

Board of Okanogan County Commissioners
Monday, March 6, 2023 AM

JN—Jon Neal, BOCC, District 3
AH—Andy Hover, BOCC, Vice-Chair, District 1
CB—Chris Branch, BOCC, Chair, District 2
LJ—Lanie Johns, Clerk of the Board
CHa—Crystal Hawley, Deputy Clerk of the Board
IS—Isabelle Spohn, commenter
MG—Maurice Goodall, Emergency Management
SS—Susan Speiker, Clerk of the Courts
SK—Spencer King, North Central ATV Club, and two others
KWY—Kayla Wells-Yoakum, WSU Extension
AS—Angeline Shepard, Master Gardener Coordinator
DR—Dave Rodriguez, County Coroner
GD—Gene Davis, Chief Deputy Coroner
CH—Cari Hall, County Auditor

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Summary of significant discussions:

- Isabelle Spohn makes a comment, asking the Commissioners to discuss exit routes if fire has blocked the three paved routes out of the valley. Commissioners discuss pros and cons of alternate routes.
- To prepare for the upcoming discussion with the North Central ATV Club’s request to make certain county roads legal for WATV travel, the Commissioners discuss whether SEPA (State Environmental Policy Act) would apply if they decide to make the changes.
- Susan Speiker, Clerk of the Courts, updates the Commissioners on the courts. Their remodel is almost complete and staff is able to work more efficiently. She’s arranged exchanges with the staff in the Support Center that handles domestic violence cases. If the court staff and the Center’s staff learn who does what in the other office, it makes both offices more efficient.
- Spencer King of the North Central ATV Club discusses changes in several county roads that would open up those roads to Wheeled All-Terrain Vehicles, so WATV riders could have easier access to the many unpaved roads in the valley. Changes could include lowering the speed limit to 35 mph or establishing dual-posted roads (with one speed limit for cars and a lower one for WATVs).
- Meeting adjourned for the day at 12:07

01:30—Pledge of Allegiance.

AH—At Thursday’s Fair Advisory Committee (FAC) meeting, we discussed an RFP (Request for Proposal) for auction services. I thought later that an RFQ (Request for Qualifications) would be better. Whoever

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was qualified to do it, that person could negotiate about how they wanted to do it—online or whatever. The FAC wanted to get it out quickly. I wrote it this weekend. I'll email it to you guys and if you like it, we can get it in by 10:00, it'll be in the newspaper this week.

CB—Did you get the info about the 2nd traunch about the LATCF (Local Assistance and Tribal Consistency Fund)? I learned we'll be notified when we can apply for the 2nd traunch. The website was updated.

AH—How long should I advertise the RFQ?

JN—Two weeks?

AH—Yeah. I'll make the replies due by 4:00 on Friday, March 24. I plagiarized an FRQ for Architectural Services.

Commissioners decide to move Dave Rodriguez's presentation about the Coroner's vehicle quotes from 1:30 PM to 11:45 this morning.

CB—(reading his email) Interesting conversation about the gentleman who's having trouble getting housing because of the limitations he has.

JN—I've read a few of his emails.

CB—As far as I remember electromagnetic fields when we were considering an cell tower in Oroville, we were preempted (?) in using electromagnetic fields to deny them. Still an interesting subject. This gentleman has had trouble in being placed for quite a while.

JN—It's got to be difficult to isolate everything that's electronic in a housing situation.

CB—I'll say. He needs to be in a single family residence to be able to do something like that. I'll ask Nancy at the Housing Authority and see what she's got going.

JN—I don't know where you'd find funding for that.

17:45—CB—We've got one comment from Isabelle Spohn.

IS—Thanks to John Neal about the conversation about the color coding for private vs public roads. I had no idea and there are probably others who didn't know either. We need the public education along those lines.

When I bring up the MultiHazard Mitigation Plan (MHMP), the conversation turns to driveways and roads. But what I am concerned about is this: When the MHMP was approved by the Commissioners last July following a public hearing, one of the major conversations was in relation to possible prioritized roads for egress from the whole Methow Valley in the case that 153 and/or Hwy 20 exits are blocked or closed during wildfire events. I am talking about egress across public rights-of-way, not private roads or driveways.

Several possible exit routes crossing public lands to the north, east, and west - managed by the USFS, DNR, WDFW, etc. were mentioned at that time, and it was also decided that the BOCC would have a yearly review of progress toward goals of the MHMP. I would like to know who will start the conversation among the various agencies managing these public rights-of-ways. Someone from the county could start. Thanks.

CB—Thank you, Isabelle. Any comments, commissioners?

AH—I know we vacillate back and forth. IS talks about prioritization of roads. We've discussed alternate routes with Public Works and Maurice (Goodall, Emergency Management). If we were to choose an alternate route—I don't know where OCOG is on its study of backroads. If we had to get people out, you'd have to have dedicated folks watching that route. Suppose French Creek is the evacuation route. If there's not someone patrolling that road, and a log fell across it, and nobody has a chain saw, (I always have a chain saw in my truck) those are things that need to be discussed in the MHMP. If there's an

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alternate route we had to take (and there was one time when all three roads were closed), but they were closed by smoke across the road and fire along the road.

CB—I talked to IS last week, and outside of the Methow, in maybe 2015 there were people who wanted to get out of the Okanogan Valley. I wanted to go home and couldn't. Others left the valley over USFS roads where there wasn't any fire.

AH—It's possible to go to Canada, North Cascades Highway, 155 over Disautel Pass, 97 and old 97. My priority is paved roads that are accessible. Over there (Methow Valley?) there are three ways in and out, but you've got bridges falling apart, one road closed by snow, but not in fire season. How do we prioritize?

CB—Who knows the route from Conconully over Baldy to the Methow to go over Highway 20?

AH & JN—I do! Discussion about problems with back country routes.

AH—MG is really tough because you don't want to tell people to go some way, but you don't know what's going on.

Discussion of problems with Google maps not knowing about local problems with a route. AH suggests the county could put up more road signs.

JN—I hope people would flag problem roads. On EMS calls, sometimes there are 20 turns before you get to the house you want and someone has flagged the turns.

CB—There are lots of private roads up there.

29:45—CB—Well, there's some of that discussion. It's 9:30 and time for an Executive Session.

AH—But MG is here. He says he doesn't have anything to report.

JN—Any updates about snow level reports.

MG—They're still predicting that unless it warms up drastically, it will just be a normal flow. Maybe localized little things will happen.

AH—Did you hear the conversation we were having? I know you don't want to send people on, say, French Creek Rd unless you have people patrolling it for downed timber. But CB brought up the South Summit where it's easy to get lost because there are a ton of roads. Can we put in more road markers? IS just spoke of going from Winthrop to Conconully but you can get off kilter there.

MG—If we're going to evacuate someone, we'll tell them how to go. If we have to evacuate someone over a difficult route, we'll get up there and start marking the route. And people who live up there know the area.

CB—Important question is what are we doing. Can we pick that up later on?

AH—We should put that on as an agenda item.

MG—If we put signs at every single intersection all the time, we won't know if the roads are open or not.

34:20—AH—Move to go to Executive Session under RCW 42.30.110(1)(g)—performance of a public employee. Inviting Shelley Keitzman, Human Resources and Risk Management. 15 minutes. Motion passes and off they go.

36:20—They're back.

CB—Staff meetings.

AH—I talked to Naomi (Peasley, Fairgrounds Manager) this morning. The insurance adjuster is coming this week to look at the barn and she's also got a zoom meeting about learning how people can buy tickets on line.

CB—There's no Joe (Poulin, Maintenance Supervisor)?

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42:10—AH—I'd like a pre-discussion about ATV travel on county roads. The ATV club proposed a while ago and there was some question about a road in the Methow Valley. The road from the baseball diamond up to Rendezvous Road. It wasn't in their presentation, and it was just Rendezvous Road. We took it off the list. Subsequently, I found out that they wanted all of the road from the baseball diamond to Rendezvous to be included.

AH—Today we either say yes or no about the change. If we follow the format we did last time, we have to submit the list to the DNR (Department of Natural Resources), the Forest Service and Fish and Wildlife. I think those are the only three. Maybe BLM (Bureau of Land Management). Somehow we've got to get a proposal, a scoping deal, to the agencies and invite them to have a discussion about all these roads.

CB—We didn't do SEPA (State Environmental Policy Act) last time.

AH—Maybe it's because automobile travel on those already exist.

CB—I just want to make sure if it's a SEPA issue or not. Not necessarily an EIS (Environmental Impact Statement).

AH—I don't know that Perry (Huston, former Planning Director) didn't do work on those proposals.

CB—If we're exempt from SEPA, we can just say that. But we've got to be sure we are.

AH—This is one of many items that come up where I'm trying who best to take on this project. Do we go to Planning or do we go to Public Works because it's roads?

CB—Public Works is good, but send it to Planning for concurrence. If it's exempt, great, but I can't think of an exemption. Planning people are the ones that say it's exempt and cite the rule in the WAC.

AH—So we're changing uses on roadways, so we tell Public Works we'll give you a map of things we might want to change. We need you to do the public hearing for us to possibly adopt the changes?

CB—Yes.

AH—That makes sense.

CB—And the public hearing, whether required or not, is a good idea. Then the staff report will say whether or not it's exempt from SEPA, and if there's a determination of significance (DS) or not (DNS—Determination of Nonsignificance).

CB—And it's good to consult with the other agencies before you do SEPA. They can tell you if there's a determination of significance or not. That's the power Pete (Palmer, Director of Planning) holds. She can say it's a DNS or a DS, but she's got to consult with experts. We've done this before. (Cites examples.)

CB—Discusses J. H. Green Road. A previous action, previous to us, closed the road, and we didn't re-open it.

AH—Discussion of Farm Exempt Permits for side-by-sides, ORVs, etc.

CB—The biggest thing I see, when big groups come here to recreate is when it's advertised as a WATV area. When it's not a farm worker or just one guy out driving around, but it's a group of 20-30 people, that's a big difference in what it does to a neighborhood, roads, critical areas, etc. When I see negative impacts, it's like in Conconully where sometimes make their own roads through the forest. I think about it a lot, because of what you can legally do on roads without ATV designations.

AH—I ride my dirt bike all over the place, legally. On every single road until I hit a gate or it's closed for some other reason.

CB—And it's easier to ride illegally on a dirt bike than a WATV.

AH—Yes. I think in big groups, they'd be less likely to go where they aren't supposed to go.

CB—Self policing.

AH—Snow mobiles. Think of all the places you can go and all the noise you can make.

CB—Snow mobiles and cross-country skiing on the North Cascade Highway. I'd like snowmobiles up there in case I needed to be rescued.

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AH—Search and Rescue folks in California worry about people starting off on the Pacific Crest Trail this spring. The first big pass has tons of snow. Backside of Mammoth Mountain is closed because the chair lifts are buried.

1:01:15—CB—I was reading this AM about a counter culture’s advice about how to manage the forest. One group asserts that if we thin and harvest the forest, we make it drier and more likely to burn. I can send the article to you.

JN—I read that it used to be that the forest burned every 30 years because there was no one to stop it.

CB—With the Wildlife Urban Interface (WUI) and multiple use, can we let it burn now? In the wilderness you can, but we have to pay attention to the edges.

CB—And do forests make more shade to keep it cooler? We’re getting some feedback on the Forest Collaborative—trying to increase the pace of forest treatment. But some want more shade.

JN—Some groups think we have a lot more power over nature than we do.

CB—Even just legally, we don’t have as much power as some people think.

1:05:15—JN—I was on the call with WSAC (Washington State Association of Counties) about the legislature. They talked about an increase in real estate tax for low income housing. It benefits King and Pierce Counties but not many other places. We voted to have a neutral position.

JN—NACO (National Association of Counties) wants a national center for public lands. Wants us to donate 1% of our entitlement—\$120,000 for Okanogan County.

AH—I want to see what the idea is to be sure it’d help us.

JN—They’re looking to raise \$15,000,000 nationwide. I can forward information to you.

JN—Also, there are two bills—1333 and 1599. They’re interesting.

JN—In 1333, the state would set up a commission to determine if anyone has made comments that don’t agree with them, you can be charged as a terrorist. Democrats took two groups off the list. It was passed to the floor.

AH—What about the 1st Amendment? A bunch of kooks make laws.

JN—And you can skew the Commission to serve your purpose.

JN—5599 is loosely worded. Juvenile health care. If you really read into it, you get gender reaffirming stuff. It would allow kids to proceed with gender affirming treatment even if the parents disagreed. It takes the parents’ rights away from them. Don’t know if the bill will get to the floor.

AH—Also a bill passed the Senate and is going to the House. If a federal firearms license (FFL) holder sells a gun and someone uses it to commit a crime it can go back on the FFL holder.

JN—They’re trying to get the manufacturers held liable.

AH discusses car dealers in this same situation.

JN—Lots of bills address the end results but not the cause of the problem.

Discussion of rights in general and the mentally ill and involuntary commitments.

CB—There’s a procedure for that. The Prosecutor of Chelan County has offered several times to come here to train our Prosecutor’s Office about their procedures. Our proposed treatment and evaluation center would include involuntary admission.

AH—They’re real quick to pass red-flag gun laws, but they make it so much more difficult to commit someone.

CB—This is all good to discuss.

1:18:10—JN—Our court clerk is here.

SS—Here’s my quick update.

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The pick-up of the 19 boxes and 15 index books was delayed due to weather, but now it's supposed to happen on Wednesday.

I'd like to invite you come and see our office. The remodel is mostly done. We'll soon have a "Take a Number" sign and it's ADA compliant. The only problem is that we have to go out to the hall to see what number we're on.

We've got two cash registers and another window for people who are turning in documents but not paying anything. Each of the cash registers is operated by just one person each so balancing the cash at the end of the day is easier. Also, we've changed our procedures and the lines now move faster.

In January and February we got into compliance with the state.

We have two new staff members and they're doing training.

The security with the court house is amazing! We feel like someone is keeping an eye on us.

We have an exchange program with judicial partners—the Support Center than handles domestic violence cases. Our people find out what everyone there does. Their staff came in and learned what we do. Currently working with Northwest Justice, another judicial partner, to another exchange with them. That's it.

CB—Thank you for the exchange. It really helps to understand what another office does.

SS—Thanks.

CB—If I come to visit, do I have to take a number?

SS—No line jumping! But we'll be happy to show you around.

CB—It's nice that you feel secure, but tell everyone to keep your eyes open.

SS—For security, we've now got a can of hornet spray at the front desk. Also, we're going to get situational awareness training for the staff.

SS—OBHC (Okanogan Behavioral Healthcare) received some grant money, and maybe will be able to offer us some training in mental health. Staff members sometimes hear and see awful stuff in the course of their jobs and this might help them.

SS—Have a good day!

AH—The Coroner will be here at 11:45.

1:41:15—Discussion of ATV travel on county roads. Spencer King NCATV Club

Waiting for 11:00, Commissioners and NCATV members discuss legal designations for ORVs, highway licensed vehicles. Legal designations might be changing because the vehicles themselves are changing.

1:47:10—I'm Spencer King of the North Central ATV Club. These are board members—Mike Cates (sp?) from the Methow Valley and Joe Collier (sp?). We came to talk about opening up more county roads to WATV travel. Over 100,000 licensed in Washington. We find that everybody likes to ride from home, but access to getting to the trail head is critical, especially if it's snowy.

SK—Last year we asked for some areas in the Methow Valley—the Twisp River Road, the East Chewuch Road to Winthrop, West Chewuch Road to Winthrop, the West County Road from Twisp to Carleton and the East County Road from Twisp to Winthrop. Connectivity into the riding areas. WATV has two licenses—a modified street use license and a ORV tag, too. That's how they're able to travel on an ORV route and the regular street, too.

Discussion of what you need to qualify for the street use license.

SK—Today, we'd like you to look at the roads we've listed. Also sent a letter asking for the 50 mph roads on the east side of the Loup get double-posted so those roads can be opened. With respect to accidents, they're hardly ever on pavement, almost all are out in the woods.

SK—The opportunities for motorized recreation are huge, and motorized recreation brings in the most dollars to the county.

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SK—Opening up the speed limits on the other county roads, it eliminates confusion. A lot of people who come into town want to leave the rigs at the camp site. The number of machines that come to the county is substantial. Conconully had to cancel the three-day jamboree because it got too big, too quick. We want all the people coming back, but spread out over the year instead of all on one weekend. We've put on a one-day ride and it's a lot of work.

SK—Working with Washington Off-Highway Vehicle Alliance. They're getting lots of grant money for trail maintenance. They're got an excavator they'll take all over the state if there's an operator. They do all the permitting, etc. All we need is an operator.

AH—Last year's proposal omitted the piece of road from Winthrop to Rendezvous. I want to make sure that's what you want.

Board Member—Yes. The parking issue at Riser Lake is because people don't want to buy a Discover Pass and so they park along the side of the road where there's a No Parking sign. There's parking at the barn, and people can then ride from there.

Board Member—We've talked to the Winthrop Town Council and they don't want to open the town to WATVs until there's a way into the town. If we can get the county roads, they end up going to the forest where we want to ride. We'd like to have access to the town. People from out of town could make a nice loop by going via Buck Mt, down Beaver Creek, into Winthrop and back over Boulder and Baldy. That would make a really nice all day ride.

AH—In most of your proposal, where there was a road over 35 mph, where we'd have to change the speed limit to 35—like from going from Cub Creek to Boulder, there's lots of curves that are 35 already. But there are some places like going from Winthrop up to Rendezvous, where I wouldn't make it 35 mph. To get there, we'd have to talk about dual-posted roads. There are different criteria for dual-posting, for example—at night. I asked the DOT about the freeway where it's 70 mph for cars and 60 for trucks. They said they'd done studies and there's not a danger with vehicles going between 70 and 60. It's the differential between the two speeds.

SK—Ferry County has everyone go 35mph when WATVs are present. So I talked to law enforcement and they said if you're not impeding traffic, it's not an issue.

Board Member—Per the office of the previous sheriff—if you're not doing anything stupid, we don't have the time to deal with it. So you do see a lot of riding on county roads over there now.

SK—When we travel out of state, we can be legal to go 60 mph. There's not a problem.

AH—All you've got to do is have the legislature pass a law that WATVs can go 50 mph.

SK—It's be easier if we had some counties pressuring them to do that.

AH—Our little county can't pressure them so much.

SK—If you've got no off-road riding access, it makes no sense to change the speed limit. But here, there's lots of access. And there are a lot of people who want to come here and ride and spend money.

SK—Especially in the Methow Valley, there's a lot of bicycle riders and lower speeds would benefit them, too.

AH—Commissioner Branch, can they submit an updated map and we can present it to Public Works and get the ball rolling.

SK—We sent it last year.

JN—I was out of the loop, so can you resend?

SK—Yes.

SK—Last fall was when we sent in the proposal about dual posting or by whatever means for everything to the east of the top of the Loup, county-road-wise, because there are a lot more machines in Okanogan Valley than in the Methow Valley. There are so many logging roads that would be nice to travel legally on. We'd just be out enjoying the woods. We don't want you to build any trails, just get us access to the same roads guys with jeeps are driving on.

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JN—A guy told me last week about similar things—said the county could do its own inspections and use its own tags to circumvent the rules. I don't know if that's true or not.

SK—Like I said, Ferry County was the first to do something different about the 35 mph roads. This whole thing is getting more popular. Having access from one section of the woods to another section via a piece of road would be good.

CB—Is the proposal complete? We heard it. You can be the proponent of it. There's not an application required. Josh could come in and look at the maps, etc. and make the proposal to us.

Board Member—About Rendezvous Rd.—All we're going to ride on is up to Gunn Ranch Rd. That's how you'd access Eight Mile Creek.

Board Member—The big loop would be Gunn Ranch to Goat Creek, back down around to Eight Mile Creek.

AH—OK. I think we've got it. And we've got another meeting at 11:30. We'll talk with Public Works about changing the roads and see what the process is.

SK—If you've got any questions, now that I'm retired, I've got a lot more time.

AH—And can you notify us if you see one of our road signs down?

SK—Absolutely!

2:20:35—Discussion—Master Gardeners' MOU (Memorandum of Understanding)—WSU Extension Kayla Wells-Yoakum

KWY—Kayla Wells-Yoakum of WSU Extension and I've also got Angeline Shepard, the Master Gardener coordinator, with me. The paper we just gave to you is the WSU template for the MOU for demonstration gardens. We haven't started filling it out yet. WSU is asking for all Master Gardener coordinators to work with the local entities that own the property where the Master Gardens are. It makes sure the roles and responsibilities of both parties are clear.

AH—Have there been issues with this?

KWY—Not here.

AH—In a nut shell, what's been going on?

AS—The MOU has been going on since before I started full time, but the state director was surprised that we don't have any in place, let alone updated ones.

KWY—We're coming to you because of our demonstration garden at the Fairgrounds. Naomie Peasley referred us to you. Maybe we work through this with the Prosecutor's Office.

CB—The Civil Deputy will be glad we'll know about this when she asks us.

KWY—We have two demo gardens—the other is the rose garden at Sunrise Chevrolet. We'll have to get an agreement with them, too.

CB—Are there any points you'd like to emphasize now. It sounds pretty straightforward.

KWY—It talks about who owns the land, who provides water and electricity, who turns on the water, can the gardeners use the restroom, who maintains the garden. It just puts the agreement in writing if there are questions.

CB—Are there obligations for the county about the water? Like what if the well goes dry?

AH—My questions—About water—all of our irrigation is moved by hand, so you'd have to supply timers, etc.

KWY—That's how it's been done in the past.

AH—No issue with water and power or using the restrooms. They're public restrooms and they're open in the summer time. What about the records maintenance stuff? (Reads it out-loud) We won't agree to keep the records for six years.

KWY—You remember the MOA we submitted to the prosecutor. We submitted the changes he made and WSU signed off on it. So we'd just have to point out this clause that needs work.

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AH—We'll make sure we provide water, electricity and bathrooms and you guys do the rest. Is that OK with you guys?

CB—I'd like the Civil Deputy look at this.

AH—Can you put in the changes we talked about and then run it past the Civil Deputy.

AS—We also need a legal description of some sort of where the property is.

AH—Cari Hall is here and she'd like to say something.

CH—The legal description documents are in my office and we can get you something.

AH—I think just the parcel number and where it is—how far from what building. Also the dimensions of it. Square footage.

CB—And maybe an aerial photo.

KWY—Who's the Civil Deputy?

AH—Esther Milner. She can send it back to us when she's vetted it.

KWY—Thanks so much.

2:34:05—CB—Good morning, Mr. Rodriguez.

DR—I'm assuming everyone knows Gene Davis. He's the Chief Deputy Coroner. He's been on the job for three weeks and he's working out well.

DR—We were approved to buy two more vehicles with a \$100,000 budget. Now we've identified one of them.

DR—We identified a set of parameters—price less than \$40,000 for the vehicle itself. Then to outfit the truck to make it a coroner transport vehicle, we'd need a canopy, grille guard, gurney, radio. Got three bids—Two from Jess Ford, one from OK Chevrolet in Tonasket. The one in Tonasket barely edges it out.

AH—You had color as a parameter and this one is black.

DR—All the funeral homes use mini-vans and I give them flack for it, because we need 4-wheel drive and clearance. Their counter-point is that people don't want their loved one being transported in a pick-up truck. But I say—How long have you lived here? In eight years I've only had one person complain about it—he said, "oh, my dad was a Ford man, and you've got a Chevy."

AH--\$43,154.99 out the door for that one. And the Chevy meets your needs.

DR—I want to clarify about one thing. Can we use the same budget line to buy the other stuff we'll need?

CH—Everything but the radio.

GD—Mike Worden of the Dispatch Center advised us not to buy a new radio because everyone is getting a different kind of radio. Just get one from the Sheriff's Office in the meantime.

AH—And will the \$6,000+ be enough?

DR—I think so.

CB—And if you go over \$50,000 on this vehicle, you can just go under \$50,000 for the second one.

DR—It's hard to find vehicles that fit our parameters. That's why I didn't have two for you to approve today.

AH—Is there the cash in the 197 budget? Can you (CHa) ask the Treasurer to transfer the money into the budget if not?

CHa—Sure.

AH—Move to approve the purchase of 2021 Chevrolet Silverado 1500 from OK Chevrolet in Tonasket, being the lowest prices vehicle--\$43,154.99 plus the money to outfit the vehicle.

CB—We don't need "not to exceed \$50,000".

AH—If it goes over \$50,000, will you come back and tell us why? But it's not necessary to ask us ahead of time.

CH—And because we'll need a check today for that amount, I've got the voucher request right here.

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AH—Move to approve the voucher for \$43,154.99.

JN—Be careful that the grill guard isn't too heavy for a half ton truck.

AH—Gene—How's it going?

GD—Great.

DR—We had a body in the cooler since Dec. 31 because we couldn't locate any family member. But Gene, the crack detective, found his brother in San Francisco. That saved the county \$1,200 for cremation. Then we went to Walmart and looked at the cameras. Gene says his camera sucks, but I said it's fine and I won't buy another one. So the Walmart manager said he'd donate it to the Coroner's Office—saved another \$600.

DR—And now with another person in the office, as soon as he's all trained, I'm hoping to get some scheduled days off.

2:51:20—Short discussion of the RFQ that Commissioner Hover is advertising in the paper. AH didn't mention that the auctioneer had to be a non-profit. If they get more than one response to the ad, they'll be able to negotiate with that person.

Adjourn for the day at 12:07.