



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

Meeting Minutes

Meeting Date: April 10, 2024, 4:36 - 5:38 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	E	Dave Smith
William Harris, Dist.1 Belfair/Allyn UGA	Y via Phone	Amy Braakman
Vacant, Dist.2 Rural	E	
Vacant, Dist.2 Hoodsport 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

- Bob Pastore, of Stretch Island, joined the meeting via Teams.

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

a. Review and adopt the March 13, 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

Dave said he had nothing to report, but asked if the panel had any questions for him.

Phil asked about the culvert replacement project at the Bear Creek Dewatto/Elfendahl Pass intersection-Toonerville project.

Dave said originally this project was funded by BRAC (Bridge Replacement), which is a federal funding program, when we went out for funding to replace the 2 culverts. It's a real slow process. First you get the funding set up for design, and then you get the funding set up for your construction. While going through this process, we had a failure in one of the two pipes. Due to this failure, we accelerated this project and worked with the State (Local Programs), who gave their approval for us to go ahead and order the structure that will replace the two failing pipes. We also received verbal agreement/permission to do the replacement ourselves, which is unusual as Federal projects usually have to go through competitive bids, but due to the failure and because we have replaced a lot of other culverts, and we are down to one lane, we were allowed to go out to bid for the culvert. It is currently out for bid and the construction will happen this year.

Don asked if there are a lot of permits needed for the Toonerville project.

Dave answered yes. We are still waiting for an environmental permit, and that is why they went ahead and gave us verbal agreement from Local Programs to go ahead and order the pipe because the environmental is not complete. Once we receive the approval for the permit, then we will get the official approval for the project. We will then apply for a PIFF (Public Interest Finding Form) with the Feds. The PIFF is to show that the public interest is best served by us doing the work.

Phil asked Dave to briefly describe funding for bridges.

Dave said for any bridge, we have to do a bridge report, which requires an inspector to go out and physically inspect the bridge and rate the condition. The form for the bridge inspections are continuously changing for what

information they are collecting upon inspection. In order for us to get any funding, you have to show that the funding is needed. That is done through the rating criteria that they give us. A brand-new bridge would be a '10' and we would not be able to get any funding for it because it's in such good shape. It is when a bridge reaches a certain windows of numbers, it would then fall into categories where they eligible for funding. Since the Stretch Island Bridge is still rated as 'good', there is no way of getting any money for it.

Don asked since the bridge is load rated does that lower the number for the bridge?

Dave said just because it is load rated, that doesn't in itself say that we need to replace the bridge. They look at the condition of the bridge, like is it old & falling apart, and does it have issues with it? And then they want you to fix those issues before they replace it. It is when the whole thing gets so bad and needs replaced, is when we get BRAC Funding.

Phil asked how much matching of funds is there for the County.

Dave said it really depends on the project if we have to match. Bridge projects are big projects. Sometimes the match can be more than we can afford.

Phil asked about other projects we have in the County.

Dave said that we are still planning on chip sealing some of our gravel primitive roads this summer: Beerbower Road, Eells Hill Road, Ellis Road, Tahuya Blacksmith Road& Yates Road.

Don asked about the status for the Shetland Road RID.

Dave says it is moving forward and will be going to the Commissioners for approval. There are still some details that need to be worked out on the costs.

Don asked how much this will cost and if we will use county forces.

Dave said it's about \$360-ish and yes, we will be using county forces.

Phil asked how this process came to be.

Dave said it was from a community member who lives in the area.

Phil asked about the cost for the property owner.

Dave answered it is different for each owner. If they dedicated some right-of-way to the County, that could off-set their payment.

Loretta said as far as overall, that is Commission decision. They can decide what the allocations between County-whether it's all 100% all on the property owners, or whether if the County is going to throw in some dollars or not.

Don asked if it would be coming out of Public Works budget.

Loretta answered it could, or it could come out of the General fund.

Rosell Road—NEPA is moving along for the project. Salmon Enhancement Group is still working on additional funding for the boardwalk portion. Loretta shared a link of where you can make a public comment for this project.

Island Lake Survey—Loretta said there was about 76 responses to the survey. We are still summarizing the responses and will brief the Commissioners with the results. Mike has been looking at some possible remedies for safety concerns.

Dave said we may be able to change the Federal Function Class status of this road, as the road serves as a connector.

Coffee Creek—Dave still working on the Deegan Road with the State for the traffic impacts. Loretta shared a link for the City of Shelton Community Development webpage that shows land use proposals. On that page it will list all the maps, plans & permits for the proposals the City is reviewing.

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

a. Public Outreach

Phil went through the presentation for the group and talked about the changes that were made.

Don asked about having a slide about diversion as he doesn't think some people are aware of it.

Phil said it should be touched upon in a slide.

Will left the meeting at 5:08.

Agenda Item 6. Member Reports

Phil shared a letter that he received from Glenn Carlson, Facilitator for the Stretch Island Property Owners (SIPO).

The SIPO is requesting three things:

1. A SIPO meeting with the TIP-CAP.
2. Anytime the Stretch Island Bridge is being discussed at a TIP-CAP meeting, a SIPO representative be present.
3. Correction to a future annual bridge report that the year built and year of refurbishment be accurately reported.

Phil said he had met with Glen and Bob a month or two ago about their bridge concerns.

Bob Pastore spoke to say the letter they sent was just to communicate a concern that the Stretch Island Bridge has a problem and they are a citizens informal group that would just like to talk with TIP-CAP.

Dave said there was some interesting construction timelines. Shortly after the bridge was constructed, there was some repairs that were done. All in all, the bridge functions as it should and we have other bridges that are in more need of repair and replacement.

Phil asked out of all our bridges, which ones are wooden, or similar to the Stretch Island bridge?

Dave said he'd have to look to the bridge report, but thought Don might know off-hand, as he used to do bridge inspections for the County.

Don said he too would have to look at the bridge report.

Agenda Item 7. Adjourn

The meeting adjourned at 5:38 p.m.