



AGENDA

County Road Administration Board
 January 24-25, 2019
 CRAB Office - Olympia, Washington

**Thursday
 1:00 PM**

1 Call to Order

2 Chair's Report - Brian Stacy, PE

- A. Approve January 24-25, 2019 Agenda
- B. Approve Minutes of October 25-26, 2018 CRABoard Meeting

Action	Enclosure
Action	Enclosure

3 Executive Director's Report - John Koster

- A. Staff Updates
- B. 2018 Annual Report
- C. Current Budget Status
- D. 2019-21 Budget Submittal
- E. Road Usage Charge Steering Committee Meeting Summary
- F. Director's Activities

Info	
Info	Enclosure
Info	Enclosure
Info	Enclosure
Info	Enclosure
Info	Enclosure

4 Rural Arterial Program - Randy Hart, PE

- A. Program Status Report
- B. Revised 2019-21 Array
- C. Regional Meetings Update
- D. Resolution 2019-001 - Apportion RATA Funds to Regions
- E. Project Request Actions Taken by Staff

Info	Enclosure
Info	Enclosure
Info	Enclosure
Action	Enclosure
Info	Enclosure

2:00 PM

5 Public Hearing

- A. Amend WAC 136-130-020 and 136-161-080 - Randy Hart, PE
- B. Amend WAC 136-12-020, 136-12-030, 136-12-045, 136-12-060, 136-12-070, 136-12-080, 136-14-010, 136-14-020, 136-14-030, and 136-14-040; add new section 136-15-055 - Drew Woods, PE

Action	Enclosure
Action	Enclosure

6 Compliance Report - Drew Woods, PE

Info	Enclosure
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7 Deputy Director's Report - Walt Olsen, PE

- A. County Engineers/PWD Status
- B. County Visits
- C. State Auditor's Report
- D. Deputy Director's Activities

Info	Enclosure
Info	Enclosure
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Info	Enclosure

RECESS

6:00 PM Dinner at Mediterranean Breeze

Friday
8:30 AM

8 Call to Order

9 WSACE Report - Jane Wall, Managing Director

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10 Staff Reports

- A. Information Services - Eric Hagenlock
- B. Design Systems - Jim Ayres, PE
- C. Engineering & Administrative Support - Derek Pohle, PE
Monument Preservation Presentation - DNR & DOL

Info	Enclosure
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11 Possible Executive Session - Personnel

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ADJOURN

Chair: _____

Attest: _____

Minutes
County Road Administration Board
October 25-26, 2018
CRAB Office - Olympia, WA

Members Present: *Brian Stacy, PE, Pierce County Engineer, Chair
Rob Coffman, Lincoln County Commissioner, Vice Chair
Lisa Janicki, Skagit County Commissioner, Second Vice Chair
Al French, Spokane County Commissioner
Bob Koch, Franklin County Commissioner
Kathy Lambert, King County Council Member
Mark Storey, PE, Whitman County Engineer
Randy Ross, Grays Harbor County Commissioner
Grant Morgan, PE, Garfield County Engineer

Staff Present: John Koster, Executive Director
Walt Olsen, PE, Deputy Director
Eric Hagenlock, Information Services Division Manager
Karen Pendleton, Executive Assistant
Rhonda Mayner, Secretary
Randy Hart, PE, Grant Programs Manager
Derek Pohle, PE, Engineering & Admin Support Specialist
Drew Woods, PE, Compliance & Data Analysis Manager
Mike Clark, Inventory Systems Manager
Jim Oyler, Applications Specialist
Cameron Cole, GIS Administrator
Jim Ayres, PE, Design Systems Manager
**Kathy O'Shea, Database Administrator

Guests: *Josh Thomson, PE, Okanogan County Engineer
*Clint Ritter, PE, Pierce County
*Chad Johnson, Department of Enterprise Systems
**Jane Wall, WSACE Managing Director
**Nancy Krier, WA State Assistant Attorney General

*Present October 25, 2018 only
**Present October 26, 2018 only

CALL TO ORDER

Chair Stacy called the County Road Administration Board meeting to order at 1:00 pm. He requested that guests sign in and that cell phones be silenced.

CHAIR'S REPORT

Approve Agenda for the October 25-26, 2018 Meeting

Commissioner Koch moved and Commissioner French seconded to approve the agenda as presented. **Motion passed unanimously.**

Approve Minutes of July 26-27, 2018 CRABoard Meeting

Vice-Chair Coffman moved and Mr. Storey seconded to approve the minutes of the July 26-27, 2018 CRABoard meeting. **Motion passed unanimously.**

EXECUTIVE SESSION

The Board moved into Executive Session at 1:05 pm for 15 minutes to discuss a personnel issue.

The Board adjourned the Executive Session at 1:20 pm.

RURAL ARTERIAL PROGRAM

Program Status Report

Mr. Hart reviewed the Rural Arterial Program project status report. He noted that 1,067 projects have been completed to date. Anticipated revenue to the end of the 2017-2019 biennium is \$608,570,948. RAP expenditures to date total \$570,144,277. RAP obligations remaining are \$114,943,596.

Project Request Actions Taken by Staff

Mr. Hart reported that Columbia County requested an extension to the commencing of the last phase of construction for their Whiskey Creek Road project. The selected paving contractor was facing scheduling problems and could not pursue paving this construction season. As this was outside of the county's control, the extension was granted, and the new date for commencing paving work was set for August 31, 2019.

Clark County requested a change in scope for their NE Manley Road project. The proposal is to relocate only 11 of 20 utility poles and to add improving the vertical sight distance on a curve from milepost 1.49-1.55. Although adding the curve improvement increases costs by \$150,000, the county is not seeking an increase in the current \$1,853,100 in RATA funding. Total points scored on the project as a result of the changes will be 61.38. The lowest ranked and funded project scored 51.98. Therefore, the Manley Road project would have gained funding at the reduced score. CRAB staff approved the change and offered the county an amendment to the CRAB/County contract. Construction is planned for 2019.

Resolution 2018-010 Apportion RATA Funds to Regions

Mr. Hart presented Resolution 2018-010 – Apportion RATA Funds to Regions, which apportions the accrued amount of \$8,006,973 now credited to RATA for July through October 2018 to the regions by the established 2017-2019 biennium regional percentages, after setting aside \$192,895 for administration. He noted that the deposits include \$210,000 of electric vehicle license fees and two deposits from Connecting Washington funds of \$605,500 each. Staff recommends approval of the resolution.

Second Vice-Chair Janicki moved and Vice-Chair Coffman seconded to approve Resolution 2018-010 – Apportion RATA Funds to Regions. **Motion passed unanimously.**

Preview Project Array for 2019-2021 Biennium

Mr. Hart reported that following the January 2018 request for project submittals, the counties submitted 145 preliminary proposals on March 1, 2018. Field reviews of these submittals with the county engineer or responsible staff were conducted by five CRAB engineering staff members in the spring of 2018, to evaluate surface conditions and discuss overall scope of each of the proposals.

Seventy-nine final prospectuses were received from the counties on September 4, requesting \$110,054,200 in RATA funding in the 2019-2021 biennium. This is up from the 54 prospectuses requesting \$46,793,775 in the current biennium.

The estimated revenue for the 2019-2021 biennium is \$46,000,000, which includes \$4,844,000 in Connecting Washington funding. Including that funding, which is not codified in CRAB's budget, in the estimate for the call for prospectuses ensures the board has a large array that can direct all potential funding to the most competitive projects in each region.

Staff will review the 2019-2024 Six Year Program submittals for each county in January 2019 to insure proposed RAP projects are included in those programs.

Okanogan County Request

Mr. Hart reported that Okanogan County is requesting \$1,242,000 in emergency RATA funding for the replacement of Statler Bridge, MP 2.18 to MP 2.35. The WSDOT determined that the regional extent of the storm that caused the damage was too low for FHWA Emergency Relief (ER) funding to be applied. Further, as a minor collector route, Salmon Creek Road is ineligible for ER funds.

Heavy snow melt and rains in the spring of 2018 caused abnormally high flows on the Okanogan River and elsewhere. On May 7, 2018, the county declared a state of emergency in order to deploy emergency responses where needed. After flooding had subsided, the county discovered extensive scouring and additional cracking that had not been observed in previous inspections of the abutment wall on Statler Bridge, which is located on Salmon Creek Road. The county therefore declared an emergency on September 24, 2018, and closed Salmon Creek Road so that temporary repairs could be made to the bridge, which involved pumping eleven cubic yards of concrete under and around the footings. The bridge was reopened to traffic with a 15 ton weight limit posted for it (63% below the standard 40 ton capacity) on October 1.

The Hydraulic Project Approval permit for the repairs issued by Washington State Department of Fish and Wildlife (WDFW) stipulated that the work was temporary and that the structure must be replaced within three years due to hydraulic deficiency. The county will continue monitoring and closing/repairing/restricting the bridge as needed. Based on its inspections, however, the county claims the bridge will not likely survive another flooding event.

The cost estimate for a new 55 to 60 foot span bridge as required by WDFW is \$1,380,000. Mr. Hart noted that these costs do not qualify for FHWA or FEMA funding

as the spring 2018 event did not reach the required damage threshold. The bridge is not eligible for Federal Bridge Replacement funding since it is less than the minimum 20 feet federally defined bridge span length.

The bridge has been repaired to minimal functioning condition, and now requires replacement to restore to full service. The county claims that, based on the previous storm experience and weakening of the structure, failure is imminent.

Staff has reviewed the project site and finds that the county declared an emergency on September 24, 2018; the county has completed minimal but necessary repair of Statler Bridge damage caused by the flooding that occurred in spring of 2018; the road remains significantly restricted, limiting trucks to no more than 15 tons; the county submitted a request for emergency funding on October 10, 2018; and the county's request meets the requirements for RAP emergency funding.

Staff recommends approval of \$1,242,000 (90% of total cost) in RATA funding for replacement of Statler Bridge. This funding amount, if approved, will be deducted from the county's funding limit for the 2019 – 2021 biennium.

Mr. Hart introduced Mr. Thomsen, who presented further information to the Board.

Following questions and discussion, Mr. Storey moved and Mr. Morgan seconded to approve \$1,242,000 in RATA funding for replacement of Statler Bridge. This amount will be deducted from the county's funding limit for the 2019 – 2021 biennium. **Motion passed unanimously.**

Pierce County Request

Mr. Hart reported that Pierce County has requested that the CRABoard waive reimbursement of \$101,723 of expended RATA funds used for design of their withdrawn Whiteman Road project. The county has used a total of \$120,942.66 in RATA funds for design to date, and proposes to pay back the \$19,219.66 difference. Waiver of payback of RATA funds must be considered by the CRABoard per WAC 136-167-030.

According to CRABoard Resolution 2015-02, the director or designee is given authority for approval of withdrawals and terminations as set forth in WAC 136-167 except that waiving of a required RATA reimbursement for such projects shall remain with the CRABoard. Mr. Hart summarized the guidelines for consideration of waiver requests.

The Whiteman Road project prospectus was submitted by the county on August 18, 2014 requesting \$828,900 in RATA funds. Total project cost at that time was listed as \$921,000.

The county's request letter states that the original project intended to replace the existing 30 inch diameter culvert with a new 14 foot three sided aluminum arch. After further detailed design, the county realized a larger structure, to a 17 foot span as required by WDFW, would be needed. This required a larger amount of grading and excavation. The total estimated project cost for replacement is now \$1,808,000, roughly twice the original cost.

Upon field inspection, the county determined that there are two additional fish barriers downstream of the Whiteman Road culvert under the jurisdiction of WDFW, DNR and private ownership. Since there is no funding available to eliminate these barriers, and these blockages would preclude any benefit to the RATA funded project, the county decided it did not make financial sense to continue with and elected to withdraw the project.

The county first proposed slipping a smaller diameter liner into the existing pipe to prevent further settlement, which was rejected by WDFW when a HPA permit was submitted. The county has therefore elected to repair the existing culvert by sealing its joints. The estimated cost of this work is \$281,047, much lower in cost and scope than the original proposal.

The county is seeking a waiver of \$101,723 of the RATA funds it has expended, citing the potential for full replacement when the other barriers are removed, and noting that the funds expended to date have produced survey, geotechnical, environmental and engineering design support for the future project.

Staff finds that the county has clearly explained that the jurisdictional and cost increase issues render the current project an ineffective use of county and RATA funds; the new joint seal proposal is a major departure in scope from the replacement proposal for which the county competed and gained funding and the county has therefore withdrawn the project from RAP funding; the county has submitted a request for waiver of payback in a timely manner, meeting the conditions listed in WAC 136-167-030 (2); the county has adequately defined the costs it incurred to develop a replacement project; design costs of \$101,723 are usable on a future replacement project; the county has given written assurance that design for a replacement project will be again be pursued after the other barriers are removed; the CRABoard has conditioned approval of past waiver of payback amounts upon items of the prospectus that were constructed, or in the event that none were built, on assurances that a project similar to the prospectus will be advanced by the county in near future; and there is no indication that the other WDFW barriers will be replaced soon.

Staff recommends that the request for the waiver of payback of \$101,723 in expended RATA funds used for design of the withdrawn Whiteman Road project be denied and that the county reimburse to the CRABoard the full \$120,942.66 RATA expended, within sixty days of notification on October 10, 2018 of the withdrawal to CRAB, in keeping with WAC 136 167 030 (1).

Mr. Hart introduced Mr. Ritter, who presented further information to the Board.

Chair Stacy recused himself from discussion and voting on the request.

Following questions and discussion, Mr. Storey moved and Commissioner French seconded to deny the request for the waiver of payback of \$101,723 in expended RATA funds used for design of the withdrawn Whiteman Road project, and to require that the county reimburse to the CRABoard the full \$120,942.66 RATA expended within sixty

days of notification of the withdrawal to CRAB, in keeping with WAC 136-167-030(1).
Motion passed unanimously, with Chair Stacy recused.

Chair Stacy called for a brief recess.

EXECUTIVE DIRECTOR'S REPORT

New Organizational Chart

Mr. Koster presented the updated staff organizational chart, noting the unexpected departure of Michael Kochick from the staff in September. Scott Campbell was hired to fill the position beginning October 1. Commissioner French moved and Council Member Lambert seconded to approve the organizational chart as presented. **Motion passed unanimously.**

Director's Activities

Mr. Koster reported on his activities since the July 2018 CRABoard meeting. He noted that OFM has approved the move to adjacent office space. DES will then negotiate the new lease. If all goes as planned, there will be a substantial cost savings to the agency for lease and utilities.

He reported on several meetings with members and staff of the House and Senate Transportation Committees.

2019 CRABoard Meeting Schedule

Mr. Koster presented a list of proposed dates for the 2019 CRABoard meetings. Following discussion, Commissioner Ross moved and Commissioner Koch seconded to set January 24-25, April 25-26, July 25-26, and October 24-25 as the dates for the 2019 CRABoard Meetings. **Motion passed unanimously.**

Annual Certification Form

Mr. Koster presented the form for 2019, noting that aside from the customary date changes, there was a correction to one WAC citation. Vice-Chair Coffman moved and Mr. Storey seconded to approve the form as presented. **Motion passed unanimously.**

2017-2019 Budget Status

Mr. Koster introduced Mr. Johnson, who reported that the current budget summaries show positive variances due to underspending on salaries and benefits. CRAB is projected to end the biennium with approximately \$386,000 remaining after all planned expenditures. He noted that the excess funds will be used for capital expenditures, primarily equipment upgrades. He reported that CRAB just received an increased grant of \$135,000 from WSAC toward the GIS-Mo Project.

2019-2021 Budget Submittal

Mr. Johnson noted the submittal includes the request for CFCIP funding for the Skagit County ferry project.

2017-2019 Supplemental Budget Request

Mr. Johnson reported that staff has submitted the request for funds to move the

agency's servers as mandated. Research by Mr. Hagenlock has shown that moving to the WaTech cloud instead of physically moving the servers would result in a cost savings as well as better disaster recovery capabilities. Staff will continue to explore this option.

DEPUTY DIRECTOR'S REPORT

County Engineers/Public Works Directors

Mr. Olsen announced the following changes since July 2018:

1. Effective April 30, 2018, Douglas County continues under Acting County Engineer Aaron Simmons, PE, and remains in effect until the Board appoints a new engineer.
2. Effective May 1, 2018, Kittitas County continues under acting County Engineer Mark Cook, PE, for a period not to exceed six months, ending November 1, 2018. Kittitas County has requested an extension until May 23, 2019 to fill the position.
3. Effective May 21, 2018, Columbia County continues under acting County Engineer Grant Morgan, PE. By email October 2, 2018 Columbia County informed CRAB it had hired Charles Eaton, PE, to begin employment December 1, 2018.
4. Effective July 16, 2018, Mason County continues under acting County Engineer Jerry Hauth PE, for a period not to exceed six months, expiring January 16, 2019.
5. Effective September 11, 2018, Clark County Engineer Heath Henderson resigned and effective September 12, 2018, Clark County appointed Ahmad Qayoumi, PE, as Interim Public Works Director and Acting County Engineer. Mr. Qayoumi was appointed Clark County Engineer, effective November 13, 2018.

County Visits

Mr. Olsen noted that official County Visits to Columbia, Stevens, Clallam, Cowlitz, Walla Walla, Thurston, Wahkiakum and Lewis Counties were conducted since the July 2018 CRABoard meeting. Numerous contacts with County Engineers took place in other venues.

State Auditor's Report

The 1997 State Auditor Office (SAO) audit of CRAB concluded that the minutes of the Board meetings needed specific mention of SAO audits of the counties and of any findings that might relate to the statutory responsibilities of CRAB. The minutes also need to reflect any recommendations from the CRABoard to staff in response to the audits. This report details our staff procedures to satisfy the SAO.

CRAB has reviewed 42 audit reports representing 30 counties since the July 2018 board meeting. Sixteen audits contained a total of 22 findings issued and five involved County Road Funds in some form. Additionally, 11 audits contained 17 prior findings; none involved County Road Funds. Any audit with a number under the "New?" or "Prev?" heading revealed findings involving County Road Funds. Status of those findings are shown below:

2017 Audits

Report #	Entity/Description	Report Type	Audit Period	Date Released	New?	Co. Rd?	Prev?	Status
1022356	Whatcom County	Accountability	01/01/2017 to 12/31/2017	10/11/2018				
1022215	Klickitat County	Accountability	01/01/2017 to 12/31/2017	10/1/2018				
1022208	Klickitat County	Financial and Federal	01/01/2017 to 12/31/2017	9/28/2018				
1022231	Franklin County	Financial and Federal	01/01/2017 to 12/31/2017	9/28/2018	1	NCR		
1022114	Lewis County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018			2	NCR
1022142	Pacific County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018	1	NCR	1	NCR
1022199	San Juan County	Accountability	01/01/2017 to 12/31/2017	9/27/2018				
1022223	Spokane County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018				
1022225	Whatcom County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018	1	NCR		
1022230	Columbia County	Accountability	01/01/2017 to 12/31/2017	9/27/2018	1	NCR		
1022264	Columbia County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018	1	1		
1022280	Kittitas County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018	1	NCR	1	NCR
1022308	Pierce County	Financial and Federal	01/01/2017 to 12/31/2017	9/27/2018	1	NCR	2	NCR
1022190	Clallam County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018			1	NCR
1022202	Clallam County	Accountability	01/01/2017 to 12/31/2017	9/24/2018	1	1		
1022210	Asotin County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018				
1022222	Walla Walla County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018				
1022224	King County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018	1	NCR	4	NCR
1022235	Mason County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018	3	1		
1022251	Jefferson County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018	1	NCR	1	NCR
1022253	Whitman County	Financial and Federal	01/01/2017 to 12/31/2017	9/24/2018				
1022089	Lincoln County	Financial and Federal	01/01/2017 to 12/31/2017	9/20/2018				
1022115	Lewis County	Accountability	01/01/2017 to 12/31/2017	9/20/2018				
1022180	Pend Oreille County	Financial and Federal	01/01/2017 to 12/31/2017	9/20/2018				
1022184	San Juan County	Financial and Federal	01/01/2017 to 12/31/2017	9/20/2018	1	NCR		
1022194	Douglas County	Financial and Federal	01/01/2017 to 12/31/2017	9/20/2018	2	1		
1022216	Stevens County	Financial and Federal	01/01/2017 to 12/31/2017	9/20/2018			1	NCR
1022139	Okanogan County	Financial and Federal	01/01/2017 to 12/31/2017	9/17/2018	1	NCR		
1022157	Okanogan County	Accountability	01/01/2017 to 12/31/2017	9/17/2018			1	NCR
1022161	Grays Harbor County	Financial and Federal	01/01/2017 to 12/31/2017	9/17/2018			2	NCR
1022170	Grays Harbor County	Accountability	01/01/2017 to 12/31/2017	9/17/2018				
1022092	Snohomish County	Financial and Federal	01/01/2017 to 12/31/2017	9/13/2018				
1022011	Adams County	Financial and Federal	01/01/2017 to 12/31/2017	9/6/2018				
1022026	Wahkiakum County	Financial and Federal	01/01/2017 to 12/31/2017	9/6/2018				
1021948	Island County	Accountability	01/01/2017 to 12/31/2017	8/23/2018				
1022004	Island County	Financial and Federal	01/01/2017 to 12/31/2017	8/23/2018	1	NCR		
1021771	Clark County	Financial and Federal	01/01/2017 to 12/31/2017	8/2/2018			1	NCR
1021792	Clark County	Accountability	01/01/2017 to 12/31/2017	8/2/2018				
1021815	Benton County	Financial and Federal	01/01/2017 to 12/31/2017	8/2/2018				
1021897	Kitsap County	Financial and Federal	01/01/2017 to 12/31/2017	8/2/2018	4	1		
1021886	Kitsap County	CAFR	01/01/2017 to 12/31/2017	7/26/2018				
1021895	Kitsap County	Attestation Engagements	01/01/2017 to 12/31/2017	7/26/2018				
				TOTAL	22	5	17	
				NCR				<i>Non-County Road</i>
				CR-FC				<i>County Road-Fully Corrected</i>
				CR-PC				<i>County Road-Partially Corrected</i>

Activities

Mr. Olsen reviewed a list of his activities since the July 2018 CRABoard meeting.

ENGINEERING AND ADMINISTRATIVE SUPPORT REPORT

Mr. Pohle reported that since the July 2018 CRABoard meeting he has conducted county visits in Thurston, Cowlitz, Clallam and Kitsap Counties. He had 51 contacts and/or consultations with 22 counties, 12 other agencies, and three with the public.

He summarized his other activities, noting that County Engineer's Training will be held in the CRAB offices December 4-6, with 10 participants registered from six counties, along with Jane Wall, the new WSACE Managing Director.

COMPLIANCE AND DATA ANALYSIS REPORT

Mr. Woods reported that the online CRAB Annual Reporting System (CARS) forms due December 31 went live on September 4.

He briefly noted the changes to the Office of the County Engineer and reported that all counties met the standard of good practice in reporting the changes.

He reported that Clallam County's FY 2017 accountability audit had a finding regarding their indirect cost distribution method. This finding was after receiving management letters for the same issue for FY 2015 and FY 2016. CRAB staff is working with the County to develop a corrective action plan; however, the retirement of the county's two top financial positions is impacting the timeline.

Mr. Woods summarized his other activities since the July CRAB Board Meeting.

INFORMATION SERVICES DIVISION REPORT

Mr. Hagenlock reported on the progress of GIS-Mo, the project to procure and implement a replacement of the existing Mobility software program. He noted that there is a kickoff scheduled for November 7-8 in the CRAB offices. The Increase Request for Delegated Authority and Sole Source have been approved, and the contract has been reviewed by A.A.G. and Vendor with mutual acceptance and has been signed by Mr. Koster. The Investment Plan has also been approved.

A presentation on the project was made at the Northwest Pavement Management Conference (NWPMA) in October. Presentations are also planned for the Road Design Conference, WSACE Fall Conference, and GIS Day in November.

He reported that the GIS Specifications Work Group is in the planning stages. He outlined the workgroup demographics, and noted that the group concluded in October, ahead of schedule, with all objectives satisfied. Staff is finalizing the Metadata Standards with OCIO.

Mr. Hagenlock met with WaTech in October to discuss the next steps of the server migration process. As previously noted, he has researched cloud migration alternatives and it appears that is the direction staff will pursue. The OCIO is requiring CRAB to submit a status update on the fifth of every month until migration is completed.

The CRAB website enhancement project schedule has been updated, with the launch planned for December 2018. CRAB staff is providing and reviewing content.

He updated the Board on the progress of virtualizing the SQL server, which is critical to the WATECH Migration project, noting that the HelpDesk was successfully migrated to a new environment in September. Staff anticipates complete of the migration by November 2018.

Mr. Hagenlock reported on other IS staff activities, including staff development, security

system updates, and customer support and training.

He noted that there has been enough demand for Mobility training to schedule a training session in Columbia County on November 30 and one in Olympia on December 7.

DESIGN SYSTEMS REPORT

Mr. Ayres reported on the upcoming Road Design Conference, to be held in Chelan October 31 through November 2.

PROPOSED WAC CHANGES

WAC 136-130-020

Mr. Hart reported the proposed changes are to move a paragraph from the middle of the WAC to the beginning, and to add language specifying that NBI-listed bridge and drainage structures are eligible for replacement or rehabilitation, while non-NBI structures are only eligible for replacement.

WAC 136-161-080

Mr. Hart noted the proposed addition of language setting a minimum project cost of \$250,000 in order to be eligible for RATA funding.

WAC 136-12

Mr. Woods reported that the proposed changes clarify and enhance the standards of good practice regarding a vacancy or change in the position of county engineer.

WAC 136-14

Mr. Woods reported that the proposed changes clarify and enhance the standards of good practice regarding priority programming.

WAC 136-15

Mr. Woods reported the proposed addition of a paragraph allowing an adopted six-year transportation program to be revised by a majority vote of the members of the legislative authority who are present when the vote is taken, by resolution and following a public hearing.

Following discussion, Vice-Chair Coffman moved and Commissioner Ross seconded to call for a public hearing on all of the proposed changes on January 24, 2019 at 2:00 pm.

Motion passed unanimously.

Chair Stacy recessed the meeting at 4:42 pm. The meeting is scheduled to reconvene Friday, October 26, 2018 at 8:30 am.

**County Road Administration Board
Friday, October 26, 2018**

CALL TO ORDER

The meeting was reconvened by Vice-Chair Coffman at 8:30 a.m.

WSACE MANAGING DIRECTOR

Ms. Wall noted that she has been on the job nearly three months, during which she has met with many county engineers, state legislators and other stakeholders. In the next year it is her hope to visit all of the counties. She has attended the IACC and APWA conferences. She noted that she was formerly working on transportation issues for the Association of Washington Cities. She reported on the upcoming County Leaders' Conference, noting that a Study Money Roundtable is scheduled to decide how to spend those funds. The Joint Transportation Committee will be also be at the conference and will be featured in one of the sessions. She noted that WSAC legislative focuses in the 2019 session will include funding for indigent defense, public health and fish passage barrier removal.

EXECUTIVE SESSION

The Board moved into Executive Session at 9:10 am for 10 minutes to discuss a personnel issue.

The Board adjourned the Executive Session at 9:20 am.

Following the Executive Session, Mr. Storey moved and Commissioner Ross seconded to approve the performance review of Mr. Koster with corrections. **Motion passed unanimously.**

OPEN GOVERNMENT TRAINING

Ms. Krier presented training sessions on Open Public Meetings and Open Public Records. All staff and Board members are required to take this training every four years.

Vice-Chair Coffman adjourned the CRABoard meeting at 10:37 am.

Chair

Attest

**CRAB All Funds
17-19 Projections**

	FY18	Exp. Thru	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
Category	Allotments	FM 18 Dec-2018	FM 19 Jan-2019	FM 20 Feb-2019	FM 21 Mar-2019	FM 22 Apr-2019	FM 23 May-2019	FM 24 Jun-2019	Exp. Total	Variance
Salaries and Wages	3,019,849	2,070,198	118,125	118,281	118,281	118,474	118,474	118,474	2,780,307	239,542
Employee Benefits	992,906	657,848	38,439	38,470	38,470	38,506	38,506	38,506	888,745	104,161
Goods and Other Services	934,798	651,103	30,020	28,533	28,533	30,020	28,533	121,901	918,643	16,155
Travel	206,417	113,083	6,172	7,234	6,339	9,234	6,377	6,377	154,816	51,601
Capital Outlays	213,429	37,885	-	-	-	-	-	175,543	213,428	1
Grants	601	600	-	-	-	-	-	-	600	1
Sum:	5,368,000	3,530,717	192,756	192,518	191,623	196,234	191,890	460,801	4,956,539	411,461
Category										
Salaries and Wages	3,019,849	2,070,198	118,125	118,281	118,281	118,474	118,474	118,474	2,780,307	239,542
Employee Benefits	992,906	657,848	38,439	38,470	38,470	38,506	38,506	38,506	888,745	104,161
Goods and Other Services	934,798	651,103	30,020	28,533	28,533	30,020	28,533	121,901	918,643	16,155
EA Supplies and Materials	17,880	15,300	974	974	974	974	974	974	21,144	(3,264)
EB Communications/Telecommunications	24,532	15,394	893	893	893	893	893	945	20,804	3,728
EC Utilities	36,118	25,254	1,299	1,299	1,299	1,299	1,299	1,299	33,048	3,070
ED Rentals and Leases - Land & Buildings	245,282	176,376	9,799	9,799	9,799	9,799	9,799	9,799	235,170	10,112
EE Repairs Alterations and Maint	1,205	1,204	50	50	50	50	50	50	1,504	(299)
EF Printing and Reproduction	7,406	5,474	355	355	355	355	355	368	7,617	(211)
EG Employee Prof Dev & Training	37,436	19,531	-	-	-	-	-	17,905	37,436	(0)
EH Rental & Leases - Furn & Equipment	5,390	6,389	197	197	197	197	197	197	7,571	(2,181)
EJ Subscriptions	5,748	2,640	43	43	43	43	43	2,663	5,518	230
EK Facilities and Services	180,995	135,383	7,540	7,540	7,540	7,540	7,540	21,540	194,623	(13,628)
EL Data Processing Services (Interagency)	137,536	93,987	5,653	5,121	5,121	5,653	5,121	5,121	125,777	11,759
EM Attorney General Services	10,104	7,627	-	-	-	-	-	2,477	10,104	0
EN Personnel Services	51,294	37,665	2,667	2,141	2,141	2,667	2,141	2,141	51,563	(269)
EP Insurance	10,064	6,901	121	121	121	121	121	121	7,627	2,437
ER Other Contractual Services	21,555	13,331	332	-	-	332	-	-	13,995	7,560
ES Vehicle Maintenance & Operating Cst	6,081	8,971	-	-	-	-	-	-	8,971	(2,890)
EW Archives & Records Management Svcs	776	582	97	-	-	97	-	-	776	0
EY Software Licenses and Maintenance	134,640	80,185	-	-	-	-	-	54,454	134,639	1

Category	FY18	Exp. Thru	Projected	Projected	Projected	Projected	Projected	Projected	Projected	Projected
	Allotments	FM 18 Dec-2018	FM 19 Jan-2019	FM 20 Feb-2019	FM 21 Mar-2019	FM 22 Apr-2019	FM 23 May-2019	FM 24 Jun-2019	Exp. Total	Variance
EZ Other Goods and Services	756	(1,091)	-	-	-	-	-	1,847	756	0
Travel	206,417	113,083	6,172	7,234	6,339	9,234	6,377	6,377	154,816	51,601
Capital Outlays	213,429	37,885	-	-	-	-	-	175,543	213,428	1
JA Noncapitalized Assets	213,429	37,885	-	-	-	-	-	175,543	213,428	1
Grants	601	600	-	-	-	-	-	-	600	1
NZ Other Grants and Benefits	601	600	-	-	-	-	-	-	600	1
Total Dollars	5,368,000	3,530,717	192,756	192,518	191,623	196,234	191,890	460,801	4,956,539	411,461

Grants to Counties										
Grants	102,326,000	64,748,852	3,655,500	2,100,000	2,905,500	2,955,500	2,300,000	23,660,447	102,325,799	201
NZ Other Grants and Benefits	102,326,000	64,748,852	3,655,500	2,100,000	2,905,500	2,955,500	2,300,000	23,660,447	102,325,799	201
Total Dollars	102,326,000	64,748,852	3,655,500	2,100,000	2,905,500	2,955,500	2,300,000	23,660,447	102,325,799	201

Still Awaiting Projections for:
Phone System
Impact for GIS-MO to current biennium Exp
Secure Outside Area of CRAB

Governor's Budget	
Watech Centralization	71,000
Total Budget w/Gov	482,461

Good Afternoon,

The governor's budget has been released for the 19-21 budget period and the FY19 supplemental. Below is a summary of what was included in the Governor's budget for the County Road Administration Board.

Salary increases for state employees was granted at 3% on July 1 2019 and 3% on July 1 2020

19-21 Biennium - Operating

- **County Ferry Capital Improvement** - Request was for \$353,000 in FY20 and FY21 and ongoing into future biennia
 - This was included in the Governor's budget
- **Rural Arterial Trust Capital** – Request was for \$32,998,000 in FY20 and FY21 and \$33,319,000 per FY ongoing into future biennia
 - This was included in the Governor's budget
- **County Ferry Capital Imp Skagit** – Request was for \$375,000 in FY20 and FY21 and ongoing into future biennia
 - This was included in the Governor's budget
- **County Arterial Preservation** – Request was for \$19,795,000 in FY20 and FY21 and \$20,042,000 per FY ongoing into future biennia
 - This was included in the Governor's budget
- **IT system centralization WAtech** - Request was for \$12,000 in FY20 and FY21 and ongoing into future biennia
 - This was included in the Governor's budget

FY19 Supplemental

- **IT system centralization WAtech** - Request was for \$71,000 in FY19
 - This was included in the Governor's budget

Chad Johnson ■ Senior Financial Consultant ■ 360.407.8130

DEPARTMENT OF ENTERPRISE SERVICES ■ 1500 JEFFERSON STREET #3015 / MS#41460 ■ OLYMPIA, WA 98504



WASHINGTON ROAD USAGE CHARGE STEERING COMMITTEE MEETING

November 29, 2018 | Meeting Summary

ATTENDEES

Steering Committee Members

Chair Joe Tortorelli, WSTC Commissioner

Rep. Jake Fey

Sen. Phil Fortunato

Chris Herman, Ports

Tom Hingson, Transit

Roy Jennings, WSTC

John Koster, Counties

Meg McCann, Department of Licensing

Sharon Nelson, Consumer Representative

Rep. Ed Orcutt (by phone)

Mayor Mary Lou Pauly, Cities

Janet Ray, AAA Washington

Jason Richter, Office of State Treasurer

Hester Serebrin, WSTC

Neil Strege, Washington Roundtable

Ted Trepanier, INRIX

Bryce Yadon, Environmental

Brian Ziegler, Freight Mobility Strategic
Investment Board

WSTC Staff

Reema Griffith, Executive Director

Paul Parker, Deputy Director

Carl See, Senior Financial Analyst

NOTE: Presentation materials are available on the Washington State Road Usage Charge website (<https://waroadusagecharge.org/about/steering-committee/>). What follows is a summary of the discussion that followed the presentations. Responses to questions and comments are in *italics*.

WELCOME & INTRODUCTIONS

Chair Tortorelli called the meeting to order and introduced Barb Rhode from the Mileage Based User Fee Alliance. Barb noted that there are eight pilots around the country including Utah which is not currently federally funded. She commented on how impressed she is by this pilot and mentioned there is interest in a national pilot. Finally, she noted that the US Senate Committee on Environment and Public Works held a hearing yesterday and there appeared to be consensus that the gas tax should cede to a mile travelled fee.

PUBLIC COMMENT PERIOD

Doug Levy presented public comment on behalf of the Recreational Boating Association (RBA) of Washington. RBA has been around since 1956 and a first act was to deed Sucia island to the state as a park. It has since grown to be a \$4 billion per year sector. Boaters buying gas are exempt from the gas tax and are eligible for refund as they are not using the gas for highway purposes. About 93% of the time,

those refunds don't occur. In the 1960s, voters created a recreation resource account and boating facilities account that estimates the unclaimed refunds and allocates a portion of gas tax receipts to be used for boating facilities.

RBA is agnostic on RUC and understands the legislature will have to make policy decisions. They are not agnostic on whether the accounting for the recreation resource account is carried over – this is very important to them and they want to make sure this funding gets carried over. One percent (1%) of gas tax proceeds are presumed to be marine fuel and under our laws when the gas tax is adjusted, the marine fuel proceeds are also adjusted. Under the 2003 and 2005 gas tax rate increases, that corollary money was not carried over into the accounts. It was done with the 2015 gas tax increase. Rep. Orcutt worked on HB1738 that will in 2031 refund the percentage that wasn't funded in the earlier gas tax increases.

RECAP OF HOW WE GOT HERE (AND WHERE WE ARE GOING)

Jeff Doyle of D'Artagnan Consulting noted that the Steering Committee is in a transition period with departing and new members and the fact that we have been working on this since 2012. Jeff provided a recap of RUC in Washington state starting in 2009. As part of this, he summarized roles: the Steering Committee measures, the WSTC recommends, and the Legislature decides.

Jeff walked through the essential elements of RUC policy and noted that the report will be organized by these elements to ensure the research is useful for decision making.

PREPARING FOR THE END OF THE LIVE TEST DRIVE

Matthew Dorfman of D'Artagnan Consulting discussed the operations schedule for the end of the pilot including the final invoices and wrap up activities for participants and the project team.

Ara Swanson of EnviroIssues presented an update on the communications aspects of the pilot. She started by summarizing recruitment and the pilot participant pool. She then discussed the communications coming in to the help desk over email or phone and website analytics. Finally, she summarized upcoming communications activities.

Discussion

The help desk is critical, and I've used it a lot, what do we know about getting to scale?

We know it's a really high touch activity and it is helpful. At the end of the pilot, we will look at cost ranges. We also know from the pilot that costs will be most significant up front as people enroll and get started.

Will the email list be retained for any future communications?

Yes, it started out for those interested in project updates, so we will retain that aspect and allow people to opt out at any time.

Having a list of people that participated is valuable down the road if we were to roll this out.

PILOT EVALUATION ACTIVITIES REPORT

Allegra Calder of BERK Consulting presented on the results of the mid-pilot participant survey.

Discussion

The two slides show different numbers of responses.

The correct number is 1602 total responses.

Did you follow up with 5% who said they were not paying enough?

No.

I wanted to ask, “Would you prefer this if this were double/triple the cost?” The purpose is to get more revenue so shouldn’t we ask about more.

We (the Steering Committee) were asked to compare with gas tax.

But people think gas tax is easier, so we should ask whether they would be interested in paying double.

We (the Steering Committee) have been asked about whether this is feasible compared to the current gas tax.

How many complaints do you get about the gas tax? Probably very few. What complaints do Apple or Nordstrom get every month? This is a compulsory tax-not a volunteer shopping experience. If you ask people whether they want to pay more tax they’ll say no. But the point of the RUC pilot has been to educate the public that the gas tax is declining, and it’s succeeded in that.

But if the legislature enacts a RUC and then raises the rate two to three times then people will complain if we use survey info to imply that people are OK with a RUC.

There are no plans to point to the survey data (2,000 volunteers) and extrapolate for the whole state.

We’re not talking about doubling or tripling gas tax or RUC. The purpose of the RUC is to replace revenue because the gas tax is declining.

Everybody knows that’s not the case. I need \$50M for bridges in my district. We need more revenue. Legislature will consider a mileage rate. Will need to consider more revenue, not the same revenue.

There’s a privilege in driving an EV, and there aren’t enough charging stations. Not enough at SeaTac this AM. I would like to pay for road usage.

We are changing the system based on the 2-3% of Electric Vehicles. Let EVs pay RUC. I want to keep paying gas tax. Let sales tax from sale of motor vehicles be put into gas tax account, charge EVs mileage tax and plug-ins half mileage tax. There is a bill being drafted, along with Constitutional amendment to protect revenues.

Related to concerns about accuracy—was there a correlation to reporting method?

We’re going to look at that in the cross tabs.

Allegra then presented on the six **focus groups** held in September and October.

Discussion

There is a project at the Discovery Institute called ACES (Automated, Connected, Electric, Shared). Technology is driving this. I remember when we were concerned about RUC invading privacy. But with my cell phone, I’ve given up my privacy. The future is coming fast. GM is closing plants to concentrate on EVs and trucks. By 2025 there will be a lot more EVs on the road. The committee needs to make a recommendation to the legislature, and it’s up to the legislature to sort out the details.

Why is Spokane so aware of gas tax?

Possibly because it’s so close to Idaho. However, you could know the price per gallon but be unaware of how much of that is the gas tax.

On recommendations, was there nobody that said we should implement this for EVs, and phase it in over time?

I don't think the respondents were thinking in terms of phasing.

Equity means a lot to a lot of different people. Who are we talking equity for? Is there a chance to figure that out—what is and what isn't regressive? Who is getting priced out?

Remember the saying “Don't tax you, don't tax me, tax the fellow behind the tree.” The gas tax is great because it's invisible.

Most likely we're going to look at something in the neither/both column—we need to ensure trust that the system is safe and secure.

Equity, and what equity means, has been brought up before. We don't have a paper on it yet but we will add it as a work task.

From a bond perspective at the treasurer's office, we're going to have motor fuel tax bonds for 25 years. Transition conversation is important. We won't be able to turn one system off and switch the other on. Maybe it can be shorter than 25 years, but it will take time.

We're concerned about how this program will affect transportation funding, but we're not talking about inflation. It's a relatively static funding source. We need a funding source that accounts for inflation and that's the sales tax.

POLICY DEVELOPMENT PROCESS

Travis Dunn of D'Artagnan opened up the discussion of the policy papers being presented today starting with the framework for policy papers.

POLICY ISSUE: PRIVACY PROTECTIONS IN A RUC SYSTEM

Jim Whitty of D'Artagnan presented on the topic, including a model privacy policy.

Discussion

Shouldn't privacy be included in a statement of legislative intent?

Yes, it could be included, possibly with other principles as well.

Did you consult with any of the lawyers in the state AG's office?

No.

None of this would apply if we just registered vehicles and had people pay once per year. It's because of a third party.

Some people care about that information and in this case, it would be held by an agency.

Most of this is recorded except for mileage unless there is a title change.

If corrected under the registration process are protections already in place?

I think so. DOL was releasing information to ICE and that got them in trouble.

We've been working with DOL on legislation related to data stewardship. There is a desire and thought that we were protecting people's data but more work is needed. This is a place where we are collecting more data. If it's the same agency we still have some work to do.

DOL is taking the privacy of customers very seriously and have changed what goes to law enforcement.

We need to know what data used in a RUC system exists already with the DOL. This seems like an integration question and I don't want it to be a bigger issue than it needs to be since work has been done already.

DOL may have legal protections for the early parts of this data. But if this is then accessed by another agency you need to protect that as well.

This is an agency to agency privacy issue that needs to be looked at more. I'm not sure that we need a specific piece of legislation just to deal with RUC, unless there is a third-party company managing it.

The point in the paper is that agencies have their own privacy protections. Each has their own policy (many of them different), and many have personally identifiable data. Because only ten states have general privacy protections, it makes sense to do a specific RUC policy on privacy. UTC used to provide all kinds of proprietary information – we said we will keep your data under seal and won't release it unless there is a request and it goes to the courts. Courts are better at adjudicating privacy rights than agencies. This will require more consultation than we have around the table right now.

We are recommending an exemption from public records request.

Didn't we learn from Oregon that we have to provide options? Would all residents of Washington want options beyond DOL? You would have to go to a third party and would they be bound by the same laws as the agency?

That is the purpose of the paper. We could provide a table that shows what is needed for a RUC, what DOL already collects and is under their privacy protections and then identify any gaps.

This is an excellent paper. Thank you. It needs to be adjusted for our state. Our AG has some latitude that others do not.

HAWAII'S RUC PILOT PROJECT

Ging Ging Fernandez of D'Artagnan Consulting presented on Hawaii's RUC demonstration project.

Discussion

What does a typical resident pay in gas tax?

About \$80

It looked like there were two big increases, was that on top of the \$80?

Yes.

Are you looking to keep it revenue neutral?

Yes, it's under 1 penny per mile for the state portion.

POLICY ISSUE: IS RUC COMPATIBLE WITH TOLLING POLICY AND SYSTEMS?

Travis Dunn of D'Artagnan Consulting introduced Colum Lynch of Arup who presented on the policy paper related to compatibility of RUC and tolling.

Discussion

Tolling here has not gone well and it seems that technology, especially when it touches government can get very costly. And now we are talking about trying to integrate. What is your assessment?

I tend to agree with your assessment and history has shown a lot of IT cost overruns. Complexity and cost are real. I'm not necessarily recommending it needs to be done. It could be done, and I think that collaborating (the lowest cost, lowest complexity approach) could get you 50% of the way. People would get a better service and both RUC and tolling could be more effectively run.

The one service approach could be run by a third-party provider (and therefore not touch government). The Automatic® device already can pay tolls in other markets and has been demonstrated for RUC here, so there is some evolution that could take place in the private market.

We should distinguish between customers and users. With tolling there is some choice (customers) but RUC won't be voluntary (users). Agency roles is a huge parking lot issue. Our state government has not had the best success with transitioning to new technological systems.

There are also differences in how tolling deals with customers versus managing the obligations to pay a tax. You don't want to confuse things

What would the back-end entail with a one account system? Would it preclude a third-party getting involved?

There are two different models – sign up an account provider who pays fees on your behalf. That account provider could add RUC easily. The other model is a service provider who is effectively contracted to RUC and WSDOT and that would typically be the model seen in Europe. You get a back-office system that the provider is connected to. It could be a hub with information coming from the two systems. There are payment flows, reconciliation, and other things we don't see with the current Good To Go! system.

POLICY ISSUE: EFFECT OF WA CONSTITUTION'S 18TH AMENDMENT ON RUC

Jeff Doyle of D'Artagnan Consulting presented on the 18th amendment and restrictions on RUC revenues. As part of this he provided a history of the 18th amendment and then presented five options that would require RUC to be used exclusively for highway purposes.

Discussion

The state has three gas tax authorizations. Nickel and TPA only cover the motor vehicle fuel tax, but Connecting Washington authorized other fees. There was some contemplation of other, future fees.

Yes, it's good to know there may be some ground work the legislature can build from.

The real solution would be to say that any charges get deposited into the account. If you do it legislatively you can undo it the same way.

We haven't seen anyone do that. Treasurer's office presented an option to structure RUC as a license fee.

Once you start pledging revenue to bonds you can't make changes. Does that mean you can't use other funds to pay off the bond or does it have to be gas tax revenue?

It's a long answer, but it's yes it needs to be the original revenue source.

But if you don't have the money to pay the bond, you would be paying with general funds.

But if there are insufficient funds there the state would get downgraded and be out of compliance with the bond covenants.

So, we must keep the gas tax in place for the nickel and TPA.

Our bonds extend up to 25 years. There is some restructuring that could be done but it's likely without prepayment that the gas tax would remain.

Jeff noted that We are going to spend more time on this issue at our next meeting so that

Have other states run into this problem?

No.

I just hope we can find a way for the legislature to look to the future.

POLICY ISSUE: WHAT ARE THE OPTIONS FOR REVENUE FROM A RUC SYSTEM?

Travis Dunn of D'Artagnan Consulting presented on the options for revenue. He started by noting that 55% of state transportation revenues are from the fuel tax and that 78% of state transportation expenditures are on highway purposes. He introduced a framework for revenue restrictions from more restrictive to more flexible.

Discussion

Designating funds based on volume of travel would hurt counties. Heavy trucks are damaging county roads where they are falling apart, and we don't have enough volume to raise money.

You didn't consider the Hawaii model where they can use the money for general fund. Are you restricting this because of your charge?

Yes, we've tried to keep this narrow to draw out the questions and distinctions.

If we were looking at an alternative revenue source, transit would want to broaden that definition. Enough buses on the road can help you to not need to widen it, but we do know it provides some wear and tear as well. This seems like an opportunity to look at the whole system and understand what is needed. Sometimes it's needed for roads, but sometimes others.

How we label this is how we use this? I understand why we are focused here but there are a lot of other (non-transportation) uses that could be funded. Is the distinction between a tax and fee part of the issue?

For example, in Texas 25% of gas tax goes to schools.

We had some discussion that the purpose of the RUC is a replacement for the gas tax and not in addition to. I've been trying to explain this to my constituents. It's not supposed to do anything else and now I'm hearing that we want to open this up to change how the money is used. There should be no discussion at all with how the money will be used. We are way off the topic.

That is why up to this point we have focused on it as a replacement. We also heard there was a desire for discussion on the uses.

I think we are on the track for a replacement.

For CRAB if it's a replacement we want to make sure we don't get any less than we've had. For 18 years we've been flat and right now the property tax is raising more money than our gas tax and that's a real inequity. Gray's Harbor has 187 bridges that need replacement and what we are doing is not working. Counties are in the system and our roads are falling apart.

I agree that we've gone afield. And we now seem to agree that the technology will be in the hands of the private sector. I was surprised to see this paper because I felt it was a legislative decision. It's legitimate to look at this and legislators can ignore it if they want.

For the bond question, the passage of Connecting Washington has already started a path. There is a huge amount of money going to projects that relies on MVFT and fees and if these fees are not there we need another source or Connecting WA will have to be implemented on a slower schedule.

There is value in this group going through some of the technical issues. On this issue, it's pure policy and I'm not sure we provide any value. The parking lot is in the legislature.

To recap, I'm not hearing interest in pushing this any further. Raise your hand if you disagree.

The committee agreed that the work was complete.

Travis then went through four gas tax revenue categories – marine refund, nonhighway and off-road vehicle accounts, snowmobile accounts and aeronautical accounts.

Discussion

This is largely so we don't forget about these sources.

Yes.

I'm a big supporter and if we went to a full replacement of gas tax with the RUC. If they were no longer paying, I would be concerned about the refund.

All of these vehicles pay other fees which might be a way to backfill.

Doug's point is that people are not refunding so only a small amount is going to the people that filled out the paperwork and he is asking for another source to fund the account.

UPCOMING ACTIVITIES AND FEBRUARY 2019 SC MEETING

Jeff Doyle of D'Artagnan presented on upcoming activities and let the committee know that a February meeting is proposed along with three other meetings in 2019. The pilot will end in February 2019. It sounds like there is some interest in moving ahead on the organizational assessment and we will do that in early 2019.

Discussion

The rate setter probably should not be the same agency as the beneficiary.

Yes, governance structure will be addressed first. Ultimately the legislature is the rate setter, though they can delegate it.

What is the final recommendation from the Committee to the WSTC?

Reema noted that this is yet to be decided. Today, we wanted to see if everyone agrees on certain topics. There is the opportunity for this group to vote on certain issues to make a recommendation or you can present the options to the WSTC to make a choice if you would rather not take a stand or can't get to agreement.

I agree that you probably need a hybrid. Operating procedures say consensus, but you could have a majority preferred alternative with a minority report.

ADJOURN

Chair Tortorelli adjourned the meeting at 2:50.

HOUSE BILL 1020

State of Washington

66th Legislature

2019 Regular Session

By Representative Eslick

Prefiled 12/05/18.

1 AN ACT Relating to modifying the qualifications of members
2 composing the county road administration board; and amending RCW
3 36.78.040.

4 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

5 **Sec. 1.** RCW 36.78.040 and 2005 c 233 s 1 are each amended to
6 read as follows:

7 Six members of the county road administration board shall be
8 county legislative authority members and three members shall be
9 county engineers. If any member, during the term for which he or she
10 is appointed, ceases to be either a member of a county legislative
11 authority or a county engineer, as the case may be, his or her
12 membership on the county road administration board is likewise
13 terminated. Three members of the board shall be from counties with a
14 population of one hundred (~~twenty-five~~) fifty thousand or more.
15 Four members shall be from counties with a population of from
16 (~~twenty~~) thirty thousand to less than one hundred (~~twenty-five~~)
17 fifty thousand. Two members shall be from counties with a population
18 of less than (~~twenty~~) thirty thousand. Not more than one member of
19 the board shall be from any one county.

--- END ---

HB 1020 - CRABoard Population

Current Distribution

County	Jurisdiction	2018 Population Estimate
State	State Total	7,427,570
State	Incorporated State Total	4,836,485
State	Unincorporated State Total	2,591,085
King	King County	2,190,200
Pierce	Pierce County	872,220
Snohomish	Snohomish County	805,120
Spokane	Spokane County	507,950
Clark	Clark County	479,500
Thurston	Thurston County	281,700
Kitsap	Kitsap County	267,120
Yakima	Yakima County	254,500
Whatcom	Whatcom County	220,350
Benton	Benton County	197,420
Skagit	Skagit County	126,520
Cowlitz	Cowlitz County	107,310
Grant	Grant County	97,350
Franklin	Franklin County	92,540
Island	Island County	83,860
Lewis	Lewis County	78,380
Chelan	Chelan County	77,800
Clallam	Clallam County	75,130
Grays Harbor	Grays Harbor County	73,610
Mason	Mason County	64,020
Walla Walla	Walla Walla County	61,800
Whitman	Whitman County	49,210
Kittitas	Kittitas County	45,600
Stevens	Stevens County	45,030
Okanogan	Okanogan County	42,490
Douglas	Douglas County	42,120
Jefferson	Jefferson County	31,590
Asotin	Asotin County	22,420
Klickitat	Klickitat County	21,980
Pacific	Pacific County	21,420
Adams	Adams County	20,020
San Juan	San Juan County	16,810
Pend Oreille	Pend Oreille County	13,540
Skamania	Skamania County	11,890
Lincoln	Lincoln County	10,810
Ferry	Ferry County	7,780
Columbia	Columbia County	4,150
Wahkiakum	Wahkiakum County	4,100
Garfield	Garfield County	2,210

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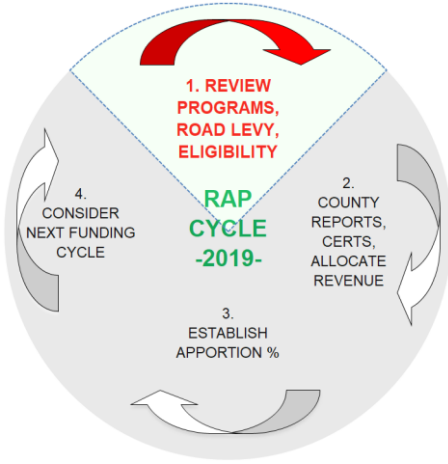
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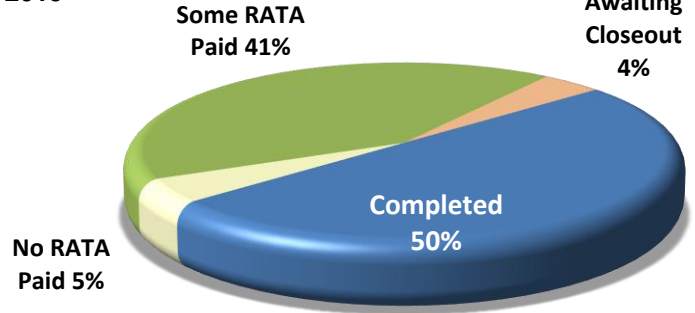
Proposed Distribution

County	Jurisdiction	2018 Population Estimate
State	State Total	7,427,570
State	Incorporated State Total	4,836,485
State	Unincorporated State Total	2,591,085
King	King County	2,190,200
Pierce	Pierce County	872,220
Snohomish	Snohomish County	805,120
Spokane	Spokane County	507,950
Clark	Clark County	479,500
Thurston	Thurston County	281,700
Kitsap	Kitsap County	267,120
Yakima	Yakima County	254,500
Whatcom	Whatcom County	220,350
Benton	Benton County	197,420
Skagit	Skagit County	126,520
Cowlitz	Cowlitz County	107,310
Grant	Grant County	97,350
Franklin	Franklin County	92,540
Island	Island County	83,860
Lewis	Lewis County	78,380
Chelan	Chelan County	77,800
Clallam	Clallam County	75,130
Grays Harbor	Grays Harbor County	73,610
Mason	Mason County	64,020
Walla Walla	Walla Walla County	61,800
Whitman	Whitman County	49,210
Kittitas	Kittitas County	45,600
Stevens	Stevens County	45,030
Okanogan	Okanogan County	42,490
Douglas	Douglas County	42,120
Jefferson	Jefferson County	31,590
Asotin	Asotin County	22,420
Klickitat	Klickitat County	21,980
Pacific	Pacific County	21,420
Adams	Adams County	20,020
San Juan	San Juan County	16,810
Pend Oreille	Pend Oreille County	13,540
Skamania	Skamania County	11,890
Lincoln	Lincoln County	10,810
Ferry	Ferry County	7,780
Columbia	Columbia County	4,150
Wahkiakum	Wahkiakum County	4,100
Garfield	Garfield County	2,210

RURAL ARTERIAL PROGRAM January, 2019



Projects Funded
2007 - 2018



PROJECT STATUS:

Billing Phase	'83-'07	'07-'09	'09-'11	'11-'13	'13-'15	'15-'17	Current Biennium '17-'19	TOTAL
Completed	958	41	33	2	26	8	1	1069
Awaiting Closeout		2			4	3		9
Some RATA paid	1	1	7		19	31	34	93
No RATA Paid					1	1	8	10
TOTAL	959	44	40	2	50	43	43	1181

FUND STATUS:

Anticipated Revenue to end of '17 - '19 Biennium:

Fuel tax receipts and interest through June, 2017	562,159,348
Estimated fuel tax receipts, interest and CW Transfers July 2017 thru June 2019	46,235,500
Total estimated revenue	608,394,848

RAP Expenditures to date:

To Completed Projects	527,195,984
To Projects in Design or Under Construction	38,387,612
Administration	11,631,849
Total RATA spent	577,215,445

RAP Obligations:

RATA Balance on Active Projects	94,240,813
RATA \$ yet to allocate to Partially funded projects -	12,174,438
Requests for reimbursement - pending	255,725
Estimated remaining administration through 2017- 2019 biennium	255,498
Total RATA obligated	106,926,474

QTR 4 - 2018 RATA ACTIVITY:

MONTH	BEGINNING BALANCE	MVFT REVENUE	INTEREST + Cash Rcpts	PROJECT PAYMENTS	#	ADMIN CHARGES	ENDING BALANCE
October	\$19,427,530.91	\$2,445,477.67	\$29,879.95	(2,412,162.17)	10	(46,777.90)	\$19,443,948.46
November	\$19,443,948.46	\$1,607,914.62	\$29,891.05	(3,078,559.43)	18	(47,958.55)	\$17,955,236.15
December	\$17,955,236.15	\$1,730,146.87	\$71,238.77	(1,912,316.69)	17	15,676.63	\$17,859,981.73
TOTALS:		\$5,783,539.16	\$101,129.82	(7,403,038.29)	45	(79,059.82)	

County Road Administration Board – January 24, 2019
Revised RAP Arrays

After review of the six-year road programs submitted by the counties on December 31, 2018, CRAB staff found 10 projects that were submitted on the proposed array (reviewed at the October 2019 CRABoard meeting) but were not included on the 6 year programs.

These were:

<u>CountyName</u>	<u>RoadName</u>	<u>BMP</u>	<u>EMP</u>	<u>COST</u>	<u>RATA Req</u>
Island	Arrowhead Road	0.02	1.39	3,790,000	1,000,000
Island	Main Street Freeland	0.00	0.21	462,000	415,000
Island	Morris Road	2.15	3.50	440,000	259,000
King	SE Reinig Rd	1.51	1.53	1,500,000	300,000
King	NE Cherry Valley Rd	0.56	0.58	1,250,000	220,000
King	SE 384 St	1.21	1.29	1,025,000	180,000
King	Beall Rd SW	0.42	0.47	575,000	100,000
Snohomish	Woods Creek Road	3.17	3.29	930,000	765,000
Kittitas	Kachess Lake Rd Culvert	2.50	2.52	818,000	700,000
Yakima	N Wenas Rd	5.17	6.36	2,314,000	2,082,600

The above projects were dropped from the arrays as being ineligible for RATA funding per WAC 136-161-060:

“RAP program cycle—Total project rating and priority array.

(6)After county road administration board staff review, all accepted final prospectuses within each region will be placed in a declining total project rating array. After review by the county road administration board at its next regular meeting, the priority array for each region will be provided to each county in the region. These arrays will be preliminary only and will be provided to the counties to assist them in their internal budgeting and programming. No notations as to whether a particular project will or will not be funded will be included. Projects not adopted in the six-year transportation program by December 31st of the submittal year will be dropped from the array of eligible projects and the revised array will be presented to the county road administration board at its next regularly scheduled meeting.”

These counties, except for Island, have other projects remaining on the revised proposed 2019 – 2021 arrays to which the CRABoard will allocate RATA funds at its April 25, 2019 meeting.

Attached are the revised proposed arrays.

NE REGION RAP ARRAY
Prior Partially Funded
and Proposed 2019 - 2021 Projects

COUNTY	TYPE	Road Name	Points	BMP	EMP	COST	RATA REQ	PREV AUTH	NEW REQ
Spokane	2R	Argonne Road	69.80	4.13	5.04	901,000	750,000	169,283	580,717
Adams	2R	Cunningham	44.35	8.39	11.04	1,035,000	901,000	215,700	685,300
Lincoln	2R	Duck Lake	44.20	15.67	18.71	1,202,000	829,600	438,000	391,600
Chelan	FA	West Cashmere Bridge	25.18	0.00	0.50	16,692,000	2,500,000	803,200	1,696,800
Ferry	3R	Bridge Creek Section 13	102.00	30.40	31.69	1,420,000	1,278,000	1,017,100	260,900
Lincoln	3R	Miles Creston	92.56	0.00	3.01	1,856,000	1,670,400	442,900	1,227,500
Whitman	RC	Hume Road	77.92	0.00	3.12	2,955,000	2,500,000	680,900	1,819,100
Okanogan	RC	Cameron Lake Rd	69.00	3.30	4.50	1,906,000	1,715,400	1,600,800	114,600
Okanogan	DR	Salmon Cr Rd Drainage	69.00	2.95	3.10	834,000	750,000		750,000
Adams	2R	McKinney Rd. #1	59.77	0.00	2.01	1,186,000	1,067,400		1,067,400
Grant	2R	Stratford Road (20-NE to RRX)	44.81	17.24	20.28	930,000	750,000		750,000
Ferry	2R	Klondike Road Rehabilitation	43.44	1.13	4.55	833,000	749,700		749,700
Chelan	2R	Mission Creek Road	42.02	2.58	5.00	1,537,000	750,000		750,000
Ferry	2R	Inchelium Hiway Rehabilitation	38.10	2.16	4.48	833,000	749,700		749,700
Whitman	2R	Johnson Cut Off Road	31.00	0.00	1.39	513,000	460,900		460,900
Spokane	3R	Brooks Road Project No. 2	122.00	1.87	3.88	3,108,000	2,796,100		2,796,100
Chelan	3R	Goodwin Road	115.33	0.00	0.14	1,531,000	1,377,000		1,377,000
Spokane	3R	Elk Chattaroy MP 0.32-MP 1.41	105.00	0.32	1.41	2,331,000	2,097,500		2,097,500
Lincoln	3R	Miles Creston Road Section 1B	104.07	3.01	4.66	2,242,711	1,466,800		1,466,800
Ferry	3R	Trout Creek Road Section 1	94.91	5.32	9.71	2,015,000	1,813,500		1,813,500
Ferry	3R	Boulder Creek West Section 2	90.27	2.75	5.50	2,265,000	2,038,500		2,038,500
Okanogan	3R	Old 97	88.33	4.15	5.35	2,040,000	1,836,000		1,836,000
Stevens	3R	Cedonia-Addy	88.00	3.10	6.20	3,500,000	3,150,000		3,150,000
Okanogan	3R	Loomis-Oroville Rd	84.80	6.00	7.25	2,065,000	1,858,500		1,858,500
Whitman	RC	Pullman Airport Road	79.49	3.40	6.11	3,920,000	3,528,000		3,528,000
Pend Oreille	3R	Westside Calispel Rd	78.65	11.04	12.59	2,010,000	1,809,000		1,809,000
Stevens	3R	Cedonia-Addy	78.00	6.20	9.21	3,500,000	2,250,000		2,250,000
Grant	3R	4-NW/NE (Dodson to Hiawatha)	76.92	0.00	5.03	1,600,000	1,440,000		1,440,000
Adams	RC	Lind Hatton Rd. Project #3	67.66	3.71	7.33	2,566,000	2,309,400		2,309,400
Pend Oreille	3R	McKenzie Rd	59.71	0.14	2.27	2,350,000	2,115,000		2,115,000
Grant	RC	H-SE (12-SE to SR 262)	58.71	0.00	4.67	1,850,000	1,665,000		1,665,000
Douglas	3R	Pearl Hill Road	54.65	13.15	17.26	2,516,000	2,264,400		2,264,400
Adams	RC	Benge-Winona	50.00	0.00	3.00	1,970,000	1,773,000		1,773,000
Douglas	3R	Dyer Hill Road	40.50	0.00	4.00	2,067,000	1,860,300		1,860,300
Douglas	3R	Whitehall Rd	39.50	0.00	5.90	3,024,000	2,721,600		2,721,600

54,224,117

Partial funded projects from prior biennia

20,988,000 Estimated revenue

NW REGION RAP ARRAY
 Prior Partially Funded
 and Proposed 2019 - 2021 Projects

COUNTY	TYPE	Road Name	Points	BMP	EMP	COST	RATA REQ	PREV AUTH	NEW REQ
Kitsap	3R	Seabeck Highway # 2	85.40	3.34	4.98	2,867,000	1,800,000	1,521,000	279,000
Skagit	3R	JOSH WILSON ROAD	87.93	1.80	2.90	2,572,000	1,000,000	87,221	912,779
San Juan	3R	Douglas Road	106.99	3.15	4.45	2,625,000	2,362,500		2,362,500
Clallam	2R	Carlsborg Road	97.00	1.01	1.72	525,000	472,500		472,500
Kitsap	3R	Glenwood Road SW	95.00	2.70	3.21	2,380,000	2,142,000		2,142,000
Skagit	3R	FRANCIS ROAD	92.42	2.87	3.85	3,700,000	2,400,000		2,400,000
Whatcom	2R	East Smith Road	90.00	1.96	4.98	1,150,000	1,035,000		1,035,000
Jefferson	2R	Upper Hoh Road	84.00	0.00	12.04	1,976,000	408,400		408,400
Whatcom	2R	Birch Bay Lynden Road	62.00	7.92	9.95	750,000	675,000		675,000
Clallam	2R	Laird Road	58.00	0.23	0.70	550,000	495,000		495,000
Clallam	3R	Barr Road	44.00	0.18	0.82	775,000	697,500		697,500
									13,553,679

Partial funded projects from prior biennia

6,432,000 Estimated revenue

PS REGION RAP ARRAY
Proposed 2019 - 2021 Projects

COUNTY	TYPE	Road Name	Points	BMP	EMP	COST	RATA REQ
King	SA	Ames Lake Road Bridge No.1320A	57.56	3.70	3.78	14,694,000	2,600,000
Pierce	2R	Sumner-Buckley Hwy E	53.18	5.34	8.00	2,292,000	2,062,800
Pierce	2R	304 St E	45.92	1.02	2.00	760,000	684,000
Pierce	2R	8 Avenue East	33.60	1.17	4.25	1,134,000	515,000
Snohomish	SA	Trout Creek Bridge #494	29.07	6.03	6.06	4,078,000	1,000,000
							8,361,800

4,099,000 Estimated revenue

SE REGION RAP ARRAY
 Prior Partially Funded
 and Proposed 2019 - 2021 Projects

COUNTY	TYPE	Road Name	Points	BMP	EMP	COST	RATA REQ	PREV AUTH	NEW REQ
Asotin	2R	Snake River Road	98.79	5.78	6.39	2,813,000	2,400,000	2,097,160	302,840
Garfield	3R	Gould City Mayview Phase 4	91.66	13.84	16.58	1,748,200	1,572,800	1,407,800	165,000
Klickitat	2R	Trout Lake Highway	111.00	10.28	11.59	1,243,000	1,118,700	673,000	445,700
Benton	RC	Hanks Road Phase I	74.50	6.00	7.50	1,556,000	1,400,000	746,500	653,500
Yakima	3R	Independence Rd	58.80	3.05	4.09	1,886,000	1,685,700	624,239	1,061,461
Columbia	FA	Kellogg Hollow Rd - Starbuck BR	16.47	12.96	13.22	3,476,000	695,300		695,300
Asotin	SA	Grande Ronde Road	72.00	9.72	9.75	1,873,000	1,685,700		1,685,700
Klickitat	RC	Sundale Road & Old Hwy 8	103.93	0.00	3.54	3,700,000	3,260,000		3,260,000
Garfield	2R	Kirby-Mayview Phase I	90.00	21.30	25.20	2,889,000	2,600,000		2,600,000
Walla Walla	3R	LOWER WAITSBURG	89.90	4.23	6.25	2,554,000	2,298,600		2,298,600
Yakima	3R	Independence Road phase 2	84.75	1.55	3.05	2,503,000	2,252,700		2,252,700
Columbia	3R	Kellogg Hollow Rd	77.25	3.20	5.10	2,739,000	2,104,700		2,104,700
Kittitas	2R	Vantage Highway - Overlay	75.64	21.25	27.51	3,465,000	2,635,000		2,635,000
Benton	3R	County Well Road	71.33	0.00	3.12	2,250,000	2,025,000		2,025,000
Walla Walla	3R	PEPPERS BRIDGE ROAD	64.33	0.35	1.60	1,782,000	650,000		650,000
Benton	3R	County Well Road	50.44	3.12	5.13	1,500,000	1,350,000		1,350,000
Franklin	3R	HOLLINGSWORTH ROAD	49.01	0.00	2.02	1,477,000	1,329,300		1,329,300
Franklin	2R	PASCO-KAHLLOTUS ROAD V	18.22	13.08	15.60	1,626,000	1,463,400		1,463,400
									29,825,801

Partial funded projects from prior biennia

12,470,000 Estimated revenue

SW REGION RAP ARRAY
 Prior Partially Funded
 and Proposed 2019 - 2021 Projects

COUNTY	TYPE	Road Name	Points	BMP	EMP	COST	RATA REQ	PREV AUTH	<u>NEW REQ</u>
Grays Harbor	RC	Garrard Creek Road	81.16	3.10	3.60	1,460,000	1,287,000	1,235,833	51,167
Cowlitz	3R	South Cloverdale Road	71.52	0.13	0.79	1,750,000	1,300,000	1,217,243	82,757
Thurston	3R	Vail Road SE	64.63	1.76	3.27	2,500,000	1,800,000	1,186,443	613,557
Lewis	DR	Jackson Hwy S	74.68	2.09	2.13	620,000	499,500	355,300	144,200
Mason	DR	North Shore - Cady Creek	67.00	6.90	7.00	600,000	500,000	465,972	34,028
Pacific	DR	Stringtown Road Culvert	51.53	0.12	0.17	555,000	499,500	372,568	126,932
Wahkiakum	DR	Eden Valley Road drainage	50.00	1.90	2.10	535,010	481,500	206,500	275,000
Clark	3R	NE Munch Road	45.82	0.00	0.59	1,119,000	950,000	700,000	250,000
Skamania	2R	Wind River Road	34.10	1.99	3.59	745,000	670,500	504,000	166,500
Lewis	RC	Centralia Alpha	75.00	10.60	11.85	4,333,000	2,200,000		2,200,000
Clark	2R	SE Blair Road	75.00	2.47	3.91	1,687,000	1,509,000		1,509,000
Grays Harbor	DR	Wishkah Rd Culvert Replacement	73.00	4.35	4.45	805,000	500,000		500,000
Grays Harbor	DR	Wynooche Valley Road Culvert	72.00	7.17	7.23	790,000	500,000		500,000
Mason	DR	North Shore - Great Bend	71.00	16.60	16.70	600,000	500,000		500,000
Mason	3R	Old Belfair Hwy	71.00	1.20	1.60	1,420,000	1,188,000		1,188,000
Cowlitz	2R	Dike Road	65.00	3.05	5.32	1,880,000	1,692,000		1,692,000
Pacific	3R	Raymond - South Bend Road	64.00	1.45	1.62	541,000	486,900		486,900
Thurston	3R	McCorkle Rd - 113th to CRP 614	63.12	0.00	1.28	1,500,000	1,170,000		1,170,000
Wahkiakum	3R	Jacobson Road	62.09	0.00	0.33	527,000	440,000		440,000
Skamania	3R	Washougal River Road	54.36	11.62	12.96	925,000	832,500		832,500
Thurston	3R	113th -Tilley to McCorkle	54.33	14.00	15.22	1,350,000	1,030,000		1,030,000
Cowlitz	DR	Cloverdale Road	49.00	1.75	1.81	565,000	500,000		500,000
Pacific	3R	South Fork Road	48.00	3.60	5.52	1,425,000	1,282,500		1,282,500
Grays Harbor	2R	Ocean Beach Road Overlay	40.08	0.00	2.50	950,000	855,000		855,000

16,430,041

Partial funded projects from prior biennia

6,849,400 Estimated revenue

County Road Administration Board – January 24, 2019

Regional RAP meetings update

Regional meetings were held in November and December, 2018. Items covered:

- Biennial funding estimates for RAP (46,000,000) and CAPP (38,500,000) including \$4.8 Million Connecting Washington funding for each.
- Federal Lands Access Program funding. FHWA is determining if will be enough funds for a November 2019 call.
- Proposed RAP projects must be included in the six-year program to be eligible for RAP funding.
- RAP and CAPP program delivery (dashboard) charts for the new website.
- Public hearing on RAP WAC changes.
- BRAC call for bridge projects - \$75M

NW Region – November 12:

The NW Region counties reviewed potential for intersection project submittals and bridge submittals. The conclusion is there are no regional intersection issues on the rural system. 2 of the 7 counties would not be able to compete for a bridge program. The region declined to pursue RAP funding for intersections or bridges.

SW Region – November 7:

Discussed using RAP as match for federal aid bridges. Also whether to have a variable funding limit based on road system size. The counties felt that the funding going to the region was too low to potentially squeeze small counties out. Right of way and environmental costs consume a lot of the little funding they receive in the region. The group was satisfied with the results of using VizRate exclusively to rate the RAP projects.

NE Region – November 28:

The region reviewed the potential for raising the percent of revenue dedicated to 2R/DR projects from 30% to 35% or 40%, or increasing the 2R county limit (currently 750,000), since drainage projects now compete in the same pool. There does not appear to be an issue with the current percentages or funding limits. The project type funding will remain as it was the last call.

SE Region – November 29:

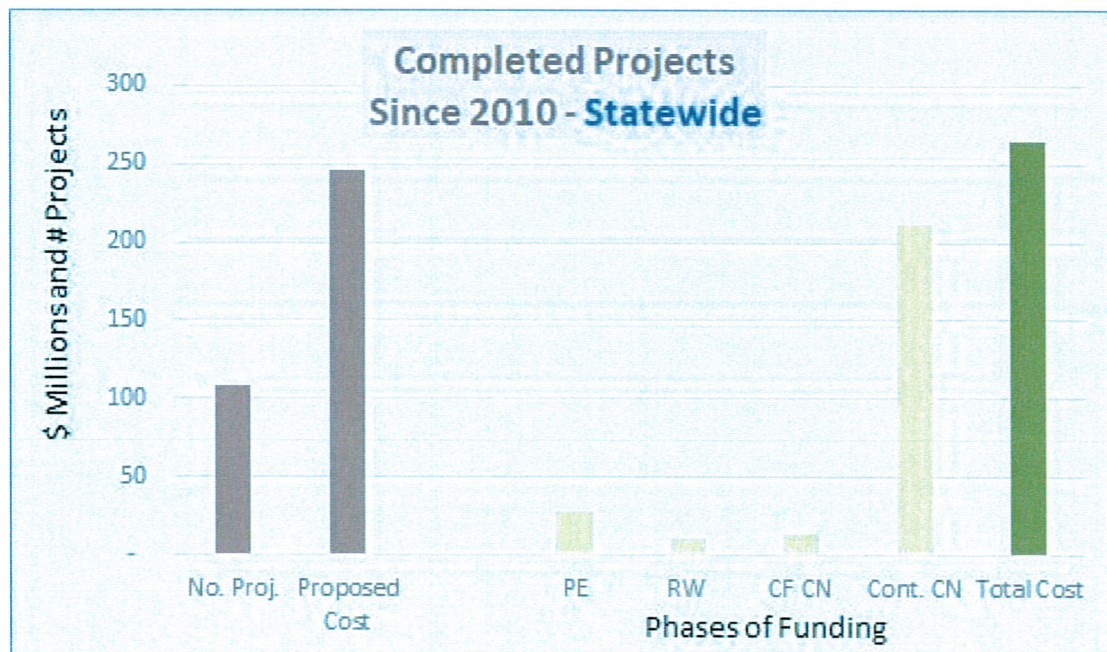
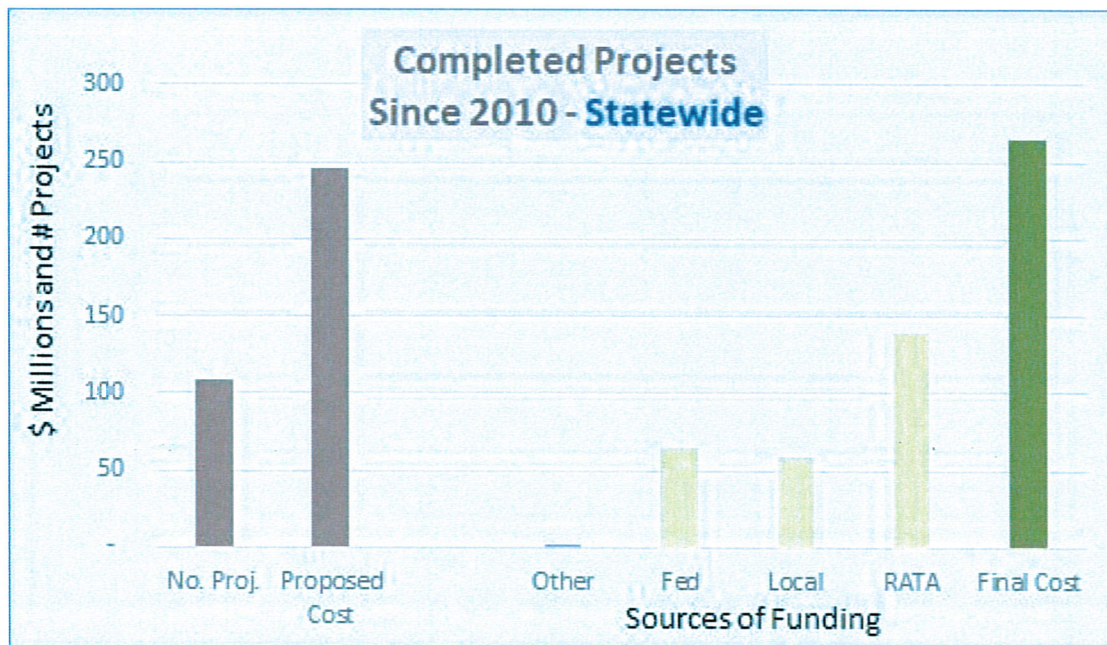
No changes were proposed by this region for project application. The group suggested the possibly of CRAB doing the surface condition rating for the counties statewide to maintain consistency (*This is not doable for a number of reasons including, liability and onus for certification lying solely on the county*). Franklin, Kittitas and Walla Walla Counties provided updates on current FLAP projects.

PS Region – December 10:

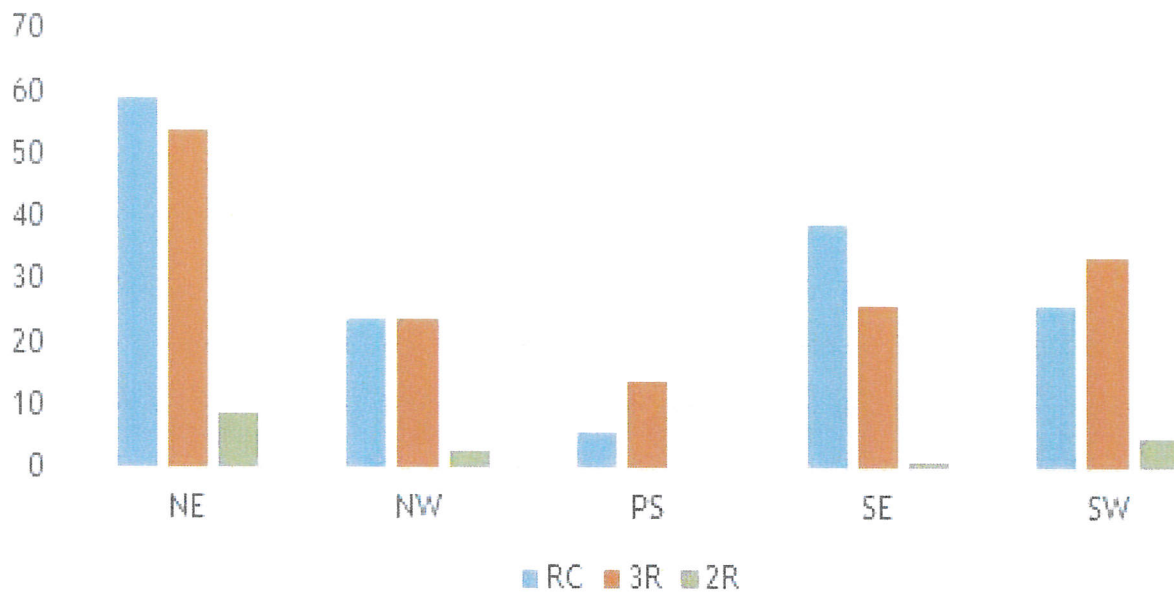
All project types are available for funding in the Puget Sound Region. The engineers suggested the rating of fish barrier points be emphasized for culverts that are submitted for RAP funding. This will be discussed at further RAP meetings.

Federal Lands Access Program Meeting – December 14

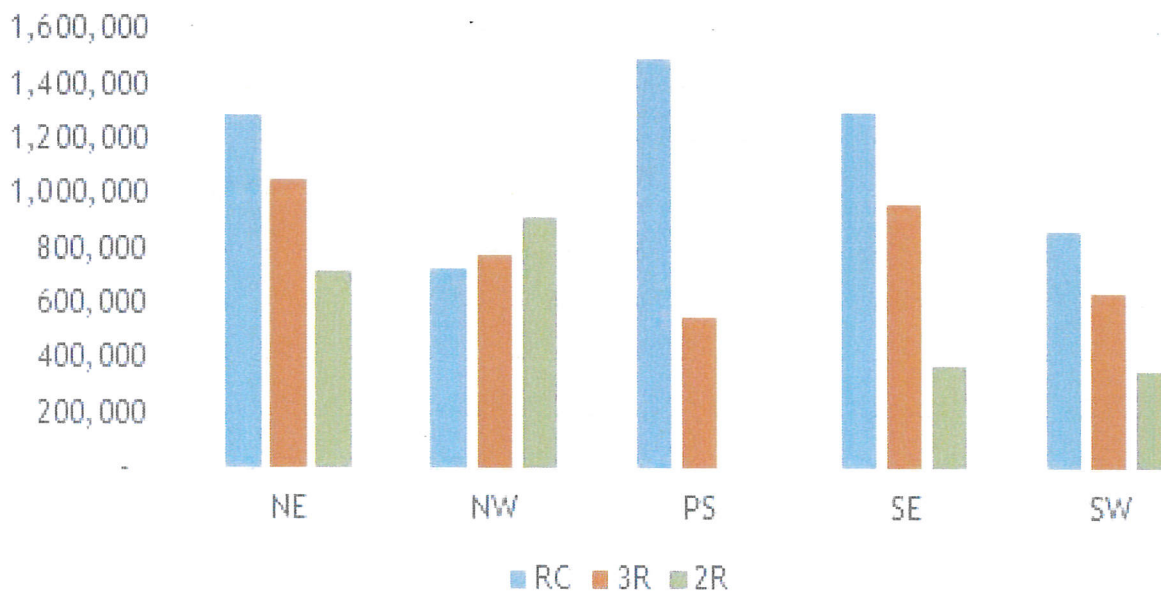
CRAB staff represented local agencies as part of the 3-member Program Decisions Committee (PDC) for Federal Lands Access Program (FLAP) funding. FHWA is dropping support for FLAP funding of preservation and county forces CN projects. The projects currently funded in Washington state FLAP will retain their funding however, because of quick delivery and low cost.



Number of Projects (Completed since 2000)



Avg RATA Paid (Proj. Completed since 2000)



County Road Administration Board – January 24, 2019

Project Actions Taken by CRAB Staff

Clallam County – Dry Creek Road:

The county submitted a request for a scope change for its RAP funded Dry Creek Road, on January 2, 2019. The change requested the milepost limits be revised from 0.10 – 0.68 to 0.00 – 0.68, to match the project detail shown in the county 6-year TIP, submitted December 31, 2018. The county noted that indeed the limits needed to be increased so the county could improve the road all the way to its intersection with SR 101, at milepost 0.00. The CRAB Director sent an approval letter on January 8, 2019 approving the change, citing that the new limit was an improvement to the project and that the project ranking remained the same. CRAB staff forwarded an amendment allowing the change in scope.

Columbia County - Lower Hogeey Road:

The county requested, per its December 18, 2018 letter, that the CRAB director grant a two extension to the start of construction. The project was facing lapsing on April 18, 2019. The county cited loss of key staff, including the county engineer and design engineer, as well as a heavier than normal project load (including 6 RAP projects). The CRAB director approved this request, revising the new construction date to April 18, 2021. The project must commence construction by that date to retain RATA funding.

Asotin County – Snake River Road

This project was scheduled to lapse in commencing the final phase of construction on April 16, 2019 (start of construction was set at April 16, 2017, when the county began materials processing for the construction project). However, no initial phases (County Forces Construction, Small Works Roster selection, or Contractor Bid Construction) had been entered into RAP Online, therefore the two year phasing deadline was not set (CRAB became aware of this when the county requested to use some of the materials on another RAP project). To encourage movement to full road construction, the CRAB director informed the county on January 23, 2019, that CRAB would input the initial phase of construction as starting April 16, 2019, requiring the final phase to commence by April 16, 2021.

**RESOLUTION 2019-001
APPORTION RATA FUNDS TO REGIONS**

- WHEREAS** RCW 36.79.030 establishes the Northeast, Northwest, Puget Sound, Southeast and Southwest Regions in Washington State for the purpose of apportioning Rural Arterial Trust Account (RATA) funds; and
- WHEREAS** RCW 36.79.040 specifies the manner in which RATA funds are to be apportioned to the five regions; and
- WHEREAS** the CRABoard established regional apportionment percentages for the 2017 - 2019 biennium at its meeting of August 10, 2017; and
- WHEREAS** RCW 36.79.050 states that the apportionment percentages shall be used once each calendar quarter by the board to apportion funds credited to the rural arterial trust account; and
- WHEREAS** RCW 36.79.020 authorizes expenditure of RATA funds for costs associated with program administration;
- NOW THEREFORE, BE IT RESOLVED** that the accrued amount of \$3,395,084 deposited to the RATA in **November and December, 2018** be apportioned to the regions by their 2017-2019 biennium regional percentages after setting aside \$32,282 for administration.

<u>REGION</u>	<u>DISTRIBUTION PERCENT</u>	<u>CURRENT APPORTION</u>	<u>BIENNIAL APPORTION (2017 - 2019)</u>	<u>PRIOR PROGRAM (1983 - 2017)</u>	<u>PROGRAM TO DATE</u>
ADMIN.		32,282	700,167	11,960,315	12,660,482
NORTHEAST	43.77%	1,471,899	13,767,450	235,574,412	249,341,862
NORTHWEST	10.90%	366,545	3,428,494	62,772,775	66,201,270
PUGET SOUND	6.81%	229,007	2,142,023	39,670,355	41,812,377
SOUTHEAST	23.63%	794,630	7,432,599	129,797,655	137,230,254
SOUTHWEST	14.89%	500,721	4,683,512	82,383,836	87,067,348
TOTAL	100.00%	3,395,084	32,154,245	562,159,348	594,313,593

Adopted by the CRABoard on January 24, 2019

Chair's Signature

ATTEST



PROPOSED RULE MAKING

CR-102 (December 2017) (Implements RCW 34.05.320)

Do NOT use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: November 06, 2018

TIME: 9:36 AM

WSR 18-22-110

Agency: County Road Administration Board

Original Notice

Supplemental Notice to WSR _____

Continuance of WSR _____

Preproposal Statement of Inquiry was filed as WSR _____ ; or

Expedited Rule Making--Proposed notice was filed as WSR _____ ; or

Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or

Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1).

Title of rule and other identifying information: (describe subject) Amending WAC 136-130-020 RAP Priorities by project type. Amending WAC 136-161-080 Limitations on allocations of RATA funds to counties.

Hearing location(s):

Date:	Time:	Location: (be specific)	Comment:
January 24, 2019	2:00 pm	2404 Chandler Court SW, Olympia, WA 98504	

Date of intended adoption: January 24, 2019 (Note: This is **NOT** the **effective** date)

Submit written comments to:

Name: Karen Pendleton

Address: 2404 Chandler Court SW, Ste 240

Email: karen@crab.wa.gov

Fax: 360-350-6094

Other:

By (date) January 20, 2019

Assistance for persons with disabilities:

Contact Karen Pendleton

Phone: 360 753 5989

Fax: 360 350 6094

TTY: 800 883 6384

Email: karen@crab.wa.gov

Other:

By (date) January 20, 2019

Purpose of the proposal and its anticipated effects, including any changes in existing rules: The CRABoard finds that amending WAC 136-130-020 will better define priorities by project type for the Rural Arterial Program and amending WAC 136-161-080 will better define project eligibility for RATA funding.

Reasons supporting proposal: Housekeeping changes

Statutory authority for adoption: 36.78

Statute being implemented: N/A

Is rule necessary because of a:

Federal Law? Yes No
Federal Court Decision? Yes No
State Court Decision? Yes No

If yes, CITATION:

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters: N/A

Name of proponent: (person or organization) County Road Administration Board

Private
 Public
 Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting:	Randy Hart	Olympia	360 753 5989
Implementation:	Randy Hart	Olympia	360 753 5989
Enforcement:	John Koster	Olympia	360 753 5989

Is a school district fiscal impact statement required under RCW 28A.305.135? Yes No

If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

Name:
Address:
Phone:
Fax:
TTY:
Email:
Other:

Is a cost-benefit analysis required under RCW 34.05.328?

Yes: A preliminary cost-benefit analysis may be obtained by contacting:

Name:
Address:
Phone:
Fax:
TTY:
Email:
Other:

No: Please explain: N/A

Regulatory Fairness Act Cost Considerations for a Small Business Economic Impact Statement:

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see chapter 19.85 RCW). Please check the box for any applicable exemption(s):

This rule proposal, or portions of the proposal, is exempt under RCW 19.85.061 because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.

Citation and description:

This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by RCW 34.05.313 before filing the notice of this proposed rule.

This rule proposal, or portions of the proposal, is exempt under the provisions of RCW 15.65.570(2) because it was adopted by a referendum.

This rule proposal, or portions of the proposal, is exempt under RCW 19.85.025(3). Check all that apply:

RCW 34.05.310 (4)(b)
(Internal government operations)

RCW 34.05.310 (4)(e)
(Dictated by statute)

RCW 34.05.310 (4)(c)
(Incorporation by reference)

RCW 34.05.310 (4)(f)
(Set or adjust fees)

RCW 34.05.310 (4)(d)
(Correct or clarify language)

RCW 34.05.310 (4)(g)
((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit)

This rule proposal, or portions of the proposal, is exempt under RCW ____.

Explanation of exemptions, if necessary:

COMPLETE THIS SECTION ONLY IF NO EXEMPTION APPLIES

If the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?


No Briefly summarize the agency's analysis showing how costs were calculated. _____

Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses, and a small business economic impact statement is required. Insert statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:

- Name:
- Address:
- Phone:
- Fax:
- TTY:
- Email:
- Other:

Date: 11/6/2018
Name: John Koster
Title: Executive Director

Signature:


WAC 136-130-020 Priorities by project type. The county road administration board has determined that the interests of the counties in the several regions will be best served by encouraging development of distinct project priority rating systems for each region.

There shall be five project types eligible for RATA funding, with each having separate rating systems for project ranking and selection. The five project types include:

(1) Reconstruction - Emphasis on alignment and grade changes on fifty percent or more of the project length, and may include additional travel lanes and right of way costs.

(2) 3R - Resurfacing, restoration, and rehabilitation - Primary focus on extending the service life of existing facility involving less than fifty percent vertical or horizontal changes, and on safety improvements. Right of way costs are eligible for RATA reimbursement as a part of this project type.

(3) 2R - Resurfacing and restoration - Primary focus on restoration of the pavement structure on the existing vertical and horizontal alignment and spot safety improvements. Minor widening costs are allowed as a part of this project type. Right of way costs are not eligible for RATA reimbursement in this project type.

(4) Intersection - 3R or reconstruction work limited to the vicinity of an existing intersection, and may include additional travel lanes and right of way costs.

(5) Bridge and drainage structures - Replacement or major rehabilitation of an existing bridge or other drainage structure, and may include additional travel lanes and right of way costs. (~~The county road administration board has determined that the interests of the counties in the several regions will be best served by encouraging development of a distinct project priority rating systems for each region.~~)

(a) All National Bridge Inventory (NBI) listed structures are eligible for replacement or rehabilitation. Rehabilitation is the major work required to restore the structural integrity of a bridge as well as work necessary to correct major safety defects.

(b) All non-NBI structures are eligible for replacement of the existing structure.

In consultation with the individual regions, the executive director shall approve the various forms and procedures necessary to allocate available RATA funding, consistent with RCW 36.79.080.

WAC 136-161-080 Limitations on allocations of RATA funds to counties. For any project program period, no county shall receive a RATA fund allocation greater than the following maximum project RATA contribution, or percentage of the forecasted regional apportionment amount:

(1) PSR: No maximum project RATA contribution; 40% limit on percentage of the forecasted regional apportionment amount;

(2) NWR: No maximum project RATA contribution; twenty percent limit on percentage of the forecasted regional apportionment amount;

(3) NER: No maximum project RATA contribution; maximum RATA contribution to each county for 2R projects is seven hundred fifty thousand dollars; twelve and one-half percent limit on percentage of the forecasted regional apportionment amount;

(4) SWR: No maximum project RATA contribution; fifteen percent limit on percentage of the forecasted regional apportionment amount;

(5) SER: No maximum project RATA contribution; percentage varies by county as follows:

(a) Asotin County	ten percent
(b) Benton County	fourteen percent
(c) Columbia County	eleven percent
(d) Franklin County	thirteen percent
(e) Garfield County	ten percent
(f) Kittitas County	thirteen percent
(g) Klickitat County	fourteen percent
(h) Walla Walla County	fourteen percent
(i) Yakima County	twenty percent

(6) The county limits for all eligible and applying counties in each region will be adjusted to include by equal share the funding limit of any ineligible or nonapplying county.

(7) Projects must have a total estimated cost of two hundred fifty thousand dollars or greater to be eligible for RATA funding.



PROPOSED RULE MAKING

CR-102 (December 2017) (Implements RCW 34.05.320)

Do NOT use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: November 06, 2018

TIME: 9:36 AM

WSR 18-22-109

Agency: County Road Administration Board

- Original Notice**
- Supplemental Notice to WSR** _____
- Continuance of WSR** _____

- Preproposal Statement of Inquiry was filed as WSR** _____ ; or
- Expedited Rule Making--Proposed notice was filed as WSR** _____ ; or
- Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or**
- Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1).**

Title of rule and other identifying information: (describe subject) Amending WAC's 136-12-020, 12-030, 12-045, 12-060, 12-070, 12-080, 14-010, 14-020, 14-030, 14-040.
Adding a new section 136-15-055 Modification of program.

Hearing location(s):

Date:	Time:	Location: (be specific)	Comment:
January 24, 2019	2:00 pm	2404 Chandler Court SW, Olympia, WA 98504	

Date of intended adoption: January 24, 2019 (Note: This is **NOT** the **effective** date)

Submit written comments to:

Name: Karen Pendleton
Address: 2404 Chandler Court SW, Ste 240
Email: karen@crab.wa.gov
Fax: 360-350-6094
Other:
By (date) January 20, 2019

Assistance for persons with disabilities:

Contact Karen Pendleton
Phone: 360 753 5989
Fax: 360 350 6094
TTY: 800 883 6384
Email: karen@crab.wa.gov
Other:
By (date) January 20, 2019

Purpose of the proposal and its anticipated effects, including any changes in existing rules: The CRABoard finds that amending the aforementioned WAC's and adding a new section will better clarify this chapter.

Reasons supporting proposal: Housekeeping changes

Statutory authority for adoption: 36.78

Statute being implemented: N/A

Is rule necessary because of a:

Federal Law? Yes No
Federal Court Decision? Yes No
State Court Decision? Yes No

If yes, CITATION:

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters: N/A

Name of proponent: (person or organization) County Road Administration Board

Private
 Public
 Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting:	Drew Woods	Olympia	360 753 5989
Implementation:	Drew Woods	Olympia	360 753 5989
Enforcement:	John Koster	Olympia	360 753 5989

Is a school district fiscal impact statement required under RCW 28A.305.135? Yes No

If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

Name:
Address:
Phone:
Fax:
TTY:
Email:
Other:

Is a cost-benefit analysis required under RCW 34.05.328?

Yes: A preliminary cost-benefit analysis may be obtained by contacting:

Name:
Address:
Phone:
Fax:
TTY:
Email:
Other:

No: Please explain: N/A

Regulatory Fairness Act Cost Considerations for a Small Business Economic Impact Statement:

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see chapter 19.85 RCW). Please check the box for any applicable exemption(s):

This rule proposal, or portions of the proposal, is exempt under RCW 19.85.061 because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.

Citation and description:

This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by RCW 34.05.313 before filing the notice of this proposed rule.

This rule proposal, or portions of the proposal, is exempt under the provisions of RCW 15.65.570(2) because it was adopted by a referendum.

This rule proposal, or portions of the proposal, is exempt under RCW 19.85.025(3). Check all that apply:

RCW 34.05.310 (4)(b)
(Internal government operations)

RCW 34.05.310 (4)(e)
(Dictated by statute)

RCW 34.05.310 (4)(c)
(Incorporation by reference)

RCW 34.05.310 (4)(f)
(Set or adjust fees)

RCW 34.05.310 (4)(d)
(Correct or clarify language)

RCW 34.05.310 (4)(g)
((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit)

This rule proposal, or portions of the proposal, is exempt under RCW ____.

Explanation of exemptions, if necessary:

COMPLETE THIS SECTION ONLY IF NO EXEMPTION APPLIES

If the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?

No Briefly summarize the agency's analysis showing how costs were calculated. _____

Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses, and a small business economic impact statement is required. Insert statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:


- Name:
- Address:
- Phone:
- Fax:
- TTY:
- Email:
- Other:

Date: 11/6/2018

Name: John Koster

Title: Executive Director

Signature:



AMENDATORY SECTION (Amending WSR 17-11-037, filed 5/11/17, effective 6/11/17)

WAC 136-12-020 Procedure during vacancy or change. When a vacancy or change occurs in the office of county engineer (~~(due to resignation, retirement, death or for any other)~~) for any reason, the county legislative authority shall take immediate steps to find a replacement (~~(, either by promotion from within the organization if a competent and eligible person is available, or by advertisement for, and interview of, qualified applicants)~~). The county legislative authority or county executive shall (~~(, in writing)~~), by electronic email or official letter, within five (~~(working)~~) business days, notify the county road administration board of the vacancy or change, the effective date of the vacancy or change and of the procedure to be followed during the period of vacancy. The notice to the county road administration board shall state that the legislative authority or county executive has reviewed the requirements within (~~(this)~~) chapter 136-12 WAC.

AMENDATORY SECTION (Amending WSR 99-01-021, filed 12/7/98, effective 1/7/99)

WAC 136-12-030 Acting county engineer. If for any reason (~~(r)~~) it is impossible to employ a new county engineer immediately, the county legislative authority shall designate, by resolution, an acting county engineer for an interim period (~~(r)~~) not to exceed six months (~~(r)~~) except as provided in WAC 136-12-060. A copy of such resolution shall be forwarded to the county road administration board within five business days of the effective date of the vacancy.

If the acting county engineer is not a licensed professional civil engineer, the legislative authority shall designate a licensed professional civil engineer to perform all professional civil engineering (~~(services)~~) functions during the interim period as required by chapter 18.43 RCW, and the unlicensed acting county engineer shall perform only those functions of the office not requiring a professional civil engineer's license.

AMENDATORY SECTION (Amending WSR 17-11-037, filed 5/11/17, effective 6/11/17)

WAC 136-12-045 Notification of hiring. When final arrangements for the employment of a new county engineer have been made, the county legislative authority or the county executive shall, within five (~~(working)~~) business days, notify the county road administration board in writing and shall include the following information: Name of new county engineer, Washington professional civil engineer registration number, start date, and contact information, including an email address when available. In addition, the notification shall include a copy of the organization chart detailing the responsibilities of the county engineer if there is an adopted change, WAC 136-50-051, and a

copy of the appointment resolution, letter of appointment, or copy of the meeting minutes of the legislative authority recording the appointment.

AMENDATORY SECTION (Amending WSR 17-11-037, filed 5/11/17, effective 6/11/17)

WAC 136-12-060 Failure to comply. In the case of vacancy or change, if ~~((notification is not received within the time frame established in WAC 136-12-045, the matter of the vacancy))~~ a county fails to comply with any portion of chapter 136-12 WAC, the matter will be considered at the next regular meeting of the county road administration board. The county road administration board may ~~((require that all construction by county forces projects be shut down and/or that all distribution of gas tax funds to the county cease))~~ take any action regarding county forces construction, the county's motor vehicle fuel tax distribution, county arterial preservation program eligibility or rural arterial program eligibility it deems appropriate: Provided however, that it may continue to grant reasonable extensions in the event the affected county can give adequate proof or demonstrate at the next regularly scheduled board meeting that a diligent effort has been made to secure the services of a qualified professional civil engineer.

AMENDATORY SECTION (Amending WSR 02-18-018, filed 8/22/02, effective 9/22/02)

WAC 136-12-070 County engineer in counties that choose to employ a part-time county engineer or a contract county engineer. When the county legislative authority chooses to employ a county engineer on a part-time basis the terms of such employment shall be set forth in a contract adopted by resolution of the legislative authority. Such contract shall specify, but need not be limited to: Statement of legal responsibility, salary or wage arrangements, meetings with the legislative authority, travel expenses and relationship with regular employees. A copy of such resolution and contract shall be forwarded to the office of the county road administration board within five business days of adoption.

When the legislative authority chooses to contract with another county for services such contract shall be approved by resolution of both legislative authorities. Such contract shall specify, but need not be limited to: Statement of legal responsibility, salary or wage arrangements, meetings with the legislative authority, travel expenses and relationship with regular employees. A copy of the contract and both resolutions shall be forwarded to the office of the county road administration board within five business days of adoption by both counties. Any such contract shall be in accordance with the procedures of the Interlocal Cooperation Act, chapter 39.34 RCW.

AMENDATORY SECTION (Amending WSR 02-18-018, filed 8/22/02, effective 9/22/02)

WAC 136-12-080 (~~Assistant county engineer~~) Supervision of non-engineering county engineer duties in counties with a part-time county engineer or a contract county engineer. When a legislative authority of a county chooses to employ a (~~licensed professional civil~~) county engineer on a part-time basis or contract with another county for the services of its (~~licensed professional civil~~) county engineer, it shall designate by resolution a full-time employee (~~as assistant county engineer. In such cases, the designated assistant county engineer shall~~) to perform the day-to-day supervision of the (~~road department under the~~) county engineer duties not requiring a professional civil engineering license in accordance with policies established by the legislative authority.

AMENDATORY SECTION (Amending WSR 99-01-021, filed 12/7/98, effective 1/7/99)

WAC 136-14-010 Purpose and authority. The requirement to develop and adopt both long range and short range programs as a prerequisite to road construction is established in RCW 36.79.080, 36.81.121 and 36.81.130. Numerous studies have shown that road construction needs far exceed available revenue. Priority programming is the development and application of techniques designed to rank any array of potential projects in order of importance to serve as a guide in assisting a county legislative authority in the formulation of road programs and distribution of limited resources. Priority programming procedures for counties must be adaptable to a wide variety of situations.

AMENDATORY SECTION (Amending WSR 90-07-075, filed 3/21/90, effective 4/21/90)

WAC 136-14-020 Application. Priority programming techniques shall be applied in the ranking of all potential projects on the ~~((arterial))~~ road system of each county. They may be applied to all ~~((arterial))~~ road and bridge projects combined in a single group, or may be applied to individual functional classes of ~~((arterials))~~ roads and further subdivided into rural and urban systems if desired. Priority programming will not be required, but is recommended, for the local access road system. However, bridges on the local access road system must be included in priority programming.

AMENDATORY SECTION (Amending WSR 99-01-021, filed 12/7/98, effective 1/7/99)

WAC 136-14-030 Process. Each county engineer will be required to develop a priority programming process tailored to meet the overall roadway system development policy determined by his or her county legislative authority. Items to be included and considered in the technique for roads shall include, but need not be limited to the following:

- (1) Traffic volumes;
- (2) Roadway condition;
- (3) Geometrics;
- (4) Safety and accident history; and
- (5) Matters of significant local importance.

The manner in which these various items are treated may vary from county to county.

Bridge priorities shall be established in accordance with WAC 136-20-060. ~~((Accident records may be considered where their use will make a legitimate contribution.))~~ A description of the priority programming technique to be used shall be submitted by each county engineer to the county road administration board.

The county road administration board, upon request, will provide assistance to counties in the development, evaluation or modification

of their priority programming process in order to meet the requirements of this rule.

AMENDATORY SECTION (Amending WSR 99-01-021, filed 12/7/98, effective 1/7/99)

WAC 136-14-040 Application of process. The priority programming process for roads shall be applied by the county engineer to all potential arterial, collector and bridge projects in the county, and to local access road projects if directed by the legislative authority. The resulting priority array shall be updated not later than (~~June 1st of each odd-numbered year~~) the first Monday in October and shall be consulted together with bridge priorities by the county legislative authority and county engineer during the preparation of the proposed six-year transportation program as described in chapter 136-15 WAC.

NEW SECTION

WAC 136-15-055 Modification of program. The adopted six-year program may not be revised except by a majority vote of the members of the legislative authority who are present when the vote is taken. Such revisions shall be by resolution of the legislative authority and only after a public hearing thereon. A copy of such resolution shall be forwarded to the county road administration board as part of the annual certification for that calendar year.

From: Randy Hart <randy@crab.wa.gov>
Sent: Monday, January 7, 2019 11:25 AM
To: Wendy Clark <WClark@co.jefferson.wa.us>
Cc: Karen Pendleton <karen@crab.wa.gov>; Drew Woods <Drew@crab.wa.gov>
Subject: RE: WAC 136-15

Hi Wendy. In reference to your question on the purpose for the new section 136-15-55; Any changes to the six year program require the same process as the original adoption – which requires a public hearing. This is essential when a new project is being added or one is being dropped or another is being changed (scope change). The new section simply makes that clear, so that counties do not miss it when simply reviewing the CRAB WACs.

We would agree with some aspects of your interpretation for very minor changes. In some cases, when the engineer and the county elected official are convinced a change is not substantive, such as a scrivener's error (slight typo), they may decide, at that time, that formal adoption is not required. It should not be a standard process, however, but an exception to the normal adoption process. We would encourage the engineer to communicate regularly with their elected officials; since there cannot be a one size fits all and some would have a different comfort level in dealing with minor changes. Timing of funding, length, and others changes should remain significant to the public interest.

We encourage you to attend our public hearing of the WAC changes, which will be conducted at 2 pm, January 24, 2019.

Please write or call if you have further questions.

Randy Hart, PE
Grant Programs Manager
County Road Admin. Board
360-350-6081
randy@crab.wa.gov

From: Karen Pendleton <karen@crab.wa.gov>
Sent: Monday, January 7, 2019 10:31 AM
To: Randy Hart <randy@crab.wa.gov>
Cc: Wendy Clark <WClark@co.jefferson.wa.us>
Subject: FW: WAC 136-15

Hi Wendy,
I'm forwarding your questions to Randy Hart, P.E. Randy will be able to answer your questions.

Karen Pendleton
Executive Assistant
County Road Administration Board
360.753.5989

From: Wendy Clark <WClark@co.jefferson.wa.us>
Sent: Monday, January 7, 2019 10:12 AM
To: Karen Pendleton <karen@crab.wa.gov>
Subject: RE: WAC 136-15

Hi Karen,

Could you provide any background on the reasons for the WAC revision? Is there a definition for a modification or a revision that would trigger going to the governing authority and conducting a public hearing? For example, if a Public Works Department needs to make the inclusion of a new project to the TIP, this would be a modification of program. A minor change such as the project scope, length and termini, timing, funding sources, etc., would not require approval from the governing authority would be within the authority of the County Engineer.

Would CRAB agree with this definition of a substantial change?

Thank you,

Wendy

Wendy Clark-Getzin, PE
Transportation Planner
(360) 385-9162

From: Karen Pendleton <karen@crab.wa.gov>
Sent: Friday, January 4, 2019 12:47 PM
To: Wendy Clark <WClark@co.jefferson.wa.us>
Cc: Randy Hart <randy@crab.wa.gov>
Subject: RE: WAC 136-15

Hi Wendy,
Yes, please send your question so I can have it as part of the record. Thank you!

Karen Pendleton
Executive Assistant
County Road Administration Board
360.753.5989

From: Wendy Clark <WClark@co.jefferson.wa.us>
Sent: Friday, January 4, 2019 12:01 PM
To: Karen Pendleton <karen@crab.wa.gov>
Cc: Randy Hart <randy@crab.wa.gov>
Subject: WAC 136-15

Hi Karen and happy new year:

I downloaded a potential revision to WAC Chapter 136-15. A new paragraph, 136-15-055, titled Modification of Program was suggested. Could you tell me the status of the revision and the CRAB process to review the language? I would like to make sure Jefferson County has the opportunity to ask questions before the revision is incorporated. Should I send you our questions?

Thank you,

Wendy

Wendy Clark-Getzin, PE, Transportation Planner
Jefferson County, Public Works
623 Sheridan Street
Port Townsend, WA
(360) 385-9162

Notice: This E-mail and your response may be considered a public record and may be subject to disclosure under Washington's Public Records Disclosure Act, Chapter 42.56 RCW.

COMPLIANCE & DATA ANALYSIS MANAGER'S REPORT
Prepared by Andrew Woods, PE








CRABoard Meeting – January 24, 2019

Reporting Period: October 20, 2018 thru January 18, 2019

COMPLIANCE

STANDARDS OF GOOD PRACTICE:

The following forms were due on or before December 31, 2018:

-  Six-Year Transportation Improvement Program (TIP) and Budget Analysis
-  Annual Construction Program
-  County Arterial Preservation Program (CAPP)
-  County Budget Summary
-  Pavement Management System Certification for CAPP
-  Work Plan and Budget for Maintenance Management System (MMS)
-  Engineer Certification of December Forms

38 of 39 counties submitted the required forms by the December 31st due date. One county submitted their forms on January 2, 2019. All submitted forms have been reviewed and accepted. All 38 of 39 counties are in reasonable compliance for submitting their yearend forms.

Yakima County was unable to meet the standard of good practice requiring all paved arterial and collector roads be rated for pavement condition biennially ([WAC 136-70-040](#)). See the attached letter from Mr. Matt Pietrusiewicz, P.E. dated January 18, 2019 outlining the timeline of Yakima County's efforts and corrective action plan to bring themselves into compliance. No action by the Board is recommended at this time. However, if Yakima County is unable to be in compliance by the April Board meeting, they will be requested to discuss the matter further with the Board at that meeting.

The following forms went live on the CARS platform on January 3, 2019:

-  Certification of the 2019 Road Levy and Estimated Revenue Produced
-  Digital Submittal Certification for Forms Due February 1st

WAC 136-12 – Vacancy or Change in Position of County Engineer:


Update on Current Vacancies:

County	Effective Date	Original Six-Month Expiration	Six-Month Extension	Notes
Douglas	April 30, 2018	October 30, 2018	April 30, 2019	Actively recruiting
Kittitas	April 30, 2018	October 30, 2018	April 30, 2019	Actively recruiting

County Audits – For Fiscal Year 2017

From October 27, 2018 to January 18, 2019, there were no new audit finding(s) or management letters involving county road or ER&R funds.

Unresolved Audit Finding(s):

-  Clallam County's FY 2017 accountability audit had a finding regarding their indirect cost distribution method. This finding was after receiving management letters for the same issue for FY 2015 and FY 2016. CRAB staff is working with the County to develop a corrective action plan; however, the retirement of the county's two top financial positions is impacting the timeline.

UPDATE: By email on December 26, 2018 from Ross Tyler, P.E., the county has hired a new Chief Financial Officer. The #1 priority for the new CFO is to assemble the appropriate protocol for determining the indirect rate for the enterprise funds and the road fund. They hope to have the new plan approved by the State Auditor's Office by mid-2019.


CERTIFICATION

I certify that I have reviewed all of the above compliance reporting with the Deputy Director.

OTHER ACTIVITIES OF THE C&DA MANAGER

-  County Visits:
 - a. Regional RAP Meetings
 - i. Lewis County – November 7th
 - ii. Grant County – November 28th
 - iii. Franklin County – November 29th
 - iv. King County – December 10th
 - v. Skagit County – December 11th
 - b. Clark County – October 30th
 - c. San Juan County – November 8th
 - d. Jefferson County – December 14th
-  County Leaders Conference – Tacoma, WA
-  County Engineer Training – December 4th to 6th
-  WSACE Professional Development Conference Committee:

a. Numerous conference calls

 Washington Program Decision Committee Meeting – WFLHD Office Vancouver
December 20th



Yakima County Roads

Matt Pietrusiewicz P.E. - County Engineer

128 North Second Street • Fourth Floor Courthouse • Yakima, Washington 98901
(509) 574-2300 • 1-800-572-7354 • FAX (509) 574-2301 • www.co.yakima.wa.us

January 18, 2019

Mr. Andrew Woods, P.E.
Compliance and Data Analysis Manager
County Road Administration Board
2404 Chandler Ct., S.W., Suite 240
Olympia, WA 98504-0913

Re: PMS Annual Certification

Dear Mr. Woods,

I am writing this letter to inform you that Yakima County was unable to complete the Pavement Rating requirement. This is the first time this has happened at Yakima County. It is not due to a lack of effort or prioritization on our part. We contracted with IMS Infrastructure Management Services L.L.C. It has not been a productive relationship. Here is brief timeline:

May – Solicitation of Bids
June – Negotiate rates with IMS
July 9th – Awarded Contract to IMS
September 24th – Correspondence from IMS promising to start October 24th
October 18th – Correspondence from IMS promising to start November 1st
December 6th – Correspondence from IMS promising to start December 11th
December 11th – Correspondence from IMS promising to start December 17th
December 20th – Began pavement rating, then left town
January 7th – Resumed pavement rating

Now that they are back in town, they have been making steady progress. I expect them to be finished by the end of February. I will notify you in writing when this happens. Although this does not technically meet the two calendar year standard, I would argue that it certainly meets the intent. Thank you for any consideration in this matter.

Sincerely,

Matt Pietrusiewicz, P.E.
County Engineer

Yakima County ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin, or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding Yakima County's Title VI Program, you may contact the Title VI Coordinator at 509-574-2300.

If this letter pertains to a meeting and you need special accommodations, please call us at 509-574-2300 by 10:00 a.m. three days prior to the meeting. For TDD users, please use the State's toll free relay service 1-800-833-6388 and ask the operator to dial 509-574-2300.

January 24-25, 2019 CRABoard Meeting
Deputy Director's Report

1/22/2019 8:05 AM

A. County Engineer Changes since October 2018

1. By email October 2, 2018, Columbia County appointed Charles Eaton, PE, to begin employment December 1, 2018. Grant Morgan, PE, will continue as Acting County Engineer until Mr. Eaton receives his Washington State P.E. license through comity.
2. By letter on December 4, 2018, Mason County appointed Diane Sheesley, PE, as County Engineer, effective December 10, 2017, following the resignation of County Engineer John Huestis, PE, on July 15, 2018. PWD Jerry Hauth, PE, has acted as County Engineer until the Board's appointment.

From: Lisa Ronnberg <Lisa_Ronnberg@co.columbia.wa.us>

Date: October 2, 2018 at 8:07:16 AM PDT

To: "john.koster@crab.wa.gov"

Subject: Columbia County Engineer

Good Morning John

Columbia County has hired a County Engineer/Public Works Director - Charles Lee Eaton will begin on 12/1/18. He has applied for his Washington P.E. as he now resides in Oregon, so will forward that when I have received that information. Also, at this time there will be no change in the responsibilities of the county engineer from that that have been established in the past.

As soon as the meeting minutes from the Commissioners meeting, which was yesterday 10/1/18, are approved I will forward those showing his appointment. His contact information will be:

Charles Eaton
PO Box 5/415 N Guernsey
Dayton WA 99328
509-382-2534 office
509-382-4724 fax
Charles_Eaton@co.columbia.wa.us

Please let me know if you need anything else.

Best regards

Lisa Ronnberg

PO Box 5/415 N Guernsey
Dayton WA 99328
509-382-3972 office
509-382-4724 fax

**MINUTES OF THE REGULAR MEETING OF THE
COLUMBIA COUNTY BOARD OF COMMISSIONERS**

October 1, 2018

The regular meeting of the Columbia County Board of Commissioners was held on October 1, 2018, with Chairman Norm J. Passmore, Commissioner Merle D. Jackson, Commissioner Michael A. Talbott, and Clerk of the Board Leanne J. Peters present.

9:00 a.m. Work Session

The Board met to discuss general county business; no action was taken.

10:00 a.m. Columbia County Public Works

Lisa Ronnberg was present. Lisa requested the Board appoint Charles Eaton as County Engineer.

Commissioner Jackson moved to appoint Charles Eaton as County Engineer/Public Works Director, effective December 1, 2018. The motion unanimously carried.

A discussion was held regarding clean-up and tree removal at the Seneca property. Lisa will provide information regarding costs.

10:35 a.m. An executive session was held for 15 minutes to discuss union negotiations pursuant to RCW 42.30.140(1)(4). The session closed at 10:38 a.m.; no action was taken.

10:45 a.m. Kathryn Witherington – Port of Columbia

A discussion was held regarding the termination of the district court lease agreement. Kathryn stated that they were able to find a new tenant for the space and will provide a lease buy out amount for the county.

11:00 a.m. Miscellaneous

Commissioner Talbott moved to approve the 9/17 and 9/19 meeting minutes. The motion unanimously carried.

11:05 a.m. The meeting was recessed until 7:00 p.m.

7:00 p.m. Public Hearing: Maloney Mountain Road Closure

A public hearing was held to discuss whether Maloney Mountain Road should be closed/gated during the winter months. A list of those present is attached. Public comment was taken. The hearing closed at 8:25 p.m.

There being no further business to come before the Board, the meeting was duly declared adjourned at 8:25 p.m.

Submitted by:


Leanne J. Peters
Clerk of the Board

Approved:


Norm J. Passmore, Chairman


Merle D. Jackson, Commissioner


Michael A. Talbott, Commissioner



MASON COUNTY DEPARTMENT OF PUBLIC WORKS

100 W PUBLIC WORKS DRIVE
SHELTON, WASHINGTON 98584

Phone (360) 427-9670 x450
Fax (360) 427-7783

MASON COUNTY MISSION

The mission of Mason County Government is to provide essential & mandated services which will preserve & benefit the health, safety, & welfare of the general public in a professional and courteous manner through the effective and equitable management of available public resources.

Mason County recognizes that its employees & volunteers are the foundation upon which these services are provided.

December 4, 2018

Walt Olsen, PE
County Road Administration Board
2404 Chandler Court SW, Suite 240
Olympia, WA 98504-0913

RE: New County Engineer Notification

Dear Mr. Olsen:

Board of County Commissioners appointed Jerry W. Hauth as the Public Works Director/Acting County Road Engineer until Mason County could recruit a new County Engineer. Mason County has advertised, interviewed and selected a qualified candidate to fill the County Engineer position with Mason County Public Works Department.

The following information is notification required by WAC 136-12-45 for appointing Mason County's new County Road Engineer:

New County Engineer: Diane Sheesley
WA. State Professional Lic. Reg. No.: 40878 Exp.: November 21, 2020
Contact Information: Work Ph: (360) 427-9670, Ext. 452
Work Cell: (360)490-0276
Email: dsheesley@co.mason.wa.us

I have enclosed a copy of Resolution Number 83-18, adopted by the Mason County Board of Commissioners on December 4, 2018 appointing Diane as the new County Road Engineer for Mason County, effective December 10, 2018. A copy of the Public Works Organization Chart is also enclosed.

If you have any questions, please do not hesitate to contact me at (360) 427-9670, Ext. 462.

Sincerely,

Kelle Medcalf
Public Works Office Administrator

encl. Public Works Org. Chart
Resolution 83-18

RECEIVED

BY: R. Mayner

DATE: 12-4-18

RESOLUTION NO. 83-18
IN THE MATTER OF APPOINTING A COUNTY ROAD ENGINEER

WHEREAS, on July 3, 2018, per WAC 136-12-030, the Board of Mason County Commissioners designated Jerry, W. Hauth, PE, as the Acting County Engineer, Resolution 46-18, effective July 16, 2018, due to the resignation of John Huestis, PE.

WHEREAS, the Mason County Human Resources Department was directed to begin the recruitment process to fill the position of Public Works County Engineer; and


WHEREAS, the recruitment process has been completed and Diane Sheesley has been selected to fill the requirements of the position of the County Engineer;

WHEREAS, WAC 136-12-045 requires a resolution attesting to the appointment of the County Road Engineer to be approved and transmitted to the County Road Administration Board.

NOW, THEREFORE BE IT RESOLVED that the Board of Mason County Commissioners does hereby appoint Diane Sheesley, PE, as the County Road Engineer for Mason County, Effective December 10, 2018.

DATED this 4th day of December, 2018.

**BOARD OF MASON COUNTY
COMMISSIONERS**



Randy Neatherlin, Chair

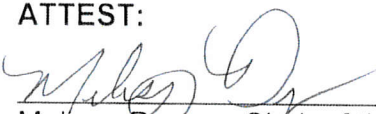


Terri Drexler, Vice Chair



Kevin Shetty, Commissioner

ATTEST:



Melissa Drewry, Clerk of the Board

REVIEWED AS TO FORM:

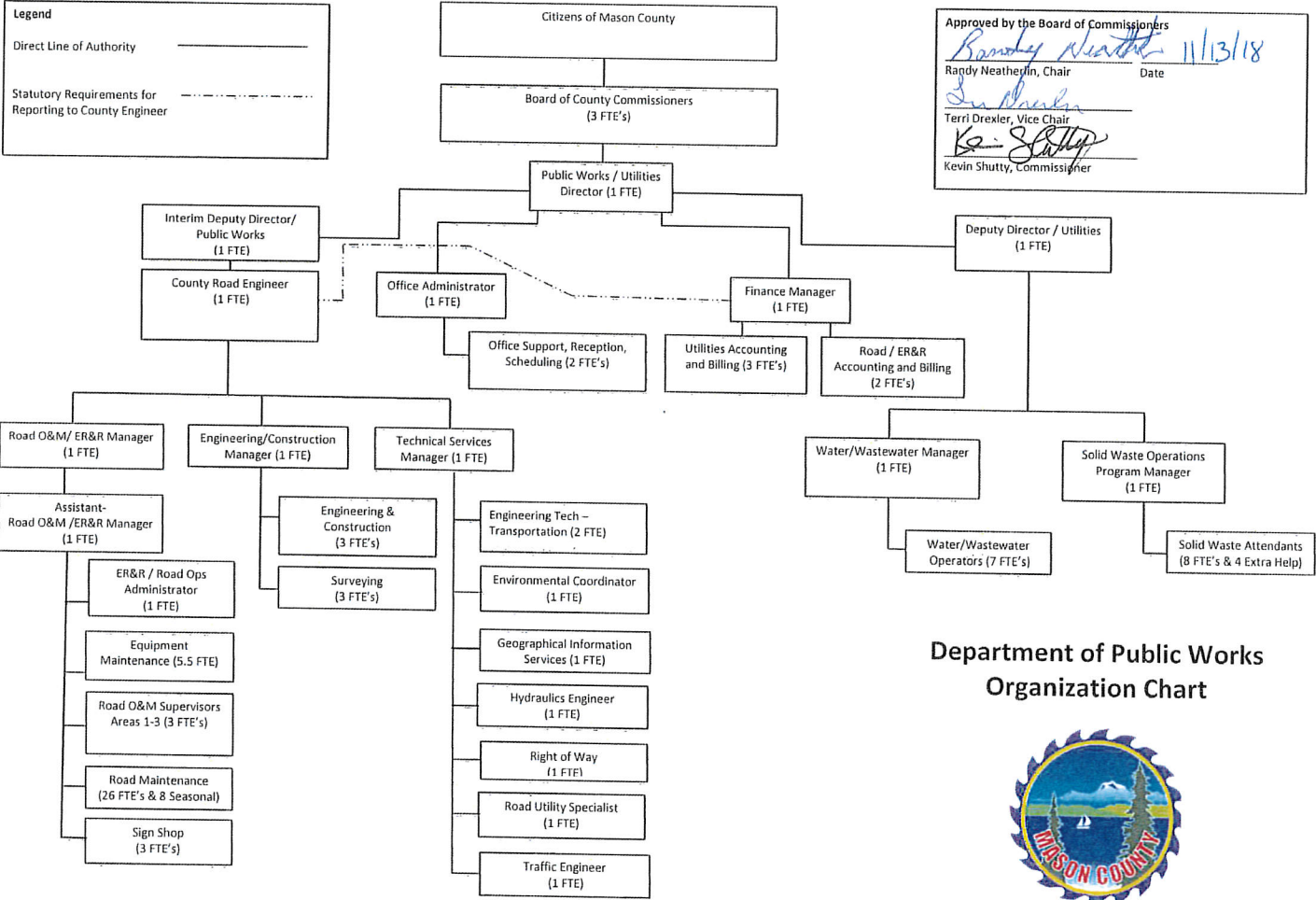


Tim Whitehead, Ch. Civil Prosecutor

Legend

Direct Line of Authority _____

Statutory Requirements for Reporting to County Engineer - - - - -



Approved by the Board of Commissioners

Randy Neatherlin 11/13/18
Randy Neatherlin, Chair Date

Terri Drexler
Terri Drexler, Vice Chair

Kevin Shutty
Kevin Shutty, Commissioner

**Department of Public Works
Organization Chart**



B. County Visits completed since October 2018

- Lincoln County
- Spokane County
- Douglas County
- Chelan County
- San Juan County
- Lewis County
- Grays Harbor County
- Jefferson County
- Pend Oreille County

There were numerous contacts with County Engineers in various venues.

C. County Audit Reports reviewed since October 2018

The 1997 State Auditor Office (SAO) audit of CRAB concluded that the minutes of the Board meetings needed specific mention of SAO audits of the counties and of any findings that might relate to the statutory responsibilities of CRAB. The minutes also need to reflect any recommendations from the CRABoard to staff in response to the audits. This report details our staff procedures to satisfy the SAO.

CRAB has reviewed ***sixteen (16)*** audit reports representing ***fourteen (14)*** counties since the October 2018 board meeting. ***Four (4)*** audits contained a total of ***four (4)*** findings issued and ***none (0)*** involved County Road Funds in some form. Any audits, with county name in bold print, revealed substantive findings involving County Road Funds, specifically:

2017 Audits

Report #	Entity/Description	Report Type	Audit Period	Date Released	New?	Co. Rd?	Prev?	Status
1023103	Mason County	Accountability	01/01/2017 to 12/31/2017	1/17/2019	1	NCR	1	NCR
1022766	Snohomish County	Accountability	01/01/2017 to 12/31/2017	12/31/2018				
1022735	Benton County	Accountability	01/31/2017 to 12/31/2017	12/27/2018				
1022780	Yakima County	Accountability	01/01/2017 to 12/31/2017	12/24/2018				
1022795	Douglas County	Accountability	01/01/2017 to 12/31/2017	12/24/2018				
1022829	Walla Walla County	Accountability	01/01/2017 to 12/31/2017	12/24/2018				
1022812	Cowlitz County	Financial and Federal	01/01/2017 to 12/31/2017	12/20/2018	1	NCR		
1022813	Cowlitz County	Accountability	01/01/2017 to 12/31/2017	12/20/2018				
1022768	Kittitas County	Accountability	01/01/2017 to 12/31/2017	12/13/2018				
1022696	Kitsap County	Accountability	01/01/2017 to 12/31/2017	12/3/2018				
1022576	Jefferson County	Accountability	01/01/2017 to 12/31/2017	11/21/2018				
1022495	Grant County	Financial and Federal	01/01/2017 to 12/31/2017	11/13/2018	1	NCR	1	NCR
1022573	Thurston County	Accountability	01/01/2017 to 12/31/2017	11/13/2018				
1022327	Chelan County	Accountability	01/01/2017 to 12/31/2017	11/5/2018				
1022532	Skamania County	Accountability	01/01/2016 to 12/31/2017	11/1/2018	1	NCR		
1022541	Skamania County	Financial and Federal	01/01/2017 to 12/31/2017	11/1/2018				
				TOTAL	4	0	2	
				NCR	Non-County Road			
				CR-FC	County Road-Fully Corrected			
				CR-PC	County Road-Partially Corrected			

D. Other Activities and Visits since October 2018

30 October	Porcupine Bay Slide Project Review	Davenport
30 October	Forker Road Ribbon Cutting	Spokane
31 October	Chelan County Visit	Wenatchee
1 November	Douglas County Visit	East Wenatchee
30 Oct- Nov1	Road Design Conference	Chelan
2 November	WSAC Meeting – Staff Review	CRAB Office
7-8 November	GIS-Mo Kickoff Meetings	CRAB Office
7 November	Skagit County Project Review	Burlington
8 November	San Juan County Visit	Friday Harbor
13-15 November	WSAC Fall Conference	Tacoma
26 November	GIS-Mo Training Plan Discussion w/ CRAB Staff	CRAB Office
27 November	CRAB Staff working Lunch	CRAB Office
27 November	Lewis County Visit	Chehalis
28 November	Grays Harbor Visit	Montesano
29 November	WA RUC Meeting	SeaTac
4-6 December	County Engineer Training	CRAB Office
11 December	Executive Team Meeting	CRAB Office
12 December	GIS-Mo Executive Steering Committee Meeting	CRAB Office
13 December	Security Fence Meeting	CRAB Office
14 December	Jefferson County Visit	Port Townsend
17 December	New CRAB Web Site Final Review and Testing	CRAB Office
19 December	GIS-Mo Project Update Conference Call	CRAB Office
31 December	Pend Oreille County Visit	Newport
8 January	Executive Team Meeting	CRAB Office
8 January	CRABoard Agenda Meeting	CRAB Office
10 January	CRAB Staff Meeting	CRAB Office
14 January	Security Fence Meeting w/ Southgate Fence	CRAB Office
15 January	Security Fence Meeting w/ Summit Fence	CRAB Office
15 January	Fish Passage Project Reviews	Olympia
17 January	SAO/CRAB Meeting	CRAB Office
18 January	Power BI Software discussion	CRAB Office
22 January	Quarterly Budget Meeting	CRAB Office

January 2019 CRABoard Meeting Information Services Update

A. Ongoing Projects

a. **GIS-Mo Project**

- i. Phase I kickoff November 7-8, 2018
- 1. Esri Roads & Highway licensing being evaluated
- ii. Began discussions/planning of initial training schedule and syllabus
- iii. GIS-Mo timeline in Appendix A

b. **WATECH Migration Project**

- i. Moving to WaTech Private Cloud
- 1. Cost competitive
- 2. Technical support included
- 3. Future proof & flexible
- 4. WaTech Cloud Migration timeline in Appendix B

c. **CRAB Website Enhancement Project**

- i. Launched December 22, 2018!
- ii. Next Steps
- 1. Content Management System
- 2. Site Analytics

d. **Virtualize SQL Server**

- i. RAP migrated December 6, 2018
- ii. CARS planned for February 4, 2019
- iii. Mobility (including MARS and supporting databases) TBD

Additional Information Services Activities Update

a. Administrative

- i. Scott Campbell, Systems Security Specialist, hired as permanent employee January 2019
- ii. IT Staff Professional Development
 - Mike Clark coordinated PowerBI presentation delivered by HealthCare Authority's Tim Dyeson
 - IT team continues to participate in monthly Webinars to familiarize with VUEWorks

b. System Security Update

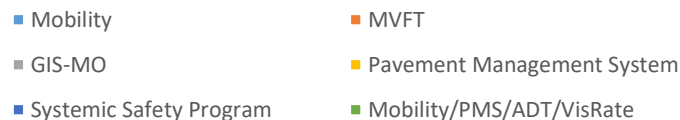
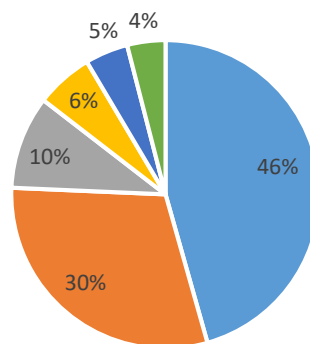
- i. Physical Inventory performed
- ii. Windows critical updates performed
- iii. Full server AntiVirus sweeps
- iv. Found and quarantined email virus as detected by Office of Cyber Security (OCS)

c. CRAB Customer Training and Support

- i. CRAB Customer Training
 - Demand for One Day Training (County Staff Turnover)
 1. Eastside training November 30, 2018
 2. Olympia (Westside) training December 7, 2018

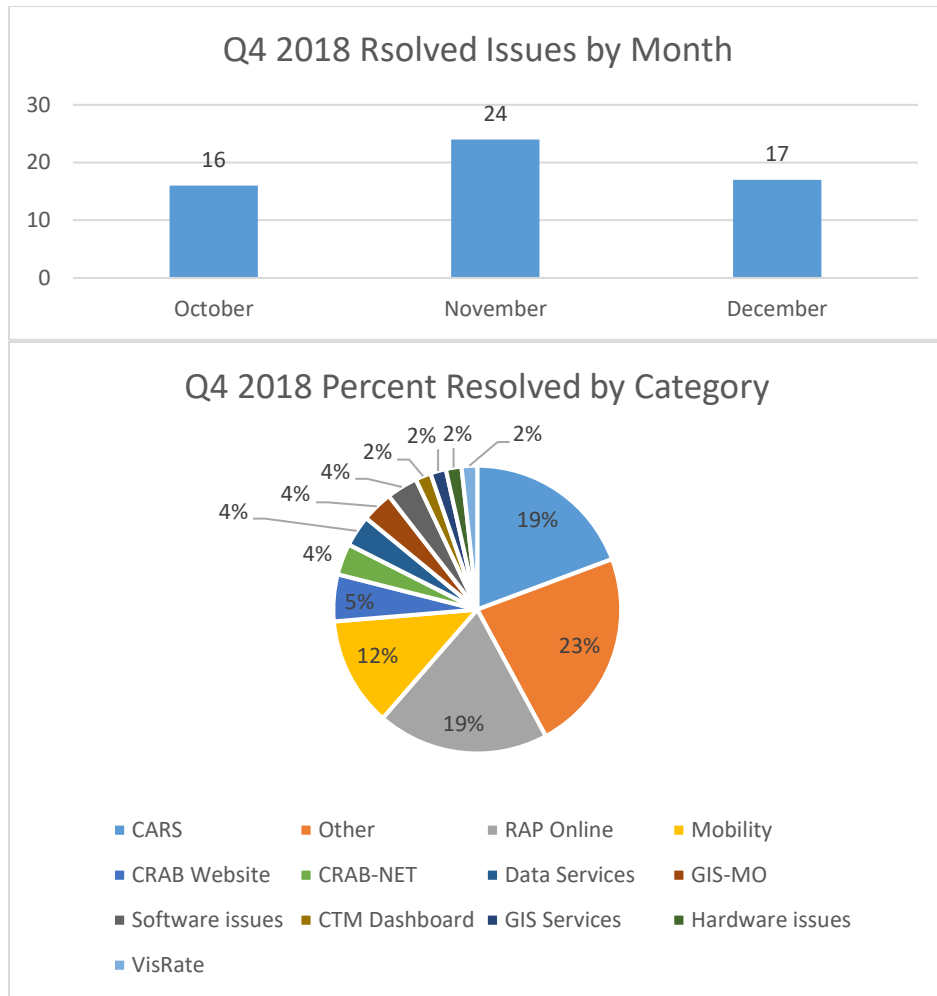
<u>Program</u>	<u>Person - Days</u>
Mobility	11
MVFT	8
GIS-MO	2
Pavement Management System	2
Systemic Safety Program	1
Mobility/PMS/ADT/VisRate	1
	<hr/> 25

4th Quarter 2018 Training Person Days by Program

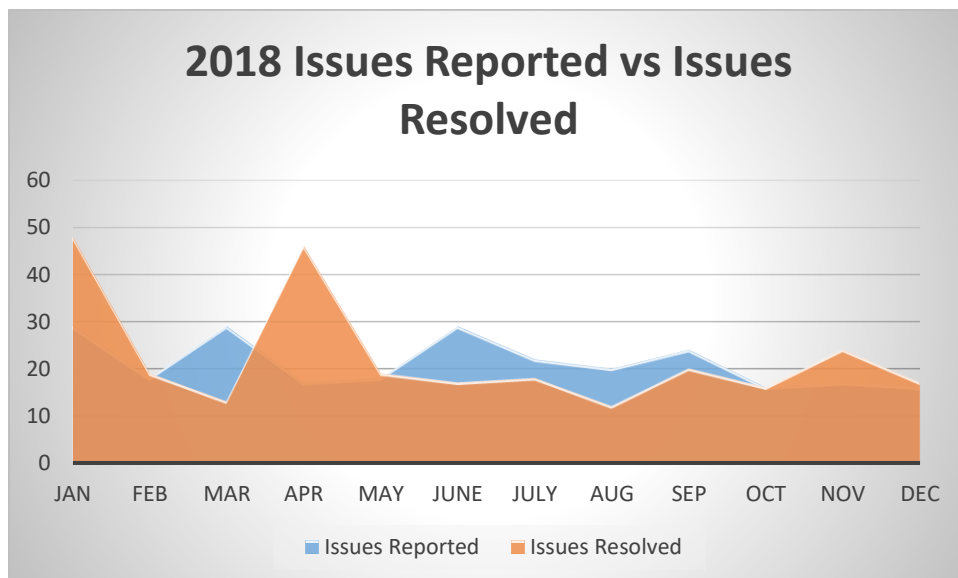


ii. CRAB Customer Support

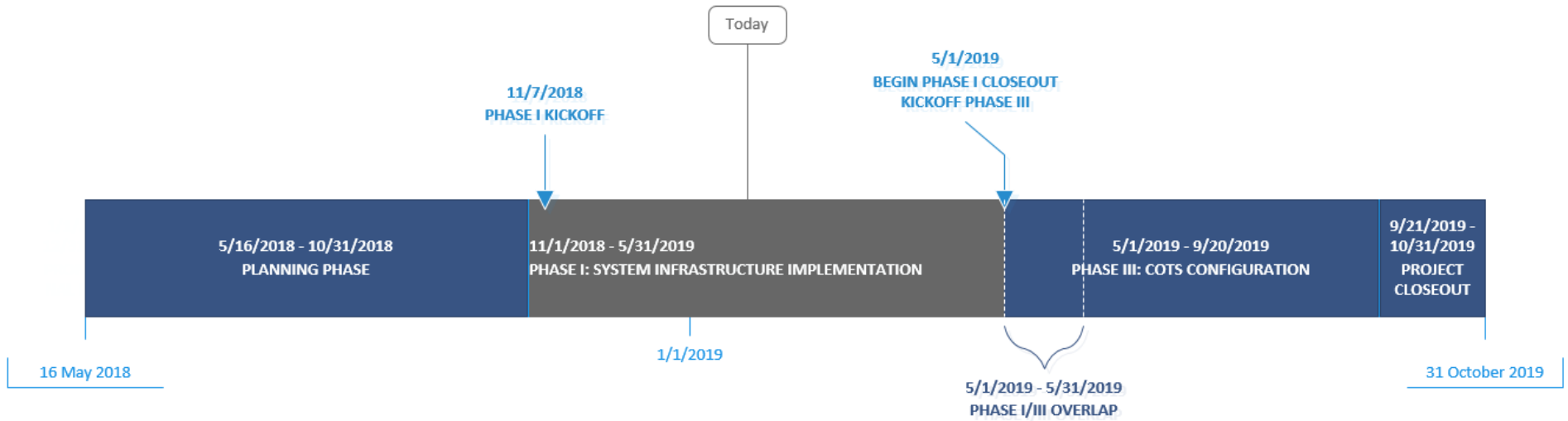
- 4th Quarter, 2018 – 49 issues reported across 9 categories; 57 issues resolved across 13 categories.



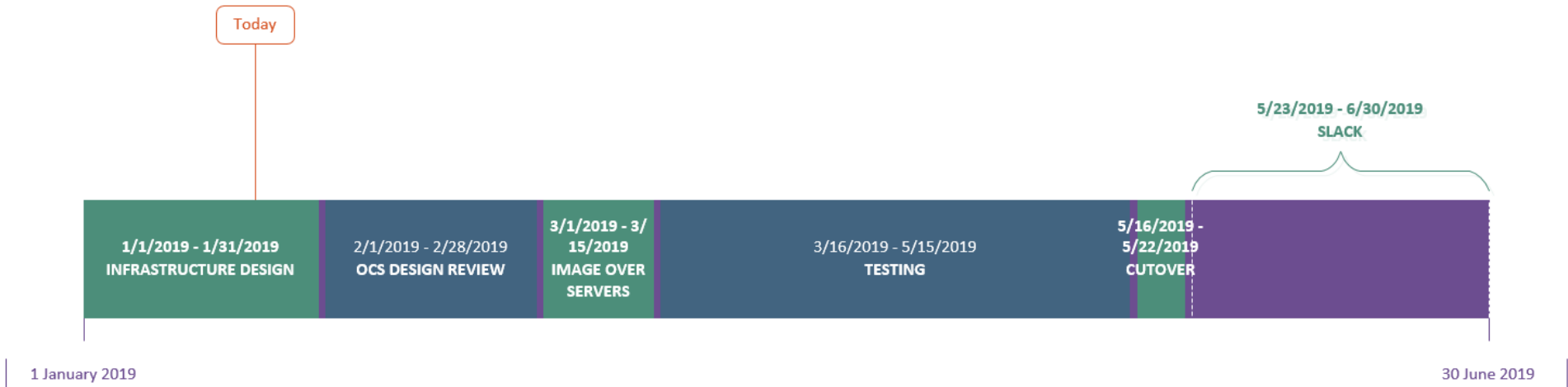
- 2018 Summary



Information Services Update Appendix A: GIS-Mo Timeline



Information Services Update Appendix B: WaTech Cloud Migration Timeline



ENGINEERING AND ADMINISTRATIVE SUPPORT SPECIALIST REPORT

Prepared by Derek Pohle, PE

CRABoard Meeting – January 24, 2019

Reporting Period: November 2018 thru January 2019

COUNTY VISITS

Jefferson 12/14/18

Mason 1/9/19

COUNTY CONTACTS/CONSULTING

Total Contacts: 55

Number of: Counties: 19 Other Agencies: 12 Public: 9

COUNTY AUDITS – For Fiscal Year 2017

One new audit issue, with compliance components initiating consultative contacts, involving the road fund or road departments, has been reviewed in the last quarter, Jefferson County.

OFFICE OF THE COUNTY ENGINEER TRAINING

Training December 4-6, 9 participants from 7 counties.

Redesigned the training agenda and some content for May 2019.

COUNTY ENGINEER DESK REFERENCE

Minor edits

OTHER ACTIVITIES OF THE EASS

- SAO meeting regarding audit reporting: FEMA, maintenance, county forces construction
- Meeting with BORPELS and DNR regarding local agency survey monument preservation
- Worked with Walt and Drew on new County Road Management SoGP proposal