

# COUNTY ROAD ADMINISTRATION BOARD

JAY WEBER, EXECUTIVE DIRECTOR

## CRAB QUARTERLY REPORT

Issue 16

July 2015 – October 2015

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## OCTOBER 2015 CRABOARD MEETING

### Board Adopts 2016 Meeting Schedule

The 2016 CRABoard meeting schedule was adopted:

January 21-22, 2016

April 14-15, 2016

July 28-29, 2016

October 27-28, 2016

### CRABoard Meeting Agenda

The CRABoard meeting agendas are posted ten days prior to the next CRABoard meeting. The Board's next scheduled meeting is January 21-22, 2016 in Olympia. Past agendas and meeting minutes can also be found at the following link:

<http://www.crab.wa.gov/CRABoard/meetings/meeting.cfm>

Staff Contact: Karen Pendleton, [Karen@crab.wa.gov](mailto:Karen@crab.wa.gov), (360) 350-6077

### County Engineer/PWD Changes

Staff reported the following changes since July 2015:

**Benton County:** Dan Ford has resigned and Matt Rasmussen has been named the new county engineer effective September 1, 2015. CRAB staff was notified of the resignation and appointment in conformance with the standards of good practice.

**Wahkiakum County:** Pete Ringen has retired effective unknown, and Paul D. Lacey has been named the acting county engineer effective unknown, 2015. Crab staff was notified October 13, 2015, not in accordance with the standard of good practice. Staff is working with the county to resolve these issues.

**Asotin County:** Jim Bridges resigned effective June 5, 2015. CRAB staff was notified on June 4, 2015 of the resignation in conformance with the standards of good practice. In the interim, while the county searched for a replacement, Garfield County Engineer Grant Morgan was contracted to provide the statutory services required. CRAB staff was notified October 23, 2015 that the county has hired Dustin Johnson as county engineer effective October 12, 2015. Mr. Johnson does not have his Washington PE license yet, so the county will continue its agreement with Garfield County in the interim. As Mr. Johnson is not yet in statutory responsibility, the county's notification is in accordance with the standards of good practice. Staff Contact: Walt Olsen, [Walt@crab.wa.gov](mailto:Walt@crab.wa.gov), (360) 350-6080

## Summary of State Auditor's Reports Findings

Staff reported that sixty county audit reports representing thirty-seven counties had been reviewed since the July 2015 Board meeting. Thirteen audits contained a total of fifteen new findings issued and four involved County Road Funds in some form.

Staff Contact: Walt Olsen, [Walt@crab.wa.gov](mailto:Walt@crab.wa.gov), (360) 350-6080

## CRABoard Held Public Hearing

The Board conducted two public hearings at its regularly scheduled quarterly meeting, the first regarding adoption of a proposed new Standard of Good Practice, WAC 136-25 Traffic Law Enforcement Expenditures, and the second, amendments to WAC 136-150 relating to RAP eligibility requirements – (022) traffic law enforcement, (024) and (030) marine navigation and moorage.

The Board chose to postpone adoption of the proposed new Standard of Good Practice on traffic law enforcement expenditures to allow the Sheriff's Association time to work with CRAB staff in order to gain a better understanding of the proposed rule. It is anticipated the proposed rule will come back before the CRABoard in January 2016.

The CRABoard postponed action on the traffic law enforcement amendment to WAC 136-150-022 due to the postponement of WAC 136-25. The CRABoard then proceeded to pass the amendments to WAC 136-150-024 and 030 regarding Marine Navigation and Moorage. Staff Contact: Derek Pohle, [derek@crab.wa.gov](mailto:derek@crab.wa.gov), (360) 350-6082

## RAP Project Actions by CRAB Staff since July 2015:

**Douglas County's Coulee Meadows Road - RAP Project 0913-01 – Scope Increase:** Douglas County, per their letter dated July 19, 2015 requested a scope change to their Coulee Meadows Road project, extending the milepost limits from 4.00 – 7.35 to 4.00 – 7.44, with no change in RATA funding. CRAB staff found that the rating points for the increased length project decreases the score from 97.94 to 97.78, and the project retains its position in the funding array. After review and confirmation with the CRAB Director, on July 27, 2015 an amended contract was offered the county which revised the milepost limits to 4.00 – 7.44.

**Whitman County's Almota Road Phase 4 - RAP Project 3810-01 - Scope Increase:** Whitman County, per their letter to CRAB dated October 14, 2015 requested an increase in project length, revising the milepost limits from 8.39 – 11.56 to 7.96 – 11.56, with no change in RATA funding. CRAB staff found that the rating points for the increased length lowers the project score from 70.38 to 69.76, still well above the next funded 3R project, which scored 59.74. After review and confirmation with the CRAB Director, on October 26, 2015 an amended contract was offered the county which revised the milepost limits to 7.96 – 11.56.

**Columbia County's South Touchet Road, time extension request:** Columbia County, per their letter dated October 21, 2015 requested a two year extension

of the lapsing date for their South Touchet Road project, from April 16, 2016 to April 16, 2018. CRABstaff found the issues of project delay impacting South Touchet Road were unforeseen and beyond the county's control, and therefore granted an extension in construction lapsing to April 16, 2018. *Staff Contact: Randy Hart, [randy@crab.wa.gov](mailto:randy@crab.wa.gov), (360) 350-6081*

**CRABoard Considers a Call for Projects for the 2017 – 2019 Biennium:**

The CRABoard approved a call for projects for the 2017 -2019 biennium, with the condition that any allocations to new projects would be made only if there are sufficient RATA funds in the account at the time, and the statewide spending plan can accommodate the new funding. *Staff Contact: Randy Hart, [randy@crab.wa.gov](mailto:randy@crab.wa.gov), (360) 350-6081*

**TRAINING**

**CRAB Training July – October 2015**

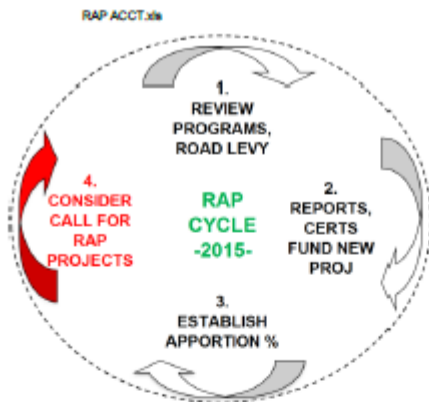
<b>Date</b>	<b>Subject</b>	<b>Location</b>	<b>Participants</b>	<b>Counties Represented</b>
October 8	Introduction to CRAB	Whatcom County	23	1
October 23	Intro to CRAB Follow-up	Whatcom County	9	1

**Future Training Schedule November 2015 – January 2016**

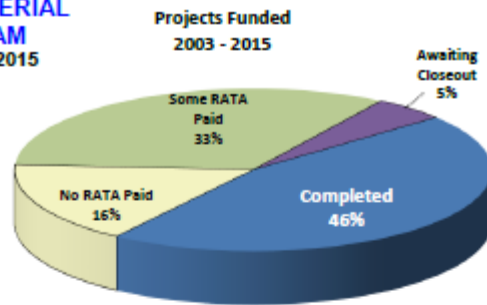
<b>Date</b>	<b>Subject</b>	<b>Location</b>	<b>Registration Deadline</b>
November 3-5	Road Design Conference	Chelan County	October 28
November 18-19	Mobility Training	CRAB Offices	
December 8-10	County Engineer	CRAB Offices	December 4

*Staff Contacts: Jim Oyler, [JimO@crab.wa.gov](mailto:JimO@crab.wa.gov), (360) 350-6090 (Mobility)  
 Jim Ayres, [JimA@crab.wa.gov](mailto:JimA@crab.wa.gov), (360) 350-6091 (AutoCAD, Autodesk Design Systems)  
 Jeff Monsen, [Jeff@crab.wa.gov](mailto:Jeff@crab.wa.gov), (360) 350-6079 (Engineer's Training)*

# RURAL ARTERIAL TRUST ACCOUNT (RATA) ACTIVITY AND BALANCE SUMMARY



## RURAL ARTERIAL PROGRAM OCTOBER, 2015



### PROJECT STATUS:

Billing Phase	'83-'03	'03-'05	'05-'07	'07-'09	(Two Biennia) '09-'13	'13-'15	Current '15-'17	TOTAL
Completed	886	43	26	38	22	6	1	1022
Awaiting Closeout		2		1	3	4		10
Some RATA paid	1		2	5	19	38	3	68
No RATA Paid						2	31	33
<b>TOTAL</b>	<b>887</b>	<b>45</b>	<b>28</b>	<b>44</b>	<b>44</b>	<b>50</b>	<b>35</b>	<b>1133</b>

### FUND STATUS:

<b>Anticipated Revenue to end of '13 - '15 Biennium:</b>		
Fuel tax receipts and interest through June, 2015		522,051,074
Estimated fuel tax receipts, interest and MVA Transfers July 2015 thru June 2017		39,531,400
	Total estimated revenue	<b>561,582,474</b>
<b>RAP Expenditures to date:</b>		
To Completed Projects		470,510,427
To Projects in Design or Under Construction		30,924,536
Administration		10,011,712
	Total RATA spent	<b>511,446,675</b>
<b>RAP Obligations:</b>		
RATA Balance on Active Projects		110,797,017
RATA \$ yet to allocate to Partially funded projects -	\$19,784,889	19,784,889
Estimated remaining administration through 2015- 2017 biennium		846,000
	Total RATA obligated	<b>131,427,906</b>

### QTR3 - 2015 RATA ACTIVITY:

MONTH	BEGINNING BALANCE	MVFT REVENUE	INTEREST + Cash Roptc	PROJECT PAYMENTS	#	ADMIN CHARGES	ENDING BALANCE
July	\$17,653,951.42	\$1,634,704.42	\$7,627.20	(671,651.46)	32	(39,216.09)	\$18,585,415.49
August	\$18,585,415.49	\$1,667,754.79	\$9,533.67	(3,576,152.59)	23	(39,892.73)	\$16,646,658.63
September	\$16,646,658.63	\$1,708,291.37	\$9,438.50	(1,008,427.71)	15	(36,624.08)	\$17,319,336.71
<b>TOTALS:</b>		<b>\$5,010,750.58</b>	<b>\$26,599.37</b>	<b>(5,256,231.76)</b>	<b>70</b>	<b>(115,732.90)</b>	

Staff Contact: Randy Hart, [Randy@crab.wa.gov](mailto:Randy@crab.wa.gov), (360) 350-6081

# SAFETY MANAGEMENT IN MOBILITY

The year-long Systemic Safety Project Selection Tool (SSPST) project, which was funded by a Traffic Safety Commission grant, to add SSPST to Mobility was completed with the 4.1 release of Mobility. SSPST builds upon current safety management practices for identifying roadway safety problems and expands a county's analytical techniques beyond **site-specific analysis** to include a **systemic safety analysis** approach by encouraging a system-wide evaluation of roadway attributes that are common to locations with a crash history. This process should enable a county to determine a reasonable distribution between implementing site-specific safety improvements (**reactive**) and systemic safety improvements (**proactive**). It is also hoped that with SSPST resulting from an FHWA research project that road projects selected through use of this tool will rate better for federal funding.

The image displays several screenshots from the SSPST software interface, illustrating the workflow for systemic safety analysis. Key components include:

- Focus Facility Selection:** A dialog box showing a list of road segments with columns for road name, milepost, and location. It includes a 'Focus Facility Selection' section with a list of facility types and their frequencies.
- Focus Crash Type Selection:** A dialog box showing a list of crash types with columns for crash type, frequency, and percentage. It includes a 'Focus Crash Type Selection' section with a list of crash types and their frequencies.
- Focus Facility Type Selection:** A dialog box showing a list of facility types with columns for facility type, frequency, and percentage. It includes a 'Focus Facility Type Selection' section with a list of facility types and their frequencies.
- Chart: Speed Limit:** A dialog box showing a bar chart comparing 'Crash Quantity' (blue bars) and 'System Quantity' (orange bars) across different speed limit ranges (25-30, 30-35, 36-40, 40-45, 45-50, 50-55, 55-60, 60-65, 65-70). The chart shows that the 50-55 mph range has the highest crash quantity.
- Countermeasure Selection:** A dialog box showing a list of countermeasures with columns for countermeasure, frequency, and percentage. It includes a 'Countermeasure Selection' section with a list of countermeasures and their frequencies.
- Total Risk Rating:** A dialog box showing a list of risk ratings with columns for risk rating, frequency, and percentage. It includes a 'Total Risk Rating' section with a list of risk ratings and their frequencies.

The Systemic Safety Planning Process is a complex analysis involving numerous crash types, facility characteristics, risk factors, countermeasures, network assessments and prioritization. With the help of the supporting workgroup of 15 county traffic engineers/professionals, Matt Enders of HLP and our own CRAB engineers, CRAB IT staff have been able to make SSPST fairly straight forward and intuitive.

Initial response to the SSPST tool by your traffic engineers has been enthusiastic and optimistic. This project would have been prohibitively difficult if Mobility hadn't already maintained 80% of the data elements necessary for the analysis. The primary elements added were horizontal and vertical curves, clear zones and objects, bus stops and additional intersection elements. The next step that we are pursuing is how we can help our counties populate the additional tables of data necessary for SSPST to be most effective. One option for collecting this crucial data is to obtain another grant from the Traffic Safety Commission, which we will apply for in the spring of 2016. For more information or suggestions contact Eric or Steve at CRAB or visit <http://www.crab.wa.gov/Safety/mobSafeProject.cfm>.

## **2015 ANNUAL ROAD DESIGN CONFERENCE**

The Washington State Road Design Association held its 26<sup>th</sup> Annual Road Design Conference in Chelan at Campbell's Resort on November 3-5, 2015.

This year's conference was attended by 90 participants representing 21 counties.

Autodesk provided technology training as a pre-conference event. In addition, six other vendors showed their products and contributed to the conference. As always, county design staff made presentations, shared their challenges and solutions and successfully networked with their other county counterparts.



Other conference successes included: welcoming remarks from Eric Pierson; a presentation on the Oso Slide by Matt Zybas; Keynote: “Dynamic Times Ahead for Civil Engineer’s & Autodesk, presented by Daniel Philbrick, Director, Civil Infrastructure Products; and several training sessions. *Staff Contact: Steve Hillesland, [steve@crab.wa.gov](mailto:steve@crab.wa.gov) , (360) 350-6087*



Pre-Conference activities included the **GeoCache** contest hosted by Jim Oyler.

Congratulations to 1<sup>st</sup> place winners – Amy Nickolaus and John Christensen, Franklin County and 2<sup>nd</sup> place winners – Craig Erdman and Cody Latimer, Franklin County







Don Zimmer hosted the **RDC's golf tournament** at Bear Mountain Ranch Golf Course.

Congratulations to this year's winning team: Dick Dadisman, Scott Schimelfenig, Tyler Stewart, and Don Zimmer.

**Kitsap County won this year's County Design Competition...**



**Congratulations to Brian Bailey!**