

CRABoard Meeting
July 28-29, 2022
Olympia, Washington



**2404 Chandler Court SW, Suite 240
Olympia, WA 98502
360-753-5989
www.crab.wa.gov**



May 16, 2022

Jane Wall
Executive Director
County Road Administration Board
2404 Chandler Court SW
Suite 240
Olympia, WA 98502-6067

Dear Jane Wall:

The Board of Directors of the Washington State Association of Counties (WSAC) appoints the following county officials to the County Road Administration Board:

- Rob Coffman, Lincoln County Commissioner (Seat: Elected <30k)
- Brad Peck, Franklin County Commissioner (Seat: Elected 30k-150k)
- Eric Pierson, Chelan County Engineer and Public Works Director (Seat: Engineer 30k-150k)

If you have questions about the nomination and appointment process, please contact WSAC Operations Coordinator, Jessica Strozewski, at (360) 489-3018 or jstrozewski@wsac.org

Sincerely,

Eric B. Johnson
Executive Director
Washington State Association of Counties

cc:

Rob Coffman, Lincoln County Commissioner
Brad Peck, Franklin County Commissioner
Eric Pierson, Chelan County Engineer and Public Works Director



AGENDA

County Road Administration Board
 July 28 - 29, 2022
 CRAB Office - Olympia Washington
 Zoom Attendance Available

Thursday, July 28, 2022

1:00 PM

Call to Order

| | | | |
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| 1 | Chair's Report - Commissioner Rob Coffman | | Page #'s |
| | A. Board Appointments | Info Enclosure | 1 |
| | B. Approve July 28-29, 2022 Agenda | Action Enclosure | 2-3 |
| | C. Approve Minutes of April 21-22, 2022 CRABoard Meeting | Action Enclosure | 4-18 |
| | D. Elect Chair, Vice Chair, and Second Vice Chair | Action | 19 |
| | | | |
| 2 | Public Comment Period | | |
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| 3 | Executive Director's Report - Jane Wall | | |
| | A. Strategic Planning Update | Info Enclosure | 20-28 |
| | B. Other Activities and Updates | Info | |
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| 4 | Certifications - Mike Clark | | |
| | A. Resolution 2022-005 - Certify the Master Road Log | Action Enclosure | 29 |
| | B. Resolution 2022-006 - Certify MVFT Allocation Factors | Action Enclosure | 30-32 |
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| 5 | Proposed WAC Change - Chapter 136-400 - Drew Woods, P.E. | Action Enclosure | 33 - 50 |
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| 6 | County Ferry Capital Improvement Program (CFCIP) - 2:00 PM Steve Johnson, PE & Whatcom County Executives | Action Enclosure | 51-57 |
| | | | |
| 7 | Rural Arterial Program - Steve Johnson, P.E. | | |
| | A. Resolution 2022-007 - Apportion RATA Funds to Regions | Action Enclosure | 58 |
| | B. Resolution 2022-008 - Rescind & Replace for Allocation | Action Enclosure | 59-62 |
| | C. Program Status Report (& Completed Projects) | Info Enclosure | 63-68 |
| | D. Review of RAP Preliminary Arrays | Info Enclosure | 69-74 |
| | E. Regional Meetings update | Info Enclosure | 75 |
| | F. Update on Previous Board Actions | Info Enclosure | 76 |
| | | | |
| 8 | Deputy Director - Drew Woods, P.E. | | |
| | A. Activities | Info Enclosure | 77-79 |
| | B. 2021-2023 Current Budget | Info Enclosure | 80-86 |

RECESS Dinner at Cynara @ 5:00pm

Friday, July 29, 2022

8:30 AM

Call to Order

Page #'s

- 9 **WSACE Update - Axel Swanson**

| | |
|------|--|
| Info | |
|------|--|

- 10 **Division Reports**
 - A. Engineering & Admin/Compliance Support - Derek Pohle, P.E.

| | |
|------|-----------|
| Info | Enclosure |
|------|-----------|

 87-90
 - B. Information Services - Tommy Weed

| | |
|------|-----------|
| Info | Enclosure |
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 91
 - C. Design and UAS Systems - Brian Bailey

| | |
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| Info | Enclosure |
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 92-93

- 11 **Special Presentation - GIS-Mo - Tommy Weed & Cameron Cole**

| | |
|------|--|
| Info | |
|------|--|

- 12 **Possible Executive Session**

ADJOURN

ADJOURN Chair: _____

Attest: _____

**Minutes
County Road Administration Board
April 21-22, 2022
CRAB Office - Olympia, WA
and Zoom participation**

Members Present: Rob Coffman, Lincoln County Commissioner, Chair
Lisa Janicki, Skagit County Commissioner, Vice-Chair
Grant Morgan, PE, Garfield County Engineer
Eric Pierson, PE, Chelan County Engineer
Al French, Spokane County Commissioner (4/21 only)
Brad Peck, Franklin County Commissioner
Lindsey Pollock, Lewis County Commissioner
Carolina Mejia, Thurston County Commissioner

**Members Present:
via Zoom** Doug McCormick, PE, Snohomish County Engineer

Staff Present: Jane Wall, Executive Director
Drew Woods, PE, Deputy Director
Tommy Weed, IT Director
Jason Bergquist, Executive Assistant
Derek Pohle, PE, Engineering & Administrative Support Manager
Brian Bailey, Design Systems & UAS Program Manager

**Staff Present:
Via Zoom** Steve Johnson, PE, Grant Programs Manager
Mike Clark, Road System Inventory Manager

Guests: Axel Swanson, WSACE Managing Director (4/22 only)
Jeremy Weiland – Columbia County Engineer (4/21 only)
Marty Hall – Columbia County Commissioner (4/21 only)
Satpal Sidhu – Whatcom County Executive (4/21 only)
Jim Karcher – Whatcom County Engineer (4/21 only)
Jon Hutchings – Whatcom County Public Works Director (4/21 only)
Tyler Schnoeder – Whatcom County Deputy Executive (4/21 only)
Liana Roberson, incoming new CRAB Software Engineer (4/22 only)

Thursday, April 21, 2022

CALL TO ORDER

Chair Coffman called the meeting to order at 1:00 pm.

CHAIR'S REPORT

Approve Agenda for April 21-22, 2022 Meeting

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

Approve Minutes of January 27-28, 2022 CRABoard Meeting

Commissioner French moved and Grant Morgan seconded to approve the minutes of the January 27-28, 2022 CRABoard meeting. **Motion passed unanimously.**

Board Recognition

Chair Coffman welcomed new CRABoard Member - Eric Pierson, PE - Chelan County Engineer (who replaced Mark Storey). Mr. Pierson shared a few words about his background and that he was excited to be joining the CRABoard.

Second Vice Chair Position

Chair Coffman asked for nominations for the Second Vice Chair position which had been left vacant after Mark Storey's departure from the Board. Commissioner Janicki nominated Grant Morgan (Garfield County Engineer) to the position, and Mr. Morgan accepted the nomination. No other nominations were submitted.

Commissioner Janicki moved and Doug McCormick seconded to approve appointing Grant Morgan as the Second Vice Chair. **Motion passed unanimously.**

GRANT & LOAN PROGRAM

Emergency Loan Program

Steve Johnson shared that Columbia County is requesting an extension of the contract terms for payback of their \$500,000 Emergency Loan. This loan was provided in April 2020, with a 2-year payback term which is the term specified in WAC 136-500-080.

Background:

In February 2020, Columbia County Commissioners declared a local emergency for a flooding event that resulted in significant damage at multiple locations across the County. In March 2020, the County requested assistance through CRAB's Emergency Loan Program. In April 2020, following review and evaluation procedures, a \$500,000 emergency loan (the maximum amount available at the administrative level) was provided to Columbia County to assist with immediate response and cash flow to support long term response. In October 2020 Columbia County requested additional loan assistance to help with gap financing for the flood repairs until FEMA and FHWA funding become available, cover flood repair costs that are not covered by federal agencies, and provide match funding for outside funding reimbursements. An additional loan of \$312,196 was provided at that time. Columbia County has been progressing with these repairs over the past two years and is expecting to complete the repair work this summer. The County has also been working with FEMA to coordinate federal reimbursements but has not yet

received any FEMA reimbursement. In addition to the FEMA reimbursement delays, Columbia County recently had a large property owner, Columbia Pulp, go through a judicial foreclosure resulting in the expected loss of \$198,000 in County Road tax revenue.

Due to the delayed FEMA reimbursements, reduced County Road tax revenue, elevated costs of materials for continuing road maintenance and preservation work, as well as anticipated reduction in fuel tax revenue due to elevated fuel costs, Columbia County is requesting an extension of payback term for their original \$500,000 loan.

Staff Analysis:

- The original \$500,000 loan has been put to use in Columbia County for cash flow support, gap financing, and flood damage repairs.
- The original \$500,000 loan payback due date is April 2022.
- The second \$312,196 loan has been put to use in Columbia County for continuing cash flow support, gap financing, and flood damage repairs.
- The second \$312,196 loan payback due date is January 2023.
- Columbia County has not yet received any FEMA reimbursements, which was factored in with their expectation of paying back the loans.
- The emergency work is expected to be fully complete this summer.
- Columbia County anticipates revenue shortfalls and elevated costs for road maintenance during 2022 (as stated in their extension request letter)
 - o Columbia Pulp to be sold at Sheriff Sale, jeopardizing approximately \$198,000 in County Road tax revenue
 - o Likely reduction in fuel tax revenue due to elevated costs of fuel
 - o Elevated costs for materials in road maintenance and preservation work

Staff findings:

Staff has reviewed the project request and finds:

- Columbia County has conducted the repair work to address the damage caused by the February 2020 flooding event
- Columbia County has not yet received any FEMA reimbursement
- Columbia County anticipates a locally significant revenue shortfall, on top of elevated road maintenance costs

Recommendation:

Staff recommends approving the requested Emergency Loan payback extension request for the original \$500,000 loan (#2007-01), allowing Columbia County an additional two years (April 2024) to repay the loan. Interest will continue to be accrued on any balance until paid back in full.

Commissioner Peck moved and Commissioner French seconded to approve Columbia County's payback extension request be revised through April 2024. **Motion passed unanimously.**

Preliminary Proposals 2023-25 Biennium

Steve Johnson reported that the CRABoard initiated a call for new projects at its October 2021 meeting, to be funded from the RATA account based on revenue forecasts of the 2023-2025 biennium. Preliminary prospectus proposals have been received in RAP Online (due March 1, 2022). There were a total of 118 projects submitted, totaling a request of \$208,493,300.

This is the first phase of project application in the RAP cycle for the '23-'25 biennium. Counties are limited to a maximum of 5 project submittals at this time but are not limited to the total dollar request.

Total requested RATA funds from preliminary proposals is \$208.49 million. The '23-'25 call for projects is estimated at a \$50 million revenue, of which approximately \$15 million will be allocated to current partially funded projects, with the remaining \$35 million to new proposals. CRAB staff is scheduling project reviews with each county to generate the surface scoring and preliminary project array, which will be presented to the Board at the July meeting. San Juan County and Pacific County chose not to submit any new projects for various reasons, so the NW and SW Region county limits will be adjusted accordingly.

Final Prospectuses will be due on September 1, 2022 where the counties will be limited in RATA request to their county and submittal limits. Staff anticipates that fewer than half of the projects will be submitted as final proposals as the counties prioritize these projects. Counties remain focused on 3R projects, with the number of 2R and RC projects remaining consistent with previous cycles. Drainage projects continue to rise in interest from previous years, especially in the SW and PS regions.

Program Status Report

Steve Johnson reviewed the Rural Arterial Program (RAP) project status report. He noted that 1,124 of 1,238 projects have been completed to date. Anticipated revenue at the end of the 2021-2023 biennium is \$693,079,588. RAP expenditures to date total \$647,632,167. RAP obligations remaining are \$125,118,805.

Mr. Johnson shared that 20 projects are awaiting closeout, while 94 are either in design or construction phase. As for RAP Obligations, \$17.0M is yet to be allocated to partially funded projects, and nearly \$190K have pending requests for reimbursement. CRAB has \$18.3M in cash flow (as of January 2022). The RATA fund balance as of March 31 was \$17.8M.

Mr. Johnson presented some before and after photographs of recently completed RAP projects in Clallam, Lincoln, Pend Oreille, and Pierce Counties.

Resolution 2022-002 - Apportion RATA Funds to Regions

Steve Johnson presented Resolution 2022-002 - Apportion RATA Funds to Regions, which authorizes the accrued amount of \$5,450,950 deposited to the RATA for January, February and March 2022 be apportioned to the regions by the established 2021-23 regional percentages after setting aside \$134,062 for administration.

Commissioner Peck moved and Commissioner French seconded to approve Resolution 2022-002 - Apportion RATA Funds to Regions. **Motion carried unanimously.**

Consideration of Available Funds for Allocation

Mr. Johnson reported that per WAC 136-161-070 (4), "the maximum initial allocation of RATA funds to projects is limited to 90% of the estimated available amount in the first year of the biennium. The 2021-2023 biennium cycle estimated a total of \$47.9 million (including turned

back funds) for allocation. The CRABoard allocated the initial 90% at its April 2021 meeting. At this time, we are considering the allocation of the remaining '21-'23 funding.

“(4) The RATA amounts allocated to projects in the first year of the biennium are limited to no more than ninety percent of the net amount estimated to be allocable to each region for the project program period, with the remaining percentage allocated at such time as deemed appropriate by the county road administration board.”

Revenue estimate

The funding level for the '21-'23 Call for projects was \$47,896,400 including turned back funds from completed or withdrawn projects. In April 2021, \$41,453,189 was allocated to projects. This is slightly less than the full 90% since the NE Region's bridge set-aside amount was not fully utilized. This leaves \$6,443,211 to be allocated. The most recent Motor Vehicle Fuel Tax revenue forecast (February 2022) shows that while the expected fuel tax revenue for this biennium has gone down, the Motor Vehicle Account transfer has gone up, and the electric vehicle licensing fee overage amounts have significantly increased. The resulting total RATA revenue for the current biennium has increased by \$2,815,400. Including the increased revenue with the remaining original amount to be allocated allows for a total allocation amount of \$9,258,611.

RATA Balance and Cash Flow

The RATA balance has remained steady over the past ten years, even through the past two years. Although there was a noticeable reduction in revenue, there was also a slowdown of construction across the counties, and therefore less reimbursement from the RATA account. In addition, the State budget included increased transfers from the Motor Vehicle Account to help offset the reduced revenues. As counties catch up with their project schedules, the RATA cash flow is expected to return to the previous pattern of increasing in the first two quarters (reimbursing for design phase work) then decreasing in the second two quarters due to construction reimbursements. If we begin to see too large of a drop in the RATA balance, we can delay projects as necessary to retain our minimum balance.

Funding of projects

Allocating the remaining \$9.2 million of the '21-'23 biennium funding to projects will direct approximately \$2.5 million to current projects that have not yet reached full funding and will partially fund eleven new contracts from the '21-'23 project array.

Summary

- Based on the originally estimated revenue for the 2021-2023 biennium, there remains \$6,443,211 that can be allocated to projects.
- The February revenue forecast shows a '21-'23 RATA revenue increase of \$2,815,400, bringing the amount remaining available for allocation for the '21-'23 biennium to \$9,258,611.
- A minimum balance of \$5M in the RATA is acceptable due to legislative approval of the Emergency Loan Program in April 2019. This program addresses emergency funding needs which were previously funded by the RAP.
- The RAP Online application, direct communication with the county engineers and RAP regional meetings tying reimbursement schedules closely to project progress allows staff to closely monitor project activity, account balance, and cash flow.

Recommendation

Staff recommends allocating the remaining '21-'23 biennium RATA revenue funding at this time to projects in the amount of \$9,258,611.

Resolution 2022-003 – To Approve 2021-2023 RAP Projects and Allocate 100% of Estimated 2021-2023 RATA Revenue

Mr. Johnson presented Resolution 2022-003 to Approve 2021-2023 RAP Projects and Allocate 100% of Estimated 2021-2023 RATA Revenue, which allocates 100% of the estimated 2021-2023 fuel tax revenue and turned-back funds for a total of \$50,711,800 to the listed projects in the five regions.

Following questions and discussion, Commissioner French moved and Commissioner Janicki seconded to approve Resolution 2022-003 to Approve 2021-2023 RAP Projects and Allocate 100% of Estimated 2021-2023 RATA Revenue. **Motion carried unanimously.**

Project Actions Taken by Staff & Updates on Previous Board Actions

Mr. Johnson shared an update on the following Project Actions taken by staff:

Whitman County – Construction Extension request for Almota Road Phase 3 (3816-01)
Whitman County requested a construction lapse extension for their Almota Road Phase 3 3R project. The request is based on delays to the Right of Way acquisition process and permitting issues. The delays were caused by the abrupt retirement of a consultant, requiring the County to go through the process of bringing a new consultant on board. Since this project also has federal funds, all federal requirements were followed. The director forwarded a letter on March 23, 2022 granting a two-year extension for this project, setting a new construction lapsing date of April 14, 2024.

Mr. Johnson shared the status on previous Board Action - Projects, including:

Columbia County – Lower Hogeys (0713-02) construction lapse extension to April 2023

- Columbia County has contracted with a Right Of Way consultant to help finish up this phase of the work. The overall project schedule is aiming for full design completion by the end of this year, and advertising for construction by March of 2023, which will meet our contract requirement.

Wahkiakum County – Elochoman Valley Road and Clear Creek fish Passage (3515-04) construction lapse extension to September 2022

- Wahkiakum County has applied for three additional new grants for the Clear Creek bridge project. They will hear in July whether they have received one of the grants (the smallest one) and should know their ranking on the other two grants at that time as well. Unfortunately, they will not know for certain whether either of the two larger grants will even be funded until legislative budget allocation in spring of 2023. Wahkiakum County would prefer not to withdraw the project but will not be in a position to support another extension request until July 2022 at the earliest.

Asotin County – Snake River Road project termination and waiver of payback

- Asotin County has applied for RATA funding in our current cycle ('23-'25), aiming to construct what they are calling Phase 1 – a portion of the original project, as well as continue design on Phase 2 while also pursuing STPR funding to help reach full funding on the entire project length. This entire project length will be conducted in four phases, scheduled to be completed within the timeline established in the waiver of payback agreement.

Mr. Johnson shared the status on previous Board Action – Emergency Loan Projects, including:

Columbia County Emergency Loan for Road, Bridge, and Streambank Repairs damaged in Flooding Event (two loans -Original loan of \$500,000; second loan of \$312,196 for a total amount of \$812,196)

- Repair work is continuing on the last several project locations and is expected to be complete this summer.
- There have been no ELP repayments made yet. The 2-year contract term for the first loan is now due (April 2022). The 2nd loan's 2-year contract is through January 2023.
- Although the County had budgeted to pay back the original loan on schedule, there are several recent circumstances that have raised concern, such that Columbia County is now requesting an extension of payback terms for the original loan.

Franklin County Emergency Loan for Replacing Culvert destroyed by Wildland Fire (loan of \$200,000)

- On February 24, 2022, Franklin County paid back their emergency loan in full, including accrued interest - \$200,180. The loan was repaid ahead of schedule.

Current ELP account balance is \$2,207,427.

Chair Coffman called for a 10-min recess @ 2:08pm, then resumed the meeting @2:21pm.

Strategic Plan Update

Jane Wall presented the Strategy Map which was created as a result of strategic planning meetings held with CRAB Staff and the CRABoard. Ms. Wall thanked everyone for their involvement and engagement with the process, from taking the original survey in December 2021, to the work session which took place in January 2022 prior to our Board Meeting. Ms. Wall shared the final Strategy map and noted a new addition made to integrate environmental justice into CRAB's programs and policies. The CRABoard asked a number of questions and suggestions, including providing greater detail on timelines and deadlines for tasks, which Ms. Wall will act upon and provide another update at the next July CRABoard meeting.

At 3pm, the Board moved forward to the County Ferry Capital Improvement Program agenda item to accommodate guests from Whatcom County.

- USDOT RAISE Grant (in application) \$25,000,000
- CRAB CFCIP Grant (in application) \$10,000,000
- Move WA \$ 5,300,000
- Whatcom County Road Fund Loan \$ 5,000,000
- Whatcom County Capital Surcharge \$ 1,772,000
- Whatcom County Municipal Bonds \$ 9,470,000
- Whatcom County debt service \$ 6,415,360

Total \$64,207,360

Whatcom County is requesting \$10,000,000 over a 20-year period through the CFCIP to help fund this project. Upon application, a Technical Review Committee (TRC) was formed and met 3 times between March-April.

Technical Review Committee Recommendation:

The TRC finds that the project submitted by Whatcom County is a viable proposal and makes needed improvements for the county to continue to provide service to Lummi Island. Furthermore, the estimated total cost of the project appears to be reasonable. However, due to unresolved questions regarding the county’s decision to not incorporate banked county road levy capacity (Certified by Whatcom county to be \$2,865,462 in 2022) into the financial plan, the TRC cannot recommend funding of the project as currently proposed.

It is recommended that the CRABoard provide Whatcom county time for further policy level discussions regarding the use of banked levy capacity in the financial plan for the project. It is further recommended that the matter be placed on the July CRABoard agenda at which time Whatcom county will have the opportunity to provide a revised financial plan addressing this concern.

Following questions and discussion, Commissioner Pollock moved and Eric Pierson seconded to approve moving this matter and further decision to the next quarterly July Board meeting. **Motion carried unanimously.**

Chair Coffman called for a 10-min recess @ 4:09pm, then resumed the meeting @4:20pm.

Environmental Justice

Deputy Director Woods shared that the topic of environmental justice was added to our Strategic Plan as a response to a last-minute legislative budget proviso authorizing CRAB to incorporate environmental justice principles into our planning and programs. Via the proviso, the Legislature encouraged CRAB, TIB, and FMSIB to “opt in” to the substantive and procedural requirements of RCW 70A.02. This also required CRAB to provide an update in 2022 Annual Report as well as update on diversity, equity, and inclusion within the Board’s jurisdiction. Environmental justice means the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, rules, and policies. Environmental justice includes addressing disproportionate environmental and health impacts in all laws, rules, and policies with environmental impacts by prioritizing vulnerable populations and overburdened communities, the equitable distribution of resources and benefits, and eliminating them.

CRAB is not required to meet any of the due dates specified in RCW 70A.02, but is responsible for incorporating environmental justice into our strategic plan. Next steps are to create an implementation plan in 2022 and to work on a community engagement plan for completion in late 2022 or 2023. Other requirements of RCW 70A.02 will be worked on and completed as previous tasks such as the community engagement plan are completed.

Strategic Plan Update (cont’d)

Jane Wall reminded the Board we needed to finish reviewing the Strategy Map for adoption. Ms. Wall shared that this is a living document that will continue to be revisited by the Board (and CRAB Staff) and updated as needed.

Grant Morgan moved and Commissioner Mejia seconded to approve adoption of the Strategic Plan as illustrated in the Strategy Map presented by Jane Wall. **Motion carried unanimously.**

Compliance Report

Mr. Pohle provided an update to the Board on the Compliance Report for all 39 counties, including mention of the following vacancies or changes in the position of County Engineer for last quarter: Grant County’s Engineer separated from the county, so Susan Kovich, PE was appointed interim County Engineer by their board for a 6-month term (through July 27, 2022). Pend Oreille’s County Engineer (Mary Jensen) resigned, so Don Ramsey, PE was designed as interim County Engineer (through October 2022). Clark County’s Engineer (Rob Klug, PE) resigned, and Jennifer Reynolds, PE was appointed as interim County Engineer (through October 19, 2022). All counties are in compliance with reporting their vacancies to us (CRAB).

Certification

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.

| | Number | Findings | Management Letters | County Road or ER&R | CRAB Follow-Up Needed |
|-----------------------|--------|----------|----------------------------|---------------------|-----------------------|
| <i>Financial</i> | 17 | 12 | 7 Klickitat Garfield | Yes | Yes |
| <i>Accountability</i> | 13 | 3 | 3 | No | No |
| <i>Fraud</i> | 0 | 0 | 0 | No | No |
| <i>Performance</i> | 0 | 0 | 0 | No | No |

Mr. Pohle shared the county audit reviews, which included 17 financial audits, 13 accountability audits, and zero Fraud or Performance audits. In the last quarter, there were 12 findings within the financial audits and 3 within the accountability audit. Seven (7) Management Letters were issued to the counties. Klickitat County received a management letter regarding ER&R rates. The SAO thought the county was not reviewing the rates annually with the BOCC but, the county could, and did, prove otherwise. Garfield County hadn't updated the federal procurement thresholds in the county policy, county-wide issue, not necessarily just county road.

April 1st, 2022 Submittal Requirements

Annual Certification, CAPP Accomplishments report, Annual Construction report, Fish Passage Barrier Removal Cost Report, Marine Navigation and Moorage Certification, Traffic Enforcement Expenditures Cert., Annual Certification for MMS, County Ferry System Report.

All of the 39 counties' required submittals were submitted to CRAB by the April 1st deadline with the exception of two reports from Ferry County, however they are considered to be in reasonable compliance.

Resolution 2022-004 – To Approve Annual Certification

Ms. Wall announced that as required by RCW 36.78.090, the County Road Administration Board must submit to the State Treasurer the annual certification of Good Practices on behalf of the counties for the calendar year 2021.

Each year, these certifications provide information to this agency which touches upon three main areas: Management and Administration; Document Submittal, which includes such items as road levy certification, road log updates, construction reports, etc.; and Operations. From receipt of this information, staff is able to determine the level of compliance with applicable laws and Standards of Good Practice achieved by the counties of the State of Washington, and it is upon demonstrated compliance with these laws and standards which continued receipt of the fuel tax distribution depends.

Ms. Wall has concluded that all 39 counties have demonstrated reasonable and substantial compliance with all applicable laws and Standards of Good Practice.

Following questions and discussion, Commissioner French moved and Commissioner Peck seconded to approve Resolution 2022-004, to approve Annual Certification and issue Certificates of Good Practice to all 39 counties. **Motion carried unanimously.**

The decision was made due to the time and the lengthier topics still needing to be discussed, that the Executive Director and Deputy Director reports would be moved to Friday morning. **Chair Coffman called for Recess @ 4:56pm.**

Friday, April 22, 2022

Chair Coffman called the meeting to order @ 8:30am.

WSACE Managing Director – Axel Swanson

Mr. Swanson shared that he'll be attending the upcoming CRAB County Engineer Training (May 3-5) and appreciated the invite. He shared that WSACE will be holding East/West side meetings next month (May 2022) in Olympia and Ritzville. Mr. Swanson is busy planning for WSACE's Annual Conference set for early June in Winthrop, WA at Sun Mountain Lodge (June 6-9),. Mr. Swanson provided his thoughts on the recent Legislative Session and highlighted some of legislative work by the Joint Transportation Committee (JTC) surrounding the "Moving Ahead WA" package. Specifically, the JTC will be convening stakeholders to discuss, and make recommendations, on how Federal Highway formula dollars appropriated in the recent federal infrastructure package will be distributed in coming biennia's. This process will take place over the next few months and is critical for counties who rely on these dollars. Mr Swanson will be an active and engaged participant in the process. and that counties/cities will be a part of that along with federal/state.

EXECUTIVE DIRECTOR'S REPORT

Ms. Wall reminded the board that three CRABoard position terms are ending in June, and the Washington State Association of Counties will begin the recruitment process for those positions within the coming weeks.

Ms Wall reported that the 2022 Legislative Session came to a close in early March. The Legislature passed a \$17 Billion transportation funding package known as "Move Ahead Washington." While investments in CRAB and counties were minimal, CRAB did receive an appropriation of \$80 Million over the next 16 years for the CAPA program. There are still some questions on when those funds will be made available and whether they will be in a lump-sum or distributed quarterly.

Ms Wall reported on her activities over the past months, which included attending the WA Chapter of the American Public Works Association conference in Vancouver, WA, attending the quarterly Transportation Improvement Board meeting in Vancouver, WA, and the CRAB Road Design Conference in Chelan, WA. Ms. Wall plans to begin traveling out in the counties in the coming months to meet with county engineers and Commissioners.

DEPUTY DIRECTOR'S REPORT

Deputy Director Woods shared with the Board that three news county engineers were appointed since the Board's last meeting:

- Dean Cornelison, P.E. was appointed Whitman County Engineer on February 22, 2022 effect March 1st. Dean was appointed to the county engineer position after the previous county engineer, Mark Story, P.E., was promoted to Public Works Director.

- Grace Barnkow, P.E. was appointed Pacific County Engineer on March 8, 2022. Grace's first day as county engineer was March 28th. Grace worked for the City of SeaTac before accepting the Pacific County Engineer position.
- Melissa McFadden, P.E. was appointed Pierce County Engineer on March 21, 2022. Melissa was previously Pierce County's Assistant County Engineer – Storm Water Manager.

Mr. Woods then shared his other activities since the previous Board meeting including visits to 4 counties. The Board was then given an update of the current budget status as well as changes adopted by the Legislature in the 2022 supplemental transportation budget.

Engineering and Administrative Support Specialist Report

Mr. Pohle shared his report and informed the Board he had one county visit (Pacific County) since the last January 2022 Board meeting, plus he had 136 total contacts representing 34 counties and 5 other state agencies and interactions with the public.

Mr. Pohle noted that a County Engineers' training was held in February 2022 (2/8/22 – 2/10/22) with one more upcoming in May 2022 (5/3/22 – 5/5/22). He shared that Snohomish County has on-site training scheduled for its staff this summer, and Benton County has training scheduled in October which neighboring counties (Franklin and Walla Walla) have also been invited to.

Information Systems

Mr. Weed reported on recent staffing changes that have taken place within the IT Team. Nolen Young, who started his IT career with CRAB after graduating from Washington State University, has accepted a position at Amazon and left CRAB in early April. Nolen was one of our Software Engineers and was a vital member of the CRAB Staff and the mission we as an agency are trying to accomplish. Nolen is a very talented and skilled young programmer that brought his desire to code and skill to develop software that can help people do their jobs every day at CRAB. We wish Nolen the best of luck as he takes on his new opportunity.

Liana Roberson was hired on as our new GIS specialist and will be reporting to Cameron Cole, the GIS Manager. Liana comes to CRAB after working in Hawaii for the last 14 years with many different outfits, including the U.S Army Corps of Engineers as the GIS specialist that help the development and management of an enterprise GIS for the state of Hawaii Department of Transportation (HDOT) Harbor Division. NOAA as the Optical Mapping Associate developing comprehensive benthic habitat maps of shallow-water coral reefs in the U.S. Pacific Remote Island Area (PRIA) and mapping the Marianas Trench. Liana comes to us with many experiences in the GIS world. Liana is also FAA Certified Small Unmanned Aircraft Systems (sUAS/Drone Pilot). More to come from Liana as she will be formally introduced in the July board meeting. Liana begins her work with CRAB on May 2nd.

We welcome James Rea as a Software Engineer Position in the position that was vacated by Nolen Young. James will be reporting directly to Tommy Weed (IT Director). James brings with him years of experience in software development and teaching software development from South Puget Sound Community College to CRAB. James will start with CRAB on May 9th.

GIS-Mo Update - Temporary Setback

Due to staff changes, it came to our attention that a GIS-Mo works re-prioritization is needed. The re-prioritization will focus on a handful of work to better set up the GIS-Mo project for future project delivery to our county road office customers. CRAB will focus our current IT staff and resources on addressing high-priority works. Road log, audit trail, and data schema review will be the first part of this high-priority work to be completed on our schedule and will take the first half of the re-prioritization timeline that we have scoped out. We are confident that once this delay has been solved and adequately analyzed, we will be able to complete the GIS-Mo project more efficiently.

Design and UAS Systems

Brian Bailey shared an update with the Board on Design Systems and the UAS Program.

Design Systems

- Training Program
 - CRAB did not provide any Design Systems in-person training at our training facility this quarter.
- Pinnacle Series LMS
 - CRAB continues to add help documents and videos in support of VUEWorks and Road and Highways and posted recorded sessions of most of the Road Design Conference content.
 - 2022 1st quarter performance:
 - The platform has 800 registered users and has had 160 unique active logins during the period.
 - Users have accessed 1,046 individual assets and 239 learning path courses.
 - Of the assets accessed, 797 were CRAB's custom content in support of GIS-Mo, RAP Online, CARS and Sincpac. This represents 62% of all content consumed in this quarter.
 - Using imputed averages for assets and courses, CRAB provided approximately 431 person-hours of training.

This quarter saw a substantial increase in user access and content consumed, increasing person-hours of training by nearly 250%. Average daily user access is up to 16 persons per day.

- 2022 Road Design Conference:
 - CRAB's Road Design Conference was successfully completed! 73 county staff attended, representing 29 counties.
 - 20 individual sessions were presented by speakers, sponsors, and vendors for a total of 1,460 person-hours of training.
 - Of the 73 attendees, approximately 27% provided feedback through our conference surveys.

2. UAS Program

- Preparation for the 2022 Road Design Conference took precedence during this quarter, so no UAS activity occurred.

Special Presentation: UAS Program

Brian Bailey shared an overview of the UAS Program, including a live demo of a drone in our parking lot at the CRAB office.

Chair Coffman *noted that there was no need for an Executive Session.*

Chair Coffman adjourned the meeting at 11:10 am.

Chair

Attest

CURRENT CHAIR POSITIONS



WE NEED TO ELECT:

- CHAIR
- VICE CHAIR
- SECOND VICE CHAIR

CRABOARD MEMBERS

As of July 2022



Lincoln County Commissioner
Rob Coffman, Chair

Phone: 509-725-3031
E-mail: rcoffman@co.lincoln.wa.us
Board Term Expires: June 2025



Skagit County Commissioner
Lisa Janicki, Vice Chair

Phone: 360-416-1300
E-mail: ljanicki@co.skagit.wa.us
Board Term Expires: June 2024



Garfield County Engineer
Grant Morgan, PE 2nd Vice Chair

Phone: 509-843-1301
E-mail: garfeng@co.garfield.wa.us
Board Term Expires: June 2023



Franklin County Commissioner
Brad Peck

Phone: 509-727-2808
E-mail: bpeck@co.franklin.wa.us
Board Term Expires: June 2025



Lewis County Commissioner
Lindsey Pollock

Phone: 360-740-1120 E-mail:
lindsey.pollock@lewiscountywa.gov
Board Term Expires: June 2023

Snohomish County Engineer
Doug McCormick, PE

Phone: 425-388-6655
E-mail: dmccormick@snoco.org
Board Term Expires: June 2024



Thurston County Commissioner
Carolina Mejia

Phone: 360-357-2470
E-mail:
carolina.mejia@co.thurston.wa.us
Board Term Expires: June 2024



Spokane County Commissioner
Al French

Phone: 509-477-2265
E-mail: afrench@spokanecounty.org
Board Term Expires: June 2023



Chelan County Engineer
Eric Pierson, PE,

Phone: (509) 667-6415
Email: eric.pierson@co.chelan.wa.us
Board Term Expires: June 2025



Follow-up for Strategic Planning

Key points:

- Strategy Map to be reviewed Quarterly by Leadership Team and Board
- Utilize Red-Yellow-Green dashboarding; Focus at meetings should be around the Reds as priority, Yellows next. No need to discuss the Greens, unless they are noted as “done” and need to be removed from the Strategy Map.
- Jane/Jason will be the Strategy Map owners (Process Owners should provide them updates to the Strategy Map)
- Recognize the Strategy Map is a “living document” and that its ok to put forward the immediate initiatives, and further develop the plans later.

Roles and Responsibilities

Process Owner:

- Schedules & facilitates Strategy Team meetings, documents decisions
- Tracks the agreed upon tactics that support the strategy
- Reports on progress
- Maintains the “Strategy Box” on the Strategy Map
- Serves as a liaison between the Lead(s) and the Board
- Facilitate the identification of Initiative Team members as the Initiatives are identified.

Activity Lead:

- All items above for their assigned Tactic, reporting information to the Process Owner
- Coordinates team meetings to maintain open communication, and status reporting
- Maintains a detailed action plan (“in the weeds”)
- Should be a subject-matter-expert

Activity Action Plan template

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|----------|------|------------|----------|--------------|--------|-------|
| | | | | | | | |

Follow-up for Strategic Planning

CRAB Specifics by Strategy

Strategy: Create a Legislative/Public call to action to further agency strategic goals | Process Owner Jane

1. Create and implement Communication materials campaign

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|--|-------------------|-------------|------------------|---|----------|---|
| 1.a | Complete data story – move to maintenance | Eric | Spring 2022 | Fall 2022 | NA | On track | Vendor hired in June and on track for final product in Sept/Oct 2022 |
| 1.b | Awards, Ribbon cuttings, etc. for completed CRAB funded projects | Jane and Drew | Spring 2022 | No end date | NA | On track | Jane attended ribbon cuttings in Spokane and Skagit county in spring 2022; CRAB presented awards at WSACE annual conf & Thurston Co Commissioner meeting in June & July; additional presentations this summer |
| 1.c | Communications materials/campaign <ul style="list-style-type: none"> • Data Story • Revamp Annual Report • Revamp Quarterly Report • Social media presence • Website • GIS-Mo • Subscription-based newsletter • Listservs • Guest editorials | Jane, Drew, Tommy | Summer 2022 | Dec 2022/ongoing | In progress and expected refinement as CRAB brings on a Comm position | On track | Data Story: Final product to be used in 2023 leg session; Annual Report: Planning meeting scheduled for mid-Aug; Quarterly Report: Revamped report scheduled for Aug; Social media: Twitter acct created; assess other social media as needed; Website: Comm position will move forward; GIS-Mo: Ongoing; Newsletter: TBD; Listservs: Researching how-to; Guest editors: TBD |

Metrics:

- a. Track consumption of material
- b. Are we hitting monthly, quarterly and annual materials

Follow-up for Strategic Planning

2. Increase Legislative Outreach / document plan (Jane, Board)

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|--|-------------------|--------------|----------|--------------------------------------|--|--|
| 2.a | Invite legislators and staff to CRABoard meetings | Jane | Fall 2022 | Ongoing | Availability & Board agenda schedule | In process | Rep Fey confirmed for Oct board meeting; other invites out |
| 2.b | Legislative tours that include staff | Jane, Drew, Steve | Fall 2022 | Yearly | NA | Skagit tour scheduled for mid-Oct; awaiting leg confirmation | The success of the 2022 tour will allow CRAB to assess whether to move forward with additional |
| 2.c | Presentations to legislature in committees <ul style="list-style-type: none"> • Data Story <ul style="list-style-type: none"> ○ CARS/RAP Online • Health Disparity Map | Jane, Drew | January 2023 | Ongoing | Leg invitation | Jane will make “ask” after the Nov election | Jane will broach idea earlier than Nov, but no formal ask will be made until Chair’s have been selected in Nov |
| 2.d | One-on-one meetings with legislative staff | Drew, Jane | Spring 2022 | Ongoing | Time of year; availability, etc | Ongoing | |
| 2.e | Continue to meet with legislators and staff | Drew, Jane | Spring 2022 | Ongoing | Time of year; availability, etc | Ongoing | |
| 2.f | Monthly Tech Talks | Tommy, Cameron | Spring 2022 | Ongoing | Workload | Paused | Paused due to GIS-Mo prioritization. Scheduled to resume in Fall 2022 |

Metrics:

- a. Number of reached legislators/staffers
- b. Invitations and positive feed back
- c. Do they visit and attend our invitations

Follow-up for Strategic Planning

3. Increase / improve Partnerships with CRAB Partners (Exec Team)

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|---|--------------|-------------|----------|--------------|------------|--|
| 3.a | Brainstorm what a conference would look like <ul style="list-style-type: none"> • Look at WSACE conferences as an example • Utilize sponsors to pay for the event/speaker | Jason | Early 2023 | | | | |
| 3b | Continue partnerships with CRAB stakeholders <ul style="list-style-type: none"> • WSDOT <ul style="list-style-type: none"> ○ Local programs • Transportation Commission – RUC • Traffic Safety Commission • WA Tech • OCIO • OFM/Gov Office • JTC studies | By area lead | Spring 2022 | Ongoing | NA | In process | This is an ongoing effort that will constantly be reassessed for relevancy and impact. |

Metrics:

- a. Attending partnership conferences/committees
- b. Sharing information
- c. Data Quality/Requirements attained MIRE, DOT needs

Further down the road - New CRAB hosted conference
- GIS site on webpage – *who shares the data?*

Infrastructure stuff:

- Social media presence
- Website
- Listservs/Emailing
- Data Sharing – AGOL, open data site, etc.
 - Complete Data Story (project) – move to maintenance
 - Conferencing / networking – mechanisms to increase awareness
 - Cultivate relationships with partners (agencies / organizations)
 - Solicit and act upon partner feedback
 - Improve communications & outreach with legislation and counties
 - Identify where we can improve. Clearly define a continuous improvement cycle (not a 15-year cycle), increase opportunities for peer exchange.

Follow-up for Strategic Planning

Strategy: Increase visibility & physical presence of crab with counties | Process Owner: Drew

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|---|-------------|-------------|----------|--------------|------------|--|
| 1 | <p>Create and implement county engagement plan</p> <ul style="list-style-type: none"> • Visit x% of counties per year • Meet with x% of BOCC/Councils per year • Move board meeting away from Olympia and incorporate tours • Be present at statewide/regional meetings involving county roads • Solicit and act upon partner feedback | Drew | Summer 2022 | Ongoing | | In Process | <ul style="list-style-type: none"> • Staff are getting out to counties • Scheduled meetings with Columbia, Garfield, Walla Walla in August. • Preparing options for October 2022 CRABoard meetings for remote meetings in 2023 • Attended both Eastern and Western WSACE meetings and WSACE annual conf. |
| 2 | <p>Update and implement a county training plan</p> <ul style="list-style-type: none"> • De-centralize CRAB training location (move county/regional locations) • Monthly Tech Talks • Offer more targeted training in short virtual sessions | Engineering | Summer 2022 | Ongoing | | In Process | <ul style="list-style-type: none"> • Request sent to counties for design system training needs • County Engineers training scheduled for Benton, Franklin, Walla Walla counties. Pending with Snohomish and Clark. |
| 3 | <p>Increase County Outreach/Document plan</p> <ul style="list-style-type: none"> • Highlight one or two counties' accomplishments in the quarterly report • Improve visibility/accessibility of county data • Knowledge transfer from CRAB (professional development) to counties | Drew | Summer 2022 | Ongoing | | In Process | <ul style="list-style-type: none"> • New quarterly report format will include a county and a county engineer highlight. • Data story project ongoing. |

Follow-up for Strategic Planning

Strategy: Position CRAB for funding opportunities (both internal & external) | Process Owner: Jane

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|--|-------------------|-------------|----------|--------------|-----------------|--|
| 1 | Establish data reporting infrastructure (e.g., project types, collection method & procedures, dashboard, annual reporting) | Jane, Drew, Tommy | Fall 2022 | TBD | | Needs more time | This item needs more refinement and conversation |
| 2 | Increase engagement in Road Use Charge discussions | Jane, Drew | Spring 2022 | TBD | | On track | CRAB has begun to be more actively engaged in this process |
| 3 | Research and explore non-legislated funding opportunities / revenue sources | Jane, Drew | Summer 2022 | Ongoing | | On track | Internal discussions have begun with staff |

Metrics:

- ♦ % of Revenue that is non-legislated funds
- ♦ NACE / NACO awards and recognition
- ♦ Data metrics reflect improvement (later would show a % improvement) from prior year
- ♦ County Road Funds have protected reserves
- ♦ New & efficient annual reporting is established

Follow-up for Strategic Planning

Strategy: Establish / increase a CRAB communications infrastructure | Process Owner: Tommy

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|--|--|--|----------|---|-------------|---|
| 1 | Secure Communications resource | Exec | | | | | |
| 2 | Improve website content editing tools | Tommy TBD | Winter 2023 | Ongoing | WaTech Support is available and CRAB new Logo is picked to implement on the new website | On Track | New logo options were shared to the agencies in June of 2022 |
| 3 | Create and implement a Communications strategy (e.g., social media, listserv, policy & procedures) <ul style="list-style-type: none"> Bring back newsletters – Comms TBD Social media presence – Tommy, Comms TBD <ul style="list-style-type: none"> Community outreach strategy Create listserv for CRAB announcements, filings, etc. - Jason Maintain website communication information policy & process (e.g. the mechanism to support, procedures) Tommy-TBD | Tommy, Jason, TBD | Spring of 2022 | Ongoing | OCIO Security review for Emma, develop social media policy | On Track | <ul style="list-style-type: none"> Listserver application Emma was chosen and is now going through final paper work with OCIO for approval Twitter account was created in the Spring 2022 LinkedIn company account is now linked to CRAB and have the current CRAB Logo and info |
| 4 | Data story project | Eric | Spring of 2022 | | | On Track | The first Draft was sent by the vendor |
| 5 | CARS / RAP Project | Steve, Derek, Donna, Drew, Tommy | Late Summer early Fall of 2022 | Ongoing | OCIO security review for Single Sign On | On Track | |
| 6 | Monthly Tech Talk (other talks?) | Tommy, Cameron | Winter of 2022 | Ongoing | Workload and topics to cover | Paused | Paused due to GIS-Mo prioritization. Scheduled to resume in Fall 2022 |
| 7 | Annual report re-vamp | Jason | Fall 2022 | | | | Meeting scheduled for mid-August for staff input and ideas. |

Follow-up for Strategic Planning

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|---|--------------|------------|------------|--------------|--------|------------------------------|
| | <ul style="list-style-type: none"> Hold brainstorming meetings with staff to delve into what information and report design is more impactful. | | | | | | |
| 8 | Road design conference <ul style="list-style-type: none"> Attract new and current sponsors to help pay for the conference meeting costs (meals/speaker) | Brian, Jason | Fall 2022 | March 2023 | | | Suncadia Resort, Lake Chelan |
| 9 | Training restart (external) | Engineering | | | | | |

Metrics:

- ♦ Completed communications strategy & campaign (metrics within)
- ♦ Updated website
- ♦ Establish & use of listservs

Follow-up for Strategic Planning

Strategy: Integrate Environmental Justice into CRAB programs and policies | Process Owner: Drew

| Ref | Activity | Lead | Start Date | End Date | Dependencies | Status | Notes |
|-----|------------------------------------|------|-------------|----------|--|------------|--|
| 1 | Complete implementation plan | Drew | Summer 2022 | Ongoing | | In Process | <ul style="list-style-type: none"> Joined community engagement and tribal consultation interagency work groups hosted by the Department of Health. |
| 2 | Complete community engagement plan | Drew | Fall 2022 | | Environmental Justice Council community engagement plan guidelines | On hold | <ul style="list-style-type: none"> Staff is participating in community engagement plan workgroup as a “listen and learn” member. The Environmental Justice Council hopes to have guidelines for community engagement plans completed in Fall 2022. |

RESOLUTION 2022-005

**CERTIFYING THE MASTER COUNTY ROAD LOG
AS OF JANUARY 1, 2022**

WHEREAS, Chapter 120, Laws of 1985, Regular Session, Section 1 (2) and WAC 136-60, as originally adopted by the County Road Administration Board on November 12, 1986, and last revised on March 07, 2022, provides for the maintenance and updating of the County Road Log; and

WHEREAS, CRAB staff provides estimated revenues for both the Motor Vehicle Fuel Tax and the County Arterial Preservation Program to the several counties upon adoption of the County Road Log by the CRABoard at their July meeting, so the counties can start their budget process in a timely manner; and

WHEREAS, all 39 counties have submitted their County Road Log updates, which substantially reflect their road systems as of January 1, 2022; and

WHEREAS, CRAB staff has reviewed each county's update and finds them to be in substantial compliance with all statutory and administrative code requirements;

NOW, THEREFORE, BE IT RESOLVED that the master County Road Log for all counties reflecting the county road system as of January 1, 2022 be certified as the provisional official County Road Log, and

Adopted by the CRABoard on July 28, 2022 during its regular meeting held in Olympia, Washington.

Chair

Attest

RESOLUTION 2022-006

REGARDING ROADWAY CATEGORIES AND UNIT COSTS FOR THE 2022 AND 2023 COUNTY FUEL TAX DISTRIBUTION (Revenue forecast based upon 2022 Legislative action)

WHEREAS, RCW 46.68.124(2) makes the CRABoard responsible for (1) establishing a uniform system of roadway categories for both maintenance and construction, (2) establishing a single state-wide cost per mile for each roadway category, and (3) verifying and approving all changes, corrections, and deletions to the County Road Log; and

WHEREAS, the roadway categories established by the Secretary of Transportation in 1983 with the advice and assistance of the CRABoard and in cooperation with the Washington State Association of County Engineers were reaffirmed by the CRABoard for the 2002-2003 update on July 19, 2001, and are included here as Attachment A; and

WHEREAS, the roadway category mileages are derived from the County Road Log as maintained and approved by the CRABoard of each odd-numbered year; and

WHEREAS, each of the 39 counties have submitted updates to their County Road Log, and the CRABoard has certified the official County Road Log as of January 1, 2022 by Resolution 2022-005 Adopted July 28, 2022; and

WHEREAS, based on the updated county Road Log, staff has calculated the single statewide unit costs for both maintenance and reconstruction for each roadway category based on the costs contained within the Road Jurisdiction Study; Phase II, completed in 1988 and updated biennially thereafter by application of the Implicit Price Deflator provided by WSDOT.

NOW, THEREFORE, BE IT RESOLVED that for purposes of determining each county's fuel tax distribution factor for calendar year 2022 and 2023:

1. That the roadway categories and associated unit costs as shown in Attachment A for computing maintenance and reconstruction costs within the statutory fuel tax allocation formula be used; and
2. That the roadway category mileages for each county derived from the County Road Log certified as of January 1, 2022 as shown in Attachment B shall be used for the computation of the fuel tax allocation factors.

Adopted by the CRABoard on July 28, 2022 during its regular meeting held in Olympia, Washington.

Chair

Attest

Attachment A

CRABoard Resolution 2022-006 - July 28, 2022

**MAINTENANCE AND RECONSTRUCTION CATEGORIES AND UNIT COSTS
FOR 2022-2023 COUNTY FUEL TAX ALLOCATIONS**

Categories from 1983 Cost Factor Study, for Roadlog Certified 1/1/2022

Costs are in 1988 dollars, based on Road Jurisdiction Study cost factors

Maintenance and Reconstruction Cost Adjustments from WSDOT RF1906, Implicit Price Deflator - 1.492537%

MAINTENANCE PER CENTERLINE MILE

| Maintenance Category | Rural/ Urban | Function Class | Surface Type | Traffic Volume | 1988 Dollars | 2022 Dollars |
|-------------------------|-----------------|-------------------|-----------------|-------------------|------------------------|------------------------|
| | | | | | Unit Cost (\$/Mile) | Unit Cost (\$/Mile) |
| M - 1 | R | All | Unimproved | All | 737 | 1,100 |
| M - 2 | R | All | Graded | All | 1,546 | 2,307 |
| M - 3 | R | Access | Gravel | All | 5,664 | 8,454 |
| M - 4 | R | Arterial | Gravel | All | 7,753 | 11,572 |
| M - 5 | R | Access | BST | All | 8,681 | 12,957 |
| M - 6 | R | Arterial | BST | All | 10,492 | 15,660 |
| M - 7 | R | Access | Paved | All | 11,399 | 17,013 |
| M - 8 | R | Arterial | Paved | All | 14,406 | 21,501 |
| M - 9 | U | Access | BST & Less | All | 9,581 | 14,300 |
| M - 10 | U | Arterial | BST & Less | All | 21,570 | 32,194 |
| M - 11 | U | Access | Paved | All | 12,933 | 19,303 |
| M - 12 | U | Arterial | Paved | < 5,000 | 28,989 | 43,267 |
| M - 13 | U | Arterial | Paved | 5,000 + | 51,103 | 76,273 |

RECONSTRUCTION \ REPLACEMENT PER CENTERLINE MILE

| Replacement Category | Rural/ Urban | Function Class | Surface Type | Traffic Volume | 1988 Dollars | 2022 Dollars |
|-------------------------|-----------------|-------------------|-----------------|-------------------|------------------------|------------------------|
| | | | | | Unit Cost (\$/Mile) | Unit Cost (\$/Mile) |
| R - 1 | R | Access | Unpaved | All | 239,766 | 357,860 |
| R - 2 | R | Access | BST | All | 278,368 | 415,475 |
| R - 3 | R | Access | Paved | All | 278,526 | 415,710 |
| R - 4 | R | Min Coll | BST & Less | All | 402,577 | 600,861 |
| R - 5 | R | Min Coll | Paved | All | 392,985 | 586,545 |
| R - 6 | R | Arterial | BST & Less | All | 385,983 | 576,094 |
| R - 7 | R | Arterial | Paved | All | 364,100 | 543,433 |
| R - 8 | U | Access | BST & Less | All | 618,582 | 923,257 |
| R - 9 | U | Access | Paved | All | 621,640 | 927,821 |
| R - 10 | U | Collector | BST & Less | All | 667,000 | 995,522 |
| R - 11 | U | Collector | Paved | All | 671,897 | 1,002,831 |
| R - 12 | U | Min Art | BST & Less | All | 893,918 | 1,334,206 |
| R - 13 | U | Min Art | Paved | All | 927,474 | 1,384,290 |
| R - 14 | U | Arterial | BST & Less | All | 1,346,095 | 2,009,097 |
| R - 15 | U | Arterial | Paved | All | 1,577,968 | 2,355,176 |

**These are costs per centerline mile for reconstruction of existing road to current standards
Does not include Right-of-way, multi-modal, and environmental mitigation costs**

| COUNTY | RURAL | | | | URBAN | | | | SYSTEM | TOTAL | | |
|--------------|----------|------------|------------|------------|----------|-----------|-----------|-----------|------------|-----------|------------|------------|
| | ARTERIAL | COLLECTOR | ACCESS | TOTAL | ARTERIAL | COLLECTOR | ACCESS | TOTAL | TOTAL | ARTERIAL | COLLECTOR | ACCESS |
| Adams | | 664.473 | 1,090.348 | 1,754.821 | 0.006 | 3.720 | 10.789 | 14.515 | 1,769.336 | 0.006 | 668.193 | 1,101.137 |
| Asotin | 0.470 | 151.605 | 164.971 | 317.046 | 14.068 | 6.427 | 59.403 | 79.898 | 396.944 | 14.538 | 158.032 | 224.374 |
| Benton | | 289.745 | 393.274 | 683.019 | 3.972 | 48.297 | 127.591 | 179.860 | 862.879 | 3.972 | 338.042 | 520.865 |
| Chelan | 22.290 | 187.585 | 357.565 | 567.440 | 5.390 | 20.520 | 54.720 | 80.630 | 648.070 | 27.680 | 208.105 | 412.285 |
| Clallam | | 120.790 | 270.080 | 390.870 | 3.040 | 11.550 | 83.470 | 98.060 | 488.930 | 3.040 | 132.340 | 353.550 |
| Clark | 14.960 | 257.610 | 274.560 | 547.130 | 75.630 | 69.790 | 436.458 | 581.878 | 1,129.008 | 90.590 | 327.400 | 711.018 |
| Columbia | | 229.100 | 271.362 | 500.462 | | | | | 500.462 | | 229.100 | 271.362 |
| Cowlitz | 0.620 | 195.070 | 260.372 | 456.062 | 10.060 | 15.510 | 46.320 | 71.890 | 527.952 | 10.680 | 210.580 | 306.692 |
| Douglas | | 389.445 | 1,152.531 | 1,541.976 | 23.235 | 16.103 | 62.472 | 101.810 | 1,643.786 | 23.235 | 405.548 | 1,215.003 |
| Ferry | | 232.320 | 476.820 | 709.140 | | | | | 709.140 | | 232.320 | 476.820 |
| Franklin | | 337.050 | 613.812 | 950.862 | 3.165 | 7.029 | 21.212 | 31.406 | 982.268 | 3.165 | 344.079 | 635.024 |
| Garfield | | 212.415 | 232.027 | 444.442 | | | | | 444.442 | | 212.415 | 232.027 |
| Grant | 2.017 | 870.379 | 1,535.692 | 2,408.088 | 11.363 | 19.417 | 62.600 | 93.380 | 2,501.468 | 13.380 | 889.796 | 1,598.292 |
| Grays Harbor | 6.829 | 239.891 | 262.609 | 509.329 | 0.566 | 18.867 | 32.905 | 52.338 | 561.667 | 7.395 | 258.758 | 295.514 |
| Island | | 182.646 | 270.527 | 453.173 | 17.170 | 17.845 | 95.490 | 130.505 | 583.678 | 17.170 | 200.491 | 366.017 |
| Jefferson | | 138.475 | 254.618 | 393.093 | | | 5.136 | 5.136 | 398.229 | | 138.475 | 259.754 |
| King | 40.657 | 201.483 | 388.438 | 630.578 | 108.924 | 98.206 | 629.820 | 836.950 | 1,467.528 | 149.581 | 299.689 | 1,018.258 |
| Kitsap | 13.770 | 126.141 | 195.326 | 335.237 | 99.591 | 67.176 | 411.420 | 578.187 | 913.424 | 113.361 | 193.317 | 606.746 |
| Kittitas | | 296.227 | 262.278 | 558.505 | 0.431 | 9.675 | 9.134 | 19.240 | 577.745 | 0.431 | 305.902 | 271.412 |
| Klickitat | | 384.490 | 690.684 | 1,075.174 | | | | | 1,075.174 | | 384.490 | 690.684 |
| Lewis | | 266.135 | 718.374 | 984.509 | 13.168 | 9.272 | 35.463 | 57.903 | 1,042.412 | 13.168 | 275.407 | 753.837 |
| Lincoln | 18.960 | 639.560 | 1,338.060 | 1,996.580 | | | | | 1,996.580 | 18.960 | 639.560 | 1,338.060 |
| Mason | | 263.547 | 315.583 | 579.130 | 0.652 | 8.904 | 27.721 | 37.277 | 616.407 | 0.652 | 272.451 | 343.304 |
| Okanogan | | 490.233 | 838.262 | 1,328.495 | | 2.802 | 7.132 | 9.934 | 1,338.429 | | 493.035 | 845.394 |
| Pacific | | 130.125 | 214.959 | 345.084 | | | | | 345.084 | | 130.125 | 214.959 |
| Pend Oreille | | 180.856 | 379.137 | 559.993 | | | | | 559.993 | | 180.856 | 379.137 |
| Pierce | 63.720 | 187.020 | 249.920 | 500.660 | 256.625 | 172.430 | 661.891 | 1,090.946 | 1,591.606 | 320.345 | 359.450 | 911.811 |
| San Juan | | 88.693 | 182.497 | 271.190 | | | | | 271.190 | | 88.693 | 182.497 |
| Skagit | 9.359 | 310.490 | 371.866 | 691.715 | 18.025 | 18.825 | 71.689 | 108.539 | 800.254 | 27.384 | 329.315 | 443.555 |
| Skamania | 8.640 | 81.585 | 148.472 | 238.697 | | | | | 238.697 | 8.640 | 81.585 | 148.472 |
| Snohomish | 54.051 | 276.329 | 452.248 | 782.628 | 68.497 | 114.309 | 628.193 | 810.999 | 1,593.627 | 122.548 | 390.638 | 1,080.441 |
| Spokane | 9.984 | 655.535 | 1,443.792 | 2,109.311 | 72.808 | 53.415 | 297.445 | 423.668 | 2,532.979 | 82.792 | 708.950 | 1,741.237 |
| Stevens | | 560.815 | 929.792 | 1,490.607 | | | | | 1,490.607 | | 560.815 | 929.792 |
| Thurston | 4.286 | 227.594 | 349.430 | 581.310 | 60.858 | 50.230 | 333.963 | 445.051 | 1,026.361 | 65.144 | 277.824 | 683.393 |
| Wahkiakum | | 81.819 | 56.059 | 137.878 | | | | | 137.878 | | 81.819 | 56.059 |
| Walla Walla | 2.363 | 420.555 | 452.108 | 875.026 | 18.599 | 14.334 | 41.156 | 74.089 | 949.115 | 20.962 | 434.889 | 493.264 |
| Whatcom | | 287.690 | 455.950 | 743.640 | 24.800 | 43.540 | 123.060 | 191.400 | 935.040 | 24.800 | 331.230 | 579.010 |
| Whitman | | 613.981 | 1,274.887 | 1,888.868 | | | | | 1,888.868 | | 613.981 | 1,274.887 |
| Yakima | 4.350 | 641.720 | 773.010 | 1,419.080 | 44.860 | 56.540 | 121.350 | 222.750 | 1,641.830 | 49.210 | 698.260 | 894.360 |
| Statewide | 277.326 | 12,111.222 | 20,362.300 | 32,750.848 | 955.503 | 974.733 | 4,498.003 | 6,428.239 | 39,179.087 | 1,232.829 | 13,085.955 | 24,860.303 |
| Eastern | 60.434 | 8,448.089 | 14,670.412 | 23,178.935 | 197.897 | 258.279 | 875.004 | 1,331.180 | 24,510.115 | 258.331 | 8,706.368 | 15,545.416 |
| Western | 216.892 | 3,663.133 | 5,691.888 | 9,571.913 | 757.606 | 716.454 | 3,622.999 | 5,097.059 | 14,668.972 | 974.498 | 4,379.587 | 9,314.887 |

Chapter 136-400 WAC

**ADMINISTRATION OF THE COUNTY FERRY CAPITAL IMPROVEMENT
PROGRAM**

Last Update: 4/28/08

WAC

- 136-400-010 Purpose and authority.
- 136-400-020 County and project eligibility.
- 136-400-030 Definition of ferry capital improvement projects.
- 136-400-040 Six-year transportation program and ferry system
fourteen-year plan submittal.
- 136-400-045 Call for projects.
- 136-400-050 Project application.
- 136-400-060 Technical review committee.
- 136-400-065 Project financing.
- 136-400-070 County road administration board action.
- 136-400-080 Funding by the legislature.

136-400-090 Limitation on use of county ferry capital improvement funds.

136-400-100 Terms of county road administration board/county contract.

136-400-110 Voucher approval and payment.

136-400-120 Audit requirements.

136-400-130 Delegation of authority.

WAC 136-400-010 Purpose and authority. RCW 47.56.725(4)

provides that the county road administration board may evaluate requests for county ferry capital improvement funds by Pierce, Skagit, Wahkiakum, and Whatcom counties, and, if approved by the board, submit said requests to the legislature for funding. This chapter describes the manner in which the county road

administration board will implement the provisions of the act.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-010, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-010, filed 12/7/98, effective 1/7/99. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-400-010, filed 8/12/96, effective 9/12/96. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-010, filed 10/23/91, effective 11/23/91.]

WAC 136-400-020 County and project eligibility. (1)

Counties eligible to apply for county ferry capital improvement funds are Pierce, Skagit, Wahkiakum, and Whatcom.

(2) For the project to be eligible it must be included in both the county's six-year transportation program and its ferry system fourteen-year long range capital improvement plan as described in WAC 136-400-040.

(3) Any county holding an approved and executed county ferry capital improvement program contract is ineligible to submit a project funding application for additional ferry capital improvement funds until the existing contract is fully performed or has been mutually terminated.

(4) Once a county has received funding for vessel replacement under this program, the county is no longer eligible for future replacement of that vessel as referenced in WAC 136-400-030(1). A county will remain eligible for project types referenced in WAC 136-400-030(2), (3), (4) and (5).

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-020, filed 4/28/08, effective 5/29/08. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-020, filed 10/23/91, effective 11/23/91.]

WAC 136-400-030 Definition of ferry capital improvement

projects. County ferry capital improvement projects shall include the following:

(1) Purchase of a new vessel which replaces an existing vessel;

(2) Major vessel refurbishment (e.g., engines, structural steel, controls) that substantially extends the life of the vessel;

(3) Facility refurbishment/replacement (e.g., complete replacement, major rebuilding or redecking of a dock) that substantially extends the life of the facility;

(4) Installation of items that substantially improve ferry facilities or operations; and/or

(5) Construction of infrastructure that provides new or additional access or increases the capacity of terminal facilities.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-030, filed 4/28/08, effective 5/29/08. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-030, filed 10/23/91, effective 11/23/91.]

WAC 136-400-040 Six-year transportation program and ferry system fourteen-year plan submittal. (1) Each county's six-year transportation program and ferry system fourteen-year long range capital improvement plan shall be prepared and adopted in accordance with RCW 36.81.121 and 36.54.015, respectively, and one copy shall be forwarded to the county road administration board no later than December 31 of each year.

(2) Any proposed county ferry capital improvement project must be included in both the county's six-year transportation program and ferry system fourteen-year capital improvement plan and must remain on both during all of the phases of the project including:

- (a) At the time a county requests a call for projects;
- (b) At the time the county submits a project funding application; and
- (c) Until the project is completed or the project is otherwise terminated.

(3) The county ferry capital improvement project cost estimates that are included in the county's six-year transportation programs and ferry system fourteen-year plans

shall be considered preliminary and are not binding on actual county ferry capital improvement project applications.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-040, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-040, filed 12/7/98, effective 1/7/99. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-040, filed 10/23/91, effective 11/23/91.]

WAC 136-400-045 Call for projects. Beginning at the 2009 regular spring county road administration board meeting, and continuing once every four years thereafter, one or more of the WAC 136-400-010 named counties are invited to attend said meeting and request the county road administration board issue a call for projects. Based on the information provided by the counties and no later than the regular summer meeting the same year, the county road administration board, and at their sole discretion, may issue a call for projects and may include in the call additional or clarifying terms consistent with all other rules governing the county ferry capital improvement program. [Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-045, filed 4/28/08, effective 5/29/08.]

WAC 136-400-050 Project application. Upon a call for projects by the county road administration board, each

application by a county for county ferry capital improvement funds shall be made no later than December 31 of the same year.

Project applications shall be submitted on application forms supplied by the county road administration board and shall include the following information:

- (1) Project description and scope;
 - (2) Engineering drawings accurately describing the complete project;
 - (3) Engineering analysis and cost estimate;
 - (4) Evidence the applicant first sought funding through the public works trust fund or any other available revenue source;
- and

(5) Comprehensive project financial plan including match funding amounts and sources as required by WAC 136-400-065 and amortization and cash flow schedules.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-050, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-050, filed 12/7/98, effective 1/7/99. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-050, filed 10/23/91, effective 11/23/91.]

WAC 136-400-060 Technical review committee. (1) A

technical review committee shall be created to review project applications for county ferry capital improvement funds and present recommendations to the county road administration board for approval, denial or further action on the applications.

(2) The committee shall be composed of the following members or their designees:

(a) Executive director of the county road administration board;

(b) Washington state department of transportation highways and local programs director;

(c) A Washington state department of transportation marine engineer;

(d) One public works department representative from each of the WAC 136-400-010 named counties, each of whom shall serve as an ex officio, nonvoting member of the technical review committee.

(3) The technical review committee shall ensure that the project applications:

(a) Meet the applicable statutes and the standards of this chapter;

(b) Adhere to commonly held engineering practices and cost effectiveness; and

(c) Are complete and meet the project application requirements listed in WAC 136-400-050, including evidence the applicant first sought funding through the public works trust fund, or other available revenue source.

(4) The technical review committee shall also develop a written report on each project application. The written report will include the following elements:

(a) A project summary;

(b) A committee evaluation; and

(c) A committee recommendation based upon WAC 136-400-065 guidance and including any additional or clarifying terms established by the county road administration board's call for projects.

(5) The technical review committee's written report on each project application shall be submitted to the county road administration board no later than thirty days prior to the next

regularly scheduled spring meeting after the project application deadline.

(6) Technical review committee meetings shall be convened on an "as needed" basis by the executive director of the county road administration board, who shall serve as chairperson.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-060, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-060, filed 12/7/98, effective 1/7/99. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-400-060, filed 8/12/96, effective 9/12/96. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-060, filed 10/23/91, effective 11/23/91.]

WAC 136-400-065 Project financing. (1) The maximum contribution by the county ferry capital improvement program is ten million dollars for any one project and five hundred thousand dollars total annual reimbursement to one county.

(2) Depending on whether a county applicant has formed a ferry district pursuant to RCW 36.54.110 and generated revenue to finance the project, project cost sharing for each applicant shall be as follows:

(a) If ferry district revenues finance greater than thirty percent of the proposed project costs, the ferry capital

improvement program may contribute up to the remaining project cost, subject to the maximum described in subsection (1) of this section;

(b) If ferry district revenues finance greater than five percent but less than or equal to thirty percent of the proposed project costs, the ferry capital improvement program may contribute up to fifty percent of the project cost, subject to the maximum described in subsection (1) of this section;

(c) If ferry district revenues finance less than or equal to five percent of the project costs, or the county has not formed a ferry district, the ferry capital improvement program may contribute up to thirty percent of the project cost, subject to the maximum described in subsection (1) of this section.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-065, filed 4/28/08, effective 5/29/08.]

WAC 136-400-070 County road administration board action.

(1) The county road administration board shall review project applications, along with the reports of the technical review committee, at its next regular spring meeting following the project application deadline.

(2) At that time, the county road administration board may approve, deny or return the application to the technical review committee for further review.

(3) If the county road administration board returns the application to the technical review committee, the board may develop supplemental questions and criteria for the technical review committee to address.

(4) Final action by the county road administration board on project applications must occur no later than at the next regularly scheduled summer meeting following project application deadline.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-070, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-070, filed 12/7/98, effective 1/7/99. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-070, filed 10/23/91, effective 11/23/91.]

WAC 136-400-080 Funding by the legislature. County ferry capital improvement project requests approved by the county road administration board shall be submitted to the legislature for funding out of amounts available under RCW 46.68.090 (2) (h) as

part of the biennial or supplemental budget request of the county road administration board.

The county road administration board shall, within ten days of the signing of the transportation budget, notify each county having an approved project of such approval and of the amount of county ferry capital improvement funding appropriated to each approved project. The county road administration board shall offer each county a contract for each approved project setting forth the terms and conditions under which funds will be provided.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-080, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-080, filed 12/7/98, effective 1/7/99. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-080, filed 10/23/91, effective 11/23/91.]

WAC 136-400-090 Limitation on use of county ferry capital improvement funds. County ferry capital improvement funds may be used for project design, construction, and right of way costs incurred after legislative approval.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-090, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-090, filed 12/7/98, effective 1/7/99. Statutory Authority:

1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-090, filed 10/23/91, effective 11/23/91.]

WAC 136-400-100 Terms of county road administration

board/county contract. The county road administration board/county contract shall include, but not be limited to, the following provisions:

(1) Such contract must be signed and returned to the county road administration board within forty-five days of its mailing by the county road administration board.

(2) The project will be constructed in accordance with:

(a) The information furnished to the county road administration board; and

(b) The plans and specifications prepared under the supervision of the county engineer.

(3) The county will notify the county road administration board when a contract has been awarded, when construction has started, and when the project has been completed.

(4) The county road administration board will reimburse counties based on progress vouchers received and approved on

individual projects, subject to the availability of county ferry capital improvement funds appropriated by the legislature.

(5) The county will reimburse the county road administration board in the event that a project post audit reveals ineligible expenditure of county ferry capital improvement funds. Said funds will be returned to the county fuel tax account for distribution in accordance with RCW 46.68.120.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-100, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-100, filed 12/7/98, effective 1/7/99. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-400-100, filed 8/12/96, effective 9/12/96. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-100, filed 10/23/91, effective 11/23/91.]

WAC 136-400-110 Voucher approval and payment. The county road administration board shall prepare and distribute to all counties with approved county ferry capital improvement projects, voucher forms for use in requesting annual payments for each approved county ferry capital improvement project.

The county road administration board shall approve such vouchers for payment to the county submitting the voucher.

County ferry capital improvement fund warrants shall be transmitted directly to each county submitting a voucher. In the event that project funds remain unspent after the final project payment has been made, the unspent balance will be returned to the county-wide fuel tax account for distribution in accordance with RCW 46.68.120.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-110, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-110, filed 12/7/98, effective 1/7/99. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-400-110, filed 8/12/96, effective 9/12/96. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-110, filed 10/23/91, effective 11/23/91.]

WAC 136-400-120 Audit requirements. Audits of county ferry capital improvement projects may be conducted by the state auditor's office and will normally be conducted in conjunction with the county audits required by RCW 43.09.260 and 36.80.080. Special audits of specific county ferry capital improvement projects not required by these statutes may be accomplished at the request, and at the expense, of the county road administration board.

An audit of any county ferry capital improvement project shall include, but not be limited to, a review of the county's compliance with the provisions of the statute and these rules. The audit shall also include a review of the financial accounting and reporting of those funds associated with and received for the county ferry capital improvement project.

In the event that an exception is noted in the audit report, the county road administration board shall evaluate the noted discrepancy. Discrepancies may be cause for the county road administration board to order the payback of improperly expended county ferry capital improvement funds as provided in the county road administration board/county contract. Any such funds returned by a county to the county road administration board shall be returned to the county fuel tax account for distribution in accordance with RCW 46.68.120.

[Statutory Authority: Chapter 36.79 RCW. WSR 08-10-026, § 136-400-120, filed 4/28/08, effective 5/29/08; WSR 99-01-021, § 136-400-120, filed 12/7/98, effective 1/7/99. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-400-120, filed 8/12/96, effective 9/12/96. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-120, filed 10/23/91, effective 11/23/91.]

WAC 136-400-130 Delegation of authority. In order to ensure effective and timely administration of the county ferry capital improvement program, the county road administration board or its executive director may delegate, in writing, its authority under this chapter.

[Statutory Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-400-130, filed 12/7/98, effective 1/7/99. Statutory Authority: 1991 c 310 § 1(4). WSR 91-21-138 (Order 85), § 136-400-130, filed 10/23/91, effective 11/23/91.]

COUNTY FERRY CAPITAL IMPROVEMENT FUND REQUEST

LUMMI ISLAND FERRY REPLACEMENT AND SYSTEM MODERNIZATION PROJECT WHATCOM COUNTY

Background:

Whatcom County is requesting a \$10 Million contribution over a 20-year period from the County Ferry Capital Improvement Program toward their Lummi Island Ferry Replacement and System Modernization Project. This request was considered and discussed at the CRABoard's April 2022 meeting. The Technical Review Committee found that the project submitted by Whatcom County is a viable proposal and makes needed improvements for the county to continue to provide service to Lummi Island. Furthermore, the estimated total cost of the project appears to be reasonable.

The April 2022 presentation materials are attached for reference and background information, including the total estimated project costs as well as intended sources of funding. These materials also include the 2022 estimated County MVFT direct allocation with an example of the annual impact that the Whatcom County funding request would have on this allocation.

The April 2022 Board discussion remained unresolved regarding the potential for Whatcom County to incorporate their banked county road levy capacity into their financial plan for this project. After the question of banked levy capacity being a factor in previous project approvals was raised at the April 2022 meeting, staff found that Skagit County reported a banked levy of \$1,551,754 for 2018 (The year their application was approved by the CRABoard). Neither the meeting minutes or any staff prepared documents indicate that Skagit County's banked levy capacity was discussed during the project review and approval process.

The Board decided to table the discussion until the July Board meeting, providing Whatcom County with additional time for policy level discussions regarding the potential use of county resources in the project's financial plan.

Whatcom County Executive Sidhu prepared a letter in response to this remaining concern, which is also attached.

Recommendation:

The project submitted by Whatcom County is a viable proposal and makes needed improvements for the county to continue to provide service to Lummi Island. RCW 47.56.725 and WAC 136-400 require a county to first seek funding through the public works trust fund, or any other available revenue source, where appropriate. The question of whether Whatcom County has met these requirements is a matter for Board discussion.

COUNTY FERRY CAPITAL IMPROVEMENT FUND REQUEST

LUMMI ISLAND FERRY REPLACEMENT AND SYSTEM MODERNIZATION PROJECT WHATCOM COUNTY

Nature of Request:

Under WAC 136-400-050, Whatcom County is requesting the County Road Administration Board (CRAB) accept their application for ferry capital improvement funds and submit the request for funding, per WAC 136-400-080, to the state legislature in the 2023 session. Whatcom County has prepared a Financial Plan that anticipates multiple funding sources for the Lummi Island Ferry Replacement and System Modernization Project. Whatcom County is requesting assistance from the County Ferry Capital Improvement Program (CFCIP). The CFCIP is funded by a share of the Motor Vehicle Fuel Tax distribution which financially impacts all 39 counties.

Background:

The CFCIP is a four-year cycle grant program available to counties that operate vehicular ferry systems. This limits the program to four counties: Whatcom, Skagit, Pierce, and Wahkiakum. These counties are limited to one CFCIP contract at a time.

Eligible projects may include purchase of new vessels, major refurbishment of an existing vessel or facility, installation of facility or operation improvements, or construction of infrastructure that provides new or additional access or increases capacity of terminal facilities.

Any eligible project must be on the County's six-year transportation program and the ferry system fourteen-year long range capital improvement plan prior to application for CFCIP funding.

The maximum contribution from the CFCIP program is \$10 Million for any single project, provided as a maximum \$500,000 annual reimbursement.

Funding for the CFCIP program is taken from the County's direct distribution share of the motor vehicle fund (19.2287%). This will proportionally reduce the distributed funds to each of the 39 counties for the life of the CFCIP contract.

Since the funding of the CFCIP program is taken from the County's direct distribution share of the motor vehicle fund, when a project is awarded funding it will reduce every county's direct distribution amount for the duration of the project funding period (in this case, 20 years). RCW 47.56.725, as well as WAC 136-400-050 therefore require that any county applying for funding through the CFCIP program must first seek funding through the Public Works Trust Fund, or any other available revenue source.

Whatcom County’s Application:

Whatcom County applied on November 8, 2021 for CFCIP funding on their Lummi Island Ferry Replacement and System Modernization Project. This project will replace the 60-year old MV Whatcom Chief with a new vessel, appropriately sized to meet current and future service level and operating needs for travelers between the mainland and Lummi Island. The project will also include shoreside modifications to improve operations and retrofit existing in-water structures to accommodate the new vessel and preserve functionality.

This project is on Whatcom County’s six-year transportation program, and their ferry system fourteen-year long range capital improvement plan.

Total Project Cost: (estimated) \$50,300,000 (during construction)
(\$64,207,360 incl debt service)

Sources Of Funding (estimated/requested)

- Whatcom County Ferry Boat Program \$ 1,250,000
- USDOT RAISE Grant (in application) \$25,000,000
- **CRAB CFCIP Grant (in application) \$10,000,000**
- Move WA \$ 5,300,000
- Whatcom County Road Fund Loan \$ 5,000,000
- Whatcom County Capital Surcharge \$ 1,772,000
- Whatcom County Municipal Bonds \$ 9,470,000
- Whatcom County debt service \$ 6,415,360

Total \$64,207,360

Whatcom County is requesting \$10,000,000 over a 20-year period through the CFCIP to help fund this project.

Technical Review Committee:

Upon application, a Technical Review Committee was formed. The Technical Review Committee is composed of:

- Jane Wall, Executive Director, County Road Administration Board
- Jay Drye, Director, WSDOT Local Programs
- Cotty Fay, Chief Naval Architect & Manager of Vessel Design, Washington State Ferries
- Toby Rickman, Deputy Director, Pierce County Planning and Public Works
- Paul Randall-Grutter, County Engineer, Skagit County Public Works
- Chuck Beyer, Director, Wahkiakum County Public Works
- Elizabeth Kosa, Assistant Director, Whatcom County Public Works
- James Karcher, County Engineer, Whatcom County Public Works

The county representatives served as ex officio, nonvoting members of the Technical Review Committee and the Executive Director of County Road Administration Board served as chairperson.

The first meeting of the Technical Review Committee (TRC) was held February 22, 2022 from 10:00 AM to 11:00 AM via Microsoft TEAMS. The discussion verified that the proposed project met the eligibility requirements and was a complete application per WAC 136-400. Further discussion touched on vessel and terminal design details, as well as questions on the financial plan. There were several financial questions that remained open at the end of the first meeting.

Whatcom County prepared a written response to the remaining financial questions ahead of the second TRC meeting.

The second TRC meeting was held on March 29, 2022 from 3:00 PM to 3:45 PM via Microsoft TEAMS. This discussion focused on the follow-up financial related questions from the first TRC meeting. Whatcom County was also able to provide new information relating to their requested RAISE grant, as well as updated cost estimate information.

The third TRC meeting was held on April 15, 2022 from 3:00 PM to 3:35 PM via Microsoft TEAMS. Whatcom County provided the updated cost estimate and financial plan. Discussion again focused on financial related questions and resulted in the TRC Recommendation below. The primary financial question that remains is that Whatcom County has untapped banked county road levy capacity that could be directed to the project. The question is, if the county has not maximized its own available resources, should the other 38 counties be asked to make up the difference from their shares of the MVFT?

Technical Review Committee Recommendation:

The TRC finds that the project submitted by Whatcom County is a viable proposal and makes needed improvements for the county to continue to provide service to Lummi Island. Furthermore, the estimated total cost of the project appears to be reasonable.

However, due to unresolved questions regarding the county's decision to not incorporate banked county road levy capacity (Certified by Whatcom county to be \$2,865,462 in 2022) into the financial plan, the TRC cannot recommend funding of the project as currently proposed. It is recommended that the CRABoard provide Whatcom county time for further policy level discussions regarding the use of banked levy capacity in the financial plan for the project. It is further recommended that the matter be placed on the July CRABoard agenda at which time Whatcom county will have the opportunity to provide a revised financial plan addressing this concern.

| MVFT Annual Cost per County for CFCIP Funding | | | |
|--|------------------------------------|---------------------------------|------------------------------------|
| COUNTY | MVFT Distribution % | 2022 MVFT Allocation | Proposed CFCIP Cost |
| Adams | 2.9745% | \$ 4,132,505 | \$ 14,873 |
| Asotin | 1.0740% | \$ 1,492,120 | \$ 5,370 |
| Benton | 2.3031% | \$ 3,199,722 | \$ 11,516 |
| Chelan | 1.5018% | \$ 2,086,467 | \$ 7,509 |
| Clallam | 1.4403% | \$ 2,001,024 | \$ 7,202 |
| Clark | 4.3466% | \$ 6,038,778 | \$ 21,733 |
| Columbia | 1.0273% | \$ 1,427,239 | \$ 5,137 |
| Cowlitz | 1.4933% | \$ 2,074,658 | \$ 7,467 |
| Douglas | 2.6537% | \$ 3,686,814 | \$ 13,269 |
| Ferry | 1.2531% | \$ 1,740,945 | \$ 6,266 |
| Franklin | 2.0328% | \$ 2,824,191 | \$ 10,164 |
| Garfield | 0.9216% | \$ 1,280,389 | \$ 4,608 |
| Grant | 4.5871% | \$ 6,372,907 | \$ 22,936 |
| Grays Harbor | 1.6484% | \$ 2,290,140 | \$ 8,242 |
| Island | 1.5476% | \$ 2,150,097 | \$ 7,738 |
| Jefferson | 0.9964% | \$ 1,384,309 | \$ 4,982 |
| King | 7.7510% | \$ 10,768,547 | \$ 38,755 |
| Kitsap | 3.5162% | \$ 4,885,094 | \$ 17,581 |
| Kittitas | 1.4079% | \$ 1,956,011 | \$ 7,040 |
| Klickitat | 1.8981% | \$ 2,637,051 | \$ 9,491 |
| Lewis | 2.3385% | \$ 3,248,903 | \$ 11,693 |
| Lincoln | 3.0572% | \$ 4,247,401 | \$ 15,286 |
| Mason | 1.5538% | \$ 2,158,711 | \$ 7,769 |
| Okanogan | 2.3744% | \$ 3,298,779 | \$ 11,872 |
| Pacific | 0.9434% | \$ 1,310,676 | \$ 4,717 |
| Pend Oreille | 1.1577% | \$ 1,608,405 | \$ 5,789 |
| Pierce | 7.5330% | \$ 10,465,678 | \$ 37,665 |
| San Juan | 0.5800% | \$ 805,800 | \$ 2,900 |
| Skagit | 2.2056% | \$ 3,064,264 | \$ 11,028 |
| Skamania | 0.6545% | \$ 909,304 | \$ 3,273 |
| Snohomish | 6.2820% | \$ 8,727,649 | \$ 31,410 |
| Spokane | 6.0062% | \$ 8,344,478 | \$ 30,031 |
| Stevens | 2.6461% | \$ 3,676,255 | \$ 13,231 |
| Thurston | 3.5416% | \$ 4,920,383 | \$ 17,708 |
| Wahkiakum | 0.6291% | \$ 874,015 | \$ 3,146 |
| Walla Walla | 2.0436% | \$ 2,839,195 | \$ 10,218 |
| Whatcom | 2.9500% | \$ 4,098,467 | \$ 14,750 |
| Whitman | 3.0050% | \$ 4,174,879 | \$ 15,025 |
| Yakima | 4.1235% | \$ 5,728,823 | \$ 20,618 |
| TOTAL | 1.0000 | \$ 138,931,073 | \$ 500,000 |



Satpal Singh Sidhu
Whatcom County Executive



July 13, 2022

Ms. Jane Wall, Executive Director
Washington State County Road Administration Board
2404 Chandler CT SW, Suite 240
Olympia, WA 98502-6067

Dear Ms. Wall:

The purpose of this letter is to answer questions raised by members of the County Road Administration Board's County Ferry Replacement Program Technical Review Committee about Whatcom County's intentions for financing replacement of M/V Whatcom Chief and key shore-side infrastructure. Specifically, I look to clarify:

- (1) Why wasn't a general fund appropriation obligated to this project?
- (2) Where will offsets be credited in the financial plan?
- (3) Why should CRAB (essentially the other 38 counties) be asked to help finance a Whatcom County project?

Whatcom County's 2022 Six-Year Transportation Program allocates \$11M of local road funds against the \$45M estimate (not including debt service) for ferry replacement and related shoreside improvements. This initial obligation is about 20% of the entire project cost, depending on debt serviced. It will be a direct transfer from the Road Fund balance into a Project Based Budget established to finance the 2024 build. The County will contribute an additional \$10M-\$20M through borrowing against future Road Fund revenues and, potentially, an annual contribution from CRAB's Ferry Replacement Program. Whether Whatcom County's ferry replacement bond stands alone as a Special Revenue Bond or is rolled into a combined General Obligation Bond along with about \$45M of borrowing for an approved general government facility project has not yet been decided by the County Council. Regardless, each and all of these debt instruments will be backed by the full faith and credit of Whatcom County, which, by extension, reaches the General Fund and future use of banked capacity. So, while General Revenues may not be directly appropriated for the ferry capital campaign, by virtue of borrowing, they are always on the hook.

The final bonded amount for the ferry replacement will very much depend on the amount of Federal and State grant dollars forthcoming. Like most state and local governments facing replacement of very high cost, long life-cycle assets like bridges, ferries, and office buildings, Whatcom County wishes to manage its limited transportation and capital funding base against future cash shortages. We do that by leveraging appropriations from larger Federal revenue streams, and to the extent it is fair and equitable, from State capital programs. These granting programs exist principally to help tax-base-limited governments remain solvent when making such major capital replacements. The US Department of Transportation RAISE grant and CRAB's County Ferry Capital Improvement Program both fall into that category. If Whatcom County is granted the full request through RAISE, then it makes sense that offsets should accrue both to the CRAB contribution and to the local contribution. That opportunity will reveal itself around November of this year when the RAISE grant allocations are decided.

Page 2
July 13, 2022
Washington State County Road Admin Board

Whatcom County fully appreciates the importance of CRAB's thorough technical review. We also appreciate our responsibility for good financial planning and disclosure. As to the query from the other 38 counties, we have been there, too, pooling our resources with theirs to support someone else's big need that cannot responsibly be afforded alone. We are confident that our reasoned plan will lead to a similar result.

In conclusion, Whatcom County's application meets the requirements of the ferry capital improvement funds (WAC 136-400). We ask for the County Road Administration Board to approve our application and forward the request to the State Legislature.

Respectfully,



Satpal Singh Sidhu
County Executive

cc: Rob Coffman
Lisa Janicki
Grant Morgan PE
Brad Peck
Eric Pierson
Lindsey Pollock
Al French
Doug McCormick PE
Carolina Mejia

**RESOLUTION 2022-007
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 2021 - 2023 biennium at its meeting of July 29, 2021; 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 \$5,602,674 made available in the RATA in **April, May, and June 2022** be apportioned to the regions by their 2021-2023 biennium percentages after setting aside \$142,184 for administration.

| <u>REGION</u> | <u>APPORTION- MENT PERCENT</u> | <u>CURRENT APPORTION</u> | <u>BIENNIAL APPORTION (2021 - 2023)</u> | <u>PRIOR PROGRAM (1983 - 2021)</u> | <u>PROGRAM TO DATE</u> |
|---------------|--|------------------------------|---|--|----------------------------|
| ADMIN. | | 142,184 | 541,318 | 14,131,198 | 14,672,516 |
| NORTHEAST | 43.67% | 2,384,596 | 10,107,873 | 270,465,681 | 280,573,554 |
| NORTHWEST | 10.92% | 596,286 | 2,527,547 | 71,477,795 | 74,005,342 |
| PUGET SOUND | 6.91% | 377,320 | 1,599,391 | 45,140,336 | 46,739,728 |
| SOUTHEAST | 23.62% | 1,289,768 | 5,467,094 | 148,650,071 | 154,117,165 |
| SOUTHWEST | <u>14.88%</u> | <u>812,521</u> | <u>3,444,130</u> | <u>94,262,006</u> | <u>97,706,136</u> |
| TOTAL | 100.00% | 5,602,674 | 23,687,354 | 644,127,088 | 667,814,441 |

Adopted by the CRABoard on July 28, 2022

Chair's Signature

ATTEST

County Road Administration Board – July 28, 2022
**Rescind and Replace Resolution for Allocating Remaining 2021-2023 RATA
Revenue Funds to Projects**

Introduction:

At the April 2022 CRABoard meeting, Resolution 2022-003 – Allocating Estimated Revenue to Projects ('21-'23 biennium) was approved. Upon approval, staff forwarded contracts and contract amendments to the counties as identified in the Resolution.

As part of this Resolution, Cowlitz County was awarded a contract for their South Silver Lake Road project.

Unfortunately, between their project application and the contract award, Cowlitz County has experienced multiple large culvert failures and other issues that reduced the availability of their road funds to the point where they are no longer able to commit funding toward the South Silver Lake project. Therefore, they have declined the offered contract, as described in their attached letter.

As a result, the RATA funding that had been offered to Cowlitz County in Resolution 2022-003 is removed from the calculations and can be offered to other projects down the funding array.

Mason County's Shelton Valley Road Culvert project, which was previously funded at \$429,872 of RATA authorization will now be increased to \$477,972 – which reaches their county funding limit amount. The next projects down the array cannot be offered new contracts since these counties are also at their county limit for the '21-'23 biennium already. The '21-'23 SW Region funded array is shorter than typical, with no project applications from Grays Harbor County or Wahkiakum County. This results in \$273,487 of unallocated RATA funding in the Southwest Region, which will be rolled forward and included in the '23-'25 funding cycle.

Recommendation

Staff recommends rescinding Resolution 2022-003 and allocating the remaining '21-'23 biennium RATA revenue funding at this time to projects as shown in Resolution 2022-008.



DEPARTMENT OF PUBLIC WORKS

1600 – 13th Avenue South
Kelso, WA 98626
TEL (360) 577-3030
FAX (360) 636-0845
Washington Relay Service 711 or (888) 833-8633

www.co.cowlitz.wa.us/publicworks/

Board of County Commissioners

Arne Mortensen District 1
Dennis P. Weber District 2
John Jabusch District 3

June 16, 2022

Steve Johnson, P.E.
County Road Administration Board
2404 Chandler Court, SW, Suite 240
Olympia, WA 98502

SUBJECT: RAP Funding for South Silver Lake Project 0822-01

Dear Mr. Johnson

I am writing to inform you that we will be unable to accept the RAP funding for the above mentioned project. We have experienced multiple large culvert failures and other unexpected road issues this year and will be unable to provide the match needed for this project from road funds in the required timeline.

I am optimistic that in the future we will be able to pursue future projects with this funding source. If you have any questions or need any additional information from me please feel free to contact me at (360) 577 -3030 ext. 6538 or via email at eugeniss@co.cowlitz.wa.us .

Sincerely,

SUSAN EUGENIS, P.E.
County Engineer

SE:ec
cc: Jane Wall
Drew Woods

RECEIVED

BY: JC

DATE: 6-23-22

RESOLUTION 2022-008
TO APPROVE 2021 - 2023 RAP PROJECTS
AND ALLOCATE 100% of ESTIMATED 2021 - 2023 RATA REVENUE

WHEREAS the CRABoard met in accordance with WAC 136-161-070 to approve Rural Arterial Program projects and allocate Rural Arterial Trust Account funds, and

WHEREAS in accordance with WAC 136-161-070, the CRABoard is authorized to allocate estimated RATA revenue to proposed RAP projects, and

WHEREAS the RATA amounts allocated to projects in the first year of the biennium are limited to no more than ninety percent of the net amount estimated to be allocable to each region for the project program period, with the remaining percentage to be allocated at such time as deemed appropriate by the County Road Administration Board, and

WHEREAS the most recent estimate of 2021 - 2023 biennium revenues, including interest, and funds turned back through withdrawal or underrun, indicate that the following approximate amounts are available in the second year of the biennium for allocation to projects on the 2021 - 2023 arrays in the five regions:

| <u>REGION</u> | <u>A</u> <u>Est. Fuel Tax</u> <u>'21- '23</u> | <u>B</u> <u>Turned-Back</u> <u>Funds</u> | <u>A+B</u> <u>Total \$</u> <u>Available</u> | <u>Previously</u> <u>Allocated</u> <u>('21-'23 Bien.)</u> | <u>100%</u> <u>Available Funds</u> <u>to Allocate</u> |
|---------------|---|--|---|---|---|
| Northeast | 20,928,844 | 255,429 | 21,184,200 | 16,303,139 | 4,881,061 |
| Northwest | 5,211,890 | - | 5,211,800 | 4,414,500 | 797,300 |
| Puget Sound | 3,256,236 | 1,024,372 | 4,280,600 | 3,679,920 | 600,680 |
| Southeast | 11,298,803 | 1,616,778 | 12,915,500 | 11,025,180 | 1,890,320 |
| Southwest | 7,119,728 | - | 7,119,700 | 6,030,450 | 1,089,250 |
| | <u>47,815,500</u> | <u>2,896,579</u> | <u>50,711,800</u> | <u>41,453,189</u> | <u>9,258,611</u> |

(Totals are rounded down)

NOW, THEREFORE, BE IT RESOLVED, that the County Road Administration Board hereby approves the following projects in the five regions and allocates the remaining 100% of the est. 2021- 2023 fuel tax funds and turned-back funds to the listed projects in the amounts shown.

| <u>County</u> | <u>RoadName</u> | <u>Project</u> <u>Type</u> | <u>TOTAL</u> <u>COST</u> | <u>RATA</u> <u>REQ</u> | <u>PRIOR</u> <u>FUNDING</u> | <u>NEW PROJ.</u> <u>FUNDING</u> | <u>TOTAL</u> <u>FUNDING</u> | <u>Partial</u> |
|---------------------------|--------------------------------|-------------------------------|-----------------------------|---------------------------|--------------------------------|------------------------------------|--------------------------------|----------------|
| NORTHEAST REGION: | | | | | | | | |
| Stevens | Cedonia-Addy | 3R | 3,500,000 | 3,150,000 | 1,723,403 | 842,897 | 2,566,300 | P |
| Chelan | South Lakeshore Road | 3R | 2,049,000 | 1,844,100 | - | 626,200 | 626,200 | P |
| Spokane | Brooks Road No.1 | 3R | 2,129,335 | 1,830,000 | - | 971,433 | 971,433 | P |
| Lincoln | Duck Lake Road | RC | 2,474,000 | 2,226,500 | 1,363,319 | 112,481 | 1,475,800 | P |
| Grant | 9-NW Road (SR 283 to Dodson Rd | RC | 2,103,000 | 1,892,400 | - | 1,801,600 | 1,801,600 | P |
| Douglas | McNeil Canyon Rd | RC | 2,948,000 | <u>2,653,200</u> | - | 526,450 | 526,450 | P |
| | | | | | | <u>4,881,061</u> | NEW NE Funding | |
| NORTHWEST REGION: | | | | | | | | |
| Whatcom | Hampton Road | 2R | 1,980,000 | 1,782,000 | 170,100 | 519,900 | 690,000 | P |
| Jefferson | Center Road | 2R | 1,889,872 | <u>1,700,700</u> | - | 277,400 | 277,400 | P |
| | | | | | | <u>797,300</u> | NEW NW Funding | |
| PUGET SOUND REGION | | | | | | | | |
| Snohomish | 84 St NE | IS | 2,674,000 | 1,448,900 | 1,086,120 | 82,880 | 1,169,000 | P |
| Pierce | 304 St E | 2R | 1,089,000 | 980,100 | - | 517,800 | 517,800 | P |
| | | | | | | <u>600,680</u> | NEW PS Funding | |
| SOUTHEAST REGION: | | | | | | | | |
| Asotin | Grande Ronde Road | SA | 1,873,000 | 1,685,700 | 1,559,318 | 126,382 | 1,685,700 | |
| Franklin | Hollingsworth Bridge #460-6.2 | FA | 925,000 | 184,800 | - | 62,650 | 62,650 | P |
| Walla Walla | Lyons Ferry | 3R | 2,950,000 | 2,600,000 | 729,062 | 572,338 | 1,301,400 | P |
| Franklin | Glade North All-Weather VIII | 3R | 1,530,000 | <u>1,377,000</u> | - | 1,128,950 | 1,128,950 | P |
| | | | | | | <u>1,890,320</u> | NEW SE Funding | |

| <u>County</u> | <u>RoadName</u> | <u>Project Type</u> | <u>TOTAL COST</u> | <u>RATA REQ</u> | <u>PRIOR FUNDING</u> | <u>NEW PROJ. FUNDING</u> | <u>TOTAL FUNDING</u> | <u>Partial</u> |
|-------------------------|-----------------------------|---------------------|-------------------|-----------------|----------------------|--------------------------|-----------------------|----------------|
| SOUTHWEST REGION | | | | | | | | |
| Pacific | Raymond South Bend Rd | 3R | 541,000 | 486,900 | 280,709 | 206,191 | 486,900 | |
| Pacific | South Fork Road | 3R | 470,000 | 423,000 | - | 131,600 | 131,600 | P |
| Mason | Shelton Valley Road Culvert | DR | 559,000 | 492,300 | - | 477,972 | 477,972 | P |
| | | | | | | 815,763 | NEW SW Funding | |

Partially funded from earlier Biennium

Project Types:

- RC = Reconstruction
- 3R = Rehabilitation
- 2R = Resurface and Restore
- DR = Drainage
- IS = Intersection
- FA = Federal Aid Bridge
- SA = Stand-Alone Bridge

Allocation Summary:

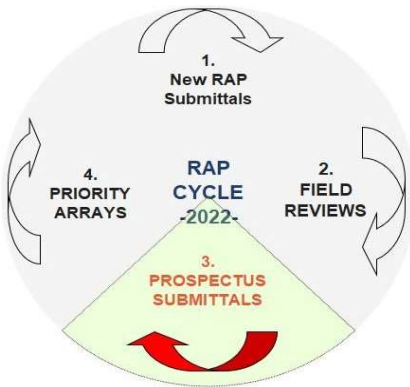
| | |
|------------------|-----------|
| NE Region | 4,881,061 |
| NW Region | 797,300 |
| PS Region | 600,680 |
| SE Region | 1,890,320 |
| SW Region | 815,763 |
| Total Allocated: | 8,985,124 |

Adopted by the CRABoard on July 28, 2022

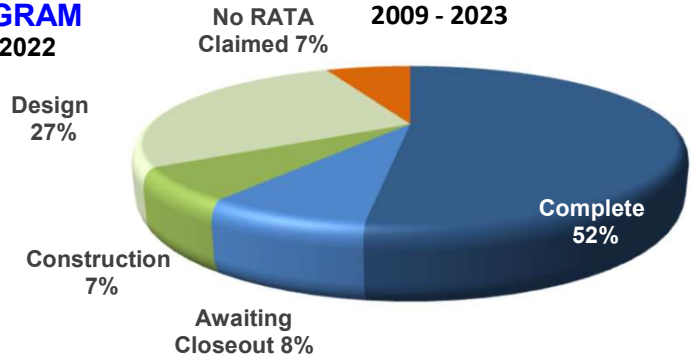
Chair's Signature

ATTEST

RURAL ARTERIAL PROGRAM
July 2022



Projects Funded 2009 - 2023



PROJECT STATUS:

| Billing Phase | '83-'09 | '09-'11 | '11-'13 | '13-'15 | '15-'17 | '17-'19 | '19-'21 | Current Biennium '21-'23 | TOTAL |
|-------------------|---------|---------|---------|---------|---------|---------|---------|--------------------------|-------|
| Completed | 1002 | 37 | 2 | 44 | 23 | 16 | 5 | | 1129 |
| Awaiting Closeout | | 2 | | 5 | 5 | 7 | | | 19 |
| Some RATA paid | 1 | | | 1 | 13 | 19 | 33 | 16 | 83 |
| No RATA Paid | | | | | | | 5 | 11 | 16 |
| TOTAL | 1003 | 39 | 2 | 50 | 41 | 42 | 43 | 27 | 1247 |

FUND STATUS:

Anticipated Revenue to end of '21 - '23 Biennium:

| | |
|---|--------------------|
| Fuel tax receipts and interest through June, 2021 | 644,127,088 |
| Estimated fuel tax, int, Elect Vehicle overages and MVA Transfers July '21 thru June '23 | 48,952,500 |
| Total estimated revenue | 693,079,588 |

RAP Expenditures to date:

| | |
|---|--------------------|
| To Completed Projects | 597,221,178 |
| To Projects in Design or Under Construction | 39,209,847 |
| Administration | 13,579,935 |
| Total RATA spent | 650,010,960 |

RAP Obligations:

| | |
|--|--------------------|
| RATA Balance on Active Projects | 110,886,749 |
| RATA \$ yet to allocate to Partially funded projects - | 20,625,258 |
| Requests for reimbursement - pending | 112,557 |
| Estimated remaining administration through 2021- 2023 biennium | 598,382 |
| Total RATA obligated | 132,222,946 |

QTR 1 - 2022 RATA ACTIVITY:

| REVENUE MONTH | BEGINNING BALANCE | MVFT REVENUE | INTEREST + Cash Rcpts | PROJECT PAYMENTS | # | ADMIN CHARGES | ENDING BALANCE |
|----------------|-------------------|----------------|-----------------------|------------------|----|---------------|-----------------|
| April | \$17,857,933.74 | \$1,333,760.20 | \$6,604.05 | (474,910.18) | 16 | (42,714.07) | \$18,680,673.74 |
| May | \$18,680,673.74 | \$1,582,511.67 | \$7,631.22 | (448,076.69) | 31 | (48,504.87) | \$19,774,235.07 |
| June | \$19,774,235.07 | \$2,662,798.22 | \$9,368.99 | (521,270.48) | 31 | (50,964.87) | \$21,874,166.93 |
| TOTALS: | | \$5,579,070.09 | \$23,604.26 | (1,444,257.35) | 78 | (142,183.81) | |



Customs Road North is a major collector roadway with a border crossing into Canada that has been in use for over 100 years.

The old pavement was showing surface oxidation, moderate cracking, minor potholes, and shoulder deterioration

Ferry County
Customs Road North Section
2R -1017-01

Total Project Cost: \$358,219
RAP Contribution: \$322,397
Local Contribution: \$ 35,822



This was a 2R project (Resurface/Restoration). Work included chipseal, minor shoulder widening, and striping, performed by County Forces.



Old Hwy 97 is a secondary connector between Brewster and Okanogan, important for agriculture and commuting. This is one of Okanogan County's most highly traveled county roads.

The old pavement was aging, and beginning to fail, requiring weight restrictions every spring during the thaw.

Okanogan County
Old 97 MP 1.91 to MP 4.16
3R -2416-03

Total Project Cost: \$1,759,217
RAP Contribution: \$1,259,214
Fed Contribution: \$ 461,049
Local Contribution: \$ 38,954

This was a 3R project (Resurface/Restoration/Rehabilitation). Old 97 was widened to accommodate standard shoulders, new hot mix asphalt was placed on a full depth reclamation base. Safety measures were included such as slope flattening and installation of new guardrail.





Okanogan County
Statler Br Emergency Replacement
EM -2418-01

Total Project Cost: \$1,284,811
RAP Contribution: \$1,156,357
Local Contribution: \$ 128,454

Salmon Creek Road connects a large rural area with services, jobs, and schools in Okanogan. The Statler Bridge footing was significantly undermined during high spring runoff in 2018, resulting in immediate closure of the bridge, and subsequent re-opening with a 15 ton weight limit until the structure was replaced.



This was an Emergency project. A new structure was constructed in place of the old rubble foundation short span bridge. The new structure width alleviated the stream constriction.



Bow Hill Road was originally constructed in 1916. As a Rural Major Collector, the road serves as a direct connection between farms, residential housing, gravel pits, and Interstate 5.

The pavement was aging and settling, with narrow lanes with steep adjacent sideslopes.

| | |
|---------------------|-------------|
| Skagit County | |
| Bow Hill Road | |
| 3R -2913-01 | |
| Total Project Cost: | \$5,314,463 |
| RAP Contribution: | \$2,306,700 |
| Fed Contribution: | \$ 216,135 |
| Other Grants: | \$ 170,000 |
| Local Contribution: | \$2,621,628 |



This was a 3R project (Resurface/Restoration/Rehabilitation). The reconstructed roadway now contains 12-ft wide driving lanes with 6- to 9-ft shoulder widths. Many positive comments have been received from the public.



Birch Bay Lynden Road is a high volume Rural Major Collector providing direct access to Interstate 5. This road has a high percentage of truck traffic. The pavement surface was rutting and cracking, with multiple patches and pothole repairs.

Whatcom County
Birch Bay Lynden Road
2R -3719-02

Total Project Cost: \$926,028
RAP Contribution: \$675,000
Local Contribution: \$251,028



This was a 2R project (Resurface/Restoration). The roadway was resurfaced with a new pavement section, new striping and rumble strips, additional signing, and related safety improvements.

County Road Administration Board – July 28, 2022

REVIEW OF RAP PRELIMINARY ARRAYS

Projects requesting funding in the 2023-2025 Biennium

After the January, 2022 request for project submittals, the counties submitted 118 preliminary proposals on March 1, 2022 totaling a request of \$208,493,300. San Juan County and Pacific County chose not to submit any new projects in this cycle.

CRAB engineering staff field reviewed these preliminary submittals between March and July with each county engineer or responsible staff to evaluate surface conditions and discuss overall scope of each of the proposals.

The scores from the field reviews have been tabulated in order to prepare the preliminary visual arrays for each region.

The attached arrays include currently contracted projects that remain underfunded – meaning they have not yet accrued their full RATA requested amount. Partially funded projects will receive funding ahead of new projects.

The new submittals are ranked based on visual score. This score will be incorporated into each project's final points based on the county's project expectations and preparation of the scoring worksheets which are included with the final prospectus applications due September 1, 2022.

The final prospectus applications are allowed to request RATA contribution amounts for projects up to the County's established submittal limit. County submittal limits vary per region, and per county in the SE region, and are calculated from the '23-'25 Call for Projects revenue estimate of \$50 million statewide. Staff anticipate that fewer than half of these potential projects will be submitted as final proposals as the counties prioritize these projects.

NE Region '23-'25 Preliminary Array

| | County | Road Name | Type | BMP | EMP | Total Visual | points | RATA Requested | RATA Funded | Short Funded |
|--------------------------|-----------------------|---------------------------------|----------------|-------|-------|--------------|--------|----------------|-------------|--------------|
| Prev. 2R | Okanogan | Loomis-Oroville Rd Drainage | DR | 0.28 | 0.66 | | 68.00 | 574,200 | 15,400 | 558,800 |
| | Pend Oreille | Mckenzie Rd | 2R | 0.50 | 2.27 | | 60.38 | 1,494,000 | 750,000 | 744,000 |
| | Chelan | Chumstick Highway | 2R | 5.15 | 6.60 | | 52.44 | 923,000 | 750,000 | 173,000 |
| | Spokane | Wheeler Road | 2R | 3.46 | 4.92 | | 51.67 | 1,284,300 | 750,000 | 534,300 |
| NEW 2R and DR SUBMITTALS | Spokane | Staley Road | 2R | 1.78 | 3.30 | 36 | | | | |
| | Whitman | Pine City-Malden Road | 2R | 0.00 | 5.28 | 33 | | | | |
| | Chelan | Wenatchee Heights Road | 2R | 1.32 | 2.10 | 30 | | | | |
| | Whitman | Sand Road | 2R | 0.00 | 6.56 | 23 | | | | |
| | Okanogan | Old 97 2R | 2R | 18.82 | 20.12 | 22 | | | | |
| | Ferry | Cache Creek | 2R | 5.00 | 9.00 | 18 | | | | |
| | Pend Oreille | Westside Calispel Rd | 2R | 11.04 | 12.59 | 18 | | | | |
| | Whitman | Lancaster Road | 2R | 13.66 | 18.16 | 18 | | | | |
| | Stevens | WEST OAKSHOT BRIDGE | DR | 0.20 | 0.30 | 4 | | | | |
| | Lincoln | Mohler | DR | 1.20 | 1.24 | 3 | | | | |
| Okanogan | Chesaw Rd Drainage | DR | 3.90 | 4.05 | 3 | | | | | |
| FA | | | | | | | | | | |
| | Ferry | East Silver Creek Br. No. 16 | SA | 19.01 | 19.09 | | 194.55 | 1,939,500 | 1,626,200 | 313,300 |
| | Chelan | South Lakeshore Road | 3R | 6.00 | 6.68 | | 106.85 | 1,844,100 | 626,200 | 1,217,900 |
| | Spokane | Brooks Road No.1 | 3R | 0.00 | 1.87 | | 103.40 | 1,830,000 | 971,433 | 858,567 |
| | Stevens | Cedonia-Addy | 3R | 3.1 | 6.2 | | 88.00 | 3,150,000 | 2,566,300 | 583,700 |
| | Whitman | Pullman Airport Road | RC | 3.40 | 6.11 | | 79.49 | 3,528,000 | 2,920,000 | 608,000 |
| | Lincoln | Duck Lake Road | RC | 20.3 | 23.3 | | 77.86 | 2,226,500 | 1,475,800 | 750,700 |
| | Grant | 9-NW Road (SR 283 to Dodson Rd) | RC | 5.84 | 10.06 | | 72.42 | 1,892,400 | 1,801,600 | 90,800 |
| | Douglas | McNeil Canyon Rd | RC | 1.72 | 2.62 | | 68.33 | 2,653,200 | 526,450 | 2,126,750 |
| | PREV. 3R AND RC | Adams | Lind-Warden Rd | RC | 11.42 | 15.97 | 34 | | | |
| Whitman | | Green Hollow Road | RC | 8.12 | 9.79 | 34 | | | | |
| Adams | | Herman Road #2 | RC | 4.10 | 8.12 | 33 | | | | |
| Adams | | Benge-Winona | RC | 0.00 | 3.00 | 31 | | | | |
| Grant | | S-NW | RC | 0.99 | 3.99 | 25 | | | | |
| Grant | | Q-SW (George CL to Frenchman) | RC | 0.82 | 5.82 | 20 | | | | |
| Ferry | | Boulder Creek West Section 2 | 3R | 2.75 | 5.50 | 32 | | | | |
| Spokane | | Elk-Chattaroy Road | 3R | 0.32 | 1.41 | 31 | | | | |
| Douglas | | Rd J.5 NW | 3R | 0.00 | 2.41 | 31 | | | | |
| Ferry | | Manilla Creek Road Section 10 | 3R | 0.00 | 2.67 | 29 | | | | |
| NEW 3R AND RC SUBMITTALS | Lincoln | Duck Lake | 3R | 18.71 | 20.30 | 29 | | | | |
| | Spokane | Flint Road | 3R | 0.00 | 0.74 | 27 | | | | |
| | Adams | Shoonover Rd. | 3R | 1.06 | 4.11 | 26 | | | | |
| | Ferry | Inchelium Highway | 3R | 6.20 | 9.20 | 26 | | | | |
| | Lincoln | Riffe | 3R | 2.79 | 5.81 | 26 | | | | |
| | Douglas | Pearl Hill Road | 3R | 14.45 | 17.28 | 25 | | | | |
| | Lincoln | Mountview | 3R | 0.00 | 2.50 | 25 | | | | |
| | Whitman | Green Hollow Road Phase 3 | 3R | 5.78 | 8.12 | 22 | | | | |
| | Okanogan | Old 97 Plata to Ophir 3R | 3R | 5.35 | 6.85 | 19 | | | | |
| | Okanogan | Old 97 Ophir Grade 3R | 3R | 6.85 | 8.27 | 18 | | | | |
| Chelan | Squilchuck Road | 3R | 0.75 | 1.90 | 16 | | | | | |
| Ferry | Inchelium Highway | 3R | 16.00 | 19.00 | 15 | | | | | |
| Grant | R-SW (24-SW to 27-SW) | 3R | 1.01 | 4.01 | 14 | | | | | |
| Chelan | Chumstick Highway | 3R | 6.60 | 7.36 | 13 | | | | | |
| Spokane | Spangle Creek Road | 3R | 0.00 | 1.30 | | | | | | |

County biennial Funding limit for 2R and DR is \$750,000

No FA Bridge applications, therefore the 10% FA setaside will be split between RC and 3R

9 gravel - still need coring data and truck class

Estimated NE Region Revenue = \$21,953,660 (including turned back funds)

NW Region '23-'25 Preliminary Array

| BIEN | CountyName | RoadName | TYPE | BMP | EMP | Visual | Points | RATA Requested | RATA Funded | Short Funded |
|---------|------------|------------------------|------|-------|-------|--------|--------|-------------------|----------------|-----------------|
| '19-'21 | Kitsap | Glenwood Road SW | 3R | 2.70 | 3.21 | | 95.00 | 2,142,000 | 2,121,000 | 21,000 |
| '19-'21 | Skagit | FRANCIS ROAD | 3R | 2.87 | 3.85 | | 92.42 | 2,400,000 | 1,487,221 | 912,779 |
| '19-'21 | Whatcom | Hampton Road | 2R | 0.14 | 4.79 | | 93.00 | 1,782,000 | 690,000 | 1,092,000 |
| '19-'21 | Jefferson | Center Road | 2R | 10.34 | 14.58 | | 92.00 | 1,700,700 | 277,400 | 1,423,300 |
| | Whatcom | Everson Goshen Rd | 2R | 1.99 | 6.08 | 34.00 | | 2,394,000 | | |
| | Jefferson | Paradise Bay Road | 2R | 3.743 | 6.000 | 33.00 | | 1,030,500 | | |
| | Kitsap | GLENWOOD RD SW | 2R | 1.23 | 1.98 | 32.00 | | 1,685,700 | | |
| | Whatcom | Birch Bay Lynden Road | 2R | 9.95 | 10.96 | 31.00 | | 598,500 | | |
| | Island | Main Street - Freeland | 2R | 0.03 | 0.21 | 30.00 | | 550,000 | | |
| | Skagit | Pioneer Highway | 2R | 1.88 | 3.10 | 28.00 | | 400,000 | | |
| | Kitsap | BURLEY OLALLA RD SE | 2R | 1.02 | 2.49 | 25.00 | | 754,200 | | |
| | Clallam | Old Olympic Highway | 2R | 4.00 | 6.67 | 19.00 | | 1,102,500 | | |
| | Whatcom | Mountain View Road | 2R | 0.00 | 2.50 | 17.00 | | 1,507,500 | | |
| | Skagit | Josh Wilson Road | 3R | 0.75 | 1.90 | 7.25 | | 2,000,000 | | |
| | Clallam | Joyce Piedmont Road | 3R | 0.00 | 2.00 | 6.00 | | 2,160,000 | | |
| | Clallam | Barr Road | 3R | 0.18 | 0.82 | 5.50 | | 1,001,700 | | |
| | Clallam | Black Diamond Road | 3R | 2.66 | 3.40 | 5.00 | | 900,900 | | |
| | Island | Sunrise Boulevard | 3R | 0.02 | 2.32 | 4.50 | | 2,045,000 | | |
| | Clallam | Edgewood Drive | 3R | 0.87 | 2.38 | 3.25 | | 2,916,900 | | |

Estimated NW Region Revenue = \$5,732,536 (including turned back funds)

PS Region '23-'25 Preliminary Array

| BIEN | CountyName | RoadName | TYPE | BMP | EMP | Visual | Points | RATA | RATA | Short |
|---------|------------|------------------------------|------|------|------|--------|--------|-----------|-------------------------|---------|
| | | | | | | | | Requested | Funded | Funded |
| '21-'23 | King | SE 384th St | DR | 1.21 | 1.29 | | 71.00 | 1,035,000 | 800,000 | 235,000 |
| '21-'23 | Snohomish | 84 St NE | IS | 2.00 | 2.30 | | 64.75 | 1,448,900 | 1,169,000 | 279,900 |
| '21-'23 | Pierce | 304 St E | 2R | 1.02 | 2.00 | | 36.82 | 980,100 | 517,800 | 462,300 |
| | King | SE Reinig Rd | DR | 1.51 | 1.53 | 35 | | 1,590,300 | | |
| | Snohomish | 140 St NW / NE | 2R | 2.3 | 6.51 | 27 | | 727,000 | | |
| | Pierce | Key Peninsula Highway NW | IS | 3.33 | 3.69 | 25 | | 3,420,000 | | |
| | Pierce | Patterson Rd E Culvert | DR | 0.1 | 0.2 | 15 | | 1,095,000 | | |
| | Snohomish | Richardson Creek Bridge #300 | DR | 0.66 | 0.66 | 15 | | 1,600,000 | | |
| | King | Beall Rd SW | DR | 0.42 | 0.47 | 10 | | 734,400 | | |
| | Pierce | Fairfax Forest Reserve Rd E | 3R | 5.67 | 7.7 | 7 | | 1,160,500 | | |
| | Snohomish | Jordan Creek Bridge #214 | FA | 5.86 | 5.89 | | | 873,000 | Suff Rating - (replace) | |
| | Pierce | 280th St. S. | SA | 0.56 | 0.59 | | | 297,900 | Suff Rating - (rehab) | |

Estimated PS Region Revenue = \$3,772,333 (including turned back funds)

SE Region '23-'25 Preliminary Array

| Biennium | County | Road Name | Type | BMP | EMP | Surf | Drain | Sub-surf | Structural/Visual | Cores | FGTS | Points | RATA Requested | RATA Funded | Short Funding |
|----------|-----------|-------------------------------|------|------|------|------|-------|----------|-------------------|-------|------|--------|----------------|-------------|---------------|
| '19-'21 | Klickitat | Sundale Road & Old Hwy 8 | RC | 0 | 3.54 | | | | | | | 103.93 | 3,260,000 | 3,154,300 | 105,700 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |
| '21-'23 | Franklin | Hollingsworth Bridge #460-6.2 | FA | 6.20 | 6.30 | | | | | | | 31.32 | 184,800 | 62,650 | 122,150 |

BR
DR Structures

| | | | | | | | | | | | | | | | |
|-------------|-------------------------------|----|------|------|--|--|--|--|--|--|--|--|--|--|--|
| Walla Walla | Pettyjohn Rd - Dell Sharpe Br | FA | 5.20 | 5.80 | | | | | | | | | | | |
| Klickitat | Schrantz Road | SA | 1.17 | 1.25 | | | | | | | | | | | |

FA, SA and DR
Funded from BR allocation 10%

2R, 3R and RC Projects

| | | | | | | | | | | | | | | | |
|-------------|-----------------------|----|-------|-------|--|--|--|--|----|-----|----------------|--|--|--|--|
| Walla Walla | JB George Rd | RC | 0.11 | 0.74 | | | | | 23 | | | | | | |
| Klickitat | Sunnyside Road | 2R | 4.84 | 7.64 | | | | | 22 | | | | | | |
| Columbia | Whetstone Road | RC | 2.00 | 2.50 | | | | | 21 | | | | | | |
| Benton | County Well Road | 2R | 3.12 | 5.13 | | | | | 20 | | | | | | |
| Franklin | Vineyard Drive West | RC | 0.90 | 1.24 | | | | | 19 | | | | | | |
| Yakima | South Naches Rd. | 3R | 0.00 | 1.91 | | | | | 15 | | | | | | |
| Asotin | g Snake River Road | 3R | 19.00 | 19.71 | | | | | 14 | [2] | [6] | | | | |
| Asotin | g Snake River Road | 3R | 19.71 | 20.55 | | | | | 14 | [2] | [6] | | | | |
| Columbia | Kellogg Hollow Road | 3R | 5.10 | 6.80 | | | | | 14 | | | | | | |
| Columbia | Tucannon Road | 3R | 10.00 | 11.13 | | | | | 14 | | | | | | |
| Walla Walla | Mill Creek Rd | 3R | 6.50 | 8.00 | | | | | 14 | | | | | | |
| Benton | County Well Road | 3R | 0.00 | 3.12 | | | | | 13 | | | | | | |
| Garfield | Kirby-Mayview | 3R | 10.70 | 13.20 | | | | | 13 | | | | | | |
| Garfield | Kirby-Mayview | 3R | 6.61 | 8.62 | | | | | 13 | | | | | | |
| Klickitat | g Harms Road | RC | 0.00 | 2.54 | | | | | 13 | | cores and fgts | | | | |
| Walla Walla | Mojonnier Rd | 3R | 0.14 | 1.07 | | | | | 13 | | | | | | |
| Franklin | Taylor Flats Road | 3R | 0.35 | 2.20 | | | | | 12 | | | | | | |
| Garfield | Kirby-Mayview | 3R | 8.62 | 10.70 | | | | | 12 | | | | | | |
| Klickitat | Sundale Road | 3R | 3.54 | 5.02 | | | | | 12 | | | | | | |
| Benton | Ruppert Road | 3R | 0.00 | 1.15 | | | | | 11 | | | | | | |
| Franklin | North Railroad Avenue | 3R | 2.13 | 3.27 | | | | | 11 | | | | | | |
| Garfield | Kirby-Mayview | 3R | 13.20 | 15.16 | | | | | 11 | | | | | | |
| Columbia | g Whetstone Road | RC | 0.16 | 2.00 | | | | | 10 | | cores and fgts | | | | |
| Garfield | Lower Deadman | 3R | 0.00 | 1.90 | | | | | 10 | | | | | | |
| Kittitas | Denmark Road | 3R | 3.08 | 4.35 | | | | | 8 | | | | | | |
| Benton | g Bert James Road | 3R | 3.89 | 5.98 | | | | | 4 | | cores and fgts | | | | |

| County | | |
|-----------|---------------|-----------------|
| County | Funding Limit | Submittal Limit |
| ASOTIN | 1,500,000 | 3,000,000 |
| BENTON | 2,100,000 | 4,200,000 |
| COLUMBIA | 1,600,000 | 3,200,000 |
| FRANKLIN | 1,900,000 | 3,800,000 |
| GARFIELD | 1,500,000 | 3,000,000 |
| KITTITAS | 1,900,000 | 3,800,000 |
| KLICKITAT | 2,100,000 | 4,200,000 |
| W. WALLA | 2,100,000 | 4,200,000 |
| YAKIMA | 2,900,000 | 5,800,000 |

Estimated SE Region Revenue = 11,810,000
 Turnback from prior biennium 2,650,478
 Total available 14,460,478

g Gravel or part gravel surfaced

SW Region '23-'25 Preliminary Array

| Bien. | CountyName | RoadName | TYPE | BMP | EMP | Visual/ Surface | Points | RATA Requested | RATA Authorized | Short Funding |
|------------|--------------|--------------------------------|------|-------|-------|--------------------|--------|-------------------|--------------------|------------------|
| '21-'23 | Thurston | 183rd Ave SW | 3R | 6.00 | 7.71 | | 76.4 | 2,200,000 | 1,100,000 | 1,100,000 |
| '19-'21 | Clark | SE Blair Road | 2R | 2.47 | 3.91 | | 75.0 | 1,509,000 | 1,417,800 | 91,200 |
| '19-'21 | Lewis | Centralia Alpha | RC | 10.60 | 11.85 | | 75.0 | 2,200,000 | 2,055,800 | 144,200 |
| '21-'23 | Skamania | Brooks Road | RC | 0.00 | 0.63 | | 58.7 | 2,122,200 | 1,100,000 | 1,022,200 |
| '21-'23 | Pacific | South Fork Road | 3R | 3.60 | 4.12 | | 56.0 | 423,000 | 131,600 | 291,400 |
| '21-'23 | Mason | Shelton Valley Road Culvert | DR | 1.94 | 2.06 | | 44.5 | 492,300 | 429,872 | 62,428 |
| PSC | | | | | | | | | | |
| | Skamania | Washougal River Road | 3R | 11.62 | 12.96 | 30.00 | 45.00 | 1,575,000 | | |
| | Lewis | Barnes Dr | 2R | 0.00 | 0.44 | 29.00 | 44.00 | 207,000 | | |
| | Grays Harbor | Ocean Beach Road | RC | 4.85 | 5.47 | 25.00 | 76.00 | 2,677,500 | | |
| | Lewis | Bunker Creek | 3R | 0.28 | 0.82 | 25.00 | 70.00 | 585,000 | | |
| | Clark | NE 182nd Avenue/NE Risto Road | 2R | 7.10 | 7.98 | 20.00 | 80.00 | 1,200,000 | | |
| | Thurston | Tilley Road S | 3R | 0.00 | 0.93 | 15.00 | 77.20 | 2,200,000 | | |
| | Wahkiakum | Welcome Slough Road | 3R | 0.00 | 0.20 | 15.00 | 17.70 | 453,600 | | |
| | Wahkiakum | West Birnie Slough Road | 3R | 0.00 | 2.85 | 15.00 | 12.80 | 454,000 | | |
| | Wahkiakum | Barr-Durrah Road | 3R | 0.00 | 2.65 | 15.00 | 75.00 | 427,500 | | |
| | Mason | Bear Creek Dewatto Road | RC | 0.43 | 1.02 | 7.00 | 93.00 | 594,000 | | |
| | Lewis | Tucker | 2R | 0.00 | 3.72 | 5.00 | 91.00 | 1,125,000 | | |
| | Mason | Bear Creek Dewatto Rd. (Tiger) | RC | 1.53 | 1.96 | 5.00 | 95.00 | 913,500 | | |
| | Clark | NE Allworth Road Bridge No.266 | DR | 1.34 | 1.38 | 4.00 | | 500,000 | | |
| | Grays Harbor | Middle Satsop Road | RC | 4.60 | 5.00 | 4.00 | 96.00 | 1,755,000 | | |
| | Mason | South Island Drive | 3R | 0.00 | 1.00 | 4.00 | 92.00 | 666,000 | | |
| | Clark | NE Allworth Road East Culvert | DR | 1.29 | 1.33 | 3.50 | | 500,000 | | |
| | Cowlitz | Powell Road | DR | 0.56 | 0.66 | 2.00 | | 500,000 | | |
| | Lewis | Swofford | RC | 0.00 | 0.35 | 2.00 | 98.00 | 1,552,500 | | |
| | Thurston | McCorkle Road SE | 3R | 0.00 | 1.36 | 2.00 | 95.50 | 2,200,000 | | |
| | Cowlitz | Rose Valley Road | DR | 11.76 | 11.84 | 1.50 | | 500,000 | | |
| | Cowlitz | Cloverdale Road | DR | 1.75 | 1.81 | 1.50 | | 500,000 | | |
| | Cowlitz | P.H. 10 | DR | 3.23 | 3.27 | 1.50 | | 500,000 | | |
| | Mason | Bear Cr. Dewatto Toonerville | DR | 5.28 | 5.30 | 1.00 | | 468,000 | | |
| | Grays Harbor | West Wynooche Road | RC | 2.37 | 2.64 | - | 100.00 | 837,000 | | |
| | Lewis | Hwy 603 | 3R | 10.90 | 11.70 | - | 100.00 | 630,000 | | |
| | Skamania | Mt Pleasant Road | RC | 0.81 | 1.61 | - | 100.00 | 2,835,000 | | |

Estimated SW Region Revenue = \$8,226,111 (including turned back funds)

County Road Administration Board – July 28, 2022
Regional RAP meetings update

Regional meetings were held in June and July, 2022. Topics covered:

- Funding and project status for the RAP program, as summarized on the RAP Program Status Report.
- RAP Online application replacement update reminder – the new RAP Online application is expected to be in place in time for the next RAP project application cycle. Any interested county staff that regularly use RAP Online are encouraged to help us with testing and early training, as this process continues.
- Brief discussion of active projects, reviewing status (with emphasis on construction timing). Counties are encouraged to bring projects to construction if possible to help draw down the RATA account balance. Counties are also encouraged to file Completion on projects that have been constructed in order to move completed projects to archive.
- 2023-2025 Final Prospectuses remain due on September 1, 2022. Counties were reminded to include these (and other RAP projects) on their 6-year plans by December 2022. Funding of these projects will be considered by the CRABoard in April 2023, with reimbursements becoming available in July 2023.
- The Emergency Loan Program funds remain available if emergency issues occur. Current balance is \$2,212,045.43

County Road Administration Board – July 28, 2022

I. Updates on previous Board actions - Projects

- **Columbia County – Lower Hogege (0713-02) construction lapse extension to April 2023**
 - The project design is approximately 70% complete. The overall project schedule is aiming for full design completion and advertising for construction before April 2023, which will meet our contract requirement.
- **Wahkiakum County – Elochoman Valley Road and Clear Creek fish Passage (3515-04) construction lapse extension to September 2022**
 - Wahkiakum County has applied for bridge funding with the Salmon Recovery Funding Board, the Washington Coast Restoration & Resiliency Initiative, and the Brian Abbott Fish Barrier Removal Board. The County has not yet heard status or ranking of these applications.
 - Based on the construction lapsing date of September 2022, this item will need to be back in front of the Board at our October meeting to discuss either a project withdrawal, or a construction extension.
- **Asotin County – Snake River Road project termination and waiver of payback**
 - Asotin County has applied for RATA funding in our current cycle ('23-'25), aiming to construct Phase 1 – a portion of the original project, as well as continue design on Phase 2. They have been approved on the 2023 STIP for the MPO to request additional federal funding to supplement potential CRAB funding. This entire project length will be conducted in four phases, scheduled to be completed within the timeline established in the waiver of payback agreement.

II. Updates on previous Board actions – Emergency Loan Projects

- **Columbia County Emergency Loan for Road, Bridge, and Streambank Repairs damaged in Flooding Event (two loans -Original loan of \$500,000; second loan of \$312,196 for a total amount of \$812,196)**
 - There have been no ELP repayments made yet. The amended contract term for the first loan was extended and is due April 2024. The 2nd loan's 2-year contract is through January 2023.
 - The County is making some progress toward receiving some of the 2020 flood reimbursements, and are hoping to receive most of these funds by the end of 2022, allowing them to repay the loans ahead of the due dates.
 - Including simple interest, the combined loan amount due is now \$814,947.93.

Current ELP account balance is \$2,210,557.97

DEPUTY DIRECTOR'S REPORT
Prepared by Andrew Woods, PE

CRABoard Meeting – July 28 2022







Reporting Period: April 21, 2022 to July 27, 2022

DEPUTY DIRECTOR REPORT



County Engineer Appointments Since April 2022:

-  David Bren, P.E. was appointed Grant County engineer beginning April 25, 2022. Dave previously worked for the City of Moses Lake.




County Visits Since April 2022:









































-  Adams County – May 10th – Eastern District WSACE meeting
-  Grant County – June 28th – Meet and Greet with New County Engineer
-  Whatcom County – June 29th – RAP Project Rating
-  Island County – June 29th – RAP Project Rating
-  Skagit County – June 30th – RAP Project Rating
-  Thurston County – July 12th – Project Manager of the Year Award Ceremony

CRAB Awards for 2022:

-  Eric Pierson, P.E. from Chelan County was named the County Engineer of the Year at the WSACE conference in Winthrop. Others nominated by their counties for the award are:
 - Mark Storey – Whitman County
 - Matt Pietrusiewicz – Yakima County
 - Monte Reinders – Jefferson County
 - Susan Eugenis – Cowlitz County
 - Walt Olsen – Lincoln County
-  Steve Bricker from Thurston County was named the Project Manager of the Year for Thurston County's Mullen Road project. This \$13.0M project included new water and sanitary sewer (City of Lacey), turn lanes, bike/pedestrian facilities, lighting, stormwater treatment, and a roundabout. The award was given to Steve at the Thurston County BOCC meeting on July 12th.

OTHER ACTIVITIES OF THE DEPUTY DIRECTOR

-  National Association of County Engineers Conference – Buffalo, NY
-  WSACE Western District Meeting – Olympia May 9th
-  WSACE Eastern District Meeting – Ritzville May 10th

-  County Ferry ER&R Meeting – May 12th
-  CRAB Policies Review – May 13th
-  WSAC Study Funds Discussion – May 16th
-  CRAB Story Map Project Kickoff – May 16th
-  County Engineer of the Year Committee Meeting – May 20th
-  Program/Project Manager of the Year Award Committee – May 20th
-  Road Usage Charge Spotlight Session – May 23rd
-  CRAB Submittals review with Thurston County – May 23rd
-  Equity Toolkit Assessment with OMWBE – May 26th
-  Clark County Meeting – May 26th
-  Vacation of County Roads Conversation – May 26th
-  GIS-Mo Presentation Preparatory Meeting – June 2nd
-  Fiscal Year End & Budget Build Workshop – June 2nd
-  Environmental Justice Council/CRAB Heal Act Discussion – June 3rd
-  WSACE Annual Conference and Professional Development – June 6th to June 9th
-  Emergency Planning and Policies Discussion – June 13th
-  Review of Draft CRAB Diversity, Equity, and Inclusion Policies – June 14th
-  Interagency Workgroup Community Engagement Subcommittee – June 14th
-  23-25 Budget Kickoff Meeting – June 15th
-  SE Region RAP Meeting – June 15th
-  HEAL Interagency Work Group Monthly Meeting – June 16th
-  NE Region RAP Meeting – June 16th
-  Environmental Justice Council Meeting – June 22nd
-  Traffic Records Governance Council Call for Projects Discussion – June 23rd
-  Interagency Workgroup Community Engagement Subcommittee – June 23rd
-  Legislative Tour Discussion – June 27th
-  Meet and Greet with David Bren (Grant County) – June 28th
-  Whatcom County RAP Project Rating – June 29th
-  Island County RAP Project Rating – June 29th
-  Skagit County RAP Project Rating – June 30th
-  Budget Decision Package Discussion – July 7th
-  Bridge Deck Inspection Technology – July 7th
-  HEAL Act Budget Proviso for Small Transportation Agencies Meeting – July 7th
-  July Board Agenda & Report Meeting – July 11th
-  Project Manager of the Year Award Ceremony – Thurston County Commissioners Chamber July 12th
-  Biweekly Community Engagement Subcommittee – July 18th
-  CRAB Data Story Project Check-In – July 20th
-  WSACE Board Meeting – July 20th
-  HEAL Interagency Workgroup Monthly Meeting – July 21st
-  CRAB Grant Program Expansion – July 27th



GRANT COUNTY
OFFICE OF THE
BOARD OF COUNTY COMMISSIONERS
 P O Box 37
 EPHRATA WA 98823
 (509) 754-2011

May 03, 2022

Dear County Road Administration Board,

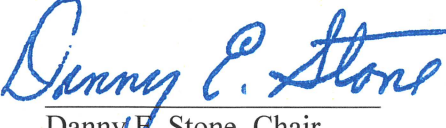
Pursuant to RCW 18.43, Grant County is notifying you of a change in the County's Engineering services.

Grant County has hired David Bren, P.E., MSCE, as a full-time employee and will be serving as the County's Engineer effective April 25, 2022.

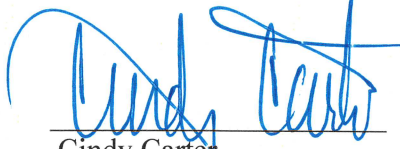
Please contact us if you have any questions or concerns.

Sincerely,

BOARD OF COUNTY COMMISSIONERS


 Danny E. Stone, Chair


 Rob Jones, Vice-Chair


 Cindy Carter

:bl

Cc: Public Works

Danny E. Stone
 District 1

Rob Jones
 District 2

Cindy Carter
 District 3



STATE OF WASHINGTON
DEPARTMENT OF ENTERPRISE SERVICES

1500 Jefferson Street SE, Olympia, WA 98501

To: Jane Wall – Executive Director
 County Road Administration Board

From: Bret Skipworth, Senior Financial Consultant
 Department of Enterprise Services

Date: July 19, 2022

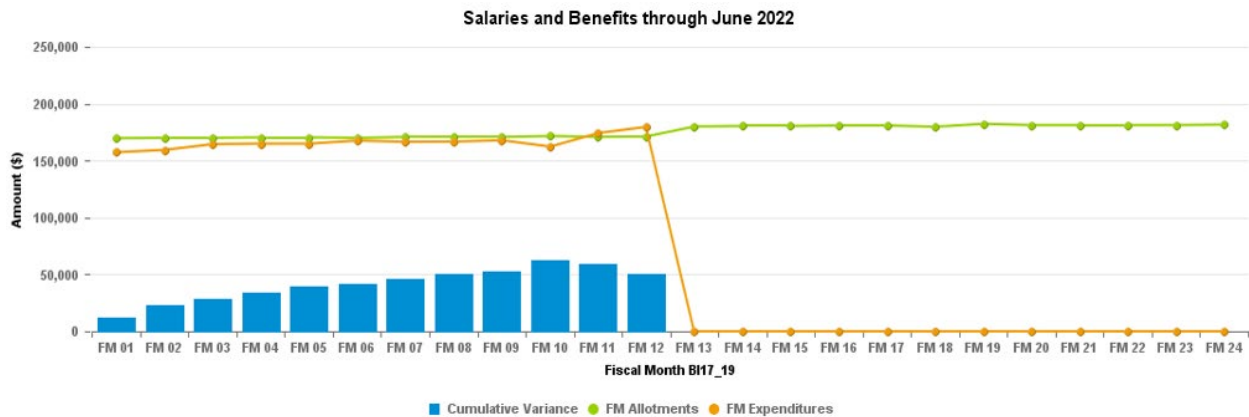
Subject: June 2022 (FM12) Financial Status

The April financial reports show the agency has spent \$100,483 less authority than planned to date in Fund 108, \$125,269 less authority than planned to date in Fund 186, and \$28,359 less authority than planned to date in Fund 102. The overspend in Fund 108 is due to the correction of central service payment allocations.

The following is a brief explanation on the variances between allotment assumptions and the actual expenditures/revenues:

Salaries & Benefits (A&B)

Positive BITD variance of **\$50,433** cumulative for all three funds. The June overspend of **\$8,401** for salary and benefits is from staffing changes that included the hiring of James Rea and Liana Roberson.

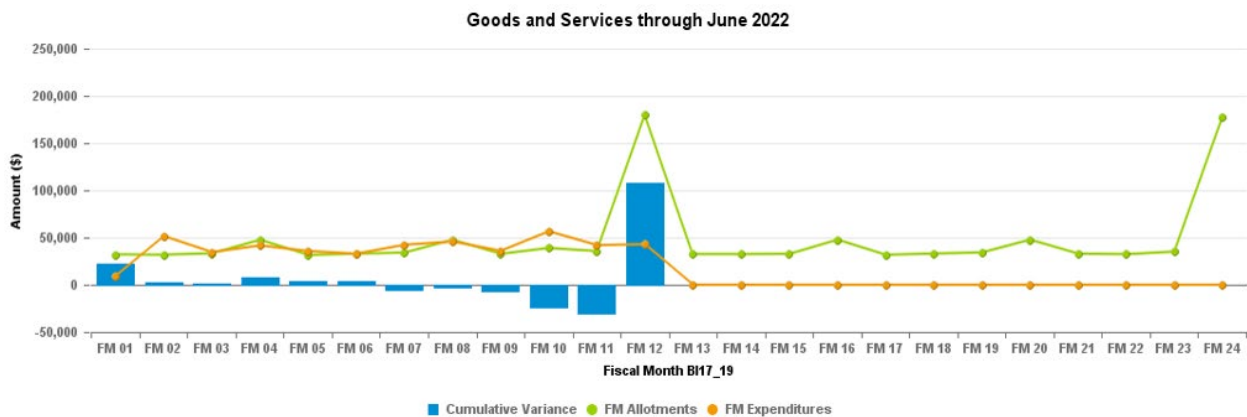


Goods & Services (E)

Positive BITD variance of **\$107,522** cumulative for all three funds.

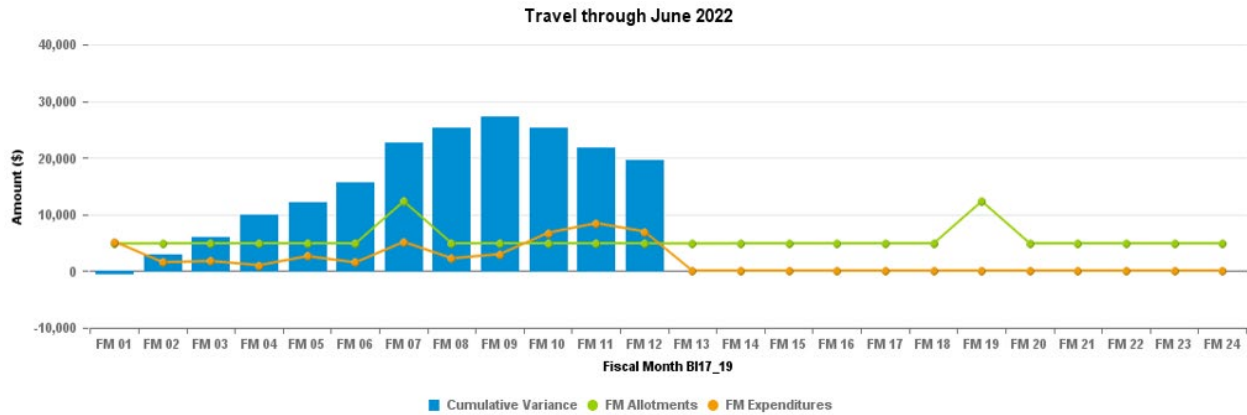
- ED – Rent and Leases - \$25,701 underspent – \$9,799 allotted for each month, but actual payments have been \$7,643.

- EG – Employee Professional Development & Training – Underspent \$12,374 in June. Biennium -to-date, \$48,625 was allotted and only \$30,092 has been spent. The June expense consisted of conference registration fees, DES Trainings, and tuition reimbursements.
- EK – Facilities and Services – Overspent \$6,137 – This overspend is primarily coming from charges for consolidated mail services. When initially planning the budget and allotments, these charges were not planned for.
- EL – Data Processing Services – Overspent \$16,521 – This overspend comes from two factors. The OFM invoices have been higher than anticipated so far this year and when setting up the allotments, I split a quarterly invoice out to monthly amounts.
- EP – Insurance – Overspent \$5,368 – This is due to two charges that were not planned for. Some of this is funded in the governor’s budget and we will be provided funding for it. These invoices were for Risk Management AIP Master Property and Commercial Cyber Liability License.
- ER – Other Contractual Services – Overspent \$13,610 – June had a small expense to WSP for a background check.
- EY – Software Licenses and Maintenance – Underspent \$83,361 – June contained \$3,208 of expenditures to the following vendors: ESRI, CDW, and TechSmith .



Travel (G)

There is a positive BITD variance of **\$19,695**. Travel has been less than projected, but this was to be expected. June had expenditures totaling \$6,977 for travel to the WSACE Annual conference.



Grants and Benefits (N) – Grants to Counties

The CAPA Fund 186 has a positive variance of \$530,770, our RATA Fund 102 has a \$8,163,004 variance. The May expenditure for the RATA Fund 102 was lower than expected with only \$521,270 being spent.

If you have any questions or need additional information, feel free to call me at (360) 890-6657 or e-mail me at bret.skipworth@des.wa.gov.

County Road Administration Board Agency Summary - BITD by Fund as of June 2022

Fund 102- Rural Arterial Trust Account Summary

| Category | BI Allotment | BITD Allotment | BITD Expenditures | BITD Variance | BI Variance |
|------------------------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| Salaries and Wages | 800,452 | 387,625 | 400,601 | (12,976) | 399,851 |
| Employee Benefits | 252,619 | 118,856 | 120,402 | (1,546) | 132,217 |
| Travel | 9,240 | 4,620 | 3,444 | 1,176 | 5,796 |
| Capital Outlays | 12,290 | 9,599 | 357 | 9,242 | 11,933 |
| Grants, Benefits & Client Services | 55,028,000 | 27,514,000 | 19,351,019 | 8,162,981 | 35,676,981 |
| Goods and Services | 80,399 | 43,300 | 10,815 | 32,485 | 69,584 |
| Sum: | 56,183,000 | 28,078,000 | 19,886,637 | 8,191,363 | 36,296,363 |

| Category | FM Allotment | FM Expenditure | FM Variance | BITD Allotment | BITD Expenditures | BITD Variance |
|---|------------------|----------------|------------------|-------------------|-------------------|------------------|
| Salaries and Wages | 32,584 | 37,542 | (4,958) | 387,625 | 400,601 | (12,976) |
| A State Classified | 32,584 | 37,542 | (4,958) | 387,625 | 400,369 | (12,744) |
| AT Terminal Leave | 0 | 0 | 0 | 0 | 232 | (232) |
| Employee Benefits | 9,956 | 11,703 | (1,747) | 118,856 | 120,402 | (1,546) |
| B BA Old Age and Survivors Insurance | 2,020 | 2,269 | (249) | 24,033 | 24,167 | (134) |
| BB Retirement and Pensions | 3,340 | 3,848 | (508) | 39,733 | 41,038 | (1,305) |
| BC Medical Aid & Industrial Insurance | 143 | 158 | (15) | 1,716 | 1,730 | (14) |
| BD Health, Life & Disability Insurance | 3,931 | 4,867 | (936) | 47,172 | 47,455 | (283) |
| BE Allowances | 0 | 30 | (30) | 0 | 360 | (360) |
| BH Hospital Insurance (Medicare) | 473 | 531 | (58) | 5,620 | 5,652 | (32) |
| BK Paid Family and Medical Leave | 49 | 0 | 49 | 582 | 0 | 582 |
| Goods and Services | 15,131 | 1,156 | 13,975 | 43,300 | 10,815 | 32,485 |
| EA Supplies and Materials | 91 | 136 | (45) | 1,092 | 721 | 371 |
| EB Communications/Telecommunications | 59 | (20) | 79 | 701 | 72 | 629 |
| EC Utilities | 95 | (27) | 122 | 1,145 | 802 | 343 |
| ED Rentals and Leases - Land & Buildings | 686 | 547 | 139 | 8,231 | 6,432 | 1,799 |
| EE Repairs, Alterations & Maintenance | 0 | 0 | 0 | 238 | 1 | 237 |
| EF Printing and Reproduction | 37 | 1 | 36 | 449 | 206 | 243 |
| EG Employee Prof Dev & Training | 851 | 293 | 558 | 3,404 | 1,003 | 2,401 |
| EH Rental & Leases - Furn & Equipment | 25 | 13 | 12 | 301 | 350 | (49) |
| EJ Subscriptions | 0 | 153 | (153) | 203 | 153 | 50 |
| EK Facilities and Services | 380 | 0 | 380 | 4,556 | (0) | 4,556 |
| EL Data Processing Services (Interagency) | 621 | 0 | 621 | 7,441 | (0) | 7,441 |
| EM Attorney General Services | 30 | 0 | 30 | 361 | 0 | 361 |
| EN Personnel Services | 194 | 0 | 194 | 2,326 | 0 | 2,326 |
| EP Insurance | 5 | 0 | 5 | 135 | 0 | 135 |
| ER Other Contractual Services | 0 | 1 | (1) | 184 | 2 | 182 |
| ES Vehicle Maintenance & Operating Cst | 0 | 0 | 0 | 350 | 79 | 271 |
| EW Archives & Records Management Svcs | 0 | 0 | 0 | 49 | 0 | 49 |
| EY Software Licenses and Maintenance | 12,050 | 35 | 12,015 | 12,050 | 971 | 11,079 |
| EZ Other Goods and Services | 7 | 25 | (18) | 84 | 24 | 60 |
| Travel | 386 | 539 | (153) | 4,620 | 3,444 | 1,176 |
| C GA In-State Subsistence & Lodging | 175 | 419 | (244) | 2,100 | 2,534 | (434) |
| GB In-State Air Transportation | 0 | 0 | 0 | 0 | 60 | (60) |
| GC Private Automobile Mileage | 47 | 0 | 47 | 560 | 415 | 145 |
| GD Other Travel Expenses | 18 | 8 | 10 | 210 | 128 | 82 |
| GF Out-of-State Subsistence & Lodging | 35 | 0 | 35 | 420 | 132 | 288 |
| GG Out-of-State Air Transportation | 12 | 112 | (100) | 140 | 175 | (35) |
| GN Motor Pool Services | 99 | 0 | 99 | 1,190 | 0 | 1,190 |
| Capital Outlays | 9,599 | 25 | 9,574 | 9,599 | 357 | 9,242 |
| JA Noncapitalized Assets | 7,919 | 25 | 7,894 | 7,919 | 357 | 7,562 |
| JB Noncapitalized Software | 980 | 0 | 980 | 980 | 0 | 980 |
| JC Furnishings & Equipment | 700 | 0 | 700 | 700 | 0 | 700 |
| Grants, Benefits & Client Services | 2,292,837 | 521,270 | 1,771,567 | 27,514,000 | 19,351,019 | 8,162,981 |

| | | | | | | | | |
|----------------------|----|---------------------------|------------------|----------------|------------------|-------------------|-------------------|------------------|
| | NZ | Other Grants and Benefits | 2,292,837 | 521,270 | 1,771,567 | 27,514,000 | 19,351,019 | 8,162,981 |
| Total Dollars | | | 2,360,493 | 572,235 | 1,788,258 | 28,078,000 | 19,886,637 | 8,191,363 |

Fund 108- Motor Vehicle Account Summary

| Category | BI Allotment | BITD Allotment | BITD Expenditures | BITD Variance | BI Variance |
|------------------------------------|------------------|------------------|-------------------|----------------|------------------|
| Salaries and Wages | 1,386,528 | 682,872 | 650,047 | 32,825 | 736,481 |
| Employee Benefits | 413,646 | 198,333 | 181,008 | 17,325 | 232,638 |
| Travel | 96,360 | 48,180 | 36,248 | 11,932 | 60,112 |
| Capital Outlays | 101,102 | 49,132 | 6,490 | 42,642 | 94,612 |
| Grants, Benefits & Client Services | 1,456,000 | 728,000 | 728,134 | (134) | 727,866 |
| Inter Agency/Fund Transfers | 2,000,000 | 2,000,000 | 2,000,000 | 0 | 0 |
| Goods and Services | 823,364 | 408,483 | 412,490 | (4,007) | 410,874 |
| Sum: | 6,277,000 | 4,115,000 | 4,014,417 | 100,583 | 2,262,583 |

| Category | FM Allotment | FM Expenditure | FM Variance | BITD Allotment | BITD Expenditures | BITD Variance |
|---|----------------|----------------|----------------|----------------|-------------------|----------------|
| Salaries and Wages | 56,906 | 53,274 | 3,632 | 682,872 | 650,047 | 32,825 |
| AA State Classified | 37,593 | 33,618 | 3,975 | 451,116 | 414,428 | 36,688 |
| AC State Exempt | 19,313 | 19,656 | (343) | 231,756 | 232,099 | (343) |
| AT Terminal Leave | 0 | 0 | 0 | 0 | 3,520 | (3,520) |
| Employee Benefits | 16,562 | 14,680 | 1,882 | 198,333 | 181,008 | 17,325 |
| BA Old Age and Survivors Insurance | 3,528 | 3,223 | 305 | 41,930 | 39,297 | 2,633 |
| BB Retirement and Pensions | 5,833 | 5,461 | 372 | 69,996 | 66,271 | 3,725 |
| BC Medical Aid & Industrial Insurance | 301 | 188 | 113 | 3,616 | 2,309 | 1,307 |
| BD Health, Life & Disability Insurance | 5,990 | 5,054 | 936 | 71,880 | 63,695 | 8,185 |
| BE Allowances | 0 | 0 | 0 | 0 | 120 | (120) |
| BH Hospital Insurance (Medicare) | 825 | 754 | 71 | 9,900 | 9,191 | 709 |
| BK Paid Family and Medical Leave | 85 | 0 | 85 | 1,011 | 101 | 910 |
| BZ Other Employee Benefits | 0 | 0 | 0 | 0 | 25 | (25) |
| Goods and Services | 115,793 | 36,345 | 79,448 | 408,483 | 412,490 | (4,007) |
| EA Supplies and Materials | 949 | 1,418 | (469) | 11,388 | 8,257 | 3,131 |
| EB Communications/Telecommunications | 610 | 4,195 | (3,585) | 7,315 | 7,534 | (219) |
| EC Utilities | 995 | (284) | 1,279 | 11,943 | 9,207 | 2,736 |
| ED Rentals and Leases - Land & Buildings | 7,153 | 5,702 | 1,451 | 85,836 | 67,075 | 18,761 |
| EE Repairs, Alterations & Maintenance | 0 | 0 | 0 | 2,478 | 34 | 2,444 |
| EF Printing and Reproduction | 391 | 7 | 384 | 4,687 | 2,144 | 2,543 |
| EG Employee Prof Dev & Training | 13,496 | 4,567 | 8,929 | 35,496 | 26,204 | 9,292 |
| EH Rental & Leases - Furn & Equipment | 141 | 132 | 9 | 3,146 | 4,846 | (1,700) |
| EJ Subscriptions | 2,117 | 1,597 | 520 | 2,117 | 4,223 | (2,106) |
| EK Facilities and Services | 4,292 | 6,149 | (1,857) | 51,513 | 75,223 | (23,710) |
| EL Data Processing Services (Interagency) | 6,800 | 9,238 | (2,438) | 81,598 | 126,819 | (45,221) |
| EM Attorney General Services | 314 | 142 | 172 | 3,767 | 487 | 3,280 |
| EN Personnel Services | 2,021 | 2,769 | (748) | 24,255 | 35,702 | (11,447) |
| EP Insurance | 57 | 78 | (21) | 1,410 | 7,300 | (5,890) |
| ER Other Contractual Services | 0 | 8 | (8) | 1,918 | 16,228 | (14,310) |
| ES Vehicle Maintenance & Operating Cst | 1,000 | 0 | 1,000 | 3,650 | 826 | 2,824 |
| EW Archives & Records Management Svcs | 0 | 0 | 0 | 509 | 684 | (175) |
| EY Software Licenses and Maintenance | 74,581 | 361 | 74,220 | 74,581 | 19,453 | 55,128 |
| EZ Other Goods and Services | 876 | 265 | 611 | 876 | 245 | 631 |
| Travel | 3,529 | 5,316 | (1,787) | 48,180 | 36,248 | 11,932 |
| GA In-State Subsistence & Lodging | 1,825 | 2,874 | (1,049) | 21,900 | 13,886 | 8,014 |
| GB In-State Air Transportation | 0 | 0 | 0 | 0 | 628 | (628) |
| GC Private Automobile Mileage | 487 | 1,193 | (706) | 5,840 | 5,935 | (95) |
| GD Other Travel Expenses | 183 | 79 | 104 | 2,190 | 1,088 | 1,102 |
| GF Out-of-State Subsistence & Lodging | 0 | 0 | 0 | 4,380 | 2,140 | 2,240 |
| GG Out-of-State Air Transportation | 0 | 1,170 | (1,170) | 1,460 | 2,360 | (900) |
| GN Motor Pool Services | 1,034 | 0 | 1,034 | 12,410 | 10,212 | 2,198 |
| Capital Outlays | 49,132 | 262 | 48,870 | 49,132 | 6,490 | 42,642 |
| JA Noncapitalized Assets | 31,612 | 262 | 31,350 | 31,612 | 6,490 | 25,122 |
| JB Noncapitalized Software | 10,220 | 0 | 10,220 | 10,220 | 0 | 10,220 |
| JC Furnishings & Equipment | 7,300 | 0 | 7,300 | 7,300 | 0 | 7,300 |

| | | | | | | | |
|------------------------------------|-----------------------------------|----------------|----------------|----------------|------------------|------------------|----------------|
| Inter Agency/Fund Transfers | | 0 | 0 | 0 | 2,000,000 | 2,000,000 | 0 |
| MB | Interfund Operating Transfers Out | 0 | 0 | 0 | 2,000,000 | 2,000,000 | 0 |
| Grants, Benefits & Client Services | | 0 | 0 | 0 | 728,000 | 728,134 | (134) |
| NZ | Other Grants and Benefits | 0 | 0 | 0 | 728,000 | 728,134 | (134) |
| Total Dollars | | 241,922 | 109,878 | 132,044 | 4,115,000 | 4,014,417 | 100,583 |

Fund 186- County Arterial Preservation Acct Summary

| Category | BI Allotment | BITD Allotment | BITD Expenditures | BITD Variance | BI Variance |
|------------------------------------|-------------------|-------------------|-------------------|----------------|-------------------|
| Salaries and Wages | 1,039,125 | 505,112 | 495,670 | 9,442 | 543,455 |
| Employee Benefits | 325,920 | 154,027 | 148,663 | 5,364 | 177,257 |
| Professional Service Contracts | 0 | 0 | 4,875 | (4,875) | (4,875) |
| Travel | 26,400 | 13,200 | 6,613 | 6,587 | 19,787 |
| Capital Outlays | 55,000 | 31,000 | 1,229 | 29,771 | 53,771 |
| Grants, Benefits & Client Services | 44,653,000 | 25,004,500 | 24,473,794 | 530,706 | 20,179,206 |
| Goods and Services | 246,555 | 127,661 | 48,617 | 79,044 | 197,938 |
| Sum: | 46,346,000 | 25,835,500 | 25,179,461 | 656,039 | 21,166,539 |

| Category | FM Allotment | FM Expenditure | FM Variance | BITD Allotment | BITD Expenditures | BITD Variance | |
|---------------------------------------|--|----------------|----------------|----------------|-------------------|----------------|--------|
| Salaries and Wages | 42,375 | 47,774 | (5,399) | 505,112 | 495,670 | 9,442 | |
| AA | State Classified | 42,375 | 47,774 | (5,399) | 505,112 | 495,438 | 9,674 |
| AT | Terminal Leave | 0 | 0 | 0 | 232 | (232) | |
| Employee Benefits | 12,886 | 14,697 | (1,811) | 154,027 | 148,663 | 5,364 | |
| BA | Old Age and Survivors Insurance | 2,627 | 2,881 | (254) | 31,317 | 29,859 | 1,458 |
| BB | Retirement and Pensions | 4,343 | 4,897 | (554) | 51,774 | 50,784 | 990 |
| BC | Medical Aid & Industrial Insurance | 184 | 165 | 19 | 2,208 | 1,811 | 397 |
| BD | Health, Life & Disability Insurance | 5,054 | 5,990 | (936) | 60,648 | 58,266 | 2,382 |
| BE | Allowances | 0 | 90 | (90) | 0 | 960 | (960) |
| BH | Hospital Insurance (Medicare) | 614 | 674 | (60) | 7,323 | 6,983 | 340 |
| BK | Paid Family and Medical Leave | 64 | 0 | 64 | 757 | 0 | 757 |
| Professional Service Contracts | 0 | 0 | 0 | 0 | 4,875 | (4,875) | |
| CA | Management and Organizational Services | 0 | 0 | 0 | 4,875 | (4,875) | |
| Goods and Services | 49,605 | 5,432 | 44,173 | 127,661 | 48,617 | 79,044 | |
| EA | Supplies and Materials | 260 | 389 | (129) | 3,120 | 2,195 | 925 |
| EB | Communications/Telecommunications | 167 | (58) | 225 | 2,004 | 205 | 1,799 |
| EC | Utilities | 273 | (78) | 351 | 3,272 | 2,290 | 982 |
| ED | Rentals and Leases - Land & Buildings | 1,960 | 1,562 | 398 | 23,517 | 18,377 | 5,140 |
| EE | Repairs, Alterations & Maintenance | 0 | 0 | 0 | 679 | 10 | 669 |
| EF | Printing and Reproduction | 107 | 2 | 105 | 1,284 | 587 | 697 |
| EG | Employee Prof Dev & Training | 3,725 | 838 | 2,887 | 9,725 | 2,885 | 6,840 |
| EH | Rental & Leases - Furn & Equipment | 39 | 36 | 3 | 862 | 999 | (137) |
| EJ | Subscriptions | 580 | 438 | 142 | 580 | 438 | 142 |
| EK | Facilities and Services | 1,085 | 0 | 1,085 | 13,017 | (0) | 13,017 |
| EL | Data Processing Services (Interagency) | 1,772 | 0 | 1,772 | 21,259 | (0) | 21,259 |
| EM | Attorney General Services | 86 | 0 | 86 | 1,032 | 0 | 1,032 |
| EN | Personnel Services | 554 | 0 | 554 | 6,644 | (0) | 6,644 |
| EP | Insurance | 16 | 0 | 16 | 387 | (0) | 387 |
| ER | Other Contractual Services | 131 | 2 | 129 | 525 | 7 | 518 |
| ES | Vehicle Maintenance & Operating Cst | 200 | 0 | 200 | 1,000 | 226 | 774 |
| EW | Archives & Records Management Svcs | 35 | 0 | 35 | 139 | 0 | 139 |
| EY | Software Licenses and Maintenance | 38,375 | 2,542 | 35,833 | 38,375 | 21,221 | 17,154 |
| EZ | Other Goods and Services | 240 | (240) | 480 | 240 | (822) | 1,062 |
| Travel | 966 | 1,121 | (155) | 13,200 | 6,613 | 6,587 | |
| GA | In-State Subsistence & Lodging | 500 | 779 | (279) | 6,000 | 4,613 | 1,387 |
| GB | In-State Air Transportation | 0 | 0 | 0 | 0 | 172 | (172) |
| GC | Private Automobile Mileage | 133 | 0 | 133 | 1,600 | 1,200 | 400 |
| GD | Other Travel Expenses | 50 | 22 | 28 | 600 | 126 | 474 |
| GF | Out-of-State Subsistence & Lodging | 0 | 0 | 0 | 1,200 | 0 | 1,200 |
| GG | Out-of-State Air Transportation | 0 | 320 | (320) | 400 | 501 | (101) |
| GN | Motor Pool Services | 283 | 0 | 283 | 3,400 | 0 | 3,400 |
| Capital Outlays | 31,000 | 72 | 30,928 | 31,000 | 1,229 | 29,771 | |

| | | | | | | | |
|---|---------------------------|------------------|------------------|----------------|-------------------|-------------------|----------------|
| JA | Noncapitalized Assets | 26,200 | 72 | 26,128 | 26,200 | 1,229 | 24,971 |
| JB | Noncapitalized Software | 2,800 | 0 | 2,800 | 2,800 | 0 | 2,800 |
| JC | Furnishings & Equipment | 2,000 | 0 | 2,000 | 2,000 | 0 | 2,000 |
| Grants, Benefits & Client Services | | 1,557,462 | 1,154,340 | 403,122 | 25,004,500 | 24,473,794 | 530,706 |
| NZ | Other Grants and Benefits | 1,557,462 | 1,154,340 | 403,122 | 25,004,500 | 24,473,794 | 530,706 |
| Total Dollars | | 1,694,294 | 1,223,436 | 470,858 | 25,835,500 | 25,179,461 | 656,039 |

Fund 26P- Move Ahead WA Account Summary

| <u>Category</u> | <u>BI Allotment</u> | <u>BITD Allotment</u> | <u>BITD Expenditures</u> | <u>BITD Variance</u> | <u>BI Variance</u> |
|------------------------------------|---------------------|-----------------------|--------------------------|----------------------|--------------------|
| Grants, Benefits & Client Services | 10,000,000 | 0 | 0 | 0 | 10,000,000 |
| Sum: | 10,000,000 | 0 | 0 | 0 | 10,000,000 |

| <u>Category</u> | <u>FM Allotment</u> | <u>FM Expenditure</u> | <u>FM Variance</u> | <u>BITD Allotment</u> | <u>BITD Expenditures</u> | <u>BITD Variance</u> |
|------------------------------------|---------------------|-----------------------|--------------------|-----------------------|--------------------------|----------------------|
| Grants, Benefits & Client Services | 0 | 0 | 0 | 0 | 0 | 0 |
| NZ Other Grants and Benefits | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Dollars | 0 | 0 | 0 | 0 | 0 | 0 |

SUPPORT, TRAINING, AND COMPLIANCE MANAGER REPORT

Prepared by Derek Pohle, PE

CRABoard Meeting – July 28, 2022

Reporting Period: May 2022 thru July 2022

COUNTY VISITS

Grant County 6/28/22

Pacific County 7/21/22

COUNTY CONTACTS/CONSULTING

Total Contacts: 52

Number of Counties: 23 Other Agency contacts: 6 Public contacts: 5

COUNTY AUDITS – For Fiscal Year 2020

One new audit issue involving the road fund or road depts, with compliance implications resulting in consultative contacts has been reviewed in the last quarter. Snohomish Co. see Compliance Report.

OFFICE OF THE COUNTY ENGINEER TRAINING












Performed CE Training May 3-5

CE training scheduled onsite for Snohomish County scheduled for Summer and, Benton, Franklin, and Walla Walla Counties in early October.

COUNTY ENGINEER DESK REFERENCE

Desk Reference 2021 Update released in May 2021.

OTHER ACTIVITIES OF THE EASS

-  SW and PS region RAP preliminary project prospectus reviews
-  WA transportation professionals forum and peer exchange
-  WSACE eastern and western district roundtables
-  CARS/RAP project meetings
-  County ferry ER&R meeting with ferry counties.
-  CPR/First Aid training
-  Diversion model resolution sent out to counties
-  WSACE annual conference and professional development
-  CRAB office emergency response and evacuation plan update
-  SAO LGAC spring meeting
-  Regional RAP Meetings

COMPLIANCE MANAGER'S REPORT

Prepared by Derek Pohle, PE

CRABoard Meeting – July 28, 2022
 Reporting Period: May 2022 thru July 2022

COMPLIANCE

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

Update on Vacancies/Changes:

| County | Effective Date | Original Six-Month Expiration | Six-Month Extension | Notes |
|---------------------|------------------|-------------------------------|---------------------|--|
| | | | | |
| Clallam | February 1, 2022 | August 1, 2022 | - | CE retired, acting Joe Donisi |
| Columbia | July 11, 2022 | January 11, 2023 | - | Jeremy Weiland PE terminated, Interim Grant Morgan PE |
| Pend Oreille | April 12, 2022 | October 12, 2022 | - | Mary Jensen PE resigned, Don Ramsey PE interim |
| Clark | June 30, 2022 | December 30, 2022 | - | Brian Vincent PE appointed May 17, 2022, retired 6/30. Ken Lader PE interim CE |

County Audit Reviews

| | Number | Findings | Management Letters | County Road or ER&R | CRAB Follow-Up Needed |
|-----------------------|--------|----------|--------------------|---------------------|-----------------------|
| <i>Financial</i> | 7 | 0 | 0 | No | No |
| <i>Accountability</i> | 3 | 0 | 1 Snohomish | Yes | Yes |
| <i>Fraud</i> | 0 | 0 | 0 | No | No |
| <i>Performance</i> | 0 | 0 | 0 | No | No |

Snohomish County received a management letter regarding procurement of A&E services. See attached narrative from Snohomish County.

May 1st, 2021 required submittals: Road Log Update












Due to a number of software issues affecting the appropriate functioning of the new Gis-Mo road log software, the matter of submission of the road log by all 39 counties by May 1st was postponed to June 17th, with counties allowed to request time extensions. All 39 counties submitted their road log by the June 17th date or requested a time extension. All 39 counties are considered to be in reasonable compliance.

CERTIFICATION

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.

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

OTHER ACTIVITIES OF THE COMPLIANCE MANAGER

-  SW and PS region RAP preliminary project prospectus reviews
-  WA transportation professionals forum and peer exchange
-  WSACE eastern and western district roundtables
-  CARS/RAP project meetings
-  County ferry ER&R meeting with ferry counties.
-  CPR/First Aid training
-  Diversion model resolution sent out to counties
-  WSACE annual conference and professional development
-  CRAB office emergency response and evacuation plan update
-  SAO LGAC spring meeting
-  Regional RAP meetings

Snohomish County narrative – SAO management letter A&E procurement issue

Doug,

As requested, I have outlined the history of the 36th/35th Ave West project and the steps leading to our decision enter into a contract with David Evans and Associates to complete design of the County's portion of the project.

- In 2008 the County and City of Lynnwood started working together toward improving 36th/35th Avenue West from Maple Road in Lynnwood City limits to SR 99 in unincorporated Snohomish County.
- The project involved two phases; the City's portion Phase 1 was 36th Ave West from Maple Road to 164th St SW, and the County's portion Phase 2 was 36th/35th Ave West from 164th Street SW to SR 99.
- The County and City entered into an Interlocal Agreement for the joint design of the project where the City was the lead agency and the County reimbursed the City for its portion of project costs.
- The City selected David Evans and Associates through an RFQ to complete design of both Phase 1 and Phase 2 of the project.
- The City's funding for the project was secured ahead of the County's, the City subsequently completed their portion of the project prior to the County and therefore wanted to end their involvement in the project.
- The County still required additional design services to complete final PS&E on Phase 2 of the project, but would no longer have access to David Evans and Associates through the ILA with the City.
- The County submitted a Request for Sole Source Consultant Services to WSDOT and received approval in June of 2021.
- Under SS-005-21BE the County advertised its intent to Sole Source the contract to David Evans and Associates, the request was subsequently approved by the County's Purchasing Division in July of 2021.
- During an accountability audit in 2021 the State Auditor questioned the County's use of the Sole Source process to contract with David Evans and Associates. Stating that they understood the County's reasoning to forgo a competitive process, but that they were unable to justify it as a Sole Source.

Let me know if you would like me to add anything else.

Bill Thornton | Contract Administration Supervisor
[Snohomish County Public Works](#) | Administrative Operations

CRAB Information Technology Quarterly Updates

GIS-Mo Updates

Moving forward

Last quarter CRAB refocused the current IT resources on addressing high-priority works that impacted Road Log submission. I am happy to share with you that the reprioritization of the project was a success and CRAB IT is focusing on the next high-priority project needs such as upgrading our GIS-Mo dev (Test) environment first before releasing it to the production (Live) environment for the counties.

Future Upgrade

In the next 12 month, GIS-Mo will be going through an update and upgrade transition that will change the way GIS-Mo looks that will better align with the new and current versioning of our ESRI and Vue work products. The transition will be very slow to accommodate counties and their change management process on top of possible work currently happening in their respected counties. The changes will not alter how the application is being used but will have a large impact on the styling of how the county's users will see GIS-Mo. The update and upgrade will also help our security positioning with GIS-Mo.

CARS and RAP Replacements

CRAB and SmartSimple have finished the purchase order process to replace the CARS and RAP applications with a SmartSimple product. The project is scheduled to be kicked off in August with the SmartSimple team and the CRAB team starts outlining what the project timeline should look like.

Design Systems and UAS Programs

1. Design Systems

➤ Training Program

- CRAB did not provide any Design Systems in-person training at our training facility this quarter.
- CRAB has sent out a survey to gage interest in future training at our facility or on site for the counties.

➤ Pinnacle Series LMS

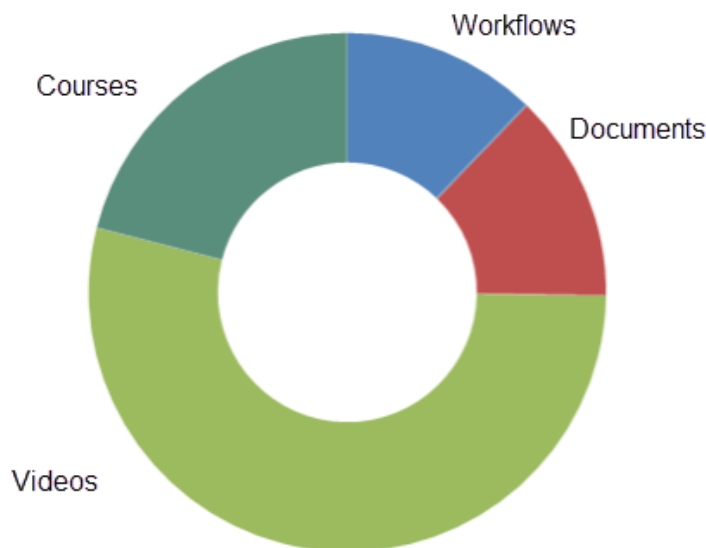
- 12 new videos were added, including a 2022 Road Design Conference wrap-up video.
- 2022 2nd quarter performance
 - The platform has 810 registered users and has had 141 unique active logins during the period.
 - Users have accessed 1,234 individual assets and 328 learning path courses.
 - Of the assets accessed, 670 were CRAB’s custom content in support of GIS-Mo, RAP Online, CARS and Sincpac. This represents 62% of all content consumed in this quarter.



Resource Access/Use

Content items and features access/used by Resource during the period.

Period: 4/1/2022 - 7/1/2022
Report Date/Time: 7/21/2022 2:53:44 PM



| Summary | | |
|-------------------|------|----------|
| Workflows: | 191 | (12.23%) |
| Documents: | 203 | (13%) |
| Videos: | 840 | (53.78%) |
| Courses: | 328 | (21%) |
| Total: | 1562 | |

| Summary | |
|----------------------------------|-----|
| Current Registered Users: | 810 |

| Summary | |
|-------------------------------|-----|
| Total Unique Sign-ins: | 147 |

- Using imputed averages for assets and courses, CRAB provided approximately 227 person-hours of training.
- This quarter saw a decrease in user access but an increase overall in content consumed, which represents a 20% increase over the period. Average daily user access is down to 8 persons per day.

➤ 2022 Road Design Conference

- 12 of the 20 sessions were converted to video content and uploaded to our LMS.
- Conference videos have been viewed 144 times, adding approximately 144 additional person-hours of training to the previous 1,460 person-hours of in-person training.



2. UAS Program

- CRAB and WSDOT Aviation Division have been in discussions regarding participation in an initiative to utilize small UAVs for the inspection of bridge decks. Alynix, LLC is developing a workflow and computer analysis of thermographic photogrammetry to determine bridge deck delamination. Their platform, Decker, will improve safety by reducing lane closures and exposure of personnel to hazardous environments, lowering costs of typical field inspections, saving time with optimized flights, and improving data with unambiguous analysis of imagery.
- Our contribution to this initiative will include flights of county bridges. This data will be conveyed to Alynix where it will be used with other data sets to improve the computer vision assessment of the bridge decks.
- WSDOT is currently on hold with its bridge superstructure inspection demonstration from Skydio.