

# GMVUAC December 5, 2016

## Meeting Minutes

**Meeting Called to order – 7:00 pm**

**Members Present:**

Steve Hiester	Hank Haynes
Peter Rimbo	Sue Neuner
Warren Iverson	Adam Sterling
Stephen Deutschman	Teresa Sweet
Linda Harer	Susan Harvey

**Members Absent:**

Rhys Sterling (1 hour late, proxy to Adam), Lorraine Blacklock (proxy to Rhys)

**Agenda:**

Warren: Would like to add an item after Dwight's presentation about Les's gift.  
Susan: Also wants to add an item about membership on PSRC.

Hank moved to approve agenda, Stephen seconded.

**Motion passed**

**November Meeting Minutes:**

Peter: Sent Adam e-mail on item for clarification regarding Soos Creek.  
Adam: Requested considering printing fewer copies of the agenda in the future.  
Warren: Regarding the 200th Ave SE MJ processing plant, requested clarification in future minutes that the site is near the Wax road intersection.

Peter moved to approve as amended, Stephen seconded.

**Motion passed**

**Public Comment Period:**

None

**Guest Speaker:** - 7:07 pm

Presentation on King County Unincorporated Area Budget:

Dwight Dively, King County Director of Office of Performance, Strategy, and Budget

Dwight: (handing out proposed budgets) Councilmember Lambert had wanted to make a budget document for unincorporated areas (UA), focusing on important aspects. The version here was proposed in September, King County Council changes should be updated by end of year with the final budget. An intern researched the whole area, would like to get feedback on what else should be included or what was helpful. For this presentation, Dwight selected 10 things of interest, will point out where the Council did something different when budget was adopted on November 14.

Dwight: Page 12. County demographer put together data, population in unincorporated King County (UKC) has declined due to incorporation, 246,000 people in UKC is same size as Bellevue + Kent, if UKC was a city it would be the second largest city in Washington.

Warren: Does this imply that half of population live in UA and half in urban? What percentage of people live in urban vs. rural?

Dwight: Less than half of the population lives in urban areas.

Peter: Clarifies Warren's question, asks what percentage of UKC is urban vs. rural, not what percentage of all of KC. Growth targets in comprehensive plan.

Tom: Question regarding potential annexation areas (PAAs), whether they were included? Those should be in urban part of UKC. Are they a small percentage of total population?

Dwight: (No record of answer to above questions.) 38,000 jobs in UKC, very little employment base, not much commercial, manufacturing, or retail so tax base is smaller, very different from other urban counties (where there are lots of commercial businesses in UAs) as compared to King County. Only 3% of taxable transactions occur in UAs, whereas 20% in Pierce and Snohomish, even higher in Kitsap.

Susan: Would the military bases be included in these figures?

Dwight: No, because they are not taxed.

Tom: Are other counties dependent on sales taxes?

Dwight: Local sales tax is 1% and the whole amount goes to the county, whereas in a city the county only gets .15% and the city gets .85% of the sales tax.

Hank: There is a declining trend in people working out of homes, are UAs mostly now bedroom communities?

Dwight: Yes, although agriculture-related jobs are not included in counting system.

Peter: Is it safe to say that the vast majority of the 38,000 are in the urban part of UKC? Greater than population split?

Dwight: Yes.

Dwight: Page 17. Data collected by community service areas (CSA) is approximate because it is based on assessor's system, boundaries are not always coincident with CSA boundaries. Budget breakdown includes how much county general fund property tax revenue \$2.3M...

Tom: 7 CSAs listed, is that 100% of incorporated area?

Dwight: Yes. \$29M+ for all of unincorporated area.

Warren: Does that include school taxes, fire?

Dwight: No, only the general fund, not fire districts, etc.

Dwight: Page 21 - Sheriff's Office. Two budget cuts to sheriff's office in original budget, 2018 shutting down marine and air support systems due to general fund financial issues, will give legislature one last chance to fix. County imposed franchise fee on utilities that own infrastructure in County road right of way (water, gas, etc.), required by law to have franchises and only pay transaction cost but not rent. Now this fee will require utilities to pay market rates, projected \$10M per year, should get \$6M over next 2 years to save air & marine units. Helicopter spends most of its time outside of KC or serving city police for free (Seattle, Bellevue), County wants to start charging.

Hank: How much? \$8,000 per hour, estimate.

Dwight: Must have 2-person crew plus fuel and maintenance, costs millions per year. Will refuse usage of helicopter if cities refuse to pay.

Susan: How many helicopters?

Dwight: There are 4, with 2 in service at any given time, swap with other 2 when under maintenance. 60% of costs come from labor. Helicopters are donated by military. Maintenance, insurance, fuel, parts comprise the majority of costs. County had enough money left to add 2 more deputies, but would need 30-40 more deputies to provide reasonable level of service, have 600 now but most not serving UKC because they are on contract to many county cities.

Tom: Assumption is that response time is a key element?

Dwight: Correct. Reasonable level is measured by response time and backup, but also by shift (day, night) and geographic area.

Resident: Talked with people at farmers' market, officers on bomb crews, etc. have multiple tasks, but was that included in calculation of man-hours?

Dwight: Bomb/SWAT teams are regular members who are specially trained. Marine support is active seasonally at full time, and air support is full time, unless there is a blizzard and they cannot fly, then they would do something else.

Hank: For 40 more officers, what is the biggest expense? Overhead multiplier?

Dwight: \$60K + equipment for cars, would need one squad car per new deputy. Average salary/benefits is \$110K not counting overtime, not much administrative burden. Sheriff's office is pretty lean on administrative side.

Warren: Do they make more on overtime?

Dwight: Yes, highly variable depending on assignment, appearing in court, or working more shifts if many vacancies. Sheriff's office is fully staffed, and many officers come in laterally from other police departments.

Stephen: At the Regional Justice Center, are people incarcerated there from other municipalities? Are cities being charged?

Dwight: Yes, most urban cities use city jails (Kirkland, Issaquah, Kent) or use SCORE (South Correctional Entity). County is responsible for felony offenses, cities are responsible for misdemeanors.

Warren: What about when sheriffs are involved for providing event security.

Dwight: No reimbursement from federal government (for security at presidential campaign rallies), not usually held in UAs, Sheriff's Office might send deputies at County expense. Asked city to pay when they were sent to the Seahawks parade.

Hank: Does the county use ankle trackers?

Dwight: Yes, but the county's are antiques, other jurisdictions have better ones, can even detect if drinking, etc.

Stephen: Jail financing, where does the money come from?

Peter, Edie Jorgensen: Asks for clarification on general fund sources, property taxes.

Dwight: Property tax is the same everywhere, sales tax is different depending on location. Property tax rate is 0.792 per \$1,000 of assessed property value that is the same everywhere in KC this year, supports general fund. \$36B worth of assessed property value in UKC. In UAs there is also a roads tax that is 3 times as high depending on where you live. About \$30M in annual property tax revenue from UKC (Page 17).

Warren: This is 2015 data, is the budget based on 2015 data?

Dwight: Wanted to use reliable data so last summer used 2015 data when creating this document. Executive summary of budget is on website, section on general fund and expenditures gives more details.

Stephen: Are there any sheriff layoffs?

Dwight: No, the figures also do not include jail systems.

Hank: Saw something on the news about KC just scraping together enough money.

Dwight: This was due to the new franchise fee, need to change funding methods in Olympia because tax limit is broken.

Dwight: Page 31. With administration change in Washington D.C., the county compiled a list of federal funding in the county budget, lots in human services and public health, KC likely to see significant cuts eventually, maybe not this year or next year. This area was stable in 2017/18, but not after the election.

Hank: Rising drug problem with opioid use, is there a plan to handle?

Dwight: No, \$100M of federal money is in this program.

Susan: Is the loss of federal funding at all related to Seattle becoming sanctuary city?

Dwight: No, Seattle is different from KC, that is only relevant to county government in that sheriffs/deputies will not check immigration status, also relevant in jails where ICE will try to put holds on individuals if they think they are undocumented immigrant accused of serious crime. Current approach is that county will not hold, unless ICE has an order from a magistrate. Many instances where status is unknown, would not need to be an arrest warrant.

Susan: What are you basing these predicted funding cuts on?

Dwight: Looking at statements of President-elect/cabinet, and House Republicans have proposed many acts to cut federal spending in past. They have said they would reduce funding, unsure if they actually will.

Tom: White Center has a lot of services, are not most health services relevant to UKC? How much is delivered to UKC? Similar to helicopter, can cities be charged?

Dwight: A lot of federal funds delivered to Highline and Skyway, still considered UKC. Many human services delivered everywhere in county. Cannot charge, regional services provided countywide, cities don't provide and do not pay. Metro transportation is also one of those.

Hank: In health services, are there any priorities, for example veterans? Would veterans have to compete with undocumented immigrants?

Tom: When would county get paid for countywide services? How about water treatment?

Dwight: Public health clinics, tax dollars are used if patients have no insurance.

Peter: Funding for countywide services?

Dwight: There are two big buckets - general fund for traditional services (sheriff, jails, elections, executive, etc.) supported by 0.7% property tax, but even more services (85% of county budget) are from different programs with their own funding (service fees). Metro bus is supported by sales tax and tickets, human services by mostly federal and state money, so every service is different.

Peter: When county providing service to city, do those monies come from the general fund? But human health services comes from state/federal?

Dwight: Complicated, cannot charge for countywide services. If felony arrest, paid for by county. If misdemeanor and city wants arrested to be put in county jail, then can charge.

Peter: What leeway under state law to change the 0.7% tax?

Dwight: State law, can only increase tax 1% per year (unless for new building), cannot change, and this is a major source of budget problems.

Alan Painter: County approved some specific funding services, passed changes.

Susan: Pages 34-35, are these services in danger?

Dwight: No, these have special funding sources.

Alan Painter: Funding cuts also have nothing to do with becoming a sanctuary city.

Warren: What happens if federal funds are cut? Will this affect on-site septic systems? Septic tank failures not covered in budget, shellfish polluted, septic tank users blamed for people pumping into Puget Sound.

Dwight: Proposal to tax septic system owners will not go very far, KC Council did not necessarily support proposal, we do not know yet what the solution is. Sewers not tied to federal funding.

Dwight: Page 39 - DPER.

Peter: KC looks to DPER as permitting agency, is this an exaggeration? Regarding code enforcement, if DPER is not getting enough money do they cut code enforcers? Lots of complaints about not enough officers to enforce code.

Dwight: Code enforcement funded by general fund, not by fees. Separate abatement fund from fines collected from violators, helps to pay for abatements, but because chronic violators never pay, abatement fund has almost no money. Have not cut code enforcers for five years, but also no resources to do abatements, cannot do anything about property in violation for several years. Page 45, roads. Chronically under-funded, continue to get worse, but in this budget there was extra money that the Council put into pavement

preservation. 3 sources: franchise fee (utilities), real estate excise tax collected when property sold (county policy put it to parks, but Council agreed to give some to roads, parks already well-funded by levy), funds set aside for winter storm response (unused, so redirected mostly to roadway preservation). This is a significant increase for the next 4 years, and while not enough to keep up, there should be an increase in pavement construction for 2018.

Tom: Page 48 shows funding reduction for roads from \$330M to \$144M, is this talking about total roads budget?

Dwight: That relates to how the capital improvement plan has changed, roads numbers at the bottom of page 48, county road construction fund is close to \$20M once county works through all the numbers.

Susan: We were told 4-5 years ago that if it snows just stay home because no one will come to clear the roads?

Dwight: Ability to plow snow is less than it was 15 years ago, need more people to drive plows, will focus on emergency routes first. Very close in talks with unions to agree to allow drivers (who have driving permit but job classification is different, union is different) to drive plows, but teamsters refuse to allow others to drive snow plows (have more plows than drivers), want to allow people qualified to drive even if in different unions.

Stephen: Is this plowing for UAs only?

Dwight: Yes, not municipalities.

Tom: More budget clarification questions, number on page not annual number for capital budget? \$225M is capital portion, what about operations budget?

Dwight: Capital budgeting works with 6-year plans, appropriations made by biennium but might not all get spent, operating budget must all get spent. Operations double that of capital, \$200M is for total.

Peter: County provides roads to cities to get between cities, can county charge cities for use? Can we ban trucks from using UA roads? Might need to threaten war to get something done, every city points to every other city as "pass-through cities". County will go out of business on roads, bridges might fall down, but cities don't care and state doesn't know what's going on.

Dwight: No legal tools under state law to charge for use, can in theory toll non-UA residents on well-traveled roads, but difficult as a practical matter. Roads director could probably do that, but might be difficult. Some suburban cities and certain legislators looking to make countywide revenue source dedicated to UA/city major roadways, Issaquah-Hobart would be funded from there and general fund would go to lesser streets. Difficult politically, maybe 2019 session might get it done, no existing authority so would need to change state law.

Hank: This sounds like European fiefdoms, charging fees for crossing borders to fund castles, only managed to cause wars...

Susan: Issaquah transportation forum, queuing of projects is done 10-15 years out, does not change placement, but what happens when a bridge falls down or some other emergency? There are many bridges in UKC, and if they break

they cannot be fixed and will be shut down. Illegal to do own road construction?

Dwight: These are reprioritized every 2 years. Regarding bridges that are not the sole pathway to a property, sometimes cheaper to buy out property than replace bridge when it collapses if the bridge only goes to property with 3 houses. For snow plowing, county might request roads to be reverted to private streets if they want maintenance, many county/private roads. Many driveways to farms are county roads, done during depression to help farmers, now looking at giving roads back to owners so county will not have to maintain. If roads are rated 4-5, would be fixed by county if broken.

Tom: No money is spent on these roads anyway? Is this a 1% issue? Assumption is that roads was fully funded in 1990, but now only 25% funded 26 years later, what was county's growth rate before then? Tim Eyman cap on increasing revenue through taxes was put to a vote, statewide people wanted it capped, 1% is the problem but we don't see enough data? What's the plan for funding roads? What happened between 1990 and 2016? County Executive Dow says annexations, reduction in people paying property tax, what other causes?

Dwight: Annexations were largest cause, urban areas generated more revenue than expense of maintaining other roads. Road assets were transferred for free to Federal Way when it incorporated. State-shared gas tax money to KC, but as state has raised gas tax, the share going to counties has not increased, formula used to split money between counties is designed to ensure that KC gets little for political reasons. State made conscious effort to favor rural counties.

Tom: Annexation is just poor planning but nothing can be done, now fewer people contributing. Is there no response to the drop? PSRC says half of traffic on UA roads is from commuters.

Dwight: 1% is a general fund issue and not for roads. Countywide funding resource.

Susan: At the transportation meeting, heard that White Center annexation happening in next few years, proposed that county has negotiation with city to prepare before annexation, try not to lose all the value, have rural areas pay for city benefits?

Dwight: No city would agree to that.

Dwight: Page 57. Proposed budget to increase surface water management (SWM) fees, Council lowered this to 40% increase. Main use for increase is to get infrastructure on cycle to maintain in 10 years, trying to keep everything.

Stephen: Read that they gave out surface water management scholarships? Doesn't sound right...

Hank: Second bullet point, SWM gets into sewage management, should look to northern/central California system draining into wetlands. Other communities combined SWM and sewage management with wetlands, should these work better together? It would allow cities to increase revenue.

Teresa: Regarding funding sources for roads, Boeing/Amazon are big employers, should they be taxed/charged fee for creating commuters? Development fee for greater impact on roads?

Dwight: Counties not allowed to impose business taxes, businesses pay property/sales taxes (but not Boeing on airplane sales), which is based on state law. No ability to impose fee on something in city even if it has effects on UAs. Roads not having to add capacity, so could not charge impact fees. No ability to impose any fee on new businesses.

Peter: Are there mitigation fees for developments in UAs? KC code makes it impossible to trigger adverse impact, noticed this on Cedar Grove gravel pit, KC is hurting itself because not charging fee even though they will be increasing traffic. Code needs to be changed, need someone to look at the county code.

Dwight: There is an ability to impose fees to mitigate impact, but mostly for schools. Does not know about code issues, if county code then Peter should contact county Councilmember Dunn.

Susan: How would you compare our tax structure to other states?

Dwight: Washington is unique, very high sales taxes and sin taxes (alcohol, etc.), no income tax, and property tax is about average. That makes us different, but we are below average in taxes. Many states in South have better roads systems, easier to maintain without winters, but they have other issues (hurricanes, etc.). As a result, we were in top 10 states as far as tax burden, but now lower.

Warren: What other states have no income taxes? Replacement for the bridge that went down over Skagit River was build quickly, why can't we similarly build roads more cheaply?

Dwight: Tennessee does not have an income tax, but they have other differences. Must speak to roads about road construction. Engineers like to build roads/bridges really well, of course we could build cheaper if quality is decreased, but need to consider earthquake standards, etc.

### **Council Business:** - 8:45

#### **Gift for Les Dawson:** Warren Iverson

Warren: GMVUAC decided before to get Les a \$250 gift certificate, but forgot why we are giving it to him, proposes Do-It Center \$250 certificate.

Warren moved to procure a gift certificate for Les, Peter seconded.

#### **Motion passed**

Steve: It was originally going to be for the Cedar Grill.

Susan: Susan was also member for many years, should we make it out to both?

Peter: Should be fine just to Les.

Sue: Will get the gift certificate, but we have no checks left?

*(in later discussion decided that Warren will purchase gift certificate and give to Les, vote next meeting to reimburse Warren for expenses)*

#### **OSS Management Response:** Rhys Sterling



Rhys: Sent out a revised draft for the on-site septic system (OSS) response a couple days ago, to respond to County health department's draft. No date for when comments need to be submitted just before the plan is sent to the board, someone mentioned January? Does anyone else have comments? Or Rhys and Peter can get together to hash out rest.

Peter: Next meeting not until January 9.

Steve: Question about funding.

Rhys: Cities can participate but need not contribute to the funding.

Susan: Great job, but she has different way of reading things, would like to change the format to highlight what key points are, make comments stand out. Would like to take a shot at it.

Peter: Have not touched it yet. Info is there but not in letter form yet. Still needs an introduction, body, conclusion.

Rhys: If basic comments are OK to everyone...

Susan: Would like to see spacing, italics to make it really clear. Logo might be too big? Maybe it's OK.

Linda: It's the typical size.

Resident: Is it possible for general folks to take a look at it?

Rhys: Yes.

Warren: Comments about \$7,500 fee? Need to highlight fact that septic system is not directly polluting Puget Sound.

Rhys: Yes, talking to Betsy from COOMWA revealed that there are factual problems, but Rhys focused response on funding problems.

Steve: Is this a final version or draft?

Peter: Draft, but would like to send this within a week, by middle of the month.

Warren: Would like to send it to people in December. Heard both December or January as due date.

Rhys moved to approve the wording of comments subject to Peter/Susan review/formatting to be sent out to whomever, Peter seconded.

### **Motion passed**

Rhys: This is for public comment, anyone can submit, this is just the council's draft.

Resident: Who will these comments be sent to.

Rhys: Seattle KC health department, can find more information on their website under OSS. Also, Rhys owed Steve lunch and took him to lunch, so all debts are settled.

Warren: To Steve, please thank Dwight for the budget printouts.

### Letter to KCDOT: Peter Rimbo - 8:51

Peter: Growth Management and Susan's Transportation committees jointly drafted letter addressing code issues from gravel pit dumping traffic onto Lake Francis Road. Title 14.80.30 has conditions impossible to meet, significant adverse impact is almost never declared and rarely are mitigation fees charged. Why can county keep saying they have not enough money to fix roads when they don't charge developments for increased traffic. Drafted

letter to ask for how KCDOT interprets the code. Don't have problem with this development because permit was done by the book, code is the problem. Peter will send out letter of inquiry after we agree on it.

Warren: Where did the figure for 250-300 trucks come from?

Peter: From applicant's traffic report, 250 total per day. 80% goes on SR 169, high numbers during peak hours alone, 60 truck trips between 6:30-9:30 am. It will ruin the roads, just like Lake Francis Road was ruined last year by Quality Aggregates.

Hank: What kinds of trucks?

Peter: Gravel operation, so tractor-trailer trucks. Trucks of all sizes, but very large.

Warren: Is there an increase in economic development in rural areas?

Susan: Two facets in the letter, one was a question of whether code itself sets the bar too low, but what was the other point? Also a question of the number of trucks on the road without appropriating funding for roads?

Peter: County not allowed to deny permit due to lack of funding for roads.

Teresa: Time to comment on proposed activity has passed.

Peter: Yes, but this was about the code.

Resident: When was the code adopted? Intent might be contained in another document, might indicate intent of code that is not being accomplished. Ask for it.

Edie Jorgensen: That might provide some legal leverage.

Peter: Threshold probably made sense back when there was no damage/congestion. Code only mentions vehicles/traffic, very generic.

Rhys: Code was written in 1994.

Susan: Third part, 20% increased traffic as a result of development, but there is no development? Only filling in a hole? When land is totally filled, are there other plans? City of Renton will have more traffic, but are they aware? Can Renton ban trucks from entering city limits like Issaquah?

Peter: Property is zoned for mining, might pull a Reserve Silica and put in homes, but cannot mine again once filled in. City has no say over what county does, cannot ban trucks going on I-169, I-405, all state highways.

Teresa: What's your understanding of 20% increased traffic? Is that development not meeting any of the requirements? This is also incurring at the new high school, road of statewide significance, exempt from concurrency/need to mitigate.

Peter: Looking at one specific intersection, that this project will not constitute 20% of the traffic going through that intersection, but asking in letter for help on understanding what this means. Meeting all three conditions is nearly impossible. Asking for clarification, not addressing the permit itself. Want information from KCDOT to take to KC council, looking mostly at code.

Rhys moved to adopt/send letter, Hank seconded.

**Motion passed**

Peter: Procedure question, for letters just asking a question, did he even need to seek GMVUAC approval? (No answer.)

### Officer Elections: Steve Hiester

Steve: Bylaws says that executive picks one member from each area to handle officer elections, they will then contact members to find out who wants to run for officer positions. People who don't want to run should preferably be on elections committee.

Rhys: Do we want to make changes? Can't we waive this?

Steve: Ought to look at changing bylaws again.

Susan: Can we just nominate the same people again?

Steve: Reads bylaws...

Rhys: Just need to pick one member from each area for nominating committee, send out email asking who wants to run. Can work on modifying bylaws later.

Susan: Can't just one person send out e-mail to council?

Steve: (after discussion) Teresa, Susan, Warren, Stephen on election committee.

### Website Policy: Linda Harer

Linda: Has been having meetings every week, has a mockup ready, now inserting everything we need. Also had a good meeting with Peter today starting at 6:00, hope to be able to present formalized website in January and go live in February. Website almost never accessed, no way to contact constituents, allow them to sign up for updates, etc. As rural area shrinks, need increased constituent involvement to protect rural areas.

Steve: Need policy first for e-mail accounts, how to hand out information, determine if council says we can pass that along to everyone.

Linda: Only seven weeks left, set up totally different account with same company, current site goes dead in February unless automatically renewed. Had hour-long meeting before, and doesn't want to build this twice.

Peter: Need to reimburse Linda for her account registration payment, make sure not to renew old account.

Linda: Reason she set this up was that it allows us to build the website, on February we need to decide to go live and combine or scrap, and need council to decide policy on who to give access.

(Linda had to leave)

Peter: Is access info Steve asking for needed to access page? Considering with Tom to allow different people to access different pages.

Steve: Real issue is who has access to accounts and can modify webpage.

Susan: Should only have one or two people with admin access.

Teresa: Some blocks will be limited to what can be edited.

Peter: Homepage will be blog-type and multiple people can post, committee pages will be more limited but access given to committee chairs, other more official portions only Peter will change.

Teresa: Similar to experience she had with shared Facebook account, was granted access to do status updates only.

Steve: Who will be given the main access? He was asked to give out access code, but cannot without some council-adopted policy.

Peter: Did Treesa have it? Who actually needs it? Not sure...

Steve: She didn't, Treesa could add documents, but could not change the basic code.  
(discussion and confusion about building/editing website)

Steve: Might be being cautious, but we need a policy for who has passwords, who can access info.

Peter: Tom, Treesa, and Linda have done a lot of work without needing any of this.

Steve: Not sure what the policy should be, but council needs to talk about it.

Peter: Both Tom and Linda have left, so should we discuss later?

Rhys: Why are we shooting for February? Because we need to renew the account by then? Heard it costs \$150, but is this item that critical?

Sue: Don't have information on that.

Steve: Moving on.

PSRC: Stephen Deutschman 9:30

Stephen: Took care of following up on associate membership to PSRC, will forward that to Alan.

Susan: We want to be at the table, become associate member, not sure if we could vote, but looking into whether UA could join.

Hank: Key is to allow rural areas to comment on issues.

Edie Jorgensen: Don't members need to pay dues?

Stephen: Associate members do not pay dues.

Susan: Stephen will let us know when he is in contact with Alan, whether it is possible, Alan is in support.

Peter: Not enough time to discuss focal points, committees, etc. Maybe move to next meeting, top or second item on agenda?

Teresa: This was because the presentation took so long. Should we allow non-GMVUAC members to dominate conversation? Questions derailed what Dwight was trying to say, maybe we should allow guest speakers to finish talking before asking questions, and allow GMVUAC members to ask questions first before members of public during presentations?

Peter: I don't think Tom detracted from our conversation with Dwight, as he asked many of the same good questions we would have asked.

**Committee Reports:** - 9:37 pm

Economic Development: Hank Haynes

Hank: Did not meet this month. PSRC is economic-driven body, need to drop ad-hoc designation, need rural economic council.

Peter moved to drop "ad-hoc" designation from Economic Development Committee name, Rhys seconded.

**Motion passed**

Growth Management: Peter Rimbos

Peter: Sent letter of comment to Issaquah mayor Butler and others regarding the Transportation Summit Meeting, asking area council for permission/forgiveness. Sent comments strictly based on our policies as official letter, signed own name as member of GM and Transportation committee.  
(Sue had to leave)

Rhys moved to ratify sending of letter, Hank seconded.

**Motion passed**

Peter: Can I do this again?

Steve: No.

Peter: In regards to the Hirst decision, KC Council voted on an amendment related to the decision, 18-month study, should monitor this and contact KC DNRP's John Taylor, etc. to find out how to get involved in the process.

Susan: Green Valley Lake Holm Association people spearheaded that.

Transportation: Susan Harvey

Susan: Want to allow Warren to give an update on speeding in Hobart.

Warren: Spoke with Lisa in KC roads, Jay Osborne at Issaquah meeting, as well as Rose LeSmith. Lisa informed him that they will put up two speed signs in spring of next year, want to meet to find site this week or before Christmas, signs would not record anything just flash speed of cars and tell drivers to slow down. With snow, might need to postpone until January. Have not found out how much they cost, maybe \$3,500?

Susan: Will they be temporary or will you own them? Roads must have figured out that there are lots of speeders there.

Hank: There are also strips used on some roads (not speed bumps), could that work instead?

Other Committees:

Nothing to report

**Future Business:**

Warren: Last Thursday there was a fire district meeting, not sure who was selected, but one commissioner has resigned. Should be something in the Voice of the Valley. And Merry Christmas to all.

Chair adjourned meeting.

**Meeting Adjourned – 9:46 pm**