the PowerPoint?

Warren: Any mention of thanks for offering a seat at the table?

Peter: No, not in this letter, should go in a one-on-one letter to Josh. Next, Hank has written testimony for the Wednesday PSRC meeting. Our policy is we need approval.

Steve: He can also go as a private citizen.

Peter: I think it's okay, I suggested a few changes, if Hank made those.

Lorraine: There are some parts that can be omitted.

Peter: What he has in here is not anything against our policy. Would like to move to approve what Hank has written so he can give.

Warren: Would like to strike the area in parenthesis, starting with "whether" in the second paragraph.

Peter: No problem with that.

Peter moved to approve as amended, Warren seconded.

Motion passed

(Steve abstained)

Susan: Suggestion, when we say we'll have more meetings in the future, instead of big forums, we should have smaller meetings with fewer people.

Hank: That's up to you.

Steve: One of the better things was that we got so many groups together in one room, allowed for introductions, could have been better focused. 30 people, and 2 people from the public not representing an organization.

Survey Update: Rhys Sterling

Rhys: We received 225 responses, 21 people from various areas expressed interest in being considered to become members, I invited everyone to come to a meeting, 2 people came, 1 might have been scared off, hopefully some bites, will follow up. Only 2 paper ballots back. It's going well, keeping track of comments, people are quite vocal, they wanted to add more questions, liked the idea of a snap poll, 162 votes on the asphalt plant, 27 were in favor.

Steve: Surprised anyone is in favor.

Sue: I liked the comments.

Rhys: Leif came up last weekend for training as well.

Adam: (Commenting on the PSRC meeting)

Rhys: As Adam was saying, we should push the PSRC to do a study of rural area economics.

Warren: Paper ballots, we decided to print 100 more, agreed to help count, total amount returned has doubled to 2.

Steve: There could be one more in our P.O. Box.

Lorraine: MailChimp, 18 people signed up to get e-mails, need permission to send out a welcome and thank-you letter, find out what content will be put on there.

Rhys: That's the subscribe now button on our website.

Lorraine: We can put in meeting notifications, what Peter sends to the Voice of the Valley, etc. I'll be in charge, it's basically an e-mail blast system, monthly newsletter, whatever you want to send out.

Peter: PR Committee will figure out what the content should be. Could be similar to our existing newsletter, what you gave out at train show?

Lorraine: Yes, 18 people have signed up.

Peter moved to approve the welcome letter, Rhys seconded.

Motion passed

Lorraine: What about content? Should I send out Peter's monthly letter?

Peter: Whatever the PR Committee decides.

Susan: Once a month

(Other discussion)

Steve: Linda has resigned, we need a website update.

Rhys: We had training session on Saturday, Leif came in from Aberdeen, it's complex and will take some time learning how to do routine management, update committee sites, for now committee chairs should play around with the website, just don't hit "update," but if you do Leif can fix it. When you do identify problems, I'll work with Leif.

Peter: Anything you want changed, it goes through Rhys.

Lorraine: We started that anyway.

Rhys: As for a charge, if we need to I'll work with him, he does not have an hourly rate, this is not his main job, he's a postal employee, not into this to make money, but things do take time, if we recommend changes he needs to make, we should minimize, I want to get an estimate for a monthly retainer.

Peter: Are you sure Linda's not paying any more?

Rhys: Yes, I told Leif not to accept anything more from Linda.

Hank: How does GMVUAC collect donations?

Peter: I'll send you everything this week, letter, etc. Then you can send them to Leif.

Approve Minutes: Adam Sterling

Postponed to next month.

Lakeside Industries Comments: Peter Rimbo

Peter: I put together a set of comments on Lakeside's application, did not learn anything new, nothing's changed, strategically what should we do? There's a moratorium, but DPER is still accepting comments? We should send comments. There will also be a study by the Executive, talked to Ty Peterson earlier, I think we should submit comments normally, CC the KC Council, then figure out how to get involved in providing comments on the Executive's study, or wait until the Executive submits it to the KC Council and becomes a public document? I want to submit these comments, everyone's already seen them, also want to interface with Ivan Miller.

Rhys: We should invite him out.

Susan: Also ask Kathy Lambert.

Peter: Dow Constantine's report is due in February, KC Council won't see it until then, once Dow makes a decision then we have another opportunity to submit, but I don't know what will be in the study until February 13th.

Dutch: Is another person getting involved? I need to look at my notes, find out who that person is, someone with KC.

Peter: Trade study leading to a rezone is different from a grading permit.

Rhys: Should look at the hearing examiner's rationale for the MV marijuana site rezone, see if that can be extended to this site.

Peter: Didn't they lose in superior court? You're talking about when it was rezoned 2 years ago?

Rhys: The rationale could be similar, would like to have people come out.

Steve: We have the sheriff coming.

Rhys: The study's due in February, so time is short.

Peter: We need to get a meeting notice together, have we invited Major Pingrey?

Warren: I said we should invite him, also someone from the school district.

Peter: I suggest our Vice-Chair send out invites.

Warren: In February, there's an election for 3 levy items, I learned on November 28th, they will take 60% to pass, maintenance and operation levy is expiring, technology levy is expiring, also bus levy for purchases.

Peter: What about the McCleary decision? The county is getting ready, certain things can have levies, but other things can't, it's unclear.

Warren: Olympia switched, Democrats are now in charge of the legislature, not sure what will happen. Kevin Patterson and Rob Morrow got invitation in January, also speaking at MV Council, so they won't arrive until 7:30.

Rhys: Major Pingrey will be talking about drug issues, also the school district.

Committee Reports:

None

Closed Door Meeting: - 10:00

Chair adjourned.

Meeting Adjourned - 10:26 pm