



January 1, 2021

The Honorable Steve Hobbs
Washington State Senator
Chair, Senate Transportation Committee

The Honorable Jake Fey
Washington State Representative
Chair, House Transportation Committee

Dear Senator Hobbs and Representative Fey:

The County Road Administration Board remains steadfast in their commitment to achieving your legislative mandates to provide statutory oversight of the state's thirty-nine county road departments, and in so doing, to provide to you the assurance that these counties' operations remain accountable in their stewardship of public assets and public trust.

In accordance with the requirement of RCW 36.78.070, the Washington State County Road Administration Board presents to the legislature this report of the activities of the agency for the year 2020. CRAB staff continues to promote the integration of engineering, information technology, and grants administration among the counties of the state. We believe this report will accurately indicate to you, and to the people of the State of Washington, the effectiveness of that effort.

Respectfully submitted,

BRIAN STACY, P.E., CHAIR

JOHN KOSTER, EXECUTIVE DIRECTOR

County Road Administration Board

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County Road Administration Board Staff

Executive Director John Koster

Administration: Karen Pendleton, Executive Assistant
Toni Cox, Engineering Technician
Rhonda Mayner, Secretary

Engineering Services:

Andrew Woods, P.E., Deputy Director
Derek Pohle, P.E., Eng. & Adm. Support Specialist
Randy Hart, P.E., Grant Programs Manager
Steve Johnson, P.E., Grant Programs Manager
Mike Clark, C.E.T., Road Systems Inventory Manager
Brian Bailey, Design System & UAS Programs Manager

Information Services:

Eric Hagenlock, IT Manager
Kathy O'Shea, Database Administrator
Cameron Cole, GIS Administrator
Scott Campbell, Systems Security Specialist
Donna Quach, Lead Application Developer
Nolen Young, Web and Training Specialist

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From the Executive Director

A good many people will reflect on the year 2020 and all the challenges it brought, be glad it is behind us, and hope for a better year in 2021. COVID 19 challenged people to remain productive in their jobs while working from their homes some or all of the time. That is a tough call in an environment where people like to work, appreciate one another, and are accustomed to working closely with colleagues on major projects. I will look back on the year 2020 and be very proud of how the people that make up the staff here at the County Road Administration Board (CRAB) stepped up and met that challenge. I trust as you read this report you will agree.

In January, CRAB staff moved into our newly refurbished and downsized office space. By March, COVID had changed things. I instructed staff to work from home unless it was necessary for them to be in the office and if so, to follow strict sanitation and distancing protocols.

CRAB staff adapted, continued work on our GISMo project, and kept it on time and on budget, a remarkable accomplishment considering the required coordination and input of information by staff. Imposition of restrictions required that nearly all of our in-person training for the project needed to cease and go virtual. Nonetheless, training of all 39 counties is complete and, after nearly three and a half years of work, the project will go 'live' in the spring of 2021 as planned.

Once again, due to the imposition of restrictions, it was necessary to delay, and subsequently cancel our Road Design Conference this year. Even before the cancellation of the conference CRAB staff was exploring the purchase of a Learning Management System (LMS). Following the cancellation of the conference and a survey of the counties, we moved forward with the purchase. CRAB staff is able to add our own training curriculum to the system. Training is an essential element of the services CRAB provides to the counties and while a LMS is a very useful learning tool, it does not entirely replace in-person training, which we hope to resume in the near future.

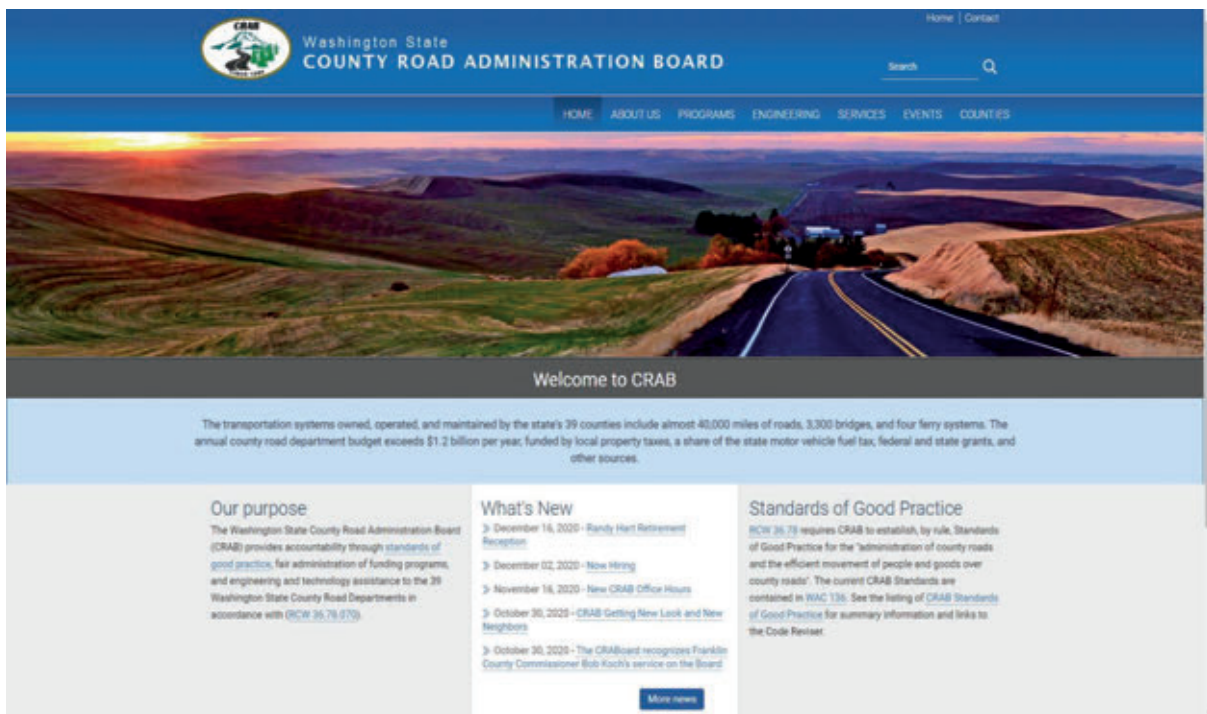
Early in 2020, CRAB was able to complete WAC's that allowed us to implement the Emergency Loan Program approved by the legislature in 2019. The legislature initially saw fit to fund the account with 1 million dollars. CRAB has disbursed those funds to two counties but was only able to partially fund each request.

The year 2020 also marked a number of personnel changes due to the retirement of some longtime and valued staff members here at CRAB. We will miss them, and wish them the best in their retirements. In a small agency such as CRAB, it is always a challenge to replace great talent.

The backlog of preservation and maintenance of County roads and bridges, exacerbated by the COVID crisis and the consequent downturn of gas tax revenues, continues to grow. That said, the statutory portion of the MVFT that is distributed to the counties has not changed in the last twenty years. The legislature has seen fit to do nothing to change the distribution formula, allowing funding to the counties to remain flat, while inflation continues to eat away at the purchasing power of transportation dollars.

As the legislature considers any number of proposals regarding the transportation revenue shortfall, I would respectfully remind legislators that the counties are your partners in a statewide transportation system. Counties do an excellent job of prioritizing projects and are very efficient and prudent with available but scarce resources.

I appreciate the work before the legislature in meeting the challenges of declining revenue in the face of increasing demands of preservation and maintenance of our statewide transportation system, we here at CRAB stand ready to assist you in any way possible.












Visit CRAB's website at www.crab.wa.gov

Engineering Services

The primary responsibility of the Engineering Services Division is the creation, maintenance, and updating of summary reports, guidance materials, model documents, and the provision of training to county legislative authorities, county engineers, and their staffs.

The engineering services staff, most of whom hold professional engineer licenses, are directly responsible for the following functions:

-  The administration of three grant programs: the Rural Arterial Program (RAP), the County Arterial Preservation Program (CAPP), and the County Ferry Capital Improvement Program (CFCIP);
-  The administration of one revolving loan program: The Emergency Loan Program (ELP);
-  The maintenance of the county road log as well as the computations of and updates to the distribution of the counties' share of the motor vehicle fuel tax;
-  The management of reports and other information necessary for recommendations related to the Annual Certificate of Good Practice for each county;
-  The guidance and research on statutory and regulatory issues affecting county road and public works departments;
-  The comprehensive and in depth training of county commissioners and councilmembers, county engineers, and their staffs;
-  The assistance in representation of county engineers' interests on a variety of state-level committees and task forces;
-  The design and traffic engineering assistance to counties, as requested, including consultant selection assistance;
-  The liaison services on behalf of county engineers with various state agencies, especially the State Auditor's Office and Local Programs division of WSDOT.

Ensuring compliance by Washington's county road departments with all applicable state and federal laws and regulations is one of the core functions of CRAB. At the CRAB Board's April meeting, the Board approved the issuance of Certificates of Good Practice to all 39 counties. Only through the tremendous work performed by the counties, strong ethic to do right with the public's trust and funds, and desire to always improve how the public is served by the county road system can this accomplishment be achieved. I would like to thank the county engineers, their tremendous teams, and CRAB staff for their hard




work ensuring that all 39 counties receive their certificates of good practice and continue to receive motor vehicle fuel tax and county arterial preservation and rural arterial program funds.

This has been a year of transition in the Engineering Services Division. In 2020, two key employees with over 70 years of transportation experience for counties, WSDOT, and CRAB retired in 2020. At the end of June, Walt Olsen, P.E. retired as the Deputy Director at CRAB. Walt worked as the county engineer for Adams and later Pend Oreille Counties before working over 18 years at CRAB – a total of over 36 years of public service in Washington State. Randy Hart, P.E. retired at the end of 2020 as the Grant Programs Manager at CRAB. Randy worked nine years for WSDOT before working 29 years at CRAB – a total of over 39 years of service to Washington State. The loss of their experience and institutional knowledge will be difficult.

In July, Drew Woods, P.E. was promoted to the Deputy Director position. Drew was the Compliance and Data Analysis Manager at CRAB for two years prior to his promotion. Prior to Drew working at CRAB, he worked for the Idaho Transportation Department for over ten years, was the Columbia County Engineer for over 12 years, and served on the County Road Administration Board for 11 years as the County Engineer representing the small counties.

In March, Steve Johnson, P.E. was hired to replace Randy Hart as the Grant Programs Manager. CRAB is grateful that the Legislature budgeted for Steve to cross train with Randy for several months prior to Randy's retirement. Prior to Steve working at CRAB, he worked for 20 years at Thurston County Public Works and two years at WSDOT.

While we lost over 74 years of experience with the retirement of Walt and Randy, Drew and Steve bring over 45 years of experience to their new positions. This has always, and will continue to be, a strength of CRAB – the ability to recruit employees that have tremendous knowledge and experience in county road operations with a strong desire to assist, educate, and support all 39 of Washington's county road departments. Other staff in the Engineering Services Division and their experience are:

-  Derek Pohle, P.E. – Engineering & Administrative Support Specialist
32 years' experience
-  Mike Clark – Road System Inventory Manager
29 years' experience
-  Brian Bailey – Design Systems & UAS Program Manager
24 years' experience



In July, Deputy Director Drew Woods presented Shannon Christen from Benton County with the Program Manager of the Year Award. Normally this award would have been presented at the June Washington State Association of County Engineers Conference. However, this year had to be different. During a meeting of the Benton County Commissioners, Matt Rasmussen, P.E., who made the nomination, assisted in the virtual presentation of a plaque to Shannon in recognition of her great work in 2019. During 2019, Shannon oversaw the contracts for over 50 construction and maintenance projects, 10 major equipment purchases and 31 service contracts. In total she has overseen the expenditure of over \$27 million.

In August, CRAB Executive Director John Koster and Deputy Director Drew Woods were honored to present Paul Randall-Grutter, P.E. from Skagit County with the County Engineer of the Year Award. Dan Berentson, Skagit County Public Works Director nominated Paul in recognition of Paul's ten-plus years of service to Skagit County, his leadership on various local, state and national committees and associations, and the completion of several major infrastructure projects.



Thank you to the Engineering Services team for all of their efforts in 2020. It has been a year of challenges as we have all had to change the way we do business. Management is proud of everyone's efforts to continue to provide a high level of customer service, to provide assistance and training through virtual means, and to facilitate face-to-face meetings for important issues that could not be handled virtually and look forward to continuing the momentum from a strong 2020 performance into 2021.

Design & UAS Systems

As with many other agencies, the Design Systems and UAS Programs have been dramatically affected by the COVID-19 pandemic.



The changes began in March, when staff was forced to cancel CRAB's Annual Road Design Conference. For 29 years, staff has organized and facilitated this conference, which has proved invaluable to the counties as an opportunity for training and for networking. These interactions provided the counties a face-to-face opportunity to meet their peers and share ideas and experiences. In addition to the conference, all in person non-conference training opportunities were cancelled. These events had consistently provided designers, engineers and surveyors of the 39 counties of Washington State with in-depth training and support sessions with state-of-

the-art engineering design system software. CRAB prides itself on always being available to offer to the counties technical support and in-person training courses suited for both engineering and surveying professionals, geared toward road and stormwater design in the county environment. The pandemic exposed a glaring weakness in our ability to effectively deliver this training and support remotely.

Fortunately, prior to the pandemic, Brian Bailey began the investigation into a Learning Management System (LMS) in September of 2019. Several presentations had already been prepared and the intent was to demonstrate the content and value to the counties at the conference to gauge the interest of county staff. This feedback was to be used to make the determination of the value in pursuing this eLearning platform. After the cancellation of our Road Design Conference, a survey was sent out to the counties instead to assess their needs. The results of this survey were nearly unanimous in the desire for some form of eLearning. CRAB then focused resources on how to provide this service.

The objectives to on-boarding an effective LMS system were:

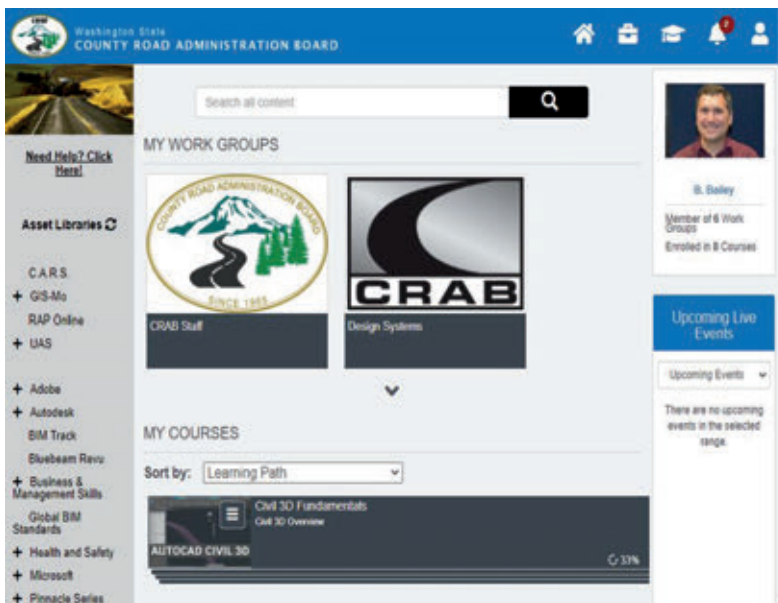
- Development and accessibility of training and support materials to meet county needs.
- Overcome a technological landscape where software is continuously evolving.
- Provide consistent and relevant training along with the support materials in a timely manner.
- Educating users with a wide range of skills in a variety of software and policy.
- Maintain low cost and low impacts to county budgets for training.
- Delivery of training to county staff during a pandemic.



After careful analysis using these objectives, we determined that The Pinnacle Series by Eagle Point Software would best fit the needs of CRAB and the counties. The Pinnacle Series LMS is a productivity solution that helps organizations improve learning methods and enhance information sharing. Multiple resources are combined into a single, concise interface that help users

easily overcome everyday challenges they face using technology. This platform-as-a-service (PaaS) will allow county public works staff improved access to training materials and support to optimize their use of technical software, maximize their workplace productivity, and improve accuracy, completeness, uniformity, and timeliness of Washington State county roads and related assets. In addition to Pinnacle's content for design engineers, CRAB can develop content for systemic safety workflows, custom training for software that CRAB has developed for the counties including GIS-Mo, RAP Online and C.A.R.S. Please see the video ["Welcome to the Pinnacle Series"](#) for a brief introduction to the platform.

Following the selection and negotiation with Eagle Point to develop a quote and implementation plan, CRAB began to analyze funding options. As a result of the pandemic, most agencies, including ours, were facing funding shortfalls and budget cuts. CRAB focused on the possibility of funding the LMS through grants and in June of 2020, we applied for and received a grant from the Washington Traffic Safety Commission. This grant allows us to fund The Pinnacle Series for a three-year period.



CRAB successfully launched the Pinnacle Series in October of this year.

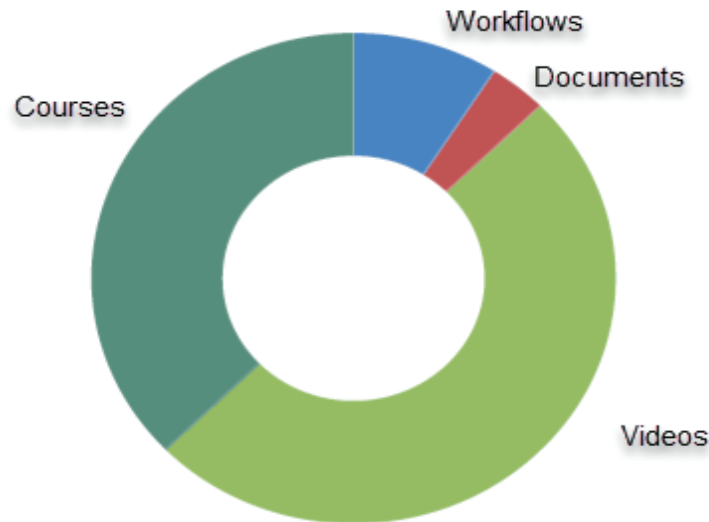
Performance of the platform to date has been very promising. 307 users have logged in and consumed 822 individual assets and 490 learning path courses. The average time to consume individual content is approximately five minutes. Courses can vary in length and CRAB will be working on a methodology for future reporting to accurately measure person hours of

training. For the purposes of this report, CRAB will impute an average of 30 minutes per course. This totals approximately 313 person hours of training in just under two months of operation.

Resource Access/Use

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

Period: 10/20/2020 - 12/7/2020



Summary		
Workflows:	119	(9.07%)
Documents:	47	(3.58%)
Videos:	656	(50%)
Courses:	490	(37.35%)
Total:	1312	

Summary	
Total Unique Active Users:	304

In September, CRAB began working with Skagit County engineers to perform a proof of concept aerial survey using our DJI Matrice Drone. The project consisted of a low altitude flight over a one-mile section of Francis Road. In order to meet strict FAA restrictions of no flight over moving traffic, Skagit County temporarily closed the road to traffic during the survey. The imagery collected from the flight was processed using Pix4D Mapper and Recap Reality Capture to generate a surface model in Civil 3D. This surface model will be used to generate preliminary design information by Skagit County. It is Skagit County's intent to perform a ground survey prior to final design. CRAB will compare the aerial survey with the ground survey to determine the level of precision provided by the drone.



Lessons learned by this project will be used to assess future use scenarios for the UAS Program.

Information Services

Congratulations to Jim Oyler on his retirement! For two decades Jim has served the County Road Administration Board and Washington State counties. Jim has guided us through numerous organizational changes, implemented new technologies, and trained and/or supported hundreds, if not thousands of county personnel. His commitment to excellence, professionalism, and positivity has contributed to the culture of CRAB and made a lasting impact on those around him.



The Information Services (IS) Division at CRAB is a team of Information Technology (IT) professionals dedicated to programs and initiatives, both at CRAB and in our counties, which protect and improve the public's investment in our transportation infrastructure.

The GIS-Mo project team has worked diligently for more than two and a half years to deliver a state of the art county road asset management system. This system combines software suites from ESRI and DTS, LLC to create a cohesive geospatial asset management system with mobile device capability. Breaking new ground, Washington State will be the first ESRI Roads and Highways implementation to onboard an entire state's county road network. The project team has been commended at every step along the way for their dedication, responsiveness, expertise, and collaborative nature. GIS-Mo is a collaboration between CRAB, WSDOT, Washington Traffic Safety Commission, the Washington State Association of County Engineers, all 39 Counties, DTS LLC, ESRI, Team Soapbox, and more.

GIS-Mo is scheduled to rollout January 2021 through May 2021.

Information Services Strategic Goal

The goal of CRAB's strategic plan for Information Services is to assist counties in developing uniform and efficient transportation-related IT resources by providing, developing and supporting a full range of information tools and services for all aspects of transportation-related public works operations. This strategic goal has four objectives.

Objective One: *Ensure effective use of IT tools through development or procurement of, and support and training for, appropriate applications and software.*

CRAB continues the effort to replace its flagship product, Mobility©, with a commercial-off-the-shelf (COTS) enterprise asset management system. The major objectives of this project are to add geospatial data to the linear referencing system (LRS) used in Mobility©, add mobile data collection capabilities, and integrate efficiently with information systems outside of CRAB. Visualizing spatial data will become another tool for

investigating budgets, funding and where state and federal dollars are being utilized. It also will allow all counties to have access to web mapping, mobile mapping applications and spatial editing for updating and maintaining the county road networks and road assets.

“The application of GIS is limited only by the imagination of those who use it”.
~ Jack Dangermond, Esri.

CRAB is envisioning a future where all counties are able to utilize asset and maintenance management through GIS to make data driven decisions and better serve Washington State. The decision to use COTS instead of the long practiced in-house development was born from the desire to continue to offer state-of-the-art software applications with minimal increase to the IT budget, to keep pace with the rapidly advancing need of county staff, and to have systems capable of managing the approximately \$900 million spent on nearly 40,000 miles of county roads annually.

CRAB is targeting the transition from Mobility@ to occur in 2021. Over the past three years, CRAB developed a sustainable budget, worked with vendors to configure the COTS system to meet county needs, developed the migration routine from Mobility@ to the new system and accomplished the necessary train-the-trainer between the vendor and CRAB staff. CRAB staff delivered GIS-Mo training to all 39 Washington State counties in 2020; no small accomplishment considering the limitations imposed by the COVID-19 pandemic.



CRAB IT also successfully transferred the development and maintenance of its website to WaTech. This initiative allows CRAB to use valuable human resources in other areas which cannot be outsourced. In addition to cost savings, our transition to WaTech web hosting gives business owners control over their content, which leads to more accurate and timely website updates.

Objective Two: *Maintain a high level of professionalism in the use of IT in county road departments through training and support.*

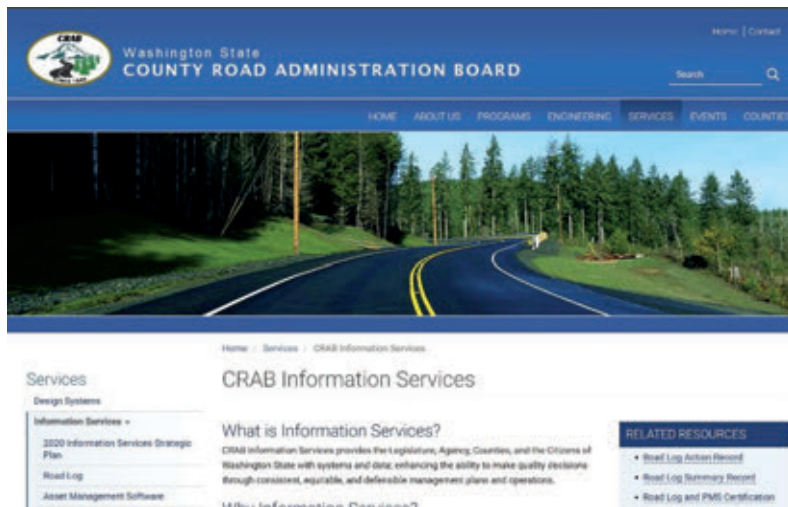
COVID-19 has dramatically changed how CRAB delivers training and support. The preference has always been face-to-face interaction, which isn't possible in our current operational environment. CRAB quickly adapted by procuring the remote meeting platform Zoom and reconfiguring the curriculum. However, Murphy's Law still applied. Classes experienced everything from minor technical issues to roof leaks, power failures, fire alarms, and a complete remodel of our office building. Despite all of these obstacles,

CRAB was able to successfully train all 39 counties in the new GIS-Mo platform prior to rollout in 2021.

Brian Bailey, CRAB Design Systems and UAS Programs Manager, has begun implementing an organization Learning Management System (LMS). LMS will allow CRAB to reach more students in spite of travel restrictions or classroom limitations. It will also allow trainees to refresh themselves or reinforce skills learned in a traditional classroom environment.

CRAB has several resources for training and support available to Agency IT stakeholders. Formal training is typically offered several times a year at the CRAB Offices and at remote facilities. In 2020, CRAB delivered approximately 1,210 person hours of GIS-Mo training.

CRAB also performs support through email and phone, which is facilitated by the Agency helpdesk system, CRAB-NET. CRAB-NET reports 317 tickets were submitted to helpdesk, and 289 tickets were resolved in 2020.



Objective Three: Enhance the effectiveness of county personnel in their projects and initiatives through IT consultation.

CRAB staff is constantly providing consultation to counties, either by participating in workgroups, committees, councils, etc.; or through personalized one-on-one consultation. In 2020 more than 100 person hours of consultation services were received by counties in MVFT, Mobility@, pavement rating, pavement management, systemic safety project selection, etc.

Objective Four: Promote cooperative communication, information exchange, and IT uniformity through conferences, workshops, and website activities.

CRAB Information Services personnel has worked closely with several counties to prepare their data for GIS-Mo onboarding beginning in 2021. All 39 counties have received an onboarding checklist to assist in their efforts. Staff has also attended and presented at conferences to inform stakeholders and keep up-to-date with latest technologies and current trends.

Grant Programs

County Arterial Preservation Program (CAPP) and Rural Arterial Program (RAP)

The counties of Washington State used \$42.8 million in grant funds administered by the County Road Administration Board in 2019 to accomplish much of the total road, bridge and drainage maintenance and construction work they performed during the year. CAPP funds are distributed directly to counties each month after fuel tax revenue is deposited, allowing them to give continuous attention to their ongoing pavement preservation needs. RAP, on the other hand, is a competitive biennial program requiring significant program and budgeting management by CRAB, as it oversees project application, priority ranking, funding allocation and spending of Rural Arterial Trust Account (RATA) funds over a two-year cycle.

County Arterial Preservation Program - CAPP

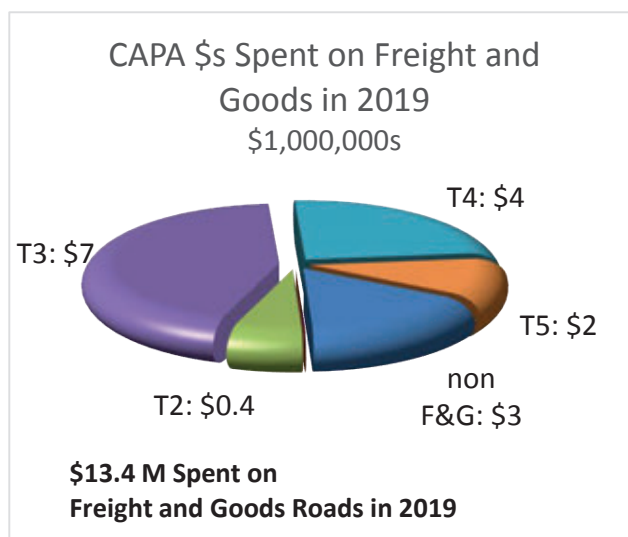
The 2019 funding made available to counties for Pavement Preservation via the CAPP came from three separate fuel tax accounts; the County Arterial Preservation Account (**CAPA**) – \$14.8 million, the Transportation Partnership Account (**TPA**) - \$1.5 million, and the Motor Vehicle Account (**MVA**) - \$2.4 million. Together these provided \$18.7 million to counties in 2019. Adding county funds, the total expended on pavement preservation in 2019 was \$63.5 million. This level of funding represents the statewide county effort to limit higher cost pavement reconstruction in the future. Counties report details of their CAPP usage annually. The chart below shows the 2019 CAPA funds used on the County Freight and Goods system.

Freight and Goods Routes Tonnage Designations:

T-2: 4 million to 10 million tons per year
T-3: 300,000 to 4 million tons per year
T-4: 100,000 to 300,000 tons per year
T-5: at least 20,000 tons in 60 days and less than 100,000 tons per year

Rural Arterial Program - RAP

Counties manage and maintain 12,400 miles of rural arterial roads throughout Washington State. These are the roads that access rural agricultural, commercial and recreational regions and provide an initial link to population centers and ports. They are often also the main commuter route to and from work in local areas. The impacts of growth and freight haul degrade the roads until they become too weak, narrow, steep and/or crooked to be effective. Fortunately, the Rural Arterial Program provides funding to help counties address these same width, alignment, safety and structural issues (RAP - [RCW 36.79.080](#)). The counties used \$23 million of these funds in 2019 (see table C) to improve haul and traffic capacity, and safety.

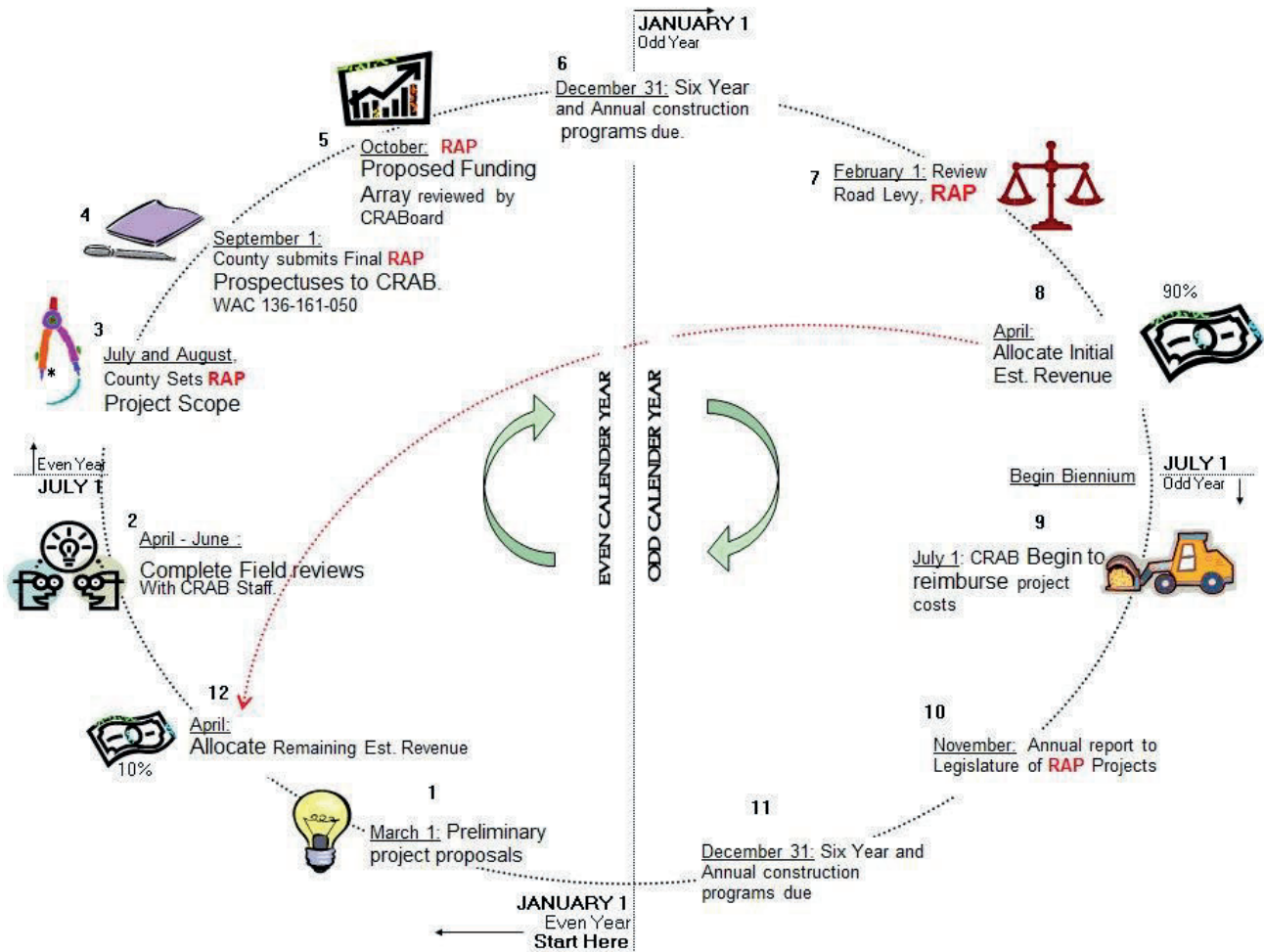


**RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY
AND LEGISLATIVE DISTRICT IN 2019**

<u>COUNTY</u>	<u>LEG DIST</u>	<u>RATA \$'S RECEIVED</u>	<u>COUNTY</u>	<u>LEG DIST</u>	<u>RATA \$'S RECEIVED</u>
Adams	9	386,408	Lewis	20	2,437,737
Asotin	9	342,300	Lincoln	7	521,710
Benton	8	21,578	Lincoln	13	1,691,220
Benton	16	59,993	Mason	35	1,134,848
Chelan	12	171,187	Okanogan	7	596,784
Clallam	24	144,636	Okanogan	12	446,977
Clark	18	243,924	Pacific	19	15,651
Clark	20	431,897	Pend Oreille	7	279,448
Columbia	16	565,343	Pierce	2	14,292
Cowlitz	19	104,105	Pierce	26	42,626
Cowlitz	20	35,552	San Juan	40	1,500,226
Douglas	12	74,906	Skagit	10	4,080
Ferry	7	130,330	Skagit	39	21,060
Franklin	9	139,678	Skagit	40	9,893
Franklin	16	13,149	Skamania	14	-
Garfield	9	23,593	Snohomish	39	58,140
Grant	13	1,243,010	Spokane	4	4,211,017
Grays Harbor	19	76,993	Stevens	7	38,838
Grays Harbor	24	3,298	Thurston	2	43,908
Island	10	3,547	Thurston	35	1,735,000
Jefferson	24	596,174	Wahkiakum	19	52,008
King	45	76,516	Walla Walla	16	8,687
King	5	25,096	Whatcom	42	866
Kitsap	35	88,766	Whitman	9	172,381
Kittitas	13	540,173	Yakima	14	2,116,004
Klickitat	14	85,178	Yakima	15	175,326

22,956,055

RURAL ARTERIAL PROGRAM BIENNIUM CYCLE



History of RATA Funds per County:

<u>REGION</u> <u>COUNTY</u>	<u>TOTAL RATA</u> <u>APPROVED</u>	<u>TOTAL RATA</u> <u>SPENT</u>	<u>%</u> <u>SPENT</u>	<u>MILES</u> <u>BUILT</u>
NE Adams	24,899,886	\$ 19,779,231	79%	104
NE Chelan	33,550,998	\$ 24,160,331	72%	57
NE Douglas	32,175,350	\$ 26,098,728	81%	59
NE Ferry	29,207,330	\$ 16,782,535	57%	65
NE Grant	33,667,251	\$ 29,134,948	87%	182
NE Lincoln	30,913,826	\$ 27,032,597	87%	117
NE Okanogan	28,349,082	\$ 18,456,027	65%	56
NE Pend Oreille	21,602,933	\$ 15,332,140	71%	80
NE Spokane	39,170,791	\$ 31,474,945	80%	51
NE Stevens	30,381,085	\$ 26,623,738	88%	118
NE Whitman	32,949,302	\$ 24,254,120	74%	104
NE REGION TOTALS	\$ 336,867,834	\$ 259,129,341		994
NW Clallam	12,528,615	9,952,839	79%	16
NW Island	18,002,532	12,851,484	71%	21
NW Jefferson	11,266,200	6,813,788	60%	15
NW Kitsap	15,338,520	10,908,813	71%	30
NW San Juan	11,577,552	8,490,261	73%	20
NW Skagit	18,570,254	6,237,451	34%	21
NW Whatcom	19,392,052	11,953,255	62%	38
NW REGION TOTALS	\$ 106,675,725	\$ 67,207,891		161
PS King	19,054,525	14,591,539	77%	27
PS Pierce	20,822,375	14,719,915	71%	29
PS Snohomish	18,658,204	13,231,457	71%	20
PS REGION TOTALS	\$ 58,535,104	\$ 42,542,911		77
SE Asotin	18,230,647	10,817,493	59%	27
SE Benton	22,265,135	18,585,145	83%	56
SE Columbia	17,076,009	12,986,895	76%	42
SE Franklin	15,466,292	12,661,042	82%	43
SE Garfield	16,321,743	14,576,007	89%	47
SE Kittitas	18,384,250	15,647,921	85%	33
SE Klickitat	23,981,008	18,177,834	76%	86
SE Walla Walla	20,869,590	15,989,222	77%	37
SE Yakima	29,428,008	21,680,662	74%	50
SE REGION TOTALS	\$ 182,022,683	\$ 141,122,219		422
SW Clark	15,995,918	12,281,094	77%	16
SW Cowlitz	17,016,750	12,866,139	76%	28
SW Grays Harbor	17,176,835	14,147,135	82%	20
SW Lewis	13,119,227	11,308,668	86%	26
SW Mason	15,298,194	11,559,079	76%	38
SW Pacific	12,936,415	10,374,689	80%	55
SW Skamania	5,520,481	2,970,885	54%	16
SW Thurston	17,072,363	13,984,981	82%	34
SW Wahkiakum	8,707,693	4,898,986	56%	38
SW REGION TOTALS	\$ 122,843,876	\$ 94,391,656		270
STATEWIDE TOTAL	\$ 806,945,221	\$ 604,394,018	75%	1,924

2019-2020 Grant Program Projects

Adams County Replaces the McManamon Road Bridge

Adams County used federal funds and RAP funds to replace the McManamon Road Bridge. The old bridge was narrow and deteriorating. The new bridge is now a single span structure.



McManamon Road is used to transport produce and commodities to storage and processing facilities in the Othello area, and also provides access to recreational areas in and around the Columbia National Wildlife Refuge. The new bridge improves the roadway grade, provides a wider crossing, and increases the weight limit, better accommodating the agricultural needs.



Total Cost: \$2,114,921.22
Fed Funds: \$1,667,282.53
RATA Funds: \$422,831.00
Local Funds: \$24,807.69

Contractor:
Halme Construction Inc

Chelan County completes Phase III of Chiwawa Loop Road improvements



Chiwawa Loop Road is a rural major collector that is the main access to the northern Chelan County area of the City of Plain, via the City of Leavenworth. It also serves residential and school bus traffic, and outdoor enthusiasts as an access point for thousands of acres of National Forest Service land and the Thousand Trails Preserve.

Phase III continues the improvements from the Phase II project constructed in 2008, north to Sumac Lane.

Total Cost: \$2,868,537.97
Fed Funds: \$396,299.83
RATA Funds: \$2,432,918.00
Local Funds: \$39,320.14

Contractor: Reece Construction



The construction of Phase III of Chiwawa Loop Road included widening the road, improving roadway geometrics for horizontal curves, replacement of a fish barrier culvert with a new passable structure, roadway base and surfacing replacement, as well as improvements to the roadside and clear zones.

Chelan County's design efforts were also recognized at the 2018 CRAB Road Design Conference, where this project was awarded first place in the statewide Project Design competition.

Grant County Reconstructs over four miles of Road 4-NE (Hiawatha Road to Westshore Drive)

Road 4-NE is a rural major collector that runs east-west from Dodson Road to the Moses Lake area and carries considerable agricultural and livestock traffic. As such, this road has a high percentage of truck traffic, and is subject to seasonal weight restrictions. This section of Road 4-NE required higher than average annual maintenance.



Total Cost: \$1,621,751
RATA Funds: \$1,193,400
Local Funds: \$428,351
Contractor: Tommer Construction
(earthwork, rotomilling, embankment compaction,
and roadway base course)
County Forces (Class A BST surface)



The work included complete reconstruction of the roadway structural section, drainage improvements, removal or mitigation for clear zone hazards, and permanent signing.

Jefferson County overlays South Discovery Road

South Discovery Road is a territorial road in Jefferson County, established with the U.S. Congressional Act of 1859, connecting the Four Corners area to the city of Port Townsend. The road serves residents, farms, businesses such as the Discovery Bay Golf Course and the Chevy Chase Beach Cabins, and the Discovery Bay Camp & Mission Center.

The road improvement includes dig-out repairs for areas of poor subgrade and roadway structure, new asphalt overlay, gravel shoulder finishing, pavement striping, removal of roadside obstructions, and the installation of a concrete barrier along a bluff that is adjacent to the roadway.

Public comment has been positive for the new asphalt pavement road surface.



Total Cost:	\$547,914.59
RATA Funds:	\$450,000
Local Funds:	\$97,914.59
Contractor:	Lakeside Industries, Inc.

Kittitas County replaces Bridge #79051 on Number 6 Road



The Number 6 Road bridge crossing over Town Ditch, originally built in 1955 and rebuilt in 1963, provides a regionally significant north-south connection through lower Kittitas County for recreation, ranching and farming, and residential areas. The existing Bridge #79051 was narrower than the adjacent roadway and the concrete abutment walls showed cracking and rotation.



Total Cost: \$753,696
RATA Funds: \$678,151
Local Funds: \$75,545

Contractor: Belsaas & Smith
Construction, Inc.

The new bridge is a single span crossing of Town Ditch, providing additional lane and shoulder width matching the adjacent roadway. By replacing this bridge, Kittitas County addresses crucial public safety and mobility needs.

Lincoln County completes emergency reconstruction of Porcupine Bay Road

During the first quarter of 2017 there were significant weather related issues, an abundance of rainfall and a rapidly melting snow pack. These circumstances were accompanied by already saturated soils and high water levels. As a result of these events, a landslide occurred on the Porcupine Bay Road. The toe of the embankment that supports approximately 500 feet of the roadway failed, which caused the remaining embankment plus about half of the roadway to slide down and into Lake Roosevelt.



Porcupine Bay Road was established in 1949 and serves as the only access road into Porcupine Bay Campground and boat launch on Lake Roosevelt – the third most utilized site on Lake Roosevelt. This road also serves many residential and seasonal lakeside vacation homes on Lake Roosevelt.

Lincoln County used emergency funding, including RATA funds, to reconstruct the road. Soldier pile retaining walls both uphill and downhill of the roadway protect the reopened roadway.

Once opened, Lincoln County received positive feedback from campers, fishermen, and private property owners.

Total Cost: \$6,604,634.46
Fed Funds: \$5,651,066.21
RATA Funds: \$638,300.00
Local Funds: \$65,268.25
Other Funds: \$250,000.00

Contractor: Condon-Johnson & Associates, Inc



Pacific County reconstructs perpetual slide hazards along Parpala Road



Parpala Road is a minor collector that connects State Route 101 with the community of Naselle. The primary use is local traffic, with many new residential homes constructed along the roadway, but this road also provides a detour for State Route 6 and State Route 4.

There are two perpetual slide hazard areas in close proximity to the Naselle River. The existing road was also narrow (17 feet wide) and in need of pavement rehabilitation.



Pacific County used County Forces to excavate and repair the slide areas, stabilizing these areas and widening the roadway section.

The repairs provide a safe and stable roadway for the travelling public. Local residents have expressed appreciation.



Total Cost: \$627,057.11
RATA Funds: \$540,000.00
Local Funds: \$87,057.11

Contractor: County Forces

San Juan County completes Orcas Road reconstruction

Orcas Road is the primary route from the ferry to the urban growth area of Eastsound. The road is used by trucks, delivery vans, passenger vehicles and bicyclists. It is also part of the San Juan Islands Scenic Byway. Many destinations on Orcas Island are served by this route, including Moran State Park, the San Juan County Transfer Station, YMCA Camp Orkila, several resorts, and the entire eastern side of Orcas Island.



Over the length of the project, Orcas Road had two deficient horizontal curves at intersections, as well as deficient stopping sight distance in four locations. In addition, there were clusters of accidents at one intersection including a fatality, and run off road accidents throughout the project area due to travel lanes with no shoulders.

As part of the reconstruction of Orcas Road, four-foot shoulders were added to both sides of the road to provide room for vehicles and bicycles, intersection geometry and sight distance was improved at three intersections, guardrails were added in areas with steep drop-offs, and stormwater treatment and detention facilities were constructed.

Total Cost: \$4,286,540
RATA Funds: \$2,587,500
Local Funds: \$1,699,040

Contractors: Island Excavating Inc.
(stockpiling)
RAZZ Construction (general constr.)
County Forces (chipseal and striping)



Thurston County reconstructs another phase of Delphi Road

Delphi Road SW is a major collector connecting the western part of Thurston County from Littlerock to Olympia, as well as providing access to recreational facilities in Capital Forest. Delphi Road is a Class 3 truck route, used to access gravel mining and timber harvesting.

Minimal shoulders, heavily used by bicyclists, presented a concern for all users as the roadway traverses heavily forested areas with large trees in close proximity to the road.



The roadway surface was deteriorating along the shoulders, with cracking in several locations along the project area.

Delphi Road reconstruction included replacement of the roadway structural section, widening of the road to provide 11 foot travel lanes and five foot paved shoulders, flattened shoulder slopes, and stormwater treatment.

Trees and other clear zone hazards were removed from along the roadway, increasing exposure to daylight, giving better sight distance and roadside safety.

Thurston County has received many positive comments from residents along Delphi Road.





Total Cost: \$3,762,073.28
RATA Funds: \$2,000,000.00
Local Funds: \$1,762,073.28

Contractor: Sterling Breen Crushing

Emergency Loan Program

CRAB's Emergency Loan Program (ELP) was created in 2019 by the Legislature in response to the need of the small counties to have financial assistance during natural and manmade disasters. This assistance is targeted to assist the small counties with the financial difficulties arising for the need to repair roads and bridges but having to wait for an extended period of time for reimbursements from federal and state agencies. The ELP was initially funded by the Legislature with a \$1,000,000 transfer from the state's motor vehicle account.

At the CRABoard's January 2020 meeting, final rules for the administration of the ELP were adopted. WAC section 136-500 – Emergency Loan Program was adopted after a collaborative effort between the county engineers and CRAB staff to insure that funds are available in as rapid and simple a process as possible, while allowing CRAB the ability to do due diligence for program compliance. Highlights of the rules are:

-  CRAB will accept paperwork submitted to FEMA and WSDOT for disaster funds. No separate paperwork is needed for our program.
-  Ability for CRAB's Executive Director to approve requests up to \$2,000,000 or half of the available fund balance, whichever is less. Requests in excess of the Executive Director's delegated authority will be heard by the CRABoard.
-  Simple interest at the same rate as the Local Government Investment Pool rate of return. Interest is waived on any loan principal paid by the county within six months of contract execution.
-  Term of the loan for twenty-four months. Also has the ability for counties to request a longer term due to unforeseen issues or delays experienced after the loan has been granted.

Unfortunately, several counties had major natural disasters that impacted their road systems. Of the counties impacted by natural disasters, two counties applied for ELP loans. A total of three loans have been granted to the two counties totaling \$1,012,196. Of the initial funding and accrued interest, the emergency loan fund has a balance of \$0.78 at the end of 2020.

Project #1: Columbia County February 2020 Flood Damage (Request #1):

Amount of the Loan:	\$500,000
Expected Repayment Terms:	24 Months
Expected Date of Repayment:	April 2022
Loan Repayment Status:	Remaining principle \$500,000
	Interest to date \$687.50
	Payments to date \$0.00

Project #3: Columbia County February 2020 Flood Damage (Request #2):

Amount of the Loan: \$312,196
Expected Repayment Terms: 24 Months
Expected Date of Repayment: December 2022
Loan Repayment Status: Remaining principle \$312,196
Interest to date \$0.00
Payments to date \$0.00



Project #2: Franklin County September 2020 Fire Damage:

Loan approved by CRABoard on October 29, 2020

Amount of the Loan: \$200,000
Expected Repayment Terms: 24 Months
Expected Date of Repayment: 24 Months from contract execution date
Loan Repayment Status: Contract currently with County for signature



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Table A

COUNTY BRIDGE DATA - DECEMBER 2020

Washington State Bridge Inventory System

Structures Greater than 20.0 Feet in Length; or,
Culverts Greater than 20.0 Feet in Width

COUNTY	County Owned Bridges	Good Condition		Fair Condition		Poor Condition		Structurally Deficient Bridges
		#	Deck Area (sf)	#	Deck Area (sf)	#	Deck Area (sf)	
ADAMS	111	35	71,662	73	102,346	3	3,960	3
ASOTIN	17	11	37,557	5	7,634	1	480	1
BENTON	50	37	91,990	13	14,707	0	0	0
CHELAN	53	32	74,849	19	107,142	2	24,546	3
CLALLAM	30	19	101,647	8	38,813	3	4,418	3
CLARK	55	26	124,565	29	65,870	0	0	0
COLUMBIA	62	26	49,863	33	48,931	3	7,086	4
COWLITZ	63	22	81,464	38	139,772	3	15,130	5
DOUGLAS	20	10	56,496	7	13,243	3	1,924	3
FERRY	23	10	9,101	11	26,855	2	2,314	2
FRANKLIN	84	65	109,140	15	20,586	4	6,177	10
GARFIELD	34	14	14,109	17	17,919	3	3,029	3
GRANT	195	136	286,342	58	107,331	1	5,304	1
GRAYS HARBOR	179	105	283,529	59	274,263	15	29,878	15
ISLAND	0	0	0	0	0	0	0	0
JEFFERSON	33	17	64,676	16	28,578	0	0	1
KING	134	49	279,995	75	355,391	10	23,751	18
KITSAP	40	32	86,687	8	22,567	0	0	0
KITTITAS	113	47	93,884	58	141,146	8	6,923	8
KLICKITAT	57	12	29,333	44	104,620	1	2,128	1
LEWIS	201	130	302,396	69	195,557	2	1,762	2
LINCOLN	125	81	137,041	36	43,615	8	6,537	9
MASON	53	30	76,810	22	49,860	1	39,582	1
OKANOGAN	51	29	62,700	20	73,357	2	4,700	2
PACIFIC	62	44	123,112	16	51,813	2	2,320	3
PEND OREILLE	29	21	36,838	5	100,784	3	1,490	3
PIERCE	103	65	279,778	33	101,625	5	59,738	6
SAN JUAN	4	3	4,153	1	504	0	0	0
SKAGIT	108	33	116,470	71	230,376	4	12,888	5
SKAMANIA	25	19	58,893	6	40,947	0	N/A - Culvert	0
SNOHOMISH	165	67	333,131	95	446,628	3	7,161	3
SPOKANE	106	59	262,741	40	114,804	7	33,405	7
STEVENS	48	17	62,613	22	31,653	9	14,822	10
THURSTON	101	62	214,137	38	129,657	1	653	1
WAHKIAKUM	20	14	37,533	6	17,377	0	0	0
WALLA WALLA	106	75	218,884	22	37,205	9	18,693	16
WHATCOM	136	47	113,494	81	190,827	8	28,694	9
WHITMAN	249	130	238,847	117	175,259	2	2,284	2
YAKIMA	310	209	453,190	86	237,464	15	34,147	32
TOTAL	3,355	1,840	5,079,650	1,372	3,907,026	143	405,924	192

Bridge condition is determined by taking the lowest rating of four core elements of a bridge:

- Core Element #1 - Substructure
- Core Element #2 - Superstructure
- Core Element #3 - Deck
- Core Element #4 - Culvert

The four core elements are rated on a scale of 9 (Excellent) to 0 (Out of service - Beyond corrective action):

- Condition Rating 9 (Excellent) to 7 (Good) - "Good" Condition
- Condition Rating 6 (Satisfactory) to 5 (Fair) - "Fair" Condition
- Condition Rating 4 (Poor) to 0 (Failed) - "Poor" Condition

Table B

ACTUAL COUNTY ROAD RELATED REVENUES

2019

(thousands of dollars)

COUNTY	MOTOR VEHICLE FUEL TAX					TAXES				MISC			TOTAL
	COUNTY REGULAR	TIB	RAP	CAPP	MVFT TOTAL	PROP- ERTY	TIMBER EXCISE	OTHER TAXES	TOTAL TAXES	FED GRANTS	FED LANDS	OTHER	
ADAMS	4,311	0	386	839	5,536	1,892	0	26	1,918	2,833	1	327	10,615
ASOTIN	1,708	0	342	147	2,197	1,383	20	4	1,407	126	27	265	4,022
BENTON	3,379	0	82	428	3,889	6,100	0	112	6,212	617	0	567	11,285
CHELAN	2,351	142	171	341	3,005	8,034	0	0	8,034	802	494	1,629	13,964
CLALLAM	2,153	0	145	220	2,518	7,492	452	27	7,971	1,297	379	2,185	14,350
CLARK	7,044	1,737	676	646	10,103	37,237	312	129	37,678	5,159	0	7,928	60,868
COLUMBIA	1,528	0	565	205	2,298	1,576	2	3	1,581	50	78	209	4,216
COWLITZ	2,333	0	140	320	2,793	10,012	1,180	105	11,297	1,571	54	1,881	17,596
DOUGLAS	3,747	120	75	435	4,377	6,386	0	42	6,428	1,142	0	1,332	13,279
FERRY	1,843	0	130	502	2,475	833	56	1	890	826	334	134	4,659
FRANKLIN	2,978	0	153	1,045	4,176	1,898	0	21	1,919	3,116	104	437	9,752
GARFIELD	1,354	0	24	182	1,560	814	0	3	817	64	51	130	2,622
GRANT	6,758	0	1,243	1,204	9,205	9,749	0	209	9,958	4,594	317	878	24,952
GRAYS HARBOR	2,452	0	80	375	2,907	6,177	1,422	31	7,630	2,695	140	2,774	16,146
ISLAND	2,395	0	4	312	2,711	9,045	5	5	9,055	911	0	5,724	18,401
JEFFERSON	1,478	0	596	189	2,263	3,821	219	7	4,047	127	404	1,154	7,995
KING	12,857	0	102	680	13,639	90,940	268	37	91,245	5	673	12,518	118,080
KITSAP	5,411	404	89	450	6,354	25,850	85	79	26,014	564	0	3,796	36,728
KITTITAS	2,138	0	540	444	3,122	4,427	6	1	4,434	2,137	279	1,046	11,018
KLICKITAT	2,806	0	85	529	3,420	4,757	255	35	5,047	1,795	75	1,364	11,701
LEWIS	3,501	2,628	2,438	415	8,982	12,189	1,421	13	13,623	3,861	0	6,367	32,833
LINCOLN	4,491	20	2,213	559	7,283	1,685	0	12	1,697	3,858	5	381	13,224
MASON	2,414	0	1,135	381	3,930	8,784	557	35	9,376	645	132	1,931	16,014
OKANOGAN	3,477	68	1,044	606	5,195	4,469	38	8	4,515	1,214	709	469	12,102
PACIFIC	1,400	0	16	774	2,190	3,171	890	29	4,090	740	13	980	8,013
PEND OREILLE	1,691	0	279	333	2,303	2,075	150	1	2,226	1,343	336	244	6,452
PIERCE	10,859	61	57	1,040	12,017	58,828	299	46	59,173	287	91	5,165	76,733
SAN JUAN	913	500	1,500	126	3,039	4,144	1	6	4,151	71	0	3,727	10,988
SKAGIT	3,236	243	35	649	4,163	14,297	484	72	14,853	3,058	207	5,153	27,434
SKAMANIA	914	0	0	960	1,874	1,864	383	5	2,252	383	0	786	5,295
SNOHOMISH	9,635	3,013	58	760	13,466	64,885	405	500	65,790	8,762	277	16,054	104,349
SPOKANE	9,248	1,188	4,211	1,069	15,716	25,612	45	17	25,674	5,936	0	3,182	50,508
STEVENS	3,907	0	39	678	4,624	5,550	450	5	6,005	111	142	643	11,525
THURSTON	5,417	72	1,779	509	7,777	19,078	438	20	19,536	929	1	4,303	32,546
WAHKIAKUM	903	0	52	276	1,231	154	88	1	243	53	1	1,007	2,535
WALLA WALLA	3,057	0	9	598	3,664	5,637	0	87	5,724	7,322	3	2,258	18,971
WHATCOM	4,351	0	1	520	4,872	19,081	0	0	19,081	3,296	379	2,608	30,236
WHITMAN	4,446	0	172	609	5,227	2,608	0	38	2,646	1,463	0	515	9,851
YAKIMA	6,295	0	2,291	1,062	9,648	13,055	46	29	13,130	1,590	544	1,752	26,664
TOTALS	151,179	10,196	22,957	21,415	205,747	505,589	9,977	1,801	517,367	75,353	6,250	103,803	908,520

% OF TOTAL 16.6% 1.1% 2.5% 2.4% 22.6% 55.6% 1.1% 0.2% 56.9% 8.3% 0.7% 11.4%

Source: County Reports to D.O.T. Secretary of Transportation

Table C

ACTUAL COUNTY ROAD RELATED EXPENDITURES

Including RAP and CAPP

2019

(thousands of dollars)

COUNTY	CONST	MAINT	ADMIN & OPER	FACIL	FERRY	BOND WARRANT RET'T	TRAFFIC POLICING **	OTHER	TOTAL INCLUDES RAP & CAPP	RAP	CAPP
ADAMS	3,188	4,802	1,496	7	0	0	0	224	9,717	386	839
ASOTIN	450	2,300	912	2	0	0	0	26	3,690	342	147
BENTON	723	8,296	2,011	980	0	319	0 *	0	12,329	82	428
CHELAN	2,560	7,957	2,810	0	0	0	0 *	362	13,689	171	341
CLALLAM	6,295	8,689	3,276	19	0	1	800	407	19,487	145	220
CLARK	157	21,449	14,857	0	0	2,255	0 *	5,163	43,881	676	646
COLUMBIA	1,371	1,857	561	0	0	0	0 *	404	4,193	565	205
COWLITZ	3,720	5,564	3,644	14	0	0	0	4,956	17,898	140	320
DOUGLAS	3,543	6,718	3,007	1,087	0	536	0	701	15,592	75	435
FERRY	785	2,180	835	0	0	5	0 *	131	3,936	130	146
FRANKLIN	3,435	5,209	1,639	8	0	248	0	114	10,653	153	1,045
GARFIELD	427	1,796	337	0	0	0	0	5	2,565	24	182
GRANT	7,593	9,217	6,742	1,091	0	0	273	595	25,511	1,243	1,204
GRAYS HARBOR	2,845	9,656	1,841	31	0	0	0	13	14,386	80	375
ISLAND	7,779	7,784	7,053	82	0	0	0	100	22,798	4	312
JEFFERSON	1,221	5,108	1,449	64	0	43	0 *	162	8,047	596	189
KING	1,980	80,988	33,009	836	0	8,863	7,500	8,955	142,131	102	680
KITSAP	9,445	15,839	12,927	129	0	48	0 *	0	38,388	89	450
KITTITAS	3,586	6,964	1,441	0	0	0	0 *	243	12,234	540	444
KLICKITAT	2,473	7,073	1,532	0	0	0	0	130	11,208	85	529
LEWIS	9,006	14,848	4,088	1,227	0	0	1,498	116	30,783	2,438	415
LINCOLN	5,715	5,300	1,473	5	0	51	0 *	60	12,604	2,213	559
MASON	3,718	7,235	3,483	365	0	0	0 *	25	14,826	1,135	381
OKANOGAN	2,043	7,091	1,937	136	0	241	0	0	11,448	1,044	606
PACIFIC	1,422	3,316	1,237	525	0	0	270	0	6,770	16	105
PEND OREILLE	571	4,413	1,059	53	0	2	50	45	6,193	279	211
PIERCE	16,922	45,241	27,653	270	6,637	2,484	2,954	6	102,167	57	1,040
SAN JUAN	4,453	4,533	1,836	93	0	161	0 *	58	11,134	1,500	126
SKAGIT	5,004	10,539	5,554	0	3,358	670	0 *	2	25,127	35	649
SKAMANIA	1,425	2,552	734	0	0	0	0	0	4,711	0	617
SNOHOMISH	25,153	35,907	39,074	196	0	2,971	0	4,607	107,908	58	760
SPOKANE	19,170	23,226	10,403	1,669	0	1,935	68	608	57,079	4,211	1,069
STEVENS	3,802	9,257	891	24	0	0	0	51	14,025	39	678
THURSTON	6,825	16,686	10,349	146	0	12	118 *	1,108	35,244	1,779	509
WAHKIAKUM	140	1,269	392	0	1,296	0	0	23	3,120	52	237
WALLA WALLA	11,547	4,893	2,175	5	0	0	0	289	18,909	9	598
WHATCOM	7,463	13,749	6,066	40	2,732	0	0 *	767	30,817	1	520
WHITMAN	1,137	4,015	4,125	10	0	0	19	0	9,306	172	609
YAKIMA	12,365	10,134	3,905	308	0	1,160	512	562	28,946	2,291	1,062
TOTALS	201,457	443,650	227,813	9,422	14,023	22,005	14,062	31,018	963,450	22,957	19,886

% OF TOTAL 20.9% 46.0% 23.6% 1.0% 1.5% 2.3% 1.5% 3.2%

Construction expenditure amounts do not include State ad & award Federal Aid participation

Source: County Reports to D.O.T. Secretary of Transportation

* Traffic Policing funds paid from diverted road levy

** Road Fund portion only

Table D
ANTICIPATED COUNTY ROAD FUND REVENUES
2020 BUDGETS
(thousands of dollars)

COUNTY	BEGIN FUND BAL	MOTOR VEHICLE FUEL TAX					TAXES			MISC			TOTAL
		COUNTY REGULAR	TIB	RAP	CAPP	OTHER STATE	PROP- ERTY	TIMBER EXCISE	OTHER TAXES	FED GRANTS	FED LANDS	OTHER	
ADAMS	5,100	5,038	0	127	814	159	2,024	0	8	3,647	1	65	16,983
ASOTIN	12,366	1,739	0	2,160	160	78	1,218	10	3	1,133	25	21	18,913
BENTON	6,400	3,388	0	1,400	443	100	5,965	0	130	1,755	0	3,659	23,240
CHELAN	4,951	2,429	90	2,821	352	655	8,134	0	0	7,196	308	1,053	27,989
CLALLAM	5,562	2,245	0	1,344	202	5,249	7,613	458	0	650	0	1,621	24,944
CLARK	10,050	7,200	685	1,527	667	120	38,518	100	20	6,103	4	20,881	85,875
COLUMBIA	1,482	1,490	0	593	210	0	1,734	1	2	2,378	0	148	8,038
COWLITZ	15,287	2,382	0	2,637	330	1,964	10,149	650	85	5,998	25	1,241	40,748
DOUGLAS	3,134	3,938	1,033	1,992	0	0	6,566	0	130	1,045	0	1,315	19,153
FERRY	200	1,901	0	1,641	266	248	860	1	50	2,080	23	389	7,659
FRANKLIN	610	3,259	0	174	511	135	1,900	0	35	1,794	141	2,268	10,827
GARFIELD	871	1,510	0	1,511	188	0	824	3	0	2,149	47	11	7,114
GRANT	5,608	6,800	0	750	1,247	25	9,500	0	100	2,640	152	299	27,121
GRAYS HARBOR	4,249	2,596	0	908	387	3,070	5,692	1,000	30	1,337	152	1,664	21,085
ISLAND	14,494	2,155	0	0	843	5,062	9,037	4	0	2,210	18	1,413	35,236
JEFFERSON	4,820	1,551	0	585	195	1,358	4,555	200	5	229	85	759	14,342
KING	50,104	12,700	0	0	700	0	91,791	0	35	11,406	140	33,380	200,256
KITSAP	20,774	5,750	921	100	490	1,275	29,570	0	3,374	4,685	0	4,535	71,474
KITTITAS	5,899	2,138	0	180	458	540	6,120	0	0	1,038	351	465	17,189
KLICKITAT	2,238	2,920	0	180	540	0	4,500	0	0	605	0	1,050	12,033
LEWIS	3,401	3,630	38	539	428	2,684	12,700	1,207	15	4,080	800	2,833	32,355
LINCOLN	1,000	4,722	0	761	577	387	1,782	0	11	1,208	0	156	10,604
MASON	13,027	2,427	0	101	393	939	8,853	50	20	2,190	150	700	28,850
OKANOGAN	3,700	3,836	0	1,239	625	232	4,585	35	20	956	711	72	16,011
PACIFIC	3,400	1,468	0	44	179	0	3,109	500	10	2,880	25	66	11,681
PEND OREILLE	750	1,800	0	1,500	275	50	2,200	140	1	1,618	380	165	8,879
PIERCE	53,435	12,120	2,460	1,148	1,075	565	61,564	250	7,235	4,798	100	38,335	183,085
SAN JUAN	3,120	900	0	0	130	2,360	4,419	1	5	360	0	1,927	13,222
SKAGIT	10,808	3,279	0	4,579	533	986	15,846	300	50	528	210	10,022	47,141
SKAMANIA	2,906	989	0	0	135	18	1,900	330	2	300	2	144	6,725
SNOHOMISH	27,272	9,700	4,179	584	750	2,003	68,701	325	550	17,132	0	30,579	161,775
SPOKANE	5,655	9,989	0	2,790	1,099	444	26,779	50	20	14,703	9	5,935	67,473
STEVENS	9,897	4,126	0	29	700	330	5,700	250	69	4,140	0	310	25,551
THURSTON	13,404	5,320	2,639	556	527	444	21,190	270	24	4,110	1	9,605	58,090
WAHIAKUM	1,260	970	0	14	130	595	369	70	1	540	1	439	4,389
WALLA WALLA	6,700	3,080	0	1,726	600	95	5,646	0	80	2,510	0	335	20,772
WHATCOM	25,890	4,424	0	2,035	662	775	19,489	219	40	976	430	4,367	59,307
WHITMAN	5,000	4,900	0	2,464	600	200	2,600	0	32	3,115	0	111	19,022
YAKIMA	3,750	6,461	4,146	90	1,095	0	13,027	0	0	0	235	6,959	35,763
TOTAL	368,574	157,270	16,191	40,829	19,516	33,145	526,729	6,424	12,190	126,222	4,526	189,297	1,500,913

% OF TOTAL 24.6% 10.5% 1.1% 2.7% 1.3% 2.2% 35.1% 0.4% 0.8% 8.4% 0.3% 12.6%

Table E

ANTICIPATED COUNTY ROAD FUND EXPENDITURES

2020 BUDGETS

(thousands of dollars)

COUNTY	CONST	MAINT	ADMIN & OPER	FACIL	FERRY	BOND WARR RETT	TRAFFIC POLICING	OTHER	TOTAL	END FUND BAL	GRAND TOTAL
ADAMS	4,351	6,276	1,381	275	0	0	0	213	12,496	4,487	16,983
ASOTIN	3,200	2,330	910	5	0	0	0	0	6,445	12,468	18,913
BENTON	6,125	9,695	2,459	103	0	203	0	128	18,712	4,528	23,240
CHELAN	12,102	8,157	2,714	0	0	0	0	342	23,316	4,674	27,989
CLALLAM	8,292	7,743	3,351	58	0	0	500	127	20,069	4,875	24,944
CLARK	30,441	26,419	13,566	0	0	0	5	2,306	72,737	13,138	85,875
COLUMBIA	3,546	2,868	736	25	0	132	0	22	7,329	709	8,038
COWLITZ	13,919	8,863	3,848	120	0	0	0	1,000	27,750	12,998	40,748
DOUGLAS	5,662	7,387	3,079	158	0	536	0	1,344	18,165	988	19,153
FERRY	3,129	3,276	939	0	0	0	0	115	7,459	200	7,659
FRANKLIN	4,094	4,345	1,558	20	0	248	0	187	10,452	375	10,827
GARFIELD	3,696	2,152	287	0	0	0	0	200	6,335	779	7,114
GRANT	5,800	12,922	1,922	300	0	2	270	905	22,121	5,000	27,121
GRAYS HARBOR	6,495	9,083	2,015	265	0	0	660	9	18,527	2,557	21,085
ISLAND	7,677	8,238	3,994	481	0	0	825	1,947	23,162	12,073	35,236
JEFFERSON	2,451	5,228	1,483	180	0	74	720	23	10,159	4,183	14,342
KING	4,434	57,479	38,546	15	0	5,892	7,500	44,889	158,756	41,501	200,256
KITSAP	19,516	15,477	15,791	61	0	49	3,547	1,369	55,810	15,664	71,474
KITTITAS	5,687	7,367	1,853	70	0	0	0	21	14,998	2,191	17,189
KLICKITAT	2,685	5,600	1,550	0	0	0	0	20	9,855	2,178	12,033
LEWIS	5,628	18,169	4,592	0	0	0	0	1,632	30,020	2,335	32,355
LINCOLN	2,316	5,468	1,318	0	0	0	0	331	9,433	1,171	10,604
MASON	4,747	8,587	4,818	729	0	0	0	1,500	20,380	8,471	28,851
OKANOGAN	1,538	7,988	1,941	1,089	0	0	0	308	12,863	3,147	16,011
PACIFIC	3,135	5,280	1,841	0	0	0	346	0	10,602	1,080	11,681
PEND OREILLE	2,731	4,575	807	90	0	0	100	52	8,354	525	8,879
PIERCE	24,401	47,399	26,004	1,074	437	6,549	2,954	28,010	136,828	46,257	183,085
SAN JUAN	3,123	5,299	2,178	0	0	0	0	439	11,039	2,184	13,222
SKAGIT	11,625	12,223	4,935	0	3,315	0	1,350	8,264	41,712	5,429	47,141
SKAMANIA	142	3,082	814	20	0	0	0	0	4,059	2,666	6,725
SNOHOMISH	48,857	33,911	41,022	386	0	697	0	15,092	139,966	21,809	161,775
SPOKANE	21,293	24,581	13,782	2,794	0	1,829	80	485	64,844	2,629	67,473
STEVENS	1,445	10,000	1,143	650	0	0	0	150	13,387	12,164	25,551
THURSTON	16,714	18,471	13,444	0	0	88	142	27	48,884	9,205	58,090
WAHIAKUM	1,749	1,205	295	0	1,112	0	0	28	4,389	0	4,389
WALLA WALLA	7,299	5,645	2,541	0	0	0	0	305	15,790	4,982	20,772
WHATCOM	11,522	15,984	7,886	369	3,164	0	0	2,033	40,958	18,349	59,307
WHITMAN	7,992	7,516	1,537	755	0	0	122	222	18,143	879	19,022
YAKIMA	13,729	10,995	4,291	0	0	706	520	0	30,241	5,522	35,763
TOTAL	343,288	457,284	237,171	10,090	8,029	17,002	19,641	114,041	1,206,545	294,368	1,500,913

% OF TOTAL 22.9% 30.5% 15.8% 0.7% 0.5% 1.1% 1.3% 7.6% 80.4% 19.6%

Table F
COUNTY ROAD LEVY SUMMARY

As shown in 2020 Budgets

(thousands of dollars)

COUNTY	Unincorp Valuation	County Road Maximum Property Tax Levy (2.25)	County Road Property Tax Revenue Planned	Operating Transfer	Payment for Services	(RCW 36.33.220)		Revenue Remaining in Road Fund	Levy Shift from Road to Current Exp. (RCW 84.52.043)
						Diversion from Road To Current Expense	County Road Property Tax Exp. for Other Purposes		
						Traffic Policing expense paid by:			
ADAMS	1,512,198	3,402	2,025					2,025	0
ASOTIN	1,227,170	2,761	1,214					1,214	600
BENTON	5,007,222	11,266	6,824			648		6,176	0
CHELAN	7,291,978	16,407	8,077	170				7,907	700
CLALLAM	6,438,262	14,486	7,611		500			7,111	0
CLARK	31,929,370	71,841	43,135			4,533		38,603	0
COLUMBIA	846,278	1,904	1,849				Divert - Current Expense 115	1,734	0
COWLITZ	7,331,564	16,496	10,055					10,055	2,500
DOUGLAS	4,559,190	10,258	6,666					6,666	0
FERRY	620,471	1,396	1,394				Divert - Current Expense 530	864	0
FRANKLIN	2,906,922	6,541	1,940					1,940	1,700
GARFIELD	475,613	1,070	826					826	30
GRANT	5,743,032	12,922	9,907		270			9,637	0
GRAYS HARBOR	3,201,678	7,204	6,343		660			5,683	0
ISLAND	13,656,212	30,726	9,172	940				8,232	0
JEFFERSON	4,123,748	9,278	4,618			720		3,898	0
KING	50,973,173	114,690	93,349	7,500				85,849	0
KITSAP	24,821,380	55,848	29,812	3,547				26,265	0
KITTITAS	6,132,190	13,797	6,320			220		6,100	0
KLICKITAT	2,985,851	6,718	4,796					4,796	0
LEWIS	6,685,321	15,042	12,560	1,494				11,066	0
LINCOLN	1,312,290	2,953	2,282			500		1,782	0
MASON	7,951,443	17,891	11,116			2,160		8,956	0
OKANOGAN	3,068,416	6,904	4,584					4,584	300
PACIFIC	2,264,145	5,094	3,231		346			2,885	100
PEND OREILLE	1,040,206	2,340	2,144		100			2,044	0
PIERCE	53,540,566	120,466	75,264	2,954			Divert - Traffic and Courts 14,737 *	57,573	0
SAN JUAN	7,753,237	17,445	4,810			550		4,260	0
SKAGIT	10,105,045	22,736	16,129			1,350		14,779	386
SKAMANIA	1,439,809	3,240	1,920					1,920	0
SNOHOMISH	61,772,530	138,988	67,554	4,441				63,114	0
SPOKANE	18,929,598	42,592	26,904					26,904	5,700
STEVENS	3,823,853	8,604	5,746					5,746	500
THURSTON	17,871,224	40,210	20,539		142	1,500		18,897	3,000
WAHKIAKUM	480,859	1,082	363					363	225
WALLA WALLA	3,097,371	6,969	6,143					6,143	0
WHATCOM	16,318,110	36,716	20,340			807		19,533	0
WHITMAN	1,855,189	4,174	4,174		122			4,053	0
YAKIMA	8,272,967	18,614	13,423	520				12,903	2,200
TOTALS	409,365,682	921,073	555,159	21,566	2,139	12,987	15,381	503,085	17,941

* Increased by voter approval (RCW 84.55.050)

Table G

COUNTY ROAD MILEAGE - 1/1/2020

	RURAL ROADS - LANE MILES				URBAN ROADS - LANE MILES				SYSTEM LANE TOTAL	TOTAL ARTERIAL	TOTAL COLLECTOR	TOTAL ACCESS
	ARTERIAL	COLLECTOR	ACCESS	TOTAL	ARTERIAL	COLLECTOR	ACCESS	TOTAL				
ADAMS	0.00	1,327.29	2,172.95	3,500.24	0.01	7.44	21.45	28.90	3,529.14	0.01	1,334.73	2,194.40
ASOTIN	0.94	303.71	332.86	637.51	30.39	12.85	119.70	162.95	800.45	31.33	316.56	452.55
BENTON	0.00	579.49	787.92	1,367.41	7.94	95.60	253.43	356.98	1,724.39	7.94	675.09	1,041.35
CHELAN	44.58	375.91	696.16	1,116.65	10.78	40.95	108.20	159.93	1,276.58	55.36	416.86	804.36
CLALLAM	0.00	241.58	533.69	775.27	6.08	23.10	166.39	195.57	970.84	6.08	264.68	700.08
CLARK	29.96	515.24	552.52	1,097.72	209.87	143.36	851.50	1,204.72	2,302.44	239.83	658.60	1,404.02
COLUMBIA	0.00	458.20	542.90	1,001.10	0.00	0.00	0.00	0.00	1,001.10	0.00	458.20	542.90
COWLITZ	1.24	390.19	517.02	908.45	20.12	31.02	92.61	143.75	1,052.20	21.36	421.21	609.63
DOUGLAS	0.00	778.28	1,965.28	2,743.56	52.89	29.84	124.88	207.61	2,951.17	52.89	808.12	2,090.16
FERRY	0.00	465.02	929.91	1,394.93	0.00	0.00	0.00	0.00	1,394.93	0.00	465.02	929.91
FRANKLIN	0.00	671.90	1,215.38	1,887.28	7.57	15.49	41.99	65.04	1,952.33	7.57	687.39	1,257.37
GARFIELD	0.00	426.05	468.09	894.15	0.00	0.00	0.00	0.00	894.15	0.00	426.05	468.09
GRANT	5.52	1,730.75	3,034.24	4,770.52	31.17	38.97	125.09	195.23	4,965.75	36.70	1,769.72	3,159.33
GRAYS HARBOR	13.66	474.77	527.78	1,016.20	1.13	37.73	65.72	104.58	1,120.78	14.79	512.50	593.49
ISLAND	0.00	363.91	539.61	903.52	34.64	35.59	191.34	261.57	1,165.09	34.64	399.50	730.95
JEFFERSON	0.00	277.58	505.78	783.36	0.00	0.00	10.27	10.27	793.63	0.00	277.58	516.05
KING	81.66	403.23	762.32	1,247.22	255.57	198.86	1,266.58	1,721.01	2,968.22	337.23	602.09	2,028.90
KITSAP	27.54	252.37	383.83	663.73	207.96	134.78	810.73	1,153.47	1,817.20	235.50	387.14	1,194.56
KITTITAS	0.00	596.83	478.72	1,075.55	2.28	22.37	21.58	46.23	1,121.77	2.28	619.20	500.29
KLICKITAT	0.00	766.44	1,376.57	2,143.01	0.00	0.00	0.00	0.00	2,143.01	0.00	766.44	1,376.57
LEWIS	0.00	532.16	1,422.22	1,954.38	26.88	18.83	70.52	116.22	2,070.60	26.88	550.99	1,492.74
LINCOLN	37.92	1,277.95	2,499.66	3,815.53	0.00	0.00	0.00	0.00	3,815.53	37.92	1,277.95	2,499.66
MASON	0.00	529.38	615.32	1,144.70	1.30	17.81	54.87	73.98	1,218.68	1.30	547.19	670.19
OKANOGAN	0.00	981.24	1,668.82	2,650.05	0.00	5.60	14.26	19.87	2,669.92	0.00	986.84	1,683.08
PACIFIC	0.00	260.64	428.08	688.72	0.00	0.00	0.00	0.00	688.72	0.00	260.64	428.08
PEND OREILLE	0.00	361.71	742.64	1,104.35	0.00	0.00	0.00	0.00	1,104.35	0.00	361.71	742.64
PIERCE	127.44	374.70	495.57	997.71	589.13	350.31	1,280.13	2,219.57	3,217.28	716.57	725.01	1,775.70
SAN JUAN	0.00	177.39	358.70	536.08	0.00	0.00	0.00	0.00	536.08	0.00	177.39	358.70
SKAGIT	18.72	621.32	743.34	1,383.38	36.05	37.65	142.80	216.50	1,599.88	54.77	658.97	886.14
SKAMANIA	17.78	163.59	268.48	449.85	0.00	0.00	0.00	0.00	449.85	17.78	163.59	268.48
SNOHOMISH	108.10	552.66	899.35	1,560.11	168.57	230.29	1,263.20	1,662.06	3,222.17	276.67	782.95	2,162.55
SPOKANE	24.08	1,311.80	2,890.35	4,226.23	175.95	107.12	591.73	874.81	5,101.03	200.03	1,418.93	3,482.08
STEVENS	0.00	1,121.24	1,844.86	2,966.10	0.00	0.00	0.00	0.00	2,966.10	0.00	1,121.24	1,844.86
THURSTON	8.57	455.55	699.86	1,163.98	137.43	98.92	674.61	910.96	2,074.94	146.00	554.47	1,374.47
WAHKIAKUM	0.00	163.64	113.00	276.64	0.00	0.00	0.00	0.00	276.64	0.00	163.64	113.00
WALLA WALLA	4.73	842.20	905.31	1,752.23	39.46	29.45	84.24	153.15	1,905.38	44.18	871.65	989.55
WHATCOM	0.00	577.04	909.48	1,486.52	49.94	87.50	245.11	382.55	1,869.07	49.94	664.54	1,154.59
WHITMAN	0.00	1,227.95	2,520.67	3,748.62	0.00	0.00	0.00	0.00	3,748.62	0.00	1,227.95	2,520.67
YAKIMA	8.70	1,286.03	1,547.64	2,842.37	100.99	115.12	242.79	458.90	3,301.27	109.69	1,401.15	1,790.43
STATEWIDE	561.14	24,216.92	39,896.86	64,674.92	2,204.11	1,966.56	8,935.71	13,106.37	77,781.29	2,765.24	26,183.48	48,832.57
EASTERN	126.47	16,889.99	28,620.93	45,637.38	459.44	520.81	1,749.34	2,729.59	48,366.97	585.91	17,410.80	30,370.26
WESTERN	434.67	7,326.93	11,275.93	19,037.53	1,744.67	1,445.75	7,186.37	10,376.79	29,414.32	2,179.34	8,772.68	18,462.30

County Road Log Data certified 7/30/2020 by the County Road Administration Board

Table H

COUNTY ARTERIAL PRESERVATION PROGRAM
2019 ACCOMPLISHMENT SUMMARY

COUNTY	1/1/18 Eligible Arterial System C/Line (miles)	Total CAPP * Available (\$1,000)	Total CAPP * Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP* Contri- bution (%)	2019 Arterial Prep/ Repair (\$1,000)	2019 Arterial Sealcoat C/Line (miles)	2019 Arterial Overlay C/Line (miles)	2019 Total Resurf. C/Line (miles)	2019 Percent System Resurf'd
ADAMS	547.50	839.1	839.1	1,013.0	82.8	174.7	41.5	0.0	41.5	7.6
ASOTIN	100.55	147.1	147.1	236.3	62.3	0.0	9.5	0.0	9.5	9.4
BENTON	295.29	427.6	427.6	651.3	65.7	185.9	28.4	0.0	28.4	9.6
CHELAN	235.50	341.2	341.2	1,310.5	26.0	564.9	19.2	0.0	19.2	8.1
CLALLAM	135.19	220.4	220.4	1,207.5	18.3	223.2	20.1	0.0	20.1	14.9
CLARK	415.14	645.9	645.9	2,040.9	31.6	356.9	11.9	1.7	13.6	3.3
COLUMBIA	141.34	204.5	204.5	417.9	48.9	0.0	13.3	0.0	13.3	9.4
COWLITZ	221.26	320.2	320.2	1,946.0	16.5	617.3	22.9	5.3	28.2	12.8
DOUGLAS	296.99	434.6	434.6	1,583.8	27.4	52.2	2.3	15.1	17.4	5.9
FERRY	177.63	501.8	145.8	145.8	100.0	145.8	0.0	0.0	0.0	0.0
FRANKLIN	342.88	1045.4	1045.4	1,490.8	70.1	120.4	42.2	0.0	42.2	12.3
GARFIELD	126.18	182.0	182.0	265.3	68.6	23.9	10.0	0.0	10.0	7.9
GRANT	828.16	1203.8	1203.8	1,638.2	73.5	641.4	70.2	0.0	70.2	8.5
GRAYS HARBOR	259.05	375.1	375.1	894.6	41.9	66.8	24.6	0.0	24.6	9.5
ISLAND	214.94	311.5	311.5	1,292.2	24.1	0.0	0.0	4.7	4.7	2.2
JEFFERSON	130.34	189.0	189.0	908.1	20.8	97.1	7.5	1.4	8.9	6.8
KING	450.05	679.7	679.7	8,769.0	7.8	2,457.9	22.4	21.9	44.3	9.8
KITSAP	307.44	450.3	450.3	1,348.3	33.4	849.1	4.9	2.6	7.5	2.4
KITTITAS	304.56	444.1	444.1	891.3	49.8	0.0	30.3	0.0	30.3	9.9
KLICKEITAT	366.05	529.0	529.0	706.6	74.9	0.0	21.3	0.0	21.3	5.8
LEWIS	286.54	415.1	415.1	1,587.9	26.1	326.9	33.7	2.2	35.9	12.5
LINCOLN	386.72	559.1	559.1	2,423.1	23.1	208.1	22.8	6.6	29.3	7.6
MASON	263.17	380.8	380.8	424.5	89.7	13.7	14.4	0.0	14.4	5.5
OKANOGAN	418.60	605.7	605.7	1,122.5	54.0	339.4	37.1	0.0	37.1	8.9
PACIFIC	120.01	773.9	104.8	421.6	24.8	153.0	6.3	1.0	7.3	6.0
PEND OREILLE	167.49	333.3	210.6	1,110.7	19.0	31.4	3.3	3.6	6.9	4.1
PIERCE	679.41	1040.1	1040.1	4,385.9	23.7	339.2	46.4	3.2	49.6	7.3
SAN JUAN	86.80	125.6	125.6	364.1	34.5	0.0	8.2	0.0	8.2	9.4
SKAGIT	355.95	649.4	649.4	3,136.7	20.7	497.2	38.9	2.8	41.7	11.7
SKAMANIA	90.45	960.0	617.2	945.9	65.3	67.0	13.2	1.1	14.3	15.8
SNOHOMISH	515.12	759.7	759.7	3,796.8	20.0	1,689.6	44.5	2.6	47.1	9.1
SPOKANE	720.07	1069.3	1069.3	4,699.9	22.8	2,218.7	65.7	1.7	67.4	9.4
STEVENS	468.41	677.8	677.8	1,798.0	37.7	435.7	55.2	0.0	55.2	11.8
THURSTON	344.57	508.5	508.5	1,972.9	25.8	396.0	19.2	1.6	20.7	6.0
WAHIAKUM	78.31	275.7	237.4	237.4	100.0	32.5	3.4	0.1	3.5	4.5
WALLA WALLA	413.08	597.9	597.9	1,403.2	42.6	336.0	58.9	0.0	58.9	14.3
WHATCOM	358.28	520.4	520.4	1,590.1	32.7	997.0	30.1	0.0	30.1	8.4
WHITMAN	420.52	608.6	608.6	679.8	89.5	219.8	17.9	0.0	17.9	4.2
YAKIMA	726.39	1062.3	1062.3	2,605.9	40.8	454.4	30.8	1.9	32.7	4.5
TOTAL	12,795.9	21,415.4	19,886.5	63,464.5	31.3%	15,332.8	952.2	81.0	1,033.2	
										% System Resurfaced: 8.1%

* Includes \$2,422,000 statewide Motor Vehicle Account (MVA) contribution for County Arterial Preservation and carried forward CAPA amounts from prior years.

Table I

COUNTY FREIGHT AND GOODS SYSTEM - 1/1/2020

COUNTY	Freight and Goods System - Truck Route Class					Total FGTS	Total Adequate	% Adequate
	T-1	T-2	T-3	T-4	T-5			
ADAMS			150.30	213.41	300.28	663.99	262.44	39.5%
ASOTIN		0.15	26.96	19.86	17.80	64.77	55.31	85.4%
BENTON			253.26	111.76	35.98	401.00	168.26	42.0%
CHELAN			45.24	97.80	39.43	182.47	58.56	32.1%
CLALLAM			73.03	61.55	11.01	145.59	3.75	2.6%
CLARK		12.25	232.22	146.92		391.39	310.86	79.4%
COLUMBIA			10.30	48.59	147.25	206.14	11.20	5.4%
COWLITZ		0.87	63.57	67.71	3.00	135.15	116.64	86.3%
DOUGLAS			8.09	84.35	171.07	263.51	15.31	5.8%
FERRY			109.25	112.97		222.22	25.78	11.6%
FRANKLIN			111.39	154.05	252.51	517.95	248.21	47.9%
GARFIELD				11.91	125.75	137.66	114.81	83.4%
GRANT		10.19	269.07	258.00	305.10	842.36	58.14	6.9%
GRAYS HARBOR			210.91	7.12		218.03	191.43	87.8%
ISLAND			13.21	62.13	0.20	75.54	74.32	98.4%
JEFFERSON			37.42	35.23	65.75	138.40	108.06	78.1%
KING	0.45	31.88	277.81	92.69		402.83	367.95	91.3%
KITSAP		2.39	224.25	102.70		329.34	286.31	86.9%
KITTITAS		2.07	155.94	173.80	0.08	331.89	254.82	76.8%
KLICKITAT			242.72	194.34		437.06	148.87	34.1%
LEWIS		1.98	124.93	261.62	102.44	490.98	270.35	55.1%
LINCOLN			165.13	259.97	377.27	802.37	467.03	58.2%
MASON		0.20	105.79	85.84		191.82	56.37	29.4%
OKANOGAN			100.51	117.32	181.68	399.51	6.29	1.6%
PACIFIC				136.49		136.49	27.97	20.5%
PEND OREILLE			38.39	125.40	62.21	226.00	0.49	0.2%
PIERCE	5.90	52.90	315.77	29.45	7.70	411.72	382.64	92.9%
SAN JUAN			23.90	64.13		88.03	56.32	64.0%
SKAGIT		3.87	146.31	90.39		240.57	112.08	46.6%
SKAMANIA			22.47	58.73		81.20	80.78	99.5%
SNOHOMISH	1.94	10.43	327.18	106.80	60.57	506.92	313.63	61.9%
SPOKANE	5.70	16.70	463.38	106.91	109.26	701.96	401.03	57.1%
STEVENS			91.82	164.52	78.95	335.29	12.82	3.8%
THURSTON		13.18	261.01	109.72	4.13	388.04	366.78	94.5%
WAHKIAKUM			17.12	39.66	5.30	62.08	45.36	73.1%
WALLA WALLA			97.97	262.50	31.16	391.62	51.74	13.2%
WHATCOM		6.36	165.25	26.73		198.34	69.68	35.1%
WHITMAN			209.08	206.31	94.98	510.37	228.17	44.7%
YAKIMA		6.38	406.22	213.39	52.19	678.18	668.24	98.5%
TOTAL	13.99	171.80	5,597.15	4,522.76	2,643.06	12,948.76	6,498.76	50.2%

County Road Log Data Certified 7/30/2020 by the County Road Administration Board

Table J
2019 COUNTY FORCES SUMMARY

COUNTY	2019 County Forces Limit	2019 Proposed County Forces Construction Expenditure	2019 Actual County Forces Construction Expenditure	% Expended of County Forces Limit
ADAMS	823,210	0	0	0.0%
ASOTIN	809,062	180,000	0	0.0%
BENTON	1,789,599	152,000	57,743	3.2%
CHELAN	1,269,348	125,000	0	0.0%
CLALLAM	1,267,851	144,000	8,443	0.7%
CLARK	3,394,528	48,000	105,326	3.1%
COLUMBIA	808,108	160,000	5,968	0.7%
COWLITZ	1,269,785	566,000	39,660	3.1%
DOUGLAS	1,282,485	340,000	306,478	23.9%
FERRY	809,777	728,343	338,594	41.8%
FRANKLIN	1,274,686	10,000	0	0.0%
GARFIELD	807,220	10,000	252,984	31.3%
GRANT	1,306,028	995,000	1,033,081	79.1%
GRAYS HARBOR	1,270,418	180,000	0	0.0%
ISLAND	1,269,771	567,840	444,166	35.0%
JEFFERSON	1,262,255	25,000	0	0.0%
KING	3,512,460	0	22,580	0.6%
KITSAP	1,812,517	1,070,000	1,139,588	62.9%
KITTITAS	1,267,686	1,265,000	0	0.0%
KLICKITAT	814,887	700,000	569,571	69.9%
LEWIS	1,278,630	540,000	0	0.0%
LINCOLN	823,827	800,000	692,629	84.1%
MASON	1,270,108	690,000	135,968	10.7%
OKANOGAN	1,278,968	379,375	360,660	28.2%
PACIFIC	807,429	180,000	160,868	19.9%
PEND OREILLE	809,015	50,000	0	0.0%
PIERCE	3,493,809	300,000	721,364	20.6%
SAN JUAN	804,844	329,000	457,456	56.8%
SKAGIT	1,278,238	248,000	4,692	0.4%
SKAMANIA	804,840	0	0	0.0%
SNOHOMISH	3,455,494	1,467,000	907,690	26.3%
SPOKANE	3,448,013	40,000	376,609	10.9%
STEVENS	1,282,555	250,000	24,035	1.9%
THURSTON	1,812,186	784,366	0	0.0%
WAHKIAKUM	804,790	83,000	0	0.0%
WALLA WALLA	1,275,340	503,000	0	0.0%
WHATCOM	1,799,754	1,400,000	258,971	14.4%
WHITMAN	1,287,041	381,448	326,968	25.4%
YAKIMA	1,822,742	0	0	0.0%
TOTAL	57,759,302	15,691,372	8,752,092	15.2%

COUNTY FORCES CONSTRUCTION (CFC) UTILIZATION

Washington's 39 county road departments have historically been uniquely capable of performing construction on the county road system using their own crews. This is now known as County Forces Construction (CFC). County road departments are generally staffed and equipped for engineering, road maintenance and operations. The road crews are always excited and eager to put their construction skills to the test. The crews take considerable pride in their work since they have a vested interest in the quality of the outcome. These types of projects include road reconstruction, new construction, upgrades in class of roadway, large culverts, bridge replacements, drainage projects, safety projects, etc.

Performing capital road construction work with agency forces is important to the counties. On smaller projects or project phases, considerable cost savings can be realized by administering and constructing in-house, reducing many of the costs associated with design, contract administration and inspection. Also, agency forces are able to complete the work less expensively by eliminating the private sector profit motive, overhead expenses, and prevailing wage on labor. Additionally, and perhaps most importantly, some counties survive on and are able to maintain a road crew, due to their ability to offset a couple of months of labor and equipment costs to a grant funded capital road improvement.



Chelan County Road Crew building an MSE wall on North Dryden Road near Dryden. The project's goal was to stabilize a chronically unstable roadway embankment.

Recent Utilization

Number of CFC projects 2016-2019	426 projects
Number of Miles improved 2016-2019	222+ miles*
Expenditures on CFC 2016-2019	\$36,356,638

*239 (56%) of the 426 CFC projects were listed on the Annual Construction Reports with no Mile Post data. This results in a conservative number of miles improved as 56% of the listed CFC projects listed no project length. The types of projects listed this way were culverts/drainage structures, fish passage, dry wells, traffic signing, signals, and striping, storm water/drainage, slide repairs, flood repairs, and wetland mitigation.



Cowlitz County Road Crew installing a modular steel emergency access bridge intended to provide alternate access during flooding that frequently closes Ostrander Road.

Doing this work, however, potentially puts the counties in direct competition with the private sector for work. A balance must be struck. In 1976 the Legislature enacted statute limiting the amount of capital road construction county forces could perform. The County Road Administration Board was tasked to establish and monitor a standard of

good practice regarding county forces capital construction, then known as “Day Labor”. Some counties took full advantage of the ability to perform Day Labor while others made policy and/or operational decisions to do very little or no Day Labor with their own forces. In 2009 the Counties were successful in getting RCW 36.77.065 changed to reflect current day practice, definition, and the need for a County Forces Construction (CFC) limit that was predictable. There was also the desire to lift the limit somewhat to account for loss in buying power, this was achieved as well. The desire was to provide for a tiered, standardized dollar CFC limit that was stable and predictable while not tied to a percentage of an unpredictable moving target. The result of the successful bill to the Legislature better identifies the following as stated in RCW 36.77.065:

- Definition of County Forces Construction
- Road Construction Project Costs
- Defines how a county’s population and MVFT Distribution Factor are used to determine the Counties’ annual county forces limits



Grant County Road Crew shooting the prime or penetration shot of HFE-150 on the last phase of R-NE between Wilson Creek and Hartline.

A comparison of the years 2016 thru 2019 of County Forces Construction (CFC) reveals an insignificant change from years past in the use habits of the counties, except that counties are doing fewer linear projects and more spot location projects. Additionally, no violations of the CFC limit have occurred since the statutory updates went into effect.

We can mostly attribute this to a predictable annual expenditure limit.

COUNTY FORCES CONSTRUCTION USE 2016-2019								
CountyName	2019		2018		2017		2016	
	Percent of County Limit	Percent of Total State CFC Capacity	Percent of County Limit	Percent of Total State CFC Capacity	Percent of County Limit	Percent of Total State CFC Capacity	Percent of County Limit	Percent of Total State CFC Capacity
Adams	0.00	0.00	20.08	0.29	0.00	0.00	66.79	0.95
Asotin	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Benton	3.23	0.10	0.00	0.00	0.00	0.00	0.37	0.01
Chelan	0.00	0.00	1.49	0.03	0.00	0.00	2.43	0.05
Clallam	0.67	0.01	5.35	0.12	8.43	0.19	7.92	0.17
Clark	3.10	0.18	4.91	0.29	11.89	0.70	13.02	0.77
Columbia	0.74	0.01	19.04	0.27	17.83	0.25	1.06	0.01
Cowlitz	3.12	0.07	0.00	0.00	1.36	0.03	0.15	0.00
Douglas	23.90	0.53	99.98	2.22	21.75	0.48	0.78	0.02
Ferry	41.81	0.59	76.25	1.07	36.64	0.51	19.76	0.28
Franklin	0.00	0.00	61.73	1.36	0.00	0.00	0.00	0.00
Garfield	31.34	0.44	3.37	0.05	33.01	0.46	15.72	0.22
Grant	79.10	1.79	59.94	1.36	53.29	1.20	54.99	1.24
Grays Harbor	0.00	0.00	0.00	0.00	0.00	0.00	0.64	0.01
Island	34.98	0.77	21.39	0.47	9.70	0.21	33.49	0.74
Jefferson	0.00	0.00	0.00	0.00	0.61	0.01	0.00	0.00
King	0.64	0.04	0.45	0.03	0.00	0.00	0.20	0.01
Kitsap	62.87	1.97	31.66	0.99	39.39	1.24	22.99	0.72
Kittitas	0.00	0.00	2.90	0.06	10.89	0.24	12.75	0.28
Klickitat	69.90	0.99	66.19	0.93	0.00	0.00	66.44	0.94
Lewis	0.00	0.00	4.10	0.09	34.32	0.76	11.57	0.26
Lincoln	84.07	1.20	55.86	0.80	11.31	0.16	66.05	0.94
Mason	10.71	0.24	4.84	0.11	0.00	0.00	5.33	0.12
Okanogan	28.20	0.62	21.45	0.47	69.87	1.55	5.64	0.12
Pacific	19.92	0.28	74.30	1.04	5.92	0.08	64.67	0.90
Pend Oreille	0.00	0.00	11.13	0.16	1.18	0.02	31.35	0.44
Pierce	20.65	1.25	4.16	0.25	3.96	0.24	0.35	0.02
San Juan	56.84	0.79	32.11	0.45	29.44	0.41	56.53	0.79
Skagit	0.37	0.01	4.04	0.09	0.73	0.02	0.00	0.00
Skamania	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Snohomish	26.27	1.57	9.63	0.58	11.15	0.67	70.08	4.20
Spokane	10.92	0.65	0.00	0.00	3.76	0.22	9.52	0.57
Stevens	1.87	0.04	19.74	0.44	33.04	0.73	20.55	0.46
Thurston	0.00	0.00	32.11	1.01	9.62	0.30	85.54	2.68
Wahkiakum	0.00	0.00	2.71	0.04	5.88	0.08	8.12	0.11
Walla Walla	0.00	0.00	0.00	0.00	28.30	0.62	0.00	0.00
Whatcom	14.39	0.45	7.04	0.22	5.83	0.18	3.16	0.10
Whitman	25.40	0.57	68.69	1.53	21.53	0.48	33.12	0.74
Yakima	0.00	0.00	0.00	0.00	0.00	0.00	1.95	0.06
		15.15%		16.80%		12.05%		18.93%

