



Mason County TIP-CAP Minutes

Meeting Date: April 14, 2021, 4:30 -6:15pm
Location: Mason County Public Works, Conference Room A
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>
Jack Johnson, Chair	Y	Loretta Swanson
Jeff Carey, Co-Chair	Y	Dave Smith
Mark Carlson, UGA City	Y	Lucy Castillo
Philip Wolff, Bicycle/Pedes.	Y	
Don Pogreba, Dist. 3	Y	
Mike Ringgenberg, Transit	N	
Tim Lincoln, Dist. 1	Y	

Agenda Item 1. – Roll Call – Jeff lead the meeting in Jack’s absence. The meeting was called to order and roll was taken -- a quorum was achieved.

Agenda Item 2. – Welcome and Introductions – No guests were in attendance.

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

- a. **Review and Adopt the March 10, 2021 minutes:** Motion was made and seconded to accept the minutes as written – motion passed.
- b. **Additions to the agenda:** Item added to #5 Old Business and Follow-up: Diversion. Motion was made and seconded to accept the agenda with the additions – motion passed.

Agenda Item 4. – Mason County Info & reports & Action items

Potential safety enhancement projects for review and discussion: PW will be presenting this and a TIP amendment is schedule for a hearing with the BOCC.

North Bay Road’s guardrails and shoulders was suggested.

Public Works has been working on HSIP grant applications for safety projects including bridge retrofit guardrails, which is for adding or replacement of substandard guardrails to modern designs. Sixteen locations have been identified. Other potential safety projects include adding reflector panels to sign posts, and equipment rental for data collection., This high-tech equipment was said to be a cost-effective software that mounts on a vehicle to collect the data that can later be used to provide reports. The equipment would be leased for three years. IMS failed in the previous data collecting, so will be reimbursing Public Works. Some of the data can be accessed.

The main purpose of these funds is to achieve a target 'Zero' fatalities and accidents with serious injuries. Accidents are down and were not at any given location. They are typically people running off the road on curves and during the daylight hours. This is said not to be an engineering solution, but educational.

North Shore Road was discussed: to address this, PW used drive-by drones, which determined that it will require the reconstruction of shoulders for guardrails in order to bring this up to standards. The new design will accommodate bikes and pedestrians. This project can be a safety project eligible for a grant. Because of the locations, it may be easier to buy ROW and widen roads using county funds and forces. It was clarified that when using Federal funds for any said guardrail, the location cannot be altered. Also, there is a five-year waiting period for using Federal funds for construction on any ROWs previously purchased for that purpose. The grant process takes about two years. There are locations that can be done using maintenance funds for the purchasing of ROWs and shoulder work, then using the Federal funds for the guardrails. The discussion continued with an explanation of how the process works including 'advanced acquisition'. Currently, there are no projects that are close to the five-year waiting period. The grant programs will cover 100% of the project cost if delivered within the required timeframe. The grant application PW has put together is about \$1.4-mil that includes a list of projects, but only half are expected to get funded in the two-year period. PW has historically received \$700,000-800,000.

Mark recommended buying the right of ways to start the waiting period.

It was asked if there is there a segment or list of safety projects such as the gravel roads for long term consideration. The projects are listed in the TIP. There was a discussion with examples of safety such as intersections. It was clarified that the grant includes low cost solutions such as the reflectors on signs.

Motion was made and seconded to adopt Dave's list of projects for the grant application. Dave added that a reflectometer is being looked at. Motion passed.

A public hearing has been scheduled on May 11, 2021 at 9:15-9:30am to revise the six-year plan and annual TIP via ZOOM. Last month Mike Collins went through the statuses of the projects and why PW is proposing the TIP revisions. Members are encouraged to review the comments or attend the hearing with their comments and recommendations. Loretta will send the link to the ZOOM meeting. Changes to the six-year plan and TIP are due to funding source changes. It was said that basically the changes are a rearrangement of projects, some of which can be done using maintenance funds. Shelton Valley's culvert, which was initially a RAPP project is an example: there was opposition from the neighboring residents. Eminent domain could be done, but would be costly-more than the land's worth. PW evaluated the site to evaluate the risk and determined there is minimal risk. This project was initially a RAPP safety project. Also, the design was to increase the 36" pipe to 30-foot structure. There was a discussion on the possibility of the culvert being a fish barrier. It was clarified that the list had been previously approved; changes include reassigning the projects that will be using county forces. There was a motion made and seconded to accept the changes in the TIP: motion passed.

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

- a. **Sunnyslope chip seal project resident's opposition email** – another email was received March 25, 2021, from a resident on Sunnyslope opposing the chip sealing. The email was essentially the same as the first with no additional details. One of the members that is very familiar with gravel roads did a test drive through it and stated it is a well-maintained road, but does not oppose to what the group had decided

because once completed, the road will no longer require maintenance and more people will most likely use the road more. PW has reached out to talk to the owners. The members agreed to moving forward.

- b. County Revenue Diversion for 2021 Update** – A member reported he had spoken with attorneys. BOCC was using these funds to balance their budget. The Sheriff’s office should be submitting requests for their specific needs. Also, Diversion is listed in tax statements and should be included in the budget’s General Fund, not the road department. Now Diversion has been reduced by half and the other half has been replaced by a levy shift. The levy shift enables BOCC to use funds for other things. The attorneys suggested it could be illegal and recommended going to the County Attorney to investigate and if no response, then this should be brought to the Attorney Generals’ office. It is believed that BOCC is continuing the budget diversion because they are not challenged. So, it was suggested that the group take the initiative to do something—road funds should be used for roads. BOCC should be using the funds for road safety, not for the purchase of new vehicles and hiring additional management.

It was suggested that the County Attorney be invited to attend the next TIP-CAP meeting. Lorretta added that the CRAB audits the use of road funds, and the State Auditor audits annually, so going to the County Prosecuting Attorney may not be the best person to ask about this. Members want the Diversion and Levy funds to be used for roads. Loretta will bring it to the Deputy Prosecuting Attorney’s attention and recommends the members develop specific question(s). So, the committee was tasked to bring their question(s) to the next meeting for comparison. It was suggested to wait until November so that the committee can build its case. It was also suggested that information on what the other counties are doing be looked into. There had been previous discussions and information reviewed. The discussion continued detailing specific counties. Jack will be reaching out and bring his findings to the next meeting. The committee will continue lobbying the board to not make the diversion and levy shift.

Agenda Item 6. – New Business & Special Projects

The Hwy-106 and Hwy-3 smart light was said to be working.

It was reported that there is a sign at the Belfair roundabout with “Log Yard Road”, but the County has been referencing it as “Belfair Yard Road”—it was clarified that on the map, the road’s name is “Belfair Yard Road”. The addressing there is “Log Yard Road”. So, the map needs to be updated. It was said that it is difficult for Google Maps to make changes.

Belfair by-pass update: this is expected to be going into construction next biennium (2025). The delay is due to the ROW phase. The State is finishing final design. Then they can start the ROW phase. Other cities have budgeted lobbyists, which could be money well spent. Our Commissioners are active in lobbying. The Gorst Coalition were instrumental in pushing forward the freight corridor.

The widening of Hwy-3 to Hwy-106 at Sweetwater Creek is in this next biennium’s budget.

Agenda Item 7 – Member Reports

None.

Agenda Item 8 – Items for Next Meeting

Diversion will be kept on the agenda as a follow-up topic.

Agenda Item 9. – Close meeting

Meeting adjourned at 6:15pm.

Lc