



WASHINGTON STATE

COUNTY ROAD ADMINISTRATION BOARD



2024

LEGISLATIVE REQUESTS

Want to learn more?

Specific, accounting-level details for these three requests were provided at the November 2023 Joint Transportation Committee meeting and can be found on our website at crab.wa.gov/government-affairs.



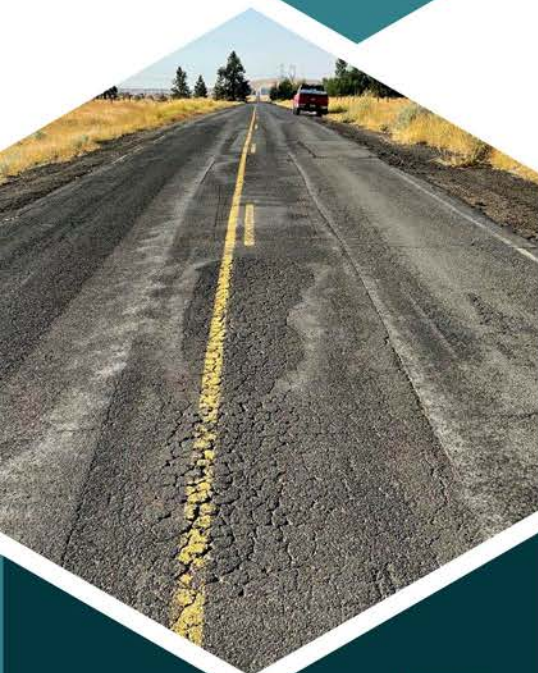
1 OUR GREENLIT INVESTMENT IN MODERN TECHNOLOGY NEEDS A FINE PRINT ADJUSTMENT

Our agency is committed to providing support to reach compliance for our counties, and that includes our suite of software programs that facilitate data submission for accountability, regulatory responsibilities, and Motor Vehicle Fuel Tax distribution.

In 2023, we requested the Legislature fund ongoing maintenance costs for replacing legacy software tools as we continue to grow and expand efficient, modern technology services for counties. The Legislature agreed with us, granting the request, but the details directed the funding to come from our grant program that is reserved for road maintenance and preservation on county arterial roads. While grant management is a part of the legacy software replacement, it is a small part and only represents 17% of our ask.

Above:
We're building the future of transportation technology! Our cutting-edge GIS-Mo program serves all 39 counties for a fraction of the cost.

We request the revenue sources earmarked for our programs be amended according to details provided, so we can move forward with our legacy software replacements and ongoing growth and expansion for programs such as GIS-Mo.



2 DON'T BREAK THE TOOL THAT IS WORKING: RESTORE FUNDS ALREADY COMMITTED TO KEY ROAD PROJECTS

Since 1983, our popular Rural Arterial Program (RAP) has been a consistent, effective means of addressing the serious preservation and maintenance challenges in Washington.

Counties apply to our competitive grant program where projects are scored to ensure funds go to the highest priorities and accounted for down to the last penny. First-in funding is then committed and incrementally disbursed. The entire process is administered by our deeply experienced staff who carefully monitor and assess revenue forecasts, existing balances, and expected project deliveries to maximize program impact while diligently managing funding.

After careful evaluation, our board, who was directed in statute to allocate 90% of estimated available funds in April, approved \$57.5 million to projects across the state. Unfortunately, shortly after, the 2023 supplemental budget retracted \$4.487 million from the account without warning.

As a result, at least ten projects will be impacted, resulting in further diminishment of preservation and maintenance efforts. The ripple effect on other projects and transportation decisions will be felt for years to come.

We request \$4.487 million be restored to the RAP Program, which is already facing demand FOUR TIMES higher than it can support.

Above:
Mountview Rd is a significant freight, agricultural, and community route in Lincoln County in very poor condition with known safety hazards. It is scheduled for April 2024 and will be impacted by this decision.

3 HELP US, HELP YOU BRING TRANSPORTATION DOLLARS INTO WA – ONE LAST ACCOUNTING HURDLE TO GO!

Our agency is uniquely positioned to understand the transportation budget challenges being faced on the state and county levels in Washington and we want to explore ways we can continue to be a part of the solution.

With the 2021 passage of the Federal Infrastructure Investment and Jobs Act (IIJA), the door was opened to tremendous opportunities for local jurisdictions, including applying directly to the federal government for transportation infrastructure grants. Unfortunately, the municipalities that could most benefit do not have the capacity or resources to navigate the process.

Recognizing our agency's expertise and efficiency, we were asked by the Senate Transportation Committee to submit a proposal to the Legislature in 2023 outlining how we could provide the technical assistance needed by local governments and Tribes to navigate the federal system, pursue grant opportunities, and maximize the federal investment made to the transportation infrastructure of Washington state.

The Legislature agreed with the proposal, authorizing a four-year pilot program. However, the funding was directed to come entirely from the Rural Arterial Program account, which the Attorney General's office concluded would be an inappropriate use of these funds.

We request the supplemental budget adjust the funding source of the program as outlined below so we can launch this potentially high ROI program for the state and bring much needed outside funding into our transportation network.



Infusing Federal Dollars into Local Roads

By leveraging CRAB's innovative RAP Program, Franklin County was able to replace the aging Selph Landing Bridge using \$127,000 in federal bridge replacement funds, which covered 63% of the project cost!

Commercial vehicles have grown significantly in size since this 23' wide bridge was built in 1947 and it had been restricted due to numerous concrete spalls and rusting rebar. The new design can safely accommodate the required AASHTO and SHV truck loads as well as provide a larger turning radius for vehicles at the intersection.





*The Washington State
County Road Administration Board
is a unique, innovative agency that
ensures the success and accountability
of the state's 39 county road departments.
The agency administers transportation
funds, collects and certifies statewide data,
and provides support to reach compliance
requirements with engineering
training, cutting-edge
technology, mentorship
and support.*



**Our agency offers a variety of resources and services for legislative and government staff.
Please reach out to us with any inquiries at crab.wa.gov/government-affairs
or by phone at 360.753.5989.**