



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

Meeting Minutes

Meeting Date: February 14, 2024, 4:34 - 5:26 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	Dave Smith
William Harris, Dist. 1 Belfair/Allyn UGA	Y	Amy Braakman
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	E	
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 January 10, 2024, 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. – Mason County Reports & Action Items

2024 Bridge Report

Dave Smith talked about the yearly report that we put out each year in order to get funding for our bridges. The report gives the current condition of the bridges.

Loretta Swanson says the report is another piece of information that we utilize for the 6 Year TIP. Will said that he noticed in the report that there are four bridges that are labeled as poor. Three of those four bridges are funded, but one is not. Is there anything TIP-CAP could do to help fund/advocate for bridge replacements?

Dave said that there is strict criteria for replacement funding and the one bridge isn't 'bad' enough. Phil said that Bob Pastore (Stretch Island Bridge) had said if we needed help with Federal money, to please ask him. He'd be happy to help.

Dave says it's really not a matter of having advocacy. Each county gets a certain amount of money, and so whatever that is, that is your allocation.

Loretta notes that the report also reflects that some of the culvert replacements are now considered bridges. With that in mind, how can we forecast for future inspectors and replacements for aging culverts? How much money will that cost to convert? We need to think about how much money we are putting aside to be ready for the replacements.

Phil asked about the match requirements for funds.

Loretta said it depends on the program. Sometimes we are spending more on the local side, just to ensure we are getting it done in a quick manner, like pre-purchasing pipe or concrete box culverts, so when it comes time it's readily available and we are not waiting for it to ship and deal with

transport delays.

Blair said it hadn't occurred to him that some the culvert replacements are now considered bridges.

Lakeland Village Community Survey

Loretta said the Lakeland Village Community conducted a survey from the neighborhood and the transportation/lighting issues were forwarded to her.

Community was interested in improving walkability and the lighting within the neighborhood.

Loretta is just sharing this so the panel can keep this in mind for when we set the next TIP.

Will said that he lives in the community and putting in sidewalks would be very interesting as it would affect the drainage in the neighborhoods, and people would lose parking.

Blair said it would then turn into a stormwater issue and the citizens should be careful what they are asking for, as we could then start mandating sidewalks. He wonders if Lakeland should follow what the Timberlake's Community did for their pathways a few years back.

Phil was asking if there was already some sort of trail system or greenbelts already in place.

Will answered that the trail system is the golf cart path, and the greenbelts is the golf course.

Loretta said that Dave could work with the community on lighting suggestions so they can work with PUD for lighting installations.

Loretta also mentioned that the residents on Brockdale Road at the McEwan Prairie Road intersection may be attending a future TIP-CAP meeting. These residents have had several vehicles in their yard as motorists are just blowing through the intersection. Loretta says she has been working with them on some possible solutions; lowering the speed limit, installing a blinking Stop Sign, road grinding for the Stop Ahead.

Loretta also talked about the meeting she had with the South Side School District on Monday evening. The District is looking for solutions to help with school drop-offs and pick-ups on Collier Road.

Blair suggested they use Old Arcadia Road as a loop.

Loretta said they had talked about that option. Another option that was talked about would be to have them construct a road using their property that fronts Arcadia Road.

Agenda Item 5. – Old Business & Follow-Up Items

a. Public Outreach

Will gave a quick presentation of the slides he had prepared. He is trying to keep the presentation short and sweet and tailored to the area where the presentation will take place.

-Greater Shelton Area

-North Mason Area

-West Mason County Area

Phil is going to provide Will with pictures specific to the targeted area for the presentation.

Agenda Item 6. Member Reports

Phil had gone out to Toonerville and took a few pictures of the culvert near the intersection of Bear Creek Dewatto and Elfendahl Pass Road.

Dave talked about the culvert and explained that it is a two-pipe system that has been there for quite some time and have started to rust out. A recent rain event has washed some of the sides away from the pipe about a 10' or 12' piece away which gave us a hole in the road. We repaired the hole, but now we are trying to accelerate the funding for this project to construction 2024.

Phil talked about a meeting he had with Bob Pastore & Steve Hecht on February 10, 2024, to discuss the future bridge replacement for the Stretch Island Bridge and presented some photos. He says Bob & Steve understand the process for the bridge replacement and what goes into it. They had brought up King Tides and that sometimes logs get stuck at the bridge. Phil wondered how often this happens.

Loretta answered – about a log a year. The residents are quick to report it to us so we can remedy. Phil asked if the bridge has always been weight restricted.

Dave and Loretta said yes—just the way this particular bridge was designed.

Phil shared a photo he had taken of a street sign that shows the new reflectors. He asked how the money came about for that project.

Loretta said it was money from the Highway Safety Improvement Plan (HSIP) Grant. Same pot of money that we use for guardrails and clear zone projects.

Phil showed some photos and talked about the open house for the Freight Corridor that occurred the evening before.

Will also attended the open house and said his main question to the presenters was how much schedule contingency has been built in for the construction. Currently there is no design, there is no contractor—there are some big unknowns. He also had asked if they were still on track with the EIS-of which they are.

Loretta asked what they had to say about real estate.

Will reported that they said they should start purchasing around this summer, pending no issues with the EIS.

Phil asked about the status of the connector roads. He says it came up at the Open House, but never really got an answer.

Loretta says that the Romance Hill design for an alignment to connect to the corridor was completed in 2020. She gave a quick rundown of the costs from the Romance Hill connection:

1.5 million for the navy railroad crossing costs.

1.5 million – 2 million for the roundabout to connect to the Freight corridor and an additional 2 million dollars for the road itself.

Overall, we were looking at an 8-million-dollar project back in 2020 dollars, which would probably put us today at around 10 million dollars. It was DOT that wasn't sure of the exact alignment and didn't want us to go out and purchase ROW if things were going to change. They had asked us to hold off on purchasing, so now might be time for us to reach back out to DOT and get these next steps starting.

Dave said that with the Navy railroad crossing we would have had only 4 years to build it, so until we really knew where the alignment was going, it was the best to hold off.

Agenda Item 7.

The meeting adjourned at 5:26 p.m.