



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

Meeting Minutes

Meeting Date: August 14, 2024, 4:35 - 6:00 p.m.
Location: Mason County Public Works,
 100 W Public Works Drive, Shelton, WA 98584

Attendance Roster

TIP-CAP Members	Yes/No/Excused/Vacant	Public Works Staff
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
Vacant, Dist.2 Rural	V	
Vacant, Dist.2 Hoodsport or Union RACs	V	
Vacant, Dist.2 Rural	V	
Don Pogreba, Dist.3 Rural--Co-Chair	Y	
Vacant Dist.3 Rural	V	
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

- Sheriff Ryan Spurling
- SIPO, joined the meeting via Teams.
- Chris Walker joined the meeting via Teams.

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

a. Review and adopt the July 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.

Phil invited Sheriff Spurling to speak about the Diversion money and how that money is spent.

He says there are 3 E's of traffic safety; E for Engineering, E for Education and an E for Enforcement. Without these three prongs, you do not have traffic safety. Last year Washington State had the highest fatality rate in 33 years--814.

Sheriff Spurling said that the Diversion began in 2008 under Sheriff Salisbury. In 2018, 1.5 million dollars was diverted to the Sheriff Department. At the time, the Department was looking at losing 16 Deputy positions. The County Commission upped the Road Diversion to \$2.16 million dollars and that in turn saved those positions. Since then, the Commissioners have backed down the Diversion money to one million dollars. The money that is diverted now pays for 6 traffic deputies. Ryan went on to say that Diversion is a tool that the County Commissioners can use to supplement law enforcement. If he lost that money he would lose those 6 full-time deputies.

There are 13 items in the WAC (WAC 136-25) that identifies what they can or not do with the Diversion money and are audited to ensure that the monies are appropriately spent. The 13 items are:

- (1) Speed limit and other traffic law enforcement;
- (2) Collision investigation documenting/reporting;
- (3) Oversize vehicle (weight, length, width, and height) enforcement;
- (4) Special traffic emphasis patrols;
- (5) Facilitating the removal of abandoned vehicles from the county road and rights of way;
- (6) Facilitating the removal of roadway and right of way obstructions at the request of the county engineer;

- (7) Investigating illegal littering and dumping on county road rights of way;
- (8) Sign damage investigation and enforcement;
- (9) Road condition enforcement, including mud, water, debris, or spills;
- (10) Rights of way encroachment investigation and enforcement at the request of the county engineer;
- (11) Maintenance and construction zone traffic enforcement;
- (12) Road department vehicle special collision investigation at the request of the county engineer; and
- (13) Other activities clearly related to county road law enforcement needs, as mutually agreed upon in writing by the county road engineer and the county sheriff.

Tim said he always appreciated having a Deputy on a roadside construction zone from when he has worked within the right-of-way of a road.

Blair concurred and says that he always sees State Troopers in the DOT work zones. He noted it is written into their project contracts.

Phil asked if they could do some more emphasis on speed control.

Ryan said they are working on getting more Deputies in and would like to have them do dedicated to speed control. He added that they are not there yet, but definitely working on it for the future.

Agenda Item 4. – Mason County Reports & Action Items

Dave gave a run-down of the projects we currently have going on.

Loretta told the group that the Shetland Road Improvement District has finally been created and is moving forward.

Don asked if we were going to do it this year.

Loretta said it was weather permitting. She went on to say that once the improvement is done we will then go through the final financial assessment process. We will tally up all the costs and figure out the allocations to the property owners and then they will get the financing set up—which will be a loan in this case.

Phil asked what if someone objects to a Road Improvement District?

Loretta said there are two different ways to go about it getting a road improvement district. One is by the Resolution from the Commissioners who say, we are going to form this district. That is when people can come in and say that they protest. But if it starts by petition, which is how this District was formed, then it would need to be determined that they have a majority of the people who front the road and a majority of the people who will be using the road.

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

a. Survey Monkey Results for the Draft 6 Year TIP

Will talked about why this survey came about. He was wanting the panel to focus on a project that is on the TIP that is beyond the usual bread and butter projects, so we can champion it to get funding to complete the project. These projects are more complicated and involve other governmental entities.

Loretta said the Johns Prairie/SR 3 intersection was the top choice from the survey. The OBH/Clifton/SR 300 intersection was the second choice and the Razor Road connection was right up there as well.

The other question about partnerships for funding showed that the group feels that we need to have other partners and not have Mason County go at it alone.

Will left at: 5:33.

Phil said the survey made him think about the Log Yard and Romance Hill Road connectors. He always assumed them as a given, but now as he thinks about it in relationships to other projects, he doesn't know. He sees the Romance Hill connection creating more transportation problems. Why not have people use the existing entrances on SR 3? Or is there more thought process given to these two roads? Is it timing or need?

Loretta answered that to her, the timing for the two roads are development driven. The other primary reason for the Romance Hill connection, was that law enforcement and emergency responders wanted some midpoint access to the corridor. There was also concern from the business community as well.

Don said the Log Yard didn't make much sense to him as the corridor is intersecting less than a mile away.

Loretta said the original thought on that connector road is that it is an interlocal connection for rail. Garbage and hazardous waste is taken and shipped from that location. It was thought of as more of a freight connection to the railway.

b. Rasor Road Update

Loretta said that we are in the very beginning stages of a Road Improvement District for this area just so we can provide some basic information to the Community, so if they do want to do a RID we can show them the range of what that might look like.

Don asked if their payment would go through their tax statements?

Loretta answered yes.

Phil asked if this was for the section of road that goes down to SR 106?

Loretta said that she doesn't know. It really depends on the support and who has the interest. There are a lot of community conversations that need to happen.

c. Johns Prairie Road Legislative money

Loretta said the Local community grant request that we have to fill out to the House and the Senate. You have to send it to both. We make the request, and then our Representatives run it through. She thinks it made it through one, but not the other during the last session.

Phil said he had recently talked with Representative Travis Coture at a function, who had told him that the project was funded, which confused him.

Loretta said every year our County Commissioners meet with our Legislators and talk about our priorities, so they are looking to us to say what is important.

Agenda Item 6. Member Reports

Phil talked about the North Mason Community Outreach Meeting that was held on July 12, 2024 at the HUB in Belfair. He said it was fairly well attended and Amy Amos, from DOT, was there to discuss the Freight Corridor. He said other than the Freight Corridor, there was discussions about the Johns Prairie/SR3, Old Belfair HWY/SR 300, North Bay and Sandhill Road intersections.

Loretta was happy with the feedback from the citizens on the paved shoulders.

Phil then showed a picture of Sandhill Road intersection that he had taken.

Dave said that he has been talking with WSDOT about that intersection, as it floods every year. We have cut back the vegetation at the intersection and have also installed a street light to help motorists.

Phil also shared some pictures of the Bear Creek Dewatto project area.

Phil asked Blair if they could get the Civic Center to have an open house meeting in October. Blair said he would look into it.

Loretta suggested that they get a specific topic and have it well advertised to get better public turn out.

Blair said he has had some people approach him about motorists speeding along Golden Pheasant Road.

Agenda Item 7. Adjourn

The meeting adjourned at 6:00 p.m.