



Mason County Transportation Improvement Program Citizen Advisory Panel (TIP-CAP)

Meeting Minutes

Meeting Date: January 10, 2024, 4:30 -5:59 p.m.
Location: Mason County Public Works,
100 W Public Works Drive, Shelton, WA 98584

Attendance Roster

<u>TIP-CAP Members</u>	<u>Yes/No/Excused</u>	<u>Public Works Staff</u>
Philip Wolff, Dist. 1 Rural--Chair	Y	Loretta Swanson
Tim Lincoln, Dist. 1 Rural	Y	Amy Braakman
William Harris, Dist. 1 Belfair/Allyn UGA	Y	
Amy Asher, Dist. 2 Rural	Y	
Vacant, Dist. 2 Hoodspout or Union RACs	E	
Vacant, Dist. 2 Rural	E	
Don Pogreba, Dist. 3 Rural--Co-Chair	Y	
Vacant Dist. 3 Rural	E	
Blair Schirman, Dist. 3 UGA City	Y	

Agenda Item 1. – Roll Call

- The meeting was called to order and roll call was taken- a quorum was achieved.

Agenda Item 2. – Welcome and Introductions

- No guests

Agenda Item 3. – Minutes and Agenda; Review and Adopt

a. Review and adopt the November 8, 2023, minutes:

Motion was made and seconded to accept the minutes as written - motion carries.

b. Approval of the agenda:

Motion was made and seconded to accept the agenda as presented- motion carries.

Agenda Item 4. – Action Items

- Nomination and Selection of Chair and Vice-Chair for 2024
Don nominated Phil to remain as Chair for 2024, and Phil nominated Don to remain as Vice-Chair -- motion carries unanimously.

Agenda Item 5. - Mason County Reports

Loretta brought up the DNR tree removal project on the upper Elfendahl Pass Road that keeps getting postponed. Phil spoke about DNR Trust Lands, as he has retired from DNR. He explained that is up to the Logger to cut the timber and how they try to play the market in order to get the best prices for the timber sale. Unfortunately with them delaying we don't have an official date to notify the public.

Loretta talked about the original plan for the closure, and how we were going to coordinate with the road closure to also remove some trees along the roadway for safety zone improvements.

Loretta also spoke about the Caldervin Creek (Tahuya Post Office Bridge) dredging project. This is not a Public Works project, but rather a project that derived from a judgement against DNR from improper management from a maintenance project a few years back. Contractor will be operating under an emergency HPA.

Roessel Road—TIP CAP may need to revisit the plan for the Roessel Road project for the Hood Canal Salmon Enhancement Group. The design has changed significantly from what had been presented, reviewed and approved in the past. The original design was for trails and roads and now it is just a road elevation project. Mike is of the opinion that we may not even need to elevate the road due to the rarity of

flooding in the area. How much can we legitimately justify for road funds? We are just exploring all the options right now. The Salmon Center has the money for dike repair and road elevation, but they are still looking for funding for the boardwalk (trail) portion. We could still potentially throw in some money for paths and trails.

Lower Elfendahl Pass Road—Conversation about the possibility of closing the lower portion and gating it to allow for emergency services to utilize. The road would then be used as a pedestrian path for people to use. Back in 2007, the lower Elfendahl Pass Road was closed for an extended period of time due to emergency repairs that needed to be done from the Dec 7th Storm. Even back then, there was conversations about keeping that portion of the road closed.

Loretta gave a Legislative update:

DOT is requesting twice the funding for their fish barrier projects. They are requesting an additional 4 billion dollars to meet their mandates. DOT has already done the ‘low-lying fruit’ projects and now has more complex projects to do and the general costs of everything for products and professional services has gone up.

A lot of Fed Aid is moving through the system, of course it not moving through as quickly as everyone would like, so people are not obligating or spending. We have been able to modify some projects to utilize the additional funds as best as we can.

Fed Fund exchange for our STP monies-- would make it easier to acquire the funds rather than jumping through all the hoops. We may become a participant in a pilot program, which would demonstrate that it is more efficient to allocate funds this way.

Call for Projects –Fish Barrier Projects, Transportation Alternates, and a call for Bridges.

Bridge Inspections—Report is being completed for 2024. Mike should be able to present the report at the next meeting. Don and Phil asked about the Stretch Island Bridge.

Guardrail replacements – Contract has been awarded and work to do the replacements should start soon.

Gravel roads upgrade for this year: Eells Hill Road, Ellis Road, Beerbower Road and 2 roads on Harstine Island.

Brief discussion on what factors go into play for ice prevention (deicer, sand, salt) for roadways.

Agenda Item 6. Member Reports

Phil showed a photo of the intersection of Ridge Point and SR 3, where the State had placed a ‘No Left Turn’ sign. Photo shows 4 cars waiting to turn left.

Phil and Will had attended the Freight Corridor meeting discussion that was held a few months ago. Will thought the State, elected Representatives and Public Works did a good job, but the presentation was not great for the older population to see and hear. It seemed to Will that half of the audience was there for the Freight Corridor and the other half wanted to talk about County issues.

Phil said that he talked with a Representative after the meeting to discuss the ‘No Left Turn’ sign at Ridge Point and SR 3. Phil didn’t think the Sign was necessarily warranted, but the Representative said it came as a request from the County. Loretta said it more than likely came as a request from a County Commissioner.

Don asked if the Bypass is still going forward—Yes. The EIS for the project is still out for comment. We will forward any updates as we get them to the TIP-CAP members.

Amy Asher left the meeting at 5:35pm.

Loretta says she has gotten questions about the connector roads and Franchise Agreements for the Freight Corridor. There was talk of putting the sewer along the corridor, but Loretta does not feel like it is beneficial for the County to place our Utilities along there due to the possibility of needing to relocate the

sewer if they need to widen or if for some reason DOT needs us to relocate the sewer—we would need a big pile of money on hand for the relocation costs.

Phil asked if there was going to be any issues with the Navy Railroad. No, per Loretta. It will cost about \$1.5 million for the safety crossing, but the Navy is agreeable for the crossing.

Phil said the reason he asked is because the Navy wasn't agreeable for the new Development to do a crossing, but Loretta said she didn't think they were ever formally approached by the developer to see if it was a possibility. The developer was granted an emergency at grade vehicle crossing from the Navy.

Don asked if there was more development planned for that area.

We played around with the Parcel Map Viewer and Loretta gave a narrative of some of the possible development plans that may come down the road along the SR 3 frontage.

Phil asked if she had heard anything new about the intersection with HWY 300.

Loretta says we are doing an intersection control analysis to see what the best solution would be for this intersection.

Loretta mentioned that we are now able to capture a Per Trip Fee for development in Belfair. This is assessed by peak hour trips from Community Development. Example: For a \$1,000.00 per peak hour trip, that money would go into a fund for capital improvements specifically for projects within the Belfair area. Other fees such as impact fees would still be in effect as well.

Phil brought up future public outreach meetings.

Loretta gave a couple of opportunities that she wanted everyone to think about.

- Commissioner Shutty has received a lot of complaints from the Island Lake citizens about the traffic on the south side of Island Lake Drive. This could be a good opportunity for TIP-CAP to reach out to the community for their ideas/suggestions.
- Beeville Loop Road, where we have the road closed due to a failing culvert, would be another good area for community outreach.

Will was inquiring if for future outreach meetings if they should be more catered to the area they are meeting. Does the Hoodsport area really care about the bypass? We should try to have items to discuss specific to issues that would matter to them. Ideally we should have the draft slides prepared by March for review.

Loretta said it would be most helpful to get the outreach done in the first half of the year because then by mid-year, Mike is putting together the next years' TIP plan. It would be great if we had been out talking to communities to show what our plan is now, and to ask do you like what we are doing? Are we missing something? Do you have other ideas?

Loretta gave a timeline for our process: June is call for budgets—we have to have budgets entered by the beginning of August. We have to adopt the TIP by the 1st of October, so at the very latest, we would want a formal recommendation by TIP-CAP by August.

Discussion amongst members on where to get an audience for the meetings.

Agenda Item 7.

The meeting adjourned at 5:59 p.m.