

GMVUAC October 3, 2016

Meeting Minutes

Meeting Called to order – 7:00 pm

Members Present:

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

Members Absent:

None

Agenda: - 7:02 pm

Rhys moved to approve agenda, Warren seconded.

Motion passed

August Meeting Minutes:

Moved to end of meeting.

Public Comment Period: - 7:05

Tom Carpenter (Four Creeks Unincorporated Area Council): Web technology - about updating the GMVUAC website, Tom will move the website to WordPress, target date is 4 months from now on Feb 1 (current web host account expires Feb 15, 2017). Peter, as Corresponding Secretary, is responsible for all outside communication including the website, and he will deal with who gets authority to edit the site. Linda on Public Relations Committee will address where the website will go in the future (more engagement with community possible), Hank invited to contact/wants to know more about web tech. Tom can implement WordPress easily, but need Steve's authority over some accounts. Tom is currently replicating it on a test site and proposes just to convert it, then asks Peter/Linda/Steve to discuss with Network Solutions about migrating. Alternative is to create entire environment on test space, migrate when time is right. Not time-critical now, but will be in 2 months. Current hosting costs \$100 (has 100 e-mail accounts, 3 terabytes), but there

are cheaper platforms (can cut costs by 2/3), need to decide what is the best course as most of those are not necessary for our purposes.

Steve: Get together in a couple weeks, after Train Show.

Lisa Chase (200th Ave SE resident): Update on MJ permit, 144 page report, trying to make road 2 ft wider on one side, Peter will give update later.

Shawn Kelly (Mayor, City of Maple Valley): Thanks for train show (on 15th and 16th).

Guest Speaker:

Presentation on Transportation: Leslie Burberry - 7:16 pm

Leslie Burberry, Councilman, City of Maple Valley

Also present: Councilpeople, City of Maple Valley, Linda Johnson, Bill Allison (former mayor), Shawn Kelly, and someone from the Covington City Council. Will send electronic version of materials to Susan later.

Les: Without transportation, economic development is difficult, desire to utilize reverse commute? Got idea from GMVUAC transportation forum in 2014. Roads bear brunt of commute/commerce, need better infrastructure to advance job growth within MV. State/County funding is focused on western KC, doesn't serve southeast KC, and Sound Transit has no plans to come to SE KC anytime soon, so the main concern is roads.

Where do we go for help with roads? King County (looking at cutting services to SE KC, e.g. sheriff helicopter), state leg (\$16 billion package, only some money for 18 to 90 bypass, more for Port of Tacoma), Puget Sound Regional Council (funding for small projects, multimillion, but not in SE KC), South County Area Transportation Board (no money). Housing targets w/o funding for infrastructure adds to problems.

Our area needs \$250M for imperative needs (not comprehensive). Funding? Gas tax revenue, \$117M surplus, forecast was based on recession-level driving/gas prices (flat 45 cents per gallon). 18th Amendment states gas taxes must go to transportation needs, \$15B backlog of projects chasing \$655M of funding, so even if we seek funding from state leg may not be addressed until 2035 (if lucky), must find a new strategy. (SE KC = anything outside of Sound Transit)

Transportation Improvement Mobility Enterprise (TIME) = Transportation Benefit District for SE KC to address local transportation issues without waiting for legislature, allows decisions for funding to be made locally, would band together and pool license tab revenue (vehicle tab fees) in MV/Black Diamond/Enumclaw to use as leverage with legislature to fund projects with annual installment, 85/15% split (15% from TBD, 85% from state gas taxes?), can issue bonds sooner (2021?), governing body made of area cities and unincorporated area, sunset provisions for fees (TBDS limited), can determine locally what to address. Would add a \$20-\$30 tab fee applied to

110,000 cars over 20 years, should raise \$44-66M, then propose matching state funds at \$24M/year from gas tax, then issue bond to pay for it with combined funds.

Les has discussed with District #5 State Legislators Rodne/Mullet/Magendanz (and King County Councilman Reagan Dunn), they considered the proposal because it changes the paradigm for funding (willing to fund 15%, put skin in the game), and because it takes projects off of their plate, 4 legislative districts bound together makes it easier. Fundamentally changes funding structure, should lead to healthier budgets.

Projects: Hwy 169 - 5 miles (\$181M) 2 unstable slopes (landslides?) 4 fish barriers (state must address by 2030 due to tribal lawsuit for impairing salmon runs) 2 flood sections (road closed several times in last 15 yrs) county road not built for highway (Cedar River pollution, bio swells); Hwy 516 - 2 miles unfunded (\$47M), Hwy 410 & 164 (Enumclaw near Muckleshoot Casino \$16M) (determined based on % of money coming from that area). Would address traffic safety, etc. Would not shorten commutes, but keep things from getting worse... WSDOT estimates Four Corners to 18 commute will take 34 minutes.

4 steps: 1 Resolutions from Covington/Enumclaw/BD/MV/GMVUAC (MV agenda 10/10)
2 County hearing + establishment of TBD (as early as late winter)
3 Ballot measure to the People (this will be stacked on current TBDs, UA none?)
4 State Legislature Appropriation (85/15% split)

Peter: A lot of comments, have been working on issues for 10 years. Only one solution to "build roads" has been offered, Black Diamond and Covington have been irresponsible in development, county roads not included (Issaquah-Hobart road), more bottlenecks--not enough looking at the whole issue, cause and effect, unincorporated area might not be getting as much from this as cities, cities not looking at own development/growth targets. Peter would be willing to sit down and talk about this more, planning to do concurrency meeting again in Issaquah (idea was to keep up with development)--open mind but...

Les: Just want to start a conversation, Petrovitsky/Issaquah-Hobart roads are over capacity (probably cannot add lanes due to ecosystem/residential), increasing Hwy 169 capacity will alleviate pressure from other roads, has reached out to PSRC, Dow Constantine is interested, good reviews from outside region, interested because it takes burden off them. Main point is we need to band together now to address real issues.

Susan: Support from other cities? Cities should be advocating for ST3, extend Sound Transit to this region. Agree that collective action is needed, that is why we started our Joint Transportation Initiative, need a regional approach, taking aim at Puget Sound Regional Council because they set so much policy, transportation meeting on the 18th (5 small cities asking to exceed growth targets, PSRC will review, wants to limit growth in smaller cities, will decide

by end of Nov.), must tell PSRC that we will be impacted if other cities' Growth Targets are increased, invites Les to attend.

Les: MVCC has given support, Covington not yet but on agenda. Facing capacity issues now regardless of Growth Targets.

MVCC member: BNSF railway is impeding progress, federal/KC cannot fight, currently working to get parking structures, PSRC ignoring SE KC?

Tom: Encourages Les to pursue TBD, echoes Peters/others concerns, half of traffic on 169/Iss-Hob roads from cities, cities must deal with externalities/impact on other areas. Tom would like to see MV take position that cities must take responsibility, real problem is not money, issue not being addressed regionally, PSRC is best hope to address this but other cities are fighting it.

Hank: Why are we not talking about a freeway with metered access that would not cause chokeholds? Just increasing lanes will only increase pollution.

Les: We need new types of roads, cannot limit transit to electronic vehicles only, other environmental concerns being addressed, highway access necessary for safety, would want local access road parallel to 169.

Warren: We only have month of October to look at this, probably will not be able to address until next year, interested in expanding 169. Timeline?

Les: 5-year plan, also based on 2-yr cycles.

Dutch: Lake Wilderness is a chokepoint

Susan: Will TBD sunset after those 3 projects are completed?

Les: Correct, unless voters approve ballot measure to address more issues.

Teresa: Avoid prevailing wage costs in work b/c funding through TBD? Who controls bidding, soft costs, included in budget? Property acquisition along 169?

Les: No, must use prevailing wage costs. Must include 15% contingency (in budget), bonding capacity would be 1.5% of assessed value in entire district, which is why 250M is at limit. Included, but fed money for flood control, some other grants might be received. WSDOT will manage project.

MVCC member: \$243M is WSDOT's cost, but they have overhead, doesn't account for city's overhead?

Les: Negotiable details, believes details will be answered eventually.

Shawn: Constantine has assigned his legal staff to start looking into these things, will be worked out. Cost estimates include all soft costs/contingencies, 169 cost is high b/c a lot of unknowns, etc.

Peter: Sum up--we support the concept of a TBD, but concerned about becoming obsolete due to growing small cities that continue to exceed their Growth Targets.

(Lorraine leaves, proxy to Rhys for remainder)

Council Business: - 8:34 pm

Transportation Committee Update: Susan Harvey

Meeting in Issaquah, Charlie Howard representing PSRC, Paul Ingram both will be in attendance. UACs invited, will be working as joint transportation initiative,

will send questions/agenda ahead of time, try to figure out how to get more power into policy (PSRC covers 4 counties), more like a workshop. 6:30 - 8:30 PM in Issaquah Library services building on Newport Way.

Peter: Will talk about growth targets and regional concurrency.

Warren: Speed signs up again in Hobart for 1 week, Hobart is now on list for getting a sign from KC, might use grant money.

MVCC member: Will try to get numbers on how much signs cost, DOT sign guy lives in Ravensdale. Greenside?

Comp Plan Update: Peter Rimbo

King County Council's Transportation, Environment, & Economic Committee approved the Striking amendment. We have worked on detailed reviews and comments since Feb. 2015, but do we want to follow this further?

[Peter's prepared words are pasted below]

Priority List/Autopsy

Protecting Integrity of the Rural Area

Reserve Silica Demonstration Project--REMOVED

Siting of Urban-Serving Facilities in the Rural Area--CODE ISSUE

Demonstration Projects in General--REMAINS AN ISSUE

Rural Area Receiving Sites for TDRs--REMAINS AN ISSUE

Transportation Infrastructure Integrity and Sustainability

Sustainable Funding--STATE/PSRC/KC ISSUE

Regional Concurrency and County-wide "Road Networks"--PSRC/KC ISSUE

Dichotomy Between Growth Targets and Transportation Needs--PSRC ISSUE

Granting of Concurrency Certificate Thru Use of TDRs--REMAINS AN ISSUE

Water and Waste Control Systems

Major Water Extensions into RA to Serve New Development--CODE ISSUE

Private Wells--CODE ISSUE

On-Site Septic Systems--REMOVED

Economic Development

Need for an Economic Development Office--REMAINS AN ISSUE

Rhys: Suggestion last time to set up meeting w/ Dunn? Comp plan can serve as basis to change code.

Peter: No response from Dunn's Chief of Staff (Goff), we did what we could.

Susan: Should we try to find someone on TrEE committee, isolate one member?

Anything more next year?

Peter: Kathy Lambert made several amendments but very few passed, appears to be very difficult at this point. 4-year plan, but minor amendments happen every year.

Peter moved to take no further action, Hank seconded.

Motion passed

GMVUAC Logo, E-mail Update: Linda Harer

Currently putting together things to show council later, but unveils logo as created by design team (just logo at this time, no contact info, etc), team looked at 500 templates.

PR committee will work very hard to capture contact info to facilitate doing ballots online in the future, looking into making ways to contact GMVUAC, then fine-tune for presentation to council in the future (all at once). When can we vote on logo?

Rhys moved to approve logo, Sue seconded.

Motion passed

Train Show: Steve Hiester

Will be held on the 15th/16th, 10:00-5:00 on Sat., 10:00-4:00 on Sun., confirmed all exhibitors, brought pamphlets, who will help staff? Steve will put together a schedule and send it out. Steve will take care of Voice of the Valley, Susan will possibly contact the Reporter? Linda, Hank, Deutsch, others will assist?

Where to put banner, fence near storm pond? Need permission to hang up?
Les: "Anything's game at this point." No real enforcement of sign code at this time.
Offers to facilitate with Laura?

GMVUAC Minutes: Hank Haynes - 9:03 pm

Peter moved to approve August minutes as submitted, Rhys seconded.

Motion passed

Warren and Hank propose changes to September minutes adding info on Reserve Silica, changing date of OSS meeting as recorded in minutes. Warren also passed around info on OSS meeting to read over, recommend to bring direct comments to board in Nov. 7 meeting. Fees are dead, requested federal group to look into septic leaks on Indian reservation lands. Will make comments on 41 page report, bring to Nov. meeting.

Peter: This should be handled by our Environment Committee, then brought back to the full Area Council. But no chair currently?

Rhys moved to adopt September minutes as amended, Peter seconded.

Motion passed

Committee Reports: - 9:12 pm

Growth Management: Peter Rimbo

3 items. (1) 240th proposed MJ processing, applicant met deadline and submitted road/drainage plans, widen to 20 ft, different standards for road classified as

Commercial Access where industrial zoned properties exist, KC DOT not recommending Commercial Access classification, but rather Rural Minor Access classification, if DPER should approve road with widening to 20 ft, local residents might sue. No review timeframe from DPER yet. (2) 269th Ave MJ grow operation, looking at road variance to address access issues. (3) Elk Heights gravel pit grading application (across from Quality Aggregates), public meeting in Aug., DPER sent notice to GMVUAC PO Box? Problem is during peak construction, 250 truck trips per day on Lake Francis Rd to Cedar Grove/Iss-Hob roads. Peter contacted KC DOT, have not looked at it yet, will meet with DPER on Oct. 4, KCDOT Travelshed passes concurrency, no longer looking at highways of statewide significance for concurrency, no reason? Will contact later in week to find out how KCDOT/DPER meeting went.

Bonnie: Construction at Quality Aggregates hit water pipes, wiped out Maxwell Rd twice.

Peter: DPER does not enforce code, makes money by approving projects,

Transportation: Susan Harvey

Had meeting last Thursday, will have meeting next and following Thursdays to prepare for 10/18 PSRC/KCDOT Issaquah meeting.

Environment: Rhys Sterling

Will call meeting to discuss OSS. Peter also requested how Puget Sound Clean Air Agency handles MJ licensing/permits, odor issue.

Economic: Hank Haynes

No meeting, noise/exhaust/smells, how to encourage people to make less smoke?

Future Business: - 9:24

Future meetings: King County Budget Director Dwight Dively here next month, knows everything about budget, Marissa asked to look into benchmark program (on hiatus), but coincides with our committees/policies.

Marissa: Nothing current right now, might have to wait a couple months

Rhys: Lorraine recording secretary...? Council business next month.

Susan: Asks Rhys to act as recorder for Issaquah meeting on 18th?

Rhys moved to adjourn, Adam seconded.

Motion passed

Meeting Adjourned – 9:30 pm