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

Thursday
1:00 PM

DRAFT

1	**Call to Order**		
2	**Chair's Report**		
	A. Introductions	Info	
	1. New Board Member - Skagit County Commissoner Lisa Janicki		
	2. New Board Member - King County Council Member Kathy Lambert		
	3. Accountant - Chad Johnson		
	B. Approve July 16-17, 2015 Agenda	Action	Enclosure
	C. Approve Minutes of April 16-17, 2015 CRABoard Meeting	Action	Enclosure
	D. Elect New Chair, Vice Chair, and Second Vice Chair	Action	
3	**Certifications - Don Zimmer**		
	A. Resolution 2015-006 - Certify the Master Road Log	Action	Enclosure
	B. Resolution 2015-007 - Certify MVFT Allocation Factors	Action	Enclosure
4	**Rural Arterial Program - Randy Hart, P.E.**		
	A. Program Status Report	Info	Enclosure
	B. Regional Meeting Update	Info	Enclosure
	C. Resolution 2015-008 - Apportion RATA Funds to Regions	Action	Enclosure
	D. Resolution 2015-009 - Establish 2015-17 Regional Apportionment %	Action	Enclosure
	E. Resolution 2015-010 - Fund Additional and NE Region Projects	Action	Enclosure
	F. Project Request Actions Taken by CRAB Staff	Info	Enclosure
5	**2:00 PM - Public Hearing - Randy Hart, P.E.**		
	Proposed Revisions to WAC 136-167-040	Action	Enclosure
6	**Executive Director's Report - Jay Weber**		
	A. 2013-15 Budget Close-out	Info	Enclosure
	B. 2015-17 Budget	Info	Enclosure
	C. Lease Renewal	Info	Enclosure
7	**Maintenance Manager's Report - Bob Moorhead, P.E.**	Info	Enclosure

RECESS **6:00 PM - Dinner at Red Robin**

Friday
8:30 AM

8 **Call to Order**

9 **Gary Rowe, WSACE Managing Director**

10 **Deputy Director's Report - Walt Olsen, P.E.**

A.	County Engineers/PWD Status	Info	Enclosure
B.	County Visits Completed Since April 2015	Info	Enclosure
C.	County Audits	Info	Enclosure
D.	Other Deputy Director's Activities	Info	Enclosure

11 **Staff Reports**

A.	Assistant Director - Steve Hillesland	Info	Enclosure
B.	Intergovernmental Policy - Jeff Monsen, P.E.	Info	Enclosure
C.	Compliance - Derek Pohle, P.E.	Info	Enclosure

12 **Executive Session**

Resolution 2015-011 - Executive Director's Salary	Action	

ADJOURN

Chairman's Signature: _____

Attest: _____

County Road Administration Board
Minutes
April 16-17, 2015

Members Present: Dale Snyder, Douglas County Commissioner, Chair
*Brian Stacy, PE, Pierce County Engineer, Vice-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

Staff Present: Jay Weber, Executive Director
Walt Olsen, PE, Deputy 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
*Kimberly Frinell, CRAB Counsel
**Steve Hillesland, Assistant Director
**Eric Hagenlock, Applications Specialist
**Jim Ayres, PE, Design Systems Manager
**Jim Oyler, Support Specialist
**Kathy O'Shea, Database Specialist

Guests: *Monte Reinders, PE, Jefferson County Engineer/Public Works Director
*Zoe Ann Lamp, Jefferson County Transportation Planner
*Kathleen Kler, Jefferson County Commissioner
*Chad Coles, PE, Spokane County Acting Engineer
*Gary Ekstedt, PE, Yakima County Engineer
*Brad Bastin, PE, Cowlitz County Engineer
*Melissa McFadden, PE, Mason County Engineer
**Scott Merriman, Office of State Treasurer

**Present April 16, 2015 only*
***Present April 17, 2015 only*

CALL TO ORDER

Chair Snyder called the County Road Administration Board quarterly meeting to order at 1:02 p.m. on Thursday, April 16, 2015, at the CRAB Office in Olympia.

CHAIR'S REPORT

Chair Snyder requested that all cell phones be silenced and that guests sign-in.

Approve Agenda for the April 16-17, 2015 Board Meeting

Second Vice-Chair Woods moved and Commissioner Coffman seconded to approve the agenda as presented. **Motion carried unanimously.**

Approve Minutes of January 29-30, 2015 Board Meeting

Commissioner Koch moved and Mr. Storey seconded to approve the minutes of the January 29-30, 2015 CRABoard meeting as presented. **Motion carried unanimously.**

Chair Snyder noted that Chad Johnson from DES SACS was unable to attend.

EMERGENCY WAC CHANGES

Mr. Hart presented staff's proposed revisions to WAC 136-167-040, adding language allowing for additional project extensions to provide for the public safety, health or general welfare. The statutory authority for adoption is RCW 36.78. Second Vice-Chair Woods moved and Commissioner Coffman seconded to adopt the emergency WAC changes, and direct staff to bring forward language for a permanent WAC change at the July 2015 CRABoard meeting. **Motion carried unanimously**.

RURAL ARTERIAL PROGRAM – Randy Hart

Program Status Report

Mr. Hart reviewed the Rural Arterial Program project status report. He noted that 1009 projects have been completed. Anticipated revenue to the end of the 2013-2015 biennium is $522,045,870. RAP expenditures to date total $501,385,186. RAP obligations remaining to active projects are $105,533,141.

RAP Projects Actions Update

Mr. Hart noted three projects facing construction lapsing in April 2015, two projects facing design lapsing in May and June, and other activities and requests handled by staff since the January 2015 CRABoard Meeting.

Resolution 2015-003 – Apportion RATA Funds to Regions

Mr. Hart presented Resolution 2015-003 to the Board. This resolution apportions the accrued amount of $2,963,329 now credited to RATA in February and March 2015 to the regions by the established 2013-15 biennium regional percentages after setting aside $82,000 for administration.

Commissioner Schulte moved and Vice-Chair Stacy seconded to adopt Resolution 2015-003 as presented. **Motion carried unanimously**.

Resolution 2015-004 – Approve 2015-2017 RAP Projects and Allocate Estimated 2015-2017 RATA Revenue

Mr. Hart presented Resolution 2015-004 to the Board. This resolution approves projects in the five regions and allocates the estimated 2015-2017 fuel tax funds and turned back funds to the listed projects. Unallocated amounts will be assigned to projects in later arrays.

Northeast Region	$15,696,000
Northwest Region	3,860,000
Puget Sound Region	1,913,688
Southeast Region	11,430,000
Southwest Region	7,288,000
Total Allocation:	$40,188,388
Unallocated NE BR	1,599,300
Unallocated PS	387,312
Unallocated SE BR	509,000
Total funds available:	$42,684,000

Following questions and discussion, Vice-Chair Stacy moved and Mr. Storey seconded to adopt Resolution 2015-004 as presented. **Motion carried unanimously**.

Project Request – Columbia County

Mr. Hart reported that Columbia County has requested a mid-construction phase lapsing time extension for their Tucannon Road project. The project was scheduled to lapse on April 11, 2015.

Mr. Hart noted that the project was fully RATA funded to $1,327,500 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.

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

The Washington Department of Fish and Wildlife (WDFW) was consulted and the WDFW biologist determined no Biological Assessment was needed. Upon later review of the Environmental Classification Summary, 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. A Biological Assessment was then required.

The county asked that the Assessment 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 Assessment with its consultant, but after many assurances the county would receive a report from them, but this has not yet been supplied.

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

Right-of-way was also sent to WSDOT for review. 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. The appraiser was hired in July 2014 and the county is awaiting right-of-way plan revisions from the consultant, who has been unresponsive. The county anticipates resolving right-of-way and acquisition this summer.

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.

Staff finds the above issues listed by the county would qualify the project for a potential two-year extension had it submitted one before starting construction, and an extension would likely been granted by the Director. The project is now being delayed *after* initial construction, between phases. The phasing provision was added to WAC 136-170-030 after the initial construction lapsing WAC was already in place. The phased construction WAC does not address extensions between phases, but states that all phases must commence within two years of the first. The county may have been eligible for an extension if it hadn't received the previous one-time-only extension; however, if construction is viewed as applying to the entire project in its continuous development through phases, the phasing WAC itself appears to prohibit this. Staff therefore defers to the Board for further discussion and final determination regarding Columbia County's request.

Second Vice-Chair Woods presented additional information to the Board, then recused himself from discussion and voting on the request and vacated the Board Room.

Following questions and discussion, Commissioner Mielke moved and Commissioner Schulte seconded to approve Columbia County's request for a lapsing time extension to April 11, 2017 for the Tucannon Road Project 0707-01. **Motion carried unanimously, with Second Vice-Chair Woods recused.**

Following counsel of Ms. Frinell, Commissioner Mielke moved and Mr. Storey seconded to waive any required payback of expended funds due to lapsing rules at this time. **Motion carried unanimously, with Second Vice-Chair Woods recused.**

Second Vice-Chair Woods returned to the Board Room.

Project Request – Jefferson County

Mr. Hart announced that Jefferson County has requested $93,600 in emergency RATA funding for the repair and restoration of Dosewallips Road, milepost 3.15–3.30.

Mr. Hart noted that Dosewallips Road is a rural minor collector 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 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 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 2017-19 funding limit by that amount.

Staff has reviewed the project site and finds damage to Dosewallips Road occurred due to undermining of the road support structure by the encroaching Dosewallips River. Since 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 of Dosewallips Road at milepost 3.15-3.30. This funding amount, if approved, will be deducted from the county's funding limit for the 2017–19 biennium.

Mr. Hart introduced Mr. Reinders, Ms. Lamp, and Commissioner Kler, who presented additional information to the Board.

Following questions and discussion, Commissioner Schulte moved and Vice-Chair Stacy seconded to approve Jefferson County's request for $93,600 for repair of Dosewallips Road at milepost 3.15-3.30, with that amount deducted from the county's funding limit for the 2017-19 biennium. **Motion carried unanimously.**

Project Request – Spokane County

Mr. Hart announced that Spokane County has requested a lapsing moratorium be placed on their Bigelow Gulch 4 project from April 19, 2015 to April 19, 2016

Mr. Hart noted that Bigelow Gulch was fully funded in March 2010 for a total of $5,987,480. On January 29, 2013 the county was granted a time extension of two years to April 19, 2015. The county finds itself near construction except that the final National Environmental Policy Act (NEPA) 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".

Bigelow Gulch 4 is one of six sections (three completed, three active) that comprise a large regionally significant corridor improvement involving over $15,000,000 in RATA funding. 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, reduced balance in the account. 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. Staff recommends a moratorium on lapsing be placed on the Bigelow Gulch 4 project, holding lapsing in abeyance.

Mr. Hart introduced Mr. Coles, who presented additional information to the Board. Commissioner Mielke also presented additional information, then recused himself from discussion and voting on the request and vacated the Board Room.

Following questions and discussion, Commissioner Coffman moved and Commissioner Koch seconded to approve Spokane County's request for a moratorium on lapsing on the Bigelow Gulch 4 project, holding lapsing in abeyance. **Motion carried unanimously, with Commissioner Mielke recused.**

The Board noted that they would like to have the progress of the project reviewed at the April 2016 CRABoard Meeting. Commissioner Mielke returned to the Board Room.

Chair Snyder called for a brief recess.

Project Request – Yakima County
Mr. Hart announced that Yakima County has requested an additional, emergency construction lapsing time extension to April 19, 2016 for their North Meyers Road Bridge #502 project.

Mr. Hart noted that Bridge #502 is one of three projects adjacent to each other that have gained RATA funding since 2003. Funded in 2003, 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 Meyers Road so that improvements needed throughout could be done efficiently and in sequence.

In approximately 2003, the Yakama 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 North 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.

Since Bridge #485 was due to lapse in 2011 and there appeared to be no imminent resolution to the right-of-way issues, 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 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 on January 8, 2015 and $68,161.73 in expended RATA funds was paid back to CRAB.

The CRABoard approved $367,000 in RATA funding for North Meyers Road Bridge #502 on April 19, 2007. Due to scope changes mandated by WDFW, 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.

These issues 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.

All needed federal funding for both bridges is now 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 Yakama Tribe requires continued review of alignment survey information on both bridges to avoid further discrepancies.

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.

Mr. Hart introduced Mr. Ekstedt, who presented additional information to the Board.

Following questions and discussion, Vice-Chair Stacy moved and Second Vice-Chair Woods seconded to approve Yakima County's request for an additional, emergency construction lapsing time extension to April 19, 2016 for their North Meyers Road Bridge #502 project. **Motion carried unanimously.**

PROPOSED WAC REVISIONS – SCHEDULE PUBLIC HEARING

Mr. Hart presented staff's proposed revisions to WAC 136-167-040, adding language allowing for additional project extensions to provide for the public safety, health or general welfare.

Second Vice-Chair Woods moved and Mr. Storey seconded to schedule a public hearing for Thursday, July 16, 2015 at 2:00 pm in the CRAB Board Room. **Motion carried unanimously**.

Chair Snyder called for a brief recess.

CRAB staff presented Ms. Frinell with a cake in appreciation of her years of counsel to the Board, and wished her luck as she leaves Washington State service and moves to California.

COMPLIANCE REPORT – Derek Pohle

Mr. Pohle reported on county compliance in required submittals of Road Levy Certification, Traffic Law Enforcement Certification, Certification of Expenses for Fish Passage Barrier Removal, Annual Construction Report, CAPP Report, Bridge Inspections, Annual Certification, and Annual Certification for Maintenance Management. He noted that all 39 counties submitted their electronic filings in a timely

manner, although 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. He also noted that there are a handful of counties that are inadvertently over-diverting 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.

He reported that all 39 counties are in full compliance of the Standards of Good Practice for 2014, and therefore staff recommends that Certificates of Good Practice be issued to each of the counties.

He reported briefly on vacancies in the office of County Engineer and a continuing audit finding for Skamania County. Regarding the proposed New Standard of Good Practice for Traffic Law Enforcement, he noted that to date staff has received one inquiry and one response from the Legislative/Executive leadership in the counties. Staff has received some anecdotal reports from a few County Engineers indicating discussions with their Boards appeared that this proposal was not causing them undue concern.

Mr. Pohle outlined his recent meetings and activities.

RESOLUTION 2015-005 - ANNUAL CERTIFICATION – Jay Weber

Mr. Weber announced that as required by RCW 36.78.090 and RCW 36.78.100, and pursuant to WAC 136-04-010 through WAC 136-04-060, he is submitting to the County Road Administration Board a report of the review of the annual certifications submitted by the counties for the calendar year 2014. Each year, these certifications provide information to this agency which touches upon three main areas: Management and Administration; Document Submittal, which includes such items as road levy certification, road log updates, construction reports, etc.; and Operations. From receipt of this information, staff is able to determine the level of compliance with applicable laws and Standards of Good Practice achieved by the counties of the State of Washington, and it is upon demonstrated compliance with these laws and standards which continued receipt of the fuel tax distribution depends.

He concluded that he is pleased to be able to report to the Board that all of the 39 reporting counties have demonstrated reasonable and substantial compliance with all applicable laws and Standards of Good Practice. He therefore recommended approval of Resolution 2015-005 stating the issuance of Certificates of Good Practice in the names of the thirty-nine counties listed on the resolution.

Commissioner Coffman moved and Commissioner Koch seconded to approve Resolution 2015-005, issuing Certificates of Good Practice to all 39 counties. **Motion carried unanimously**.

DIRECTOR'S REPORT – Jay Weber

CRABoard Positions

Mr. Weber reported that on March 17, 2015 he sent a letter to WSAC President David Sauter notifying him of the expiration in June 2015 of the terms of Commissioner Bob Koch, Council Member Ken Klein, and County Engineer Brian Stacy. He noted that all three members are eligible for reappointment by WSAC.

WSACE County Engineer of the Year Nominations

Mr. Weber reported that nomination forms for the WSACE Engineer of the Year have been sent out. This year's application deadline is May 8, 2015.

WSACE Project-Program Manager of the Year Award

Mr. Weber reported that this award will be presented annually to recognize a county project manager or county program manager working under 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. 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. Applications are due by May 8, 2015.

Current Budget

Mr. Weber reviewed CRAB's current budget status, reporting that all of the accounts show positive variances and are expected to remain so through the remainder of the biennium. He noted that the supplemental budget has not yet been passed by the legislature, and that the $10 million in Highway Safety Account funds that has been received for the last two biennia has been included under the House version of the supplemental budget.

2015-17 Budget HB1299

Mr. Weber reported that the proposed budget is largely the same as the 2013-15 budget in regards to CRAB's funding.

Legislative Update/Discussion

The Board discussed bills currently before the Legislature that are of interest to the counties.

Gravel Roads Work Plan Proposal – Bob Moorhead

Mr. Moorhead presented staff's proposal to update the 1997 CRAB report "County Gravel Roads in Washington State", which developed a scope of work to upgrade all county gravel roads on the Freight and Goods Transportation System (FGTS) and urban areas to hard-surfaced roads.

A "Gravel Roads Work Plan" 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. Using existing data in 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 was 1,255.06 miles, with 1,184.21 miles in Eastern Washington, and 70.85 miles in Western Washington.

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 2013-15 is in at least one, but not all, of the proposed 2015-17 Transportation bills.

Mr. Moorhead noted that the 1997 report provided cost estimates to upgrade all gravel county roads to paved roads, but 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 surfacing for all-weather legal loads, safety issues, multimodal facilities for pedestrians and bicycles, right-of-way purchases, and permitting and mitigation issues.

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

The Board directed staff to begin work on the plan and report back at the July 2015 CRABoard Meeting.

Vice-Chair Stacy noted that he would not be in attendance the following day as he was departing for the National Association of County Engineers Annual Conference in Florida. He thanked CRAB staff for their assistance over the last year and into the next as the WA State Association of County Engineers prepares to host the national conference in Tacoma in 2016.

Chair Snyder recessed the meeting at 5:08 pm on Thursday, April 16, 2015. The meeting will resume Friday, April 17, 2015 at 8:30 am.

Friday, April 17, 2015

CALL TO ORDER

The CRABoard meeting was reconvened by Chair Snyder at 8:30 am on April 17, 2015.

TRANSPORTATION FUNDING – Scott Merriman
Mr. Merriman noted that currently a large portion of the revenue from fuel taxes is being spent on debt repayment. The Office of the State Treasurer is advocating the utilization of a cash basis of payment rather than incurring further debt, and promoting better decision making in the planning and financing of transportation projects.

INTERGOVERNMENTAL POLICY UPDATE – Jeff Monsen
Mr. Monsen reported travel to and meetings at Mason County, Kitsap County (two visits), Clallam County, Skamania County, Whatcom County, Skagit County (three visits), Franklin County, and Benton County (two visits).He briefly noted other meetings and activities since January 2015.

He reported on County Engineers' Training, noting customized training presented in Skamania County, 3 hours with 3 participants on March 12 and Skagit County, 3 hours with 33 participants on March 20. Training is planned at Clark County on April 29, with 2 hours with County Administrator and Council and 3 hours with Public Works staff. A full three-day session at the CRAB offices is scheduled for May 12-14, with 11 participants signed up so far.

He noted that an audit of Mason County received earlier this week showed ongoing financial difficulties. CRAB staff will be working closely with the Office of the State Auditor and Mason County staff to seek solutions for the county's problems.

MAINTENANCE MANAGEMENT UPDATE – Bob Moorhead
Mr. Moorhead summarized his recent activities, and reported on recent and upcoming training sessions conducted by CRAB staff.

Chair Snyder called for a brief recess.

INFORMATION SERVICES UPDATE – Steve Hillesland
Mr. Hillesland noted Mr. Hagenlock's report on the progress of the Systemic Safety Project, then introduced Mr. Ayres, who presented an overview of Unmanned Aerial Vehicles (UAV). He noted that an introductory class was held at the CRAB offices on April 15, which included a demonstration of the device in the field. CRAB will be purchasing a device from SenseFly at a substantial discount for training purposes.

Mr. Ayres also noted technical assistance he gave to Asotin County in their defense in a recent lawsuit regarding the Public Records Act. He also testified as an expert witness in the trial.

DEPUTY DIRECTOR'S REPORT – Walt Olsen

County Engineers/Public Works Directors

Mr. Olsen noted three changes since the January 2015 CRABoard Meeting:

Franklin County continued under an Acting County Engineer appointment of Dan Ford, PE, until March 6. On March 4, Franklin County appointed Craig Erdman, PE, as the acting County Engineer, effective March 7, until a permanent appointment is made.

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

County Visits

Mr. Olsen noted county visits completed since January 2015 in Stevens County, Spokane County, Lewis County, Wahkiakum County, Skagit County, and Kitsap County.

Numerous contacts with County Engineers took place in other venues.

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 any 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	

Other Activities and Visits since January 2015
Mr. Olsen reported on his other activities.

Chair Snyder adjourned the meeting at 10:37 am.

Chairman's Signature: _____

Attest: _____

RESOLUTION 2015-006

CERTIFYING THE MASTER COUNTY ROADLOG AS OF JANUARY 1, 2015

WHEREAS, Chapter 120, Laws of 1985, Regular Session, Section 1 (2) and WAC 136-60, as originally adopted by the County Road Administration Board on November 12, 1986, and last revised on January 16, 2003, provides for the maintenance and updating of the County Roadlog; and

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

WHEREAS, all counties have submitted their County Roadlog updates, which substantially reflect their road systems as of January 1, 2015; and

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

NOW, THEREFORE, BE IT RESOLVED that the master County Roadlog for all counties reflecting the county road system as of January 1, 2015 be certified as the provisional official County Roadlog, and

Adopted by the CRABoard on July 16, 2015 during its regular meeting held in Olympia, Washington.

_____
Chairman

_____
Attest

RESOLUTION 2015-007

REGARDING ROADWAY CATEGORIES AND UNIT COSTS FOR THE 2016 AND 2017 COUNTY FUEL TAX DISTRIBUTION

(Revenue forecast based upon 2015 Legislative action)

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

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

WHEREAS, the roadway category mileages are derived from the county roadlog as maintained and approved by the CRABoard as of July 1 of each odd-numbered year; and

WHEREAS, each of the several counties have submitted updates to their County Roadlog, and the CRABoard has certified the official County Roadlog as of January 1, 2015 by Resolution 2015-006 Adopted July 16, 2015; and

WHEREAS, based on the updated county roadlog, staff has calculated the single statewide unit costs for both maintenance and reconstruction for each roadway category based on the costs contained within the Road Jurisdiction Study; Phase II, completed in 1988.

NOW, THEREFORE, BE IT RESOLVED that for purposes of determining each county's fuel tax distribution factor for calendar year 2016 and 2017:

1. that the roadway categories and associated unit costs as shown in Attachment A for computing maintenance and reconstruction costs within the statutory fuel tax allocation formula be used, and

2. that the roadway category mileages for each county derived from the county roadlog certified as of January 1, 2015 as shown in Attachment A shall be used for the computation of the fuel tax allocation factors.

Adopted by the CRABoard on July 16, 2015 during its regular meeting held in Olympia, Washington.

_____
Chairman

_____
Attest

Attachment A

CRABoard Resolution 2015-007 - July 16, 2015

MAINTENANCE AND RECONSTRUCTION CATEGORIES AND UNIT COSTS FOR 2016 - 2017 COUNTY FUEL TAX ALLOCATIONS

Categories from 1983 Cost Factor Study, for Roadlog Certified 1/1/2015
Costs are in 1988 dollars, based on Road Jurisdiction Study cost factors
Maintenance and Reconstruction Cost Adjustments from WSDOT RF1506, Implicit Price Deflator - 1.4816825%

MAINTENANCE PER CENTERLINE MILE

Maintenance Category	Rural/ Urban	Function Class	Surface Type	Traffic Volume	1988 Dollars Unit Cost ($/Mile)	2015 Dollars Unit Cost ($/Mile)
M - 1	R	All	Unimproved	All	737	1,092
M - 2	R	All	Graded	All	1,546	2,291
M - 3	R	Access	Gravel	All	5,664	8,392
M - 4	R	Arterial	Gravel	All	7,753	11,487
M - 5	R	Access	BST	All	8,681	12,862
M - 6	R	Arterial	BST	All	10,492	15,546
M - 7	R	Access	Paved	All	11,399	16,890
M - 8	R	Arterial	Paved	All	14,406	21,345
M - 9	U	Access	BST & Less	All	9,581	14,196
M - 10	U	Arterial	BST & Less	All	21,570	31,960
M - 11	U	Access	Paved	All	12,933	19,163
M - 12	U	Arterial	Paved	< 5,000	28,989	42,952
M - 13	U	Arterial	Paved	5,000 +	51,103	75,718

RECONSTRUCTION \ REPLACEMENT PER CENTERLINE MILE

Replacement Category	Rural/ Urban	Function Class	Surface Type	Traffic Volume	1988 Dollars Unit Cost ($/Mile)	2015 Dollars Unit Cost ($/Mile)
R - 1	R	Access	Unpaved	All	239,766	355,257
R - 2	R	Access	BST	All	278,368	412,453
R - 3	R	Access	Paved	All	278,526	412,687
R - 4	R	Min Coll	BST & Less	All	402,577	596,491
R - 5	R	Min Coll	Paved	All	392,985	582,279
R - 6	R	Arterial	BST & Less	All	385,983	571,904
R - 7	R	Arterial	Paved	All	364,100	539,481
R - 8	U	Access	BST & Less	All	618,582	916,542
R - 9	U	Access	Paved	All	621,640	921,073
R - 10	U	Collector	BST & Less	All	667,000	988,282
R - 11	U	Collector	Paved	All	671,897	995,538
R - 12	U	Min Art	BST & Less	All	893,918	1,324,503
R - 13	U	Min Art	Paved	All	927,474	1,374,222
R - 14	U	Arterial	BST & Less	All	1,346,095	1,994,485
R - 15	U	Arterial	Paved	All	1,577,968	2,338,048

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

ESTIMATED 2016 REVENUES
MOTOR VEHICLE FUEL TAX

June 2015 OFM Revenue Forecast **$146,281,300**
County Roadlog Certified January 1, 2015

COUNTY	2016 Allocation Percent	Revenue
Adams	2.8759	$4,206,904
Asotin	1.1148	$1,630,744
Benton	2.2641	$3,311,955
Chelan	1.6083	$2,352,642
Clallam	1.3812	$2,020,437
Clark	4.3399	$6,348,462
Columbia	1.0059	$1,471,444
Cowlitz	1.5307	$2,239,128
Douglas	2.5355	$3,708,962
Ferry	1.2113	$1,771,905
Franklin	1.9782	$2,893,737
Garfield	0.8849	$1,294,443
Grant	4.4135	$6,456,125
Grays Harbor	1.6866	$2,467,180
Island	1.5777	$2,307,880
Jefferson	0.9771	$1,429,315
King	8.5234	$12,468,140
Kitsap	3.6608	$5,355,066
Kittitas	1.3835	$2,023,802
Klickitat	1.8453	$2,699,329
Lewis	2.2593	$3,304,933
Lincoln	2.9776	$4,355,672
Mason	1.5815	$2,313,439
Okanogan	2.3303	$3,408,793
Pacific	0.9181	$1,343,009
Pend Oreille	1.1450	$1,674,921
Pierce	7.3819	$10,798,339
San Juan	0.5979	$874,616
Skagit	2.2494	$3,290,452
Skamania	0.5641	$825,173
Snohomish	6.3960	$9,356,152
Spokane	6.0958	$8,917,015
Stevens	2.5727	$3,763,379
Thurston	3.5771	$5,232,628
Wahkiakum	0.5915	$865,254
Walla Walla	2.0276	$2,966,000
Whatcom	2.8442	$4,160,533
Whitman	2.9223	$4,274,778
Yakima	4.1691	$6,098,614
TOTAL	100.0000	$146,281,300

COUNTY ARTERIAL PRESERVATION PROGRAM
2016 CAPP ALLOCATION FACTORS
ESTIMATED 2016 REVENUES

June, 2015 WSDOT Revenue Forecast — County Roadlog Certified January 1, 2015

		$14,691,100 +	$547,000 +	$1,500,000 +	$5,000,000 =	$21,738,100
	2016 Allocation	2016 Estimated	Motor Vehicle	Trans. Part.	Motor Vehicle	TOTAL CAPP
COUNTY	Percent	Revenue	Account	Account	Account	FOR 2016
Adams	4.225	$620,644	$23,109	$63,369	$211,231	$918,354
Asotin	0.786	$115,519	$4,301	$11,795	$39,316	$170,931
Benton	2.300	$337,908	$12,581	$34,501	$115,004	$499,995
Chelan	1.860	$273,198	$10,172	$27,894	$92,981	$404,245
Clallam	1.016	$149,296	$5,559	$15,244	$50,812	$220,910
Clark	3.526	$517,964	$19,286	$52,886	$176,285	$766,420
Columbia	1.104	$162,129	$6,037	$16,554	$55,179	$239,898
Cowlitz	1.713	$251,595	$9,368	$25,689	$85,628	$372,280
Douglas	2.319	$340,679	$12,685	$34,784	$115,948	$504,096
Ferry	1.376	$202,124	$7,526	$20,637	$68,791	$299,078
Franklin	2.665	$391,580	$14,580	$39,981	$133,271	$579,413
Garfield	0.956	$140,471	$5,230	$14,342	$47,808	$207,852
Grant	6.453	$948,079	$35,300	$96,801	$322,671	$1,402,851
Grays Harbor	2.009	$295,133	$10,989	$30,134	$100,446	$436,702
Island	1.666	$244,741	$9,113	$24,989	$83,296	$362,137
Jefferson	1.011	$148,512	$5,530	$15,163	$50,545	$219,750
King	3.683	$541,010	$20,144	$55,239	$184,129	$800,521
Kitsap	2.399	$352,405	$13,121	$35,981	$119,938	$521,446
Kittitas	2.364	$347,307	$12,931	$35,461	$118,203	$513,902
Klickitat	2.823	$414,736	$15,442	$42,346	$141,152	$613,676
Lewis	2.208	$324,363	$12,077	$33,118	$110,394	$479,953
Lincoln	2.977	$437,340	$16,284	$44,654	$148,845	$647,122
Mason	2.038	$299,475	$11,150	$30,577	$101,924	$443,126
Okanogan	3.237	$475,518	$17,705	$48,552	$161,839	$703,613
Pacific	0.929	$136,429	$5,080	$13,930	$46,432	$201,870
Pend Oreille	1.296	$190,388	$7,089	$19,439	$64,797	$281,714
Pierce	5.465	$802,885	$29,894	$81,977	$273,256	$1,188,011
San Juan	0.674	$98,947	$3,684	$10,103	$33,676	$146,409
Skagit	2.759	$405,264	$15,089	$41,379	$137,928	$599,660
Skamania	0.701	$103,056	$3,837	$10,522	$35,074	$152,489
Snohomish	3.934	$577,944	$21,519	$59,010	$196,699	$855,171
Spokane	5.707	$838,487	$31,220	$85,612	$285,372	$1,240,691
Stevens	3.624	$532,460	$19,825	$54,366	$181,219	$787,870
Thurston	2.697	$396,224	$14,753	$40,455	$134,852	$586,284
Wahkiakum	0.606	$89,017	$3,314	$9,089	$30,296	$131,717
Walla Walla	3.211	$471,747	$17,565	$48,167	$160,555	$698,034
Whatcom	2.783	$408,877	$15,224	$41,747	$139,158	$605,006
Whitman	3.237	$475,546	$17,706	$48,555	$161,848	$703,655
Yakima	5.664	$832,104	$30,982	$84,960	$283,200	$1,231,246
TOTAL	**100.000**	**$14,691,100**	**$547,000**	**$1,500,000**	**$5,000,000**	**$21,738,100**

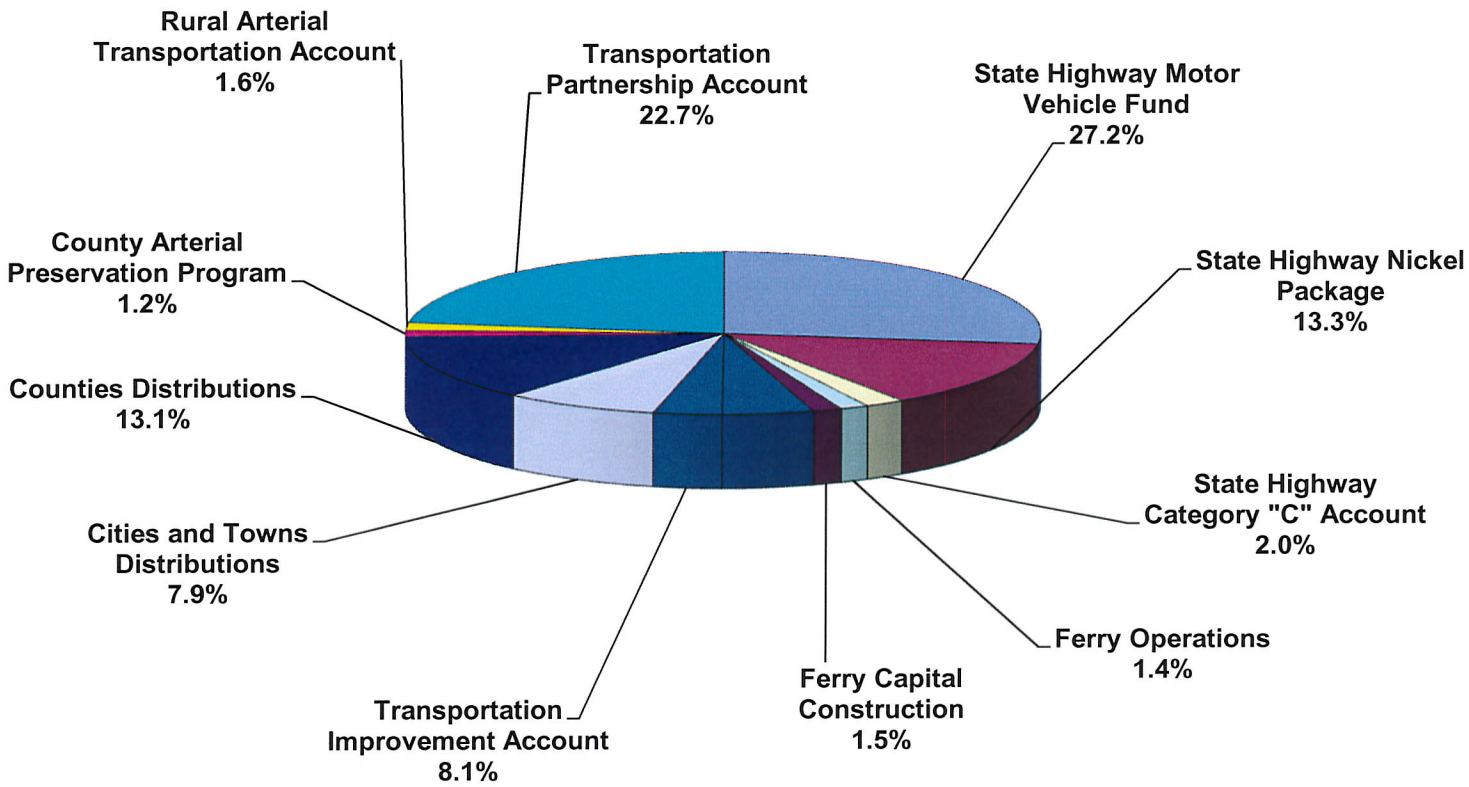
Calculation of: Motor Vehicle Fuel Tax Distribution Factors for 2016 - 2017

Presented By: Don Zimmer
Road System Inventory Manager
County Road Administration Board
July 16, 2015

7/1/2011 - STATUTORY NET DISTRIBUTION OF MOTOR VEHICLE FUEL TAX
(RCW 46.68.090)

		Pre-2003 23 Cents		2003 5 Cents	2005-2008 9.5 Cents	Total 37.5 Cents Distribution
COUNTIES	RAP	2.5363%	0.5833	n/a	n/a	5.9560
	Normal	19.2287%	4.4226	n/a	0.5000	
	CAPP	1.9565%	0.4500	n/a	($1.5M-TPA)	
CITIES	Normal	10.6961%	2.4601	n/a	0.5000 + ($1.0M-TPA)	2.9601
WSDOT	Special Cat. 'C'	3.2609%	0.7500	n/a	n/a	Highways 15.9590
	Normal	44.3870%	10.2090	n/a	n/a	
	Nickel Construction		n/a	5.00	n/a	
	Ferries (Capital)	2.3726%	0.5457	n/a	n/a	Ferries 1.0810
	Ferries (Operations)	2.3283%	0.5355	n/a	n/a	
TPA	Transportation Partnership Account		n/a	n/a	8.5000	8.5000
TIB	TIA	13.2336%	3.0437	n/a	($2.5M-TPA)	3.0437
		100%	23 Cents	5 Cents	9.5 Cents (see RCW 46.68.295)	37.5 Cents

Distribution of the 37.5 State Gas Tax (7-1-2011)



ROAD NEEDS ADDRESSED BY THE CURRENT COUNTY GAS TAX FORMULA

- The current county gas tax formula (the "10-30-30-30" formula) has been in effect with only minor revisions since 1954.
- The final report to the Legislature in 1954 discussed the formula and how it addresses "needs".
- The final report evaluated various combinations of the needs and concluded that the "10-30-30-30" was the most equitable allocation of funds.
- There are four factors used in the calculations:
  - Equal Distribution (10%)
  - Equivalent Population (30%)
  - Annual Road Costs (30%)
  - Annual "Money" Needs (30%)

County Gas Tax Distribution Formula (RCW 46.68.122-124)

EQUIVALENT POPULATION

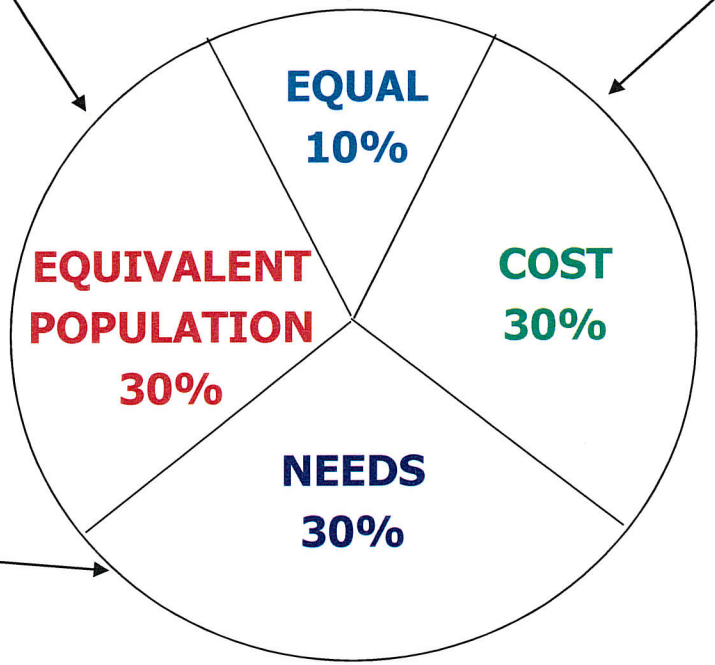
Unincorporated Population
+
25% Incorporated Population

1/39 TO EACH COUNTY

ANNUAL ROAD COST*

Annual Maintenance Cost
+
1/25 Replacement Cost

* Includes all roads, bridges, ferries



ANNUAL NEEDS

(Annual Road Cost - (Actual County Road Levy Amount + Federal Forest Funds + State Timber Excise Tax + Island Counties Refund))

ROAD NEEDS ADDRESSED BY THE CURRENT COUNTY GAS TAX FORMULA

#1 Equal Distribution Factor (10%)

This is reflected in the "equal" portion.

This category addresses needs that are independent of road use, road miles, or financial ability.

This factor addresses the minimum fixed costs of "doing business".

10% divided by 39 Counties = .2564%

ROAD NEEDS ADDRESSED BY THE CURRENT COUNTY GAS TAX FORMULA

#2 Equivalent Population Factor (30%)

The best indicator of road use is the number of vehicle miles traveled.

Sufficient and accurate traffic counts for all roads are not available, nor are they likely to be.

The original basis for this information was "registered motor vehicles".

Since 1982, "equivalent population" is used for this portion of the formula.

GAS TAX 2016

EQUIVALENT POPULATION

County	Unincorporated Population	Incorporated Population	25% Incorporated	Equivalent Population	100% Factor	30% Factor	Total Population	% of State Total
	Good April 2015 Data							
Adams	9,085	10,325	2,581	11,666	0.3207	0.0962	19,410	0.27%
Asotin	13,515	8,495	2,124	15,639	0.4299	0.1290	22,010	0.31%
Benton	34,130	154,460	38,615	72,745	1.9995	0.5999	188,590	2.67%
Chelan	31,580	43,450	10,863	42,443	1.1666	0.3500	75,030	1.06%
Clallam	43,030	29,620	7,405	50,435	1.3863	0.4159	72,650	1.03%
Clark	214,585	237,235	59,309	273,894	7.5284	2.2585	451,820	6.40%
Columbia	1,410	2,680	670	2,080	0.0572	0.0172	4,090	0.06%
Cowlitz	44,765	59,515	14,879	59,644	1.6394	0.4918	104,280	1.48%
Douglas	21,610	18,380	4,595	26,205	0.7203	0.2161	39,990	0.57%
Ferry	6,620	1,090	273	6,893	0.1895	0.0568	7,710	0.11%
Franklin	12,825	74,325	18,581	31,406	0.8633	0.2590	87,150	1.23%
Garfield	855	1,405	351	1,206	0.0332	0.0099	2,260	0.03%
Grant	41,840	52,090	13,023	54,863	1.5080	0.4524	93,930	1.33%
Grays Harbor	28,475	44,635	11,159	39,634	1.0894	0.3268	73,110	1.04%
Island	55,600	25,000	6,250	61,850	1.7000	0.5100	80,600	1.14%
Jefferson	21,500	9,380	2,345	23,845	0.6554	0.1966	30,880	0.44%
King	253,280	1,799,520	449,880	703,160	19.3275	5.7983	2,052,800	29.07%
Kitsap	171,940	86,260	21,565	193,505	5.3188	1.5956	258,200	3.66%
Kittitas	19,120	23,550	5,888	25,008	0.6874	0.2062	42,670	0.60%
Klickitat	14,420	6,580	1,645	16,065	0.4416	0.1325	21,000	0.30%
Lewis	45,475	31,185	7,796	53,271	1.4642	0.4393	76,660	1.09%
Lincoln	5,305	5,415	1,354	6,659	0.1830	0.0549	10,720	0.15%
Mason	52,130	10,070	2,518	54,648	1.5021	0.4506	62,200	0.88%
Okanogan	25,320	16,540	4,135	29,455	0.8096	0.2429	41,860	0.59%
Pacific	14,320	6,890	1,723	16,043	0.4410	0.1323	21,210	0.30%
Pend Oreille	10,030	3,210	803	10,833	0.2977	0.0893	13,240	0.19%
Pierce	386,050	444,070	111,018	497,068	13.6627	4.0988	830,120	11.76%
San Juan	13,965	2,215	554	14,519	0.3991	0.1197	16,180	0.23%
Skagit	49,220	71,400	17,850	67,070	1.8435	0.5531	120,620	1.71%
Skamania	8,895	2,535	634	9,529	0.2619	0.0786	11,430	0.16%
Snohomish	330,260	427,340	106,835	437,095	12.0143	3.6043	757,600	10.73%
Spokane	140,717	347,593	86,898	227,615	6.2564	1.8769	488,310	6.92%
Stevens	34,300	9,730	2,433	36,733	1.0097	0.3029	44,030	0.62%
Thurston	138,930	128,480	32,120	171,050	4.7016	1.4105	267,410	3.79%
Wahkiakum	3,490	490	123	3,613	0.0993	0.0298	3,980	0.06%
Walla Walla	16,590	44,060	11,015	27,605	0.7588	0.2276	60,650	0.86%
Whatcom	89,788	120,002	30,001	119,789	3.2926	0.9878	209,790	2.97%
Whitman	6,084	41,166	10,292	16,376	0.4501	0.1350	47,250	0.67%
Yakima	85,985	163,985	40,996	126,981	3.4903	1.0471	249,970	3.54%
	#s come from "Population"			#s go to "Factors"				
TOTALS	**2,497,039**	**4,564,371**	**1,141,093**	**3,638,132**	**100.0000**	**30.0000**	**7,061,410**	**100.00%**

Source: OFM April 1, 2015, Populations for Allocation of Selected State Revenues

ROAD NEEDS ADDRESSED BY THE CURRENT COUNTY GAS TAX FORMULA

#3 Annual Road Cost Factor (30%)

The greater the number of road miles, the more it costs to construct and maintain the roads.

The original formula based this on "trunk miles", which were school bus and mail routes.

Since 1982, the formula uses all road miles, divided into categories, with costs for each category, plus bridges.

GAS TAX 2016

MAINTENANCE AND REPLACEMENT COSTS

	ROADS (Statewide Average 1988 RJC Costs, inflated to 2015) Done: 5/14/2015				BRIDGES (1988 RJC Costs, inflated to 2015) Done: 5/22/2015				FERRY (Acutal 2013/2014 Costs) Done: 4/8/2015						
COUNTY	Maint-enance	Repl-acement	1 / 25 Repl	ANNUAL COST	Maint-enance	Repl-acement	1 / 25 Repl	ANNUAL COST	Maint-enance	Repl-acement	1 / 25 Repl	ANNUAL COST	TOTAL COSTS	100% FACTOR	30% FACTOR
=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====	=====
Adams	19,674,838	797,207,186	31,888,287	51,563,126	64,197	37,276,388	1,491,056	1,555,252					53,118,378	3.4690	1.0407
Asotin	4,910,111	230,876,996	9,235,080	14,145,190	48,221	37,634,587	1,505,383	1,553,605					15,698,795	1.0252	0.3076
Benton	12,230,305	486,621,044	19,464,842	31,695,147	32,581	22,020,587	880,823	913,404					32,608,551	2.1295	0.6389
Chelan	9,300,957	347,280,546	13,891,222	23,192,178	64,702	52,091,332	2,083,653	2,148,355					25,340,534	1.6549	0.4965
Clallam	7,624,025	272,364,049	10,894,562	18,518,587	80,043	33,428,488	1,337,140	1,417,183					19,935,770	1.3019	0.3906
Clark	24,211,711	839,739,867	33,589,595	57,801,306	61,500	34,838,227	1,393,529	1,455,029					59,256,335	3.8698	1.1609
Columbia	5,464,897	230,409,923	9,216,397	14,681,294	45,134	26,929,633	1,077,185	1,122,319					15,803,613	1.0321	0.3096
Cowlitz	8,012,010	290,503,406	11,620,136	19,632,146	99,945	56,467,459	2,258,698	2,358,644					21,990,790	1.4361	0.4308
Douglas	15,037,648	747,326,617	29,893,065	44,930,712	29,946	14,177,181	567,087	597,034					45,527,746	2.9733	0.8920
Ferry	6,555,085	315,617,265	12,624,691	19,179,775	19,898	12,247,350	489,894	509,792					19,689,567	1.2859	0.3858
Franklin	12,199,307	460,966,633	18,438,665	30,637,972	73,203	28,549,740	1,141,990	1,215,192					31,853,164	2.0802	0.6241
Garfield	4,555,436	207,374,795	8,294,992	12,850,428	16,171	8,503,758	340,150	356,321					13,206,749	0.8625	0.2587
Grant	31,184,604	1,182,065,603	47,282,624	78,467,228	158,322	77,140,329	3,085,613	3,243,935					81,711,164	5.3363	1.6009
Grays Harbor	8,527,853	300,891,882	12,035,675	20,563,529	193,588	150,703,280	6,028,131	6,221,719					26,785,247	1.7492	0.5248
Island	10,401,546	347,631,060	13,905,242	24,306,788	0	0	0	0					24,306,788	1.5874	0.4762
Jefferson	5,280,876	187,479,833	7,499,193	12,780,070	49,416	21,005,819	840,233	889,648					13,669,718	0.8927	0.2678
King	34,625,075	1,182,255,560	47,290,222	81,915,298	367,354	257,522,367	10,300,895	10,668,248					92,583,546	6.0463	1.8139
Kitsap	22,318,210	750,277,703	30,011,108	52,329,318	22,904	14,285,430	571,417	594,321					52,923,639	3.4563	1.0369
Kittitas	8,016,547	294,490,764	11,779,631	19,796,177	78,646	55,911,803	2,236,472	2,315,118					22,111,296	1.4440	0.4332
Klickitat	12,174,887	483,660,510	19,346,420	31,521,308	39,159	29,524,512	1,180,980	1,220,140					32,741,448	2.1382	0.6415
Lewis	15,521,141	506,639,041	20,265,562	35,786,703	156,882	114,523,054	4,580,922	4,737,804					40,524,507	2.6465	0.7940
Lincoln	19,987,140	863,367,847	34,534,714	54,521,854	60,525	41,996,177	1,679,847	1,740,372					56,262,226	3.6743	1.1023
Mason	9,747,531	314,840,093	12,593,604	22,341,135	65,544	38,557,158	1,542,286	1,607,830					23,948,965	1.5640	0.4692
Okanogan	14,964,529	605,725,706	24,229,028	39,193,558	38,513	33,936,348	1,357,454	1,395,967					40,589,525	2.6508	0.7952
Pacific	5,042,062	163,194,282	6,527,771	11,569,833	52,852	38,875,447	1,555,018	1,607,870					13,177,703	0.8606	0.2582
Pend Oreille	6,454,560	250,291,701	10,011,668	16,466,228	49,539	31,438,265	1,257,531	1,307,069					17,773,297	1.1607	0.3482
Pierce	35,521,629	1,377,535,311	55,101,412	90,623,042	134,710	93,894,710	3,755,788	3,890,499	3,571,673	53,781,060	2,151,242	5,722,915	100,236,456	6.5461	1.9638
San Juan	3,463,415	123,804,740	4,952,190	8,415,605	2,040	762,447	30,498	32,538					8,448,143	0.5517	0.1655
Skagit	12,461,711	445,265,215	17,810,609	30,272,320	184,152	107,802,059	4,312,082	4,496,235	2,061,206	24,521,771	980,871	3,042,077	37,810,632	2.4693	0.7408
Skamania	3,247,406	112,119,098	4,484,764	7,732,170	42,342	23,959,003	958,360	1,000,702					8,732,873	0.5703	0.1711
Snohomish	32,527,989	1,159,097,007	46,363,880	78,891,870	328,270	187,369,644	7,494,786	7,823,055					86,714,925	5.6630	1.6989
Spokane	36,556,685	1,353,559,248	54,142,370	90,699,055	120,822	83,121,154	3,324,846	3,445,668					94,144,724	6.1483	1.8445
Stevens	17,073,227	666,051,435	26,642,057	43,715,285	45,006	28,397,605	1,135,904	1,180,910					44,896,195	2.9320	0.8796
Thurston	19,470,957	734,215,730	29,368,629	48,839,586	92,195	72,541,828	2,901,673	2,993,868					51,833,454	3.3851	1.0155
Wahkiakum	2,076,240	69,756,299	2,790,252	4,866,492	21,006	13,381,873	535,275	556,281	857,423	8,478,814	339,153	1,196,576	6,619,348	0.4323	0.1297
Walla Walla	12,746,076	501,417,523	20,056,701	32,802,777	75,683	50,328,508	2,013,140	2,088,823					34,891,600	2.2786	0.6836
Whatcom	16,346,301	546,408,578	21,856,343	38,202,644	121,331	76,133,477	3,045,339	3,166,670	2,416,628	10,890,496	435,620	2,852,248	44,221,561	2.8880	0.8664
Whitman	17,336,057	814,780,022	32,591,201	49,927,258	126,376	90,244,227	3,609,769	3,736,145					53,663,403	3.5046	1.0514
Yakima	23,861,911	897,631,583	35,905,263	59,767,175	236,988	147,158,292	5,886,332	6,123,319					65,890,494	4.3031	1.2909
												#s go to "Needs Factor"		#s go to "Factors"	
TOTAL	566,712,499	21,460,741,700	858,429,668	1,425,142,167	3,499,704	2,244,679,548	89,787,182	93,286,886	8,906,930	97,672,141	3,906,886	12,813,816	1,531,242,869	100.0000	30.0000

ROAD NEEDS ADDRESSED BY THE CURRENT COUNTY GAS TAX FORMULA

#4 Annual Needs Factor (30%)

The less the ability to raise local funds for roads, the greater is the need for state support.

For purposes of the formula, the only independently-certified "local" road funds are:

- **Road Levy Proceeds**
- **Forest Funds**
- **Island County Refunds**

GAS TAX 2016

NEEDS FACTOR CALCULATION

CALCULATION OF NET NEEDS						TOTAL RESOURCES FOR NEEDS CALCULATION				
Total Annual Costs	Total Annual Resources	Net Needs Totals	100% Factor	30% Factor	COUNTY	County Road Levy	Federal Forest Funds	State Timber Excise	Island Refund	TOTAL RESOURCES
53,118,378	1,519,063	51,599,315	4.9295	1.4789	Adams	1,519,063	0	0		1,519,063
15,698,795	1,029,970	14,668,826	1.4014	0.4204	Asotin	991,506	36,906	1,558		1,029,970
32,608,551	5,879,838	26,728,714	2.5535	0.7661	Benton	5,879,838	0	0		5,879,838
25,340,534	7,776,035	17,564,499	1.6780	0.5034	Chelan	6,973,451	749,532	53,052		7,776,035
19,935,770	7,718,320	12,217,451	1.1672	0.3502	Clallam	6,767,602	446,424	504,294		7,718,320
59,256,335	36,283,099	22,973,237	2.1947	0.6584	Clark	36,048,324	2,374	232,401		36,283,099
15,803,613	1,098,166	14,705,447	1.4049	0.4215	Columbia	1,011,743	86,270	153		1,098,166
21,990,790	9,791,276	12,199,514	1.1655	0.3496	Cowlitz	8,978,732	74,991	737,553		9,791,276
45,527,746	4,783,418	40,744,328	3.8925	1.1677	Douglas	4,783,417	1	0		4,783,418
19,689,567	1,869,574	17,819,993	1.7024	0.5107	Ferry	1,313,049	501,101	55,424		1,869,574
31,853,164	2,676,344	29,176,820	2.7874	0.8362	Franklin	2,676,344	0	0		2,676,344
13,206,749	691,560	12,515,189	1.1956	0.3587	Garfield	631,998	59,562	0		691,560
81,711,164	8,504,851	73,206,313	6.9937	2.0981	Grant	8,504,851	0	0		8,504,851
26,785,247	6,231,817	20,553,431	1.9636	0.5891	Grays Harbor	4,802,135	181,170	1,248,512		6,231,817
24,306,788	12,686,343	11,620,445	1.1102	0.3330	Island	8,215,154	0	8,824	4,462,366	12,686,343
13,669,718	4,774,219	8,895,500	0.8498	0.2549	Jefferson	4,099,658	447,281	227,280		4,774,219
92,583,546	70,118,895	22,464,651	2.1461	0.6438	King	69,629,341	152,677	336,877		70,118,895
52,923,639	26,156,115	26,767,525	2.5572	0.7672	Kitsap	26,087,072	0	69,043		26,156,115
22,111,296	5,159,265	16,952,031	1.6195	0.4859	Kittitas	4,831,020	327,566	679		5,159,265
32,741,448	4,391,105	28,350,343	2.7084	0.8125	Klickitat	4,192,648	21,693	176,764		4,391,105
40,524,507	13,772,554	26,751,954	2.5557	0.7667	Lewis	11,155,631	1,063,400	1,553,523		13,772,554
56,262,226	1,824,260	54,437,966	5.2007	1.5602	Lincoln	1,824,260	0	0		1,824,260
23,948,965	9,878,511	14,070,454	1.3442	0.4033	Mason	9,329,194	188,950	360,367		9,878,511
40,589,525	4,553,883	36,035,642	3.4426	1.0328	Okanogan	3,758,514	780,147	15,222		4,553,883
13,177,703	3,755,972	9,421,731	0.9001	0.2700	Pacific	2,969,137	0	786,835		3,755,972
17,773,297	2,087,445	15,685,852	1.4985	0.4496	Pend Oreille	1,532,819	425,221	129,405		2,087,445
100,236,456	63,485,969	36,750,487	3.5109	1.0533	Pierce	63,108,932	107,494	269,543		63,485,969
8,448,143	6,720,851	1,727,292	0.1650	0.0495	San Juan	4,241,767	0	1,014	2,478,070	6,720,851
37,810,632	13,517,084	24,293,548	2.3209	0.6963	Skagit	12,508,662	286,572	721,850		13,517,084
8,732,873	3,611,835	5,121,038	0.4892	0.1468	Skamania	1,626,469	1,728,604	256,762		3,611,835
86,714,925	57,845,193	28,869,732	2.7581	0.8274	Snohomish	55,636,946	332,291	1,875,956		57,845,193
94,144,724	20,518,940	73,625,784	7.0338	2.1101	Spokane	20,466,301	0	52,639		20,518,940
44,896,195	5,452,861	39,443,334	3.7682	1.1305	Stevens	4,954,830	199,661	298,370		5,452,861
51,833,454	20,778,140	31,055,314	2.9669	0.8901	Thurston	20,483,313	599	294,228		20,778,140
6,619,348	519,332	6,100,016	0.5828	0.1748	Wahkiakum	325,314	0	194,018		519,332
34,891,600	4,976,966	29,914,634	2.8579	0.8574	Walla Walla	4,975,085	1,881	0		4,976,966
44,221,561	18,753,027	25,468,535	2.4331	0.7299	Whatcom	18,118,792	461,450	172,785		18,753,027
53,663,403	2,172,500	51,490,903	4.9192	1.4757	Whitman	2,172,500	0	0		2,172,500
65,890,494	11,136,163	54,754,332	5.2309	1.5693	Yakima	10,423,328	687,700	25,135		11,136,163
# from"M&RCosts"	# from Col. "L"	#s go to "Factors"				# from "Levy&Pop"	# from "Forest"			# to Col. "B"
1,531,242,869	484,500,750	1,046,742,119	100.0000	30.0000		457,548,731	9,351,518	10,660,066	6,940,435	484,500,750

GAS TAX 2016

2016 ALLOCATION FACTOR COMPUTATIONS

COUNTY	EQUAL (10%)	EQ.POP (30%)	COSTS (30%)	NEEDS (30%)	2016 UNADJ.	2015 ACTUAL	% FROM 2015 Act	MAX AT + 5%	MAX AT -5%	WITHIN +/- 5%		FACTOR WITHIN	COMBINE MAX FACTORS	ADJUST	2016 FINAL ADJUST
Adams	0.2564	0.0962	1.0407	1.4788	2.8721	2.8629	0.32%			2.8721		2.8759	2.8759		2.8759
Asotin	0.2564	0.1290	0.3076	0.4204	1.1133	1.1371	-2.09%			1.1133		1.1148	1.1148		1.1148
Benton	0.2564	0.5999	0.6389	0.7660	2.2612	2.1931	3.10%			2.2612		2.2641	2.2641		2.2641
Chelan	0.2564	0.3500	0.4965	0.5034	1.6063	1.5562	3.22%			1.6063		1.6083	1.6083		1.6083
Clallam	0.2564	0.4159	0.3906	0.3501	1.4130	1.3155	7.41%	1.3812			1.3812		1.3812		1.3812
Clark	0.2564	2.2585	1.1609	0.6584	4.3343	4.5198	-4.10%			4.3343		4.3399	4.3399		4.3399
Columbia	0.2564	0.0172	0.3096	0.4215	1.0046	1.0157	-1.09%			1.0046		1.0059	1.0059		1.0059
Cowlitz	0.2564	0.4918	0.4308	0.3496	1.5287	1.6020	-4.58%			1.5287		1.5307	1.5307		1.5307
Douglas	0.2564	0.2161	0.8920	1.1677	2.5322	2.5628	-1.19%			2.5322		2.5355	2.5355		2.5355
Ferry	0.2564	0.0568	0.3858	0.5107	1.2097	1.2124	-0.22%			1.2097		1.2113	1.2113		1.2113
Franklin	0.2564	0.2590	0.6241	0.8362	1.9756	2.0255	-2.46%			1.9756		1.9782	1.9782		1.9782
Garfield	0.2564	0.0099	0.2587	0.3587	0.8838	0.9071	-2.57%			0.8838		0.8849	0.8849		0.8849
Grant	0.2564	0.4524	1.6009	2.0981	4.4078	4.4385	-0.69%			4.4078		4.4135	4.4135		4.4135
Grays Harbor	0.2564	0.3268	0.5248	0.5891	1.6971	1.6063	5.65%	1.6866			1.6866		1.6866		1.6866
Island	0.2564	0.5100	0.4762	0.3330	1.5757	1.5637	0.77%			1.5757		1.5777	1.5777		1.5777
Jefferson	0.2564	0.1966	0.2678	0.2549	0.9758	0.9588	1.77%			0.9758		0.9771	0.9771		0.9771
King	0.2564	5.7983	1.8139	0.6438	8.5124	8.2808	2.80%			8.5124		8.5234	8.5234		8.5234
Kitsap	0.2564	1.5956	1.0369	0.7671	3.6561	3.5692	2.43%			3.6561		3.6608	3.6608		3.6608
Kittitas	0.2564	0.2062	0.4332	0.4858	1.3817	1.3773	0.32%			1.3817		1.3835	1.3835		1.3835
Klickitat	0.2564	0.1325	0.6415	0.8125	1.8429	1.8395	0.18%			1.8429		1.8453	1.8453		1.8453
Lewis	0.2564	0.4393	0.7940	0.7667	2.2563	2.2207	1.60%			2.2563		2.2593	2.2593		2.2593
Lincoln	0.2564	0.0549	1.1023	1.5602	2.9738	2.9581	0.53%			2.9738		2.9776	2.9776		2.9776
Mason	0.2564	0.4506	0.4692	0.4033	1.5795	1.5576	1.41%			1.5795		1.5815	1.5815		1.5815
Okanogan	0.2564	0.2429	0.7952	1.0328	2.3273	2.3055	0.95%			2.3273		2.3303	2.3303		2.3303
Pacific	0.2564	0.1323	0.2582	0.2700	0.9169	0.9021	1.64%			0.9169		0.9181	0.9181		0.9181
Pend Oreille	0.2564	0.0893	0.3482	0.4496	1.1435	1.1384	0.45%			1.1435		1.1450	1.1450		1.1450
Pierce	0.2564	4.0988	1.9638	1.0533	7.3723	7.5457	-2.30%			7.3723		7.3819	7.3819		7.3819
San Juan	0.2564	0.1197	0.1655	0.0495	0.5912	0.6294	-6.08%		0.5979		0.5979		0.5979		0.5979
Skagit	0.2564	0.5531	0.7408	0.6962	2.2465	2.2608	-0.63%			2.2465		2.2494	2.2494		2.2494
Skamania	0.2564	0.0786	0.1711	0.1468	0.6528	0.5373	21.50%	0.5641			0.5641		0.5641		0.5641
Snohomish	0.2564	3.6043	1.6989	0.8281	6.3877	6.4929	-1.62%			6.3877		6.3960	6.3960		6.3960
Spokane	0.2564	1.8769	1.8445	2.1101	6.0879	6.3902	-4.73%			6.0879		6.0958	6.0958		6.0958
Stevens	0.2564	0.3029	0.8796	1.1304	2.5693	2.6217	-2.00%			2.5693		2.5727	2.5727		2.5727
Thurston	0.2564	1.4105	1.0155	0.8900	3.5724	3.4679	3.01%			3.5724		3.5771	3.5771		3.5771
Wahkiakum	0.2564	0.0298	0.1297	0.1748	0.5907	0.5747	2.79%			0.5907		0.5915	0.5915		0.5915
Walla Walla	0.2564	0.2276	0.6836	0.8573	2.0250	2.0465	-1.05%			2.0250		2.0276	2.0276		2.0276
Whatcom	0.2564	0.9878	0.8664	0.7299	2.8405	2.7618	2.85%			2.8405		2.8442	2.8442		2.8442
Whitman	0.2564	0.1350	1.0514	1.4757	2.9185	2.9681	-1.67%			2.9185		2.9223	2.9223		2.9223
Yakima	0.2564	1.0471	1.2909	1.5692	4.1637	4.0764	2.14%			4.1637		4.1691	4.1691		4.1691
		Levy&Pop	M&Rcosts	Needs									#s go to "Report"		
	10.0000	30.0000	30.0000	30.0000	100.0000	100.0000	27.77%	3.6319	0.5979	95.6459	4.2298	95.7702	100.0000	0.0000	100.0000

ESTIMATED 2016 REVENUES
MOTOR VEHICLE FUEL TAX

June 2015 OFM Revenue Forecast $146,281,300

County Roadlog Certified January 1, 2015

COUNTY	2016 Allocation Percent	Revenue
Adams	2.8759	$4,206,904
Asotin	1.1148	$1,630,744
Benton	2.2641	$3,311,955
Chelan	1.6083	$2,352,642
Clallam	1.3812	$2,020,437
Clark	4.3399	$6,348,462
Columbia	1.0059	$1,471,444
Cowlitz	1.5307	$2,239,128
Douglas	2.5355	$3,708,962
Ferry	1.2113	$1,771,905
Franklin	1.9782	$2,893,737
Garfield	0.8849	$1,294,443
Grant	4.4135	$6,456,125
Grays Harbor	1.6866	$2,467,180
Island	1.5777	$2,307,880
Jefferson	0.9771	$1,429,315
King	8.5234	$12,468,140
Kitsap	3.6608	$5,355,066
Kittitas	1.3835	$2,023,802
Klickitat	1.8453	$2,699,329
Lewis	2.2593	$3,304,933
Lincoln	2.9776	$4,355,672
Mason	1.5815	$2,313,439
Okanogan	2.3303	$3,408,793
Pacific	0.9181	$1,343,009
Pend Oreille	1.1450	$1,674,921
Pierce	7.3819	$10,798,339
San Juan	0.5979	$874,616
Skagit	2.2494	$3,290,452
Skamania	0.5641	$825,173
Snohomish	6.3960	$9,356,152
Spokane	6.0958	$8,917,015
Stevens	2.5727	$3,763,379
Thurston	3.5771	$5,232,628
Wahkiakum	0.5915	$865,254
Walla Walla	2.0276	$2,966,000
Whatcom	2.8442	$4,160,533
Whitman	2.9223	$4,274,778
Yakima	4.1691	$6,098,614
TOTAL	100.0000	$146,281,300

Questions??

RESOLUTION 2015-007

REGARDING ROADWAY CATEGORIES AND UNIT COSTS FOR THE 2016 AND 2017 COUNTY FUEL TAX DISTRIBUTION

(Revenue forecast based upon 2015 Legislative action)

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

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

WHEREAS, the roadway category mileages are derived from the county roadlog as maintained and approved by the CRABoard as of July 1 of each odd-numbered year; and

WHEREAS, each of the several counties have submitted updates to their County Roadlog, and the CRABoard has certified the official County Roadlog as of January 1, 2015 by Resolution 2015-006 Adopted July 16, 2015; and

WHEREAS, based on the updated county roadlog, staff has calculated the single statewide unit costs for both maintenance and reconstruction for each roadway category based on the costs contained within the Road Jurisdiction Study; Phase II, completed in 1988.

NOW, THEREFORE, BE IT RESOLVED that for purposes of determining each county's fuel tax distribution factor for calendar year 2016 and 2017:

1. that the roadway categories and associated unit costs as shown in Attachment A for computing maintenance and reconstruction costs within the statutory fuel tax allocation formula be used, and

2. that the roadway category mileages for each county derived from the county roadlog certified as of January 1, 2015 as shown in Attachment A shall be used for the computation of the fuel tax allocation factors.

Adopted by the CRABoard on July 16, 2015 during its regular meeting held in Olympia, Washington.

_____
Chairman

_____
Attest

Attachment A

CRABoard Resolution 2015-007 - July 16, 2015

MAINTENANCE AND RECONSTRUCTION CATEGORIES AND UNIT COSTS FOR 2016 - 2017 COUNTY FUEL TAX ALLOCATIONS

Categories from 1983 Cost Factor Study, for Roadlog Certified 1/1/2015
Costs are in 1988 dollars, based on Road Jurisdiction Study cost factors
Maintenance and Reconstruction Cost Adjustments from WSDOT RF1506, Implicit Price Deflator - 1.4816825%

MAINTENANCE PER CENTERLINE MILE

Maintenance Category	Rural/ Urban	Function Class	Surface Type	Traffic Volume	1988 Dollars Unit Cost ($/Mile)	2015 Dollars Unit Cost ($/Mile)
M - 1	R	All	Unimproved	All	737	1,092
M - 2	R	All	Graded	All	1,546	2,291
M - 3	R	Access	Gravel	All	5,664	8,392
M - 4	R	Arterial	Gravel	All	7,753	11,487
M - 5	R	Access	BST	All	8,681	12,862
M - 6	R	Arterial	BST	All	10,492	15,546
M - 7	R	Access	Paved	All	11,399	16,890
M - 8	R	Arterial	Paved	All	14,406	21,345
M - 9	U	Access	BST & Less	All	9,581	14,196
M - 10	U	Arterial	BST & Less	All	21,570	31,960
M - 11	U	Access	Paved	All	12,933	19,163
M - 12	U	Arterial	Paved	< 5,000	28,989	42,952
M - 13	U	Arterial	Paved	5,000 +	51,103	75,718

RECONSTRUCTION \ REPLACEMENT PER CENTERLINE MILE

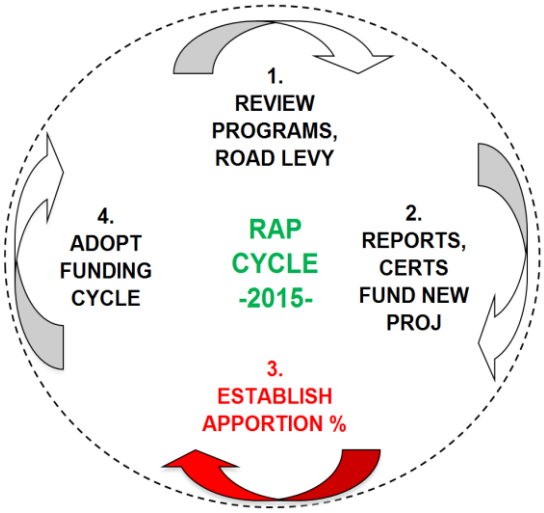
Replacement Category	Rural/ Urban	Function Class	Surface Type	Traffic Volume	1988 Dollars Unit Cost ($/Mile)	2015 Dollars Unit Cost ($/Mile)
R - 1	R	Access	Unpaved	All	239,766	355,257
R - 2	R	Access	BST	All	278,368	412,453
R - 3	R	Access	Paved	All	278,526	412,687
R - 4	R	Min Coll	BST & Less	All	402,577	596,491
R - 5	R	Min Coll	Paved	All	392,985	582,279
R - 6	R	Arterial	BST & Less	All	385,983	571,904
R - 7	R	Arterial	Paved	All	364,100	539,481
R - 8	U	Access	BST & Less	All	618,582	916,542
R - 9	U	Access	Paved	All	621,640	921,073
R - 10	U	Collector	BST & Less	All	667,000	988,282
R - 11	U	Collector	Paved	All	671,897	995,538
R - 12	U	Min Art	BST & Less	All	893,918	1,324,503
R - 13	U	Min Art	Paved	All	927,474	1,374,222
R - 14	U	Arterial	BST & Less	All	1,346,095	1,994,485
R - 15	U	Arterial	Paved	All	1,577,968	2,338,048

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

COUNTY ARTERIAL PRESERVATION PROGRAM
2016 CAPP ALLOCATION FACTORS
ESTIMATED 2016 REVENUES

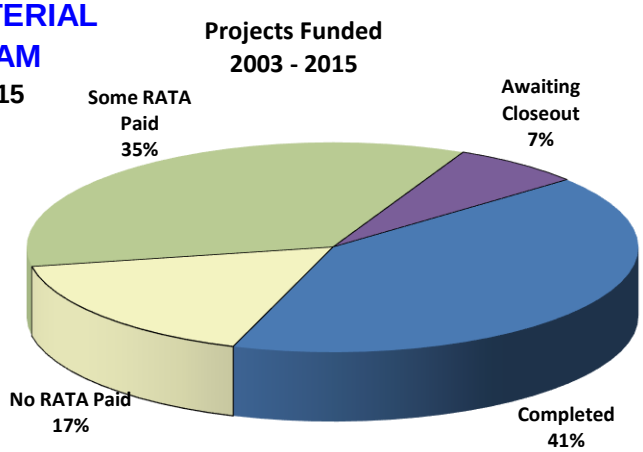
June, 2015 WSDOT Revenue Forecast — County Roadlog Certified January 1, 2015

		$14,691,100 +	$547,000 +	$1,500,000 +	$5,000,000 =	$21,738,100
	2016 Allocation	2016 Estimated	Motor Vehicle	Trans. Part.	Motor Vehicle	TOTAL CAPP
COUNTY	Percent	Revenue	Account	Account	Account	FOR 2016
Adams	4.225	$620,644	$23,109	$63,369	$211,231	$918,354
Asotin	0.786	$115,519	$4,301	$11,795	$39,316	$170,931
Benton	2.300	$337,908	$12,581	$34,501	$115,004	$499,995
Chelan	1.860	$273,198	$10,172	$27,894	$92,981	$404,245
Clallam	1.016	$149,296	$5,559	$15,244	$50,812	$220,910
Clark	3.526	$517,964	$19,286	$52,886	$176,285	$766,420
Columbia	1.104	$162,129	$6,037	$16,554	$55,179	$239,898
Cowlitz	1.713	$251,595	$9,368	$25,689	$85,628	$372,280
Douglas	2.319	$340,679	$12,685	$34,784	$115,948	$504,096
Ferry	1.376	$202,124	$7,526	$20,637	$68,791	$299,078
Franklin	2.665	$391,580	$14,580	$39,981	$133,271	$579,413
Garfield	0.956	$140,471	$5,230	$14,342	$47,808	$207,852
Grant	6.453	$948,079	$35,300	$96,801	$322,671	$1,402,851
Grays Harbor	2.009	$295,133	$10,989	$30,134	$100,446	$436,702
Island	1.666	$244,741	$9,113	$24,989	$83,296	$362,137
Jefferson	1.011	$148,512	$5,530	$15,163	$50,545	$219,750
King	3.683	$541,010	$20,144	$55,239	$184,129	$800,521
Kitsap	2.399	$352,405	$13,121	$35,981	$119,938	$521,446
Kittitas	2.364	$347,307	$12,931	$35,461	$118,203	$513,902
Klickitat	2.823	$414,736	$15,442	$42,346	$141,152	$613,676
Lewis	2.208	$324,363	$12,077	$33,118	$110,394	$479,953
Lincoln	2.977	$437,340	$16,284	$44,654	$148,845	$647,122
Mason	2.038	$299,475	$11,150	$30,577	$101,924	$443,126
Okanogan	3.237	$475,518	$17,705	$48,552	$161,839	$703,613
Pacific	0.929	$136,429	$5,080	$13,930	$46,432	$201,870
Pend Oreille	1.296	$190,388	$7,089	$19,439	$64,797	$281,714
Pierce	5.465	$802,885	$29,894	$81,977	$273,256	$1,188,011
San Juan	0.674	$98,947	$3,684	$10,103	$33,676	$146,409
Skagit	2.759	$405,264	$15,089	$41,379	$137,928	$599,660
Skamania	0.701	$103,056	$3,837	$10,522	$35,074	$152,489
Snohomish	3.934	$577,944	$21,519	$59,010	$196,699	$855,171
Spokane	5.707	$838,487	$31,220	$85,612	$285,372	$1,240,691
Stevens	3.624	$532,460	$19,825	$54,366	$181,219	$787,870
Thurston	2.697	$396,224	$14,753	$40,455	$134,852	$586,284
Wahkiakum	0.606	$89,017	$3,314	$9,089	$30,296	$131,717
Walla Walla	3.211	$471,747	$17,565	$48,167	$160,555	$698,034
Whatcom	2.783	$408,877	$15,224	$41,747	$139,158	$605,006
Whitman	3.237	$475,546	$17,706	$48,555	$161,848	$703,655
Yakima	5.664	$832,104	$30,982	$84,960	$283,200	$1,231,246
TOTAL	**100.000**	**$14,691,100**	**$547,000**	**$1,500,000**	**$5,000,000**	**$21,738,100**



RURAL ARTERIAL PROGRAM

JULY, 2015



PROJECT STATUS:

Billing Phase	'83-'03	'03-'05	'05-'07	'07-'09	(Two Biennia) '09-'13	'13-'15	New '15-'17	TOTAL
Completed	886	42	26	36	20	2	0	1012
Awaiting Closeout		3		2	3	5	1	14
Some RATA paid	1		2	6	21	41	1	72
No RATA Paid						2	32	34
TOTAL	887	45	28	44	44	50	34	1132

FUND STATUS

Anticipated Revenue to end of '13 - '15 Biennium:		
Fuel tax receipts and interest through June, 2015		521,916,369
Estimated fuel tax receipts and interest July 2015 thru June 2017		38,160,900
Total estimated revenue		**560,077,269**
RAP Expenditures to date:		
To Completed Projects		458,351,908
To Projects in Design or Under Construction		34,377,654
Administration		9,857,607
Total RATA spent		**502,587,168**
RAP Obligations:		
RATA Balance on Active Projects		119,763,876
RATA $ yet to allocate to Partially funded projects -	*$19,784,889*	
Estimated remaining administration through 2015- 2017 biennium		1,010,000
Total RATA obligated		**120,773,876**

QTR2 - 2015 RATA ACTIVITY:

MONTH	BEGINNING BALANCE	MVFT REVENUE	INTEREST + Cash Rcpts	PROJECT PAYMENTS	#	ADMIN CHARGES	ENDING BALANCE
April	$15,314,414.58	$1,397,935.77	$5,963.09	(153,076.31)	25	(38,388.58)	$16,526,848.55
May	$16,526,848.55	$1,566,437.82	$9,296.79	(903,143.26)	30	(39,136.25)	$17,160,303.65
June	$17,160,303.65	June figures will be available in August					
TOTALS:		$2,964,373.59	$15,259.88	(1,056,219.57)	55	(77,524.83)	

County Road Administration Board – July 16, 2015

Regional RAP meetings update

Regional meetings were held May through June, 2015, in NE, NW, SE and SW RAP Regions. RAP Online Training was conducted for the PS region, April through July.

Staff noted to all regions that the CRABoard will decide in October whether or not to have a call for projects in 2016, for the 2017 – 2019 biennium. This will be based on RATA account status, revenue estimates, and current project demand. Staff noted the current RATA balance is ~ $16,000,000 and the obligation to projects is ~$135,000,000 to 2022. If a new call for RAP projects is offered, this will require scheduling of payments to new projects much later (3 to 4 years) than they would likely be programmed for construction by the counties. Given this scenario, the county engineers generally supported a new call for projects in 2016.

NE Region:

- The engineers are working on revising the 3R and RC rating methods, moving away from the logarithmic curve formula currently in place. The engineers also agreed to allow short span bridges (< 20 ft long and not eligible for federal funding) to be submitted in the next call for projects. These projects would share in the 30% currently set aside for 2R (resurfacing) type and have a $750,000 per biennium funding limit.

NW Region:

- The region is revising the 2R rating worksheets to provide more emphasis to structural condition, thereby strengthening the competitiveness of 2R compared to 3R (rehabilitation) projects.

PS Region:

RAP Online Training was conducted for the following:

- Snohomish County – April 23 for 6 county staff
- King County – June 9, 2 King County staff (and 2 Clark County staff).
- Pierce County – July 8, 6 Pierce County staff.

SE Region:

- Discussed revising the 2R rating method and the availability of $600,000 SE Region Bridge funding that has not been used.

SW Region:

- The region finds there has been a good mix of 3R, RC (reconstruction), 2R and DR (drainage projects. 2R and DR projects will share the same biennial county limit that 3R and RC have. DR projects will also be limited to $500,000 RATA per-project.

CRAB staff also informed the counties on compliance reporting and status, maintenance management, and the gravel roads study being conducted by CRAB.

RESOLUTION 2015-008
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 $4,538,277 deposited to the RATA in April through June, 2015, be apportioned to the regions by their 2013 - 2015 biennium regional percentages after setting aside $123,000 for administration.

REGION	DISTRIBUTION PERCENT	CURRENT APPORTION	BIENNIAL APPORTION (2013 - 2015)	PRIOR PROGRAM (1983 - 2013)	PROGRAM TO DATE
ADMIN.		**123,000**	930,250	10,017,565	**10,947,815**
NORTHEAST	43.49%	**1,920,204**	15,104,148	202,646,996	**217,751,144**
NORTHWEST	11.13%	**491,420**	3,865,467	54,467,934	**58,333,401**
PUGET SOUND	6.73%	**297,148**	2,337,340	34,556,630	**36,893,970**
SOUTHEAST	23.66%	**1,044,654**	8,217,157	111,959,322	**120,176,479**
SOUTHWEST	14.99%	**661,850**	5,206,051	71,107,509	**76,313,560**
TOTAL	100.00%	**4,538,277**	35,660,413	484,755,956	**520,416,369**

Adopted by the CRABoard on July 16, 2015

Chair's Signature

ATTEST

RESOLUTION 2015-009

TO ESTABLISH REGIONAL PERCENTAGES FOR THE APPORTIONING OF RATA FUNDS DURING THE 2015-2017 BIENNIUM

WHEREAS, RCW 36.79.030 establishes five regions within the state for the purpose of apportioning Rural Arterial Trust Account (RATA) funds; and,

WHEREAS, RCW 36.79.040 establishes the requirements for the apportioning of RATA funds; and,

WHEREAS, WAC 136-100-050 contains the computation of **rural land areas** based on the most recent census data (2010) from the Office of Financial Management as follows:

Region	**Rural Land Area** (Square Miles)	Percent of Total
Northeast	26,648	41.58
Northwest	7,798	12.17
Puget Sound	4,756	7.42
Southeast	14,641	22.85
Southwest	10,238	15.98
TOTAL	64,081	100.00

and,

WHEREAS, The **mileages of rural principal and minor arterials, and rural major and minor collectors** for each of the five regions, as shown in the County Road Log maintained by the CRABoard office as of July 1, 2015 as required by WAC 136-100-050 are as follows:

Region	**Road Mileage**	Percent of Total
Northeast	5,551.95	44.87
Northwest	1,268.13	10.25
Puget Sound	806.99	6.52
Southeast	2,970.95	24.01
Southwest	1,776.75	14.36
TOTAL	12,374.76	100.00

and,

WHEREAS, The computation of **apportionment percentages** for each of the five regions result in the following:

Region	**Final Apportionment Percentages**
Northeast	**43.77**
Northwest	**10.89**
Puget Sound	**6.82**
Southeast	**23.62**
Southwest	**14.90**
TOTAL	**100.00**

NOW, THEREFORE BE IT RESOLVED that the apportionment percentages shown above are hereby established for the five regions for use in the apportionment of RATA funds deposited during the **2015-2017** biennium.

Adopted by the CRABoard on July 16, 2015

_____
Chair's Signature

_____
ATTEST

REGIONAL APPORTIONMENT PERCENTAGES:
PER WAC 136 CHAPTER 100

	COUNTY	RURAL LAND AREA 2010 CENSUS - OFM AREA SQ. MI.	(A) % OF STATE	RURAL C/L MILES JULY 2015 ROADLOG 02, 06 C/L MILES	07&08 C/L MILES	TOTAL C/L MILES	% OF STATE:	(B) % of state x 2	REGIONAL % CALCULATION [A+(B*2)]/3 Calculated %	Rounding Error	FINAL %	
NE	NE											
	Adams	1,917.13	2.99	0.00	665.68	665.68	5.38		4.58			
	Chelan	2,893.63	4.52	0.00	209.50	209.50	1.69		2.63			
	Douglas	1,803.44	2.81	0.00	400.31	400.31	3.23		3.09			
	Ferry	2,203.16	3.44	0.00	232.32	232.32	1.88		2.40			
	Grant	2,645.56	4.13	2.02	872.99	875.01	7.07		6.09			
	Lincoln	2,310.49	3.61	18.96	639.47	658.43	5.32		4.75			
	Okanogan	5,263.24	8.21	0.00	490.34	490.34	3.96		5.38			
	Pend Oreille	1,398.92	2.18	0.00	180.86	180.86	1.46		1.70			
	Spokane	1,592.56	2.49	9.63	654.76	664.39	5.37		4.41			
	Stevens	2,468.80	3.85	0.00	560.61	560.61	4.53		4.30	43.7716		
	Whitman	2,150.95	3.36	0.00	614.51	614.51	4.97		4.43	(Actual)		
	REG TOTALS	26,647.87	41.58	30.607	5521.34	5551.95	44.87	**89.73**	43.77	-0.0016	**43.77**	**NE**
NW	NW											
	Clallam	1,695.88	2.65	0.00	115.18	115.18	0.93		1.50			
	Island	169.87	0.27	0.00	179.93	179.93	1.45		1.06			
	Jefferson	1,795.07	2.80	0.00	138.48	138.48	1.12		1.68			
	Kitsap	244.77	0.38	13.77	126.33	140.10	1.13		0.88			
	San Juan	173.92	0.27	0.00	87.05	87.05	0.70		0.56			
	Skagit	1,685.63	2.63	9.36	309.75	319.11	2.58		2.60	10.8880		
	Whatcom	2,032.62	3.17	0.00	288.30	288.30	2.33		2.61	(Actual)		
	REG TOTALS	7,797.75	12.17	23.13	1245.00	1268.13	10.25	**20.50**	10.89	0.0020	**10.89**	**NW**
PS	PS											
	King	1,588.23	2.48	40.76	204.07	244.83	1.98		2.15			
	Pierce	1,322.19	2.06	63.76	186.69	250.45	2.02		2.04	6.8216		
	Snohomish	1,845.87	2.88	54.05	257.66	311.72	2.52		2.64	(Actual)		
	REG TOTALS	4,756.28	7.42	158.57	648.42	806.99	6.52	**13.04**	6.82	-0.0016	**6.82**	**PS**
SE	SE											
	Asotin	624.20	0.97	0.47	151.86	152.33	1.23		1.15			
	Benton	1,621.67	2.53	0.00	290.32	290.32	2.35		2.41			
	Columbia	867.19	1.35	0.00	230.39	230.39	1.86		1.69			
	Franklin	1,209.19	1.89	0.00	336.93	336.93	2.72		2.44			
	Garfield	710.69	1.11	0.00	213.03	213.03	1.72		1.52			
	Kittitas	2,285.41	3.57	0.25	296.38	296.63	2.40		2.79			
	Klickitat	1,864.72	2.91	0.00	384.85	384.85	3.11		3.04			
	Walla Walla	1,246.76	1.95	2.36	421.31	423.68	3.42		2.93	23.6212		
	Yakima	4,211.03	6.57	4.35	638.46	642.81	5.19		5.65	(Actual)		
	REG TOTALS	14,640.85	22.85	7.433	2963.52	2970.95	24.01	**48.02**	23.62	-0.0012	**23.62**	**SE**
SW	SW											
	Clark	500.59	0.78	13.04	260.17	273.21	2.21		1.73			
	Cowlitz	1,098.79	1.71	1.24	195.93	197.17	1.59		1.63			
	Grays Harbor	1,875.54	2.93	0.00	242.67	242.67	1.96		2.28			
	Lewis	2,382.21	3.72	0.00	266.46	266.46	2.15		2.67			
	Mason	938.21	1.46	0.00	263.13	263.13	2.13		1.91			
	Pacific	924.97	1.44	0.00	130.12	130.12	1.05		1.18			
	Skamania	1,655.68	2.58	8.64	81.81	90.45	0.73		1.35			
	Thurston	598.67	0.93	4.29	227.45	231.73	1.87		1.56	14.8975		
	Wahkiakum	263.38	0.41	0.00	81.82	81.82	0.66		0.58	(Actual)		
	REG TOTALS	10,238.03	15.98	27.21	1,749.54	1,776.75	14.36	**28.72**	14.90	0.0025	**14.90**	**SW**
	GRAND TOTALS	64,080.78	**100.00**	246.94	12,127.82	12,374.76	100.00	**200.00**	**100.00**	net error 0.0000	**100.00**	

NOTES: -- REGIONAL PERCENTAGE = [(AREA) + 2X(CL MILES)] / 3 RELATIVE TO ALL REGIONS STATEWIDE

--THE COUNTY RURAL LAND AREAS ARE PROVIDED BY OFM VIA THE 2010 CENSUS DATA

-- ELIGIBLE MILES ARE FROM THE COUNTY ROADLOG MAINTAINED BY THE CRABOARD AS OF 7/1/15

RESOLUTION 2015-010
TO APPROVE 2015 - 2017 RAP PROJECTS
AND ALLOCATE ESTIMATED 2015 - 2017 RATA FUNDS

WHEREAS, the CRABoard met in accordance with WAC 136-161-070 on April 16, 2015 to approve Rural Arterial Program projects and allocate Rural Arterial Trust Account funds, and

WHEREAS, $1,599,300 of the NE Region bridge allocation was withheld from funding of projects as there were fewer bridges on the array at that time than revenue available, and

WHEREAS, The NE Region array is therefore currently funded at only 82%, which is short of the 90% allowed during the first year of the biennium, and

WHEREAS, It is the intent of the CRABoard to allocate funds to the full extent possible and to assist county project and programming needs, and

WHEREAS, in accordance with WAC 136-130-050 (1) "...Bridges must be approved for federal bridge funding and RATA funds shall be used only as a match for such federal funding. Bridges will be ranked for RATA funding using the WSDOT priority list and **may be added to the NER Category 1 priority array at any time during the biennium upon approval of the bridge for federal bridge funding,** and

WHEREAS, On May 28, 2015 Lincoln County submitted a RAP prospectus requesting $712,000 as match for $2,848,000 in Federal Bridge Replacement funds awarded for the Miles Creston Bridge.

NOW THEREFORE, BE IT RESOLVED, that the County Road Administration Board hereby approves funding for Lincoln County's Miles Creston Bridge in the amount shown:

Northeast Region

County	Road Name:	BMP	EMP	COST	RATA REQ	FUNDING	TYPE
Lincoln	Miles Creston Br 76301 Replacement	0.50	0.60	3,560,000	712,000	712,000	FA

Adopted by the CRABoard on July 16, 2015

Chair's Signature

ATTEST

Project Actions Taken By CRAB Staff – Quarter 2, 2015

I. Thurston County's Delphi Road - RAP Project 3409-01 - Scope Reduction:

Thurston County, per their letter dated April 8, 2015 requested a scope change to their Delphi Road project, reducing the milepost limits from 5.55 – 7.40 to 5.55 – 7.31.

Right of way issue:

Widening proposed for this project requires the purchase of right of way on numerous adjacent properties. At the north end of the project, a property owner has strongly resisted negotiations for right of way. The county is left with no option at this time except to condemn the property. The county indicated there is no practical design alternative that would avoid the property, and CRAB staff confirmed this at a May 4, 2015 project field review with county staff.

Proposed solution:

Since the property owner owns 1300 feet of frontage of which approximately 130 feet is along this project, the county proposes to address the right of way as part of the next section of Delphi Road which the county plans to construct in the near future. Dealing with the entire impact to the owner's property in one project is considered by the county to be more efficient and cost effective. Staff agrees with the county's assessment. Delaying the right of way issue however, requires shortening the project by .09 miles or 5%. The shortening of the project increases the score from the original 63.84 pts to 63.87 pts. The total cost of the project at the reduced length is $3,372,000 with RATA contributing $2,000,000 of that amount.

After review and confirmation with the CRAB Director, on May 18, 2015 an amended contract was offered the county which revised the milepost limits to 5.55 – 7.31.

II. Chelan County's Chiwawa Loop Phase III - RAP Project 0414-01 - Scope Increase:

Chelan County, per their letter sent to CRAB on May 22, 2015 requested an increase in project length, revising the milepost limits from 3.35– 4.57 to 3.13– 4.57.

Preliminary limits inaccurate:

In pursuing full design, the county discovered that the terminus of the project at milepost 3.35 was short of the original intended improvements to milepost 3.13, which is the intersection at Wending Lane. The county requested the limits be extended to that location, with no change in RATA funding of $2,738,700.

CRAB staff found that the rating points for the revised length decreases the score from 84.82 to 84.09, still well above the next funded 3R project, which scored 74.85. After review and confirmation with the CRAB Director, on June 1, 2015 an amended contract was offered the county which revised the milepost limits to 3.13 – 4.57.

III. Clark County, Request for Combination of RATA and non-RATA funded projects:

Clark County, per their letter sent to CRAB on June 30, 2015 requested their Federal funded Carty Road resurfacing project; milepost 0.00 – 2.37, be combined with the RATA funded culvert replacement project; milepost 1.15 – 1.30.

The county assured in writing that both the bid documents and costs of the resurfacing work that will be done outside of the culvert project limits will be separated out so that RATA funds are used only on the original prospectus culvert replacement and related roadwork.

After conferring with the director, CRAB staff supported this request and an amendment to the culvert replacement CRAB/County contract was sent to the county, allowing the project to be bid for the entire length, milepost 0.00 – 2.37.

IV. Spokane County, Delay of new RATA funding Contract: Bigelow Gulch 2.23 – 3.23

Initial discussions:

The CRABoard, on April 26, 2015, approved $248,383 in new funding (of $2,579,100 requested and $5,648,000 total cost) for Spokane County's Bigelow Gulch milepost 2.23 – 3.23 per Resolution 2015-004. As the county was preparing to sign the contract agreement for the new funding, the county, on April 29, 2015 informed CRAB staff over the phone that there was an earlier agreement (project number 3203-01) for this same section, mileposts 2.17 – 3.37, covering the same scope of work (see attached older prospectus for Bigelow Gulch Road). It was discovered that the earlier RAP Contract did not accomplish the widening and resurfacing cited in the prospectus that was submitted in August of 2002*. CRAB staff replied that the county was likely ineligible for the new funding since it proposed work for which the county had been already been reimbursed. (Five progress payments had been processed by CRAB dating February 24, 2005 to October 17, 2005 for the project, named on vouchers for work titled as 'Bigelow Gulch Rd Project 3A'. CRAB staff also attended a ribbon cutting for in 2007, but no field audit was conducted as project details were not available at the time). The county therefore did not forward to CRAB the new contract it was offered in April of 2015.

CRAB staff recommendation to Spokane County:

After CRAB staff review, the county was contacted on May 2, 2015 and was presented with the following options, if it wished to pursue RATA funding on the new proposal:

- Payback the $1,500,000 of expended RATA funds. The county could then sign a new contract for the $248,383 awarded of the $2,579,100 requested. **Increase allowed, possibly.**
- Retain the original $1,500,000 but build the Phase 3 project with county or other funding. **No increase available.**
- Retain the original $1,500,000 and reduce the RATA request from $2.7M to $1.2M. **No Increase Allowed.**
- Retain $312,500 estimated as eligible for work done on phase 3 and payback the remaining $1,187,500. **No Increase Allowed.**

It was noted that the last three options would require CRABoard action.

Further history provided by the county:

CRAB staff also requested background on the project that was approved in 2003. On May 5, 2015 the county emailed a description of the projects' funding and construction – in 2005 (See Bigelow Gulch Project 3 Funding Evolution – attached). In summary, Federal (STP) and Freight Mobility Strategic Investment Board (FMSIB) funds that the county anticipated using at Bigelow and Argonne Road intersection were no longer available, so the county used all its' RATA funding on the intersection to help make up the shortfall. The intersection is outside of the original project limits except for the western Bigelow Gulch Road approach, about 700 feet, or 12% of the original project length.

***** *Not checking that the new submittal was a repeat on an older approval was an oversight by CRAB staff, as typically a review is made to assure that a repeated – resubmitted project section either resurfaces a failing pavement from older funding (8 – 10 years or more), or provides a larger scope of work due to new traffic demands.).*

From Spokane County email dated May 5, 2015:

"Bigelow Gulch Project 3 Funding Evolution

The original project limits were established as M.P. 2.17 (Weile) to M.P. 3.37 (Argonne) and a RAP grant application was submitted for $1.5 million. This application was successful and was eligible for funding 4/26/02.

Project 3A was created in mid-2004 to support FMSIB in spending down their fund balance. This project was the intersection of Bigelow and Argonne as well as the approach Bigelow roadway on either side of Argonne. The total length of project was 0.73 miles (M.P. 3.04 to M.P. 3.77). The funding sources in the original County prospectus were FMSIB, PWTF, RAP, REET and STP(R). By the end of 2014 it was apparent that the NEPA process would not be completed in time to meet the FMSIB need, so the decision was made to move forward without STP funds. Prior to the construction of the project, FMSIB determined that their funds were federal and therefore could not be utilized on the project. Again, the decision was made to move forward, this time without the FMSIB funding.

The project was constructed with $1.5 million in RAP funding with the remaining $2,615,297.15 from County Road Fund, REET, and PWTF. Construction was complete in 2005. Continuation of the project was delayed by NEPA approval (2008) and right of way certification issues in 2010.

While I have found no communication with CRAB in the file about the scope change in the project, I have contacted Ross Kelley (County Engineer at the time). Historically, Spokane County has had excellent communication with CRAB (I even recall a CRAB representative at the ground breaking ceremony for this project), it would be extremely unusual if this was not discussed at the time.

Our current application for this project is on hold pending the outcome of the current discussions."

Current Status:

After a brief visit with county engineer Mitch Reister, on July 8, 2015, CRAB staff was informed that the county would seek CRABoard consideration of alternative methods to address this issue at its' July 16, 2015 meeting.

Old Project

COPY

OCT 17 2005

05

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM REQUEST FOR PAYMENT

COUNTY REQUESTING PAYMENT: >>>>>	Spokane		NE REGION
RETURN PAYMENT TO: Spokane County Engineer		Billing Period: FROM:	7/1/2005
		TO:	9/30/2005
ADDRESS: 1026 W. Broadway		Billing Notes:	
CITY: Spokane	STATE: WA	ZIP: 99260-0170	
PROJECT NAME: Bigelow Gulch Rd Project 3A			
LOCAL CRP NUMBER: GR2924A	RAP PROJECT NUMBER: 3203-01	RATA Request # 5	FINAL REQUEST? >> YES xx / NO

Enter numbers in shaded cells only. If using a RATA limit less than 90%, over-write in column B.	A TOTAL ALL EXPENDITURES TO DATE (PROJECT RUNNING TOTAL)	B MAXIMUM RATA REIMBURSEMENT (at 90%)	C AMOUNT PAID BY OTHER SOURCES COUNTY, CAPP, FED, ETC ≤ A	D AMOUNT PAID BY RATA PRIOR PERIODS ≤ B	E TOTAL COSTS TO DATE, NOT REIMBURSED = A-(C+D)	F ELIGIBLE FOR RATA REIMBURSEMENT THIS PERIOD
PRELIMINARY ENGINEERING	105,597.76	95,037.99	10,559.77	95,037.99	-	(0.00)
RIGHT OF WAY	-	-	-	-	-	-
CONTRACT CONSTRUCTION	1,559,421.53	1,403,479.38	155,942.15	360,030.74	1,043,448.64	1,043,448.64
DAY LABOR CONSTRUCTION	1,647.36	1,482.63	164.73	1,482.63	-	(0.00)
TOTAL	1,666,666.65	1,500,000.00	166,666.65	456,551.36	1,043,448.64	1,043,448.64

* PRELIMINARY ENGINEERING IS ELIGIBLE FOR RAP FUNDING IN THE NER, NWR, PSR, AND SER. ALL REGIONS BEGINNING '95 - '97 PROJECTS.

** NW REGION CHARGE RATA AT 80% OF COSTS, CELLS E19 - E25

* RIGHT OF WAY IS ELIGIBLE FOR RAP FUNDING IN THE NER, PSR, SER, (AND NWR BEGINNING '95 - '97 BIENNIUM PROJECTS)

* INCLUDE CONSTRUCTION ENGINEERING IN CONSTRUCTION EXPENDITURES.

CRAB/COUNTY CONTRACT LIMIT	$ 1,500,000.00
TOTAL ELIGIBLE TO DATE	$ 1,500,000.00
PREVIOUS PAYMENTS	456,551.36
RATA CLAIMED THIS PERIOD	$ 1,043,448.64

$ - RATA funding depleted

I CERTIFY THAT THE WORK COVERED BY THIS VOUCHER HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBJECT PROJECT PLANS AND SPECIFICATIONS.

I CERTIFY THAT THE COSTS SHOWN IN THIS VOUCHER ARE TRUE AND CORRECT; THE NET AMOUNT CLAIMED IS DUE AND PAYABLE FROM THE RURAL ARTERIAL TRUST ACCOUNT UNDER THE TERMS OF APPLICABLE LAWS, RULES, REGULATIONS, AND PROCEDURES; NO CLAIM HAS BEEN PRESENTED TO OR PAYMENT MADE FOR THE AMOUNT FOR WHICH IS CLAIMED HEREIN; CLAIM DOES NOT EXCEED THE RURAL ARTERIAL TRUST ACCOUNT SHARE OF THE COSTS INCURRED TO DATE OF THIS CLAIM; AND DOES NOT EXCEED THE APPROVED ALLOCATION FOR THIS PROJECT; AND I AM AUTHORIZED TO SIGN FOR CLAIMANT.

~~CALCULATED BY~~

X SIGNATURE OF REGISTERED ENGINEER (PE) IN CHARGE	X	TITLE: County Engineer	DATE: 10/12/2005

ACCOUNTING CLASSIFICATION - FOR OFFICE USE ONLY

TC	FUND	APPROP.	PROGRAM	OBJECT	PROJECT	SUB PROJECT	NET AMOUNT	PAYMENT NO.
210	102	A30	30000	NZ	3203	01	1,043,448.64	5

APPROVED BY FOR RURAL ARTERIAL PROGRAM	RECEIVING VERIFICATION:	DATE RECEIVED:
CHECKED AND APPROVED FOR PROCESSING BY: Joni Cox DATE: 10/17/05	WARRANT REGISTER NO.	VOUCHER NO.

07/06/04

RAP VOUCHER.xls

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD

JUL 20 2005

RURAL ARTERIAL PROGRAM REQUEST FOR PAYMENT

COUNTY REQUESTING PAYMENT: >>>>>	Spokane		NE REGION
RETURN PAYMENT TO: Spokane County Engineer		Billing Period:	FROM: 5/1/2005 TO: 6/30/2005
ADDRESS: 1026 W. Broadway		Billing Notes:	
CITY: Spokane	STATE: WA	ZIP: 99260-0170	
PROJECT NAME: Bigelow Gulch Rd Project 3A			
LOCAL CRP NUMBER: GR2924A	RAP PROJECT NUMBER: 3203-01	RATA Request # 4	FINAL REQUEST? >> YES: NO: XXX

Enter numbers in shaded cells only. If using a RATA limit less than 90%, over-write in column B.	A TOTAL ALL EXPENDITURES TO DATE (PROJECT RUNNING TOTAL)	B MAXIMUM RATA REIMBURSEMENT (at 90%)	C AMOUNT PAID BY OTHER SOURCES COUNTY, CAPP, FED, ETC ≤ A	D AMOUNT PAID BY RATA PRIOR PERIODS ≤ B	E TOTAL COSTS TO DATE, NOT REIMBURSED = A-(C+D)	F ELIGIBLE FOR RATA REIMBURSEMENT THIS PERIOD
PRELIMINARY ENGINEERING	105,597.76	95,037.99	10,559.77	81,342.20	13,695.79	13,695.79
RIGHT OF WAY	-	-	-	-	-	-
CONTRACT CONSTRUCTION	400,034.15	360,030.74	40,003.41	805.05	359,225.69	359,225.69
DAY LABOR CONSTRUCTION	1,647.36	1,482.63	164.73	615.27	867.36	867.36
TOTAL	507,279.27	456,551.36	50,727.91	82,762.52	373,788.84	373,788.84

* PRELIMINARY ENGINEERING IS ELIGIBLE FOR RAP FUNDING IN THE NER, NWR, PSR, AND SER. ALL REGIONS BEGINNING '95 - '97 PROJECTS.

** NW REGION CHARGE RATA AT 80% OF COSTS, CELLS E19 - E25

* RIGHT OF WAY IS ELIGIBLE FOR RAP FUNDING IN THE NER, PSR, SER, (AND NWR BEGINNING '95 - '97 BIENNIUM PROJECTS)

* INCLUDE CONSTRUCTION ENGINEERING IN CONSTRUCTION EXPENDITURES.

CRAB/COUNTY CONTRACT LIMIT	$1,500,000.00 ############
TOTAL ELIGIBLE TO DATE	$ 456,551.36
PREVIOUS PAYMENTS	82,762.52
RATA CLAIMED THIS PERIOD	$ 373,788.84
$1,043,448.64 ############ Remaining RATA available	

I CERTIFY THAT THE WORK COVERED BY THIS VOUCHER HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBJECT PROJECT PLANS AND SPECIFICATIONS.

I CERTIFY THAT THE COSTS SHOWN IN THIS VOUCHER ARE TRUE AND CORRECT; THE NET AMOUNT CLAIMED IS DUE AND PAYABLE FROM THE RURAL ARTERIAL TRUST ACCOUNT UNDER THE TERMS OF APPLICABLE LAWS, RULES, REGULATIONS, AND PROCEDURES; NO CLAIM HAS BEEN PRESENTED TO OR PAYMENT MADE FOR THE AMOUNT FOR WHICH IS CLAIMED HEREIN; CLAIM DOES NOT EXCEED THE RURAL ARTERIAL TRUST ACCOUNT SHARE OF THE COSTS INCURRED TO DATE OF THIS CLAIM; AND DOES NOT EXCEED THE APPROVED ALLOCATION FOR THIS PROJECT; AND I AM AUTHORIZED TO SIGN FOR CLAIMANT.

SIGNATURE OF REGISTERED ENGINEER (PE) IN CHARGE	CALCULATED BY:	TITLE	DATE
X	X	For County Engineer	7/14/2005

ACCOUNTING CLASSIFICATION - FOR OFFICE USE ONLY

TC	FUND	APPROP.	PROGRAM	OBJECT	PROJECT	SUB PROJECT	NET AMOUNT	PAYMENT NO.
210	102	A30	30000	NZ	3203	01	373,788.84	4

APPROVED BY: FOR RURAL ARTERIAL PROGRAM	RECEIVING VERIFICATION:	DATE RECEIVED:
CHECKED AND APPROVED FOR PROCESSING BY: Tom Cox DATE: 7/29/05	WARRANT REGISTER NO.	VOUCHER NO.

07/06/04

RAPGR292404-071405.xls

MAY 18 2005

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM REQUEST FOR PAYMENT

COUNTY REQUESTING PAYMENT: >>>>> Spokane — NE REGION

RETURN PAYMENT TO: Spokane County Engineer
ADDRESS: 1026 W. Broadway
CITY: Spokane — STATE: WA — ZIP: 99260-0170
PROJECT NAME: Bigelow Gulch Rd Project 3A

Billing Period: FROM: 3/1/2005 TO: 4/30/2005
Billing Notes:

LOCAL CRP NUMBER:	RAP PROJECT NUMBER:	RATA Request #	FINAL REQUEST? >>	YES	NO
GR2924A	3203-01	3			XX

Enter numbers in shaded cells only. If using a RATA limit less than 90%, over-write in column B.	A TOTAL ALL EXPENDITURES TO DATE (PROJECT RUNNING TOTAL)	B MAXIMUM RATA REIMBURSEMENT (at 90%)	C AMOUNT PAID BY OTHER SOURCES COUNTY, CAPP, FED, ETC. ≤ A	D AMOUNT PAID BY RATA PRIOR PERIODS ≤ B	E TOTAL COSTS TO DATE, NOT REIMBURSED = A-(C+D)	F ELIGIBLE FOR RATA REIMBURSEMENT THIS PERIOD
PRELIMINARY ENGINEERING	90,380.22	81,342.20	9,038.02	47,522.96	33,819.24	33,819.24
RIGHT OF WAY		-	-		-	-
CONTRACT CONSTRUCTION	894.50	805.05	89.45	256.94	548.11	548.11
DAY LABOR CONSTRUCTION	683.63	615.27	68.36	408.99	206.28	206.28
TOTAL	91,958.35	82,762.52	9,195.83	48,188.89	34,573.63	34,573.63

* PRELIMINARY ENGINEERING IS ELIGIBLE FOR RAP FUNDING IN THE NER, NWR, PSR, AND SER. ALL REGIONS BEGINNING '95 - '97 PROJECTS.
** NW REGION CHARGE RATA AT 80% OF COSTS, CELLS E19 - E25
* RIGHT OF WAY IS ELIGIBLE FOR RAP FUNDING IN THE NER, PSR, SER, (AND NWR BEGINNING '95 - '97 BIENNIUM PROJECTS)
* INCLUDE CONSTRUCTION ENGINEERING IN CONSTRUCTION EXPENDITURES.

CRAB/COUNTY CONTRACT LIMIT	$ 1,500,000.00
TOTAL ELIGIBLE TO DATE	$ 82,762.52
PREVIOUS PAYMENTS	48,188.89
RATA CLAIMED THIS PERIOD	$ 34,573.63
$ 1,417,237.48 Remaining RATA available	

I CERTIFY THAT THE WORK COVERED BY THIS VOUCHER HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBJECT PROJECT PLANS AND SPECIFICATIONS.

I CERTIFY THAT THE COSTS SHOWN IN THIS VOUCHER ARE TRUE AND CORRECT; THE NET AMOUNT CLAIMED IS DUE AND PAYABLE FROM THE RURAL ARTERIAL TRUST ACCOUNT UNDER THE TERMS OF APPLICABLE LAWS, RULES, REGULATIONS, AND PROCEDURES; NO CLAIM HAS BEEN PRESENTED TO OR PAYMENT MADE FOR THE AMOUNT FOR WHICH IS CLAIMED HEREIN; CLAIM DOES NOT EXCEED THE RURAL ARTERIAL TRUST ACCOUNT SHARE OF THE COSTS INCURRED TO DATE OF THIS CLAIM; AND DOES NOT EXCEED THE APPROVED ALLOCATION FOR THIS PROJECT; AND I AM AUTHORIZED TO SIGN FOR CLAIMANT.

CALCULATED BY: CE

SIGNATURE OF REGISTERED ENGINEER (PE) IN CHARGE — TITLE: County Engineer — DATE: 5/12/2005

ACCOUNTING CLASSIFICATION - FOR OFFICE USE ONLY

TC	FUND	APPROP	PROGRAM	OBJECT	PROJECT	SUB PROJECT	NET AMOUNT	PAYMENT NO.
210	102	A30	30000	NZ	3203	01	34,573.63	3

APPROVED BY FOR RURAL ARTERIAL PROGRAM
RECEIVING VERIFICATION:
DATE RECEIVED:
CHECKED AND APPROVED FOR PROCESSING BY: Joni Cox
DATE: 5/18/05
WARRANT REGISTER NO.
VOUCHER NO.

APR 1 1 2005

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM REQUEST FOR PAYMENT

COUNTY REQUESTING PAYMENT: >>>>> Spokane — NE REGION

RETURN PAYMENT TO: Spokane County Engineer

ADDRESS: 1026 W. Broadway

CITY: Spokane — STATE: WA — ZIP: 99260-0170

PROJECT NAME: Bigelow Gulch Rd Project 3A

Billing Period: FROM: 1/1/2005 TO: 2/28/2005

Billing Notes:

LOCAL CRP NUMBER:	RAP PROJECT NUMBER:	RATA Request #	FINAL REQUEST? >>	YES	NO
GR2924A	3203-01	2			XX

Enter numbers in shaded cells only. If using a RATA limit less than 90%, over-write in column B.	A TOTAL ALL EXPENDITURES TO DATE (PROJECT RUNNING TOTAL)	B MAXIMUM RATA REIMBURSEMENT (at 90%)	C AMOUNT PAID BY OTHER SOURCES COUNTY, CAPP, FED, ETC. ≤ A	D AMOUNT PAID BY RATA PRIOR PERIODS ≤ B	E TOTAL COSTS TO DATE, NOT REIMBURSED = A-(C+D)	F ELIGIBLE FOR RATA REIMBURSEMENT THIS PERIOD
PRELIMINARY ENGINEERING	52,803.28	47,522.96	-	33,703.81	19,099.47	13,819.15
RIGHT OF WAY		-	-		-	-
CONTRACT CONSTRUCTION	285.48	256.94	-	-	285.48	256.94
DAY LABOR CONSTRUCTION	454.43	408.99	-	-	454.43	408.99
TOTAL	53,543.19	48,188.89	-	33,703.81	19,839.38	14,485.08

* PRELIMINARY ENGINEERING IS ELIGIBLE FOR RAP FUNDING IN THE NER, NWR, PSR, AND SER. ALL REGIONS BEGINNING '95 - '97 PROJECTS.

** NW REGION CHARGE RATA AT 80% OF COSTS, CELLS E19 - E25

* RIGHT OF WAY IS ELIGIBLE FOR RAP FUNDING IN THE NER, PSR, SER, (AND NWR BEGINNING '95 - '97 BIENNIUM PROJECTS)

* INCLUDE CONSTRUCTION ENGINEERING IN CONSTRUCTION EXPENDITURES.

CRAB/COUNTY CONTRACT LIMIT	$ 1,500,000.00
TOTAL ELIGIBLE TO DATE	$ 48,188.89
PREVIOUS PAYMENTS	33,703.81
RATA CLAIMED THIS PERIOD	$ 14,485.08

$ 1,451,811.11 Remaining RATA available

I CERTIFY THAT THE WORK COVERED BY THIS VOUCHER HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBJECT PROJECT PLANS AND SPECIFICATIONS.

I CERTIFY THAT THE COSTS SHOWN IN THIS VOUCHER ARE TRUE AND CORRECT; THE NET AMOUNT CLAIMED IS DUE AND PAYABLE FROM THE RURAL ARTERIAL TRUST ACCOUNT UNDER THE TERMS OF APPLICABLE LAWS, RULES, REGULATIONS, AND PROCEDURES; NO CLAIM HAS BEEN PRESENTED TO OR PAYMENT MADE FOR THE AMOUNT FOR WHICH IS CLAIMED HEREIN; CLAIM DOES NOT EXCEED THE RURAL ARTERIAL TRUST ACCOUNT SHARE OF THE COSTS INCURRED TO DATE OF THIS CLAIM; AND DOES NOT EXCEED THE APPROVED ALLOCATION FOR THIS PROJECT; AND I AM AUTHORIZED TO SIGN FOR CLAIMANT.

(X) SIGNATURE OF REGISTERED ENGINEER (PE) IN CHARGE

CALCULATED BY: (X)

County Engineer — TITLE

3/31/2005 — DATE

ACCOUNTING CLASSIFICATION - FOR OFFICE USE ONLY

TC	FUND	APPROP	PROGRAM	OBJECT	PROJECT	SUB PROJECT	NET AMOUNT	PAYMENT NO.
210	102	A30	30000	NZ	3203	01	14,485.08	2

APPROVED BY FOR RURAL ARTERIAL PROGRAM	RECEIVING VERIFICATION	DATE RECEIVED
CHECKED AND APPROVED FOR PROCESSING BY: Joni Cox DATE 4/11/05	WARRANT REGISTER NO.	VOUCHER NO.

FEB 24 2005

STATE OF WASHINGTON
COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM REQUEST FOR PAYMENT

COUNTY REQUESTING PAYMENT: >>>>> Spokane — NE REGION

RETURN PAYMENT TO: Spokane County Engineer
ADDRESS: 1026 W. Broadway
CITY: Spokane — STATE: WA — ZIP: 99260-0170
PROJECT NAME: Bigelow Gulch Rd Project 3A

Billing Period: FROM: 4/17/2003 TO: 12/31/2004
Billing Notes:

LOCAL CRP NUMBER:	RAP PROJECT NUMBER:	RATA Request #	FINAL REQUEST? >>	YES	NO
2924A	3203-01	1			XX

Enter numbers in shaded cells only. If using a RATA limit less than 90%, overwrite in column B.	A TOTAL ALL EXPENDITURES TO DATE (PROJECT RUNNING TOTAL)	B MAXIMUM RATA REIMBURSEMENT (at 90%)	C AMOUNT PAID BY OTHER SOURCES COUNTY, CAPP, FED, ETC. ≤ A	D AMOUNT PAID BY RATA PRIOR PERIODS ≤ B	E TOTAL COSTS TO DATE, NOT REIMBURSED = A-(C+D)	F ELIGIBLE FOR RATA REIMBURSEMENT THIS PERIOD
PRELIMINARY ENGINEERING	37,448.67	33,703.81	-	-	37,448.67	33,703.81
RIGHT OF WAY		-			-	-
CONTRACT CONSTRUCTION		-			-	-
DAY LABOR CONSTRUCTION		-			-	-
TOTAL	37,448.67	33,703.81	-	-	37,448.67	33,703.81

* PRELIMINARY ENGINEERING IS ELIGIBLE FOR RAP FUNDING IN THE NER, NWR, PSR, AND SER. ALL REGIONS BEGINNING '95 - '97 PROJECTS.
** NW REGION CHARGE RATA AT 80% OF COSTS, CELLS E19 - E25
* RIGHT OF WAY IS ELIGIBLE FOR RAP FUNDING IN THE NER, PSR, SER, (AND NWR BEGINNING '95 - '97 BIENNIUM PROJECTS)
* INCLUDE CONSTRUCTION ENGINEERING IN CONSTRUCTION EXPENDITURES.

CRAB/COUNTY CONTRACT LIMIT	$ 1,500,000.00
TOTAL ELIGIBLE TO DATE	$ 33,703.81
PREVIOUS PAYMENTS	-
RATA CLAIMED THIS PERIOD	$ 33,703.81
$ 1,466,296.19 Remaining RATA available	

I CERTIFY THAT THE WORK COVERED BY THIS VOUCHER HAS BEEN COMPLETED IN ACCORDANCE WITH THE SUBJECT PROJECT PLANS AND SPECIFICATIONS.

I CERTIFY THAT THE COSTS SHOWN IN THIS VOUCHER ARE TRUE AND CORRECT; THE NET AMOUNT CLAIMED IS DUE AND PAYABLE FROM THE RURAL ARTERIAL TRUST ACCOUNT UNDER THE TERMS OF APPLICABLE LAWS, RULES, REGULATIONS, AND PROCEDURES; NO CLAIM HAS BEEN PRESENTED TO OR PAYMENT MADE FOR THE AMOUNT FOR WHICH IS CLAIMED HEREIN; CLAIM DOES NOT EXCEED THE RURAL ARTERIAL TRUST ACCOUNT SHARE OF THE COSTS INCURRED TO DATE OF THIS CLAIM; AND DOES NOT EXCEED THE APPROVED ALLOCATION FOR THIS PROJECT; AND I AM AUTHORIZED TO SIGN FOR CLAIMANT.

(X) SIGNATURE OF REGISTERED ENGINEER (PE) IN CHARGE

CALCULATED BY: (X)

County Engineer — TITLE
2/18/2005 — DATE

ACCOUNTING CLASSIFICATION - FOR OFFICE USE ONLY

TC	FUND	APPROP	PROGRAM	OBJECT	PROJECT	SUB PROJECT	NET AMOUNT	PAYMENT NO.
210	102	A30	30000	NZ	3203	01	33,703.81	1

APPROVED BY FOR RURAL ARTERIAL PROGRAM
RECEIVING VERIFICATION:
DATE RECEIVED

CHECKED AND APPROVED FOR PROCESSING BY: Joni Cox
DATE: 2/24/05
WARRANT REGISTER NO.
VOUCHER NO.

3203-01

2003 - 2005
(Biennium)

COUNTY **Spokane**

RAP Region NE

COUNTY ROAD ADMINISTRATION BOARD
RURAL ARTERIAL PROGRAM
PROSPECTUS

177.19

Total Rating Points

* **IDENTIFICATION**

Road Number: Road Name: 00263 Bigelow Gulch Road

Begin MP 2.17 End MP 3.37

Attach Worksheets: Funct. Class 07, State Leg. Dist. 4

6 Yr TIP: Priority No., Map Ref. No.

* **DESCRIPTION OF PROPOSED IMPROVEMENTS - Attach Rating Worksheets**

Attach Worksheets

Deviation Anticipated? ▼ Condition: Summary of conditions and proposed improvements the county is claiming points for, as well as conditions that will not be improved to design standard (Add additional sheets if necessary)

No Roadway Structural Section, or Bridge Condition:
Sections of the existing pavement are failing and are in need of repair. This project will widen and reconstruct the road with an asphalt concrete pavement to provide a twenty year design life.

No Horizontal Alignment:
Within this segment of the Bigelow Gulch Road, no changes in horizontal alignment are needed.

No Vertical Alignment:
There are several vertical curves within this project will be reconstructed to meet current design standards.

No Width:
The existing road, 24 feet in width, is inadequate to carry the traffic volumes of today (16,000+ vpd) and projected in the future (~30,000). This project will widen the road to 76 feet, consisting of two, 12-foot travel lanes in each direction, a 12-foot two-way left-turn lane and 8-foot shoulders on each side.

No Other: Clear Zone, Slopes, etc.
The roadway will be designed to provide adequate clear zone recovery area. Although expected to be minor, some guardrail may be installed where required.

* **ESTIMATED FUNDING AND TIMING**

[Enter Total Cost to nearest 100 $]

Phase:	Est Total Cost	RATA Requested	Max RATA	[Est Month/Year] Start	Complete
Design/PE	101,000	0	90,900		
Right of Way	477,000	0	429,300		
Construction	3,000,000	1,500,000	2,700,000	March-04	October-04
TOTAL =>	3,578,000	1,500,000			

RATA percent => 41.9%

RATA amount for construction is less than maximum allowed. Indicate source(s) of supplimentary funds:
STP(R) funds have been secured for PE & RW

* **SPECIAL CONSIDERATIONS THAT MAY AFFECT PROJECT SCHEDULE:**

Wetlands	X	NMFS		R-O-W	X	Cultural		(Hist. Arch. Paleo.)
Shorelines		USFWS		BIA		Tied	X	(Other agency work)
USACE		HPA		RR-		Other	X	Environmental Review

* **PROJECT TYPES, NER , PSR and SER**

This project is a Fed funded [ ] Local Funded [ ] bridge (check one)

The proposed work will Replace [ ] Rehabilitate [ ] the structure (check one)

NER Roads (check project type)
3R [ ]
RC X

PSR Roads (check project type)
Roadway [ ]
Intersection [ ]

* **LOCAL PROJECT APPROVAL**

RAP Project Prospectus prepared under the supervision of:
Vic. Map and typical cross sections attached? Yes

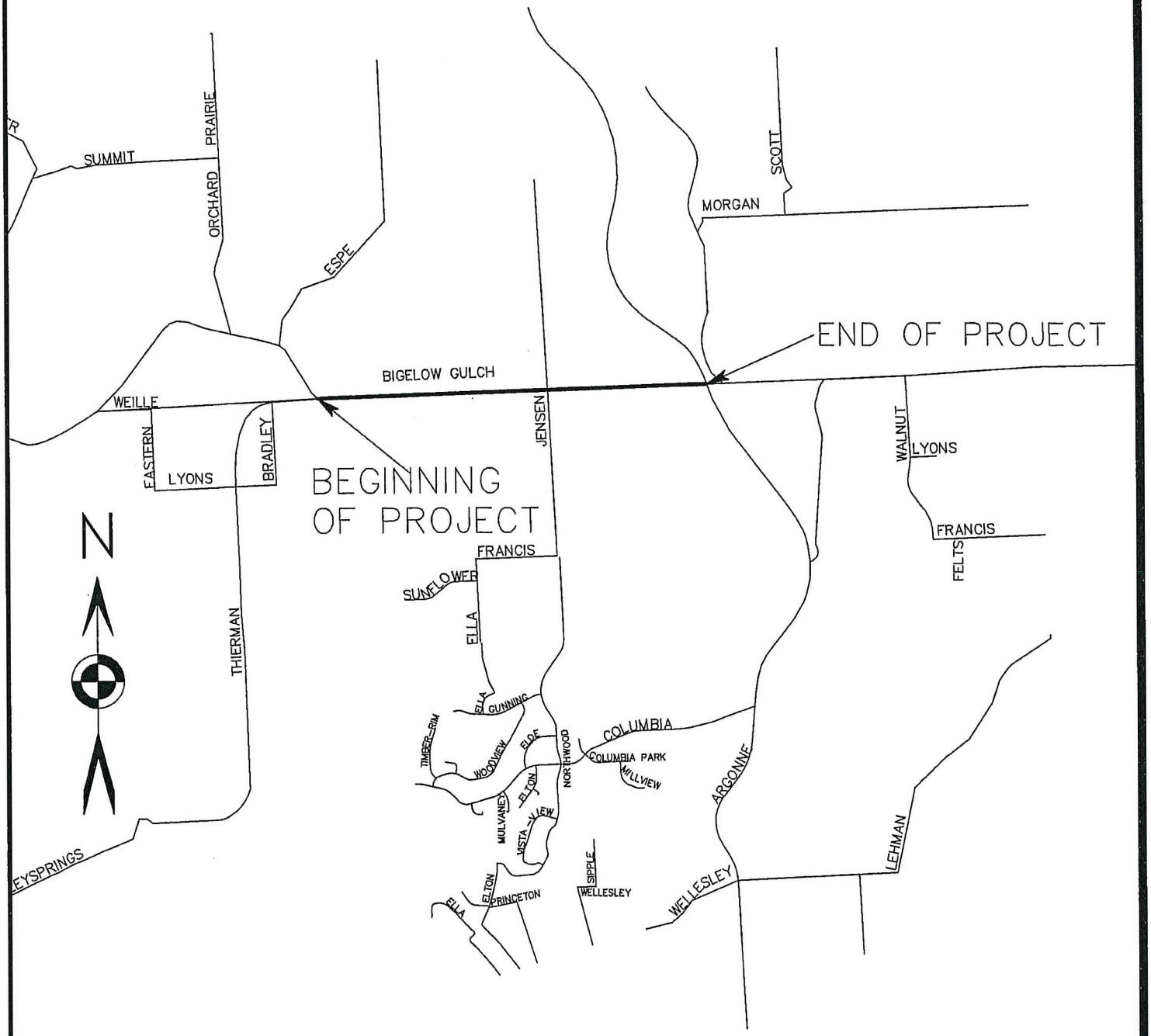
RAP Project Prospectus submitted to CRAB with the approval of:

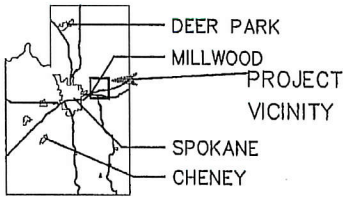
8/29/02
Signature - County Engineer / Date

Signature of Chairman of the Board of County Commissioners/Date

RAP Funding Request

Bigelow Gulch Road / East Weile Road to Argonne Road

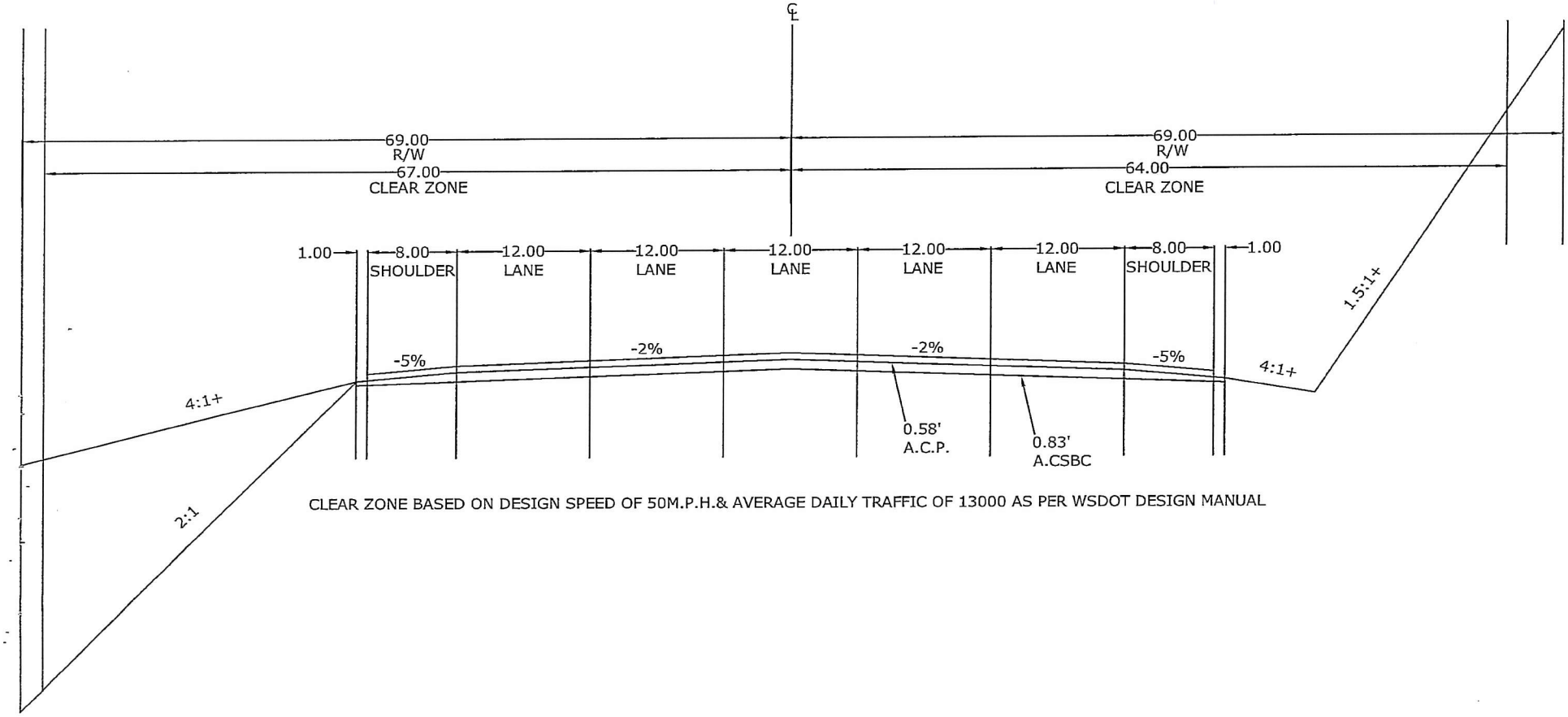




VICINITY MAP

SPOKANE COUNTY

Spokane County Engineers 1116 W Broadway Ave PWK-2 Spokane WA 99260-0170 (509) 477-3600



CLEAR ZONE BASED ON DESIGN SPEED OF 50M.P.H.& AVERAGE DAILY TRAFFIC OF 13000 AS PER WSDOT DESIGN MANUAL

ROSS E. KELLEY
STATE OF WASHINGTON
18413
REGISTERED
PROFESSIONAL ENGINEER

FILE: BIGELOW GULCH TYPICAL

No.	Date	By	Ckd.	Appr.	Revision

Drawn By: CGP Date: 8/1/2
Designed By: SDS Date: 7/15/1

SCALE
HORIZONTAL: HORIZONTAL
VERTICAL: VERTICAL

Spokane County
Department of Public Works
1026 W. Broadway Ave.
SPOKANE, WA. 99260-0170
(509) 477-3600

APPROVED: EXPIRES 9/8/2002
ENGINEER
PROJECT
Date: _____

BIGELOW_GULCH/FORKER
TYPICAL_SECTION
PLOT DATE: 8-1-2

SHEET
1 of 1

15.

RESOLUTION NO. 2 0777

BEFORE THE BOARD OF COUNTY COMMISSIONERS OF SPOKANE COUNTY, WASHINGTON

IN THE MATTER OF AUTHORIZING APPLICATIONS TO THE COUNTY ROAD ADMINISTRATION BOARD FOR PROJECTS ON SPOKANE COUNTY ROADS TO BE FUNDED BY THE RURAL ARTERIAL PROGRAM (RAP) - 2003 THRU 2005 FUNDING CYCLE	)	**RESOLUTION**

WHEREAS, pursuant to the provisions of the Revised Code of Washington, Section 36.32.120(6), The Board of County Commissioners of Spokane County has the care of County property and the management of County funds and business; and

WHEREAS, funds are available from the Washington State County Road Administration Board 2003-2005 Funding Program; and

WHEREAS, the County Engineer recommends certain projects for funding under this program that will benefit the citizens of Spokane County and recommends application to the Washington State County Road Administration Board for funding these projects.

THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Spokane County, Washington, that the Chair of the Board or majority of the Board is authorized to sign the completed applications at other than an open public hearing. Should the Chair of the Board or majority of the Board not be available for signature than the County Engineer is authorized to sign the applications and all other appurtenant and related forms, as required by the Washington State County Road Administration Board for projects funded under the Rural Arterial Program (RAP) to include:

Project	**Limits**
Bigelow Gulch Road	**East Weile Road to Argonne Road**
Denison - Chattaroy Road	**SR 395 to SR 2**

APPROVED BY THE BOARD this 6th day of August, 2002.

BOARD OF COUNTY COMMISSIONERS
OF SPOKANE COUNTY, WASHINGTON

M. KATE MCCASLIN, CHAIR

JOHN ROSKELLEY, VICE-CHAIR

PHILLIP D. HARRIS

BOARD OF COMMISSIONERS SPOKANE COUNTY SEAL SPOKANE COUNTY, WA

ATTEST:
VICKI M. DALTON
CLERK OF THE BOARD

BY: Denise Tourtlotte for
DANIELA ERICKSON, DEPUTY

New Prospectus '15 - '17 COPY

STATE OF WASHINGTON - COUNTY ROAD ADMINISTRATION BOARD

RURAL ARTERIAL PROGRAM

FINAL PROSPECTUS

Biennium: 2015 - 2017

Region: NE **County:** Spokane

IDENTIFICATION

State Legislative District: 4 **Six-Year T.I.P. Priority No:** 15 **Total Points:** 194.00

Road Number(s)	Road Name(s)	FFC(s)	TRC(s)	BMP(s)	EMP(s)
00263	Bigelow Gulch Road	06	T2	2.230	3.230

DESCRIPTION OF PROPOSED IMPROVEMENTS - Attach Rating Worksheets

Roadway Structural Section, or Bridge Condition: ☐ Deviation Anticipated?

The project will construct a 10" cement treated base with a 7" HMA overlay and 8' wide paved shoulders on both sides of the roadway.

Horizontal Alignment: ☐ Deviation Anticipated?

The new roadway will have minor changes to the horizontal alignment.

Vertical Alignment: ☐ Deviation Anticipated?

The new roadway will have some changes to the vertical alignment to meet design standards.

Width: ☐ Deviation Anticipated?

The existing width is 30 feet and is inadequate to carry the traffic volumes of today (14,899 vpd) . This project will widen the road to 76 feet, consist of two, 12' lanes in each direction, a 12-foot two-way left-turn lane/median and 8-foot shoulders on each side.

Other: Clear Zone, Slopes, Guardrail, Illumination, signals etc.: ☐ Deviation Anticipated?

The roadway will be designed to provide adequate clear zone recovery area. Although expected to be minor, some guardrail may be installed where required.

ESTIMATED FUNDING AND TIMING

Phase	Est Total Cost	RATA Amount	Estimated Year Start	Estimated Year End
Design/Prelim. Engr.	$60,000	$54,000	May-14	May-19
Right of Way				
Construction	$5,588,000	$2,525,100	May-20	May-21
TOTAL	$5,648,000	$2,579,100		

SPECIAL CONSIDERATIONS THAT MAY AFFECT PROJECT SCHEDULE:

☐ Wetlands ☐ NMFS ☑ R.O.W. ☐ Shorelines ☐ USFWS ☐ BIA ☐ HPA ☐ RR ☐ USACE

☐ WDFW ☐ Cultrual (Hist. Arch. Paleo.) ☐ Tied (Other agency work) ☐ Other

PROJECT TYPE

Project Type: RC - Reconstruction

LOCAL PROJECT APPROVAL

RAP Project Prospectus prepared under the supervision of:

Vic. Map and typical cross sections attached? YES

RAP Project Prospectus submitted to CRAB with the approval of:

7/31/14

Signature - County Engineer / Date

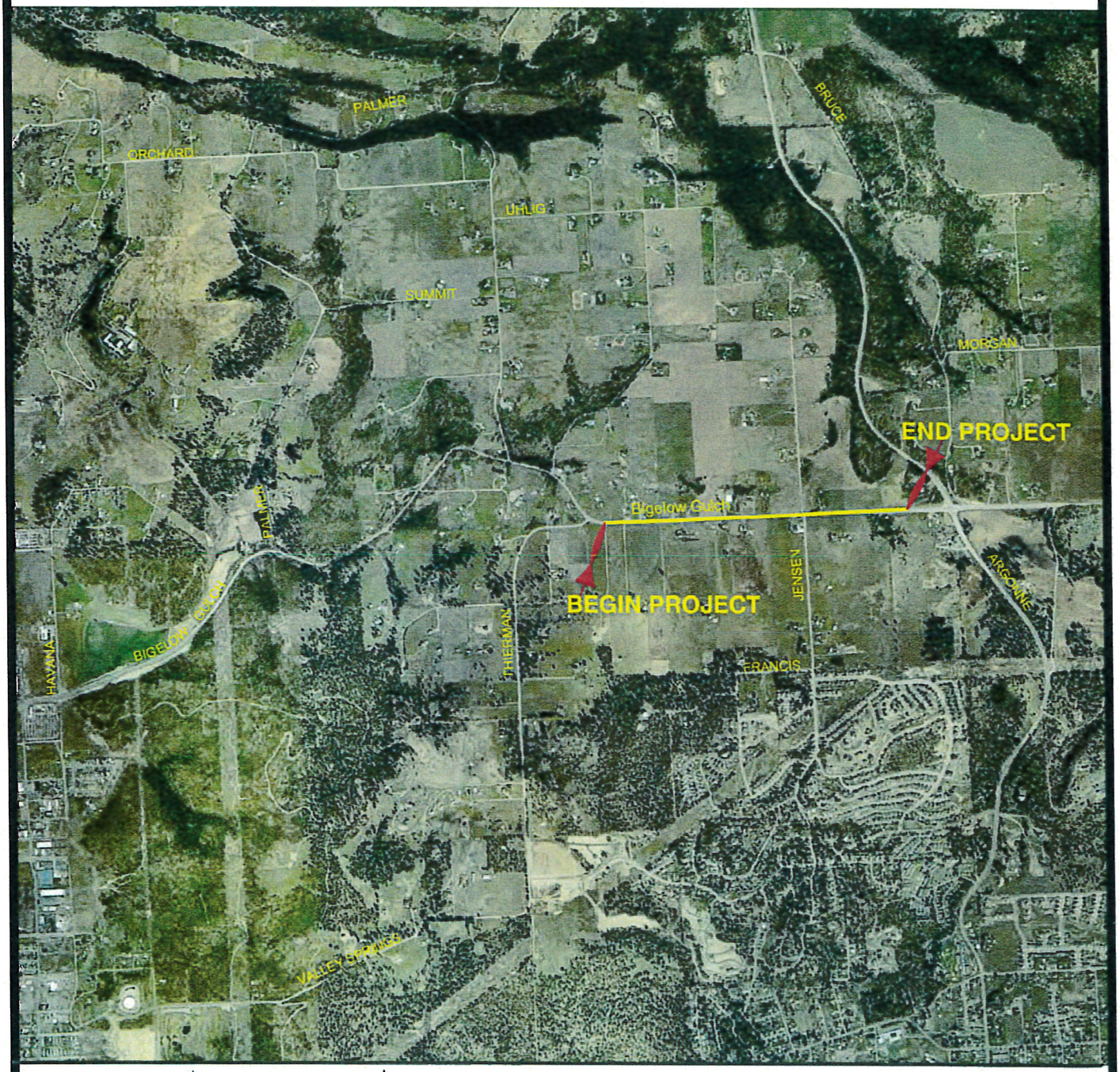
7/31/14

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

RAP FUNDING REQUEST

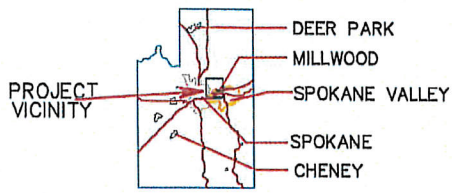
BIGELOW GULCH ROAD

Mp 2.23 to Mp 3.23

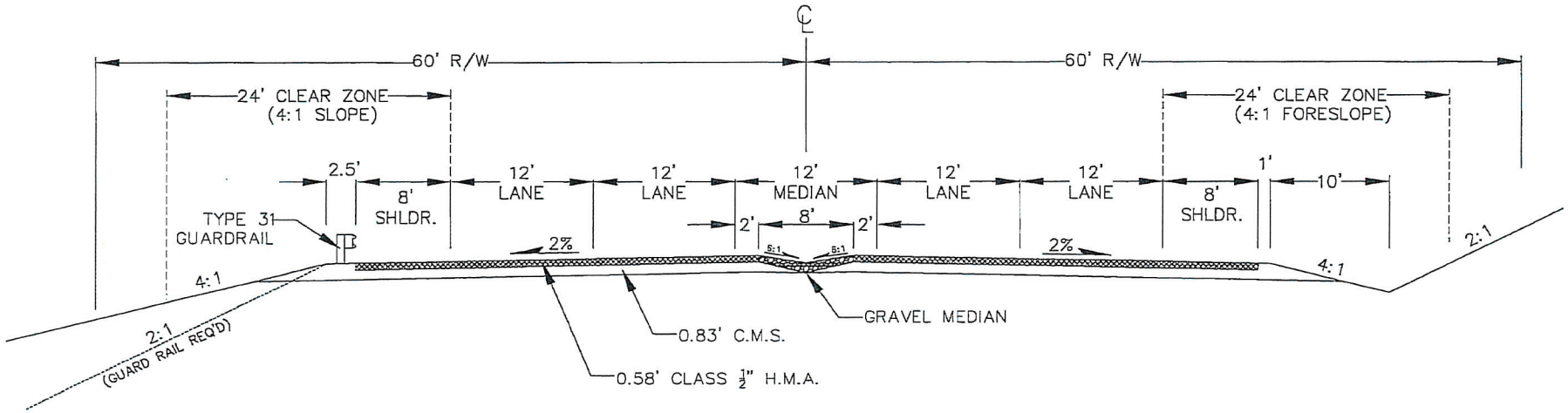


SPOKANE COUNTY

VICINITY MAP



Spokane County Engineers 1026 W Broadway Ave Spokane WA 99260-0170 (509) 477-3600



SCALE HORIZONTAL NONE VERTICAL NONE	Spokane County Department of Public Works 1026 W. Broadway Ave. SPOKANE, WA 99260-0170 (509) 477-3600	APPROVED: _____ PLANS & CONTRACT ENGINEER Date: _____	C,R,P, 2924A BIGELOW GULCH ROAD FROM WIELE RD. TO JENSEN RD. TYPICAL ROADWAY SECTION	SHEET 1 of 1

Walt Olsen

From: Randy Hart
Sent: Wednesday, April 29, 2015 2:56 PM
To: Jay Weber; Walt Olsen
Subject: double funding for Bigelow Gulch 3

Categories: RAP Region News - NE, 32 Spokane, RAP Project Reviews, CRABoard Meetings

Guys; Bill H. of Spokane County informed me that the Bigelow Gulch 3 section they did in 2005 (mp 2.17 – 3.37) was not completed per the prospectus, but that they did the intersection at Argonne. He says others at the county were told by CRAB that the section that wasn't done could be applied for in 2015 - 2017

I didn't catch this when they resubmitted this section last September. Now that they have been offered funding again for mp 2.32 – 3.32 they want to revise the amount their asking for on the prospectus: Requested $2,579,100, funded this April at $248,383. The total project cost is $5,648,000.

I can find nothing in our files that indicates there was a scope change approved for the 2005 project.

It appears they're ineligible for new funding on this section, if not required to pay back some of the original project funding.

We'll talk when you come in.

Randy

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

From Spokane County email dated May 5, 2015:

"Bigelow Gulch Project 3 Funding Evolution

The original project limits were established as M.P. 2.17 (Weile) to M.P. 3.37 (Argonne) and a RAP grant application was submitted for $1.5 million. This application was successful and was eligible for funding 4/26/02.

Project 3A was created in mid-2004 to support FMSIB in spending down their fund balance. This project was the intersection of Bigelow and Argonne as well as the approach Bigelow roadway on either side of Argonne. The total length of project was 0.73 miles (M.P. 3.04 to M.P. 3.77). The funding sources in the original County prospectus were FMSIB, PWTF, RAP, REET and STP(R). By the end of 2014 it was apparent that the NEPA process would not be completed in time to meet the FMSIB need, so the decision was made to move forward without STP funds. Prior to the construction of the project, FMSIB determined that their funds were federal and therefore could not be utilized on the project. Again, the decision was made to move forward, this time without the FMSIB funding.

The project was constructed with $1.5 million in RAP funding with the remaining $2,615,297.15 from County Road Fund, REET, and PWTF. Construction was complete in 2005. Continuation of the project was delayed by NEPA approval (2008) and right of way certification issues in 2010.

While I have found no communication with CRAB in the file about the scope change in the project, I have contacted Ross Kelley (County Engineer at the time). Historically, Spokane County has had excellent communication with CRAB (I even recall a CRAB representative at the ground breaking ceremony for this project), it would be extremely unusual if this was not discussed at the time.

Our current application for this project is on hold pending the outcome of the current discussions."

Current Status:

After a brief visit with county engineer Mitch Reister, on July 8, 2015, CRAB staff was informed that the county would seek CRABoard consideration of alternative methods to address this issue at its' July 16, 2015 meeting.

County Road Administration Board – July 16, 2015

Public Hearing on revision to WAC 136-167-040 - Lapsing of RATA allocation for approved projects.

WAC 136-167-040 defines CRAB's policies for lapsing of RATA funded projects, and also specifies conditions for allowing time extensions. The two current extensions allowed are:

- Those requested by the county when sufficient justification is provided.
- Those applied by the CRABoard by use of a Moratorium on project lapsing so that the board can effectively manage the RATA balance when needed.

The enclosed revision adds a third extension type as new section 5, underlined, which allows extensions for RAP funded projects held up by entities and actions entirely outside of a county's control, such as court action or groups not subject to the county's eminent domain authority.

This proposed revision has been published and has received no public input to date. Staff recommends adoption of the proposed revision..

PROPOSED RULE MAKING

CR-102 (June 2012)
(Implements RCW 34.05.320)
Do **NOT** use for expedited rule making

Agency: County Road Administration Board

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

X☐ **Original Notice**
☐ **Supplemental Notice to WSR _____**
Continuance of WSR _____

Title of rule and other identifying information: (Describe Subject)
WAC 136-167-040 Lapsing of RATA allocation for approved projects.
The CRABoard may in its discretion grant an additional extension for lapsing of RATA allocation for approved projects.

Hearing location(s): CRAB Offices
2404 Chandler Court SW, Ste 280
Olympia, WA 98504-0913

Date: July 16, 2015 Time: 2:00 pm

Submit written comments to:
Name: Karen Pendleton
Address: 2404 Chandler Court SW, Ste 240
Olympia, WA 98504-0913
e-mail karen@crab.wa.gov
fax (360)350.6094 by (date) July 10, 2015

Assistance for persons with disabilities: Contact
Karen Pendleton by July 10, 2015
TTY (800) 833.6384 or (360) 753.5989

Date of intended adoption: July 16, 2015
(Note: This is **NOT** the **effective** date)

Purpose of the proposal and its anticipated effects, including any changes in existing rules:

The CRABoard may in its discretion determine that 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.

Reasons supporting proposal:

Statutory authority for adoption: 36.78

Statute being implemented:

Is rule necessary because of a:

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

If yes, CITATION:

DATE
May 20, 2015

NAME (type or print)
Jay P. Weber

SIGNATURE

TITLE
Executive Director

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: May 22, 2015
TIME: 9:44 AM

WSR 15-12-019

(COMPLETE REVERSE SIDE)

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

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

☐ Private
☐ Public
X Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting.....	Randy Hart	Thurston	(360) 753.5989
Implementation....	Randy Hart	Thurston	(360) 753.5989
Enforcement.....	Jay Weber	Thurston	(360) 753.5989

Has a small business economic impact statement been prepared under chapter 19.85 RCW or has a school district fiscal impact statement been prepared under section 1, chapter 210, Laws of 2012?

☐ Yes. Attach copy of small business economic impact statement or school district fiscal impact statement.

A copy of the statement may be obtained by contacting:
Name:
Address:

phone ( ) _____
fax ( )_____
e-mail _____

X No. Explain why no statement was prepared.
N/A

Is a cost-benefit analysis required under RCW 34.05.328?

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

phone ( ) _____
fax ( )_____
e-mail _____

X No: Please explain: N/A

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; 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 in its discretion determine that for the public safety, health or general welfare, an additional extension is necessary. If such a determination is made, the CRABoard may grant an additional extension and set the duration thereof.

(6) 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.

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TH - 2015-17 Transp New Law Compromise
Version Option: Transportation

6/30/15
7:34 AM

Dollars in Thousands

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	**Total Annual FTE**	Fiscal Year 1 Funds	Fiscal Year 2 Funds	**Total Funds**	**Percent Share of RecSum**
CWA Connecting Washington Investments					**2,188**	**2,188**	
102-1 Rural Arterial Trust Account-State					1,094	1,094	50.00%
186-1 County Arterial Preservation Acct-State					1,094	1,094	50.00%
2015-17 Total Proposed Budget					**2,188**	**2,188**	
% Change from Current Biennium							
2015-17 Budget Fund Summary Totals							
102-1 Rural Arterial Trust Account-State					1,094	1,094	50.00%
186-1 County Arterial Preservation Acct-State					1,094	1,094	50.00%

CWA Connecting Washington Investments

Funding is provided for projects that are selected by the County Road Administration Board. (Rural Artial Trust Account-State, County Arterial Preservation Account-State)

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

6/30/15
7:42 AM

Dollars in Thousands

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Total Annual FTE	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
2013-15 Expenditure Authority	**17.2**	**17.2**	**17.2**	**52,358**	**52,322**	**104,680**	
Current Biennium Fund Totals	**17.2**	**17.2**	**17.2**				
102-1 Rural Arterial Trust Account-State				29,166	29,167	58,333	55.73%
106-1 Highway Safety Account-State				5,000	5,000	10,000	9.55%
108-1 Motor Vehicle Account-State				1,470	1,431	2,901	2.77%
186-1 County Arterial Preservation Acct-State				16,722	16,724	33,446	31.95%
1Z Zero-Base Capital Program				**(50,050)**	**(50,050)**	**(100,100)**	
102-1 Rural Arterial Trust Account-State				(28,697)	(28,697)	(57,394)	57.34%
106-1 Highway Safety Account-State				(5,000)	(5,000)	(10,000)	9.99%
108-1 Motor Vehicle Account-State				(353)	(353)	(706)	0.71%
186-1 County Arterial Preservation Acct-State				(16,000)	(16,000)	(32,000)	31.97%
92K DES Central Services							
108-1 Motor Vehicle Account-State				6		6	100.00%
92M Biennialize Salary Step M				**4**		**4**	
102-1 Rural Arterial Trust Account-State				1		1	25.00%
108-1 Motor Vehicle Account-State				1		1	25.00%
186-1 County Arterial Preservation Acct-State				2		2	50.00%
9R Match Final PEB FY 15 Funding Rate					**(9)**	**(9)**	

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

6/30/15
7:42 AM

Dollars in Thousands

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Total Annual FTE	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
102-1 Rural Arterial Trust Account-State					(2)	(2)	22.22%
108-1 Motor Vehicle Account-State					(4)	(4)	44.44%
186-1 County Arterial Preservation Acct-State					(3)	(3)	33.33%
G05 Biennialize Employee PEB Rate				**20**	**45**	**65**	
102-1 Rural Arterial Trust Account-State				5	12	17	26.15%
108-1 Motor Vehicle Account-State				9	19	28	43.08%
186-1 County Arterial Preservation Acct-State				6	14	20	30.77%
Total Carry Forward Level				**2,338**	**2,308**	**4,646**	
% Change from Current Biennium				(95.5)%	(95.6)%	(95.6)%	
Carry Forward Level Fund Totals	**17.2**	**17.2**	**17.2**				
102-1 Rural Arterial Trust Account-State				475	480	955	20.56%
108-1 Motor Vehicle Account-State				1,133	1,093	2,226	47.91%
186-1 County Arterial Preservation Acct-State				730	735	1,465	31.53%
Carry Forward plus Workload Changes Fund Totals	**17.2**	**17.2**	**17.2**				
102-1 Rural Arterial Trust Account-State				475	480	955	20.56%
108-1 Motor Vehicle Account-State				1,133	1,093	2,226	47.91%
186-1 County Arterial Preservation Acct-State				730	735	1,465	31.53%
8R Retirement Buyout Costs							

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

6/30/15
7:42 AM

Dollars in Thousands

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	**Total Annual FTE**	Fiscal Year 1 Funds	Fiscal Year 2 Funds	**Total Funds**	**Percent Share of RecSum**
108-1 Motor Vehicle Account-State				(1)	1		
186-1 County Arterial Preservation Acct-State				1	(1)		
91 Workers' Compensation Changes							
108-1 Motor Vehicle Account-State					1	1	100.00%
92A State Data Center							
108-1 Motor Vehicle Account-State				(2)	(1)	(3)	100.00%
92E Legal Services							
108-1 Motor Vehicle Account-State				(16)	(16)	(32)	100.00%
92F Office of Chief Information Officer							
108-1 Motor Vehicle Account-State				1	1	2	100.00%
92J CTS Central Services							
108-1 Motor Vehicle Account-State				3	4	7	100.00%
92K DES Central Services							
108-1 Motor Vehicle Account-State				27	26	53	100.00%
92T Time, Leave and Attendance System							
108-1 Motor Vehicle Account-State					1	1	100.00%
9D Pension and DRS Rate Changes				**29**	**29**	**58**	
102-1 Rural Arterial Trust Account-State				7	7	14	24.14%

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

6/30/15
7:42 AM

Dollars in Thousands

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Total Annual FTE	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
108-1 Motor Vehicle Account-State				14	14	28	48.28%
186-1 County Arterial Preservation Acct-State				8	8	16	27.59%
Total Maintenance Level				**2,380**	**2,353**	**4,733**	
% Change from Current Biennium				(95.5)%	(95.5)%	(95.5)%	
Maintenance Level Fund Totals	**17.2**	**17.2**	**17.2**				
102-1 Rural Arterial Trust Account-State				482	487	969	20.47%
108-1 Motor Vehicle Account-State				1,159	1,124	2,283	48.24%
186-1 County Arterial Preservation Acct-State				739	742	1,481	31.29%
AF County Arterial Preservation Acct							
186-1 County Arterial Preservation Acct-State				15,625	15,625	31,250	100.00%
AH Rural Arterial Trust Account							
102-1 Rural Arterial Trust Account-State				26,680	19,320	46,000	100.00%
AI County Ferry Capital Improvement							
108-1 Motor Vehicle Account-State				353	353	706	100.00%
HT3 Additive Preservation							
108-1 Motor Vehicle Account-State				5,000	5,000	10,000	100.00%
2015-17 Total Proposed Budget				**50,038**	**42,651**	**92,689**	

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

6/30/15
7:42 AM

Dollars in Thousands

	Fiscal Year 1 FTEs	Fiscal Year 2 FTEs	Total Annual FTE	Fiscal Year 1 Funds	Fiscal Year 2 Funds	Total Funds	Percent Share of RecSum
% Change from Current Biennium				(4.4)%	(18.5)%	(11.5)%	
2015-17 Budget Fund Summary Totals	**17.2**	**17.2**	**17.2**				
102-1 Rural Arterial Trust Account-State				27,162	19,807	46,969	50.67%
108-1 Motor Vehicle Account-State				6,512	6,477	12,989	14.01%
186-1 County Arterial Preservation Acct-State				16,364	16,367	32,731	35.31%

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.

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

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

Dollars in Thousands

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.

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)

HT3 Additive Preservation

Additional funding is distributed to the counties to meet urgent preservation needs based on each county's total arterial lane miles. (Motor Vehicle Account-State)

State of Washington
Office of Financial Management

Fund and FTE Detail by Fiscal Year

Agency: 406 - County Road Administration Board
Version: TF - 15-17 Trnsp Curr Law-Passed Legsltr
Version Option: Transportation and Omnibus

Dollars in Thousands

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

STATE OF WASHINGTON

DEPARTMENT OF ENTERPRISE SERVICES

1500 Jefferson St. SE, Olympia, WA 98501
PO Box 41468, Olympia, WA 98504-1468

July 10, 2015

Elman Olympia Associates, LP
100 North Centre Avenue
Rockville Centre, New York 11570

SUBJECT: Lease SRL 15-0064, Olympia

Enclosed are two (2) originals of the above-referenced Lease and exhibits for your signature. Please sign both copies of the lease where indicated.

☐ Make sure **no markings** of any kind, including notary seals, are **within the margins**; *ensure notary stamp is clear and not covering any text.*

☐ **Sign, notarize** and **initial all pages** where provided.

☐ Return all **original leases and exhibits** to our office at:

Department of Enterprise Services
Facilities Division/ Real Estate Services

Post Office Box 41468 Olympia, WA 98504-1468	OR	1500 Jefferson Street, 2nd floor Olympia, WA 98504-1468

☐ **Complete and return the enclosed Lessor's Contact Form** with the documents. This form will provide us with the names and phone numbers of vendors who provide building maintenance under the terms of the agreement

Copies of these original leases or copies of any portion of these documents cannot be accepted. Failure to return the entire package correctly executed will delay the process of returning your executed lease. State of Washington's jurats must be used and completed in full, with the individual's name and position.

If you have any questions, please contact me at (360) 407-9308.

Sincerely,

Cathy Schilling

Cathy Schilling
Contract Specialist

cc: Karen Pendleton, CRAB

AFTER RECORDING RETURN TO:

Department of Enterprise Services
Real Estate Services
P. O. Box 41468
Olympia, Washington 98504-1468

Lease No. SRL 15-0064
SR 174-05-15

(Olympia) TNK/cns

Date: June 15, 2015

LEASE

THIS LEASE is made and entered into between Elman Olympia Associates, LP, a Delaware Limited Partnership whose address is 100 North Centre Avenue, Rockville Centre, New York 11570, for its heirs, executors, administrators, successors, and assigns, hereinafter called the Lessor, and the STATE OF WASHINGTON, County Road Adminstration Board, acting through the Department of Enterprise Services, hereinafter called the Lessee.

WHEREAS, the Department of Enterprise Services is granted authority to lease property under RCW 43.82.010;

WHEREAS, the Lessor and Lessee deem it to be in the best public interest to enter into this Lease;

NOW, THEREFORE, in consideration of the terms, conditions, covenants and performances contained herein, IT IS MUTUALLY AGREED AS FOLLOWS:

LEASED PREMISES

1. The Lessor hereby leases to the Lessee the following described premises:

Tax Parcel Number: 46790005800

Common Street Address: 2404 Chandler Court SW, Suites 240, 260 and 280, Olympia, Washington 98502

Approximately 7,349 square feet of BOMA rentable office space located in Suites 240, 260 and 280 on the second floor of a building known as 2404 Chandler Court SW, Olympia, Washington, together with twenty (20) code parking stalls, specifically situated on Lot 58 of Amended Plat of Lot 2 of Evergreen Park, as recorded in Volume 20 of Plats, pages 18 and 19, in City of Olympia, Thurston County Washington.

USE

2. The premises shall be used by the County Road Adminstration Board and/or other state agencies for the following purpose(s): office space. Office use includes associated office activities, such as trainings, conferences, retreats, health and wellness activities, and office related parties and social events.

TERM

3. TO HAVE AND TO HOLD the premises with their appurtenances for the term beginning January 1, 2016 and ending December 31, 2020.

INITIAL TNK

RENTAL RATE

4. The Lessee shall pay rent to the Lessor for the premises at the following rate:

January 1, 2016 to March 31, 2016:

Zero Dollars and No Cents $ 0.00 per month

April 1, 2016 to December 31, 2020:

Nine Thousand Seven Hundred Ninety-eight Dollars and Sixty-seven Cents $9,798.67 per month

Payment shall be made at the end of each month upon submission of properly executed vouchers.

4.1. The Lessee reserves the right to suspend payment of rent effective April 1, 2016 if at such time the work set forth in Additional Lease Provisions paragraph 19 has not been completed by Lessor and accepted by the Department of Enterprise Services (DES). Upon satisfactory completion of the above mentioned work and acceptance by DES, Lessee shall pay to Lessor all suspended rent as a single payment within 30 days of such acceptance of work.

EXPENSES

5. During the term of this Lease, Lessor shall pay all real estate taxes, all property assessments, insurance, storm water, water, sewer, garbage collection, and maintenance and repair as described below, together with natural gas, electricity, elevator service, exterior and interior window washing, landscape and irrigation water, and janitor service. Janitor service includes exterior and interior window washing, restroom supplies and light bulb replacement and such other items as set forth in Exhibit "J" which is attached hereto and incorporated by reference.

5.1. Lessee shall reimburse Lessor for its prorata share of the following costs: natural gas, water, sewer, and garbage collection. Lessor shall submit a monthly voucher (with a copy of all bills for which reimbursement is requested) to be paid by Lessee for its prorata portion based on Lessee's leased space. Lessee occupies 7,349 BOMA rentable square feet or 24.6 percent of the total building and shall pay 24.6 percent of such charges.

5.2 Lessee shall reimburse Lessor for its prorata share of the following costs: electricity. Lessor shall submit a monthly voucher (with a copy of all bills for which reimbursement is requested) to be paid by Lessee for its prorata portion based on Lessee's leased space. Lessee occupies 7,349 BOMA rentable square feet or 29 percent of the building on the "house meter" and shall pay 29 percent of such charges.

MAINTENANCE AND REPAIR

6. The Lessor shall maintain the premises in good repair and tenantable condition during the continuance of this Lease, except in case of damage arising from the negligence of the Lessee's clients, agents or employees. For the purposes of maintaining and repairing the premises, the Lessor reserves the right at reasonable times to enter and inspect the premises and to make any necessary repairs to the building. Lessor's maintenance and repair obligations shall include, but not be limited to, the mechanical, electrical, interior lighting (including replacement of ballasts, starters and fluorescent tubes as required), plumbing, heating, ventilating and air-conditioning systems (including replacement of filters as recommended in equipment service manual); floor coverings; window coverings; elevators (including communications systems); inside and outside walls (including windows and entrance and exit doors); all structural portions of the building (including the roof and the watertight integrity of same); porches, stairways; sidewalks; exterior lighting; parking lot (including snow removal, cleaning and restriping as required); wheel bumpers; drainage; landscaping and continuous satisfaction of all governmental requirements generally applicable to similar office buildings in the area (example: fire, building, energy codes, indoor air quality and requirements to provide architecturally barrier-free premises for persons with disabilities, etc.).

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ASSIGNMENT/SUBLEASE

7. The Lessee may assign this Lease or sublet the premises with the prior written consent of the Lessor, which consent shall not be unreasonably withheld. Lessee shall not permit the use of the premises by anyone other than the Lessee, such assignee or sublessee, and the employees, agents and servants of the Lessee, assignee, or sublessee.

RENEWAL/CANCELLATION

8. The Lease may, at the option of the Lessee, be renegotiated for an additional five (5) years.

PAYMENT

9. Any and all payments provided for herein when made to the Lessor by the Lessee shall release the Lessee from any obligation therefor to any other party or assignee.

COMPLIANCE WITH STATE/FEDERAL LAWS

10. Lessor is responsible for complying with all applicable provisions of the Americans With Disabilities Act of 1990, and all amendments and regulations thereto and the Washington State Law Against Discrimination, Chapter 49.60 RCW, as well as the regulations adopted thereunder, with respect to the Leased Premises.

FIXTURES

11. The Lessee, upon the written authorization of the Department of Enterprise Services, shall have the right during the existence of this Lease with the written permission of the Lessor (such permission shall not be unreasonably withheld), to make alterations, attach fixtures, and erect additions, structures or signs, in or upon the premises hereby leased. Such alterations, fixtures, additions, structures and signs shall be authorized only by the Department of Enterprise Services. Performance of any of the rights authorized above shall be conducted in compliance with all applicable governmental regulations, building codes, including obtaining any necessary permits. Any fixtures, additions, or structures so placed in or upon or attached to the premises shall be and remain the property of the Lessee and may be removed therefrom by the Lessee upon the termination of this Lease. Any damage caused by the removal of any of the above items shall be repaired by the Lessee.

ALTERATIONS/IMPROVEMENTS

12. In the event the Lessee requires alterations/improvements during the term of this Lease, any renewals and/or modifications thereof, the Lessor shall have the right to provide such services. If required by state law, the Lessor shall pay prevailing rate of wage to all workers, laborers or mechanics employed to perform such work as well as comply with the rules and regulations of the Department of Labor & Industries. If the Lessee considers Lessor's proposed costs for alterations/ improvements excessive, Lessee shall have the right, but not the obligation, to request and receive at least two independent bids; and the Lessee shall have the right at its option to select one alternative contractor whom the Lessor shall allow to provide such services for the Lessee in compliance with the Lessor's building standards and operation procedures.

PREVAILING WAGE

13. Lessor agrees to pay the prevailing rate of wage to all workers, laborers, or mechanics employed in the performance of any part of this Lease when required by state law to do so, and to comply with the provisions of Chapter 39.12 RCW, as amended, and the rules and regulations of the Department of Labor and Industries and the schedule of prevailing wage rates for the locality or localities where this Lease will be performed as determined by the Industrial Statistician of the Department of Labor and Industries, are by reference made a part of this Lease as though fully set forth herein.

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DISASTER

14. In the event the leased premises are destroyed or injured by fire, earthquake or other casualty so as to render the premises unfit for occupancy, and the Lessor(s) neglects and/or refuses to restore said premises to their former condition, then the Lessee may terminate this Lease and shall be reimbursed for any unearned rent that has been paid. In the event said premises are partially destroyed by any of the aforesaid means, the rent herein agreed to be paid shall be abated from the time of occurrence of such destruction or injury until the premises are again restored to their former condition, and any rent paid by the Lessee during the period of abatement shall be credited upon the next installment(s) of rent to be paid. It is understood that the terms "abated" and "abatement" mean a pro rata reduction of area unsuitable for occupancy due to casualty loss in relation to the total rented area.

NO GUARANTEES

15. It is understood that no guarantees, express or implied, representations, promises or statements have been made by the Lessee unless endorsed herein in writing. And it is further understood that this Lease shall not be valid and binding upon the State of Washington, unless same has been approved by the Director of the Department of Enterprise Services of the State of Washington or his or her designee and approved as to form by the Office of the Attorney General. Any amendment or modification of this Lease must be in writing and signed by both parties.

ENERGY CONSERVATION

16. Within 120 days prior to or no later than 30 days after commencement of the Lease, Lessor shall conduct an energy walk-through survey of the leased premises using the DES walk- through survey and energy consumption form. The survey is for the purpose of identifying improvements to maintenance and operating conditions and procedures that would conserve energy. The Lessor shall provide DES with a copy of the completed walk-through form and as soon as practicable thereafter, implement identified improvements to energy conservation maintenance and operating procedures.

REIMBURSEMENT FOR DAMAGE TO PREMISES

17. The Lessee hereby agrees to reimburse the Lessor for damages caused by the negligence of its employees, clients and agents, but in no event shall this paragraph be construed as diminishing the Lessor's duty to make repairs as set forth in preceding paragraphs of this Lease, or as making Lessee responsible for the repair of normal wear and tear.

HAZARDOUS SUBSTANCES

18. Lessor warrants to his/her knowledge that no hazardous substance, toxic waste, or other toxic substance has been produced, disposed of, or is or has been kept on the premises hereby leased which if found on the property would subject the owner or user to any damages, penalty, or liability under any applicable local, state or federal law or regulation.

Lessor shall indemnify and hold harmless the Lessee with respect to any and all damages, costs, attorneys' fees, and penalties arising from the presence of any hazardous or toxic substances on the premises, except for such substances as may be placed on the premises by the Lessee.

ADDITIONAL LEASE PROVISIONS

19. It is agreed that the Lessor shall, at Lessor's sole cost and expense, on or before January 1, 2016, complete in a good and workmanlike manner, in accordance with state Leased Space Requirements, July 2005 edition, attached hereto and incorporated herein by reference as Exhibit "A", the following items:

INITIAL TNK

EXTERIOR:

a. **Doors:** Install seals and sweeps on all exterior doors.

ACCESSIBILITY: (RES Accessibility Addendum)

b. Small break room between training and library room, replace existing sink hardware with lever style hardware.

MECHANICAL: (Division 15 - Mechanical)

c. **HVAC System:** Upgrade HVAC system to function more efficiently. Lessee agrees to discontinue use of space heaters.

CANCELLATION/SUPERSESSION

20. This Lease cancels, supersedes, or replaces SRL 10-0130 dated October 14, 2010, and all modifications thereto effective January 1, 2016.

DUTY TO CURE

21. Upon receiving notice of a condition requiring cure, the non-breaching party shall initiate and complete cure or repair of such condition within a reasonable time. A condition requiring cure includes, without limitation: (1) a condition that requires the Lessor to undertake repair/ replacement and/or other maintenance of the premises, (2) a condition where Lessor has failed to maintain a required service or utility account in good standing, and (3) any other condition resulting from a breaching party's failure to carry out any obligation under the Lease, including without limitation obligations for improvements, alterations, and/or deferred maintenance.

The term "reasonable time" as used within this paragraph of the Lease shall mean as soon as reasonably possible but no longer than thirty (30) days, unless either (1) an emergency condition exists requiring an immediate cure to promptly begin without delay, usually within hours and to be complete within 24 hours to the extent reasonably possible in light of the nature of the condition and circumstances, or (2) a non-emergency condition exists that is not reasonably possible to cure within 30 days with due diligence and the breaching party provides the level of cure or preparation for cure that is reasonably possible to do with due diligence within 30 days.

If an emergency or non-emergency condition exists that is not reasonably possible to completely cure within 24 hours or 30 days, respectively, the breaching party shall so notify the non-breaching party within 24 hours or 30 days, respectively. Such notice shall explain why the cure is not reasonably possible with due diligence to complete within 24 hours (if an emergency) or 30 days (if a non-emergency) and provide the earliest date that the work can be completed as soon as reasonably possible. It is not a justifiable ground for delay that the Lessor does not have available funding to accomplish the cure or that a preferred contractor has limited availability if other contractors can satisfactorily perform the work sooner at reasonable cost.

The term "emergency condition" shall mean a condition requiring a cure that (i) prevents or substantially disrupts the Lessee from using all or a substantial part of the premises, or (ii) causes or substantially threatens to cause injury to persons or damage to property or raises a substantial danger to the health or safety of any persons on or using the premises. Notice under this paragraph may be by the means allowed in the Notice paragraph, but in addition includes actual notice/awareness that Lessor has of a condition independent of any such notice.

SELF HELP

22. If the breaching party does not cure within a reasonable time, the nonbreaching party may cure all or part of the default after providing notice to the breaching party of its intent to perform such cure, and, if applicable, recover the costs incurred in curing the default. If the nonbreaching party is the Lessee, the Lessee may deduct all costs incurred from rent or other charges owed to Lessor. If the nonbreaching party is the Lessor, Lessor will submit properly

executed vouchers and proof of payment to Lessee and Lessee shall remit payment to Lessor as soon as is practicable. Lessee's costs incurred to cure include, but are not limited to, all reasonable out-of-pocket expenses, payment of unpaid utility or services charges for which Lessor is responsible, and all administrative costs the Lessee reasonably incurs and documents in performing or arranging for performance of the cure.

The nonbreaching party is under no obligation to cure some or all of the default of the breaching party. To the extent that the nonbreaching party does not cure the default, the nonbreaching party may pursue its legal and contractual remedies against the breaching party. The nonbreaching party's failure to cure the breaching party's default does not waive the nonbreaching party's rights to relief. Nothing herein removes or lessens either party's obligation to mitigate damages.

If the Lessee elects to cure using self-help in part or whole, the Lessor shall defend, save, and hold harmless the Lessee, its authorized agents and employees, from all claims, actions, costs, damages or expenses of any nature whatsoever arising out of or in connection with such cure, except where RCW 4.24.115 is applicable and injuries and/or damages are caused by the sole negligence of the Lessee, its agents, or employees. If RCW 4.24.115 is applicable and liability for damages arises out of bodily injury to persons or damages to property and is caused by or results from the concurrent negligence of the Lessee, its agents, or employees, Lessor's liability, including the duty and cost to defend, hereunder shall apply only to the extent of the negligence of Lessor, its agents, or employees.

DEFAULT LEADING TO TERMINATION

23. If either party fails to initiate and complete cure of a condition requiring cure within a reasonable time after receiving notice of such condition, the nonbreaching party may initiate a default leading to termination of the Lease by providing written notice to the breaching party of the continuing breach. If the breaching party does not complete the cure of the breach within 60 days after receiving such written notice initiating default leading termination, the nonbreaching party may at such time, or at a later date if the cure has still not been completed, declare a termination by default by so notifying the breaching party. Cure of a condition after a valid notice of termination by default is provided shall not affect a forthcoming termination of the Lease.

If a termination by default is declared or a court so orders, the date of termination shall be determined by the Lessee based on the earliest reasonable date that the Lessee may move and relocate from premises or as agreed by the parties. The Lessee's determination shall be made in light of available funding for the move, the date at which suitable replacement premises can be fully available, and the time reasonably needed to plan and complete the move.

WITHHOLDING OF RENT PAYMENTS

24. If the Lessor fails to maintain, repair and/or improve the premises as set forth herein, the Lessee may, if authorized by the Department of Enterprise Services, withhold ten percent (10%) of rent payments until such time as Lessor completes deficient maintenance, repair and/or improvements. Upon receipt of documentation of Lessor's noncompliance with maintenance, repair and/or improvement provisions and a written request to withhold rent payments from the Lessee, the Department of Enterprise Services shall provide Lessor with a list of deficient maintenance, repair and/or improvement items and notify Lessor that Lessee has been authorized to withhold rent payment until deficient maintenance, repair and/or improvements have been completed. Lessee shall place all withheld rent payments in an interest bearing account. Withheld rent payments plus accrued interest will be remitted to Lessor after the Department of Enterprise Services verifies that Lessor has satisfactorily completed all maintenance, repair and/or improvements and authorizes Lessee to remit the withheld rent. Nothing in this provision shall limit other remedies which may be available to Lessee under this Lease.

CONDEMNATION

25. If any of the premises or the Building, as may be required for the reasonable use of the premises, are taken by eminent domain, this Lease shall automatically terminate as of the date Lessee is required to vacate the premises and all rentals shall be paid to that date. In case of a taking of a part of the premises, or a portion of the Building not required for the reasonable use of

INITIAL TNM

the premises, at Lessee's determination, then the Lease shall continue in full force and effect and the rental shall be equitably reduced based on the proportion by which the floor area of the premises is reduced, such rent reduction to be effective as of the date possession of such portion is delivered to the condemning authority. Lessor reserves all rights to damages and awards in connection therewith, except Lessee shall have the right to claim from the condemning authority the value of its leasehold interest and any relocation benefits.

MONTH TO MONTH TENANCY

26. If Lessee remains in possession of the premises after the expiration or termination of the Lease term, or any extension thereof, such possession by Lessee shall be deemed to be a month-to-month tenancy, terminable as provided by law. During such month-to-month tenancy, Lessee shall pay all rent provided in this Lease or such other rent as the parties mutually agree in writing and all provisions of this Lease shall apply to the month-to-month tenancy, except those pertaining to term and option to extend.

SUBORDINATION

27. So long as Lessor has fully performed under the terms of this Lease, Lessee agrees to execute, within ten (10) days of written request by Lessor, the state's standard Tenant Estoppel and Subordination Agreements which have been approved as to form by the Office of the Attorney General. A $400.00 processing fee will be assessed for processing these documents.

CAPTIONS

28. The captions and paragraph headings hereof are inserted for convenience purposes only and shall not be deemed to limit or expand the meaning of any paragraph.

NOTICES

29. Wherever in this Lease written notices are to be given or made, they will be sent by certified mail to the address listed below unless a different address shall be designated in writing and delivered to the other party.

LESSOR: Elman Olympia Associates, LP
100 North Centre Avenue
Rockville Centre, New York 11570

LESSEE: Department of Enterprise Services
Real Estate Services
1500 Jefferson Street S.E., 2nd Floor
Post Office Box 41468
Olympia, Washington 98504-1468

SRL 15-0064

IN WITNESS WHEREOF, the parties subscribe their names.

Elman Olympia Associates, LP

By:_____

Printed Name:_____

Title:_____

Date: _____

STATE OF WASHINGTON

County Road Adminstration Board

Acting through the Department
of Enterprise Services

_____

Seth Wallace, Acting Assistant Director
Real Estate Services

Date: _____

RECOMMENDED FOR APPROVAL:

_____

Tarah Kimbrough, Property and Acquisition Specialist
Real Estate Services TNK

Date: _____

APPROVED AS TO FORM:

By: _____
Assistant Attorney General

Date:_____

STATE OF_____)
) ss.
County of_____)

On this _____ day of _____, 20____ before me personally appeared _____ and said person(s) acknowledged that _____ signed this instrument, and on oath stated that _____ was authorized to execute the instrument and acknowledged it as the _____ of _____ to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____

Notary Public in and for the State of Washington,
Residing at_____
My commission expires_____

STATE OF WASHINGTON)
) ss.
County of Thurston)

I, the undersigned, a Notary Public, do hereby certify that on this _____ day of _____, 20_____, personally appeared before me SETH WALLACE, Acting Assistant Director, Real Estate Services, Department of Enterprise Services, State of Washington, to me known to be the individual described in and who executed the within instrument, and acknowledged that he signed and sealed the same as the free and voluntary act and deed of the Department, for the purposes and uses therein mentioned, and on oath stated that he was duly authorized to execute said document .

In Witness Whereof I have hereunto set my hand and affixed my official seal the day and year first above written.

_____
Notary Public in and for the State of Washington,
Residing at _____
My commission expires _____

Maintenance Manager's Report
Prepared by Bob Moorhead
July 16, 2015
April – July 2015

County Meetings

April 22: Thurston County RAP Projects File & Field Reviews
May 19: Okanogan County RAP Project File & Field Reviews
May 21: Columbia County RAP Project File & Field Reviews
June 16: Douglas County RAP Project File & Field Reviews
June 25: Thurston County RAP Project Field Review
July 14: Stevens County Gravel Roads Study

Other Meetings

April 29: APWA History Committee Meeting, Seattle
May 20: NE Region RAP Meeting, Grant County
May 21: SE Region RAP Meeting, Franklin County
May 29: SW Region RAP Meeting, Lewis County
June 11: NW Region RAP Meeting, Skagit County
June 16-18: WSACE Spring Conference, Chelan County

Gravel Roads Study

With the assistance of Eric Hagenlock, a "Survey Monkey" questionnaire was circulated among the County Engineers to help determine the parameters of the Gravel Roads Study endorsed by the CRABoard in April. The initial results (attached) were shared with the County Engineers at the Spring WSACE Conference in Chelan County on June 18. A second questionnaire will be distributed through the County Engineers to Maintenance Managers and Superintendents, and site visits with selected representative counties are being scheduled for August and September.

CRAB Training April – July 2015

Date	Subject	Location	Participants	Counties Represented
April 23	RAP On-Line	Snohomish County	7	1
April 28-29	Autodesk Infraworks	CRAB Offices	6	4
April 29	Introduction to CRAB	Clark County	32	1
May 5-7	Civil 3-D Fundamentals	CRAB Offices	3	3
May 12-14	County Engineer	CRAB Offices	12	8
June 1	Introduction to CRAB	San Juan County	6	1
June 9	RAP On-Line	CRAB Offices	4	2
July 8	RAP On-Line	Pierce County	6	1
July 8	Official County Visit	Okanogan County	10	1

Future Training Schedule

Date	Subject	Location	Registration Deadline
TBD	Introduction to CRAB	Whatcom County	TBD
December 8-10	County Engineer	CRAB Offices	December 4

Gravel Roads Study
Initial "Survey Monkey" Questionnaire Responses
June 18, 2015
Summarized by Bob Moorhead

Responses: **35 of 39 counties responded** **87.2%**
32 were identified
3 were not identified
4 did not respond
Observation: ***Great response rate!***

Do you have adequate resources for the desired level of gravel road maintenance?

Component	Yes	No	No Reply
Personnel	18	16	1
Equipment	29	5	1
Materials	17	18	0
Time	15	20	0
Funding	14	21	0

Observations: More than half the counties are short of money, with about half short on personnel, materials, and time. Overall, equipment is considered adequate (probably because ER&R systems are in place and stable).
Follow-up: Identify how limited resources are prioritized, and quantify the results in terms of current and long-term gravel road conditions.

Should the study make an effort to identify Gravel Road Maintenance Best Practices?

Component	Yes	No
Blading & Gravelling Frequencies	27	8
Number of Passes	24	11
Stabilization Treatments	27	8
Dust Treatments	20	15
Ditch & Culvert Maintenance	25	10

Observations: Only a bit over half the counties see value in gathering information on Dust Treatments, but 2/3 to ¾ see value for blading, stabilization and ditch/culvert maintenance practices.
Follow-up: Focus data gathering on the four most important components.

Should the study make an effort to identify equipment used in Gravel Road Maintenance?

Component	Yes	No	No Reply
Grader	30	5	0
Pickup/Service Truck	19	15	1
Water Tanker	28	7	0
Scarifier	23	12	0
Roller	29	6	0

Observations: High interest in graders, water tankers, and rollers. Medium interest in scarifiers. Less interest in details about pickup/service trucks.
Follow-up: Focus on desirable features of graders, tankers, and rollers. Determine extent and role that scarifiers play in gravel road maintenance.

Should the study attempt to quantify the resource shortfall for Gravel Road Maintenance?

Component	Yes	No	No Reply
Ranges of county-wide Gravel Road Maintenance Costs	33	2	0
Ranges of costs per mile for Gravel Road Maintenance	32	2	1
Ranges of comparison costs per mile For BST Maintenance	30	5	0
Ranges of Gravel Road Maintenance Production Rates (miles/day)	29	6	0

Observations: Very high interest in gravel road maintenance costs. With wide variations in weather, terrain, subgrade, surfacing materials, traffic volumes, equipment and personnel, avoid direct comparisons.

Follow-up: Develop cost models that reflect varying conditions and local practices/preferences/ limitations/resources. Highlight cost effective techniques that can be easily implemented and widely used.

Do your long range road maintenance plans include allowing some BST roads to revert to gravel?

Component	Yes	No	Not Applicable
Within 5 years?	3	21	11
In 5 to 10 years?	4	18	13
More than 10 years	3	18	14
Has this proposal been announced publicly?	2	20	13

Observations: This topic is only being considered by four counties, and announced by only two.

Follow-up: Gather specifics from the four counties considering this option.

Do you wish to have your staff participate in the next round of data collection?

Yes	No
26	9

If "Yes" to staff participation, what format is desirable?

Format	Yes	No	No Reply
In-person county visit	15	8	3
Regional multi-county meeting	15	8	3
Survey Monkey Questionnaire	20	5	1
EWACRS/WWACRS Meetings	15	8	3

Observations: Survey Monkey is top option with 20 counties, and some sort of personal contact is also favored by 15 counties.

Follow-up: 1. Develop more specific/detailed Survey Monkey questionnaire and send it to County Engineers for distribution to county maintenance personnel of their choice.

2. Solicit invitations for on-site county visits among the 15 Eastside Counties with road systems with the highest percentage of gravel miles wishing to participate.

Adams	63%	Asotin	58%	Columbia	71%	Douglas	73%	Ferry	73%
Franklin	40%	Garfield	71%	Grant	42%	Klickitat	48%	Lincoln	77%
Okanogan	49%	Pend Oreille	47%	Spokane	45%	Stevens	55%	Whitman	77%

3. Solicit invitations from any of the 24 other counties with gravel roads under 40% of the system mileage who may wish to participate.

Comments Offered (Optional):
Adams County: Each county has adopted their gravel road maintenance differently with the funding available to perform the work. The increase in material costs has affected our ability to provide the gravel structure needed for the increased load of bigger farm equipment.

Chelan County: Actually fairly minor amount of gravel/unpaved roads that are not primitive. Should Primitive Road mileage be included in "gravel" roads study?

Clark County: We don't have a lot of gravel roads that need to be converted to BST and the ones we have don't have the width for converting or have lots of curves that would be dangerous if we did convert them a hard surface.

Columbia County: It is important that this help to illustrate the successes of the counties and their practices, but not become a study that could be used to benchmark one county against another. This is why cost items should not be included.

Garfield County: Interested in sponsoring a study on some our roads. We are prepared to develop test sections and try some different products. (Comment submitted via e-mail.)

Jefferson County: We have converted about a mile of BST back to gravel on a low volume logging road. We have made some gravel to BST conversions in recent years on very short urban segments.

Skamania County: When analyzing costs per miles, make sure it is lane miles and not necessarily center line miles for proper comparison.

Spokane County: Very interested in means/methods of surface stabilization.

Wahkiakum County: We have very few gravel road miles to maintain, so this is a relatively low interest issue here as compared to some other counties.

Whatcom County: We only have about 30 miles of gravel road.

Observation: Comments from 6 Eastside and 4 Westside counties.

July 2015 CRABoard Meeting
Deputy Director's Report

A. County Engineer Changes since April 2015

1. Chelan County announced that they have appointed Eric Pierson, PE as PWD/County Engineer, effective April 20, 2015.

2. Asotin County announced that PWD/County Engineer Jim Bridges, PE, would resign June 5, 2015. Asotin County is working on an inter-local agreement for engineering services in the interim and will notify CRAB when a new Public Works Director/County Engineer is hired.

B. County Visits completed since April 2015

- Clark County
- Pend Oreille County
- Thurston County
- Stevens County
- Spokane County
- Okanogan County
- San Juan County

Numerous contacts with County Engineers took place in other venues.

CHELAN COUNTY

DEPARTMENT OF PUBLIC WORKS
316 WASHINGTON STREET
SUITE 402
WENATCHEE, WASHINGTON 98801
TELEPHONE 509/667-6415

MITCHELL S. REISTER, PE
DIRECTOR/COUNTY ENGINEER

April 17, 2015

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

RE: Amended Resolution for Annual Appointments

Dear Mr. Weber:

Please find enclosed a copy of the amended Resolution for Annual Appointments signed by the Board of County Commissioners on March 30, 2015 appointing Eric Pierson as Director/County Engineer effective on April 20, 2015.

If you have any questions please give me a call at 509.667.6415.

Sincerely,

Penny Goehner

Penny Goehner
Business Manager

Attachments: Resolution

COPY

RECEIVED
APR 21 2015

RESOLUTION NO. 2015-__42___
Re: Amendment to 2015 Annual Appointments

WHEREAS, the Board of Chelan County Commissioners must fill all Department Head positions under their control, and

WHEREAS, Mitch Reister has resigned as County Engineer/Public Works Director, and

WHEREAS, the Board of County Commissioners wish to appoint the Assistant Public Works Director to the County Engineer/Public Works Director position,

NOW, THEREFORE, BE IT HEREBY RESOLVED that the Board of Chelan County Commissioners duly appoints:

Eric Pierson to serve as Chelan County Engineer/Public Works Director at the pleasure of the Board until December 31, 2015.

This Appointment shall be effective April 20th, 2015.

DATED at Wenatchee, Washington this 30th day of March, 2015.

BOARD OF CHELAN COUNTY COMMISSIONERS

CHELAN COUNTY Commissioners SEAL STATE OF WASHINGTON

RON WALTER, CHAIRMAN

KEITH GOEHNER, COMMISSIONER

DOUG ENGLAND, COMMISSIONER

ATTEST: CARLYE BAITY

Clerk of the Board

C. County Audit Reports reviewed since April 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 17 audit reports representing 10 counties since the April 2015 board meeting. Three audits contained a total of four new findings issued and none involved County Road Funds in some form. Any audits with "Y" under "Co. Rd?" column reveal substantive findings involving County Road Funds.

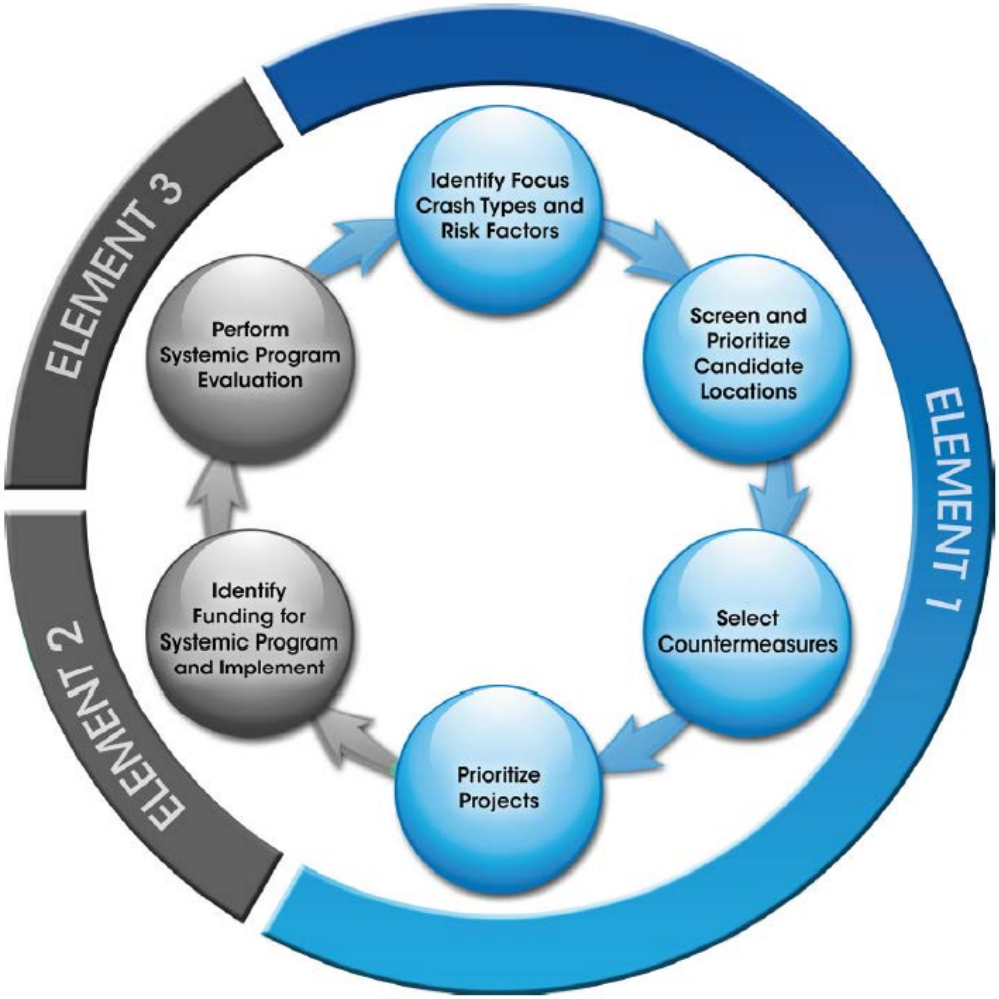
Report #	Entity/Description	Report Type	Audit Period	Release Date	New Finding#	Co.Rd.?	PrevFind#	Status
1013972	Mason County	Accountability	01/01/2013 to 12/31/2013	4/13/2015	1	N	3	Ongoing
1013984	King County	Attestation Engagements	07/01/2012 to 06/30/2013	4/13/2015				
1014114	Adams County	Financial and Federal	01/01/2013 to 12/31/2013	5/7/2015	1	Y	1	Resolved
1014135	Adams County	Accountability	01/01/2012 to 12/31/2013	5/4/2015				
1014390	Snohomish County	Accountability	07/01/2013 to 06/30/2014	6/4/2015				
1014442	Thurston County	Attestation Engagements	07/01/2013 to 06/30/2014	6/4/2015				
1014463	Grant County	Accountability	01/01/2013 to 12/31/2013	6/15/2015		N	1	Ongoing
1014487	Thurston County	CAFR	01/01/2014 to 12/31/2014	6/22/2015				
1014536	Thurston County	Accountability	01/01/2014 to 12/31/2014	7/6/2015				
1014553	King County	CAFR	01/01/2014 to 12/31/2014	6/22/2015				
1014554	King County	Financial	01/01/2014 to 12/31/2014	6/25/2015				
1014573	Thurston County	Financial and Federal	01/01/2014 to 12/31/2014	7/6/2015	2	N		Ongoing
1014617	Kitsap County	CAFR	01/01/2014 to 12/31/2014	6/25/2015				
1014633	Benton County	CAFR	01/01/2014 to 12/31/2014	6/30/2015				
1014644	Pierce County	CAFR	01/01/2014 to 12/31/2014	6/26/2015				
1014646	Chelan County	CAFR	01/01/2014 to 12/31/2014	6/30/2015				
1014680	Kitsap County	Attestation Engagements	01/01/2014 to 12/31/2014	6/30/2015				

D. Other Activities and Visits since April 2015

18-23 April	NACE Conference	Daytona, FL
28 April	SSPST Workgroup Meeting	CRAB Office
29 April	Clark County Information Exchange	Vancouver
4 May	Thurston County Scope Change Visit	Olympia
12-14 May	County Engineer Training	CRAB Office
18 May	County Engineer Award teleconference	CRAB Office
18 May	Co Program Manager Award teleconference	CRAB Office
20 May	NACE Planning Meeting	Cle Elum
1 June	San Juan County Information Exchange	Friday Harbor
5 June	Thurston Co. Trans. Funding Summit	Olympia
16-18 June	WSACE Summer Conference	Leavenworth
1 July	Spokane County Visit	Spokane
6 July	Pend Oreille County Visit	Newport
8 July	Okanogan County Visit	Okanogan
9 July	Stevens County Visit	Colville
14 July	CRAB Quarterly Accounting Meeting	CRAB Office
16-17 July	CRABoard Meeting	CRAB Office

Mobility© Safety Project Selection Tool

3rd Quarter County Road Administration Board Update



- Identify Focus Crash Types, Facility Types and Risk Factors
  - ☑ Crash Types
  - ☑ Facility Types
  - ☑ Identify and Evaluate Risk Factors
- Screen and Prioritize Candidate Locations
  - ☑ Identify Network Elements
  - ☑ Conduct Risk Assessment
  - ☑ Prioritize Focus Facility Elements
- Select Countermeasures
  - ☑ Assemble Comprehensive List of Countermeasures
  - Evaluate/Screen Countermeasures
  - Select Countermeasures for deployment
- Prioritize Projects (Outside of Mobility)

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	Workgroup meeting occurred on 4/28/2015 to discuss methods for collecting new inventory data.	Completed April, 2015
Create decision tree reporting that identifies target crash types and risk Factors	Identifying crash types, facility types, and risk factors is complete	Completed June, 2015
Develop software decision tool in Mobility	Tasks 4-6 are complete; tasks 7-9 are underway and approximately 70% complete.	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	Baseline Date: **September 2014**	Final Date: **September 2015**
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.	Ability Rating: 2.2/5 Satisfaction Rating: 2.3/5 30/39 Counties Responded	

July 2015 -- CRABoard

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

County Visits

Travel to and meetings at the following County offices:

Skagit – 5/29
San Juan – 6/1
Whatcom – 6/11
Cowlitz – 6/25
Lewis – 6/25
Mason – 7/1
Okanogan – 7/8

Other meetings and activities

NACE -- Annual Conference -- 4/19-23 (Daytona Beach)
County Ferry Consortium
-- Pierce Co – 4/27 (Tacoma)
-- Pierce, Skagit, and Whatcom – 5/7 (Steilacoom)
WTSC – Traffic Records Committee – 5/4, 6/8 (Olympia)
WSACE -- NACE 2016 Conference Planning
– 5/20 (Cle Elum)
-- 6/15 (Ellensburg)
WHUF -- legislative briefing – 5/28 (Olympia)
SAO – 6/4 (Port Orchard)
-- 6/23 (Tumwater)
-- 6/23 (Olympia)
WSACE – Annual Conference -- 6/16-18 (Leavenworth)

Office of the County Engineer Training

3-Day CE Training – 5/12-14 (Olympia) – 12 participants from 8 counties

Customized CE Training
Clark – 4/29 (Vancouver) – 32 participants (2-hr)
San Juan – 6/1 (Friday Harbor) – 6 participants (2-hr)

Planned
Whatcom – September -- TBD
3-Day at CRAB – December 8-10

Other items to be presented at time of CRABoard meeting:

Mason County Audit Finding

2015 Legislative Session -- Transportation Revenue

COMPLIANCE & DATA ANALYSIS MANAGER'S REPORT

Prepared by Derek Pohle, PE

CRABoard Meeting – July 16-17, 2015

Reporting Period: May 2015 thru July 2015

Agenda Item **11C**

COMPLIANCE

STANDARDS OF GOOD PRACTICE

May 1st, 2015 required submittals: Road Log Update

All of the 39 counties submitted the required forms and documentation by the May 1st deadline.

Vacancy in Position of County Engineer:

Spokane County: Bob Brueggeman has retired effective March 16th, 2015 and Mitch Reister has been named the new county engineer effective April 27th 2015. CRAB staff was notified of the vacancy and interim appointment of Chad Coles in conformance with the standards of good practice. Constructive notice to CRAB of the appointment of Mitch Reister did occur but the actual transmittal of written notice was late.

Chelan County: Mitch Reister has resigned and been named the new Spokane county engineer and Eric Pierson has been named the new county engineer effective April 20th, 2015. Crab staff was notified April 17th in accordance with the standards of good practice.

Asotin County: Jim Bridges has resigned effective June 5th 2015. CRAB staff was notified on June 4th of the resignation in conformance with the standards of good practice. In the interim, while the county searches for a replacement, Garfield county engineer, Grant Morgan has been contracted to provide the statutory services required.

County Audits – For Fiscal Year 2013

No new audit issues, Re: the road fund, have been reviewed in the last quarter.

Road Levy Diversion

As discussed at the last Board meeting, there were a handful of counties that inadvertently over-Diverted (WAC 36.33.220) due to the counties financial business practices. CRAB staff worked on this issue with the counties affected and all Counties have come into compliance by addressing the issue.

Proposed New Standard of Good Practice – Traffic Law Enforcement

CRAB staff requests direction from the Board to move forward with the formal WAC rule making process regarding a new standard of good practice WAC 136-25 and amendments to WAC 136-150 Eligibility for RATA Funds. *Attachments.*

Proposed New WAC Language – Marine Navigation and Moorage

In the 2015 Legislative session EHB 1868 added a new eligible road purpose to RCW 36.82.070, marine navigation and moorage, for those counties comprised entirely of islands, effectively San Juan and Island counties. It is CRAB staff's position that due to the requirement for a special and identifiable account required to be set up within the Road Fund, for sequestration of road levy, rules and an annual certification should be developed and adopted. CRAB staff requests direction from the Board to move forward with the formal WAC rule making process. Please find attached to this report draft WAC rule language, WAC 136-150-024 and WAC 136-150-030 and a certification form. *Attachments.*

OTHER ACTIVITIES OF THE C&DA MANAGER

- RAP Online training for Snohomish County April 23rd, assisted Randy Hart.
- Participated in meetings and workshops for the Systemic Safety project.
- County Engineer's training at Clark County, presentation to the Council.
- Continued work with TS staff on Forms webitizing project.
- County Engineer's training in Olympia, May 12th – 14th.
- Attended NE, SE, SW regional RAP meetings.
- Presentation to San Juan County Council, informal county visit, June 1st.
- WSACE Annual conference, June 16th – 18th
- Meeting with SAO with Jeff Monsen regarding reporting streamlining.
- Official county visit to Okanogan County, July 8th.

Proposed New Standard of Good Practice

WAC 136-25 – Traffic Law Enforcement Expenditures

(all new proposed language)

136-25-010

Purpose and authority.

RCW 36.79.140 sets forth the conditions under which counties are eligible to receive funds from the rural arterial trust account (RATA). WAC 136-150 describes how the RATA provisions will be implemented by the county road administration board. This chapter is specific to WAC 136-150-020, 021, 022, and 030 relating to road levy, road levy diversion, and traffic law enforcement.

136-25-020

Diversion of Road Levy Funds may only be for traffic law enforcement within unincorporated areas of the county.

To preserve RATA eligibility, road levy funds diverted pursuant to RCW 36.33.220 may only be used for traffic law enforcement within the unincorporated areas of counties, except those counties with a population of less than eight thousand, RCW 36.79.140 and WAC 136.150.030.

136-25-030

Eligible traffic law enforcement activities on county roads.

For purposes of maintaining RATA eligibility, should the legislative authority vote and budget to divert road levy funds, the following traffic law enforcement activities occurring in unincorporated county areas are the only activities that can be funded by county road levy funds.

1. speed limit and other traffic law enforcement;
2. collision investigation documenting/reporting;
3. oversize vehicle (weight, length, width and height) enforcement;
4. special emphasis patrols at the request of the county engineer or in cooperation with the WTSC or WSP;
5. facilitating the removal of abandoned vehicles from the county road and rights-of-way at the request of the county engineer;
6. facilitating the removal of roadway and right-of-way obstructions at the request of the county engineer;
7. investigating illegal littering and dumping on county road rights-of-way at the request of the county engineer;
8. sign damage investigation and enforcement at the request of the county engineer;

9. road condition enforcement, including mud, water, debris, or spills;
10. rights-of-way encroachment investigation and enforcement at the request of the county engineer;
11. maintenance and construction zone traffic enforcement, typically at the request of the county engineer;
12. road department vehicle collision investigation at the request of the county engineer; and
13. other activities clearly related to county road law enforcement needs, as mutually agreed upon in writing by the county road engineer and the county sheriff.

136-25-040

Compliance and documentation.

The certification required by WAC 136-150-022 shall be on a form provided by the County Road Administration Board. Each county sheriff shall maintain adequate records of annual traffic law enforcement expenditures in such format and detail to demonstrate that the funds were used only for the traffic law enforcement activities set out in WAC 136-25-030.

136-25-050

Agreements.

The County Road Administration Board shall provide model documents for counties to use to establish agreements (relationships) between the county legislative authority and the county sheriff and between the county road engineer and the county sheriff for the use of county road levy funds for traffic law enforcement. The agreements should list which activities set out in WAC 136-25-030 are subject to the agreement.

WASHINGTON STATE
COUNTY ROAD ADMINISTRATION BOARD

Certification of Road Fund Expenditures for Marine Navigation and Moorage

WAC 136-150-024

Due Date April 1, ????

Submitting County: _____ Budget Year: _____

Did the County Deposit Road Levy Revenue Intended to be Used for Marine Navigation and Moorage into a Specific and Identifiable Account Within the County Road Fund Per RCW 36.82.070(2)? ☐ Yes ☐ No

Beginning Special MN&M Account Balance $ _____

Amount Programmed in the Annual Construction Program for Marine Navigation and Moorage Projects $ _____

Amounts Programmed for Revenue and Expenditure in the Road Fund Budget for Marine Navigation and Moorage Activities:

Revenue $ _____

Capital Expenditures $ _____

Maintenance Expenditures $ _____

Amounts Expended on Marine Navigation and Moorage projects as Reported on the Annual Construction Report $ _____

Ending Special Account Balance $ _____

Were All Expenditures for Marine Navigation and Moorage Projects and Maintenance Performed Contiguous With, Adjacent to, or Offshore Concomitant to the County Road Right of Way? ☐ Yes ☐ No

Note: All the Information requested on this form is specifically related to the management of the Special MN&M Account required per RCW 36.82.070(2). All Capital Projects shall be on the Six Yr. and ACP.

RCW 36.79.140 provides that only those counties that during the preceding twelve months have spent all revenues collected for road purposes only for such purposes, including marine navigation and moorage, as are allowed by Article II. Section 40 of the Washington State Constitution, are eligible to receive funds from the Rural Arterial Trust Account.

Chapter 136-150 WAC

ELIGIBILITY FOR RURAL ARTERIAL TRUST ACCOUNT FUNDS

Last Update: 10/21/03

WAC

136-150-010 Purpose and authority.

136-150-020 Implementing the eligibility requirement.

136-150-021 Ascertaining the road levy.

136-150-022 Ascertaining the expenditures for traffic law enforcement.

136-150-023 Ascertaining the expenditures for fish passage barrier removal.

136-150-030 Identifying eligible counties.

136-150-040 Constraint of contract execution.

136-150-050 Certification required.

136-150-060 Post audit penalty.

DISPOSITION OF SECTIONS FORMERLY CODIFIED IN THIS CHAPTER

136-150-024 Constraint of contract execution. [Statutory Authority: Chapter 36.79 RCW. WSR 01-17-104, § 136-150-024, filed 8/21/01, effective 9/21/01; WSR 99-01-021, § 136-150-024, filed 12/7/98, effective 1/7/99. Statutory Authority: Chapter 36.78 RCW. WSR 87-21-046 (Order 66), § 136-150-024, filed 10/15/87; WSR 86-06-005 (Order 61), § 136-150-024, filed 2/20/86.] Repealed by WSR 03-05-010, filed 2/7/03, effective 3/10/03. Statutory Authority: Chapter 36.79 RCW.

WAC 136-150-010 Purpose and authority. RCW 36.79.140 sets forth the conditions under which counties are eligible to receive funds from the rural arterial trust account (RATA). This chapter describes how these provisions will be implemented by the county road administration board.

[Statutory Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-150-010, filed 12/7/98, effective 1/7/99; WSR 97-24-069, § 136-150-010, filed 12/2/97, effective 1/2/98. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-150-010, filed 8/12/96, effective 9/12/96. Statutory Authority: Chapter 36.78 RCW. WSR 87-21-046 (Order 66), § 136-150-010, filed 10/15/87; WSR 86-06-005 (Order 61), § 136-150-010, filed 2/20/86; WSR 84-16-065 (Order 56), § 136-150-010, filed 7/30/84.]

WAC 136-150-020 Implementing the eligibility requirement. The county road administration board will ascertain the amount of the total road levy fixed in each county and the amount diverted, if any, for any services to be provided in the unincorporated area of the county in accordance with RCW 36.33.220.

[Statutory Authority: Chapter 36.79 RCW. WSR 01-17-104, § 136-150-020, filed 8/21/01, effective 9/21/01; WSR 99-01-021, § 136-150-020, filed

12/7/98, effective 1/7/99. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-150-020, filed 8/12/96, effective 9/12/96. Statutory Authority: Chapter 36.78 RCW. WSR 87-21-046 (Order 66), § 136-150-020, filed 10/15/87; WSR 86-06-005 (Order 61), § 136-150-020, filed 2/20/86; WSR 84-16-065 (Order 56), § 136-150-020, filed 7/30/84.]

WAC 136-150-021 Ascertaining the road levy. The county road administration board will require that every county legislative authority submit, no later than February 1st of each year, a certification showing the amount of the road levy fixed and the amount, if any, budgeted for traffic law enforcement and/or any other purpose in accordance with RCW 36.33.220.

[Statutory Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-150-021, filed 12/7/98, effective 1/7/99. Statutory Authority: Chapter 36.78 RCW. WSR 87-21-046 (Order 66), § 136-150-021, filed 10/15/87.]

WAC 136-150-022 Ascertaining the expenditures for traffic law enforcement. In those counties in which diverted road levy or transfer of road funds has been budgeted for traffic law enforcement, the county sheriff shall submit a certification showing the actual expenditure

for traffic law enforcement in the previous budget year, on a form provided by the County Road Administration Board, provided that counties with a population of less than eight thousand shall be exempt from this requirement. Such certification shall be submitted to the county road administration board no later than April 1 of each year. Each county sheriff shall maintain records of actual annual traffic law enforcement expenditures in such format and detail as to demonstrate that the funds were used for traffic law enforcement.

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Definition of Traffic law Enforcement: For purposes of this chapter, traffic law enforcement is defined as engaging in the activities listed in WAC 136-25-030 in unincorporated county locations.

[Statutory Authority: Chapter 36.79 RCW. WSR 03-21-136, § 136-150-022, filed 10/21/03, effective 11/21/03; WSR 01-17-104, § 136-150-022, filed 8/21/01, effective 9/21/01; WSR 00-18-021, § 136-150-022, filed 8/28/00, effective 9/28/00; WSR 99-01-021, § 136-150-022, filed 12/7/98, effective 1/7/99; WSR 97-24-069, § 136-150-022, filed 12/2/97, effective 1/2/98. Statutory Authority: RCW 36.78.070 and

36.79.060. WSR 96-17-013, § 136-150-022, filed 8/12/96, effective 9/12/96. Statutory Authority: Chapter 36.78 RCW. WSR 87-21-046 (Order 66), § 136-150-022, filed 10/15/87.]

WAC 136-150-023 Ascertaining the expenditures for fish passage barrier removal. In those counties in which road funds have been used for removal of barriers to fish passage and accompanying streambed and stream bank repair as specified in RCW 36.82.070, the county engineer shall submit a certification showing that activities related to the removal of barriers to fish passage performed beyond the county right of way did not exceed twenty-five percent of the total costs for activities related to fish barrier removal on any one project, and that the total annual cost of activities related to the removal of barriers to fish passage performed beyond the county rights of way did not exceed one-half of one percent of the county's annual road construction budget. Such certification shall be submitted to the county road administration board no later than April 1 of each year.

[Statutory Authority: Chapter 36.79 RCW. WSR 03-21-136, § 136-150-023, filed 10/21/03, effective 11/21/03; WSR 03-05-010, § 136-150-023, filed 2/7/03, effective 3/10/03; WSR 01-17-104, § 136-150-023, filed 8/21/01, effective 9/21/01; WSR 99-01-021, § 136-150-023, filed

12/7/98, effective 1/7/99; WSR 97-24-069, § 136-150-023, filed 12/2/97, effective 1/2/98. Statutory Authority: RCW 36.78.070 and 36.79.060. WSR 96-17-013, § 136-150-023, filed 8/12/96, effective 9/12/96. Statutory Authority: Chapter 36.78 RCW. WSR 87-21-046 (Order 66), § 136-150-023, filed 10/15/87.]

WAC 136-150-024 Ascertaining the expenditures for marine navigation and moorage purposes. In those counties in which road funds have been used for marine navigation and moorage purposes as specified in RCW 36.82.70, the county engineer shall submit a certification showing the amount of county road fund used for those activities related to marine navigation and moorage purposes performed contiguous with, adjacent to, or offshore concomitant to the county road right of way. Such certification shall be submitted to the county road administration board no later than April 1st of each year.

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WAC 136-150-030 Identifying eligible counties. All counties with a population of less than eight thousand shall be eligible to receive RATA funds. Counties with a population greater than eight thousand shall be eligible to receive RATA funds only if, during the immediately preceding calendar year:

(1) The actual expenditures for traffic law enforcement have been equal to or greater than either the amount of the diverted road levy budgeted for traffic law enforcement or the amount of road funds transferred to current expense to fund traffic law enforcement;

(2) The amount of county road funds used beyond the county right of way for activities clearly associated with removal of fish passage barriers that are the responsibility of the county did not exceed twenty-five percent of the total cost of activities related to fish barrier removal on any one project and the total cost of activities related to fish barrier removal beyond the county right of way did not exceed one-half of one percent of the county's total annual road construction budget;

(3) Any expenditures of the road levy for marine navigation and moorage by those counties eligible per RCW 36.82.070 were made from amounts deposited into a special account within the road fund for those purposes and, performed contiguous with, adjacent to, or offshore concomitant to the county road right of way.

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~~(3)~~(4) All road funds that have been transferred to other funds have been used for legitimate road purposes;

~~(4)~~(5) Revenues collected for road purposes have been expended on other governmental services only after authorization from the voters of that county under RCW 84.55.050; and

~~(5)~~(6) County road levy funds have been expended in accordance with chapter 36.82 RCW.

[Statutory Authority: Chapter 36.79 RCW. WSR 03-05-010, § 136-150-030, filed 2/7/03, effective 3/10/03; WSR 01-17-104, § 136-150-030, filed 8/21/01, effective 9/21/01; WSR 99-01-021, § 136-150-030, filed 12/7/98, effective 1/7/99. Statutory Authority: Chapter 36.78 RCW. WSR 84-16-065 (Order 56), § 136-150-030, filed 7/30/84.]

WAC 136-150-040 Constraint of contract execution. The county road administration board shall not execute a contract with any county for any RAP project unless the appropriate certifications have been submitted and unless the county has been identified as being eligible to receive RATA funds.

[Statutory Authority: Chapter 36.79 RCW. WSR 03-05-010, § 136-150-040, filed 2/7/03, effective 3/10/03; WSR 01-17-104, § 136-150-040, filed 8/21/01, effective 9/21/01; WSR 99-01-021, § 136-150-040, filed 12/7/98, effective 1/7/99. Statutory Authority: Chapter 36.78 RCW. WSR

86-06-005 (Order 61), § 136-150-040, filed 2/20/86; WSR 84-16-065 (Order 56), § 136-150-040, filed 7/30/84.]

WAC 136-150-050 Certification required. The contract between the county road administration board and a county relative to a RAP project shall contain a certification signed by the county executive or chair of the board of county commissioners, as appropriate, that the county is in compliance with the provisions of this chapter.

[Statutory Authority: Chapter 36.79 RCW. WSR 03-05-010, § 136-150-050, filed 2/7/03, effective 3/10/03.]

WAC 136-150-060 Post audit penalty. Every RAP project shall be subject to final examination and audit by the state auditor. In the event such an examination reveals an improper certification on the part of a county relative to compliance with provisions of this chapter, the matter shall be placed on the agenda of the next meeting of the county road administration board and may be cause for the board to withdraw or deny the certificate of good practice of that county. The board may also require that all or part of the RATA funds received by the county be returned to the county road administration board.

[Statutory Authority: Chapter 36.79 RCW. WSR 03-05-010, § 136-150-060, filed 2/7/03, effective 3/10/03.]