**MEETING 45 AGENDA** – **THURSDAY, November 14, 2019, 7:00PM**

HORSESHOE GRANGE, 16424 Broadway Ave, Clearview, WA 98296

**Attendees:**

Stefan Grunkemeier Lori McConnell Elsa H. Peterson

Scott Matthew Carol Matthew Elva Van Donge

Jerry Van Donge Ann Good Jim Good

Don Spivey Elke Spivey Pat Edwards

Tom Erickson Steve Kemp Percy Slattum

Daniel Salinas Shari Crichton Brian Hinton

Craig Van Gondover Rob Briggs Jerry Doyle

Caroline Atwood Kelly Holliman Erin Lessor

Paige Dern Shelly Martin Virginia Carey

David Micketti Angie Micketti Gloria Price

Lisa Weiser Ansel Wald Donna Guinn

Ann Graves Margaret Bender Leslie Foley

Dave Butler Genay Niebusch Ellen Bruya

Greg Ellis Ryan Hinkle Pat Veale

Else H. Peterson Charles K. Austin Brooke Bradshaw-Jacula

**Elected officials:**

Terry Ryan, Snohomish County Council, Chair and [4th District Rep](https://snohomishcountywa.gov/767/District-4)

Sam Low, Snohomish County Council, [5th District](https://snohomishcountywa.gov/768/District-5)

Shelley Kloba, [Washington State Representative, Position 1, 1st Legislative](https://housedemocrats.wa.gov/kloba/) District

7:00pm **Call to Order**, Flag Salute & Roll Call

 **Approval of Agenda**, Order & Content

*CCA officers may move agenda items around for additional consideration or to accommodate attendees. The councilmembers also add and take action on other items not listed on the agenda.*

7:05pm **PUBLIC ANNOUNCEMENTS/NEWS**

*This time provides opportunity for anyone to address the council on any Clearview-related subject. Please limit your comments to three minutes. Councilmembers may or may not take action.*

**Northshore Performing Arts Foundation** announces an ongoing season of Live Performances—Right in Bothell! [Click here for more information.](http://npacf.org/)

7:10pm BUSINESS ITEMS

 1. ROADS & TRAFFIC with Snohomish County Councilmembers, Terry Ryan (District 4) and Sam Low (District 5)

Sam Low presented a map created by the County Council of the County’s priorities for state highway development within Snohomish County. This map will be presented to the State as input for planning when State Transportation funding is available. Of all the projects in our area, continuing development of 522 was most successful in obtaining funding in the last year. The map includes light rail and bus rapid transit projects, which are important in county districts west of us.

[The interchange at Highway 522 and Paradise Rd](https://www.wsdot.wa.gov/Projects/SR522/Widen/ParadiseLkIC/default.htm) (Maltby) was last funded by the [Connecting Washington funding package](https://www.wsdot.wa.gov/construction-planning/funding/connecting-washington) in 2015. The fish culverts located near the interchange are an environmental concern regulated by state conservation efforts and have added an unanticipated cost to original plan for development of the interchange. It was possible this year to get advance funding of $10M for the project that was originally planned to be available in 2023. This funding will be used for detailed design work and purchasing land for the right of way for the new interchange. Meanwhile, a proposal was generated at public hearings about adding an additional turn lane to ease the congestion getting onto 522. This idea is under study as a short-term temporary fix.

[Snohomish County just passed its first $1 B budget](https://snohomishcountywa.gov/DocumentCenter/View/68565/2020-Exec-Rec-Budget-Book?bidId=), with $1M of county funds marked for improvements to the 522/Paradise Lake Rd interchange. More money will be needed for widening 522 and for improvements to the bridge over the Snohomish River between Fales Rd and Monroe. Completion of work on 522 is at least 10 years out.

The results of voting on November 5 allow far less funding for the State road projects than had been planned. [All state road projects are now suspended by Governor Inslee](https://q13fox.com/2019/11/06/inslee-shelves-transportation-projects-in-wake-of-i-976-approval/) for further review and prioritization.

The major project affecting our area --[Highway 9](https://images2.loopnet.com/d2/sBkXg77Qg7JpC8bQrZHBCgpmo-_IdcdYOImZrMKMRz4/document.pdf) widening from 176th to Larimer Rd (SR 96)-- is a $65M project that is part of this hold.

SR524, also known as Maltby road (goes from Maltby at 522/Paradise Lake Rd interchange to Alderwood), was a county road before 1991. The state decided to take control of it and work on obtaining right of way, but then ignored the project due to higher priorities. Part of the reason for introducing the county priorities to the state this year was to bring SR524 to the attention of the state again.

[Light rail on the I-5/Highway 99 corridor](https://www.soundtransit.org/system-expansion/everett-link-extension) is intended to reduce the problems of north/south traffic congestion in the longer term, but people from our side of I-5 will still need to get to 99 in order to use it. Light rail trains (once they are running) will arrive in stations every 6 min, buses bringing passengers will arrive at the light rail stations every 45 sec. The condition of SR524 right now prevents buses using it. This is a major transportation issue in District 5, right through the area where the latest surge in population has taken place.

SR 9 and [Snohomish River Bridge (Marsh Rd to Airport Rd)](https://www.wsdot.wa.gov/projects/sr9/marsh-road-2nd-street/home)--$140 M is needed to add lanes to reduce congestion. This funding was affected by the Nov 5 voting results.

**Q & A:**

Q: Who owns the land at the Paradise Lake Rd/522 interchange?

A: Much of it is already owned by the state.

Q: Why didn’t 522 build more lanes in the first place?

A: Funding available at the time was limited to amount that allowed interchanges to be built only up to the Highway 9/522 interchange.

Q: Why do we talk about widening SR9 from 176th north? There are more lanes needed at the intersection to clear it during rush hour.

A: Agreed, but state’s funding for the project does not extend from 176th to 180th ST SE.

Q: How many votes does it take to pass an issue through the State’s transportation committee?

A: 17 votes to get it out of committee, then 50 out of the total of 98 House members need to support it. Every district has its own priorities, so its complicated to get anything through.

Q: What is the status of work on Highway 9?

A: Currently WSDOT is working on acquiring land for widening. Land owners have been contacted and are in discussion with WSDOT. Work on widening 9 is planned to start Fall of 2021. While $10M is available for this project, $55M still needs to be identified-- Funding from the federal level and from grants can sometimes be made available.

Q: Where will road funds come from?

A: Gas tax funds are limited only to highway projects. Car tabs pay for other things. How roads will be funded in light of the Nov 5 votes needs further discussion. Right now it’s important to keep in mind our priorities—maintenance on current roads, paratransit provision, and DART services are all needed.

The truth is there just isn’t enough money to get all the needed road projects done. ([see also CCA 08-23-18 Town Hall meeting minutes, page 7,](http://clearviewwa.us/about-us/meeting-notes/) for details on road funding). Snohomish County is short $100M for what is needed for road improvements over the next 20 years.

The roads travelling across our area from East to West is another issue. When 164th St SE was developed between Mill Creek and I-5 it should’ve been 7 lanes wide. This will be the main route to get people west to the lightrail and the needed improvements will cost $200 M.

Q. What about getting transit on Highway 9 to lessen the traffic?

A: This area has voted down Community Transit twice in the past. The residents of the area would need to petition for a repeat vote. A YES vote would increase local sales tax 1.2 cents/dollar spent here. This is not a property tax but a sales tax. If you shop anywhere besides Clearview – Mill Creek, Woodinville, Snohomish, Bothell —you are paying this tax anyway (and helping provide transit for those areas).

Q: I thought we were already paying for RTA taxes?

A: RTA provides funding for the Sound Transit District – this is the light rail system. Clearview is not within the Sound Transit District.

Q: How did we get our transportation and funding in such a mess?

A: Snohomish County grew so much faster than was planned. Roads and transit hasn’t kept up with the rate of housing development. Snohomish County has been the 18th fastest growing county in the country this year, and that’s with people moving in from other areas. Past developers were not required to pay enough to ensure adequate roads were built – it would’ve added $25,000 to the cost of a new house. We are still digging ourselves out. What the County Council is doing now is prioritizing these road projects, fighting for money by whatever channels are available, and trying to recover.

The no votes on November 5th means a loss of $1.9 B in state and county revenue over next 6 years. All of that loss comes out of transportation plans. The money for road work needs to come from somewhere. County Council is available for discussion of residents’ ideas. Even local communities are now limited in what they can do to raise funds for road improvements.

Right now the focus of Snohomish County Public Works is the work on Paradise Lake Rd and the east-west connectors to try to improve traffic. There will be a big push from January to March 2020 to improve the Paradise Lake Road interchange within budget constraints.

Q: Does the November 5th No vote mean no extra funding at all?

A: County road funds come from property taxes and other sources. These projects are ongoing.

On Dec 5th at Willis Park there will be an open house to talk about the issues with 43rd Ave SE. To the county there seems to be no other option, since widening of 35th is blocked by homes. There are other problems with using 51st Ave SE as a north-south connector. The hope is that 35% of the traffic on 35th will move to 43rd within the next 4 years. But SR524 has to be improved first.

Q: If it is to become a through-street, can the rural area around 43rd be rezoned to urban? The funding for the road would come from the developers.

A: Yes, but zoning changes would mean changes to the Urban Growth Boundary. This is only easily done if the Buildable Lands report (due 2021) indicates that expansion of the Urban Growth Area is needed. Keep in mind that estimates are that between now and 2050, 1.8M people will be coming to this area. At some point more urban zoning will probably be needed.

**Q: Isn’t there bureaucracy in the government that could be eliminated to provide the funds for our transportation needs?**

A: (Shelley Kloba) Are there bureaucracies that can be eliminated? Most of the spending is on public schools, mental health—these are not programs that legislators will eliminate . 61% goes to state and local schools. State government is constantly looking for waste that can be eliminated.

There is a committee to control Gambling. If this kind of oversight is eliminated we risk increased crime.

Q: Doesn’t the state get funds from taxing Cannabis?

A: (Shelley Kloba) The main purpose of cannabis legalization is to create a regulated system that can eliminate the black market.

The bureaucracy that some people believe is there just doesn’t exist.

A: (Sam Low) Sam has just finished participating in development of his 3rd budget since joining the County Council. Some people want to limit property taxes to 1%-- this has been a disaster for California, who did this back in 1978. The amount of funding that comes back to the county for cannabis is not a lot. The county has a strong and constant focus on eliminating waste, with a determination not to raise taxes at the county level.

A: (Terry Ryan) The people working at the county are working hard for long hours. Law Enforcement is a big part of the budget. Projects like the “Long Haul” arrangement, where garbage from Snohomish County gets shipped to Klickitat county where a methane production facility uses it has allowed the county to save $10M in waste management.

(Terry) The county is always looking for ways to cut costs. There is always a deficit on funding for roads. Snohomish County only employs 3000 people, this can be compared to King County’s 13000 employees. Economic development is key at the city level of government. The County provides the backdrop for the rest of the county. In 2014 there was a project for a new Courthouse that was stopped – and saved the county $100M.

[The 2020 $1B Budget](https://snohomishcountywa.gov/DocumentCenter/View/68565/2020-Exec-Rec-Budget-Book?bidId=) contains no property tax increase, and the council is proud of that. They were able to leave in funding for drug addiction programs. The Council was able to increase the Rainy Day Fund to reserve funds in the case of a recession. This budget passed 4 to 1.

Q: The new property assessment increases – is this going to make everyone’s taxes increase?

A: New houses just built produced $1.2M more in tax income. There is no proposal in the new budget for a levy rate increase. Increases in property taxes depend on a lot of variables.

Q. How can the County prevent developers bringing in crappy houses that ruin the area?

A. There are people coming into our area so fast – housing is needed for them. Future development should be confined to high traffic corridors. The area to the west around Highway 99 will eventually all be 4-5 stories, with shops and garages underneath.

Q: Don’t Housing Developers pay for the road improvements that are necessary?

A: The requirement on the developers is only for the roads within a development. The County doesn’t receive funds to support improvements on surrounding roads.

7:55pm **Adjournment –** next meeting– TBD

*Your CCA councilmembers welcome your attendance at council meetings 6 times per year and invite you to participate by giving your comments or contacting any of five Board members listed below.*

**OPEN PUBLIC FORUM for all things “Clearview”**