

GMVUAC October 1, 2018

Meeting Minutes

Meeting Called to Order – 7:02 pm

Members Present:

Steve Hiester	Hank Haynes
Peter Rimbos	Rhys Sterling
Adam Sterling	Susan Harvey
Celia Parker	Warren Iverson
Luke Hansen	Sue Neuner
Stephen Deutschman (Dutch)	

Members Absent:

Lorraine Blacklock (proxy to Rhys)
LarKen Buchanan (proxy to Rhys)
Mike Thompson (proxy to Peter, arrived at 8:55)
Paul Schultz (resigned)

Agenda:

Rhys: John Taylor is here to discuss surface water management (SWM) fees at the end of Dwight Dively's presentation.

Rhys moved to approve the agenda as amended, Peter seconded.

Motion passed

Public Comment Period:

Val Paganelli: I'm your Tahoma School Board representative, we had an unexpected start with two teen suicides, kudos to our school leadership and superintendent for their response, it was a shock to the system, the community needs to be vigilant and bring things to our attention. Second, we have plans to issue a revised budget in October, Tahoma is among the school districts that did not go on strike, we put in hard work over the summer, but we need to put a budget in place, still have transportation items being worked on.

Warren: King County (KC) studies have been put back a month.

Val Paganelli: Update on the current status of the bus stop on 196th Street, we started the year with 3 issues, a walking route deemed not safe took precedence, voters did not pass the transportation levy so we moved around

reserves in the budget to purchase some buses, then will work on 196th Street and Issaquah-Hobart Road issues, although the teen suicides derailed a lot of plans. Side roads didn't have much traffic, which affects timing and stops, more roads need to be reviewed as well. We don't have full control over it, I've been asking about it on several occasions.

Dutch: Things may have changed, I've been looking at it.

Michael Brathovde: Update on the proposed expansion of the Erikson mine filling operation, previously provided updates earlier at the May 15 Hobart Community church town hall. For the past 7 years they have been filling old mine trenches east of the Reserve Silica site, trenches were permitted for 18,000 truckloads of plain fill, 3 of 5 trenches are completed, but the actual fill footprint is 240% of what was permitted, and there have been major violations. Last August there were 112 permit violations, such as dumping fill directly into wetlands, 24 corrective action items were identified by the Department of Permitting and Environmental Review (DPER), 1 year ago they started filling in a sixth large trench, even though it was not approved, 330,000 cubic yards, larger than all other permitted trenches. They were told to cease filling, DPER issued a stop work order in January, but it was lifted by Ty Peterson in April and he temporarily issued limited fill permits, so filling has continued in the big trench. There was a State Environmental Policy Act (SEPA) notice for a major expansion of the project, I forwarded it to Rhys, the new application has 4 components, including the 3 overfilled trenches treated as-built, the volume beyond permit is 10,000 truckloads, the large trench would have another 290,000 cubic yards of additional volume if approved. The third issue is major proposed expansions for the 3 existing trenches, 190,000 cubic yards beyond what's already permitted, including filling 2 wetlands. Fourth issue is they've identified 6 new trenches, around 167,000 cubic yards each, all added together estimated 657,000 cubic yards of additional volume to be dumped, assuming they don't continue to overfill. DPER notice mention the determination of non-significance (DNS) or mitigated DNS (MDNS) optional process, the draft SEPA checklist expects hauling during major traffic hours, 25 to 30 trips per day on MV Highway, Kent-Kangley Road, and Ravensdale Way, and Black Diamond-Ravensdale Road. Assuming 30 trips each way, this would be an additional 5,000 trips for the current permit, plus another 36,500 trips, 5 years of additional hauling. Supporting environmental documents are not yet available on the DPER website, public comment is due October 14, but DPER will accept after comments after the deadline. I will be putting together my personal public comments, will also provide GMVUAC with a copy, the council can do their own or endorse mine.

Rhys: I will discuss this during our committee reports as well.

Peter: My impression is DPER is rolling over, because there's so much construction and dirt needs to be moved out, politically that's the way to do it. DPER is under-funded on code enforcement, essentially do none, so there's nothing new here, many exceeded permits.

Susan: Worried about the new local services organization, with DPER in a key role.

Guest Speakers:

KC Budget:

Dwight Dively, Budget Director, KC Executive's Office

Dwight Dively: I'm the director of the Office of Performance, Strategy, and Budget, and I've been with KC for 8 and a half years. I sent you copies of our budget packet, mostly good news as compared to other times I've been here. Page 2, KC uses a true biennial budget process, different from state. The Executive proposed the budget on September 24, KC Council should approve it on November 13, but the process can go until the end of November. The total county budget for 2019/20, revenue and expenditures are both 11.6 billion, 2 years ago we had the second largest budget in the state, now Seattle has passed us. The largest revenue is from fees for services, taxes are a quarter, capital budget is mostly debt for transit and building things, but little state or federal money, less than 3% from federal grants, mostly for human health services. Page 4, Metro Transit is our largest single function, wastewater treatment is the second largest, Department of Community and Human Services (DCHS) is 13% of the budget, almost all funded by state/federal/tax levies, e.g., best starts for kids program. At 12% of the budget is the criminal justice system, includes courts, jails, etc. Page 5, county employees are above 15,000, increased mostly in transit, Metro is the largest employer at 35% with bus drivers, etc. 25% in the criminal justice system, such as jail guards, deputies, prosecutors, public defenders, etc. Some functions have large shares of the budget but few employees, waste water is heavily capital, construction, etc. Page 6 has budget highlights, there's been significant reorganizing, implementing 3 new departments approved by KC Council, including the Department of Local Services, Metro Transit is now its own department although it used to be part of the Department of Transportation (DOT), and Human Resources, which was a part of Executive Services, but we wanted it to have more visibility. We also have homelessness projects, it's a big problem in urban areas, new money from the state has been made available, Dow Constantine is proposing to spend it on those projects, there are large new facilities in Seattle, Harborview Hall, and a vacant property in Elliot Avenue where we put in modular units. Metro is a significant investment, cannot add more bus service, need to expand infrastructure first, not enough parking available for buses, we will develop an expanded base in Tukwila, will acquire that property in August and establish facilities, gradually electrifying all buses, Metro is also behind in IT replacements. Also 177,000 hours of additional bus services, almost all funded by Seattle and other cities, not many more buses out here. Some fee increases, the noxious weed fee on your property tax bill, currently every parcel is around \$3, will be increasing to \$5.32, it funds a program to remove invasive species, high

priority. John Taylor is also here to discuss the SWM fee increase, \$240 would become \$289, 20% change. Next page, Department of Local Services (DLS) was approved by KC Council, will be starting in 2019, has 2 operating divisions, permitting and road services, and the community service area (CSA) program will also be relocated here. One unique feature is that the new department would have contracts between it and other agencies providing services in the unincorporated area (UA), so the Department of Natural Resources and Parks (DNRP) Surface Water Management would have an agreement to track things, including a catalog of products in the budget, how much, what's being produced, how much it costs, delivery of services, etc. No major changes to DPER permitting, just a 4.5% increase in permit fees. Some staffing additions, 2 new positions for subarea planning, it takes 2 years to do a plan for 1 subarea, will now be able to finish 1 per year with regular follow up, greater MV subarea planning would start in 2022. Also added staff for economic development in UA, no resources, Alan Painter handles that now. Roads are stable in the near term, one new thing is bridges have load limits, federal standards changed, 17 bridges now have load limits in UA, although halfway through the assessment, so there could be more. In some places school buses, emergency response vehicles, etc. cannot use those bridges, must be rerouted. Money is tight, but the budget includes looking at 5 bridge replacements, then construct them in the next biennium.

Peter: With the 1% tax increase limit and the tier system, why is road funding considered stable?

Dwight Dively: Next page, during the recession property values went down, roads hit the max tax rate, revenue was declining, but assessed value went up, there were 3 good years where roads revenue recovered, now its better short term, but now the state 1% formula is back in place, chart shows in 2020 there will be enough to cover all operations and contribute \$15 million to capital investment, roads resurfacing, etc. As the 1% limit continues in effect, by 2025 there will be no capital budget at all, then they must reduce.

Peter: Unsustainable without user fees, but cities won't agree, the state is doing nothing. As for DPER, is it true they live on permit fees?

Dwight Dively: DPER has 2 funding sources, permitting fees pay the cost of permitting, such as processing, public comment, etc. By state law permit fees cannot be used for other things like code enforcement, etc. DPER has no incentive to get more fees by behaving badly, code enforce money must come from the general fund, but the general fund is broke, so only 8 employees doing code enforcement. One problem is inadequate staffing, the other is the county has a broken system for enforcement. Once DPER cites a violator, the legal appeals process is not understandable, sometimes there's a hearing examiner, sometimes a court, sometimes a go-between, so bad actors can manipulate the system for decades. "Anderson Mountain" on the side of the road from Renton to Boeing Field, huge pile of rubble from a concrete crusher, would sell ground-up materials for fill, was cited for code violations 30 years ago, only 2 years ago KC got a judge to put the property into receivership, will get first \$40,000 from sale of the property, but only after

immense legal fees. It's within KC Council's control, they need to fix the broken system to solve that problem.

Susan: DLS will have agreements with other agencies, subcontracts, why is it not possible to negotiate, get code enforcement budget from the general fund to reach an agreement? Zoning is critical.

Dwight Dively: That is what subarea plans are for, we work with communities to determine zoning, but KC got out of that business 15 years ago.

Susan: Now might get 1 subarea plan per year, those areas are very willing to participate.

Peter: We included similar suggestions in the combined unincorporated area council (UAC) comments we submitted.

Dwight Dively: That's only if the additional staff is approved. As for the general fund, it is only for the traditional functions of a county government, all others are add-ons. The general fund is \$1.8 billion for 2 years, 15% of the total budget, on the left is the total amount, on the right is revenue from other governments to deliver services, one third is money from other governments, such as for Metro, Sound Transit, and other cities. The biggest example is the Sheriff's Office, funds come mostly from cities contracting for services, huge portions coming from other governments. The 15,000 employee number does not include every sheriff, but jails also provide services, and county corrections officers are in budget, it's a little confusing. Property tax is 60% of the county's real revenue, but can only add 1% per year, so KC has major financial difficulties. If county tax revenue kept up with population growth, would \$226 million more, we've fallen behind due to those limits. That's why there aren't enough people doing code enforcement, revenue does not keep up. This is an executive summary of the budget, the actual budget is 1,000 pages long, its on our website, the summary talks about priorities, there is a several-page section on chronic funding problems for the general fund in the budget. Next page details where the money goes, the total includes contracts, Sheriff's Office is the largest part, corrections is second. The county's money is on page 11, Sheriff's Office shrinks to 13% because most is not funded from county money, but the criminal justice system becomes 3/4 of the general fund budget, for jails. We don't do much else, been crowded out, in 2000 we would have had parks money, but now the parks levy is the only source of money for that, if the levy fails then all parks will close. In the 1960s, 30% of the county budget went to criminal justice, but now 70-80% of all county budgets.

Susan: Do lottery proceeds go to education?

Dwight Dively: That's state run, all revenue goes to the same place. Last page, no bad cuts in the general fund, 2 years ago we were looking at canceling a lot, but now the economy has rebounded, new construction leads to more sales and property taxes, also agencies found \$18 million of savings in programs to shrink or eliminate. One example, superior courts had court reporters, now everything's done with audio recording, able to eliminate 6 positions. We also added a few things, in the Sheriff's Office there are massive personnel vacancies, will need to hire 100 new deputies, investing in recruiting and

training, also the North Highline gang problem, establishing a new gang unit, Public Health Department is funding school-to-jail pipeline reduction projects. One problem is the property tax system, 40 years old, must replace IT system, but we have funding in the budget to replace. 2 years ago we finally got rid of the mainframe, had to get someone to rewrite everything to run on a server, must translate all of the data.

Warren: Where did the \$135 million come from for the Mariners?

Dwight Dively: Not from the general fund, the Kingdome was just paid off 2 years ago, the state gave KC a 2% tax on hotels to pay for the Kingdome, the legislature changed it to includes arts, then after Centurylink field, from 2015 all hotel taxes go to paying off bonds for the new stadium. In 2021 those bonds will be paid off, but the state designated 37.5% to be spent on transit oriented housing, 37.5% on arts/culture, then 25% on something for tourism. The Mariner money comes from that 25%, but it's not in the budget because that money is not real until 2021.

Warren: Sheriff budget increase is a low percent, is that up from past years?

Dwight Dively: It's up from before, most budgets needed to grow 6-7% for wages, some additions, so 8% is sufficient to keep doing what they're doing, but we'll need 40 additional deputies in UA, would cost \$6 million per year since they're paid pretty well.

Dutch: Looking at the major budget highlights, when is the Auburn base expansion?

Dwight Dively: Would need to acquire property first, 8-10 years until that's ready.

Susan: On the SWM fee, when does it go into effect?

Dwight Dively: January 1, it's about average within KC, some cities are much higher. Large commercial properties are done by percentage of impervious surfaces, otherwise it's per parcel.

John Taylor: It goes up episodically, then it must catch up with inflation, so it keeps going up, spikes track the rate of inflation, but there are deltas of lost revenue.

Sue: Property tax increases are limited to 1%, but what would property taxes look like without it?

Dwight Dively: In the 1980s/90s the limit was a 6% increase, some like Seattle always took 6%, others might not have taken any increases. nobody is advocating for no limit, but asking for inflation plus population growth as a maximum, would be looking at a 3.5% increase or so, but would vary depending on property tax. For the typical property owner, the county property tax is 10% of total paid, that would go up 2.5%, but school districts have different rules, they're not affected. The 2 biggest property taxes are for school districts and state, raising the increase limit would not change that. If this proposal became law, an average property owner in KC would see an \$8 impact total, but each year it would increase.

???: Levies made up for gaps in the general fund?

Dwight Dively: Yes, if we had a higher limit then there would be no levies.

Steve: I looked up my property taxes, it's gone up over 8%. but the county property tax is not a large part of my bill.

Dwight Dively: There are 3 variables, if your property value has not gone up the same as the average value in your area, you might be getting a bigger or smaller portion of the bill. Also, the state's McCleary fix created a new state property tax starting 2018, and local school levies are another variable that can change bills. Federal Way bills went up this year because they passed a big school district bond issue.

Hank: How is inflation determined? What about housing speculation raising prices?

Dwight Dively: Assessed value reflects a fair market value, 2 years lag in this market, so prices are closer to what something was worth 2 years ago, but affected by speculators since it is based on the market. However, speculation on high-end properties should not affect average homeowners, would be based on comparable properties.

Denise Carnahan: I live in the Fairwood area, KC recently paved roads, so I assume last year some money for roads was put into the general fund? Also water taxies on Lake Washington, runs from Vashon, are those based on levies? I also looked up taxes online, went up 30% in 3 years, I can't get detail on levies from the KC website to see how they impact us. Recent veterans levy, a lot of money goes to non-profits, creating a silo effect, how much is going to veterans rather than administration? How can we get people who profit from our broken system to change it? Levies just feed the political machine.

Dwight Dively: The state allows counties to take money from roads fund and move it into the Sheriff's Office based on the amount spent on traffic enforcement, that has happened over the past 10 years, but could also move from general to road fund. A property tax of 1 cent is dedicated to the marine division, funds the ferry service, its in the total budget, collected within KC. One developer was seriously thinking about having a water taxi from Renton to south Lake Union, would be privately run. Send me an e-mail, levy information should be on the assessors website, it's just hard to use. Typically there's a 10% overhead in those companies, 85% goes directly to veterans, KC delivers very few services with our own people, we usually use non-profits. Must change the tax system first, levies helped expand or continue current services, would be more efficient without levies, but people like that control, can vote for things that are popular, but it's inefficient.

???: What will happen to environmental review in DPER's name under the new DLS?

Dwight Dively: I don't know, just permitting and roads now, no change in mission just a new name.

Susan: Where does funding for the ferry system come from?

Dwight Dively: the state ferry system does Seattle to Bremerton, etc., but they got out of the passenger ferry business, KC has its own ferry system, so does Kitsap County, two routes from Seattle, no cars, we get a lot of federal grant money, also funded from fares and the small countywide property tax, which is only for the KC ferry system.

Val Paganelli: I recognize Dwight from concerned neighbors of fire station 20, many years ago. Data shows the Puget Sound area having \$175 billion of investable assets, but a \$11.6 billion budget for 2 years, what is the return on these

investments? On the criminal justice side, how does that interlace with cities, police forces?

Dwight Dively: Out of all criminal justice costs, 37% are paid by the county, 63% by cities., but no coherent decision-making process.

Steve: Total budget of \$11.6 billion includes \$1.86 billion for the general fund, but it's not in the pie chart?

Dwight Dively: It's spread out over many areas, look at page 4, a large portion of criminal justice is from the general fund, a small amount in community services, none in Metro, solid waste, or others. There are 140 different funds, state law requires us to do that.

Surface Water Management (SWM) Fees:

John Taylor, Assistant Director, DNRP Water and Land Resources Division

John Taylor: I have a 5 minute SWM fee presentation, also brought a PowerPoint presentation but no projector.

Rhys: You can e-mail that to me, I will put it on our website.

John Taylor: The SWM fund is mouse meat, very small portion, but exclusively paid for by UA residents, on the bottom of your property tax bill, but we like to be transparent about fee increases. It's based on how much water we manage, the current fee is \$240.44, increasing to \$289 for residential single family homeowners, larger for businesses. Fees are based on the amount of impervious surfaces, such as buildings or pavement, six tier rate structure on top of residential. Fee increase is based on 3 things, starting with roads. This will be the largest transfer of funding from the SWM fund to road services, as roads and drainage systems are bound together. Pipes carrying water from subdivisions will go into a catch basin, then go under a road, but the pipe within the road right-of-way belongs to the Road Services Division, it's a peculiarity of the way our system was set up, so we're transferring money to Roads to deal with those pipes under the roads. Second thing is our pipes on both sides of roads, we've identified everything we own that's at risk of failure, should be fixing 330 facilities over the next 10 years, should get us ahead of decay, a lot was been put in around the 1950s/60s, reaching the end of their useful lives, need to fix or extend life of facilities. Third, tribes in the state filed suit against DOT for culverts under roads, a number are fish passage barriers, fish cannot get up into pipes, so tribes are deprived of their native fishing rights under treaties. The state said they cannot afford to replace, culverts were based on the federal regulations at the time, but they lost over the summer at the Supreme Court, so state must fix. The court case was only about KC DOT, but the right thing to do in the county is to fix all of them. Fairwood is one example, a bunch of facilities failed and a pipe caved in blocking tributary streams with fish passage barriers, the culvert failed on New Year's Day, Washington Department of Fish and Wildlife (WDFW) permitter said we needed to make it fish passable, would have cost \$50,000 to just replace, but cost \$2 million to make it fish passable, took 2 years to

design. On the last day of construction the pipe broke off, we asked WDFW for a waiver but got none, so it cost another \$0.5 million. We need to inventory fish passage barriers, sequentially remove, but we're looking to get a higher return on investment.

Susan: Can tribes come in as small business to take over?

John Taylor: The state will not support if tribes are not at the table, but the county ends up doing most of the restoration work.

Hank: Salmon should be thought of as customers, look at the Shoreline Management Act, DOT blog, studies look at terminals, but not included are the effect of boats on fish populations, there was a recent court case on the Columbia River, would ferries with hydrofoils be incorporated?

John Taylor: KC will not be looking at impact of boats, we have no jurisdiction over open waters, KC ferries has no hydrofoils yet, KC environmental lab has a research vessel, but they're careful about not harming fish. Surface water utilities will have a contract with DLS, we're drafting a document to capture key indicators of whether we're doing a good job, if capital projects are on track, etc. Also doing a lot of work with farmers, clearing draining ditches, 4 times what we've been doing over the last 5 years, and we will be held accountable by the Executive. The goal is to create a city hall for UAs, it's a very dispersed network of services, so we want to tie them together to make everything more transparent.

Warren: Do you go on to properties to clean out clogged culverts? The SWM fee is \$289 for residential, but commercial is higher, not many neighborhood businesses in rural unincorporated KC, would like to see a list of commercial accounts, small businesses having hard time.

John Taylor: Yes, it used to take 8 people. SWM fees can be a lot, Pacific Raceways has a lot of impervious services, so their bill went up 5 figures, but we contacted them about our discount program, you can invest in surface water improvements to save money. They're not free, you must invest, but you can recoup those expenses by reducing your SWM fees. Other thing is that businesses tore up parking lots that were unused.

Susan: Why is it so costly to replace culverts?

John Taylor: Very labor intensive, moving a lot of earth. Alaskan Way viaduct was built in less than a year for \$19 million, but it's more complicated these days. Permitting for environment restoration takes a long time, it's well intentioned but bureaucratic, we used to just stick in a pipe.

Steve: Now you're replacing them with large box culverts.

Peter: Are you happy with how cities handle SWM? How does city runoff affect the county?

John Taylor: Seattle fees are much higher, they're doing a good job, but everyone must have a SWM program of some kind, mandated by the state. All have fees, but given where the state is going, it doesn't make sense to wait long between fee increases, should be biennially for more modest fee increases, this one is 20%. It's a mixed bag on how people are managing water, but on the whole we're not doing a great job, orcas are not dying because of oil

tankers, they're dying from water runoff, have highest rate of PCBs and lower salmon habitat.

Steve: That lawsuit was based on a treaty, KC is getting ahead of the lawsuit, but are other counties doing the same?

John Taylor: We would not invest unless we knew we could remove downstream fish passage barriers. Seattle had its Restore Our Waters program, but other cities might not, Algona and Carnation might not be looking at it.

Hank: If you look at Salmon River near the Ballard Locks, water flows from old maps, are you trying to restore habitats to what they were? Mercer Island got rid of most of its creeks and wetlands.

John Taylor: Our goal is to recreate predevelopment conditions, but that's hard to accomplish.

Council Business: - 8:55

Docket Item Response Letter: Peter Rimbos

Peter: Everyone saw the letter I drafted, so I would like vote, any questions? It's against the industrial rezone request along SR-169.

Hank moved to adopt and submit the letter, Rhys seconded.

Motion passed

(Steve abstained, did not have opportunity to read)

Peter: We think there's a 0% chance the county will approve the rezone, Rhys and I also talked about requesting via the docket process a change to KC code to eliminate site-specific rezones.

Committee Reports:

PR: Rhys Sterling

Rhys: I drafted a grant application for the CSA grants, it's due October 26 at 5:00 PM, I circulated it to the Executive and PR Committees on how to proceed. Would like to move to approve this grant application and authorize Steve to submit it so that would dovetail with Steve's Train Show grant application.

Susan: \$5,000 is the limit per grant

Marissa Alegria: Rarely does KC fund all \$5,000.

Rhys: 2 years ago I submitted an application, it was cut in half. Our survey would be next year, this grant application covers that and website upkeep, which is a lot of what the PR Committee does.

Rhys moved to approve the 2019 CSA grant application from the PR Committee and for it to be submitted by Steve before the deadline, Peter seconded.

Steve moved to amend to include submitting the Train Show application at the same time, Warren seconded.

Motion passed

Environment: Rhys Sterling

Rhys: On the Erikson expansion that Michael Brathovde mentioned, the 2-week notice went out on the SEPA checklist, MDNS proposal is similar to the asphalt plant, but I have not seen the application yet, comments are due on October 15 for public comment. I don't want to have another special meeting, Michael will put together good comments, so I would like to piggyback and authorize Peter to submit a general letter of support for Michael's comments, if they're consistent with our philosophy, instead of having the Environment Committee put together our own comments, signed by the committee chairs.

Rhys moved to have Peter draft and submit a letter supporting Michael Brathovde's comments, Warren seconded.

Motion passed

Susan: Michael has followed this for years, but Ty Peterson at DPER issued permits, I'll see if there's anything I want to add.

Rhys: You can submit own comments.

Peter: Our letter will endorse his comments and we can attach them.

Rhys: You can also get in touch with Michael before he submits to ask him.

Peter: Next year we have a lot to ask about DLS.
(Other discussion)

Rhys: I was also updating our website's Train Show page, got a press release from Hank, is this our flyer? Can we use this? The current one is out of date.

Celia: It could use some editing.

Dutch: Is that separate from what we posted at stores?
(Other discussion)

Peter: If it's a press release, should I be doing it as our Correspondence Secretary?

Steve: It was written by someone else in the past, but I will let you know if you need to do it.

Rhys: How much advance notice does the Voice of the Valley need?

Peter: No later than Wednesday the week before.

Steve: We will also discuss payment to the Voice of the Valley in our Executive Committee meeting on 6:00 PM this Wednesday.

Hank: For the Train Show flyer, I will be adding more train pictures.

Warren: Update for the onsite sewage system group, it turned into a nightmare, did not attend the last meeting, they extended meetings to all day, the subject was what is a "failure" for a septic system, this week the policy committee is meeting, I will attend that. The state sets minimums, but counties can exceed, must inspect and pump when selling, we recommended extending that statewide, the pump chamber and pump distribution must be inspected yearly, gravity tanks are 3 years, new systems need to be inspected within a

year of installation, trying to get it extended, but they fail a lot early on. The conversation was very dry.

Sue: Solid waste management plan update, I sent personal comments in on the landfill extension, KC doesn't want the Cedar Hills Landfill to close, it's a source of revenue. Even though it's a KC function, it's not straightforward.

Growth Management: Peter Rimbo

Peter: Update on KC comprehensive plan process changes, we submitted our comment letter last month, now going to the full council, does it make sense to ask all UACs to submit similar comments to the full council? Councilmember Joe McDermott's changes did not include subarea planning, but I need permission to send something out, it would be less than what we did before. They will meet on October 29, so we have time, but it's before our next meeting. I would not be changing anything, just asking permission to follow up if other UACs agree.

Rhys: Our comments on the Lambert striker are consistent, but it might need to be tweaked.

Peter: It would need to say that we're supporting McDermott's proposal.

Rhys moved to allow Peter to contact the other UACs, update the previous comments, and submit a new matrix, Mike seconded.

Motion passed

Peter: Other update deals with the adult beverage ordinance, I prepared a draft letter, worked with the Hollywood Hill Association (HHA), would like permission to go to other UACs to see if they will sign onto our letter and send it before our next meeting. It's consistent with our June 6, 2017 letter when KC put out its public review draft on the wine and beverage study that preceded this ordinance. It would go to the Planning, Rural Service and Environment (PRE) Committee with a comparison matrix similar to the comprehensive plan comments, consistent with what we've done before, e-mailed it to everyone. There are no wine tasting facilities here, but because KC is taking urban services and putting them in rural areas, it could affect us here.

Steve: I'm not sure wine tasting is an urban function.

Peter: They're setting up commercial facilities on agricultural land, in violation of permits, not just wine tasting. It's a zoning issue.

Mike: It's one thing to have onsite wine tasting for a wine manufacturing facility, but in Woodinville people bought houses and are just doing wine tasting outside of the city boundaries.

Steve: Does the letter distinguish between wineries that have tasting rooms and these?

Mike: Yes, all that acreage on the overlay would be allowed to open wine tasting rooms without wineries.

Peter: The county is proposing a demonstration project. Any questions on the draft? I have not approached the other UACs yet, except for HHA, hoping to get a combined UAC response.

Peter moved for authority to seek a response from and put together a letter with feedback from other UACs and submit it, Hank seconded.

Motion passed

Susan: Have you seen the demonstration overlays and other rules?

Peter: Yes, we've known about it since June 2017, they just embodied it into an ordinance. Mike and I will work on it.

Economic:

Hank: I attended the Ruckleshaus meetings, gave comments on salmon and the Growth Management Act (GMA), Susan also attended.

Susan: It was a general meeting, I liked the networking, met some people from Maple Valley. It was a good conference, we discussed many issues, very broad, there were people from everywhere, everyone was able to present interpretations of questions in the workshop.

Peter: I did not attend, but I exchanged e-mails with Molly Stenovec who was in charge, commented on transportation concurrency, a major problem with the GMA is that concurrency needs to be fixed.

Susan: Concurrency was a key thing, it's not being enforced, that was mentioned throughout the workshop.

Transportation:

Susan: We're on hold until Chad Magendanz gets back regarding the local improvement district (LID), we will call a meeting to maybe come up with a new strategy. Next month Adam Emerson from Washington State DOT, who is the project manager for the I-90 Front Street interchange, will come talk to us, Fay Schafi is no longer with Issaquah, now Kurt Seemann is the director and will be present next month, as well as Aileen McManus from KC Roads. All will be speaking about working with those organizations.

Rhys: Get me an e-mail and I can post it online.

Approve Minutes:

Rhys moved to approve the September meeting minutes, Mike seconded.

Motion passed

Open Discussion:

Steve: I attended the latest Cedar River Council meeting, the county paid \$5 million near Maxwell Road and Taylor Creek for 27 acres of wetlands.

Chair adjourned.

Meeting Adjourned - 9:34 pm