AGENDA

County Road Administration Board
April 16-17, 2015
CRAB Office - Olympia Washington

Thursday 1:00 PM

1	Call to Order			
2	Chair's Report - Commissioner Snyder			
	A.	Approve April 16-17, 2015 Agenda	Action	Enclosure
	B.	Approve Minutes of January 29-30, 2015 CRABoard Meeting	Action	Enclosure
	C.	Introduce Chad Johnson, DES SACS		
3	Emergency WAC Changes - Randy Hart, PE		Action	Enclosure
4	Rural Arterial Program - Randy Hart, PE			
	A.	Program Status Report	Info	Enclosure
	B.	RAP Project Actions Update	Info	Enclosure
	C.	Resolution 2015-003 Apportion RATA Revenues to Regions	Action	Enclosure
	D.	Resolution 2015-004 Allocate Estimated Revenue to Projects	Action	Enclosure
	E.	Project Requests:		
	(1)	Columbia County Phase Extension - Tucannon Road	Action	Enclosure
	(2)	Jefferson County Emergency Project - Dosewallips Slide	Action	Enclosure
	(3)	Spokane County Moratorium - Lapsing Bigelow Gulch	Action	Enclosure
	(4)	Yakima County Additional Extension - North Meyers Rd Bridge	Action	Enclosure
5	Set Public Hearing for July 2015 Board Meeting		Action	Enclosure
6	Compliance Report - Derek Pohle, PE		Info	Enclosure
7	Resolution 2015-005 Annual Certification - Jay Weber		Action	Handout
8	Director's Report - Jay Weber			
	A.	CRABoard Positions	Info	Enclosure
	B.	WSACE County Engineer of the Year Nominations	Info	Enclosure
	C.	WSACE Project-Program Manager Award Nominations	Info	Enclosure
	D.	Budget		
	(1)	Current Budget Status	Info	Enclosure
	(2)	2015-17 Budget - HB1299	Info	Enclosure
	E.	Legislative Update/Discussion	Info	
	F.	Discussion on Gravel Road Pending Study - Bob Moorhead	Info	Enclosure

RECESS 6:00 PM Dinner at Ricardo's

Friday	8:30AM		
9	Call to Order		
10	Transportation Funding - Scott Merriman, Office of State Treasurer	Info	
11	Deputy Director's Report - Walt Olsen		
	A. County Engineers/PWD Status	Info	Enclosure
	B. County Visits Completed Since January 2015	Info	Enclosure
	C. County Audits	Info	Enclosure
	D. Other Activities	Info	Enclosure
12	Division Reports		
	A. Intergovernmental Policy Manager - Jeff Monsen	Info	Enclosure
	B. Maintenance Manager - Bob Moorhead	Info	Enclosure
	C. Assistant Director - Steve Hillesland		
	(1) Systemic Safety Project	Info	Enclosure
	(2) UAV/Drone Simulator Demonstration	Info	Enclosure

ADJOURN

Chairman's Signature: _____

Attest: _____

Minutes
County Road Administration Board
January 29-30, 2015

CRAB Office – Olympia, Washington

Members Present: Dale Snyder, Douglas County Commissioner, Chair
Andrew Woods, PE, Columbia County Engineer, 2nd Vice-Chair
Rob Coffman, Lincoln County Commissioner
Ken Klein, Snohomish County Council Member
Bob Koch, Franklin County Commissioner
Todd Mielke, Spokane County Commissioner
Bill Schulte, Lewis County Commissioner
Mark Storey, PE, Whitman County Engineer

Member Absent: Brian Stacy, PE, Pierce County Engineer, Vice-Chair

Staff Present: Jay Weber, Executive Director
Walt Olsen, PE, Deputy Director
Steve Hillesland, Assistant Director
Jeff Monsen, PE, Intergovernmental Policy Manager
Bob Moorhead, PE, Maintenance Manager
Randy Hart, PE, Grant Programs Manager
Derek Pohle, PE, Compliance & Data Analysis Manager
Karen Pendleton, Executive Assistant
Rhonda Mayner, Secretary
**Bob Davis, Systems Manager
**Kathy O'Shea, Database Specialist
**Jackie Nguyen, Project Applications Specialist

Guests: *Bill Wright, Clark County
*Jeff Kostechka, Clark County
*Terri Jeffreys, Mason County Commissioner
*Melissa McFadden, PE, Mason County Engineer
*Sarah Grice, Mason County
*Paul Randall-Grutter, PE, Skagit County Engineer
*Forrest Jones, Skagit County
*Tim Homann, PE, Skamania County Engineer
*Bob Brueggeman, PE, Spokane County Engineer, via conference call
**Noah Crocker, WA State Transportation Commission

**Present January 29, 2015 only*
***Present January 30, 2015 only*

CALL TO ORDER
Chair Snyder called the County Road Administration Board quarterly meeting to order at 1:00 p.m. on Thursday, January 29, 2015, at the CRAB Office in Olympia.

CHAIR'S REPORT

Approve January 29-30, 2015 Agenda

Commissioner Schulte moved and Mr. Storey seconded to approve the agenda as presented. **Motion carried unanimously.**

Approve Minutes of October 30-31, 2014 CRABoard Meeting

Commissioner Mielke moved and Commissioner Coffman seconded to approve the minutes of the October 30-31, 2014 CRABoard meeting. **Motion carried unanimously.**

Approve Minutes of November 20, 2014 Special CRABoard Meeting

Commissioner Koch moved and Commissioner Schulte seconded to approve the minutes of the November 20, 2014 Special CRABoard meeting. **Motion carried unanimously.**

EXECUTIVE DIRECTOR'S REPORT

Current Budget Status

Mr. Weber reviewed CRAB's current budget status. He noted that the format of the report has changed. There have been more capital purchases in the last quarter, and the prior deficit in the CAPP fund has been eliminated. The RAP fund balance is slightly higher than normal, but vouchers are coming in and that balance will decline.

2014 Annual Report

Mr. Weber noted that the report has been e-mailed to all county contacts, as well as mailed to the legislators and staff on the transportation committees. It is also posted on the CRAB website.

2015-17 Budget Request

Mr. Weber reported that the 2015-17 Governor's Budget Request included the expected CRAB funding, with the exception of $10 million in revenue from the Highway Safety Account, which has been distributed by the CAPP formula in recent years; although similar funding for FMSIB and TIB is included in the proposed budget. Staff will consult with OFM in an attempt to have these funds reinstated.

New July 2014 Meeting Date

Chair Snyder noted that there is a conflict with the July 2015 dates. Following discussion, Second Vice-Chair Woods moved and Mr. Storey seconded to change the dates to July 16-17, 2015. **Motion carried unanimously.**

Mr. Weber reported that CRAB will be holding its 50th Anniversary Celebration in conjunction with the WSACE Annual Meeting June 16-18 in Leavenworth.

RURAL ARTERIAL PROGRAM

Program Status Report

Mr. Hart reviewed the Rural Arterial Program status report. 1,005 of 1,102 projects have been completed. Anticipated revenue to the end of the 2013-15 biennium is $522,045,870. RAP expenditures to date total $497,829,088. RAP obligations remaining through the 2013-15 biennium total $109,340,770. The RATA fund balance is approximately $14,000,000.

Mr. Hart reported that nine projects face construction lapsing in April 2015. Two projects face design lapsing in April 2015, but those counties have indicated they will begin submitting vouchers soon. He noted other project activities and requests since the October 2014 CRABoard meeting.

Regional Meetings Update

Mr. Hart reported that meetings were held in December and January in all five regions. Staff provided overview and guidance on scope changes, required project development and spending plan certifications, RAP WAC's 136-100 through 136-210, maintenance management reports, and annual forms submittal and compliance. He noted that all regions supported the concept of CRAB staff being authorized to approve minor scope changes to existing RAP projects.

Resolution 2015-001 - Apportion RATA Funds to Regions

Mr. Hart presented Resolution 2015-001 - Apportion RATA Funds to Regions, which authorizes the accrued amount of $4,705,550 now credited to RATA for November 2014 through January 2015 be apportioned to the regions by the established 2013-2015 biennium regional percentages after setting aside $120,000 for administration.

Following questions and discussion, Second Vice-Chair Woods moved and Mr. Storey seconded to approve Resolution 2015-001 - Apportion RATA Funds to Regions. **Motion carried unanimously.**

Resolution 2015-002 – Delegation of Authority

Mr. Hart presented Resolution 2015-002 – Delegation of Authority, which gives the Executive Director or designee the authority to develop, approve and disseminate those forms and worksheets necessary to implement the prioritization of RAP projects; to approve increased allocations of RATA funds to previously approved projects; to approve withdrawals and terminations of RAP projects; to execute all CRAB/County contracts; to approve RAP vouchers; and to approve county-requested scope changes, design changes listed in the final prospectus, beginning and ending milepost changes, and project length changes. All county-requested scope changes under this section must not alter project funding or funding status in any way, and will be reported to the Board at each quarterly meeting.

The Executive Director or designee will not be authorized to act on county requests for waivers of required RATA reimbursements. These will be brought before the

Board for consideration and approval or denial.

Following questions and discussion, the Board requested that points regarding increased funding be clarified, and the resolution be brought back to the Board.

Clark County Project Request

Mr. Hart reported that Clark County is requesting a scope reduction for their Manley Road project, to reduce roadway width improvements from 26 feet to the existing 22 feet from milepost 1.58 to 1.72, with no reduction in RATA funding.

Mr. Hart noted that the project gained partial funding in April 2013.Total estimated cost at that time was $2,159,000. The current estimate is $3,354,000. The remaining funding to the total $1,833,100 requested is anticipated to be awarded in future allocations. The reduction request is for a section of the project that has the most severe environmental and right-of-way constraints. The county proposes instead to install guardrail to the existing width, eliminating the need for further environmental mitigation and its associated costs.

Staff has reviewed the project site and noted the areas where the original widening would create the cited impacts. Staff finds that the proposal will reduce the score of the project from 70.40 to 63.31, still well above the lowest ranked funded project. Staff finds that the county still plans to make the significant improvements to the safety and structure of the road stated in the prospectus, and recommends approval of the reduced width with no reduction in RATA funding.

Mr. Hart introduced Mr. Wright and Mr. Kostechka, who gave background and further information to the Board.

Following questions and discussion, Mr. Storey moved and Commissioner Schulte seconded to approve Clark County's request for a scope reduction for their Manley Road project, to reduce roadway width improvements from 26 feet to 22 feet from milepost 1.58 to 1.72, with no reduction in RATA funding. **Motion carried unanimously.**

Mason County Project Request

Mr. Hart reported that Mason County is requesting waiver of reimbursement of $98,843.09 in expended RATA funds used for design of their withdrawn North Island Drive project.

Mr. Hart noted that the project gained full funding in March 2010. The estimated cost of the project at that time was $1,420,000; however, current estimation is over $3,200,000. The project faces lapsing in April 2015. The county has withdrawn the project due to several environmental factors and permit requirements. The county does plan some future improvements to the project.

Staff reviewed the project records and verified the costs, as well as the county's stated plans to program a simpler road rebuild and seal coat overlay in 2015-16.

Staff finds that based on these plans, approximately 20% of the design efforts, or $19,769, may be usable for this specific project. Staff therefore recommended a waiver of $19,769 in design costs be approved, and the remaining $79,074.09 be paid back to the County Road Administration Board.

Mr. Hart introduced Commissioner Jeffreys, Ms. McFadden, and Ms. Grice, who gave background and further information to the Board.

Following questions and discussion, Commissioner Schulte moved and Mr. Storey seconded to approve a waiver of $19,769 in design costs be approved, and the remaining $79,074.09 be paid back to the County Road Administration Board. **Motion carried unanimously.**

Skagit County Project Request

Mr. Hart reported that Skagit County is requesting a scope reduction for their Bow Hill Road project, reducing the proposed roadway pavement width from 40 feet to the existing 28 feet, with no reduction in RATA funding.

Mr. Hart reminded the Board that the county first made this request at the October 2014 CRABoard meeting, but was asked to come back with more information. He noted that the county was awarded partial funding for the project in April 2013, and the remaining portion is anticipated to be awarded in April 2015 for a total of $2,306,700 in RATA funding.

Due to environmental concerns and additional costs related to the alignment that would be required with a new 40 foot paved section, the county is proposing to reduce the paved width to the existing 28 feet and construct the remaining width on earthen/grass shoulders over gravel base materials that will accommodate full roadway widening if and when funds become available in the future. Retaining walls will be installed to support the roadway and adjacent hillside, the roadway will be repaved, and guardrails installed where warranted to address roadside safety.

Staff has reviewed the site and noted that existing pavement condition and sub-base failure warrants a full rebuild of the roadway structure. Staff finds that the proposal will reduce the score of the project from 90.91 to 80.91, still well above the lowest ranked funded project. Therefore, staff recommended approval of Skagit County's request for a scope reduction for their Bow Hill Road project, reducing the proposed roadway pavement width from 40 feet to the existing 28 feet, with no reduction in RATA funding.

Mr. Hart introduced Mr. Randall-Grutter and Mr. Jones, who gave background and further information to the Board.

Following questions and discussion, Second Vice-Chair Woods moved and Commissioner Mielke seconded to approve Skagit County's request for a scope reduction for their Bow Hill Road project, reducing the proposed roadway pavement

width from 40 feet to the existing 28 feet, with no reduction in RATA funding. **Motion carried unanimously.**

Chair Snyder called for a brief recess.

Chair Snyder reported that Spokane County would be next on the agenda, as Mr. Brueggeman was waiting on the phone.

Spokane County Project Request

Mr. Hart reported that Spokane County is requesting a scope change for their Bigelow Gulch Road 4 project, revising the milepost limits from 3.7-6.63 to 3.7-6.75, an increase of .12 miles, with no increase in RATA funding.

Mr. Hart noted that the project was funded in several cycles, with the final amount awarded in March 2010 for a total of $5,987,480. The original end point of the project is located at the intersection with Forker Road, where an at-grade tee was proposed. The final configuration plans to build a much larger radius curve at the intersection and use a partially separated grade design.

Staff has reviewed the original prospectuses and finds that the realignment scope change is a better use of RATA funds. The proposal will reduce the score of the project from 237.12 to 230.39, remaining the highest-ranked project on that array. Therefore, staff recommended approval of Spokane County's request for a scope change for their Bigelow Gulch Road 4 project, revising the milepost limits from 3.7-6.63 to 3.7-6.75, an increase of .12 miles, with no increase in RATA funding.

Commissioner Mielke recused himself from discussion and voting on this request.

Mr. Hart noted that Mr. Brueggeman is available via conference call to give background and further information.

Following questions and discussion, Commissioner Schulte moved and Commissioner Koch seconded to approve Spokane County's request for a scope change for their Bigelow Gulch Road 4 project, revising the milepost limits from 3.7-6.63 to 3.7-6.75, and increase of .12 miles, with no increase in RATA funding. **Motion carried unanimously, with Commissioner Mielke recused.**

Skamania County Project Request

Mr. Hart reported that Skamania County is requesting a waiver of payback of $18,963.03 in expended RATA funds used for design of their withdrawn Washougal River Road project.

Mr. Hart noted that the project was funded in March 2010 at an estimated cost of $179,000. The county has withdrawn the project due to discovery of over 112 cultural items within the existing right-of-way that would require an excavation permit estimated at $16,000 along with other cost increases. The current estimated cost of the project is $250,000.

Staff has reviewed the project records and the site, noting a fair or poor surface condition. The county has no plans to improve the road at this time. Staff finds that a minimal amount of the design effort to date may be usable for any future works, and therefore recommended that a waiver of $1,500 in design costs be approved, and the remaining $17,463.03 be paid back to the County Road Administration Board. Mr. Hart introduced Mr. Homann, who gave background and further information to the Board.

Following questions and discussion, Commissioner Coffman moved and Councilmember Klein seconded to approve that a waiver of $1,500 in design costs be approved, and the remaining $17,463.03 be paid back to the County Road Administration Board. **Motion carried unanimously.**

DEPUTY DIRECTOR'S REPORT

County Engineers/Public Works Directors

Mr. Olsen noted that Franklin County continues under an Acting County Engineer appointment of Dan Ford, PE, Benton County Engineer. Franklin County will continue to advertise for applicants and Mr. Ford will serve until a replacement is named.

County Visits completed since October 2014

Mr. Olsen noted visits to Clark, Skamania and Spokane Counties. Numerous contacts with County Engineers took place in other venues.

State Auditor's Report

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

Staff has reviewed 17 audit reports representing 17 counties since the October 2014 Board meeting. Four audits contained a total of four findings issued and none involved County Road Funds in some form. Any audits with county name in bold print revealed substantive findings involving County Road Funds.

2013 Audits

Report #	Entity/Description	Report Type	Audit Period	Date Released	New Find#	Co. Rd?	PrevFind#	Status
1013421	Chelan County	Accountability	01/01/2013 to 12/31/2013	1/5/2015	1	0	0	NCR
1013385	Pierce County	Accountability	01/01/2013 to 12/31/2013	12/31/2014	0	0	0	
1013410	Yakima County	Accountability	01/01/2013 to 12/31/2013	12/31/2014	0	0	0	
1013286	Douglas County	Accountability	01/01/2013 to 12/31/2013	12/29/2014	0	0	1	NCR
1013199	Whitman County	Accountability	01/01/2013 to 12/31/2013	12/22/2014	0	0	0	
1013148	Kitsap County	Accountability	01/01/2013 to 12/31/2013	12/18/2014	0	0	0	
1013130	Ferry County	Accountability	01/01/2012 to 12/31/2013	12/15/2014	0	0	0	
1013105	Jefferson County	Accountability	01/01/2013 to 12/31/2013	12/11/2014	0	0	0	
1013110	Walla Walla County	Accountability	01/01/2013 to 12/31/2013	12/11/2014	0	0	0	
1013039	Clallam County	Accountability	01/01/2013 to 12/31/2013	12/1/2014	0	0	0	
1013057	Klickitat County	Accountability	01/01/2013 to 12/31/2013	12/1/2014	0	0	1	NCR
1013029	Okanogan County	Accountability	01/01/2013 to 12/31/2013	11/26/2014	0	0	0	
1013002	Kittitas County	Accountability	01/01/2013 to 12/31/2013	11/20/2014	0	0	0	
1012959	Cowlitz County	Accountability	01/01/2013 to 12/31/2013	11/13/2014	0	0	1	NCR
1012940	Stevens County	Accountability	01/01/2012 to 12/31/2013	11/10/2014	0	0	0	
1012917	Pend Oreille County	Accountability	01/01/2013 to 12/31/2013	11/6/2014	0	0	0	
1012887	King County	Special	01/01/2013 to 12/31/2013	10/30/2014	0	0	0	

Activities

Mr. Olsen reviewed a list of his activities since the October 2014 CRABoard meeting.

Chair Snyder recessed the meeting at 3:52 p.m. on January 29, 2015. The CRABoard meeting will resume January 30, 2015 at 8:30 a.m.

County Road Administration Board
Friday, January 30, 2015

CALL TO ORDER
The second day of the winter CRABoard meeting was called to order by Chair Snyder at 8:30 a.m. on January 30, 2015.

WSTC PRESENTATION
Mr. Crocker gave a brief summary of the WSTC's 2015 Revenue Proposal to the legislature. He noted that the proposal contains three suggestions for increasing revenue, and four for reducing costs.

Resolution 2015-002 – Delegation of Authority continued
Mr. Weber presented the revised Resolution 2015-002 – Delegation of Authority. Following questions and discussion, Commissioner Schulte moved and Commissioner Mielke seconded to approve Resolution 2015-002 – Delegation of Authority. **Motion carried unanimously.**

Chair Snyder called for a brief recess.

STAFF UPDATES

Information Services
Mr. Hillesland reported on the Road Design Conference held November 4-6, 2014 in Spokane. Over 100 participants attended. He noted that Jim Ayres, CRAB's Design Systems Engineer, attended Autodesk University in Las Vegas, with over 10,000 participants.

He updated the Board on the progress of the Mobility Systemic Safety Project Selection Tool.

He reported that the use of drones or Unmanned Aerial Vehicles for surveying and other uses is being explored by the IT staff.

Chair Snyder noted a slight change in the agenda order.

Compliance Report
Mr. Pohle updated the Board on the status of an audit finding against Clark County, noting that their Board of County Commissioners restored $1,659,699 to the Road Fund in a supplementary budget hearing in November 2014. Staff has been supporting Skamania County regarding a continuing finding that the county's financial condition continues to decline and the county is at risk of not being able to meet its current obligations and maintain services.

He reported on the counties' compliance in submitting the six reports due to CRAB by December 31 of each year, noting all 39 counties had submitted the forms in the

required electronic formats by the deadline. Five counties did not submit the required supporting documents by the deadline, but did so promptly once contacted by staff.

Mr. Pohle reminded the Board that all counties are required to have responded to and/or processed at least 90% of the county road collision reports submitted to them for coding by December 31 of each calendar year. For 2014, 38 of 39 counties were compliant as required with the last being compliant by January 12, 2015. That county experienced some staff illness issues at the end of the year and promptly dealt with the few outstanding collision reports as soon as they were able.

Mr. Pohle reported on his activities since the October 2014 CRABoard meeting.

At the October 2014 CRABoard meeting Mr. Pohle requested initial discussion and consideration of a new standard of good practice related to RAP eligibility and use of road funds for traffic law enforcement. The Board directed staff to contact the county engineers and request that they review and discuss with their legislative authorities, and Sheriffs if willing, and provide feedback.

Mr. Pohle presented the proposal to the county engineers at the November 2014 WSACE meeting in Spokane, and at each of the regional RAP meetings this last quarter. The proposal received almost universal support at these meetings with minor concerns regarding implementation details. Staff requested that the county engineers respond by email regarding their specific comments and any responses and reactions from their legislative authorities and Sheriffs. Thirteen counties have responded favorably, with one county being decidedly negative in its response indicating CRAB should not introduce new regulation, and the other not wanting to shed any more light on this subject than necessary.

The Board directed staff to again contact county engineers as well as county commissioners and councilmembers with revised language of the proposed standard, and ask them to respond to staff with their responses and comments, as well as a request for information on how each county's sheriff reports to the governing authority on the use of diverted road funds.

Chair Snyder called for a brief recess.

Intergovernmental Policy

Mr. Monsen reported on his activities since the October 2014 CRABoard meeting, including visits to Franklin, Lewis, Whatcom, Clark and Cowlitz Counties.

He noted that he will be working the SAO field offices to introduce them to what CRAB is and does and develop a closer working relationship with them.

He reported that 28 participants from 14 counties attended the customized training for County Commissioners and Council Members presented in November 2014 at the WSAC Conference, and provided the Board with a copy of the comments from the participants. He summarized upcoming County Engineer Training sessions.

Maintenance Management Report

Mr. Moorhead briefed the Board on his activities since the October 2014 CRABoard meeting, noting a Maintenance Review in Pierce County and a RAP Project File and Field Review in Grant County.

He reported on training held in November and December representing a total of 132 participants representing over 20 counties as well as nine other organizations. He noted upcoming training scheduled for the spring.

He noted plans have begun to update a gravel road report originally published by the CRABoard in 1997.

OTHER BUSINESS

Ms. Mayner updated the Board on area hotel availability and access to per diem rates for future Board meetings.

Ms. Mayner asked the Board for feedback regarding the use of electronic meeting materials versus hard copy. The Board was very positive and instructed staff to continue with the electronic format.

In response to a query from Mr. Hillesland, the Board indicated they would like to have the IT Staff do a presentation at the April 2015 meeting.

Chair Snyder adjourned the CRABoard meeting at 11:29 a.m. on Friday, January 30, 2015.

_____
Chairman

ATTEST: _____

RULE-MAKING ORDER

CR-103E (July 2011)
(Implements RCW 34.05.350)

Agency: County Road Administration Board

Emergency Rule Only

Effective date of rule:
Emergency Rules
X Immediately upon filing.
☐ Later (specify) _____

Any other findings required by other provisions of law as precondition to adoption or effectiveness of rule?
☐ Yes X No If Yes, explain:

Purpose:
To provide for the public safety, health or general welfare, the CRABoard may grant an additional extension in some cases for Rural Arterial Program projects if deemed necessary.

Citation of existing rules affected by this order:
Repealed:
Amended: WAC 136-167-040
Suspended:

Statutory authority for adoption: RCW 36.78

Other authority :

EMERGENCY RULE
Under RCW 34.05.350 the agency for good cause finds:
X That immediate adoption, amendment, or repeal of a rule is necessary for the preservation of the public health, safety, or general welfare, and that observing the time requirements of notice and opportunity to comment upon adoption of a permanent rule would be contrary to the public interest.
☐ That state or federal law or federal rule or a federal deadline for state receipt of federal funds requires immediate adoption of a rule.
☐ That in order to implement the requirements or reductions in appropriations enacted in any budget for fiscal year 2009, 2010, 2011, 2012, or 2013, which necessitates the need for the immediate adoption, amendment, or repeal of a rule, and that observing the time requirements of notice and opportunity to comment upon adoption of a permanent rule would be contrary to the fiscal needs or requirements of the agency.

Reasons for this finding:

Date adopted: April 16, 2015

NAME (TYPE OR PRINT)
Jay P. Weber

SIGNATURE

TITLE
Executive Director

CODE REVISER USE ONLY

(COMPLETE REVERSE SIDE)

Note: If any category is left blank, it will be calculated as zero. No descriptive text.

Count by whole WAC sections only, from the WAC number through the history note. A section may be counted in more than one category.

The number of sections adopted in order to comply with:

Federal statute:	New	_____	Amended	_____	Repealed	_____
Federal rules or standards:	New	_____	Amended	_____	Repealed	_____
Recently enacted state statutes:	New	_____	Amended	_____	Repealed	_____

The number of sections adopted at the request of a nongovernmental entity:

New _____ Amended _____ Repealed _____

The number of sections adopted in the agency's own initiative:

New _____ Amended _____ Repealed _____

The number of sections adopted in order to clarify, streamline, or reform agency procedures:

New _____ Amended _____ Repealed _____

The number of sections adopted using:

Negotiated rule making:	New	_____	Amended	_____	Repealed	_____
Pilot rule making:	New	_____	Amended	_____	Repealed	_____
Other alternative rule making:	New	_____	Amended	_____	Repealed	_____

AMENDATORY SECTION (Amending WSR 11-05-005, filed 2/3/11, effective 3/6/11)

WAC 136-167-040 Lapsing of RATA allocation for approved projects. To encourage timely development and construction of approved projects, all projects for which RATA funds have been allocated must meet certain project development milestones. Failure to meet the milestones will result in action by the county road administration board to withdraw RATA funds from the project.

(1) For the purposes of this section, a project will be subject to lapsing and withdrawal of its RATA allocation if:

(a) The project has not begun the preliminary engineering within one year of project approval by the county road administration board; or

(b) The project has not begun construction within six years of the date of project approval by the county road administration board.

(2) A project shall be considered in preliminary engineering if RATA funds have been expended or evidence that non-RATA funds have been expended for preliminary engineering as provided for in RCW 36.75.050. A project shall be considered in construction if:

(a) The construction contract for the work has been advertised for bids as provided for in RCW 36.77.020;

(b) A contract has been awarded under the provisions of the small works roster contract award process; or

(c) If done by county forces, the work has commenced.

(3) If an approved project does not meet a required project development milestone, the county road administration board will, at its next regular meeting, withdraw RATA funds from the project.

(4) At any time up to ten days before such meeting, the county may, in writing, request an extension of the lapse date. The county road administration board may grant such an extension if it finds that the delay in project development was for reasons that were both unanticipated and beyond the control of the county, and subject to the following:

(a) A project extension will be granted one time only and will be no more than two years in length. However, the CRABoard may in its discretion find that to provide for the public safety, health or general welfare, an additional extension is necessary in some cases, and for such cases the CRABoard may allow an additional extension and will determine the duration thereof; and

(b) The county can demonstrate that the project was actively pursued for completion within the original CRAB/county contract terms and can be completed within a two year extension; and

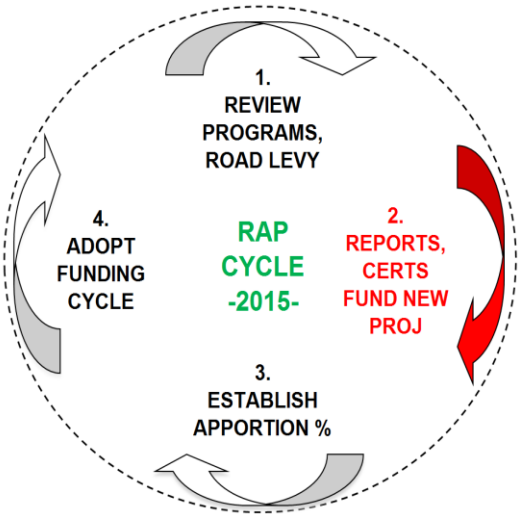
(c) The request for an extension is based on unforeseeable circumstances that the county could not have anticipated at the time the project was submitted for RATA funding; and

(d) An approved time extension will not be grounds for the county to request an increase in the RATA funding of the project; and

(e) The executive director will determine a new lapse date, and all of the requirements listed above under subsections (1) and (2) of this section will apply except that further extensions will not be granted.

(5) The CRABoard may at any time place a moratorium on lapsing of projects that are delayed due to CRAB initiated rescheduling and establish a new lapsing date to fit the CRABoard's programming needs.

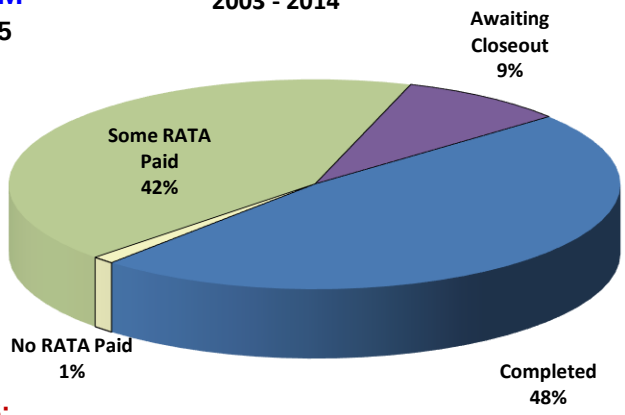
For those projects given a lapsing moratorium, section four shall be held in abeyance until the new lapsing date.



RURAL ARTERIAL PROGRAM

APRIL, 2015

Projects Funded 2003 - 2014



PROJECT STATUS:

Billing Phase	'83-'03	'03-'05	'05-'07	'07-'09	'09-'11	'11-'13	'13-'15	TOTAL
Completed	886	42	26	34	18	1	2	1009
Awaiting Closeout		3		4	3		5	15
Some RATA paid	1		2	7	21	1	41	73
No RATA Paid							2	2
TOTAL	887	45	28	45	42	2	50	1099

FUND STATUS

Anticipated Revenue to end of '13 - '15 Biennium:

Fuel tax receipts and interest to June, 2013	484,755,956
Estimated fuel tax receipts and interest July 2013 thru June 2015	37,289,913
Total estimated revenue	**522,045,870**

RAP Expenditures to date:

To Completed Projects	453,136,284
To Projects in Design or Under Construction	38,506,461
Administration	9,742,441
Total RATA spent	**501,385,186**

RAP Obligations:

RATA Balance on Current Active Projects	83,964,188
Pending funds to be allocated (active projects)	21,404,952
Estimated remaining administration through 2013 - 2015 biennium	164,000
Total RATA obligated	**105,533,141**

QTR1 - 2015 RATA ACTIVITY:

MONTH	BEGINNING BALANCE	MVFT REVENUE	INTEREST + Cash Rcpts	PROJECT PAYMENTS	#	ADMIN CHARGES	ENDING BALANCE
January	$16,108,480.00	$1,479,121.70	$3,142.28	(2,757,528.87)	25	(37,753.23)	$14,795,461.88
February	$14,795,461.88	$1,512,597.89	$4,176.76	(2,010,376.00)	30	(37,179.41)	$14,264,681.12
March	$14,264,681.12	$1,441,785.60	$4,768.93	(359,835.00)	11	($36,986.07)	$15,314,414.58
TOTALS:		$4,433,505.19	$12,087.97	(5,127,739.87)	66	(111,918.71)	

Projects facing Construction Lapsing in April, 2015

County	Road Name	BMP	EMP	Date Approved	Lapsing Date	Status
Columbia	LYONS FERRY ROAD	0.00	0.96	4/16/2009	4/16/2015	**Will Seek Extension**
Spokane	BIGELOW GULCH RD 4	3.70	6.63	4/19/2007	4/19/2015	**Pending CRABoard Action**
Yakima	NORTH MEYERS ROAD BR #502	2.81	2.83	4/19/2007	4/19/2015	**Pending CRABoard Action**

Projects facing Design Lapsing later this spring, 2015

County	Road Name	BMP	EMP	Date Approved	Lapsing Date	Description	Status
Ferry	Bridge Cr 12	8.30	10.82	4/16/2009	5/20/2015	phase lapsng	**Pending**
Cowlitz	Hazel Dell Rd	0.00	0.02	4/16/2009	6/4/2015	phase lapsing	**Pending**

Other Project Activities / Requests this quarter

County	Road Name	BMP	EMP	PROJ #	Action	Effective Date	Status
Mason	North Island Drive	0.31	1.31	2307-01	Payback Waived by CRAB	1/29/2015	**$79,074.09 payback in process**
Skamania	Washougal River Rd	11.38	11.61	3010-01	Payback Waived by CRAB	1/29/2015	**$17,463.03 paid back in April**
Mason	CLOQUALLUM ROAD	5.85	6.85	2305-01	Extended to 4/29/2017	3/26/2015	**Multiple past emergency events**
King	West Snoqualmie Valley Rd	3.78	4.94	1709-01	Extended to 4/16/2016	3/4/2015	**NEPA delays at WSDOT**
Asotin	Snake River Road	19.00	21.97	0209-03	Extended to 4/16/2017	2/26/2015	**CRAB fund management**
Wahkiakum	Elochoman Valley Rd	0.37	0.64	3509-02	Extended to 4/16/2017	1/27/2015	**County to combine with Culvert Proj**
Chelan	Chiwawa Loop Rd	3.35	4.57	0414-01	Amended to Increase Scope	2/20/2015	**Widen Shldrs 28 ft to 30 ft**
Stevens	Swenson Rd	0.00	5.49	3309-03	Extended to 4/16/2016	4/4/2015	**Re-Ad after rejecting bids**
Kitsap	Seabeck	2.31	3.40	1809-01	Extended to 4/16/2016	2/3/2015	**Right of Way and indrect Court proc.**
Pend Oreille	Coyote Trail	8.00	9.05	3509-02	Amended to Increase Scope	2/2/2015	**Increase MP to 7.99 – 9.06**

RESOLUTION 2015-003
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 2013 - 2015 biennium at its meeting of August 1, 2013; and

WHEREAS RCW 36.79.050 specifies the apportionment percentages that the CRABoard shall use once each calendar quarter 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 $2,963,329 deposited to the RATA in February and March, 2015, be apportioned to the regions by their 2013 - 2015 biennium regional percentages after setting aside $82,000 for administration.

REGION	DISTRIBUTION PERCENT	CURRENT APPORTION	BIENNIAL APPORTION (2013 - 2015)	PRIOR PROGRAM (1983 - 2013)	PROGRAM TO DATE
ADMIN.		**82,000**	807,250	10,017,565	**10,824,815**
NORTHEAST	43.49%	**1,253,090**	13,183,944	202,646,996	**215,830,940**
NORTHWEST	11.13%	**320,692**	3,374,047	54,467,934	**57,841,981**
PUGET SOUND	6.73%	**193,913**	2,040,192	34,556,630	**36,596,822**
SOUTHEAST	23.66%	**681,722**	7,172,502	111,959,322	**119,131,824**
SOUTHWEST	14.99%	**431,911**	4,544,201	71,107,509	**75,651,710**
TOTAL	100.00%	**2,963,329**	31,122,137	484,755,956	**515,878,093**

Adopted by the CRABoard on April 16, 2015

_____
Chair's Signature

_____
ATTEST

RESOLUTION 2015-004

TO APPROVE 2015 - 2017 RAP PROJECTS
AND ALLOCATE ESTIMATED 2015 - 2017 RATA REVENUE

WHEREAS, the CRABoard met in accordance with WAC 136-160-070 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 allocated at such time as deemed appropriate by the county road administration board, and

WHEREAS, the best available estimate of 2015 - 2017 biennium revenues, including interest, and funds turned back through withdrawal or underrun indicates that the following approximate amounts will be available for allocation to new projects on the 2015 - 2017 arrays and partially funded RAP projects carried forward from previous biennium arrays in the five regions:

REGION	Est. Fuel Tax '15 - '17	Turned-Back Funds	Available for Allocation (90%)	Previous '15-'17 Allocation	TOTAL
Northeast	16,526,200	2,692,533	17,296,000	-	17,296,000
Northwest	4,229,400	60,181	3,860,000	-	3,860,000
Puget Sound	2,557,400	-	2,301,000	-	2,301,000
Southeast	8,990,800	4,275,690	11,939,000	-	11,939,000
Southwest	5,696,200	2,402,228	7,288,000	-	7,288,000
	38,000,000	9,430,632	42,684,000	-	42,684,000

NOW, THEREFORE, BE IT RESOLVED that the County Road Administration Board hereby approves the following projects in the five regions and allocates the est. 2015 - 2017 fuel tax funds and turned back funds to the listed projects in the amounts shown.

County	RoadName	Project Type	Pts	TOTAL COST	RATA REQ	PREVIOUS FUNDING	NEW FUNDING	TOTAL FUNDING	Partial
NORTHEAST REGION:									
Douglas	Chief Joseph Dam BR Replace	FA	17.78	4,701,000	940,200	809,900	**130,300**	940,200	
Spokane	FORKER ROAD	RC	151.59	12,413,086	5,000,000	2,748,383	**2,251,617**	5,000,000	
Stevens	Aladdin Road MP 19.6 to 22.5	3R	101.67	2,251,000	2,025,100	1,650,000	**375,100**	2,025,100	
Douglas	Coulee Mead./Moses Coulee Rd	3R	97.94	2,581,000	2,322,900	1,490,100	**832,800**	2,322,900	
Chelan	Chiwawa Loop Road, Phase III	3R	84.82	3,043,000	2,738,700	1,550,000	**1,188,700**	2,738,700	
Ferry	Inchelium Hwy	3R	74.85	2,000,000	1,800,000	922,100	**877,900**	1,800,000	
Grant	Adams Rd. (SR 28 to Br.# 330)	RC	60.46	1,145,000	1,030,500	501,500	**529,000**	1,030,500	
Lincoln	Old Coulee Road Section 2	RC	44.31	2,250,000	2,025,000	1,550,000	**475,000**	2,025,000	
Stevens	Addy Gifford	2R	79.62	900,000	750,000		**750,000**	750,000	
Pend Oreille	Flowery Trail	2R	75.61	2,230,000	1,500,000		**750,000**	750,000	P
Douglas	Douglas North Road	2R	50.37	1,202,000	1,081,800		**750,000**	750,000	P
Grant	9-NW (Quincy CL to Adams Rd)	2R	50.12	1,053,000	750,000		**750,000**	750,000	
Ferry	Silver Creek, Sec. 1	2R	49.00	720,000	648,000		**648,000**	648,000	
Chelan	Eagle Creek Road	2R	47.17	1,087,000	750,000		**750,000**	750,000	
Okanogan	Highway 7	2R	45.98	600,000	540,000		**540,000**	540,000	
Adams	Cunningham	2R	39.62	1,025,000	922,500		**250,800**	250,800	P
Spokane	Bigelow Gulch Road	RC	194.00	5,648,000	2,579,100		**248,383**	248,383	P
Lincoln	Rocklyn Road Sec 2	3R	84.51	1,250,000	1,125,000		**1,125,000**	1,125,000	
Chelan	Wenatchee Heights Road	RC	78.60	2,509,000	2,258,100		**561,300**	561,300	P
Ferry	Boulder Creek Sec. 1	3R	75.69	1,900,000	1,710,000		**789,300**	789,300	P
Grant	4-NE (N-NE to L-NE)	RC	73.42	1,106,000	995,400		**995,400**	995,400	
Grant	4-NE (Hiawatha to Westshore Dr.)	RC	48.73	1,326,000	1,193,400		**128,100**	128,100	P
						TOTAL NEW **NE REGION** FUNDING	**15,696,700**	*	

County	RoadName	Project Type	Pts	TOTAL COST	RATA REQ	PREVIOUS FUNDING	NEW FUNDING	TOTAL FUNDING	Partial
NORTHWEST REGION:									
San Juan	Orcas Road	3R	111.02	2,875,000	2,587,500	1,500,000	**900,000**	2,400,000	P
Skagit	Bow Hill Road	3R	90.91	2,563,000	2,306,700	1,500,000	**806,700**	2,306,700	
Island	Boon Road	3R	73.75	3,048,000	2,046,000	861,921	**900,000**	1,761,921	P
Clallam	Old Olympic Highway	2R	72.00	645,000	580,500	240,009	**340,491**	580,500	
Jefferson	South Discovery Road Pav't Pres.	2R	96.41	500,000	450,000		**450,000**	450,000	
Skagit	FRANCIS ROAD	3R	90.90	1,425,000	900,000		**93,300**	93,300	P
Clallam	Dry Creek Road	3R	87.71	1,150,000	1,035,000		**369,509**	369,509	P
				TOTAL NEW **NW REGION** FUNDING			**3,860,000**		
PUGET SOUND REGION:									
Snohomish	Pilchuck River Bridge #581	FA	26.41	4,523,000	904,600	369,812	**534,788**	904,600	
Pierce	Whiteman Road KPS	DR	48.67	921,000	828,900		**828,900**	828,900	
Snohomish	May Creek Bridge #559	FA	35.66	3,000,000	550,000		**550,000**	550,000	
				TOTAL NEW **PS REGION** FUNDING			**1,913,688**		
SOUTHEAST REGION:									
Garfield	Gould City Mayview rd	3R	94.32	1,658,000	1,492,200	700,000	**792,200**	1,492,200	
Columbia	Lower Hogeye Road	3R	92.82	2,355,000	2,119,500	272,600	**1,320,000**	1,592,600	P
Walla Walla	Bussell Road	RC	92.76	1,860,000	1,674,000	988,000	**686,000**	1,674,000	
Asotin	SNAKE RIVER ROAD	RC	88.77	4,192,600	3,772,940	3,670,100	**102,840**	3,772,940	
Benton	Nine Canyon Road 3	RC	86.50	3,500,000	3,150,000	816,500	**1,680,000**	2,496,500	P
Yakima	Summitview Rd. -- 3	RC	80.31	3,925,000	3,532,500	71,079	**2,400,000**	2,471,079	P
Kittitas	No. 6 Road Bridge #79051	DR	93.00	761,000	684,900		**684,900**	684,900	
Klickitat	Courtney	RC	100.00	2,075,000	1,417,000		**1,417,000**	1,417,000	
Asotin	Snake River Road	2R	98.79	2,813,000	2,400,000		**1,097,160**	1,097,160	P
Kittitas	Westside Road	3R	92.96	1,140,000	1,026,000		**875,100**	875,100	P
Garfield	Gould City Mayview Phase 4	3R	91.66	1,748,200	1,572,800		**374,800**	374,800	P
				TOTAL NEW **SE REGION** FUNDING			**11,430,000**	**	

County	RoadName	Project Type	Pts	TOTAL COST	RATA REQ	PREVIOUS FUNDING	NEW FUNDING	TOTAL FUNDING	Partial
SOUTHWEST REGION:									
Grays Harbor	Blue Slough Road Realignment	RC	86.18	1,020,000	900,000	135,833	**764,167**	900,000	
Cowlitz	Delameter Road	3R	71.60	3,175,000	1,000,000	217,243	**782,757**	1,000,000	
Clark	NE MANLEY ROAD	3R	70.40	2,159,000	1,853,100	553,100	**1,000,000**	1,553,100	P
Thurston	DELPHI ROAD	3R	63.84	3,060,000	2,000,000	1,910,943	**89,057**	2,000,000	
Mason	Matlock Brady Road	3R	58.43	2,000,000	1,125,000	846,972	**278,028**	1,125,000	
Lewis	North Fork Road	RC	55.40	2,990,000	2,600,000	955,300	**1,000,000**	1,955,300	P
Pacific	Rue Creek Road	3R	52.98	1,445,000	1,300,500	713,468	**587,032**	1,300,500	
Mason	Shelton-Matlock Culvert	DR	86.00	500,000	432,000		**432,000**	432,000	
Mason	Highland Culvert	DR	85.00	380,000	324,000		**289,972**	289,972	P
Grays Harbor	Garrard Creek Road Realignment	RC	81.16	1,460,000	1,287,000		**235,833**	235,833	P
Wahkiakum	Clear Creek Fish Passage	DR	75.00	1,061,000	500,000		**278,028**	278,028	P
Cowlitz	South Cloverdale Road	3R	71.52	1,750,000	1,300,000		**217,243**	217,243	P
Thurston	Vail Road SE	3R	64.63	2,500,000	1,800,000		**186,443**	186,443	P
Pacific	Parpala Road	3R	60.80	600,000	540,000		**412,968**	412,968	P
Wahkiakum	Columbia Street Overlay, Segment	2R	60.17	300,000	270,000		**270,000**	270,000	
Wahkiakum	Elochoman Valley Road - 2R	2R	52.07	380,000	342,000		**201,972**	201,972	P
Skamania	Wind River Road	2R	52.00	355,000	306,900		**262,500**	262,500	P
		TOTAL NEW **SW REGION** FUNDING					**7,288,000**		

Previously Partial-funded

Allocation Summary:

NE Region	15,696,700
NW Region	3,860,000
PS Region	1,913,688
SE Region	11,430,000
SW Region	7,288,000
Total Allocation:	40,188,388

Project Types:

FA = Federal Aid Bridge

SA = Local Funded Bridge3R = Rehabilitation

RC = Reconstruction

3R = Rehabilitation

2R = Resurface and Restore

DR = Drainage Structure

Unallocated NE BR $	1,599,300	*
Unallocated PS $	387,312	
Unallocated SE BR $	509,000	**
	2,495,612	
Total Funding Available:	42,684,000	

Adopted by the CRABoard on April 16 , 2015

Chair's Signature

ATTEST

County Road Administration Board – April 16, 2015

2nd PHASE CONSTRUCTION LAPSING TIME EXTENSION

TUCANNON ROAD, MP 12.95– 15.55
COLUMBIA COUNTY RAP PROJECT 0707-01

I. Nature of Request:

Columbia County, per their letter dated April 10, 2015 has requested a mid-construction phase lapsing time extension for the Tucannon Road project. The project was scheduled to lapse on April 11, 2015 two years after initial construction had commenced on April 11, 2013 per WAC 136-170-030 -Terms of CRAB/county contract:

"(2) Counties may implement a phased construction methodology in the completion of RATA funded projects. A phased construction methodology is described as the process to implement multiple construction contracts through competitive bid and award, contracts awarded through exercise of the small works roster process, or construction by county forces, or a combination of two or more of these three methods, in order to complete a single RATA funded project. ***If a county elects to use phased construction methodology, construction of at least one of the project phases must commence by the lapsing date and all remaining phases must commence within two years of commencement of the first phase***. In the event the county fails to meet either of these timelines, repayment of expended RATA funds for all phases of the project will be required unless waived by the county road administration board in keeping with the provisions of this section.

DRAFT

II. Background:

The Tucannon Road project was fully RATA funded to $1,327,500 by the CRABoard on April 19, 2007. The county had established a phased construction methodology noting that the Heffercock Creek Culvert work would be accomplished by County Forces in 2013 and the full road construction project would be accomplished by competitive bid in 2014. As the project neared six year lapsing in construction, the county was able to start some of its' scheduled county forces construction work on April 11, 2013, just short of six years after the funds were awarded, and meeting the construction lapsing milestone.

As of spring 2014, the county was on track to meet the two year "commencement of all remaining phases" requirement (WAC cited above). The project was at 95% design and no issues with environmental or right of way were anticipated. During WSDOT review of these however, the county has encountered environmental and right of way issues that prevented the project from moving forward:

- Environmental Classification Summary

The Washington Department of Fish and Wildlife (WDFW) was consulted early on to see if there were any special permitting requirements regarding protected species, and the WDFW biologist determined no Biological Assessment was needed. Upon later review of the Environmental Classification Summary however, which the WSDOT requires from the county to

fulfill federal National Environmental Protection Agency requirements, a clarification was required at a culvert replacement location that was near a part of the Tucannon River known to have protected species. At that time the WDFW could not confirm or deny the presence of the species, and the burden of proof fell to the county. Therefore a Biological Assessment was then required.

The county asked the BA requirement be waived since the culvert is dry most of the year and all work would be done within the established work window and not in-water. The county also cited it would meet construction requirements for Fish Passage Culvert Design published by WDFW. This request was denied.

The county therefore pursued the BA with its' consultant, but after many assurances the county would receive a report from them, even draft version has not been supplied.

Of note, the WSDOT project review staff has changed and they have expressed that a BA is no longer necessary. Since the county has put the time and effort into a BA, WSDOT suggested it be completed in the event it is needed later.

- Right of Way

Right of way was also sent to WSDOT for review in fall 2013 to spring 2014. One property owner had expressed interest in potential abandoned land between the old and new alignments for the project, and wished to use it as a "land swap" for land the owner would be losing with the new roadway. WSDOT states this would be complicated, and required the county hire an appraiser. This was the first time in a situation like this the county has had to hire an appraiser. The appraiser was hired in July 2014 and the county is awaiting right of way plan revisions from the consultant, so they could proceed with the acquisition process. The consultant has been unresponsive. The county anticipates resolving right of way and acquisition by the end of this summer – 2015.

The county requests the CRABoard grant a one year extension to the commencement of the roadway construction phase of the project – to April 11, 2016.

III. Staff Analysis and Recommendation:

Staff finds the above issues listed by the county would qualify the project for a potential 2-year extension had it submitted one before starting construction (see WAC 136-167-040, below), and an extension would likely been granted by the Director. This WAC provides for time extensions of initial construction commencement. No extension however was sought by the county at that time.

The project is now being delayed *after* initial construction, between phases. Staff finds that the phasing provision (paragraph (2)) was added to WAC 136-170-030 after the initial construction lapsing WAC was already in place. Staff also finds that the phased construction WAC does not address extensions between phases, but states that all phases must commence within 2 years of the first. Although the county may be entitled for an extension (if it hadn't received the earlier "one time only" extension) if construction is viewed as applied the 'whole project' in its' continuous development through phases, the phasing WAC itself appears to prohibit this. Staff

therefore defers to the CRABoard for further discussion and final determination regarding Columbia County's request.

WAC 136-167-040

Lapsing of RATA allocation for approved projects.

To encourage timely development and construction of approved projects, all projects for which RATA funds have been allocated must meet certain project development milestones. ***Failure to meet the milestones will result in action by the county road administration board to withdraw RATA funds from the project.***

(1) For the purposes of this section, a project will be subject to lapsing and withdrawal of its RATA allocation if:

(a) The project has not begun the preliminary engineering within one year of project approval by the county road administration board; or

(b) The project has not begun construction within six years of the date of project approval by the county road administration board.

(2) A project shall be considered in preliminary engineering if RATA funds have been expended or evidence that non-RATA funds have been expended for preliminary engineering as provided for in RCW 36.75.050. A project shall be considered in construction if:

(a) The construction contract for the work has been advertised for bids as provided for in RCW 36.77.020;

(b) A contract has been awarded under the provisions of the small works roster contract award process; or

(c) If done by county forces, the work has commenced.

(3) If an approved project does not meet a required project development milestone, the county road administration board will, at its next regular meeting, withdraw RATA funds from the project.

(4) At any time up to ten days before such meeting, the county may, in writing, request an extension of the lapse date. The county road administration board may grant such an extension if it finds that the delay in project development was for reasons that were both unanticipated and beyond the control of the county, and subject to the following:

(a) A project extension will be granted one time only and will be no more than two years in length; and

(b) The county can demonstrate that the project was actively pursued for completion within the original CRAB/county contract terms and can be completed within a two year extension; and

(c) The request for an extension is based on unforeseeable circumstances that the county could not have anticipated at the time the project was submitted for RATA funding; and

(d) An approved time extension will not be grounds for the county to request an increase in the RATA funding of the project; and

(e) The executive director will determine a new lapse date, and all of the requirements listed above under subsections (1) and (2) of this section will apply except that further extensions will not be granted.

(5) The CRABoard may at any time place a moratorium on lapsing of projects that are delayed due to CRAB initiated rescheduling and establish a new lapsing date to fit the CRABoard's programming needs. For those projects given a lapsing moratorium, section four shall be held in abeyance until the new lapsing date.

WAC 136-170-030

Terms of CRAB/county contract.

(1) The CRAB/county contract shall include, but not be limited to, the following provisions:

(a) The contract shall be valid and binding, and the county shall be entitled to receive RATA funding in accordance with the vouchering/payment process as described in chapter 136-180 WAC, only if the contract is properly signed and returned to the county road administration board within forty-five calendar days of its mailing by the county road administration board.

(b) The county certifies that it is in compliance with the provisions of chapter 136-150 WAC.

(c) The project will be constructed in accordance with the scope, design and project limits as described in the final prospectus and in accordance with the plans and specifications approved by the county engineer, and, if applicable, the phased construction plan submitted by the county engineer to the county road administration board.

(d) The county will notify the county road administration board:

(i) If a single construction contract is intended to fully complete the project, at the time of project advertisement, construction contract, and when the project has been completed. Should the small works roster process be utilized, then the initial notice must occur prior to initiating the contractor selection process.

(ii) If county forces are utilized to fully complete the project, at the time of project notice, as required in RCW 36.77.070, commencement of construction activities, and when the project has been completed.

(iii) If the project applies a phased construction methodology, at those times described in a phased construction plan, consistent with subsection (2) of this section.

(e) The county road administration board will reimburse counties on the basis of monthly progress payment vouchers received and approved on individual projects in the order in which they are received in the county road administration board office, subject to the availability of RATA funds apportioned to the region; or subject to a minimum regional balance determined by the CRABoard for the purposes of cash flow; provided however, that if insufficient RATA funds are available or the legislature fails to appropriate sufficient RATA funds, payment of vouchers may be delayed or denied. Counties are ineligible to receive RATA funded construction cost reimbursements prior to satisfaction of the initial project notice requirement described in subsection (1)(d) of this section.

(f) The county will reimburse the RATA in the event a project postaudit reveals ineligible expenditures of RATA funds.

(g) The county may be required to reimburse the RATA in the event of early termination in accordance with the provisions of chapter 136-167 WAC.

(h) The county agrees to amend the contract in cases where:

(i) Additional RATA funds have been requested and approved under chapter 136-165 WAC;

(ii) Other relief from the original scope, design or project limits has been approved by the county road administration board under chapter 136-165 WAC; or

(iii) A project has been terminated without full RATA reimbursement under WAC 136-167-030(2).

(i) The county agrees to provide periodic project development progress reports as requested by the county road administration board.

(2) Counties may implement a phased construction methodology in the completion of RATA funded projects. A phased construction methodology is described as the process to implement multiple construction contracts through competitive bid and award, contracts awarded through exercise of the small works roster process, or construction by county forces, or a combination of two or more of these three methods, in order to complete a single RATA funded project. If a county elects to use phased construction methodology, construction of at least one of the project phases must commence by the lapsing date and all remaining phases must commence within two years of commencement of the first phase. In the event the county fails to meet either of these

timelines, repayment of expended RATA funds for all phases of the project will be required unless waived by the county road administration board in keeping with the provisions of this section.

(a) In order to be considered phased construction, each phase must:

(i) Be distinct, independent, and nonoverlapping construction activities as to location and type of work;

(ii) Result in separate function and utility;

(iii) Be part of related and sequential construction activities that lead to overall project completion;

(iv) Separately and collectively comply with state laws as to procurement of contract work and use of county forces; and

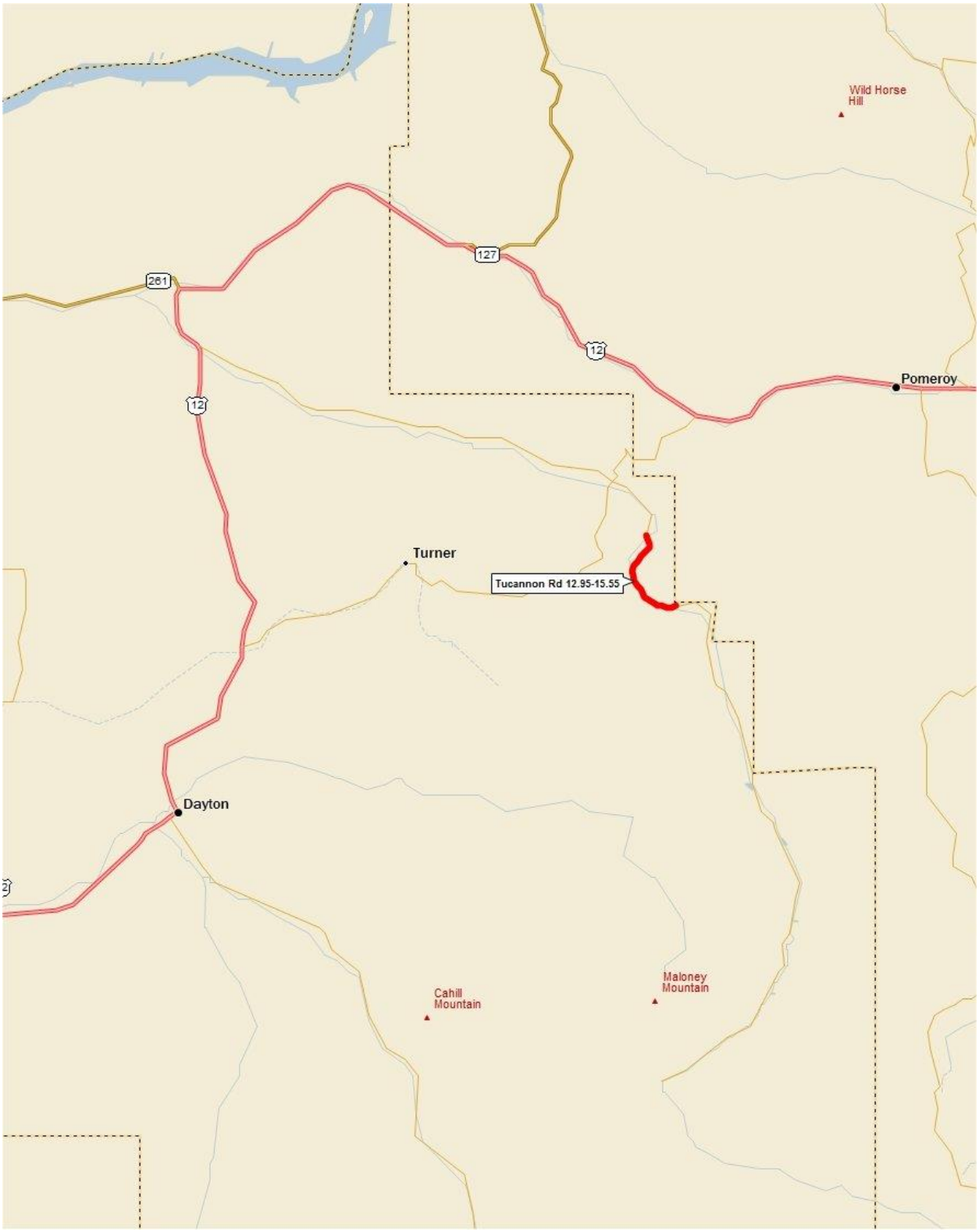
(v) Not be implemented in a way that would otherwise be considered a split project, as described in WAC 136-170-060, without first obtaining approval as a split project.

(b) In order to satisfy notification requirement of subsection (1)(d) of this section, a phased construction plan must be developed and submitted to the county road administration board at least fifteen calendar days prior to contract bid advertisement, beginning the selection process for a contractor through a small works roster process, or commencement of construction by county forces, whichever occurs first. The phased construction plan must:

(i) Include a description of each construction phase, the contracting method to be employed or that county forces will be used;

(ii) Include an estimated cost and begin and end dates for each construction phase; and

(iii) Describe the relationship between construction phases and ultimate completion of the overall project.


Wild Horse Hill
127
261
12
12
Pomeroy
Turner
Tucannon Rd 12.95-15.55
Dayton
Cahill Mountain
Maloney Mountain

ANDREW WOODS, P.E.
COUNTY ENGINEER
TELEPHONE (509) 382-2534
FAX (509) 382-4724

Columbia County

PUBLIC WORKS DEPARTMENT
415 N. GUERNSEY AVE
P.O. BOX 5
DAYTON, WASHINGTON 99328

Mr. Jay Weber
Executive Director
County Road Administration Board
2404 Chandler Ct SW Suite 240
Olympia, WA 98504

RE: Tucannon Road Project, RAP Project # 0707-01

Dear Mr. Weber,

Columbia County is requesting to extend phase lapsing for the above mentioned project. The Tucannon Road Project is a 2.6 mile long project from mile posts 12.95 to 15.55. Tucannon road is a Rural Major Collector that connects US Highway 12 to the Umatilla National Forest and is heavily used for recreational access. The properties adjacent to the project are primarily used as irrigated hay pasture and grazing ground. The project will correct the geometry of horizontal curves, widen the roadway, upgrade the approach and bridge rail for three bridges, and replace a 42" culvert with a larger sized structure to increase flow capacity. To fund design and construction of the project, the County is using a combination of RAP (State), STP (Federal), HSIP (Federal), and County funds.

Introduction

As of spring of 2014, the County was on track to meet the current phase lapse date. The project design was 95% complete and no issues with environmental or right of way were anticipated. The County prepared the Environmental Classification Summary and was completing research for right of way acquisition. During WSDOT review of both of those items the County encountered issues that have prevented the project from going to advertisement. The following will outline the background and complications of these issues.

Environmental Classification Summary

The Environmental Classification Summary (ECS) is a document that the County prepares for WSDOT to satisfy the Federal NEPA requirements. The ECS covers several topics of environmental concern to determine the level of documentation that is required for the project. During the original scoping of the project prior to submittal of the final prospectus, Washington Department of Fish and Wildlife (WDFW) was consulted to determine if there were any special permitting needs in regard to protected species. The

WDFW area Biologist determined at that time that no Biological Assessment (BA) was needed for the project.

Upon review of the ECS in April 2014, WSDOT required clarification of the presence of protected species in the vicinity of the culvert replacement. This clarification was triggered by the proximity of the culvert replacement to the Tucannon River that is known to have protected species. At that time WDFW could not confirm or deny the presence of protected species. Because we could not provide proof that protected species do not use the drainage at any time the year, WSDOT required a BA to be performed for the project.

The County submitted a draft letter to WSDOT requesting the BA requirement be waived for this project. The letter highlighted that the existing culvert is dry for most of the year, all construction work for the culvert replacement would be performed within the established work window, and that no in-water work would take place. The County also stated that the replacement will be designed to meet the guidelines of WDFW's publication "Design of Road Culverts for Fish Passage" to ensure that the new structure was fish passable. This request was categorically denied.

The County contracted the design Consultant to perform the BA. After many promised due dates to receive the report, we have yet to see a draft copy. We have spoken to the Biologist and the WSDOT reviewer and are confident that, when submitted, the findings of the BA will be approved. Likely the BA will direct us to follow what was highlighted in the waiver request.

Of note, since the time that WSDOT required the BA for the project, WSDOT has changed project reviewers and no longer feels that a BA is necessary. However, because the County was already working on the BA, they requested that it be completed in case the document is needed in the future.

Right of Way

In September of 2013, Columbia County staff began working on right of way research and preparing preliminary Administrative Offer Summaries for right of way acquisition. This information was sent to WSDOT for review. One property in particular became of interest during the review. On this property the design is correcting a horizontal curve to meet current standards. The result of the design leaves abandoned roadway and unusable land between the old and new roadway. Informal discussions with the property owner revealed that they were interested in right of way that would be abandoned. Because of this "land swap" and the "uneconomical remainder", WSDOT stated that this would be a complicated acquisition and that we were required to hire an Appraiser. This requirement had never been placed on the County in the past for similar right of way acquisitions.

In July of 2014, the County hired an Appraiser for the project. To date, the County has received the preliminary reports from the Appraiser and are currently waiting on right of way plan revisions from the design Consultant to proceed with the right of way acquisition process. We are currently having issues with the responsiveness of the design Consultant.

Part of the negotiations will include reimbursing the landowners for damages to their irrigation systems. There are several irrigation lines that run under and adjacent to the roadway. These will need to be relocated to avoid conflicts with construction. It is currently too late in the season to get the irrigation items relocated until fall of 2015.

It is anticipated that we will resolve the right of way and complete acquisition by the end of this summer. At that time it will become the landowners' responsibility to complete the required irrigation work before construction begins.

Summary

The County will continue to diligently work on this project to ensure that it will go to advertisement next spring should the request to extend phase lapsing be granted. The road blocks that this project encountered were unforeseen and unfortunately late in the design process. They were both encountered during what we saw as a near final review from WSDOT.

Thank you for considering the County's request.

Sincerely,

WILLIAM ANDREW WOODS, P.E.
Columbia County Engineer/Public Works Director

CC: Board of County Commissioners

COUNTY ROAD ADMINISTRATION BOARD – APRIL 16, 2015

REQUEST FOR EMERGENCY PROJECT FUNDS – RAP PROGRAM
DOSEWALLIPS ROAD MP 3.15 – 3.30 SLIDE REPAIR

Jefferson County

I. Nature of Request:

Jefferson County, per their letter dated February 4, 2015 is requesting $93,600 in emergency RATA funding for the repair and restoration of Dosewallips Road, milepost 3.15 – 3.30. This request is in accordance with WAC 136-163, "Allocation of RATA Funds to Emergent and Emergency Projects".

II. Background:

Dosewallips Road is a rural minor collector (FFC 08) that connects a number of residents, businesses, and the Olympic National Forest and National Park to State Route 101 and Hood Canal, just north of Brinnon, WA. On December 10-11, 2014, high flows in the Dosewallips River partially washed-out the Dosewallips road at MP 3.25 reducing the road to a single lane. County Commissioners declared an emergency (attached) on December 11, 2014 and the County began cleanup and repair of the site. The emergency repair was completed using a local contractor and county forces. The emergency repair work consisted of debris removal, temporary traffic control and traffic bypass, placement of heavy loose riprap to rebuild slide areas, repair of a damaged culvert, erosion control, replanting and repaving.

The cost to the county to accomplish restoration of the roadway was $104,000. The regional RATA contribution limit, at 90%, puts the total RATA funds requested at $93,600.

The county has acknowledged that any RATA funding awarded per this request will result in a reduction in its' 2017-2019 funding limit by the funded amount.

III. Staff Analysis:

The pertinent WAC rules are as follows:

> **WAC 136-163-020 Definitions -- Emergency project:** Work of either a temporary or permanent nature which restores roads and bridges to the pre-disaster condition and may include reconstruction to current design standards. This work is the result of a sudden natural or man-made event which results in the destruction or severe damage to RATA-eligible roadway sections or structures such that, in the consideration of public safety and use, the roadway sections or structures must be immediately closed or substantially restricted to normal traffic. Work of an emergency nature is also beyond the scope of work done by a county in repairing damages normally or reasonably expected from seasonal or other natural conditions, and is beyond what would be considered maintenance, regardless of how extensive the maintenance may be.

WAC 136-163-030 Limitations and conditions -- Emergency projects. To be eligible for emergency project approval, the county must declare an emergency as provided for in RCW 36.40.180. If there is not yet a state declaration of emergency, the county must also, in consultation with the state military department, emergency management division and the WSDOT, evaluate the probability of receiving a state declaration of emergency. A state declaration of emergency is required as a condition of receiving federal funding for road-related damages via the Emergency Relief Program or FEMA. If such federal funding has been approved or is likely to be approved, the county road administration board may provide up to one hundred percent of a county's required matching funds for such federal funding but only after the approval of the federal funds.

Should such federal funding not be forthcoming, or if the emergency is of such a scope and size that federal funding is clearly improbable, the county road administration board may provide up to eighty percent or ninety percent of the estimated eligible damages depending upon the regional limitations as provided for in WAC 136-161-090, with the total project cost limited to the actual expenditures by the county.

WAC summary and findings:

- The WAC rule regarding decisions to fund emergency projects clearly states the road must be declared an emergency by the county. This was done on December 11, 2014 and the road was restricted to one lane of travel since the down-slope lane was broken away.
- The county has shown that the damage is an emergency caused by a natural rainfall event that could not have been anticipated.
- The county was in contact with the WSDOT regarding the availability of state and federal emergency funds, but since the road is on an 08 (minor collector route), it is not eligible for federal aid Emergency Relief funding. In this situation then, CRAB may provide up to 90% of the cost of repair through the RATA emergency funding provisions.

IV. Staff recommendation:

Staff has reviewed the project site and finds damage to Dosewallips Road occurred on December 10-11, 2014 due to undermining of the road support structure by the encroaching Dosewallips River. The county declared an emergency on December 11 and restricted travel. Staff finds that this request meets the requirements for RAP emergency funds, and recommends approval of $93,600 for repair and of Dosewallips Road at milepost 3.15-3.30. This funding amount, if approved, will be deducted from in the county's funding limit for the 2017 – 2019 biennium.

Sylopash Poit

Jefferson County
Department of Public Works

623 Sheridan St.
Port Townsend, WA 98368
(360) 385-9160

Monte Reinders, P.E.
Public Works Director/County Engineer

February 4, 2015

Mr. Randy Hart
Washington State County Road Administration Board
2404 Chandler CT SW Suite 240
Olympia WA 98504-0913

Subject: Dosewallips Road MP 3.25 Slide Repair

Dear Randy:

On December 10-11, 2014, high flows in the Dosewallips River partially washed-out the Dosewallips Road (FFC08) at MP 3.25 reducing the road to a single lane. The Jefferson County Board of County Commissioners declared an emergency on December 11, 2014 and the County began cleanup and repair of the site. The emergency repair was completed using a local contractor and county forces.

The emergency repair work consisted of debris removal, temporary traffic control and traffic bypass, placement of rip rap to rebuild slide areas using 4 to 5-man rip rap and using heavy loose rip rap, repair of a damaged culvert, erosion control, replanting and repaving. The estimated cost for the emergency repair is $104,000.

Jefferson County requests emergency funding authorization from CRAB for $93,600. to pay for this work.

We have submitted this prospectus information in RAP on-line. Attached is the signed Emergency Prospectus and vicinity map.

The County greatly appreciates the funding it received in the past for similar emergency repairs. The RAP emergency program is critical funding in maintaining secure access for the area residents. Thank you for your consideration in this matter.

Sincerely,

Monte Reinders, P.E.
Public Works Director/County Engineer

attachments

STATE OF WASHINGTON - COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM
EMERGENCY PROSPECTUS

Biennium 2015 - 2017

Region: NW **County:** Jefferson

IDENTIFICATION

State Legislative District: 24

Road Number(s)	Road Name(s)	FFC(s)	TRC(s)	BMP(s)	EMP(s)
25000	Dosewallips Rd 2014 Slide Repair MP 3.25	08	T5	3.150	3.300

DESCRIPTION OF THE EVENT. DAMAGE, COUNTY RESPONSE, AND DECLARATION

Review WAC 136 - 163 for details on eligibility

On December 10-11, 2014, high flows in the Dosewallips River partially washed-out the Dosewallips road at MP 3.25 reducing the road to a single lane. The Jefferson County Board of County Commissioners declared an emergency on December 11, 2014 and the County began cleanup and repair of the site. The emergency repair was completed using a local contractor and county forces.

The emergency repair work consisted of debris removal, temporary traffic control and traffic bypass, placement of riprap to rebuild slide areas using 4 to 5-man rip rap and using heavy loose rip rap, repair of a damaged culvert, erosion control, replanting and repaving.

(Use additional sheets as necessary, ATTACH VICINITY MAP)

ESTIMATED FUNDING

Note: the CRABoard will consider funding projects that are part of a statewide or federal declaration only after such state or federal funding is approved.

Phase	Est Total Cost	FHWA OR FEMA $	RATA Requested
Design/Prelim. Engr.			
Right of Way			
Construction	$104,000	$0	$93,600
TOTAL	$104,000		$93,600

LOCAL PROJECT APPROVAL

RAP Emergency Prospectus prepared under the supervision of:

1-27-15

Signature - County Engineer / Date

Vicinity Map Attached? ☑

RAP Emergency Prospectus submitted to CRAB with the approval of:

2/2/15

Signature of Chair of the Board of County Commissioners or County Executive / Date

cc: DCD
EM
PW
sheriff
12.11.14

STATE OF WASHINGTON
COUNTY OF JEFFERSON

In the Matter of	}	Resolution No. 60-14
Declaration of Emergency	}	
Flooding/Wind Damage	}	

WHEREAS, due to a series of storms resulting in multiple high river flows and damaging wind events causing significant damage to homes, property, public roads and infrastructure, and

WHEREAS, immediate preventative action will be necessary, and

WHEREAS, persons and property are, or may be, threatened or damaged and access to property may be impaired unless emergency efforts are taken to reduce the threat to life and property, and

WHEREAS, river flooding has occurred on several rivers and local streams, requiring rescue of stranded persons, and preservation of public safety, and

WHEREAS, several episodes of damaging winds resulted in damage to public power infrastructure, multiple outages, and downed trees, and

NOW, THEREFORE, BE IT RESOLVED, that the Board of Jefferson County Commissioners hereby declare that a **state of emergency** exists.

1. The County Department of Emergency Management is directed to implement the Emergency Management Plan as necessary for this emergency.

2. The County is authorized to enter into contracts and incur obligations necessary to combat this emergency to protect the health and safety of persons and property in light of the exigencies of an emergency situation without regard to time consuming procedures and formalities prescribed by law, with the exception of mandatory constitutional requirements.

ADOPTED this 11th day of December, 2014

SEAL

ATTEST:

Carolyn Avery
Deputy Clerk of the Board

JEFFERSON COUNTY
BOARD OF COMMISSIONERS

John Austin, Chairman

Phil Johnson, Member

(Not present)
David Sullivan, Member

From: **Bob Hamlin** <bhamlin@co.jefferson.wa.us>
Date: Wednesday, December 10, 2014
Subject: STORM SUMMARY - WEDNESDAY (storm #2 of 3)
To:

FYI: Quick storm summary:

Heavy rainfall on the eastern slope of the Olympics Wednesday resulted in a quick rise on several drainages. This resulted in a period of significant flooding on the lower reaches of the Duckabush, Dosewallips, Big Quilcene, and Little Quilcene Rivers. Rivers, already saturated (bank full in many cases) by storm system #1, reacted quickly to the new round of precipitation.

Both Fire District No. 2 (Quilcene) and Fire District No. 4 (Brinnon) conducted multiple rescues of flood-stranded residents and carried out emergency sandbagging operations at several locations. At one point a joint agency swift water rescue team was dispatched to assist with the rescue of a family trapped in rising waters inside their home.

PUD experienced multiple power outages from Tuesday night through Wednesday afternoon. Other fire districts were busy with downed trees involving power lines, blocked roads, etc. The Red Cross implemented a shelter operation for a small number of temporarily displaced persons. The Sheriff's Office dispatched a field observer to help the Emergency Operations Center maintain a multi-agency coordination status. The Department of Public Works was also actively involved in supporting emergency operations and assessing damage to county roads and infrastructure.

Fire District No. 4 (Brinnon) suffered major flood damage to Station 42 (near the Duckabush River). The station is reported to be a total loss (at one point fire personnel measured more than 5' of water in the station – with fire apparatus still inside). The loss of the station and equipment is estimated at nearly $200,000. A number of homes in the area suffered damage, but estimates of loss are not yet available. A damage assessment team will be sent to the area Friday, after the last storm of this series.

A more detailed after action report will be forthcoming. Another storm system (#3) is due through the area tomorrow afternoon, and more damage is likely if the intensity of the storm is as predicted by the National Weather Service.

The Department of Emergency Management's Emergency Operations Center at Port Hadlock will remain activated as the central coordination point for county-wide response to the Thursday storm. Staff will be added later tomorrow (Thursday) in order to deal with the storm impact forecast for later in the day.

Bob Hamlin, **Director**

Jefferson County Dept. of Emergency Management
81 Elkins Road, Port Hadlock, WA 98339
My office direct: 360.344.9729 - My cell: 360.460.0500 (urgent contact)
Emergency Operations Center: 360.385.9368
After hours - Duty Officer: 360.385.3831, Ext. 1 (Jeffcom) Web site: www.jeffcoeoc.org
"The ability to deal with a crisis is largely dependent on the structures and relationships that have been developed before the emergency"

MORATORIUM ON LAPSING
BIGELOW GULCH 4, RAP PROJECT NO. 3207-01
SPOKANE COUNTY

I. Nature of Request:

WAC 136-167-040 states that the CRABoard may at any time place a moratorium on lapsing of projects that are delayed due to CRAB initiated rescheduling and establish a new lapsing date to fit the CRABoard's programming needs.

Spokane County has requested in a letter to CRAB dated February 26, 2015 and follow up conversations that a lapsing moratorium be placed on their Bigelow Gulch project from April 19, 2015 to April 19, 2016.

II. Background:

Bigelow Gulch was initially awarded $2,735,863 in RATA funding on April 19, 2007. Another $2,500,000 was awarded on April 16, 2009 and the final $751,617 on March 10, 2010 to full funding of $5,987,480. On January 29, 2013 the county requested a time extension of 2 years to April 19, 2015. The extension was granted based on the need to resolve significant environmental issues and associated legal challenges from project opponents. As the two years have passed, the county finds itself near construction except that the final NEPA (National Environmental Policy Act) approval from FHWA is on hold awaiting action on an appeal (of the document) in the Ninth District Federal Court. Though the county is not a party to the appeal, the NEPA cannot move ahead and the county has no control over its progress. FHWA is not responding to requests from the county regarding progress on the appeal other than to inform the county that "we have sent it to legal" (see attached county request letter).

III. Staff Analysis and Recommendation:

Staff finds the Bigelow Gulch 4 is one of six sections (3 completed, 3 active) that comprise a large regionally significant corridor improvement, involving over $15,000,000 in RATA funding. CRAB has managed much of its cash flow commitments to projects based on the funding involved in Bigelow Gulch overall. Staff finds the county has repeatedly dealt with a number of setbacks to the project yet is committed to completing it as soon as it has the opportunity. The construction of Bigelow Gulch 4 also impinges upon timely construction of RATA funded Forker Road, which is adjacent to it and next in the county's construction schedule. Staff finds the progress of these improvements is essential to effectively manage RAP program cash flow, meet programming commitments it has made over the life of this and many other projects, and retain a steady, lower balance in the account.

Staff recommends a moratorium on lapsing be placed on the Bigelow Gulch 4 project, holding lapsing in abeyance, and that the new lapsing date be set to April 19, 2016.

County Road Administration Board April 16, 2015

History of RATA funding for Spokane's Bigelow Gulch

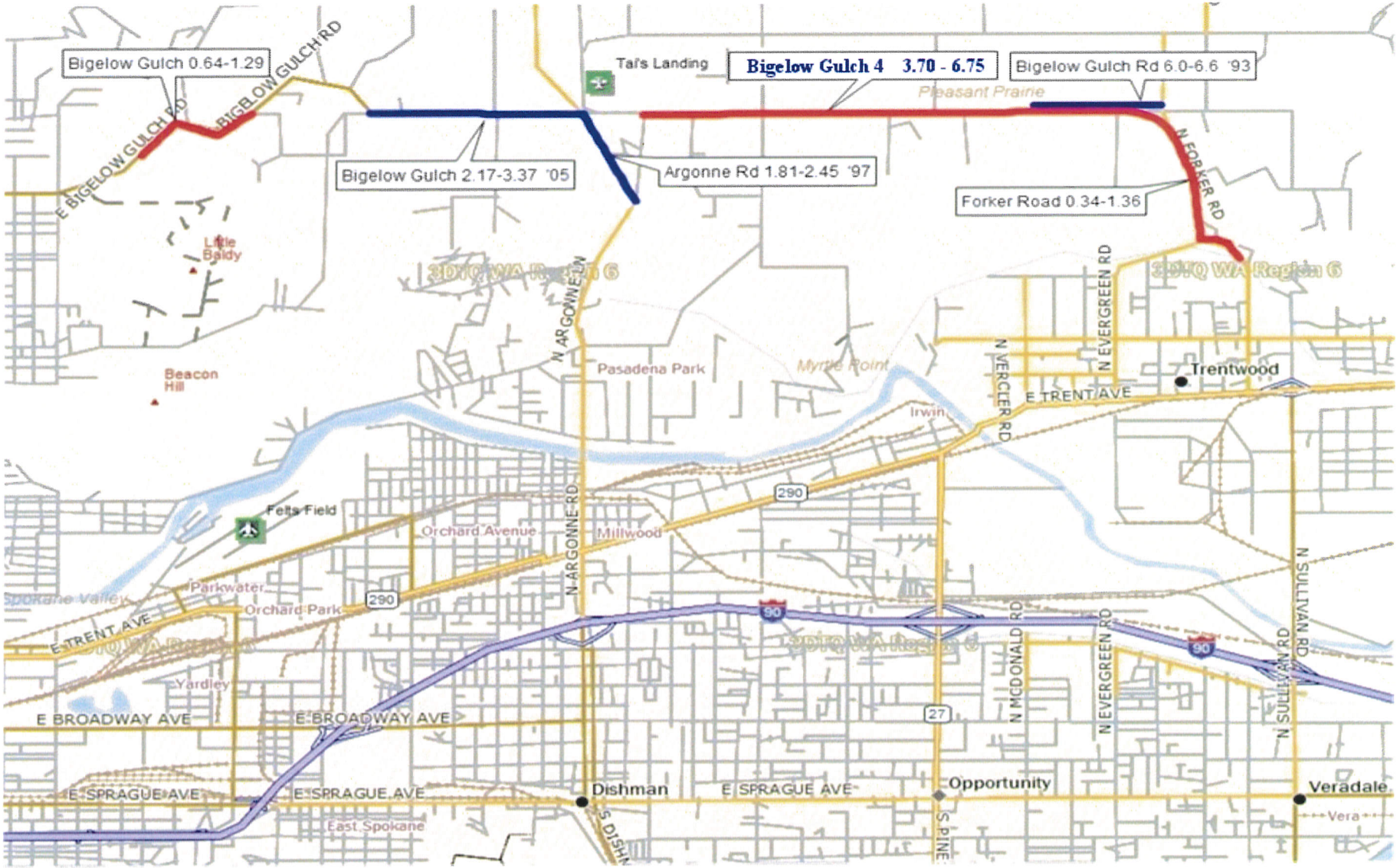
1989 - 2015

	Status	Biennium Funded	Type	Road Name	BMP	EMP	EST COST	RATA REQUESTED	RATA AUTH	RATA PAID	RATA BALANCE
	Complete	89-'91	RC	BIGELOW GULCH	6.00	6.60	193,000	173,700	173,700	173,700	-
	Complete	95-'97	2R	ARGONNE ROAD	1.81	2.45	290,000	261,000	261,000	261,000	-
*	Active	97-'99	RC	BIGELOW GULCH ROAD	0.64	1.29	11,354,659	2,745,000	2,745,000	1,070,939	1,674,061
	Complete	03-'05	RC	BIGELOW GULCH ROAD	2.17	3.37	3,578,000	1,500,000	1,500,000	1,500,000	-
*	Active	07-'09	RC	BIGELOW GULCH RD 4	3.70	6.63	20,943,498	5,987,480	5,987,480	286,596	5,700,884
*	Active	09-'11	RC	FORKER ROAD	0.34	1.36	12,413,086	5,000,000	2,748,383	8,247	2,740,136
				Totals			48,772,243	15,667,180	13,415,563	3,300,482	10,115,081

Unfunded on Forker	2,251,617
Available in 2015	2,200,000

Spokane County has pursued improvements on Bigelow Gulch and connecting routes, Argonne and Forker Roads, over the past 26 years begiining in 1988. The county will potentially gain another $2,200,000 to nearly fully fund Forker Road in April 2015.

* Of the three active projects, $13,415,563 RATA funds are authorized, with $3,300,482 spent to date. Balance of unspent RATA funds, including unfunded RATA for Forker comes to $12,366,698. The current spending plan for these funds spans three full years, 2015 - 2017 but would be adjusted to reflect any delays.


Bigelow Gulch 0.64-1.29
BIGELOW GULCH RD
E BIGELOW GULCH RD
Bigelow Gulch 2.17-3.37 '05
Tafs Landing
Bigelow Gulch 4 3.70 - 6.75
Bigelow Gulch Rd 6.0-6.6 '93
Pleasant Prairie
Argonne Rd 1.81-2.45 '97
Forker Road 0.34-1.36
N FORKER RD
Little Baldy
Beacon Hill
N ARGONNE RD
Pasadena Park
Myrtle Point
N EVERGREEN RD
N VERCLER RD
E TRENT AVE
Trentwood
Irwin
Felts Field
Orchard Avenue
Millwood
290
Parkwater
Orchard Park
Spokane Valley
E TRENT AVE
90
N MCDONALD RD
N SULLIVAN RD
Yardley
E BROADWAY AVE
27
E SPRAGUE AVE
Dishman
Opportunity
Veradale
Vera
East Spokane
S PINE

SPOKANE COUNTY

DIVISION OF ENGINEERING AND ROADS

A DIVISION OF THE PUBLIC WORKS DEPARTMENT

February 26, 2015

Jay Weber, Director
County Road Administration Board
2404 Chandler Court SW Suite 240
Olympia, WA 98504-0913

RE: Bigelow Gulch Road, RAP Project # 3207-01

Dear Mr. Weber:

I find myself in a position that I had hoped would not have occurred, making a request of the CRABoard for special consideration once again for the Bigelow Gulch / Forker Road Corridor, in particular Bigelow Gulch Road, RAP Project # 3207-01. As communicated with you in previous correspondences, Spokane County has cooperated with FHWA and WSDOT over the past six year period in the review and remediation of concerns raised with the right of way acquisition process for this corridor. We have concluded every task presented to us to remediate all of the issues raised. In addition, we have updated the NEPA documentation due to the age of the original approval and submitted the update for FHWA approval. We have not received any response on either topic from FHWA other than "we have sent it to legal". We have asked when we might anticipate either comments or ideally an approval but again, no response. There is also a NEPA appeal languishing at the Ninth District Federal Court level that Spokane County is not a party to but definitely affected by, which we can gain no updates to its progress. In short, Spokane County currently has no control of the timing of events that are required to move this project forward.

The request I make of the CRABoard is their consideration of the situation that Spokane County finds itself in without any control of the outcome or timing of decision and is there sufficient justification for the Board to place a moratorium on the lapsing of the above referenced project as discussed in WAC 136-167-040? I have been informed that WSDOT will also be submitting a letter to your office confirming that Spokane County has no control of the timely evolution of these events. As the file will reflect, the onetime only extension of the lapsing of this project is due to expire on April 19, 2015, two days past the Board's April meeting date. If you deem this request appropriate to be placed on the Board's agenda, Spokane County staff can be present at the meeting if you feel that would be helpful.

• 1026 WEST BROADWAY AVENUE • SPOKANE, WA 99260-0170
PHONE: (509) 477-3600 • FAX: (509) 477-7655 • TDD: 509-477-7133

Thank you for taking this matter under advisement. Spokane County's level of frustration with the delays in development of this important transportation project that could provide substantial public safety and freight movement improvements is at a level that would be difficult to describe with words that are fit for print, I will suffice to state that the frustration is overwhelming. Again, thank you and your staff for support.

Sincerely,

Robert Brueggeman, P.E.

C: Keith Metcalf, WSDOT Deputy Chief Engineer Regional Operations
Kathleen Davis, Director WSDOT Local Programs
Todd Mielke, Chair Spokane County Board of County Commissioners

ADDITIONAL CONSTRUCTION LAPSING TIME EXTENSION

NORTH MEYERS ROAD BRIDGE #502, MP 2.81– 2.83
YAKIMA COUNTY RAP PROJECT 3907-01

I. Nature of Request:

Yakima County, per their letter dated March 26, 2015 has requested an additional construction lapsing time extension for the North Meyers Road Bridge #502 project. The project is scheduled to lapse on April 19, 2015 after the county had already received a 2 year time extension which is the maximum allowed by WAC (see below). The county therefore requests the CRABoard take additional action to extend the lapsing date one year further, to April 19, 2016.

II. Background:

DRAFT

- Funding:

Bridge #502 is one of three projects, adjacent to each other, that have gained RATA funding (see attached aerial map):

North Meyers **Bridge # 485**, MP 3.15 – 3.25	funded in April, 2003	$176,500 RATA
North Meyers **Bridge # 502**, MP 2.81 – 2.83	funded in April, 2007	$367,000 RATA
North Meyers **Road**, MP 1.50 – 2.81,	funded in April, 2009	$1,763,000 RATA

Funded early on, the county realized bridge #485, which crosses the main channel of the Yakima River, would take two construction seasons to accomplish. The county therefore also sought funding for bridge # 502 and the Meyers Road at the south end so that improvements needed throughout could be done efficiently and in sequence.

- Yakima County Roads on Tribal Land:

In approximately 2003, the Yakima Tribe notified the county that the Road Grants that established the County Road System on the Reservation were invalid and therefore utilities (which had franchises with the county) on County Roads within the reservation were trespassing. In 2007, the Tribe notified the County that the right of way for N. Meyers Road in the vicinity of Bridge #485 was invalid due to a discrepancy in the Right of Way authorization by the Interior Department. By October, 2014, the county finally secured the right of way with regard to the tribe for the bridge #485 project, but utility companies are still in the process of obtaining their own easements. Bridge 502 abuts deeded land and no tribal right of way is involved.

- Withdrawal of RATA funding –Bridge #485 and North Meyers Road

Since Bridge #485 was due to lapse in 2011 and there appeared to be no imminent resolution to right of way issues cited above, the project was withdrawn from RATA funding by the county, and payback of the $123,217.30 RATA funds received was waived by the CRABoard. The

waiver was granted because the project had Federal Bridge Replacement funding and the county still intended to move ahead with the project.
The county has been unsuccessful in obtaining the needed right of way from the tribe for the North Meyers Road reconstruction project. This project was also withdrawn by the county per its letter dated January 8, 2015 and $68,161.73 in expended RATA funds was paid back.

- Continuation of Bridge replacement plans:

The CRABoard approved $367,000 in RATA funding for North Meyers Road Bridge #502 on April 19, 2007. The project was originally submitted as a county-and-RATA-only funded project. Due to scope changes mandated by Washington Department of Fish and Wildlife, the cost of the project grew significantly to $2.9 million. The county therefore sought and gained funding from the federal Bridge Replacement program and began pursuing NEPA environmental review.

The issues cited above delayed the anticipated cost and construction date on Bridge $502 such that the county requested and gained a two – year construction time extension to April 19, 2015

- Bridge 502 Project timeline:

RAP Funding	April, 2007
Begin PE	July, 2008
Design Consultant	April, 2009
Federal Bridge Funding	November, 2010
90% Design	February 2013
Cultural Resources Review by Yakima Tribe	2003 – current

III. Current status:

All needed federal funding for both bridges is secured. NEPA is completed for both bridges, and right of way is certified for Bridge #485. Right of Way for Bridge #502, however is not secured and the county will likely have to resort to condemnation on private ownership.

The county has continued with its' plans to replace federally funded bridge #485 concurrently with bridge #502. Although Bridge # 502 abuts deeded land, the work is tied to bridge #485 replacement since the Yakima Tribe requires continued review of alignment survey information on both bridges to avoid further discrepancies.

Yakima County requests an additional extension to the project lapsing date to April 19, 2016 to obtain right of way needed for Bridge #502.

III. Staff Analysis and Recommendation:

CRAB staff has reviewed the project site and the scope change request. Staff finds that the county has diligently pursued the project, which has been tied to other projects and multiple right of way issues. Staff also finds that although the project is scheduled to lapse on April 19, 2015,

the county is prepared to move to condemnation to secure the last piece of needed right of way. Staff therefore recommends an additional extension, per adoption of emergency WAC rule changes to WAC 136-167-040, which will allow the county to retain its RATA funding while it continues to move the project to construction.

COMMITMENT • SERVICE • EXCELLENCE
YAKIMA COUNTY

Public Services

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

VERN M. REDIFER, P.E. - Director

March 26, 2015

Mr. Jay Weber
County Road Administration Board
2404 Chandler Court SW
Olympia, WA 98504

RECEIVED
APR - 1 2015

Attn: Randy Hart, P.E. - Grant Program Manager

Re: Construction Lapsing Extension Request
N. Meyers Road Br #502
RAP Project Number: 3907-01

Dear Mr. Weber:

I am writing this letter to formally request an additional 1 year extension of the Construction Lapsing date for the referenced project.

This project is one of a series of three projects in the immediate area that are all related. The three projects are: N. Meyers Bridge #485 replacement, N. Meyers Road improvement and this project, the N. Meyers Road Bridge #502 replacement. Please see the attached aerial photo map for the location of these projects. All three projects are located within the boundary of the Yakama Indian Reservation.

The key project in the series is the N. Meyers Bridge #485 replacement project. This is a major structure across the main channel of the Yakima River. This replacement project was selected for Federal Bridge replacement funding in July of 2001. Preliminary Engineering funds were obligated in September, 2001 and design work began immediately followed up by preliminary environmental review. Rural Arterial Program matching funds for this project were applied for in the 2003 - 2005 biennium, and were awarded in April, 2003.

The location and alignment of the #485 bridge dictates that it must be replaced in its current location. Because of the nature of the work, this project is expected to require two construction seasons. This will mean that the road will be closed for approximately 18 months for

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

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

construction. For this reason, we decided to pursue the other two projects on this route (Bridge #502 and the Road Improvement project) with the aim of constructing all three projects during the bridge closure period.

By May of 2006, it appeared that we were making good progress on the #485 project, and began looking for replacement funding for the Bridge #502 replacement. We were initially unable to apply for Federal bridge funds at that time because the #502 bridge did not meet the current sufficiency rating threshold for the program. We then chose to apply for RAP funding for the project in the 2007 – 2009 biennium. These funds were approved in April of 2007. Federal bridge replacement funds were applied for in both 2008 and 2010. We were successful in obtaining construction-only federal bridge funds in the 2010 application largely because RAP program funds were used to substantially complete design and preliminary environmental review.

Beginning in approximately 2003, the Yakama Tribe undertook an effort to show that the various Road Grants that established the County Road system on the Yakama Reservation were invalid. The goal of this effort was to demonstrate that any utility franchises issued by the County for these roads were therefore invalid, and that the Utility Companies were trespassing in these rights of way. The effort was directly aimed at the various public utility Companies, but also had the indirect effect of Tribal attorneys scrutinizing all rights of way requests for County projects on the Reservation. In early 2007, we were notified by the Tribe that the right of way for N. Meyers road in the vicinity of the two bridges was invalid due to a discrepancy in the authorization from the Department of Interior issued in the early 1900's and thus, the County was trespassing on the current alignment. Therefore, the County was required to remedy the trespass, and make a new application for the right of way that we were currently occupying. Also, because of subsequent Utility Company acquiescence to Tribal demands, each Utility that needs to relocate facilities as part of our project would need to acquire their own easements from the Tribe.

Yakima County began the process to remedy the alleged trespass in June of 2007. We were finally able to secure the rights of way in October of 2014. The Utility companies are still in the process of obtaining their own easements. As a result of this delay, we voluntarily withdrew the RAP funding for the Bridge #485 project, rather than face automatic lapsing of the grant.

The Bridge #502 replacement project abuts deeded land, and we are not subject to Tribal right of way process, but because of the proximity of the two bridges, it was necessary to obtain Tribal/BIA approval of our alignment survey in order to ensure that any right of way discrepancies were avoided in the future. This problem contributed to some of the delay in

moving the Bridge #502 project forward. The N. Meyers Road improvement project was subject to Tribal right of way acquisition, and due to the unlikelihood of obtaining the necessary rights of way in time to meet the lapsing requirements of the RAP grant, this project was also voluntarily withdrawn.

Because the Bridge #502 project will be constructed concurrently with the adjacent Bridge #485 replacement project we needed to conduct a concurrent NEPA review and permitting processes for both bridge replacement projects. All necessary additional federal funds have been secured for both bridge replacements, NEPA review has been completed for both projects, and we have certified Right of Way for the #485 replacement. We are currently in the process of acquiring the non-Indian rights of way for the #502 project, and unfortunately will likely have to resort to condemnation to obtain the necessary rights of way.

I understand from CRAB Staff that the WAC Rules governing the Rural Arterial program may not have the flexibility to allow for the additional time extension that I am requesting. In the event that CRAB is not able to allow this extension, I request that Yakima County be allowed to withdraw this project retain the RAP funding that has been billed to date for the project.

Please let me know if you require any further information relative to this request.

Sincerely,

Gary N. Ekstedt, P.E.
County Engineer

N. Meyers Br # 485
RAP Proj. # 3903-01
2003 - 2005 Biennium
N. Meyers Br # 502
RAP Proj. # 3907-01
2007-2009 Biennium
N. Meyers Road Project
RAP #3909-02
2009 - 2011 Biennium

AMENDATORY SECTION (Amending WSR 11-05-005, filed 2/3/11, effective 3/6/11)

WAC 136-167-040 Lapsing of RATA allocation for approved projects. To encourage timely development and construction of approved projects, all projects for which RATA funds have been allocated must meet certain project development milestones. Failure to meet the milestones will result in action by the county road administration board to withdraw RATA funds from the project.

(1) For the purposes of this section, a project will be subject to lapsing and withdrawal of its RATA allocation if:

(a) The project has not begun the preliminary engineering within one year of project approval by the county road administration board; or

(b) The project has not begun construction within six years of the date of project approval by the county road administration board.

(2) A project shall be considered in preliminary engineering if RATA funds have been expended or evidence that non-RATA funds have been expended for preliminary engineering as provided for in RCW 36.75.050. A project shall be considered in construction if:

(a) The construction contract for the work has been advertised for bids as provided for in RCW 36.77.020;

(b) A contract has been awarded under the provisions of the small works roster contract award process; or

(c) If done by county forces, the work has commenced.

(3) If an approved project does not meet a required project development milestone, the county road administration board will, at its next regular meeting, withdraw RATA funds from the project.

(4) At any time up to ten days before such meeting, the county may, in writing, request an extension of the lapse date. The county road administration board may grant such an extension if it finds that the delay in project development was for reasons that were both unanticipated and beyond the control of the county, and subject to the following:

(a) A project extension will be granted one time only and will be no more than two years in length. However, the CRABoard may in its discretion find that to provide for the public safety, health or general welfare, an additional extension is necessary in some cases, and for such cases the CRABoard may allow an additional extension and will determine the duration thereof; and

(b) The county can demonstrate that the project was actively pursued for completion within the original CRAB/county contract terms and can be completed within a two year extension; and

(c) The request for an extension is based on unforeseeable circumstances that the county could not have anticipated at the time the project was submitted for RATA funding; and

(d) An approved time extension will not be grounds for the county to request an increase in the RATA funding of the project; and

(e) The executive director will determine a new lapse date, and all of the requirements listed above under subsections (1) and (2) of this section will apply except that further extensions will not be granted.

(5) The CRABoard may at any time place a moratorium on lapsing of projects that are delayed due to CRAB initiated rescheduling and establish a new lapsing date to fit the CRABoard's programming needs. For those projects given a lapsing moratorium, section four shall be held in abeyance until the new lapsing date.

[Statutory Authority: Chapter 36.78 RCW. WSR 11-05-005, § 136-167-040, filed 2/3/11, effective 3/6/11; WSR 09-23-044, § 136-167-040, filed 11/9/09, effective 12/10/09. Statutory Authority: Chapter 36.79 RCW. WSR 01-09-077, § 136-167-040, filed 4/17/01, effective 5/18/01; WSR

99-01-021, § 136-167-040, filed 12/7/98, effective 1/7/99. Statutory Authority: RCW 36.79.060. WSR 94-16-110, § 136-167-040, filed 8/2/94, effective 9/2/94.]

COMPLIANCE & DATA ANALYSIS MANAGER'S REPORT

Prepared by Derek Pohle, PE

Reporting Period: February 2015 thru April 2015

COMPLIANCE

STANDARDS OF GOOD PRACTICE

February 1, 2015 required submittals: Road Levy Certification

33 of the 39 counties submitted the required form by the February 1st deadline. The deadline fell on a weekend and the other six counties submitted their forms on the first business day after the weekend.

April 1, 2015 required submittals:

Annual Certification

CAPP Accomplishments report

Annual Construction report

Fish Passage Barrier Removal Cost Report

Traffic Enforcement Expenditures Cert.

Annual Certification for MMS

County Ferry System Report

Defying the odds of probability, all the required submittals were transmitted to CRAB by the deadline. There are two issues of note. One is that eight counties have yet to update their Bridge and Inspection reports to contain the statutory minimum requirements. CRAB staff will continue to work with these counties in an effort to bring these reports up to minimum requirements. The other is that there are a handful of counties that are inadvertently over-diverting (WAC 36.33.220) due to the counties' financial business practices. CRAB staff is working on this issue and most of the counties affected are receptive to staff's counseling.

Bridge Inspection Certification – WAC 136-20-040

The Director of Highways and Local Programs has certified to CRAB that all counties have current inspections on file with the Department.

Therefore, based on the April 1 submittals, SAO audit reviews for 2013, and the performance of the 39 counties during the year 2014, I recommend that all 39 counties receive their 2014 Certificates of Good Practice.

Vacancy in Position of County Engineer:

Franklin County: CRAB staff received a letter dated March 9, 2015 informing staff that as of March 7, 2015 Mr. Craig Erdman, PE has been designated Acting County Engineer. Such notice was received as required by the standards of good practice.

Spokane County: Bob Brueggeman has retired and Mitch Reister has been named the new incoming County Engineer. The actual dates triggering compliance fall after this Board meeting.

Chelan County: Mitch Reister has resigned and been named the new Spokane County Engineer and Eric Pierson has been named the new Chelan County Engineer. The actual dates triggering compliance fall after this Board meeting.

County Audits – For Fiscal Year 2013

Skamania County – CRAB staff has been monitoring a continuing Finding which effects the Road Fund. For at least two consecutive audits, the SAO has issued a Finding that the county's financial condition continues to decline and is at risk of not being able to meet its current obligations and maintain services. CRAB staff continues to support county Public Works staff on a consultative basis.

Proposed New Standard of Good Practice – Traffic Law Enforcement

To date we have received one inquiry and one response from the Legislative/Executive leadership in the counties. We have received some anecdotal reports from a few County Engineers indicating discussions with their Boards were of a nature indicating this proposal was not causing them undue concern.

OTHER ACTIVITIES OF THE C&DA MANAGER

- Worked with IT staff on the Performance Metrics Dashboard. Preparing to update data.
- WSACE Professional Development Conference at Suncadia.
- Assisted Kittitas County with interviews for Public Works Director.
- County Engineer's training at Skamania County.
- County Engineer's training at Skagit County.
- Responded to difficulties some counties were having with understanding some aspects of the annual submittal requirements.
- Reviewed annual submittals due to CRAB by Feb. 1, 2015, and Apr. 1, 2015.
- Western District WSACE Roundtable.
- Assisted Kittitas County with a second round of interviews for Public Works Director.

WASHINGTON STATE
County Road Administration Board
2404 Chandler Court SW Suite #240 Olympia, WA 98504-0913 www.crab.wa.gov
360/753-5989 FAX 360/586-0386

March 13, 2015

Ms. Kathleen Davis
Local Programs
Transportation Building
Olympia, WA 98504-7390

Bridge Inspection Certification

Dear Kathleen:

This letter is a request for a printout showing those county bridges which have not been inspected for the previous thirty months. The bridge inspections are part of the Annual Certification process on which I am required to report to the CRABoard at its April 16th, 2015 meeting. I would appreciate having the printout by April 10th.

Contact Karen Pendleton at 360.753.5989 or karen@crab.wa.gov if you have questions.

Sincerely,

JAY P. WEBER
Executive Director

Cc: Dale Snyder, CRABoard Chairman

Washington State Department of Transportation

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 27, 2015

Mr. Jay P. Weber
Executive Director
County Road Administration Board
PO Box 40913
Olympia, WA 98504

Re: Inspection of County Bridges for previous thirty months

Dear Mr. Weber:

This letter is in response to your request dated March 13, 2015 requesting a list of county bridges that have not been inspected for the previous thirty months. Our Bridge Engineer has reviewed the inventory data and has confirmed that all counties have current inspections on file for all bridges in their inventories.

If you have any questions or concerns, please call Roman Peralta, Local Programs Bridge Engineer, at (360) 705-7870, or by e-mail at PeraltR@wsdot.wa.gov.

Sincerely,

Kathleen B. Davis
Director
Local Programs

KBD:rgp:sas

COUNTY FORCES SUMMARY

2014 ANNUAL CERTIFICATION

SUMMARY OF CONSTRUCTION EXPENDITURES

(thousands of dollars)

	2014 PROGRAM/BUDGET		COUNTY FORCES (RCW 36.77.065)		2014 ACTUAL	
	CONTRACT	COUNTY FORCES	LIMIT based on program	LIMIT based on report	COUNTY FORCES	CONTRACT
Adams	4,569	40	822	822	61	3,514
Asotin	1,161	75	809	809	0	975
Benton	3,183	0	1,787	1,787	10	2,221
Chelan	5,012	220	1,269	1,269	27	2,883
Clallam	6,686	84	1,267	1,267	42	5,112
Clark	13,429	130	3,398	3,396	217	17,486
Columbia	3,197	0	808	808	0	1,792
Cowlitz	4,569	40	1,271	1,271	72	2,101
Douglas	15,757	390	1,281	1,281	28	1,426
Ferry	3,085	25	810	810	0	1,986
Franklin	1,176	117	1,274	1,274	83	1,302
Garfield	990	256	807	807	0	472
Grant	5,226	1,016	1,304	1,304	708	3,911
Grays Harbor	5,056	200	1,270	1,271	8	1,907
Island	3,328	344	1,168	1,269	48	2,154
Jefferson	5,033	25	1,262	1,262	0	882
King	15,147	45	3,532	3,532	0	15,179
Kitsap	8,708	925	1,813	1,813	182	2,810
Kittitas	6,150	0	1,267	1,267	0	404
Klickitat	6,785	720	815	815	247	4,254
Lewis	8,220	1,200	1,279	1,279	596	7,586
Lincoln	2,436	509	823	823	326	876
Mason	4,961	95	1,269	1,269	18	1,512
Okanogan	2,389	0	1,279	1,279	0	3,127
Pacific	1,137	225	808	808	487	1,050
Pend Oreille	1,825	346	809	809	338	271
Pierce	11,948	250	3,497	3,497	9	8,841
San Juan	1,224	410	805	805	189	543
Skagit	5,610	24	1,278	1,278	85	4,774
Skamania	4,330	0	805	805	0	622
Snohomish	18,916	3,483	3,458	3,458	2,675	15,827
Spokane	5,985	0	3,456	3,456	9	3,932
Stevens	1,985	380	1,282	1,282	586	2,059
Thurston	4,915	0	1,810	1,810	1	6,852
Wahkiakum	6,009	112	805	805	0	4,460
Walla Walla	560	270	1,275	1,275	293	1,028
Whatcom	12,935	775	1,798	1,798	0	7,335
Whitman	5,014	275	1,286	1,286	230	4,152
Yakima	20,538	0	1,821	1,821	100	9,198
Total	239,184	13,006	57,677	57,777	7,675	156,816

2014 ANNUAL CERTIFICATION

	Management & Administration:					Operations:			
	Engineer Duties	Engineer Vacancy	Accident Reports	Priority Prog. tech.	Revised Policies Attached	Const. Expend. in '14 Prog.	County Forces Limit	Actual County Forces	Bridge Report Submitted
Adams	Y	N	Y	Y	N	Y	822	61	Y
Asotin	Y	N	Y	Y	N	N/exp.	809	0	Y
Benton	Y	N	Y	Y	N	N/exp.	1,788	10	Y
Chelan	Y	N	Y	Y	Y	Y	1,269	27	Y
Clallam	Y	N	Y	Y	N	Y	1,267	42	Y
Clark	Y	Y	Y	Y	N	Y	3,396	217	Y
Columbia	Y	N	Y	Y	N	Y	808	0	Y
Cowlitz	Y	N	Y	Y	N	Y	1,271	72	Y
Douglas	Y	N	Y	Y	N	Y	1,281	28	Y
Ferry	Y	N	Y	Y	Y	Y	810	0	Y
Franklin	Y	Y	Y	Y	N	N/exp.	1,277	83	Y
Garfield	Y	N	Y	Y	N	Y	807	2	Y
Grant	Y	N	Y	Y	N	Y	1,304	708	Y
Grays Harbor	Y	N	Y	Y	Y	Y	1,271	8	Y
Island	Y	N	Y	Y	Y	N/exp.	1,269	48	n/a
Jefferson	Y	N	Y	Y	N	N/exp.	1,262	0	Y
King	Y	Y	Y	Y	N	N/exp.	3,532	0	Y
Kitsap	Y	N	Y	Y	N	N/exp.	1,813	182	Y
Kittitas	Y	N	Y	Y	N	Y	1,267	0	Y
Klickitat	Y	N	Y	Y	N	Y	815	247	Y
Lewis	Y	N	Y	Y	N	N/exp.	1,279	596	Y
Lincoln	Y	N	Y	Y	N	Y	823	326	Y
Mason	Y	N	Y	Y	N	Y	1,270	18	Y
Okanogan	Y	Y	Y	Y	N	Y	1,279	0	Y
Pacific	Y	N	Y	Y	Y	Y	808	487	Y
Pend Oreille	Y	N	Y	Y	N	Y	809	338	Y
Pierce	Y	N	Y	Y	Y	Y	3,497	9	Y
San Juan	Y	N	Y	Y	N	Y	805	189	Y
Skagit	Y	N	Y	Y	N	Y	1,278	85	Y
Skamania	Y	N	Y	Y	Y	Y	805	0	Y
Snohomish	Y	N	Y	Y	N	N/exp.	3,458	2,675	Y
Spokane	Y	N	Y	Y	N	Y	3,456	9	Y
Stevens	Y	N	Y	Y	N	N/exp.	1,282	585	Y
Thurston	Y	Y	Y	Y	N	N/exp.	1,810	0	Y
Wahkiakum	Y	N	Y	Y	N	Y	805	0	Y
Walla Walla	Y	N	Y	Y	N	Y	1,275	293	Y
Whatcom	Y	N	Y	Y	N	Y	1,798	0	Y
Whitman	Y	N	Y	Y	Y	Y	1,286	230	Y
Yakima	Y	N	Y	Y	N	Y	1,820	100	Y

Note: Questions were answered "Yes" or "No". Where a "No" answer requires an explanation, a letter was provide

2014 ANNUAL CERTIFICATION Section F: Due Dates

COUNTY	2014 Six -Year Program		2014 Annual Const. Prog.		2014 CAPP Program	2014 Road Fund Budget		2014 MM Wrk Pln & Budget
	WAC 146-15-050 Due 12/31/13		WAC 146-16-040 Due 12/31/13		WAC 146-300-060 Due 12/31/13	Due 12/31/13		WAC 146-11-040 Due 12/31/13
	DATE		DATE		DATE	DATE		DATE
	Leg Approval	Sent to CRAB	Leg Approval	Sent to CRAB	Sent to CRAB	Leg Approval	Sent to CRAB	Sent to CRAB
Adams	12/9/13	12/30/13	12/9/13	12/30/13	12/30/13	12/23/13	12/30/13	12/30/13
Asotin	9/16/13	12/20/13	9/16/13	12/20/13	12/20/13	12/23/13	12/31/13	12/31/13
Benton	7/2/13	12/19/13	11/5/13	12/19/13	12/19/13	12/16/13	12/19/13	12/19/13
Chelan	7/9/13	12/29/13	12/3/13	12/29/13	12/29/13	12/3/13	12/29/13	12/29/13
Clallam	11/26/13	12/27/13	12/3/13	12/27/13	12/27/13	12/3/13	12/27/13	12/27/13
Clark	12/3/13	12/13/13	12/3/13	12/13/13	12/30/13	12/27/13	12/30/13	12/30/13
Columbia	12/18/13	12/30/13	12/18/13	12/30/13	12/30/13	12/26/13	1/2/14	1/2/14
Cowlitz	11/26/13	12/24/13	12/3/13	12/24/13	12/24/13	12/24/13	12/24/13	12/24/13
Douglas	12/16/13	12/16/13	12/16/13	12/16/13	12/16/13	12/23/13	12/24/13	12/24/13
Ferry	10/14/13	12/24/13	12/16/13	12/24/13	12/24/13	13/19/13	13/21/13	13/21/13
Franklin	9/25/13	12/30/13	11/25/13	12/30/13	12/30/13	12/18/13	12/30/13	12/30/13
Garfield	12/16/13	12/19/13	12/16/13	12/19/13	12/19/13	12/16/13	12/19/13	12/19/13
Grant	7/23/13	7/23/13	11/26/13	12/16/13	12/16/13	12/3/13	12/16/13	12/16/13
Grays Harbor	6/24/13	6/25/13	12/19/13	12/23/13	12/23/13	12/19/13	12/23/13	12/23/13
Island	9/9/13	9/16/13	12/21/13	12/23/13	12/23/13	12/10/13	12/23/13	12/23/13
Jefferson	8/12/13	12/12/13	12/5/13	12/12/13	12/12/13	12/5/13	12/12/13	12/12/13
King	11/13/13	12/20/13	11/13/13	12/20/13	12/20/13	11/13/13	12/20/13	12/20/13
Kitsap	11/25/13	12/30/13	11/25/13	12/30/13	12/30/13	12/2/13	12/30/13	12/30/13
Kittitas	12/30/13	12/30/13	12/30/13	12/30/13	12/30/13	12/5/13	12/30/13	12/30/13
Klickitat	12/17/13	12/20/13	12/17/13	12/20/13	12/20/13	12/17/13	12/20/13	12/20/13
Lewis	11/26/13	11/27/13	11/26/13	11/27/13	12/27/13	12/27/13	12/27/13	12/27/13
Lincoln	11/18/13	12/19/13	12/16/13	12/19/13	12/19/13	12/16/13	12/19/13	12/19/13
Mason	11/19/13	11/26/13	11/19/13	11/26/13	12/31/13	12/31/13	12/31/13	12/31/13
Okanogan	10/29/13	12/19/13	11/12/13	12/19/13	12/19/13	12/18/13	12/19/13	12/19/13
Pacific	10/22/13	12/3/13	10/22/13	12/3/13	12/3/13	11/21/13	12/3/13	12/3/13
Pend Oreille	12/23/13	12/24/13	12/19/13	12/24/13	12/24/13	12/23/13	12/24/13	12/24/13
Pierce	11/12/13	12/24/13	11/12/13	12/24/13	12/24/13	11/12/13	12/24/13	12/24/13
San Juan	11/5/13	12/30/13	12/2/13	12/30/13	12/30/13	12/27/13	12/30/13	12/30/13
Skagit	11/26/13	12/10/13	11/25/13	12/10/13	12/10/13	12/5/13	12/10/13	12/10/13
Skamania	12/23/13	12/24/13	12/23/13	12/24/13	12/24/13	12/23/13	12/24/13	12/24/13
Snohomish	11/25/13	12/30/13	11/25/13	12/30/13	12/30/13	11/25/13	12/30/13	12/30/13
Spokane	6/18/13	12/18/13	6/18/13	12/18/13	12/18/13	12/2/13	12/18/13	12/18/13
Stevens	11/26/13	12/3/13	11/26/13	12/3/13	12/3/13	10/22/13	12/3/13	12/3/13
Thurston	10/13/13	12/13/13	11/15/13	11/15/13	12/31/13	12/31/13	12/31/13	12/31/13
Wahkiakum	11/29/13	12/19/13	11/19/13	12/19/13	12/19/13	12/18/13	12/19/13	12/19/13
Walla Walla	7/22/13	8/6/13	7/29/13	8/6/13	11/14/13	11/14/13	11/14/13	11/14/13
Whatcom	9/24/13	10/8/13	11/12/13	11/18/13	12/20/13	12/20/13	12/20/13	12/20/13
Whitman	7/1/13	7/22/13	12/16/13	12/29/13	12/29/13	12/30/13	12/30/13	12/12/13
Yakima	7/9/13	7/30/13	11/26/13	12/26/13	12/26/13	11/26/13	12/26/13	12/26/13

created by Toni Cox, 4/14/2015

2014 ANNUAL CERTIFICATION Section F: Due Dates

COUNTY	2014 Road Levy Certification		2013 Sheriff's Cert		2013 Fish Passage Cert		2013 Annual Const. Report	2013 CAPP Report
	WAC 146-150-021 Due 2/1/14		WAC 146-150-022 Due 4/1/14		WAC 146-150-023 Due 4/1/14		WAC 146-16-050 Due 4/1/14	WAC 146-300-090 Due 4/1/14
	DATE		DATE		DATE		DATE	DATE
	Leg Approval	Sent to CRAB	Leg Approval	Sent to CRAB	Leg Approval	Sent to CRAB	Sent to CRAB	Sent to CRAB
Adams	1/27/14	1/27/14	3/24/14	3/24/14	3/24/14	3/24/14	3/24/14	3/24/14
Asotin	1/23/14	1/23/14	3/3/14	3/4/14	3/3/14	3/4/14	3/4/14	3/4/14
Benton	1/28/14	1/31/14	3/25/14	3/28/14	3/25/14	3/28/14	3/28/14	3/28/14
Chelan	1/22/14	1/30/14	3/25/14	4/1/14	3/25/14	4/1/14	4/1/14	4/1/14
Clallam	1/28/14	1/28/14	3/25/14	3/31/14	3/25/14	3/31/14	3/31/14	3/31/14
Clark	1/29/14	1/29/14	3/11/14	3/27/14	3/18/14	3/27/14	3/27/14	3/27/14
Columbia	2/2/14	2/2/14	---	---	---	---	3/31/14	3/31/14
Cowlitz	1/10/14	1/22/14	3/19/14	3/26/14	3/24/14	3/26/14	3/26/14	3/26/14
Douglas	1/14/14	1/14/14	3/24/14	3/24/14	3/24/14	3/24/14	3/24/14	3/24/14
Ferry	1/28/14	2/4/14	---	---	---	---	3/27/14	3/27/14
Franklin	2/1/14	2/1/14	4/1/14	4/1/14	3/26/14	4/1/14	4/1/14	4/1/14
Garfield	1/15/14	1/15/14	---	---	---	---	3/18/14	3/18/14
Grant	1/28/14	1/28/14	3/25/14	3/26/14	3/25/14	3/26/14	3/26/14	3/26/14
Grays Harbor	1/27/14	1/29/14	3/10/14	3/13/14	3/10/14	3/13/14	3/13/14	3/13/14
Island	1/27/14	1/30/14	4/16/14	4/16/14	3/24/14	3/31/14	3/31/14	3/31/14
Jefferson	2/1/14	1/29/14	3/17/14	3/19/14	3/17/14	3/19/14	3/19/14	3/19/14
King	1/30/14	1/30/14	4/1/14	4/1/14	4/1/14	4/1/14	4/1/14	4/1/14
Kitsap	2/4/14	2/4/14	3/17/14	3/31/14	3/31/14	3/31/14	3/31/14	3/31/14
Kittitas	2/4/14	2/3/14	3/18/14	3/27/14	3/18/14	3/27/14	3/27/14	3/27/14
Klickitat	1/28/14	1/29/14	3/25/14	3/26/14	3/25/14	3/26/14	3/26/14	3/26/14
Lewis	1/28/14	1/28/14	3/20/14	3/20/14	3/20/14	3/20/14	3/20/14	3/20/14
Lincoln	2/4/14	2/4/14	3/17/14	3/27/14	3/17/14	3/27/14	3/27/14	3/27/14
Mason	2/11/14	1/31/14	3/25/14	3/27/14	3/25/14	3/27/14	3/27/14	3/27/14
Okanogan	1/23/14	1/29/14	---	---	3/24/14	3/25/14	3/25/14	3/25/14
Pacific	1/30/14	1/30/14	3/11/14	3/14/14	3/14/14	3/14/14	3/14/14	3/14/14
Pend Oreille	2/3/14	2/3/14	3/28/14	3/31/14	3/25/14	3/31/14	3/31/14	3/31/14
Pierce	1/28/14	1/28/14	3/20/14	3/27/14	3/27/14	3/27/14	3/27/14	3/27/14
San Juan	1/23/14	1/28/14	3/31/14	4/1/14	3/25/14	3/31/14	3/31/14	3/31/14
Skagit	1/28/14	1/29/14	3/27/14	3/27/14	3/27/14	3/27/14	3/27/14	3/27/14
Skamania	1/22/14	1/22/14	3/25/14	3/25/14	3/25/14	3/25/14	3/25/14	3/25/14
Snohomish	1/27/14	1/30/14	3/25/14	3/27/14	3/25/14	3/27/14	3/27/14	3/27/14
Spokane	1/16/14	1/16/14	3/12/14	3/25/14	3/24/14	3/25/14	3/25/14	3/25/14
Stevens	2/1/14	2/1/14	2/25/14	2/25/14	2/25/14	2/25/14	2/25/14	2/25/14
Thurston	1/28/14	1/28/14	3/21/14	4/1/14	3/31/14	4/1/14	4/1/14	4/1/14
Wahkiakum	1/15/14	1/15/14	---	---	---	---	3/18/14	3/18/14
Walla Walla	1/28/14	1/28/14	---	---	3/17/14	3/24/14	3/24/14	2/24/14
Whatcom	1/30/14	2/1/14	3/28/14	3/28/14	3/28/14	3/28/14	3/28/14	3/28/14
Whitman	1/16/14	1/21/14	3/17/14	3/26/14	3/17/14	3/23/14	3/26/14	3/26/14
Yakima	1/13/14	1/13/14	3/18/14	3/18/14	3/18/14	3/18/14	3/18/14	3/18/14

created by Toni Cox, 4/14/2015

Section F: Due Dates

COUNTY	2013 MMS Certification	2013 Annual Certification		2013 Road Log Update	2014 PMS Cert for CAPA
	WAC 146-4-030 Due 4/1/14	WAC 146-4-030 Due 4/1/14		WAC 146-60-030 Due 5/1/14	WAC 146-70-090 Due 12/31/14
	DATE	DATE		DATE	DATE
	Sent to CRAB	Leg Approval	Sent to CRAB	Sent to CRAB	Sent to CRAB
Adams	3/24/14	3/24/14	3/24/14	12/9/13	12/24/14
Asotin	3/4/14	3/3/14	3/4/14	1/23/14	12/30/14
Benton	3/28/14	3/17/14	3/28/14	3/25/14	12/8/14
Chelan	4/1/14	3/25/14	4/1/14	4/22/14	12/29/14
Clallam	3/31/14	3/25/14	3/31/14	4/28/14	12/30/14
Clark	3/27/14	3/17/14	3/27/14	4/23/14	12/30/14
Columbia	3/31/14	4/1/14	4/1/14	4/30/14	1/2/14
Cowlitz	3/26/14	3/24/14	3/26/14	4/8/14	12/24/14
Douglas	3/24/14	3/24/14	3/24/14	3/12/14	12/23/14
Ferry	3/27/14	3/26/14	3/27/14	4/30/14	12/24/14
Franklin	4/1/14	3/26/14	4/1/14	1/30/14	12/30/14
Garfield	3/18/14	3/17/14	3/18/14	4/24/14	12/4/14
Grant	3/26/14	3/25/14	3/26/14	1/16/14	12/19/14
Grays Harbor	3/13/14	3/10/14	3/13/14	4/15/14	12/15/14
Island	3/31/14	3/24/14	3/31/14	1/2/14	12/23/14
Jefferson	3/19/14	3/17/14	3/19/14	4/16/14	12/18/14
King	4/1/14	4/1/14	4/1/14	3/10/14	12/19/14
Kitsap	3/31/14	3/31/14	3/31/14	3/4/14	12/31/14
Kittitas	3/27/14	3/18/14	3/27/14	1/8/14	12/30/14
Klickitat	3/26/14	3/25/14	3/26/14	4/30/14	12/24/14
Lewis	3/20/14	3/20/14	3/20/14	4/9/14	12/30/14
Lincoln	3/27/14	3/20/14	3/27/14	2/20/14	12/18/14
Mason	3/27/14	3/17/14	3/27/14	4/15/14	12/22/14
Okanogan	3/25/14	3/24/14	3/25/14	2/19/14	12/30/14
Pacific	3/14/14	3/11/14	3/14/14	4/14/14	12/24/14
Pend Oreille	3/31/14	3/25/14	3/31/14	4/28/14	12/24/14
Pierce	3/27/14	3/27/14	3/27/14	1/30/14	12/23/14
San Juan	3/31/14	3/31/14	3/31/14	4/24/14	12/31/14
Skagit	3/27/14	3/19/14	3/27/14	4/11/14	12/10/14
Skamania	3/25/14	3/25/14	3/25/14	3/25/14	12/3/14
Snohomish	3/27/14	3/25/14	3/27/14	2/11/14	12/30/14
Spokane	3/25/14	3/24/14	3/25/14	4/23/14	12/17/14
Stevens	2/25/14	2/19/14	2/25/14	2/19/14	12/15/14
Thurston	4/1/14	3/31/14	4/1/14	4/15/14	12/31/14
Wahkiakum	3/18/14	3/12/14	3/18/14	3/27/14	12/22/14
Walla Walla	2/24/14	3/17/14	3/24/14	1/8/13	12/4/14
Whatcom	3/28/14	3/28/14	3/28/14	3/26/14	12/23/14
Whitman	3/26/14	3/17/14	3/23/14	4/30/14	12/11/14
Yakima	3/18/14	3/18/14	3/18/14	1/15/14	12/26/14

created by Toni Cox, 4/14/2015

RESOLUTION 2015-005

WHEREAS RCW 36.78.090 provides that the County Road Administration Board each year shall transmit to the State Treasurer Certificates of Good Practice on behalf of the counties which during the preceding calendar year have submitted to the State Transportation Commission or to the CRABoard all reports required by law or regulation of the CRABoard and have reasonably complied with provisions of law relating to county road administration and with Standards of Good Practice as formulated and adopted by the Board; and

WHEREAS the County Road Administration Board met on April 16, 2015 in Olympia, Washington to make such a determination pursuant to an analysis of annual certification questionnaires in accordance with WAC 136-04 by the counties; and

WHEREAS the County Road Administration Board determined that 39 counties were in compliance with the provisions of RCW 36.78.090 as they relate to the issuance of Certificates of Good Practice;

NOW, THEREFORE, BE IT RESOLVED that a Certificate of Good Practice be transmitted to the State Treasurer on behalf of the following counties:

ADAMS	GRAYS HARBOR	PIERCE
ASOTIN	ISLAND	SAN JUAN
BENTON	JEFFERSON	SKAGIT
CHELAN	KING	SKAMANIA
CLALLAM	KITSAP	SNOHOMISH
CLARK	KITTITAS	SPOKANE
COLUMBIA	KLICKITAT	STEVENS
COWLITZ	LEWIS	THURSTON
DOUGLAS	LINCOLN	WAHKIAKUM
FERRY	MASON	WALLA WALLA
FRANKLIN	OKANOGAN	WHATCOM
GARFIELD	PACIFIC	WHITMAN
GRANT	PEND OREILLE	YAKIMA

Adopted by the CRABoard on April 16, 2015.

_____

CRABoard Chairman

_____

Executive Director

WASHINGTON STATE
County Road Administration Board
2404 Chandler Court SW Suite #240 Olympia, WA 98504-0913 www.crab.wa.gov
360/753-5989 FAX 360/586-0386

March 17, 2015

Commissioner David Sauter
WSAC President
206 Tenth Avenue SE
Olympia, WA 98501-1311

CRABoard Appointment

Dear Commissioner Sauter:

It is time again to begin the process to fill the positions of three CRABoard members whose terms expire June 30, 2015. This year, Commissioner Koch, Franklin County, Council Member Ken Klein, Snohomish County and Pierce County Engineer Brian Stacy's terms expire. Commissioner Koch has served on the Board since January 2011, Council Member Klein has served on the Board since January 2014, and Brian Stacy has served on the Board since July 2004.

In compliance with state law (RCW 36.78.040), the three positions must be filled under the following populations:

Commissioner Koch = population between 20,000 and 125,000
Council Member Klein = population greater than 125,000
County Engineer Stacy = population greater than 125,000

The only restriction is that no more than one member of the Board shall be from any single county. The WSAC Board of Directors is free to reappoint present members to the CRABoard, or to appoint replacements. There is no statutory limit on the number of terms served.

By copy of this letter, I am reminding WSACE President Grant Morgan that he needs to make available to you two nominations for the position presently occupied by Brian Stacy.

If you have questions about any part of this process, please call me at 360.753.5989.

Sincerely,

JAY P. WEBER
Executive Director

Cc: Dale Snyder, CRABoard Chairman
Bob Koch, Franklin County
Ken Klein, Snohomish County
Brian Stacy, Pierce County
Eric Johnson, WSAC Executive Director
Grant Morgan, WSACE President

Washington State
County Road Administration Board
2404 Chandler Court SW, Ste 240, Olympia, WA 98504-0913
360/753.5989 – www.crab.wa.gov

April 8, 2015

TO: Board of County Commissioners and Executives

FROM: Jay P. Weber, Executive Director

SUBJECT: "County Engineer of the Year" Nominations

Each year the Washington State Association of County Engineers (WSACE) honors a County Engineer as the WSACE "Engineer of the Year". Last year, nominations provided the opportunity to select Doug Bramlette, Douglas County as "Engineer of the Year".

We need the participation of the individual Boards of Commissioners and County Executives from across the state to gain nominations for this year's selection.

If you feel your County Engineer has been doing an exceptionally good job and deserves extra recognition, may I suggest that you nominate him or her by completing the attached nomination form and submitting it to the CRAB office no later than **May 8, 2015**.

The selection committee members consist of me, the 2014 Engineer of the Year, CRABoard Chairman Commissioner Dale Snyder, and CRAB Deputy Director Walt Olsen. The committee will review the nominations and make a decision.

The award will be made during the annual engineer's banquet in June during the WSACE Summer Conference in Leavenworth. Persons selected also become candidates in the National Association of County Engineers competition this fall.

- Submit by: May 8, 2015
- Mail to: Jay Weber, CRAB
  2404 Chandler Court SW, Ste 240
  Olympia, WA 98502
- Or E-Mail to: Karen Pendleton at karen@crab.wa.gov

If you have questions, please contact me at 360.753.5989. If you would like the nomination form electronically, please contact Karen Pendleton at karen@crab.wa.gov. Your help will make this process work for both the good of your county and the good of the organization. Thank you for your support.

Cc: Dale Snyder, CRABoard Chairman
Doug Bramlette, Douglas County
Walt Olsen, CRAB

NOMINATION FORM
WSACE "County Engineer of the Year"

2015

The County of _____ hereby places the name of _____ in nomination as WSACE County Engineer of the Year. We feel our Engineer is worthy of this honor for the following reason(s). (Provide data in one or more of the following categories.)

Notes:

(1) It only takes one category to nominate. Submitting activities in more than one category will increase the chances for success, depending on the merits of the accomplishments. Nominee must be a professional engineer.
(2) Use separate sheets for each of the following categories if needed.

[ ] Category 1 – MANAGEMENT SKILLS
(Provide details and samples/examples of why your engineer is an outstanding manager.)

[ ] Category 2 – PUBLIC RELATIONS
(Provide details and samples/examples of why your engineer has outstanding skills in dealing with the public, with other county departments, and/or with the Board of Commissioners.)

[ ] Category 3 – ENGINEERING EXPERTISE
(Provide details and samples/examples of how your engineer has demonstrated outstanding engineering skills and/or expertise.)

[ ] Category 4 – COMMUNITY ACTIVITIES
(Provide details and samples/examples of how your engineer has helped to make the community/county a better place to live.)

[ ] Category 5 – WSACE COMMITTEE ACTIVITY
(Provide details and samples/examples of how your engineer has provided leadership and/or support to help further the goals of the Association.)

[ ] Category 6 – OTHER ACTIVITIES/QUALIFICATIONS
(Provide details and samples/examples of how your engineer has provided special support, expertise, and/or leadership in some related or unrelated field.)

[ ] Category 7 – SPECIAL CATEGORY
(List any special honors or awards that have been received by your engineer, provide the names of the award(s), when received, etc.)

SUBMITTED:

_____
County Executives or Chairman, Board of County Commissioners

_____
Date

Karen Pendleton

Subject: WSACE 2015 Project/Program Manager of the Year Award
Attachments: WSACE project-program manager award nomination form 2015.docx

To County Engineers and Public Works Directors:

The Washington State Association of County Engineers (WSACE) will be honoring a county project manager or county program manager working below the county engineer or agency head management level for outstanding service and meritorious achievement in or for a county in managing a construction project or a pavement, safety, operations, bridge, or other public works program.

The award will be presented at the Annual Engineer's banquet in June at the WSACE Annual Conference in Leavenworth.

The selection committee members consist of the following:
Walt Olsen, PE, CRAB Deputy Director
Steve Hillesland, CRAB Assistant Director
2014 Program Manager of the Year award recipient, Mark Thurston, PE, Jefferson County
2014 Project Manager of the Year award recipient, Aaron Simmons, PE, Douglas County

Attached is a copy of the nomination form. Please return the attached form and additional supporting documentation to me by **May 8, 2015.**

Karen Pendleton
Executive Assistant
County Road Administration Board
360.753.5989

WSACE
2015 Project/Program Manager of the Year Award Nomination Form

Application Deadline: May 8, 2015

Nominee:	Title:	
County:	Department:	
Office Address:	Phone:	
City:	State: WA	Zip/Postal Code:

The following information will be used as selection criteria for the Awards Committee:

This award will be presented annually to recognize a county project manager or county program manager working below the county engineer or agency head management level for outstanding service and meritorious achievement in or for a county in managing a construction project or a pavement, safety, operations, bridge, or other public works program.

Eligible nominees could include supervisors, foremen, or engineers who manage a project or program. Nominations can be submitted by any WSACE voting member to the Awards Committee. Endorsements by County Board of Commissioners, County Executive or Council are encouraged although not required.

The specific project or program must have been completed, if a project, or substantially underway if a program by the end of the year for which the award was submitted (for 2015 if a project it must be completed in 2014 or if a program substantially underway in 2014). A specific discussion on the actual project or program, its significance and importance, and the individual's performance and contribution to complete the project or program on time and within budget is requested as a part of the submission.

Nominated by:	Title:	
County:	Department	
Office Address:	Phone:	
City:	State: WA	Zip/Postal Code:

Submit completed form and supporting documents to:

Karen Pendleton, Executive Assistant
County Road Administration Board
karen@crab.wa.gov
Ph. 360.753.5989

County Road Administration Board Projections

Fund 102- Rural Arterial Trust Account Summary

Category	BI Allotment	Jul-Mar Expenditures	Apr Expenditures	May Expenditures	June Expenditures	Total Expenditures	BI Remaining
Salaries and Wages	695,052	589,094	28,144	28,144	28,144	673,526	21,526
Employee Benefits	195,878	161,794	7,474	7,474	7,475	184,217	11,661
Goods and Other Services	34,884	22,505	1,104	1,244	1,033	25,886	8,998
Travel	9,036	5,319	0	256	139	5,715	3,321
Capital Outlays	2,150	1,312	62	62	62	1,500	650
Grants, Benefits & Client Services	57,394,000	37,587,749	2,500,000	2,500,000	884,251	43,472,000	13,922,000
Sum:	**58,331,000**	**38,367,774**	**2,536,785**	**2,537,181**	**921,104**	**44,362,843**	**13,968,157**

Fund 106- Highway Safety Account Summary

Category	BI Allotment	Jul-Mar Expenditures	Apr Expenditures	May Expenditures	June Expenditures	Total Expenditures	BI Remaining
Grants, Benefits & Client Services	10,000,000	10,000,000	0	0	0	10,000,000	0
Sum:	**10,000,000**	**10,000,000**	**0**	**0**	**0**	**10,000,000**	**0**

Fund 108- Motor Vehicle Account Summary

Category	BI Allotment	Jul-Mar Expenditures	Apr Expenditures	May Expenditures	June Expenditures	Total Expenditures	BI Remaining
Salaries and Wages	1,430,740	1,242,353	60,596	60,595	60,597	1,424,141	6,599
Employee Benefits	390,639	331,559	15,562	15,561	15,572	378,254	12,385
Goods and Other Services	304,288	206,443	8,982	10,446	9,020	234,892	69,396
Travel	60,861	49,611	0	1,889	1,015	52,515	8,346
Capital Outlays	4,472	12,309	586	586	586	14,068	(9,596)
Grants, Benefits & Client Services	706,000	705,800	0	0	200	706,000	0
Sum:	**2,897,000**	**2,548,075**	**85,727**	**89,078**	**86,991**	**2,809,870**	**87,130**

Fund 186- County Arterial Preservation Acct Summary

Category	BI Allotment	Jul-Mar Expenditures	Apr Expenditures	May Expenditures	June Expenditures	Total Expenditures	BI Remaining
Salaries and Wages	747,774	645,716	33,851	33,851	33,851	747,268	506
Employee Benefits	210,407	178,225	8,801	8,801	8,815	204,642	5,765
Goods and Other Services	389,476	292,035	13,573	16,387	13,688	335,684	53,792
Travel	75,807	71,017	0	2,774	1,492	75,283	524
Capital Outlays	19,536	17,620	839	839	839	20,137	(601)
Grants, Benefits & Client Services	32,000,000	27,513,231	1,310,154	1,310,154	1,866,462	32,000,000	(0)
Interagency Reimbursements	0	(18,163)	(6,207)	(6,207)	(6,207)	(36,785)	36,785
Sum:	**33,443,000**	**28,699,681**	**1,361,011**	**1,366,599**	**1,918,940**	**33,346,230**	**96,770**

State of Washington
Office of Financial Management

Two Way RecSum Version Compare

Agency: 406 - County Road Administration Board
Version: TH - 2015 House Trnsp Chair Proposal
Version: TJ - 2015 House Trnsp Comm Supplementa

4/7/15
1:52PM

Dollars in Thousands

	Version: TH (Trans.)			Version: TJ (Trans.)			Difference (2-1)		
	FY 15 FTEs	General Fund State	Other Funds	FY 15 FTEs	General Fund State	Other Funds	FY 15 FTEs	General Fund State	Other Funds
2013-15 Expenditure Authority	**17.2**		**104,680**				**(17.2)**		**(104,680)**
GZD Restore Temporary Layoffs			(9)			(9)			
SAH Rural Arterial Trust Account			(13,922)			(13,922)			
Total Maintenance Level	**17.2**		**90,749**			**(13,931)**	**(17.2)**		**(104,680)**
% Change from Current Biennium			(13.3)%						13.3%
Subtotal - Performance Level Changes									
2013-15 Total Proposed Budget	**17.2**		**90,749**			**(13,931)**	**(17.2)**		**(104,680)**
% Change from Current Biennium			(13.3)%						13.3%

GZD Restore Temporary Layoffs

Funding is adjusted to account for the actual cost of public employee insurance benefits for FY 2015. The state contribution for public employee insurance benefits for FY 2015 was reduced from $763 per month to $662 per month in the enacted 2014 supplemental omnibus operating budget. In order to accommodate uncertainty regarding the final contribution rate at the time the 2014 supplemental transportation budget was developed, the transportation budget provided expenditure authority sufficient for a rate up to $703 per month. The excess contributions have been held in unallotted status; this item reduces agency appropriations by the amount that has been held in unallotted status.

SAH Rural Arterial Trust Account

Funding is reduced and reappropriated for projects that will be completed during the 2015-17 biennium.

State of Washington
Office of Financial Management

Two Way RecSum Version Compare

Agency: 406 - County Road Administration Board
Version: TH - 2015 House Trnsp Chair Proposal
Version: TJ - 2015 House Trnsp Comm Supplementa

Dollars in Thousands

Parameter	Entered As
Biennium	2013-15
Agency	406
Version 1	TH
Version 1 Option	T
Version 2	TJ
Version 2 Option	T
Program	
Sub Program	
Without Codes	N
Include Supporting Text	Y

State of Washington
Office of Financial Management

Two Way RecSum Version Compare

Agency: 406 - County Road Administration Board
Version: T5 - 15-17 House Trsp Chair Proposal
Version: T6 - 15-17 House Trsnp Comm Budget

4/7/15
1:49PM

Dollars in Thousands

	Version: T5 (Trans. + Omni.)			Version: T6 (Trans. + Omni.)			Difference (2-1)		
	Average Annual FTEs	General Fund State	Other Funds	Average Annual FTEs	General Fund State	Other Funds	Average Annual FTEs	General Fund State	Other Funds
2013-15 Expenditure Authority	**17.2**		**104,680**	**17.2**		**104,680**			
1Z Zero-Base Capital Program			(100,100)			(100,100)			
92K DES Central Services			6			6			
92M Biennialize Salary Step M			4			4			
9R Match Final PEB FY 15 Funding Rate			(9)			(9)			
G05 Biennialize Employee PEB Rate			65			65			
Total Carry Forward Level	**17.2**		**4,646**	**17.2**		**4,646**			
% Change from Current Biennium			(95.6)%			(95.6)%			
Carry Forward plus Workload Changes	**17.2**		**4,646**	**17.2**		**4,646**			
% Change from Current Biennium			(95.6)%			(95.6)%			
8R Retirement Buyout Costs									
91 Workers' Compensation Changes			1			1			
92A State Data Center			(3)			(3)			
92E Legal Services			(32)			(32)			
92F Office of Chief Information Officer			2			2			
92J CTS Central Services			7			7			
92K DES Central Services			53			53			
92T Time, Leave and Attendance System			1			1			
9D Pension and DRS Rate Changes			58			58			
Total Maintenance Level	**17.2**		**4,733**	**17.2**		**4,733**			

State of Washington
Office of Financial Management

Two Way RecSum Version Compare

Agency: 406 - County Road Administration Board
Version: T5 - 15-17 House Trsp Chair Proposal
Version: T6 - 15-17 House Trsnp Comm Budget

4/7/15
1:49PM

Dollars in Thousands

	Version: T5 (Trans. + Omni.)			Version: T6 (Trans. + Omni.)			Difference (2-1)		
	Average Annual FTEs	General Fund State	Other Funds	Average Annual FTEs	General Fund State	Other Funds	Average Annual FTEs	General Fund State	Other Funds
% Change from Current Biennium			(95.5)%			(95.5)%			
92F Office of Chief Information Officer			1			1			
92J CTS Central Services			7			7			
92K DES Central Services			6			6			
92L Core Financial Systems Replacement			1			1			
92T Time, Leave and Attendance System			1			1			
AF County Arterial Preservation Acct			31,250			31,250			
AH Rural Arterial Trust Account			41,000			41,000			
AI County Ferry Capital Improvement			706			706			
G06 State Public Employee Benefits Rate			10			10			
GL9 General Wage Incr-State Employees			137			137			
Subtotal - Performance Level Changes			**73,119**			**73,119**			
2015-17 Total Proposed Budget	**17.2**		**77,852**	**17.2**		**77,852**			
% Change from Current Biennium			(25.6)%			(25.6)%			

8R Retirement Buyout Costs

The County Road Administration Board will have four employees eligible to retire during the 2015-17 budget period. In addition, as recommended in the Joint Transportation Committee "Efficiencies in the Delivery of Transportation Funding & Services to Local Governments", page 70 recommendation 26, CRAB is planning for succession expenses for the four positions that are eligible.

91 Workers' Compensation Changes

The Department of Labor and Industries has increased the premiums for workers' compensation insurance by an average of 0.8 percent beginning in calendar year 2015. The agency's budget is adjusted to reflect its expected billings for the employer share of medical aid and industrial insurance for state employees.

State of Washington
Office of Financial Management

Two Way RecSum Version Compare

Agency: 406 - County Road Administration Board
Version: T5 - 15-17 House Trsp Chair Proposal
Version: T6 - 15-17 House Trsnp Comm Budget

Dollars in Thousands

92A State Data Center
The agency's budget is adjusted to reflect its allocated share of debt service for the state data center in the 2015-17 biennium.

92E Legal Services
The agency's budget is adjusted to align with expected billing levels for legal services in the 2015-17 biennium.

92F Office of Chief Information Officer
Agency budgets are adjusted to update each agency's allocated share of charges and to reflect increased billing levels for software subscriptions and office relocation.

92J CTS Central Services
Funding is adjusted to update each agency's allocated share of charges from Consolidated Technology Services (CTS) to reflect an increase in business continuity/disaster recovery costs and a new allocated charge for state data network costs.

92K DES Central Services
Agency budgets are adjusted to update each agency's allocated share of charges and to align with anticipated billing levels from the Department of Enterprise Services (DES) in the 2015-17 biennium, including changes to the enterprise systems fee, personnel services, and small agency financial services.

92L Core Financial Systems Replacement
Agency budgets are adjusted to align with anticipated billings from the Office of Financial Management in the 2015-17 biennium for core financial systems replacement planning through the One Washington project.

92T Time, Leave and Attendance System
Agency budgets are adjusted to align with anticipated billings for the Time, Leave and Attendance system, including debt service and project completion costs.

9D Pension and DRS Rate Changes
Contribution rates for state pension systems for 2015-17 have been adopted by the Pension Funding Council and the Law Enforcement Officers' and Firefighters' Retirement System Plan 2 Board. This item reflects the new cost to agency budgets of employer contributions to the pension funds. (General Fund - State, Other Funds)

AF County Arterial Preservation Acct

The County Arterial Preservation Program provides grants to counties for urban and rural arterial road preservation based on each county's total arterial lane miles. (County Arterial Preservation Account-State)

AH Rural Arterial Trust Account

The Rural Arterial Program provides competitive grants to counties for projects on rural roads. (Rural Arterial Trust Account-State)

AI County Ferry Capital Improvement

The County Ferry Capital Improvement Program continues funding for the payment of construction loans for replacement of the MV Steilacoom ferry in Pierce County. (Motor Vehicle Account-State)

G06 State Public Employee Benefits Rate

Health insurance funding is provided for state employees who are not represented by a union or who are covered by a bargaining agreement that is not subject to financial feasibility determination. Insurance for employees covered by the health insurance coalition is included in funding for their respective collective bargaining agreements. The insurance funding rate is $869 per employee per month for FY 2016 and $937 per employee per month for FY 2017.

GL9 General Wage Incr-State Employees

Funding is provided for wage increases for state employees who are not represented by a union or who are covered by a bargaining agreement that is not subject to financial feasibility determination. It is sufficient for a general wage increase of 3 percent, effective July 1, 2015; a general wage increase of 1.8 percent for employees who earn $2,500 a month or more, effective July 1, 2016; and a general wage increase of 1 percent plus a $20 per month increase for employees who earn less than $2,500 per month, effective July 1, 2016. This item includes both higher education and general government workers. (General Fund-State, various other accounts)

State of Washington
Office of Financial Management

Two Way RecSum Version Compare

Agency: 406 - County Road Administration Board
Version: T5 - 15-17 House Trsp Chair Proposal
Version: T6 - 15-17 House Trsnp Comm Budget

Dollars in Thousands

Parameter	Entered As
Biennium	2015-17
Agency	406
Version 1	T5
Version 1 Option	B
Version 2	T6
Version 2 Option	B
Program	
Sub Program	
Without Codes	N
Include Supporting Text	Y

Comparison of House and Senate Transportation Packages

The House and Senate transportation packages both generate over $15 billion dollars for transportation projects and grants, and both rely heavily on a fuel tax increase and vehicle weight fees for more than half the revenue. Both proposals also anticipate continuing a set of 2012 fee enhancements to generate over $1 billion. Both bond bills authorize bond sales in the amount of $4.285 billion, but the House and Senate appear to anticipate slightly different amounts contributed from bonding. The House also anticipates $1.3 billion in savings from implementation of practical design.

Both packages appear to complete the following megaprojects and a fourth Olympic Class ferry vessel.

- SR 520
- SR 167/SR 509 Puget Sound Gateway
- I-405 Renton to Lynnwood
- US 395 North Spokane Corridor

After these megaprojects, the projects funded by the two package diverge substantially, although both proposals invest significantly in Snoqualmie Pass, I-5 JBLM Corridor, US 12 near Walla Walla (Phase 7), and SR 9 east of Everett. Overall, the House package has a much shorter project list than the Senate, but includes over $200 million for the I-5/SR 18 interchange. The House reserves $533 million for future projects and the senate includes a $199 million contingency reserve.

Both the House and Senate packages include new revenue authorizations for counties, cities, Sound Transit and Community Transit. Cities and counties that have created a Transportation Benefit District acquire greater councilmanic revenue authority – the Senate proposal allows imposition of a vehicle fee of up to $40 if a $20 fee has been in effect for at least 24 months, and the House proposal authorizes $50 after a $20 fee has been in effect for at least 24 months. The House authorizes Sound Transit to seek $15 billion in new revenue and the Senate authorizes $11.2 billion; the House authorization includes a requirement for Sound Transit to develop a transit oriented development strategy and invest in affordable housing at transit sites. Both packages allow Community Transit to seek an additional 3/10 of a cent sales tax.

EXPENDITURES	Senate (millions)	House (millions)	
Highway Preservation	$1,225	$1,510	
State and Local Highway Improvements	$8,698	$8,431	
SR 520	$1,570	$1,710	
SR 167/SR 509 Puget Sound Gateway	$1,877	$1,912	
I-405 Renton to Lynnwood	$1,240	$1,300	
US 395 North Spokane Corridor	$862	$879	
I-90 Snoqualmie Pass to Easton	$426	$205	
I-5 JBLM	$450	$395	
I-5 Everett area	$283	$84	
SR 9 east of Everett	$215	$142	
US 12 near Walla Walla	$173	$169	
I-90/SR 18 interchange	----	$226	
WSF Vessel and Terminal	$328	$266	
Rail	$125	$143	
Culverts	$280	$400	
Stormwater Retrofit	$100	----	
Transit grants and projects	$486	$760	
Bike/Ped grants and projects	$266	$391	
FMSIB	$125	$125	
TIB	$54	$54	
CRAB	$54	$54	
City and County direct distribution	$375	$433	
Debt service	$2,495	$1,601	

REVENUES	Senate (millions)	House (millions)	
Fuel tax	$5,644	$5,684	
Vehicle weight fees	$2,717	$2,676	
2012 fee enhancements	$1,291	$1,135	
Sales tax transfers	$945	----	
ELSA Fund transfers	$104	----	
Bonds	$3,728	$3,647	

CRAB 2015-2016 Gravel Roads Work Plan Proposal

Background

In 1996, CRAB was directed by the Legislature to prepare the "County Gravel Roads in Washington State" report, which developed a scope of work to upgrade all county gravel roads on the Freight and Goods Transportation System (FGTS) and in urban areas to hard surfaced roads. The report identified estimated costs and various potential sources of new revenue to address the upgrades. In the 18 years since the report was presented In January, 1997, no direct legislative action has been enacted on this topic.

On the following pages is an outline of a potential "Gravel Roads Work Plan" that has been developed by the CRAB Staff. The intended purpose is to identify a range of estimated costs to maintain the county FGTS gravel roads, and potential funding sources that may be available to perform that maintenance on an on-going basis.

Drawing from existing data in CRAB Mobility, Don Zimmer has compiled a county-by-county inventory of gravel FGTS routes on arterials and local access routes. As of January 1, 2014, the center-line miles of gravel county roads in each T category are:

T-1	0.00 miles
T-2	0.00 miles
T-3	27.28 miles
T-4	364.66 miles
T-5	863.02 miles

Total: 1,255.06 miles, with 1,184.21 miles (94.35%) in Eastern Washington, and 70.85 miles (5.65%) in Western Washington.

Future Outlook

Some of the current Transportation Budget and Revenue proposals pending at the current Legislative session contain only minimal new funding for county roads, which may result in the need to maintain a growing mileage of gravel county roads. The $10 million Highway Safety Account funding distributed through the CAPP formula in 2013-2015 is in at least one, but not all, of the proposed 2015-2017 Transportation bills.

Recommendation

Staff recommends the CRABoard authorize staff to take the first steps to develop the 2015-2016 Gravel Roads Work Plan, with a preliminary update/status report to be presented at the July, 2015, CRABoard Meeting. If then authorized to continue the effort, the final report would be presented no later than the April, 2016, CRABoard Meeting.

Proposed 2015-2016 Gravel Roads Work Plan

1. **Define Target Audience(s)**
   a. **CRABoard**
   b. **Potential Future Audiences**
      i. Legislature – Transportation Committee(s)
      ii. WSAC – County Councils/Commissions
      iii. WSACE – County Engineers/Public Works Directors
      iv. General Public

2. **Define Purpose**
   a. Identify Maintenance Levels for gravel roads
   b. Identify Funding Levels to maintain gravel roads

3. **Define Scope of Work Plan**
   a. Gravel Rural Arterials
   b. Gravel Rural Collectors
   c. Gravel FGTS Routes (including Local Access)
   d. Gravel Urban Roads (all classifications)

4. **Data Gathering**
   a. **Stakeholders**
      i. County Engineers
      ii. County Maintenance Superintendents
   b. **Inventory (center line miles)**
      Progress Report: Don Zimmer has compiled county-by-county inventory of FGTS routes on arterials and on local access roads, both paved and gravel. Statewide, all T-1 and T-2 routes are paved. 27.38 miles of T-3 are gravel. 364.66 miles of T-4 are gravel. 863.02 miles of T-5 are gravel. The statewide gravel FGTS mileage is 1,255.06, with 1,184.21 miles (94.35%) in Eastern Washington and 70.85 miles (5.65%) in Western Washington.
   c. **Gravel Road Conditions (Maintenance Standards for gravel roads?)**
   d. **Current Revenues**
      i. County Property Tax
      ii. State Fuel Tax Distribution
      iii. Federal and State Grant Programs
         1. STP
         2. RAP
         3. CAPP
         4. Transportation Improvement Board (TIB [urban])
         5. Salmon Recovery Board (SRF)
         6. Federal Lands Access Program (FLAP)
         7. Other
      iv. Local Option Revenues
         1. Real Estate Excise Tax (REET)
         2. Road Improvement District (RID)
         3. Transportation Benefit District (TBD)
         4. Other

e. **Potential New Revenues**
    i. Increase in state Motor Vehicle Fuel Tax
    ii. Increase in state weight/licensing fees
    iii. County option taxes
    iv. Other
f. **Current Maintenance Practices and Unit Costs**
    i. Blading & Grading & Gravelling
    ii. Ditch Maintenance
    iii. Culvert Maintenance
    iv. Base Stabilization
    v. Dust Abatement
    vi. Other

5. **Time Frame**
    a. April, 2015: Authorize start of the Gravel Roads Work Plan
    b. July, 2015: Status Report and determine if effort should continue
    c. January or April, 2015: Final Results presented to CRABoard.

OTHER/FUTURE CONSIDERATIONS

The 1997 "County Gravel Roads in Washington State" report provided cost estimates to upgrade all gravel county roads to paved roads. Additional funding sources for this goal have not yet been provided. If current cost estimates for that scope of work were to be developed, the totals would be much greater with the likely need to include:

a. Surfacing for All-Weather legal loads (reduce seasonal weight restrictions)
b. Safety issues (vertical and horizontal alignment, side slopes/clear zones, turning lanes)
c. Multimodal facilities (widened shoulders for pedestrians and bicycles)
d. Right-of-way purchases (acknowledged but not included in the 1997 cost estimates)
e. Permitting and Mitigation issues
    i. Surface water runoff
    ii. Fish passage
    iii. PM-10 dust
    iv. Dust on crops
    v. Archeology and Historic Preservation
    vi. Other

April 2015 CRABoard Meeting
Deputy Director's Report

A. County Engineer Changes since January 2015

1. Franklin County continued under an Acting County Engineer appointment of Dan Ford, PE after the resignation of County Engineer Matthew Rasmussen, PE. Franklin County continued the search for applicants and Mr. Ford to continued to serve until March 6, 2015. On March 4, 2015, Franklin County appointed Craig Erdman, PE, as the acting County Engineer, effective March 7, 2015, until a permanent appointment is made.

2. Spokane County announced the retirement of County Engineer Bob Bruggeman, PE, effective March 16, 2015. On March 10, 2015, Spokane County appointed Chad Coles, PE, as County Engineer, effective March 17, 2015, until a permanent appointment is made. By phone, Spokane County has notified the Board that Mitch Reister, PE, Chelan County Engineer, has accepted and been appointed Spokane County Engineer, effective April 27, 2015. Mr. Reister's last day with Chelan County will be April 19, 2015.

FRANKLIN COUNTY

BOARD OF COMMISSIONERS

BRAD PECK
DISTRICT 1

ROBERT E. KOCH
DISTRICT 2

RICK MILLER
DISTRICT 3

Jerrod MacPherson
Interim County Administrator

March 9, 2015

Jay Weber, Executive Director
WA State County Road Administration Board
2404 Chandler Court SW, Ste 240
Olympia, WA 98504-0913

RE: Franklin County Engineer

Dear Mr. Weber:

On Wednesday, March 4, 2015, the Board of County Commissioners, through Franklin County Resolution No. 2015-110, designated Craig Erdman as the acting County Engineer, effective March 7, 2015.

Craig Erdman is a registered and licensed Professional Civil Engineer, License No. 52118, under the laws of this state, and is duly qualified and experienced in highway and road engineering and construction.

Craig Erdman's contact information is as follows:

Craig Erdman, P.E.
County Engineer
Franklin County Public Works
3416 Stearman Avenue
Pasco, WA 99301
Phone: (509) 545-3514
Email: cerdman@co.franklin.wa.us

I have included a copy of the organizational chart detailing the responsibilities of the County Engineer.

Should you have any further questions, please contact our office at (509) 545-3535.

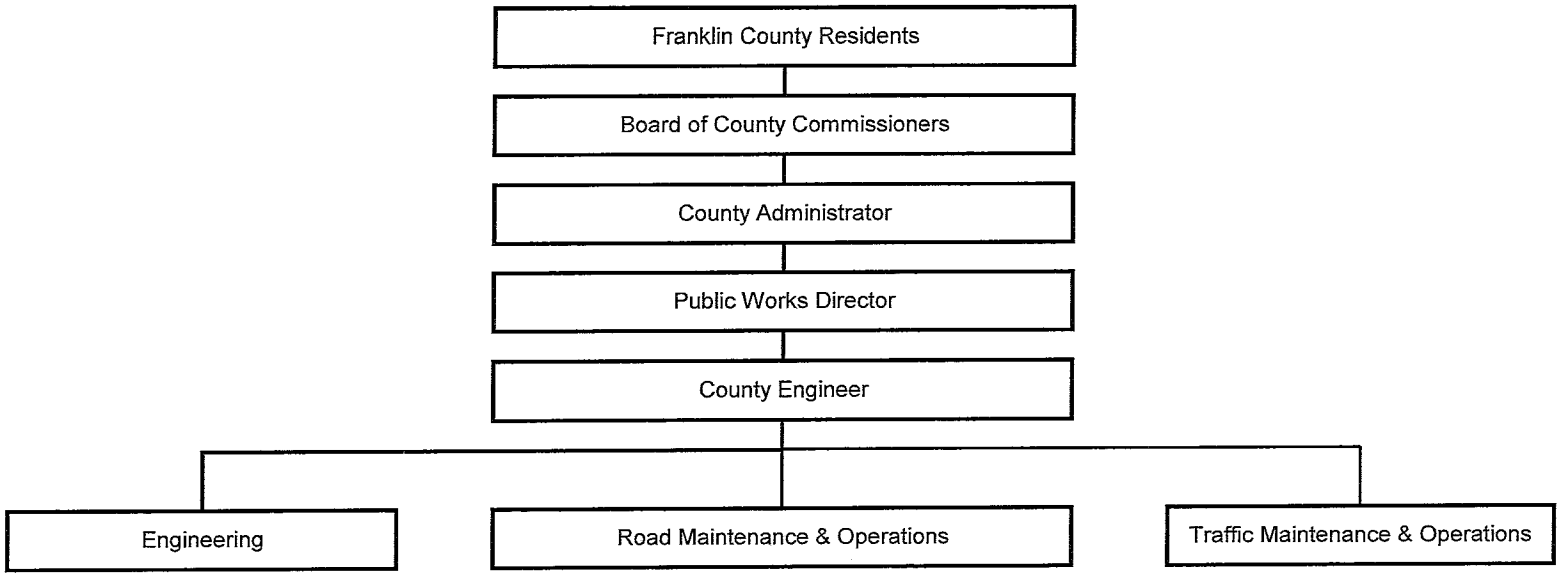
Sincerely,

Brad Peck, Chair

CEIVED
MAR 17 2015

ORGANIZATIONAL CHART

FRANKLIN COUNTY PUBLIC WORKS DEPARTMENT - COUNTY ROAD DIVISION



FRANKLIN COUNTY RESOLUTION NO. 2015 110

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF FRANKLIN COUNTY, WASHINGTON

RE: DESIGNATING AN ACTING COUNTY ENGINEER

WHEREAS, pursuant to RCW 36.75.020, all of the county roads in each of the several counties shall be established, laid out, constructed, altered, repaired, improved, and maintained by the legislative authority of the respective counties as agents of the state, or by private individuals or corporations who are allowed to perform such work under an agreement with the county legislative authority. Such work shall be done in accordance with adopted county standards under the supervision and direction of the county engineer; and

WHEREAS, pursuant to RCW 36.80.010, the county legislative authority of each county shall employ a county road engineer on either a full-time or part-time basis, or may contract with another county for the engineering services of a county road engineer from such other county; and

WHEREAS, the Franklin County Board of Commissioners and Benton County Board of Commissioners approved through Joint Resolution (Franklin County Resolution No. 2014-420, Benton County Resolution No. 2014-743) an Interlocal Agreement for Provision of Engineering Services between County of Franklin and County of Benton, effective through March 6, 2015; and

WHEREAS, Franklin County currently employs Craig Erdman, Engineer Tech III, a registered and licensed professional engineer under the laws of this state, and is duly qualified and experienced in highway and road engineering, and construction; and

WHEREAS, the Board of Franklin County Commissioners constitutes the legislative authority of Franklin County and desires to designate Craig Erdman as the acting County Engineer until such time a permanent appointment is made; and

WHEREAS, Craig Erdman has accepted the position as acting County Engineer:

NOW, THEREFORE, BE IT RESOLVED that the Board of Franklin County Commissioners hereby designates Craig Erdman as the acting County Engineer until such time a permanent appointment is made, effective March 7, 2015 at a salary of $2,440.62 per pay period (Grade 20, Step 1, bi-weekly, 26 pay periods per year).

APPROVED this 4 day of March, 2015.

BOARD OF COUNTY COMMISSIONERS
FRANKLIN COUNTY, WASHINGTON

Brad Peck - Absent
Chairman

Chairman Pro Tem

Member

Attest:

Clerk of the Board

NO. 2015-0176

BEFORE THE BOARD OF COUNTY COMMISSIONERS
OF SPOKANE COUNTY, WASHINGTON

IN THE MATTER OF DESIGNATING AN ACTING COUNTY ENGINEER AS REQUIRED BY WAC 136-12-030	)))	**RESOLUTION**

WHEREAS, pursuant to the provisions of RCW 36.32.120(6), the Board of County Commissioners of Spokane County, Washington (hereinafter sometimes referred to as the "Board") has the care of County property and the management of County funds and business; and

WHEREAS, pursuant to the provisions of chapter 36.80 RCW, the County legislative authority of each county shall employ a County Road Engineer on either a full time or part time basis. The County Engineer shall be a registered and licensed professional Civil Engineer under the laws of the State of Washington, duly qualified and experienced in highway and road engineering and construction. The County Engineer shall serve at the pleasure of the legislative authority; and

WHEREAS, the County Road Administration Board has adopted WAC regulations addressing vacancies in the position of County Engineer. WAC 136-12-020 provides in part that ". . . The County legislative authority or county executive shall, within five working days, notify the county road administration board of the vacancy, and of the procedure to be followed during the period of vacancy." WAC 136-12-030 goes on to provide:

> If for any reason, it is impossible to employ a new county engineer immediately, the county legislative authority shall designate, by resolution, an acting county engineer for an interim period, not to exceed six months, except as provided in WAC 136-12-060. A copy of such resolution shall be forwarded to the county road administration board.

; and

WHEREAS, Bob Brueggeman, P.E., intends to retire from his position as Spokane County Engineer on Monday March 16, 2015. Consistent with the provisions of WAC 136-12-030, it is impossible to employ a new County Engineer immediately, as such, the Board of County Commissioners desires to designate an acting County Engineer, subject to the provisions of RCW 36.80.020, for an interim period commencing March 17, 2015 and not to exceed six (6) months or when a permanent County Engineer is appointed, whichever occurs first.

NOW, THEREFORE, BE IT HEREBY RESOLVED by the Board of County Commissioners of Spokane County, pursuant to WAC 136-12-030, that the Board does hereby appoint:

Name:		Chad W. Coles
Washington Registration No.		29197
Contact Information:	address	W. 1026 Broadway Avenue Spokane, WA 99260
	e-mail	ccoles@spokanecounty.org
	phone	(509) 477-7450

as the Spokane County Acting County Engineer, subject to the provisions of RCW 36.80.020, for an interim period effective March 17, 2015 and running for a period of six (6) months or until a permanent County Engineer is appointed by the Board of County Commissioners.

The Clerk of the Board of County Commissioners of Spokane County is requested to forward a copy of this Resolution to the County Road Administration Board.

PASSED AND ADOPTED this 10th day of March, 2015.

BOARD OF COUNTY COMMISSIONERS
OF SPOKANE COUNTY, WASHINGTON

Todd Mielke
TODD MIELKE, Chair

SHELLY O'QUINN, Vice Chair

absent
AL FRENCH, Commissioner

ATTEST:

Ginna Vasquez
Ginna Vasquez, Interim Clerk of the Board

B. County Visits completed since January 2015

- Stevens County
- Spokane County
- Lewis County
- Wahkiakum County
- Skagit County
- Kitsap County

There were numerous contacts with County Engineers in other venues.

C. County Audit Reports reviewed since January 2015

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

CRAB has reviewed four audit reports representing four counties since the January 2015 board meeting. One audit contained a total of two findings issued and none involved County Road Funds in some form. Any audits with "**Finding Report**" in bold print, revealed substantive findings involving County Road Funds.

2013 Audits

Report #	Entity/Description	Report Type	Audit Period	Release Date	New Find#	Co.Rd.?	PrevFind#	Status
1013847	King County	Accountability	07/01/2013 to 06/30/2014	3/26/2015	2	Y	0	Resolved
1013815	Benton County	Accountability	01/01/2013 to 12/31/2013	3/23/2015	0	N	0	
1013754	Spokane County	Accountability	01/01/2013 to 12/31/2013	3/9/2015	0	N	1	
1013617	Franklin County	Accountability	01/01/2013 to 12/31/2013	2/17/2015	0	N	0	

D. Other Activities and Visits since January 2015

4 February	NACE Planning Meeting	CRAB Office
11 February	Gravel Road Study Pre-Planning Meeting	CRAB Office
17 February	Stevens County Visit	Colville
18-19 February	Spokane County Engineer Interviews	Spokane
27 February	Lewis County Visit	Chehalis
4 March	Mason County SAO Discussion	CRAB Office
11 March	NACE Planning Meeting	CRAB Office
14 March	Wahkiakum County Ferry Dedication	Cathlamet
17 March	EHB 1868 Discussion	CRAB Office
18 March	Transportation Commission Presentation	WSDOT HQ
19 March	EHB 1868 Hearing-Gov. Ops/Security	SHR #1
20 March	Skagit County CRAB On Site Training	Mount Vernon
30 March	EHB 1868 Hearing-Transportation	SHR #1
3 April	Kitsap County Visit	Port Orchard
8 April	NACE Planning Meeting	CRAB Office
14 April	SACS Quarterly Meeting	CRAB Office

April - 2015 CRABoard

Report from Jeff Monsen, P.E., Intergovernmental Policy Manager

County Visits

Travel to and meetings at the following County offices:

Mason – 2/13
Kitsap – 2/17, 2/18
Clallam – 2/19
Skamania – 3/12
Whatcom – 3/16
Skagit – 3/17, 3/20, 3/30
Franklin – 4/7
Benton – 4/6, 4/8

Other meetings and activities

WSACE - NACE 2016 Conference Planning - Suncadia 2/4, teleconference 4/8
WSDOT Finance – Financial Reporting (Olympia) – 2/12
CRAB Asst AG – Road Purpose (Tumwater) – 2/26, 3/17
County Ferry Consortium (Skagit, Whatcom, Pierce – Mt Vernon) – 3/5
WinCams Training (Mt Vernon) – 3/24
WHUF weekly briefing (Olympia) – 2/25, 3/25, 4/8
WSACE - Western District roundtable (Olympia) – 3/25

Office of the County Engineer Training

Customized training presented
- Skamania (3-hour, 3 participants) – 3/12
- Skagit (3-hour, 33 participants) – 3/20

Planned
- Clark – 4/29
  - 2-hour with County Administrator and Council
  - 3-hour with PW staff
- 3-day at CRAB – 5/12-14

Maintenance Manager's Report
February-April 2015

County Meetings

February 9: Clark County RAP Project Field and File Review
March 11: Snohomish County RAP Project Field and File Review
March 12: Whatcom County RAP Projects Field and File Reviews
March 17: Whitman County RAP Project Field and File Review
March 18: Adams County RAP Project Field Review
March 19: Stevens County RAP Project File Review

Other Meetings

February 4-6: WSACE Professional Development, Kittitas County
February 19: WSACE/NACE 2016 Planning Meeting
March 18: WSACE Eastern District Meeting, Ritzville
March 25: WSACE Western District Meeting, Olympia
April 1-2: Washington State Chapter APWA Spring Conference, Tacoma

CRAB Training February – April 2015

Date	Subject	Location	Participants	Counties Represented
March 11	County Engineer "Lite"	Skamania County	3	1
March 17-18	AutoCAD 3D Fundamentals	CRAB Offices	7	3
March 20	Introduction to CRAB	Skagit County	30	1
April 15	Introduction to UAV's (Drones)	CRAB Offices/ Webinar	TBA	TBA

Future Training Schedule April – July 2015

Date	Subject	Location	Registration Deadline
April 28-29	Autodesk Infraworks	CRAB Offices	April 24
May 5-7	Civil 3-D	CRAB Offices	May 1
May 12-14	County Engineer	CRAB Offices	May 8
May 27-28	Mobility 4.0	Douglas County	May 22
June 24-25	Mobility 4.0	CRAB Offices	June 19

Mobility© Safety Project Selection Tool
2nd Quarter County Road Administration Board Update

Activity – Description of work activity this reporting period, and progress on milestones and deliverables:

Milestone/Deliverable	Summary of Activity	Complete, or Anticipated Completion Date
Form stakeholder workgroup	Workgroup members consist of 15 county engineers/staff, 1 FHWA, 1 WSDOT, 1 WTSC, and 9 CRAB	Completed October, 2014
Identify additional needed data elements	Workgroup meeting occurred on 12/18/2014 to identify additional data elements. 6 new inventories were identified consisting of approximately 34 new project related data elements.	Completed February, 2015
Recruit and hire project employee	Jacky Nguyen was hired as an ITS3 project developer starting on January 5th, 2015	Completed January, 2015
Add additional identified data elements to Mobility	All identified inventories and additional data elements have been developed and tested	Completed March, 2015
Develop methodology for collecting additional data elements	Pending	April, 2015
Create decision tree reporting that identifies target crash types and risk Factors	Task I and II are 90% complete, Task III has been planned and is ready for development	June, 2015
Develop software decision tool in Mobility	Underway; The decision tool has been divided into 9 tasks with 3 underway	Sept, 2015
Develop training plan for counties on use of system	Help file for new inventories and data elements is 90% complete	Sept, 2015

Performance Measure - End-of-project data to demonstrate improvement of the designated performance measure indicated in the Interagency Agreement.

Roadway – Accessibility *Measure CRAB's engineering customer's ability to obtain a prioritized list of safety projects in the Mobility system, and their satisfaction with the speed of generating this list.*	Baseline Date: **September 2014**	Final Date: **September 2015**
	Ability Rating: 2.2/5 Satisfaction Rating: 2.3/5 30/39 Counties Responded	