

Minutes
County Road Administration Board
April 13-14, 2023
CRAB Office – Olympia
and Zoom participation

Members Present: Rob Coffman, Lincoln County Commissioner, Chair
Lindsey Pollock, Lewis County Commissioner (4/13 only)
Carolina Mejia, Thurston County Commissioner
Grant Morgan, PE, Garfield County Engineer, 2nd Vice Chair
Brad Peck, Franklin County Commissioner
Eric Pierson, PE, Chelan County Engineer
Al French, Spokane County Commissioner (4/13 only)
Art Swannack, Whitman County Commissioner

Members Present: Doug McCormick, PE, Snohomish County Engineer
Via Zoom

Staff Present: Jane Wall, Executive Director
Drew Woods, PE, Deputy Director
Eric Hagenlock, IT Director
Jason Bergquist, Executive Assistant
Jacque Netzer, Communications Director
Steve Johnson, PE, Grant Programs Manager
Derek Pohle, PE, Support, Training and Compliance Manager

Staff Present: Cameron Cole, GIS Manager
Via Zoom Liana Roberson, GIS Analyst
Brian Bailey, Design Systems & UAS Programs Manager
Mike Clark, Road System Inventory Manager

Guests: Susan Eugenis, PE – Cowlitz County Engineer (4/13 only)
Rob Wilson, PE – Grays Harbor County Engineer (4/13 only)
John Becker – Civil Engineer, Grays Harbor County (4/13 only)
Nicole Norvell, PE – Ferry County Engineer (4/13 only)
Jay Drye – Director, WSDOT Local Programs (4/13 only)

Thursday, April 13, 2023

CALL TO ORDER

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

CHAIR'S REPORT

Approve Agenda for April 13-14, 2023 Meeting

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

Approve Minutes of January 19-20, 2023 CRABoard Meeting

Commissioner Pollock moved and Commissioner French seconded to approve the minutes of the January 19-20, 2023 CRABoard meeting. **Motion passed unanimously.**

Board Recognition

Chair Coffman welcomed new Board Member – Whitman County Commissioner Art Swannack (who replaced Skagit County Commissioner Lisa Janicki). Mr. Swannack shared a few words about his background and that he was excited to be joining the CRABoard.

Vice Chair Position

Chair Coffman asked for nominations for the Vice Chair position left vacant after Commissioner Janicki's departure from the Board in January 2023. Commissioner Peck nominated Grant Morgan (Columbia County Engineer) to the position, and Mr. Morgan accepted the nomination. No other nominations were submitted.

Commissioner Pollock moved and Commissioner French seconded to approve appointing Grant Morgan as the Vice Chair. **Motion passed unanimously.**

Chair Coffman asked for nominations for the Second Vice Chair position previously held by Grant Morgan. Mr. Morgan nominated Commissioner Pollock (Lewis County) to the position, and Commissioner Pollock accepted the nomination. No other nominations were submitted.

Grant Morgan moved and Commissioner French seconded to approve appointing Commissioner Pollock as the Second Vice Chair. **Motion passed unanimously.**

Public Comment Period

Chair Coffman opened the floor for any public comment. Seeing that there was none, he closed discussion.

Resolution 2023-002 - Apportion RATA Funds to Regions

Steve Johnson presented Resolution 2023-002 - Apportion RATA Funds to Regions, which authorizes the accrued amount of \$2,947,739 deposited to the RATA for January and February 2023 be apportioned to the regions by the established 2021-23 regional percentages after setting aside \$110,666 for administration.

Commissioner French moved and Commissioner Mejia seconded to approve Resolution 2023-002 - Apportion RATA Funds to Regions. **Motion carried unanimously.**

Consideration of Available Funds for Allocation

Mr. Johnson reported that per WAC 136-161-020 (6), "The county road administration board reviews the rank-ordered arrays in each region and, based upon the RATA funds projected to be allocable for the next project program period (see WAC 136-161-070), selects and approves specific projects for RATA funding."

Funds projected to be allocable:

a) <u>Revenue Estimates:</u> 2023 – 2025 estimated revenue:	*36,642,200 (March 2023)
Electric Vehicle License overage transfer:	3,700,300** (March 2023)
Connecting Washington Transfer from MVA	4,844,000 (SHB 1125)
Account Interest	600,000 (estimated)
Administration by CRAB	<u>-1,282,000 (SHB 1125)</u>
Total Est. Revenue for projects	44,504,500***

The CRABoard used an estimate of \$50,000,000 as the basis for its call for new projects in October 2021, based on the projected revenue forecast as compared to timing for construction reimbursements. County submittal and funding limits for the '23 – '25 biennium are based on that amount.

- ARPA Recovery funds in the amount of \$3,092,000 were not previously allocated to projects.
- Regional Turned-back funds: There are additional funds turned back from the prior array and from prior projects that were withdrawn or underrun. These amount to \$11,153,255.
- Total available RATA funds: 53,092,000 + 11,153,255 = 64,245,000 (rounded down per region)
- First year allocation limited to 90% = 64,245,000 X 0.90 = **57,593,070** (rounded down per reg)

Anticipated RATA balance: The CRABoard has advised staff to maintain a minimum balance of \$5,000,000 in the account. The anticipated balance by the end of the 2021 – 2023 biennium is approximately \$26 million. Many counties are having difficulty bringing projects to construction, often due to increased costs and staffing issues.

To assist counties in bringing these projects to construction, and to spend down the RATA balance, the CRABoard authorized a temporary match adjustment for RAP Projects reaching construction in 2023 and 2024 – removing the 10% match requirement up to the original project cost estimate. We are beginning to see several projects becoming eligible for this match adjustment amendment, and this is starting to be reflected in the Reimbursement Schedule as well.

Further revenues and reimbursement to counties in the 2023 – 2025 biennium (based on forecast, including revenue, electric vehicle license overage, Motor Vehicle Account transfer, and high interest compared against spending projection based on current reimbursement schedule and historical patterns) will bring this balance to about \$22.2 million. This balance does not include any spending on new contracts being considered relating to the '23-'25 call for projects.

Current Balance:	25,389,324	} 2021 - 2023
Est. Revenue through June '23:	7,400,000	
Est. Spending through June '23:	6,800,000	
Balance ending '21 - '23 biennium:	25,989,324	
Balance beginning '23 - '25 biennium:	25,989,324	} 2023 - 2025
Est. Revenue 2023 - 2025:	44,504,500	
Est. spending 2023 - 2025:	48,300,000	
Ending Balance 2023 - 2025:	22,193,824	

Summary: Of the \$57,593,070 to be allocated to projects, \$18,221,118 would be added to current partially funded projects and \$39,371,952 would be allocated to new projects. An estimated additional \$6,651,930 can be allocated at the April, 2024 CRABoard meeting, or to emergent projects during the biennium. Per WAC 136-161-070 (4), the CRABoard can allocate no more than 90% of estimated revenue in the first year of the biennium and the remainder "at such time as deemed appropriate" by the board.

If funded, CRAB staff would schedule design reimbursements for new projects to begin within this first year, and construction reimbursements for new projects in the 2027 -2029 biennium, ~ 5 years after approval. This 5-year period is a typical average for project-delivery times. Projects that progress faster can have access to RATA funds upon a clear demonstration of progress and the availability of funds.

The RATA balance has historically cycled between \$20M to \$15M before and after each construction season since 2013. At the beginning of the pandemic, the RATA balance dipped lower than typical as tax revenues were impacted. Over the ensuing years, increased costs and significant staffing impacts in many counties (affecting both county and consultant staffing) have resulted in many projects being delayed. Additional recovery funds in combination with the delayed projects have resulted in the RATA balance increasing. The RATA match adjustment offer is projected to account for approximately \$10.5 million over the next three years.

Allocating additional funds to partially funded projects at this meeting will ensure these projects continue without interruptions and will maintain the forecast of expenditures as presented. Any subset of projects could be delayed, if necessary, to maintain the \$5,000,000 minimum balance. At this time, delays of reimbursement are not expected to be necessary.

The RATA has the ability to program construction reimbursements of new projects in 2028 on average. Staff recommended adoption of Resolution 2023-003

Resolution 2023-003 – To Approve 2021-2023 RAP Projects and Allocate 90% of Estimated 2021-2023 RATA Revenue

Mr. Johnson presented Resolution 2023-003 to Approve 2021-2023 RAP Projects and Allocate 90% of Estimated 2021-2023 RATA Revenue, which allocates 90% of the estimated 2021-2023 fuel tax revenue and turned-back funds for a total of \$57,593,070 to the listed projects in the five regions.

Following questions and discussion, Commissioner French moved and Vice Chair Pollock seconded to approve Resolution 2023-003 to Approve 2021-2023 RAP Projects and Allocate 90% of Estimated 2021-2023 RATA Revenue. **Motion carried unanimously.**

Project Board Actions – Construction Time Extensions

Mr. Johnson shared there were a total of 3 construction time extensions requested by the following counties: Columbia, Cowlitz and Grays Harbor.

Project: Lower Hogeye Road (Columbia County)

Nature of Request:

Columbia County has requested, per its March 14, 2023 letter, an additional construction time extension for the RAP funded Lower Hogeye Road project. The project will currently lapse on April 18, 2023, after the county already received two 2-year construction time extensions for the original project. CRAB's WAC 136-167-040 (5) allows that "The CRABoard may in its discretion determine that for the public safety, health or general welfare, an additional extension is necessary." The county therefore requests the CRABoard take additional action to extend the lapsing date two years further, to April 18, 2025.

Details surrounding the three lapsing occurrences, and findings from CRAB Staff, can be found in the board packet.

While the county has made recent progress on the project, given the staff turnover and ongoing delays due to shifting priorities to emergency repairs, permitting, and reimbursements, the county requests an additional extension of construction lapsing to April 18, 2025.

Staff Analysis and Recommendation:

The CRABoard has the authority to decide whether to grant the additional time extension for the Lower Hogeye Road project as requested by the county. If the extension is not granted, Columbia County will have until April 18, 2023 to bring this project to the construction phase, or withdraw the project. Withdrawal of the project will require the payback of RATA funds or waiver of payback request, following WAC 136-167-030.

Staff recommends allowing this additional construction lapsing extension of Columbia County's Lower Hogeye Road RAP project to April 18, 2025 per WAC 136-167-040 (5).

Grant Morgan (Columbia County Engineer) spoke about the importance of this extension, just having only assumed the role as County Engineer 6 months prior. Given that he's also a CRABoard Member, he recused himself from voting and left the room once he was done answering questions from the Board. He remained outside until the final vote was concluded.

Following questions and discussion, Commissioner French moved and Vice Chair Pollock seconded to approve granting an additional construction extension of Columbia County's Lower Hogeye Road RAP project to April 18, 2025. **Motion carried unanimously.**

Project: South Cloverdale Road (Cowlitz County)

Nature of Request:

Cowlitz County has requested, per its March 13, 2023 letter, an additional construction time extension for the RAP funded South Cloverdale Road project. The project will currently lapse on April 16, 2023, after the county already received a 2-year construction time extension for the original project. CRAB's WAC 136-167-040 (5) allows that "The CRABoard may in its discretion

determine that for the public safety, health or general welfare, an additional extension is necessary." The county therefore requests the CRABoard take additional action to extend the lapsing date two years further, to April 16, 2025.

Details surrounding the two lapsing occurrences, and findings from CRAB Staff, can be found in the board packet.

Staff Analysis and Recommendation:

The CRABoard has the authority to decide whether to grant the additional time extension for the South Cloverdale Road project as requested by the county. If the extension is not granted, Cowlitz County will have until April 16, 2023 to bring this project to the construction phase, or withdraw the project. Withdrawal of the project will require the payback of RATA funds or waiver of payback request, following WAC 136-167-030.

Staff recommends allowing this additional construction lapsing extension of Cowlitz County's South Cloverdale Road RAP project to April 16, 2025 per WAC 136-167-040 (5).

County Engineer Susan Eugenis, PE (Cowlitz County) appeared remotely and thanked the board for considering this extension request she hoped would be granted.

Following questions and discussion, Commissioner Peck moved and Commissioner Mejia seconded to approve granting an additional construction extension of Cowlitz County's South Cloverdale Road RAP project to April 16, 2025. **Motion carried unanimously.**

Project: Garrard Creek Road (Grays Harbor County)

Nature of Request:

Grays Harbor County has requested, per its April 4, 2023 letter, an additional construction time extension for the RAP funded Garrard Creek Road Realignment project. The project will currently lapse on April 16, 2023, after the county already received a 2-year construction time extension for the original project. CRAB's WAC 136-167-040 (5) allows that "The CRABoard may in its discretion determine that for the public safety, health or general welfare, an additional extension is necessary." The county therefore requests the CRABoard take additional action to extend the lapsing date one year further, to April 16, 2024.

Details surrounding the two lapsing occurrences, and findings from CRAB Staff, can be found in the board packet.

The initial purchase offer was made in May 2022, beginning negotiations with the property owner. The Diary describes negotiations that occurred through March 2023. The County recently initiated the process of condemnation for this remaining parcel, but recent conversations with the property owner may prove fruitful in avoiding the full condemnation process.

While the County pursues the final necessary property, they acknowledge that they will not be able to meet the April 2023 construction lapsing date requirement. In consideration of these circumstances the county requests an additional extension of construction lapsing to April 16, 2025.

Staff Analysis and Recommendation:

The CRABoard has the authority to decide whether to grant the additional time extension for the Garrard Creek Road Realignment project as requested by the county. If the extension is not granted, Grays Harbor County will have until April 16, 2023 to bring this project to the construction phase, or withdraw the project. Withdrawal of the project will require the payback of RATA funds or waiver of payback request, following WAC 136-167-030.

Staff recommends allowing this one-time additional construction lapsing extension of Grays Harbor County's Garrard Creek Road Realignment RAP project to April 16, 2024 per WAC 136-167-040 (5).

Following questions and discussion, Commissioner Peck moved and Eric Pierson seconded to approve granting an additional construction extension of Grays Harbor County's Garrard Creek Road RAP project to April 16, 2024. **Motion carried unanimously.**

Chair Coffman called for a recess @ 3:00pm and later called the meeting to order @ 3:12pm.

Special Presentation: Standards of Good Practice

Derek Pohle presented to the CRABoard an overview of the Standards of Good Practice.

Compliance Report

Mr. Pohle shared compliance by the counties for reporting period February – April 2023.

April 1st, 2023 Submittal Requirements

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

38 of the 39 counties' required submittals were submitted to CRAB by the April 1st deadline with the exception of Jefferson, which came in a few days late, but they are considered to be in reasonable compliance.

Bridge Inspection Certification – WAC 136-20-040

The Director of Highways and Local Programs has certified to CRAB that all 39 counties are current and in compliance with inspection requirements but, 7 counties are out of compliance with National Bridge Inspection Standards (NBIS). Specifically, a Federal requirement deadline of December 31, 2022 regarding load rating for Specialized Hauling Vehicles. See attached letter. Those counties are: Clallam, Franklin, Grant, Grays Harbor, Lewis, Pierce, and Yakima. These counties have failed to meet the deadline for a variety of reasons. However, local agencies have been aware of this requirement since 2012. See the attached corrective action plans for five of the seven counties, Franklin and Pierce came into compliance shortly after contact by CRAB staff.

**Staff recommends to the Board that 34 of the counties receive their Certificate of Good Practice for the calendar year 2022, entitling them to continue to receive their MVFT allocation*

and, that 5 of the above mentioned 7 counties be issued conditional certificates entitling them to continue to receive their MVFT allocation with the condition that they become compliant with NBIS requirements by December 31st, 2023, those counties being Clallam, Grant, Grays Harbor, Lewis, and Yakima. The five counties shall report quarterly to the CRABoard on their progress, reports due 2 weeks before each Board meeting until complete.

Resolution 2023-004 – To Approve Annual Certification

Ms. Wall announced that as required by RCW 36.78.090, the County Road Administration Board must submit to the State Treasurer the annual certification of Good Practices on behalf of the counties for the calendar year 2022.

Staff have concluded that 34 of 39 counties have demonstrated reasonable and substantial compliance with all applicable laws and Standards of Good Practice and will be issued Certificates of Good Practice. 5 counties (Clallam, Grant, Grays Harbor, Lewis and Yakima) will be issued Conditional Certificates of Good Practice and must get into full compliance by December 31, 2023 as explained in Resolution 2023-004.

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

Chair Coffman called for Recess @ 4:45pm.

Friday, April 14, 2023

CALL TO ORDER

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

Public Comment Period

Chair Coffman opened the floor for any public comment. Seeing that there was none, he closed discussion.

WSACE Managing Director – Axel Swanson

Mr. Swanson reported on activities of the Washington State Association of County Engineers (WSACE), which included:

Legislative update:

- Policy bills likely to pass
- Capital Budget overview
- Transportation Budget overview
- Discussion regarding studies in the Transportation Budgets to transition state projects and routes to local jurisdictions

Interim work plan update

- MRSC workgroups and training (transitioning state projects to local jurisdictions and Public Works procurement law changes)
- East/West meetings coming up at the end of the month
- WSACE Board elections this Spring
- Preparing for Annual Conference in Tacoma the last week in June

EXECUTIVE DIRECTOR REPORT

Jane Wall shared the 3 CRABoard positions that are set to expire June 30, 2023 and the letter that will be sent to WSAC asking for appointments to be made prior to then. Ms. Wall also shared that CRAB has opened advertisement for nominations for the County Engineer of the Year and Program/Project Manager of the Year awards to be given out at the WSACE Annual Conference in June 2023. The advertised deadline to submit nominations is April 28, 2023.

Ms. Wall then provided Legislative and other updates to the CRABoard. Specifically, she outlined the recently released House and Senate transportation budget proposals, and explained that a final budget would be released within the next week. While the budgets are not perfect for CRAB, they also work to further our goals.

Ms. Wall detailed her activities from the previous quarter, these include:

- The organization of an all-staff Strategic Planning Retreat in late January.
- Legislative session work, including:
 - o Weekly Washington Highway Federation User meetings.
 - o Twice weekly Governor subcabinet meetings.
 - o Bill tracking, legislative committee work session attendance, bill testimony, etc.
 - o Attending the Washington State Association of Counties Legislative Steering Committee meetings.
- Attending the March Transportation Improvement Board meeting.
- Ongoing support and work with the Freight Mobility Strategic Investment Board while they search for a new Executive Director. Activities with FMSIB included attending their March board meeting in Kalama, WA, budget analysis and support, and participating in standing weekly meetings with the FMSIB Chair and Executive Assistant.
- Attending and providing the welcome at CRAB Road Design Conference in Chelan, WA.

ENGINEERING DIVISION REPORT

County Engineer appointments:

Drew Woods shared recent that Benton County appointed Matt Rasmussen, P.E. as the county engineer on March 28, 2023. Mr. Rasmussen was the previous Benton County engineer before being promoted to the Deputy County Administrator position.

There are 4 counties (Garfield, Klickitat, Pend Oreille, and Thurston) with current county engineer vacancies, however they do have interim county engineers serving in those roles. Whatcom County has notified CRAB that their current county engineer (Jim Karcher) will be retiring at the end of May 2023 so will begin active recruitment for his replacement.

County Audit Review:

Mr. Woods shared the County Audit Review from the board packet. 2 Management letters were sent for financial reasons to Douglas county, and 2 management letters for Accountability reasons were sent to Asotin and Ferry counties.

Current Budget Status: Mr. Woods presented the Board with the current budget status report.

WAC 136-03 Public Access to Information and Records

Mr. Woods shared that CRAB filed CR-105 with Code Reviser's office to expedite rule making.

Changes made will bring the County Road Administration Board's procedures, as codified in WAC, to the current requirements. This chapter of WAC was last updated in 1998.

One revision was requested be made to clarify the methods in which a requestor can submit their public records request either in writing or verbally (which would then be transcribed into writing). Drew will make this revision and submit to the Code Reviser's office and file CR-103.

Mr. Woods presented slides about proposed WAC changes for further discussion at the next CRABoard meeting in July.

Proposed WAC Changes –

Mr. Woods presented the Board with an overview of proposed changes that may need to be made to the Rural Arterial Program (RAP) and Standards of Good Practice.

Mr. Woods requested the Board set a public hearing at the next Board Meeting on Thursday, July 27, 2023 @ 2:00pm, in case an issue arises during the expedited rule making process that necessitates a public hearing.

Commissioner Peck moved and Commissioner Mejia seconded to approve setting a public hearing for public comments and adoption at the Board Meeting on July 27, 2023 @ 2:00pm.
Motion passed unanimously.

STRATEGIC PLAN UPDATE

Ms. Wall shared with the Board that staff gathered in January 2023 for a two-day, off-site staff retreat to review the agency's Strategic Plan, a living document that will continue to be reassessed and modified monthly as the agency makes progress towards its outlined goals. Ms. Netzer shared the vision and goals behind the newly designed layout that now includes notable initiative updates, progress color-coding for ease of review and updated branding.

IT DIVISION REPORT

Eric Hagenlock (IT Director) reported on the following IT Updates:

IT Consulting Services Solicitation

CRAB has a long history of IT innovation to achieve its mission. From installing the first PC in Washington State County Public Works to training UAV pilots on FAA certification, CRAB IT continually evolves to meet the needs of business while maximizing efficiency.

In continuation of these values, CRAB IT is evaluating bids for an IT consultant, or firm, to evaluate our software development and database administration practices and environment configurations. This objective analysis of our current landscape will help navigate roadblocks and recommend the best options to improve performance while keeping costs low.

Apparent Successful Bidder is scheduled to be announced on April 21st, 2023.

GIS-Mo

CRAB staff has created a monthly GIS-Mo Forum which kicked off in February 2023. This group meets on the first Tuesday of each month to discuss the GIS-Mo roadmap and keep counties apprised of efforts underway, or planned, to continually improve the product.

GIS-Mo Forum also provides a venue for counties to weigh in on the effectiveness of the program and what improvements should be considered. Our attendance has ranged from 60 to 140 CRAB and county staff, with increasing interaction from participants through polling and chat. Next meeting will be May 2nd, 2023.

CRAB Open Support Hour

CRAB staff began a second effort to support counties through the change from Mobility© to GIS-Mo, i.e., Open Support Hour. Like *office hours*, Open Support Hour is a standing one-hour time every Tuesday except for the first Tuesday of the month when we hold GIS-Mo Forum.

March was the pilot for the program, with attendance increasing each week. Unlike GIS-Mo Forum where we mostly address activities at a high level, and what we envision for the future, Open Support Hour is targeted to specific problems users are having today.

In addition to giving county staff consistency in when they can get real time support, Open Support Hour should alleviate some of the impromptu phone calls and emails to address these sorts of issues, allowing CRAB staff to stay focused on other projects and make delivery schedules.

Emma: Email and Marketing Campaign

The Emma Email Marketing platform was purchased to help CRAB connect with county customers and engage the public. Subscribers can request information about CRAB projects and receive CRAB's monthly newsletter and public notifications.

The Emma platform is how CRAB has been promoting both GIS-Mo Forum and Open Support Hour (and more!). In addition to ensuring CRAB's 1400+ contacts receive our communications; Emma allows provides powerful metrics to see how effective our communications are. For example, the engagement heat map shared identifies the most popular day and time for recipients to open CRAB emails, with 2pm on Monday a clear leader.

CRAB GIS

County GIS Integrations - CRAB GIS has made more than twenty-thousand county route network updates for counties for the 2023 County Road Log Audit. These updates occurred over nineteen county GIS departments and Public Works staff. The following shows the county road network updates by county and quantity. The volume of network updates is due to the visualization of road log with linear referencing is having the desired effect of improving quality of both data sets.

State GIS Integrations

In addition to integration with our county partners, CRAB GIS is working with our state agency partners to integrate with high value data for county roads. This includes the state bridge and tunnel layer through WSDOT Bridge Data Office, and the Collision Location Analysis System (CLAS) managed by WSDOT and WSP.

These integrations are mutually beneficial to county road departments, partner state agencies, and CRAB alike. Better integration at the state level will reduce data entry by county staff and give centralized access to data for analysis. Also, partner state agencies will no longer need to solicit this information from thirty-nine separate organizations with improves timeliness, accuracy, and completeness. Finally, CRAB will also have many of these same benefits of improved timeliness, accuracy, and completeness of data to make informed decisions.

GIS Conferences

The GIS team attended the ESRI Developers Summit and PyCascades Conference to increase awareness and understanding of automation and mobile applications.

CRAB IT Security: Risk Score

Ensuring systems and workstations are patched with critical updates applied in a timely manner is essential to IT security. CRAB uses Ivanti Neurons to scan all devices and provide a realtime security standing point score. **CRAB currently sits at 820 of 850! Like a credit score, the higher the better!**

CARS & RAP

SmartSimple: CARS & RAP SaaS Replacement

The 2020 CRAB IT Strategic Plan identified a strategy to implement more Commercial off the Shelf (COTS) and Software as a Service (SaaS) solutions as opposed to custom software solutions. This would allow CRAB software to meet the needs of County and CRAB staff more rapidly. With both the CRAB Annual Report System (CARS) and RAP Online applications ready for overhaul, CRAB secured a grant via WSACE study funds to update these the FY23. Using the SaaS master contract, CRAB staff is currently underway with SmartSimple in developing a scope of work. SmartSimple is a low-code, configuration-based technology that specializes in workflow automation and will give CRAB IT the ability to self-configure as the needs of business owners change. The SmartSimple CARS & RAP replacement project is underway with all CRAB deliverables met on-time. Vendor delivery has been slower than anticipated, but they continue to stay on-target with a June 2023 completion per our grant funding requirement.

ROAD DESIGN CONFERENCE

Brian Bailey provided a brief overview of the 2023 Road Design Conference that was held March 24-26, 2023 at Campbell's Resort in Chelan County. The conference was a success!

Chair Coffman adjourned the meeting at 11:15 am.



Chair



Attest