



WASHINGTON STATE

# **COUNTY ROAD ADMINISTRATION BOARD**

CRABoard Meeting

May 1-2, 2025

Olympia, Washington

**2404 Chandler Court SW, Suite 240  
Olympia, WA 98502  
360-753-5989  
[www.crab.wa.gov](http://www.crab.wa.gov)**



## AGENDA

County Road Administration Board  
May 1-2, 2025  
CRAB Office - Olympia, Washington  
& Via Teams

Thursday 1:00 pm

### Call to Order

Starting  
Page #'s

**1 Chair's Report - Commissioner Rob Coffman**

- A. Approve May 1-2, 2025 Agenda
- B. Approve Minutes of January 30, 2025 CRABoard Meeting

Action	Enclosure
Action	Enclosure

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### Public Comment Period

**2 County Overview & Project Presentations**

Grays Harbor County - John Becker, PE  
King County - JoAnn Kosai-Eng, PE

Info	
Info	

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**3 Compliance Report - Derek Pohle, PE**

Info	Enclosure

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**4 Resolution 2025-002 Annual Certification - Jane Wall**

Action	Enclosure
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**5 Grant & Loan Programs - Steve Johnson, PE**

- A. Resolution 2025-003 Apportion RATA Revenues to Regions
- B. Consideration of Available Funds for Allocation ('25-'27 cycle)
- C. Resolution 2025-004 Allocate Estimated Revenue to Projects ('25-'27)

Action	Enclosure
Info	Enclosure
Action	Enclosure

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**6 Executive Director's Report - Jane Wall**

- A. CRABoard Positions
- B. WSACE Award Nominations
- C. Legislative and Other Updates
- D. Strategic Plan Update

Info	Enclosure
Info	Enclosure
Info	
Info	Enclosure

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**7 Deputy Director's Report - Drew Woods, PE**

- A. Board Travel Reimbursement Policy
- B. Engineering Division Report
- C. Current Budget Status

Action	Enclosure
Info	Enclosure
Info	Enclosure

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**8 WSACE Report - Axel Swanson, Managing Director**

Info	
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### RECESS

**5:00 pm Dinner at Mercatos Ristorante** (reservation under "Jason/CRAB")  
111 Market Street NE, Olympia, WA 98501  
*The Wine Room is being held for our group*

Friday 8:30 am

Call to Order

Public Comment Period

9 Special Presentation: Power BI Dashboards - Bree Norlander

Info	
Info	Enclosure

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10 IT Division Report - Eric Hagenlock, IT Director

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11 Possible Executive Session

ADJOURN

Chair's Signature: \_\_\_\_\_

Attest: \_\_\_\_\_

**County Road Administration Board  
Meeting Minutes  
January 30, 2025  
CRAB Office – Olympia, WA  
and Zoom participation**

**Members Present:** Rob Coffman, Lincoln County Commissioner, Chair  
Grant Morgan, PE, Garfield County Engineer, Vice-Chair  
Lindsey Pollock, Lewis County Commissioner, 2<sup>nd</sup> Vice Chair  
Doug McCormick, PE, Snohomish County Engineer  
Art Swannack, Whitman County Commissioner  
Al French, Spokane County Commissioner  
Eric Pierson, PE, Chelan County Engineer  
Peter Browning, Skagit County Commissioner  
Carolina Mejia, Thurston County Commissioner (*via Teams*)

**Staff Present:** Jane Wall, Executive Director  
Drew Woods, PE, Deputy Director  
Derek Pohle, PE, Support, Training and Compliance Manager  
Mike Clark, Road System Inventory Manager  
Jason Bergquist, Executive Assistant  
Steve Johnson, PE, Grant Programs Manager  
Jacque Netzer, Communications Director  
Eric Hagenlock, IT Director (*via Teams*)  
Brian Bailey, Design Systems & UAS Program Manager (*via Teams*)

**Guests:** Axel Swanson, WSACE Managing Director  
Elizabeth Kosa, Whatcom County Public Works Director  
Grace Kane, PE, Skagit County Engineer & Public Works Director  
Forrest Jones, Skagit County  
Tom Weller, PE, Skagit County Asst County Engineer  
Paul Lacy, PE, Wahkiakum County Engineer  
John Becker, PE, Grays Harbor County Engineer (*via Teams*)  
Doug Ranney, PE, Whatcom County Engineer (*via Teams*)  
Matt Rasmussen, PE, Benton County Engineer (*via Teams*)  
Dean Cornelison, PE, Whitman County Engineer (*via Teams*)  
Mark Storey, PE, Whitman County Public Works Director (*via Teams*)  
Matt Mahoney, PE, Benton County (*via Teams*)  
Laura Frolich, Whatcom County (*via Teams*)  
James Lee, Whatcom County (*via Teams*)  
Erik Martin (*via Teams*)

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**Thursday, January 30, 2025**

**CALL TO ORDER**

Chair Coffman called the meeting to order at 8:31 am.

**CHAIR'S REPORT**

Chair Coffman announced that he's made the difficult decision to step down from the CRABoard to allow others an opportunity to serve on the Board. He'll serve his term through end of June 2025. WSAC will appoint someone by June so we'll have the new person for July 2025 meeting.



### **Approve Agenda for January 30, 2025 Meeting**

Commissioner Pollock moved and Commissioner Swannack seconded to approve the agenda as presented. **Motion passed unanimously.**

### **Approve Minutes of October 24, 2024 CRABoard Meeting**

Eric Pierson moved and Doug McCormick seconded to approve the minutes of October 24, 2024, CRABoard meeting. **Motion passed unanimously.**

### **PUBLIC COMMENT PERIOD**

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

### **EXECUTIVE DIRECTOR'S REPORT**

#### **Legislative Hill Debrief**

The Board discussed how their meetings went with Legislators on Wednesday, January 29, 2025. The overall feedback was that things went great, and the prepared materials were very helpful. Jane thanked everyone for their involvement, from CRAB staff to Board Members. The suggestion was made to follow up with legislators to thank them for their time and provide a link to resources available on our website, including maps and data pertaining to their legislative district, and the handout we used during the hill climb. Some legislators commented that they won't push our bill (HB 1098/SB 5544) through if they can't fund it, while others said they'd rather see the bill sent through and figure out funding later.

#### **2024 Annual Report**

Jane Wall shared that CRAB's 2024 Annual Report (fully digital), has been posted to our website and shared out electronically via e-mail to members of the House and Senate Transportation Committees, and other interested parties. Special kudos to our Communications Director, Jacque Netzer, who helped compile all of the information and make the report so visually appealing. Working on our annual report always helps us reflect on the prior year and remind ourselves of all the good work we do on behalf of the counties and the state of Washington.

#### **Director's Activities**

Ms. Wall shared that we're in the thick of the Legislative session, and much of her time has been spent focusing on legislative activities. To prepare for the session, Ms. Wall spent much of the last quarter of 2024 communicating with stakeholders CRAB's legislative agenda. In November, Ms. Wall presented at the County Leaders Conference and to the Joint Transportation Committee (JTC) CRAB's local road program proposal. In developing the local road program and communication's strategy CRAB held our first "Miss Dungeness" contest highlighting the many local roads in desperate need of repair and funding. We had over 60 submissions, with King County winning the crown. In the first two weeks of session Ms. Wall was given the opportunity to introduce the agency to the Senate Transportation Committee with a 20 minute presentation, and testified on CRAB's local road bill, HB 1098. She thanked CRABoard members Commissioner Rob Coffman (Lincoln County), and Snohomish County Engineer Doug McCormick for providing great testimony alongside her. The House Transportation Committee has not yet extended an invite yet to introduce our agency, but the hope is they will at some point soon.

### **Update on Conditional Certificate of Good Practice**

Derek Pohle reminded the Board that last year 4 counties (Asotin, Clallam, Grays Harbor & Pacific) were each issued Conditional Certificates of Good Practice in April 2024. Asotin and Clallam each demonstrated how diligent they were in rectifying lapses in meeting reporting requirements and are now in compliance. Grays Harbor and Pacific each had at least 1 outlying report or item not completed by December 31, 2024, however both counties have now come into reasonable compliance as of January 2025. Grays Harbor County Engineer John Becker explained that at the beginning of January 2024 they had over 30 bridge load ratings still to complete, but they worked hard with consultants to do the work, and they finished the last one this month so they're all set now.

### **County Ferry Capital Improvement Program (CFCIP) Updates – Whatcom & Skagit**

Updates were given to the Board from Whatcom and Skagit Counties about the County Ferry Capital Improvement Program (CFCIP). The presenters were: Grace Kane, Skagit County Engineer & Public Works Director, and Elizabeth Kosa, Whatcom County Public Works Director.

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**Agenda Change:** As a courtesy to Skagit County (who were in attendance), Chair Coffman decided to jump ahead to Section 4B – Rural Arterial Program contract extension requests.

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### **Current Board Action**

Steve Johnson explained per WAC 136-167-040(5) Lapsing of RATA allocation for approved projects that *“The CRABoard may in its discretion determine that for the public safety, health or general welfare, an additional extension is necessary. If such a determination is made, the CRABoard may grant an additional extension and set the duration thereof.”* He walked the Board through extension requests received from 4 counties (Skagit, Whitman, Benton, and Wahkiakum). He shared the (1) Nature of the request; (2) Background; (3) Project Development; (4) Pertinent WAC language; and (5) the Staff Analysis and Recommendation, for each of the county requests.

After further discussion and comments, Chair Coffman asked if there any motions to consider.

Commissioner Pollock moved and Doug McCormick seconded to approve Skagit County's Francis Road (Segment 1)(RAP project) additional construction lapsing extension to April 16, 2027, per WAC 136-167-040(5). *\*Skagit County Commissioner Peter Browning abstained from voting on this.*  
**Motion carried unanimously.**

Commissioner French moved and Commissioner Pollock seconded to approve Whitman County's Hume Road (RAP project) additional construction lapsing extension to April 27, 2027, per WAC 136-167-040(5). *\*Whitman County Commissioner Art Swannack abstained from voting on this.*  
**Motion carried unanimously.**

Commissioner Pollock moved and Commissioner Swannack seconded to approve Benton County's Hanks Road (RAP project) additional construction lapsing extension to April 27, 2027, per WAC 136-167-040(5). **Motion carried unanimously.**

Grant Morgan moved and Commissioner Swannack seconded to approve Wahkiakum County's East Valley Road (RAP project) additional time extension to April 27, 2027, per WAC 136-167-040(5). **Motion carried unanimously.**

## **CERTIFICATIONS**

### **Resolution 2025-001 - Apportion RATA Funds to Regions**

Steve Johnson presented Resolution 2025-001 - Apportion RATA Funds to Regions, which authorizes the accrued amount of \$5,332,219 deposited to the RATA for October, November and December 2024 be apportioned to the regions by the established 2023-2025 biennium regional percentages after setting aside \$120,364 for administration.

Commissioner French moved and Commissioner Browning seconded to approve Resolution 2025-001 - Apportion RATA Funds to Regions. **Motion carried unanimously.**

## **COUNTY COMPLIANCE**

Derek Pohle reported that 39 of 39 counties have submitted all of the forms and reports required to be submitted to CRAB by December 31st, 2024, in order to maintain compliance with the Standards of Good Practice. This is the second December that went relatively smoothly using the new SmartSimple system.

All counties are required by WAC 136-28 to have responded to/processed at least 90% of the county road collision reports submitted to them for coding by December 31st of each calendar year. For 2024, 33 of 39 counties were compliant as required with 5 of the remaining 6 counties being very close to compliance and considered to be in reasonable compliance due to timing system issues outside of county control. Pacific County was significantly below the 90% at about 20% and appeared unaware of this requirement when they were contacted regarding the status. One issue still plagues the CLAS system which relates to how the WSDOT program reacts to a "not my jurisdiction" response from the county.

Grays Harbor County was out of compliance with National Bridge Inspection Standards (NBIS). Specifically, a federal FHWA requirement deadline of December 31, 2022, regarding load rating for Specialized Hauling Vehicles. Grays Harbor County did not make the deadline of December 31, 2024, for compliance with the conditional certificate of good practice. However, they did come into compliance on January 8, 2025.

## **IT DIVISION REPORT**

Eric Hagenlock (IT Director) shared a few major updates that have been made to our website, including important changes made ahead of the 2025 Legislative Session to our "Government Affairs" and "Resources" pages where visitors can see our 2024 Annual Report, interactive tools such as maps for the local roads program, or dashboards created by Bree Norlander (CRAB's Data Quality Assurance and Analysis Manager). She's done an incredible job of making our data more user friendly and visually help tell a story. Special thanks to Cameron Cole (GIS Manager) as well for all the mapping. You can also read about the recent 2024 Grant Effectiveness Study while on that page.

Mr. Hagenlock shared that in September 2025, CRAB will be hosting the first GIS-Mo Conference (in Ellensburg, WA at the Hotel Windrow). This will be a great opportunity to bring together county road departments and CRAB staff to help spur creative juices and discuss technology and how it can be utilized for helping counties fix problems they're facing. They're working on putting an agenda together that will include expert panels, county presentations and plenty of networking opportunities. Registration will be opening by Spring 2025, so details will be shared out then.

### **IT DIVISION REPORT (cont'd)**

CRAB IT has been transforming its IT infrastructure and legacy systems and services the last five years. Amongst other drivers, the strategic vision for this transformation has been to better position CRAB and county road departments to leverage emerging technologies such as machine learning and/or artificial intelligence and low-code/no-code solutions for data analysis. Over the next few months, CRAB staff will take on two projects which will open many more opportunities. First, staff have a scope of work to create a data pipeline which will give analysts the ability to merge datasets and find correlations for decision making and forecasting and automate these routines for reliable, timely and accurate data. Second, several staff from both CRAB Engineering and IT are expected to obtain a license for Microsoft Copilot for Government. Copilot is a generative AI tool that is integrated across all Microsoft products we already use. We'll be looking at how AI can be used for county road purposes.

### **PUGET SOUND FERRY DEPOSIT UPDATE**

Deputy Director Drew Woods provided an update on the Puget Sound Ferry Operations Account (PSFOA) situation. He credited the State Treasurer's Office willingness to step up when this matter was brought to their attention. e. \$9.638 million will be refunded to the counties in the January 2025 MVFT distribution to resolve the current biennium's (2023-2025) error. At this point CRAB's role in this matter has concluded and it will be up to other outside entities whether they want to pursue further refunds.

### **CURRENT BUDGET STATUS**

Mr. Woods shared the financials through December 2024 and reported that we're doing very well financially. As of the end of December, there is an operating budget variance of approximately \$300,000.

### **ENGINEERING REPORT**

Mr. Woods mentioned that a Road Usage Charge (RUC) is once again being discussed. We have been spending considerable time evaluating the fiscal impact to the counties and CRAB should a RUC pilot program move forward. While the RUC is a replacement of the MVFT and is supposed to be revenue neutral, the elimination of the electric vehicle renewal fee (required should a RUC be established) is separate from the "revenue neutrality" of the RUC replacement of MVFT and will have a significant negative impact on the Rural Arterial Program (RAP).

### **County Engineer Appointments:**

- On November 12, 2024, Jeremy Provenzola, P.E. was appointed as the Clark County Engineer. Mr. Provenzola was previously the Assistant County Engineer. This promotion is part of Clark County splitting the Public Works Director/County Engineer position into two separate positions. Ken Lader, P.E. continues at Clark County as the Public Works Director.
- On December 9, 2024, Leticia Neal, P.E. was appointed to the Pierce County Engineer position. Because Pierce County is a charter county, this action is taken through a delegation of authority from the County Executive to the Public Works Director. On January 1, 2025, the newly elected Pierce County Executive took office and appointed Mr. Brian Stacy, P.E., as the interim Public Works Director due to the departure of Jen Tetatzin at the end of 2024.

### **County Engineer Vacancies:**

- Asotin – Consulting firm providing interim CE support, Russ Pelleberg appointed as Acting CE. A six-month extension was granted through May 31, 2025.
- Pacific – Jennifer Oatfield and Richard Drake appointed as Acting CE team. A six-month extension was granted through Mar 15, 2025.
- Walla Walla – Tony Garcia resigned, Matt Rasmussen, PE of Benton appointed interim CE.
- Stevens – Wayne Cornwall terminated, Nicole Norvell, PE appointed Acting CE.

### **2025 Road Design Conference**

Planning continues for the 2025 Road Design Conference. Since WSAC has agreed to assist CRAB with registration this year, we are able to collect a registration fee from attendees. This additional fee will help to defer costs to our agency, while continuing to improve the conference experience. This year the conference will present a keynote speaker on critical thinking.

### **Rural Arterial Program (RAP)**

As of the end of December 2024, RAP Obligations to the counties are at \$144.4 Million and the RATA Fund Balance is at \$8.3 Million.

### **Completed Projects & Previous Board Actions**

Drew shared updates from Jefferson and Wahkiakum counties on their completed 2R Projects. He also provided quick updates on previous board actions for Asotin, Cowlitz, Okanogan and Skagit counties.

### **Emergency Loan Program (ELP)**

In December of 2024, Wahkiakum County was given a loan from the ELP in the amount of \$850,000. In December 2021, the County sustained storm damage to Salmon Creek Road. Final repairs were completed in 2024 and the county requested the loan for cash flow purposes while they work on final reimbursement from the Federal Emergency Management Agency (FEMA).

### **WSACE Managing Director – Axel Swanson**

Axel Swanson reported on the activities of the Washington State Association of County Engineers (WSACE). He shared that they are in the thick of the Legislative session, hearing bills that have been introduced and testifying where and when needed, including to the Capital and Transportation Budgets. He shared that he'll be sending a letter to Governor Ferguson as well. Dean Cornelison, P.E., Whitman County Engineer was appointed as the Eastern District Rep on the WSACE Board.

WSACE has made the decision to combine its regular Professional Development Conference (that is normally held each February) with its June 2025 Annual Conference. Tuesday, June 10, will be an all-day professional development portion, then it will roll into its regular WSACE conference from Wednesday, June 11 – Thursday, June 12. They're still working on the agenda and sorting out what the focus of the professional development will be, they're open to take any suggestions.

Chair Coffman *noted that there was no need for an Executive Session.*

**Chair Coffman adjourned the meeting at 12:00 pm.**

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Chair

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Attest



# COUNTY PRESENTATIONS

## Grays Harbor County

- **John Becker, PE**  
*(County Engineer / Public Works Director)*

## King County

- **JoAnn Kosai-Eng, PE**  
*(County Road Engineer)*

# COMPLIANCE MANAGER'S REPORT

*Prepared by Derek Pohle, PE*

CRABoard Meeting – May 1-2, 2025

Reporting Period: late-January 2025 thru April 2025

## COMPLIANCE

### April 1<sup>st</sup>, 2025 Submittal Requirements

#### **Annual Certification, plus**

**CAPP Accomplishments Report,  
Fish Passage Barrier Removal Cost Report,  
Traffic Enforcement Expenditures Cert.,  
Marine Navigation and Moorage Cert.  
2024 Actuals Rev and Exp Report**

**Annual Construction Report  
Annual Certification for MMS  
County Ferry System Report  
2024 Road Log Updates**

38 of the 39 counties' required submittals were submitted to CRAB by the April 1<sup>st</sup> deadline. The one county missing the deadline had a reasonable explanation and complied soon after the deadline and is 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 National Bridge Inspection Standards (NBIS). See enclosed letter from WSDOT Local Programs.

### Certificates of Good Practice

***Staff recommends to the Board that all 39 counties receive their Certificate of Good Practice for the calendar year 2024, entitling them to continue to receive their MVFT allocation in 2025.***

## CERTIFICATION

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

I certify that I have reviewed all the above compliance reporting with the Deputy Director.

## RESOLUTION 2025-002

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

WHEREAS the County Road Administration Board met on May 1-2, 2025 in Olympia, Washington to make such a determination pursuant to an analysis of annual certification questionnaires in accordance with WAC 136-04 by the counties; and

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

WHEREAS the Director of Highways and Local Programs has certified to CRAB that all 39 counties are currently in compliance with National Bridge Inspection Standards (NBIS).

WHEREAS 38 of the 39 counties' required submittals were submitted to CRAB by the April 1<sup>st</sup> deadline. The county missing the deadline had a reasonable explanation, complied soon after the deadline and, is considered to be in reasonable compliance.

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

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

Adopted by the CRABoard on May 1, 2025.

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CRABoard Chairman  
Commissioner Coffman

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Executive Director  
Jane Wall



April 15, 2025

Ms. Jane Wall  
Executive Director  
County Road Administration Board  
2404 Chandler Court SW, Suite 240  
Olympia, WA 98502

RE: Status of County Bridge Requirements

Dear Ms. Wall,

This letter is in response to your request dated March 5, 2024 regarding the status of county compliance with the National Bridge Inspection Standards (NBIS). You specifically requested:

- A listing of all counties which are not in compliance with the requirements of the NBIS and the status efforts toward achieving such compliance.

Currently, all counties are in compliance with the NBIS.

If you have any questions or concerns, please contact Sonia Lowry, Local Programs Bridge Engineer, at [sonia.lowry@wsdot.wa.gov](mailto:sonia.lowry@wsdot.wa.gov) or (360) 705-7870.

Sincerely,



Jay Drye  
Director  
Local Programs Division

JD:sll:cdm



May 2, 2025

Mike Pellicciotti  
Washington State Treasurer  
Legislative Building  
MS: 40200  
Olympia, WA 98504-0200

Dear Mr. Pellicciotti:

The County Road Administration Board at its meeting on May 1, 2025, in accordance with RCW 36.78.090, issued Certificates of Good Practice on behalf of all 39 counties as indicated in Resolution 2025-002.

These counties have submitted all required reports and have been found to be in reasonable compliance with provisions of law relating to county road administration and with the Standards of Good Practice as formulated and adopted by the County Road Administration Board.

Please contact me if you have questions.

A handwritten signature in blue ink, appearing to read "Jane Wall".

JANE WALL

Executive Director

Cc: Rob Coffman, Lincoln County Commissioner, CRABoard Chairman  
Drew Woods, PE, CRABoard Deputy Director

**RESOLUTION 2025-003**  
**APPORTION RATA FUNDS TO REGIONS**

- WHEREAS** RCW 36.79.030 establishes the Northeast, Northwest, Puget Sound, Southeast and Southwest Regions in Washington State for the purpose of apportioning Rural Arterial Trust Account (RATA) funds; and
- WHEREAS** RCW 36.79.040 specifies the manner in which RATA funds are to be apportioned to the five regions; and
- WHEREAS** the CRABoard established regional apportionment percentages for the 2023 - 2025 biennium at its meeting of July 27, 2023; and
- WHEREAS** RCW 36.79.050 states that the apportionment percentages shall be used once each calendar quarter by the board to apportion funds credited to the rural arterial trust account; and
- WHEREAS** RCW 36.79.020 authorizes expenditure of RATA funds for costs associated with program administration;
- NOW THEREFORE, BE IT RESOLVED,** that the accrued amount of \$4,269,550 made available in the RATA in **January, February, and March 2025** be apportioned to the regions by their 2023-2025 biennium percentages after setting aside \$184,879 for administration

<u>REGION</u>	<u>APPORTION- MENT PERCENT</u>	<u>CURRENT APPORTION</u>	<u>BIENNIAL APPORTION (2023 - 2025)</u>	<u>PRIOR PROGRAM (1983 - 2023)</u>	<u>PROGRAM TO DATE</u>
ADMIN.		184,879	1,320,447	15,314,272	16,634,720
NORTHEAST	43.67%	1,783,776	16,716,920	290,597,303	307,314,223
NORTHWEST	10.92%	446,046	4,180,187	76,511,853	80,692,040
PUGET SOUND	6.91%	282,251	2,645,155	48,325,807	50,970,962
SOUTHEAST	23.62%	964,799	9,041,760	159,538,758	168,580,518
SOUTHWEST	14.88%	607,799	5,696,079	101,121,602	106,817,681
TOTAL	100.00%	4,269,550	39,600,548	691,409,596	731,010,144

Adopted by the CRABoard on May 1, 2025

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Chair's Signature

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ATTEST

*County Road Administration Board – May 1, 2025*  
**Funds available for 2025 – 2027 biennium RAP Projects**  
**WAC 136-161-020**

**I. Introduction:**

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.”

**II. Funds projected to be allocable:**

a) <u>Revenue Estimates:</u>	2025 – 2027 estimated revenue:	*34,927,300 (March 2025)
	Electric Vehicle License overage transfer:	7,675,700** (March 2025)
	Connecting Washington Transfer from MVA	4,844,000 ( <i>assumed</i> )
	Account Interest	480,000 (estimated)
	Administration by CRAB	-1,300,000 ( <i>assumed</i> )
	Total Est. Revenue for projects	46,627,000***

\*Quarterly estimate as published by the Transportation Revenue Forecast Council, WSDOT. The '31-'33 biennium revenue estimate is \$33,721,500

\*\*Electric Vehicle License Overage transfer is forecast to be \$26,357,500 in the '31-'33 biennium

\*\*\*Using estimates based on construction timing, the Total Est. Revenue for projects is adjusted to **\$64,103,000**

The CRABoard used an estimate of \$70,000,000 as the basis for its call for new projects in October, 2023, based on the projected revenue forecast as compared to timing for construction reimbursements. County submittal and funding limits for the '25 – '27 biennium are based on that amount.

- 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 \$3,348,543.
- Total available RATA funds:  $70,000,000 + 3,412,004 = 73,411,800$  (rounded down per region)
- Several projects were granted additional RATA funding on projects, and several project also “borrowed forward” their RATA funding from the '25-'27 allocations. These actions total \$9,507,254.
- First year allocation limited to 90% =  $73,411,800 \times 0.90 = 66,070,619$  (rounded down per reg)
- Subtracting the previously allocated funds =  $66,070,619 - 9,507,254 = \mathbf{56,563,365}$

**III. Anticipated RATA balance:** The CRABoard has advised staff to maintain a minimum balance of \$5,000,000 in the account at the close of a biennium. The anticipated balance by the end of the 2023 – 2025 biennium is approximately \$3.8 million. Many counties are still experiencing increased costs and staffing issues, which results in delayed construction schedules.

To assist counties in bringing these projects to construction, and to spend down the RATA balance that has historically remained high, 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. The Board also updated WAC rules to allow additional RATA to be awarded to projects, and to allow counties to “borrow forward” RATA funds awarded to a project, but not yet authorized. Both actions allow counties to claim upcoming allocation dollars (from future biennia) and apply to currently active projects. These decisions assisted the counties in bringing many projects to construction and successfully spent down the historically high RATA balance.

The Match Adjustment amendments allowed \$7,668,005 of new RATA toward projects. The Additional RATA and “Borrowed Forward” amendments allowed a combined \$9,507,254 to be authorized to current projects from the '25-'27 biennium.

The support and encouragement to bring so many projects to construction spent down the RATA balance and set up the opposite condition – where our balance is now too low to sustain the current statewide reimbursement schedule. In order to maintain a minimum balance, it is likely that we will need to delay some reimbursements over the next several years.

The projected revenues and reimbursements to counties in the 2025-2027 biennium (based on forecast, including revenue, electric vehicle license overage, Motor Vehicle Account transfer, and interest compared against spending projections based on the current reimbursement schedule and historical patterns) is likely to see the balance remain low, and is even projected to dip negative, closing out the '25-'27 biennium in the red. Since the RATA balance cannot actually go negative, this is demonstrating that we are expecting to delay reimbursements as necessary to maintain a minimum balance over the next few years. This balance does not include any spending on new contracts being considered relating to the '25-'27 call for projects. The potential new contracts will begin design within the first year and will reach construction (on average) five to six years from contract award.

<b>Current Balance:</b>	<b>7,079,421</b>	}	2023 - 2025
Est.Revenue though June '25:	5,405,000		
Est. Spending through June '25:	8,713,100		
Balance ending '23 - '25 biennium:	3,771,321		
 Balance beginning '25 - '27 biennium:	 3,771,321	}	2025 - 2027
Est. Revenue 2025 - 2027:	46,627,000		
Est. spending 2025 - 2027:	56,126,939		
<b>Ending Balance 2025 - 2027:</b>	<b>(5,728,619)</b>		

**IV. Summary:** Of the \$56,563,366 to be allocated to projects, \$23,291,079 would be added to current partially funded projects and \$33,272,286 would be allocated to new projects. An estimated additional \$7,341,180 can be allocated at the spring, 2026 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, CRABstaff would schedule design reimbursements for new projects to begin within this first year, and construction reimbursements for new projects in the 2029 -2031 biennium, ~ 5-6 years after approval. This 5-6-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 resulted in the RATA balance increasing. The RATA match adjustment offer, along with allowing additional RATA and “borrow forward” requests supported counties in bringing many projects to and through construction. As a result the RATA balance has been drawn down.

While our current balance is low and is expected to remain low through the '25-'27 biennium, once the current and nearly advertised construction projects are completed, the RATA revenue will continue to accrue, leading to a swiftly increasing RATA balance once again.

Allocating additional funds to partially funded projects will ensure active projects continue without significant interruptions and will maintain the forecast of expenditures as presented. Awarding contracts to new projects will maintain pressure on the RATA balance in future years, as they reach construction, allowing efficient management of the account.

Any project or subset of projects could be delayed, if necessary, to maintain the minimum balance. At this time, delays of reimbursement are expected to be necessary on an as-necessary basis over the next several years.

The RATA has the ability to program construction reimbursements of new projects in 2030/2031 on average. Staff will recommend adoption of Resolution 2025-004 - Allocate Estimated Revenue to Projects, which follows.

**RESOLUTION 2025-004**  
**TO APPROVE 2025 - 2027 RAP PROJECTS**  
**AND ALLOCATE 90% of ESTIMATED 2025 - 2027 RATA REVENUE**

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

WHEREAS in accordance with WAC 136-161-070, the CRABoard is authorized to allocate estimated RATA revenue to proposed RAP projects, and

WHEREAS the RATA amounts allocated to projects in the first year of the biennium are limited to no more than ninety percent of the net amount estimated to be allocable to each region for the project program period, with the remaining percentage to be allocated at such time as deemed appropriate by the County Road Administration Board, and

WHEREAS the best available estimate of 2025 - 2027 biennium revenues, including interest, and funds turned back through withdrawal or underrun, indicate that the following approximate amounts are available in the first year of the biennium for allocation to projects on the 2025 - 2027 arrays in the five regions:

<b>REGION</b>	<b>A Est. Fuel Tax '25- '27</b>	<b>B Turned-Back Funds</b>	<b>A+B Total \$ Available</b>	<b>Previously Allocated ( '25-'27 Bien.)</b>	<b>90% Available Funds to Allocate</b>
Northeast	30,569,000	1,652,415	32,221,400	4,821,996	24,177,264
Northwest	7,644,000	737,685	8,381,600	1,838,346	5,705,094
Puget Sound	4,837,000	984,895	5,821,800	-	5,239,620
Southeast	16,534,000	-	16,534,000	2,846,913	12,033,687
Southwest	10,416,000	37,010	10,453,000	-	9,407,700
	70,000,000	3,412,004	73,411,800	9,507,254	56,563,365

(Totals are rounded down)

NOW, THEREFORE, BE IT RESOLVED, that the County Road Administration Board hereby approves the following projects in the five regions and allocates 90% of the est. 2025- 2027 fuel tax funds and turned-back funds to the listed projects in the amounts shown, effective May 1, 2025.

<b>County</b>	<b>RoadName</b>	<b>Project Type</b>	<b>TOTAL COST</b>	<b>RATA REQ</b>	<b>FUNDING FROM PREV. BIENNIUM</b>	<b>NEW PROJ. FUNDING</b>	<b>TOTAL FUNDING</b>	<b>Partial</b>
<b>NORTHEAST REGION:</b>								
Okanogan	Chesaw Rd Drainage	DR	955,000	859,500	191,200	668,300	859,500	
Spokane	Staley Road	2R	1,404,000	1,263,600	215,700	1,047,900	1,263,600	
Spokane	Elk-Chattaroy Road	3R	2,967,000	2,363,000	2,050,000	313,000	2,363,000	
Douglas	Rd J.S NW	3R	2,805,000	1,861,200	873,250	987,950	1,861,200	
Chelan	Squilchuck Road	3R	3,281,000	2,337,400	1,032,100	1,305,300	2,337,400	
Lincoln	Mountview	3R	3,617,000	3,255,300	299,900	2,955,400	3,255,300	
Whitman	Green Hollow Road Phase 3	3R	4,380,000	3,432,800	1,642,000	1,790,800	3,432,800	
Adams	Herman Road #2	RC	3,094,000	2,784,600	2,747,300	37,300	2,784,600	
Grant	Q-SW (George CL to Frenchman)	RC	1,925,000	1,732,500	1,455,700	276,800	1,732,500	
Pend Oreille	McKenzie Rd and Westside Calispel Rd	2R	4,219,000	3,797,100	-	3,797,100	3,797,100	
Spokane	Elk Chattaroy Road Preservation	2R	1,431,000	1,276,700	-	169,842	169,842	P
Stevens	Cedonia-Addy Rehabilitation #2	3R	5,231,000	4,707,900	-	2,797,291	2,797,291	P
Douglas	Pearl Hill Road	RC	5,623,000	5,060,700	-	2,248,750	2,248,750	P
Whitman	Green Hollow Road Phase 3	RC	5,314,000	3,931,200	-	751,964	751,964	P
Okanogan	Bonaparte Lk Rd RC	RC	2,345,000	2,110,500	-	2,110,500	2,110,500	
Adams	Schoonover Road Project #2	RC	5,101,000	4,590,900	-	2,919,067	2,919,067	P
RATA Requested for new projects				56,730,700		24,177,264	NEW NE Funding	

<u>County</u>	<u>RoadName</u>	<u>Project Type</u>	<u>TOTAL COST</u>	<u>RATA REQ</u>	<u>FUNDING FROM PREV. BIENNIUM</u>	<u>NEW PROJ. FUNDING</u>	<u>TOTAL FUNDING</u>	<u>Partial</u>
<b>NORTHWEST REGION:</b>								
Island	Main Street - Freeland	2R	1,615,000	1,453,500	1,200,000	253,500	1,453,500	
Clallam	Edgewood Drive	3R	3,241,000	2,400,000	1,072,900	1,327,100	2,400,000	
Kitsap	Sunnyslope MP 0.3 culvert cluster	DR	1311000	1095300	-	1,095,300	1,095,300	P
Jefferson	Paradise Bay Road Overlay	2R	1,435,000	1,291,500	-	1,291,500	1,291,500	
Skagit	Stevens Creek Culvert - South Skagit High	DR	1,904,000	1,390,500	-	1,390,500	1,390,500	
Skagit	HMA Overlay - Cook Road	2R	1,676,000	1,508,400	-	347,194	347,194	P
RATA Requested for new projects				10,494,000		5,705,094	NEW NW Funding	
<b>PUGET SOUND REGION</b>								
King	SE Reinig Rd	DR	1,767,000	1,590,300	1,465,000	125,300	1,590,300	
Snohomish	Richardson Creek Bridge #300	DR	2,780,000	1,600,000	1,420,100	179,900	1,600,000	
Pierce	Fairfax Forest Reserve Rd E	3R	7,009,000	1,160,500	48,700	1,111,800	1,160,500	
King	SE Lake Francis Haul Road Mitigation	2R	2,460,000	2,214,000	-	1,874,700	1,874,700	P
Snohomish	Granite Falls Bridge #102	FA	40,427,000	2,000,000	-	1,820,100	1,820,100	P
Pierce	Lackey Rd. NW / Jackson Lk. Rd. NW / Key IS		7,322,000	2,000,000	-	127,820	127,820	P
RATA Requested for new projects				9,913,500		5,239,620	NEW PS Funding	
<b>SOUTHEAST REGION:</b>								
Kittitas	Hungry Junction Road	3R	4,035,000	3,631,500	2,272,860	1,358,640	3,631,500	
Columbia	Kellogg Hollow Road	3R	3,558,000	3,200,000	1,600,000	1,002,000	2,602,000	P
Walla Walla	Mojonnier Rd	3R	1,900,000	1,710,000	801,400	908,600	1,710,000	
Franklin	Vineyard Drive West	RC	2,381,000	2,142,900	1,529,800	613,100	2,142,900	
Garfield	Kirby-Mayview	3R	3,179,000	2,860,000	1,500,000	1,360,000	2,860,000	
Benton	County Well Road	3R	2,025,000	2,025,000	1,961,539	63,461	2,025,000	
Kittitas	Reecer Creek Rd Over Towne Ditch	SA	5,414,000	4,400,000	-	841,360	841,360	P
Walla Walla	Scenic Loop Bridge	DR	851,000	765,900	-	646,700	646,700	P
Benton	Hanks Road Phase II	3R	2,920,000	2,628,000	-	2,336,539	2,336,539	P
Klickitat	Sleepy Hollow Road Phase 1	RC	3,121,000	2,716,500	-	451,087	451,087	P
Asotin	Snake River Rd	3R	5,548,000	3,400,000	-	1,700,000	1,700,000	P
Garfield	Kirby-Maview MP 10.7 to 13.2	3R	3,868,000	3,400,000	-	340,000	340,000	P
Yakima	Ahtanum Road	2R	4,089,000	3,400,000	-	412,200	412,200	P
RATA Requested for new projects				32,997,000		12,033,687	NEW SE Funding	
<b>SOUTHWEST REGION</b>								
Grays Harbor	Ocean Beach Road	RC	3,400,000	3,015,000	1,600,000	1,415,000	3,015,000	
Thurston	Tilley Road S	3R	2,645,000	2,100,000	500,000	1,600,000	2,100,000	
Skamania	Washougal River Road	3R	3,806,000	3,200,000	1,600,000	1,600,000	3,200,000	
Lewis	Bunker Creek	3R	1,550,000	1,395,000	405,072	989,928	1,395,000	
Clark	NE Allworth Road Culvert	DR	4,397,000	3,200,000	-	1,600,000	1,600,000	P
Wahkiakum	Deep River Valley Road Drainage	DR	1,521,000	1,035,000	-	1,035,000	1,035,000	
Mason	Bear Creek Dewatto Rd Culvert Replacem	DR	608,000	450,000	-	450,000	450,000	
Grays Harbor	Middle Satsop Road	RC	3,054,000	2,682,900	-	185,000	185,000	P
Mason	Cloquallum Road Improvement Project	3R	1,460,000	1,314,000	-	532,772	532,772	P
RATA Requested for new projects				20,584,700		9,407,700	NEW SW Funding	
Total RATA Requested for new projects				130,719,900				

Partially funded from earlier Biennium

**Project Types:**

RC = Reconstruction  
 3R = Rehabilitation  
 2R = Resurface and Restore  
 DR = Drainage  
 IS = Intersection  
 FA = Federal Aid Bridge  
 SA = Stand-Alone Bridge

**Allocation Summary:**

NE Region 24,177,264  
 NW Region 5,705,094  
 PS Region 5,239,620  
 SE Region 12,033,687  
 SW Region 9,407,700  
 Total Allocated: 56,563,365

Adopted by the CRABoard on May 1, 2025

Chair's Signature

ATTEST





March 21, 2025

Commissioner Rob Coffman  
WSAC President  
206 Tenth Avenue SE  
Olympia, WA 98501-1311  
CRABoard Appointment

Dear Commissioner Coffman,

It is time again to begin the process to fill the positions of three CRABoard members whose terms expire June 30, 2025.

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

Medium sized county engineer: population between 30,000 - 150,000  
Small sized county commissioner: population less than 30,000  
Medium sized county commissioner: population between 30,000 - 150,000

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

By copy of this letter, I am reminding WSACE President Doug McCormick, PE, that he needs to make available to you two nominations for the position presently occupied by Eric Pierson, PE, or re-appoint him to serve another term.

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

Sincerely,

A handwritten signature in blue ink that reads "Jane Wall".

JANE WALL  
Executive Director

Cc: Commissioner Rob Coffman, CRABoard Chair  
Doug McCormick, PE, WSACE President  
Derek Young, WSAC Interim Executive Director



# 2025 AWARD NOMINATIONS



TWO WEEKS LEFT!



## PROJECT/PROGRAM MANAGER OF THE YEAR AWARD

Open Until Wednesday, April 30th

[NOMINATE A MANAGER](#)

Since 2013, the County Road Administration Board has presented a Project/Program Manager of the Year Award to recognize **outstanding performance, public service, and contributions toward the programs and projects that make a difference in our communities across the state.**

We are now accepting nominations for the 2025 Project/Program Manager of the Year Award. If you know of a manager who has been doing an exceptional job that deserves recognition, please submit a nomination form on our website **by Wednesday, April 30th at 5:00pm.**

### Who is eligible?

Eligible nominees include supervisors, foremen, and/or engineers who managed a project that was completed in 2024 or program that was substantially underway in 2024.

### Who can nominate?

Nominations for the Project/Program Manager of the Year Award can be made by county commissioners, councilmembers, public works directors and county engineers.

### How will the award(s) be presented?

Depending on the merit of the nominations, the award may be divided into a Program Manager and a Project Manager of the Year Award at the discretion of the review committee. The award will be presented in the county of the award winner(s) during the summer of 2025.

If you have questions, please contact the County Road Administration Board at 360.753.5989.

[NOMINATE A MANAGER](#)



TWO WEEKS LEFT!



## COUNTY ENGINEER OF THE YEAR AWARD

Open Until Wednesday, April 30th

[NOMINATE AN ENGINEER](#)

Since 1967, the County Road Administration Board has presented a County Engineer of the Year Award to recognize **outstanding performance in engineering expertise, leadership, community engagement and industry involvement.**

We are now accepting nominations for the 2025 County Engineer of Year Award. If you know of a County Engineer who has been doing an exceptional job that deserves recognition, please submit a nomination form on our website **by Wednesday, April 30th at 5:00pm.**

### Who is eligible?

Eligible nominees include Washington's 39 County Engineers, a statutorily required role in each county responsible for all aspects of road department management. A current list of county engineers can be found [here](#).

### Who can nominate?

Nominations for the County Engineer of the Year Award can be made by county commissioners, councilmembers, and the WSACE board of directors.

### How will the award(s) be presented?

Depending on the merit of the nominations, the award may be divided into a Rural and Urban County Engineer of the Year Award at the discretion of the review committee. The award will be presented during the Engineers Awards Banquet at the 2025 WSACE Annual Conference in Everett, WA.

If you have questions, please contact the County Road Administration Board at 360.753.5989.

[NOMINATE AN ENGINEER](#)

WASHINGTON STATE  
**COUNTY ROAD  
ADMINISTRATION BOARD**  
**Strategic Plan 2025**



Mission	Ensure the success and accountability of all Washington county road departments
Vision	Recognized national leader in trusted, effective, visionary transportation administration
Together We Value	Collaboration, innovation, service, leadership, integrity, accountability, diversity and inclusion

<div><div>A</div><div>Jane</div></div> <div>Create a legislative/public call to action to further agency strategic goals</div> <div><div><div>●</div><div>1. Facilitate Legislative Communications</div></div><div>2024 annual report, legislative handouts, presentations &amp; website completed. JW meeting regularly with key legislators including Rep Fey and Sen. King. Hill climb completed 1/29.</div><div><div>●</div><div>2. Increase In-Person Legislative Outreach</div></div><div>Ongoing efforts continue to foster positive relationships with policy makers and have resulted in key gains, including bipartisan bills for our local road program in both the house and senate.</div><div><div>●</div><div>3. Leverage Opportunities to Increase Partnerships</div></div><div>Current partner activities include the FGTS workgroup; road log work; partnership with the Traffic Safety Commission; researching standardizing platforms and geoportals with WSDOT; and exploring</div></div>	<div><div>B</div><div>Drew</div></div> <div>Increase visibility and physical presence of CRAB with local agencies and tribes</div> <div><div><div>●</div><div>1. Conduct County Engagement (Broken Out by Task Below)</div></div><div><div>●</div><div>a. Track Communication with Regions</div></div><div>Quarterly report included in the Board packet under the Engineering Division report.</div><div><div>●</div><div>b. Set Goals/Tactics for County Engagement</div></div><div>Continuing GIS-Mo Forum and Open Support Hour. Will expand as topics arise such as call for projects, compliance submittals. Completing county visits for spring/summer.</div><div><div>●</div><div>c. Host two remote and two in-house board meetings</div></div><div>Scheduled and in progress for 2025: Olympia (Jan/Apr), Clark County (July) and Yakima County (Oct).</div><div><div>●</div><div>d. Host GIS-Mo Forum to Promote Technology</div></div><div>2025 Level-Up GIS-Mo Conference in Ellensburg, WA this fall; registration opened April 10th and is at 96% capacity, representing 28 counties!</div><div><div>●</div><div>2. Implement County Training</div></div><div>Legislative Authority Training in Feb and Office of the County Engineer training in May. Will be developing content for new grant programs.</div><div><div>●</div><div>a. Plan and Host the Road Design Conference</div></div><div>2025 conference completed; securing contracts for the 2026 conference that will be open to county and city staff.</div><div><div>●</div><div>3. Evaluate Existing Grant Impacts as it Relates to Environmental Justice</div></div><div>Continued participation in statewide work groups. Environmental component added to Grant Program Effectiveness Study.</div><div><div>●</div><div>4. Implement federal fund fac. pilot program for FY 25-28</div></div><div>Began recruitment efforts in fall 2024; currently on hold.</div></div>
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Green = On Track   Yellow = In Progress   Red = Behind Schedule/Delayed   Black = On Hold

## **7A. Board Travel Reimbursement Policy**

### **– Drew Woods**

# Engineering Division Board Report

Spring 2025 Meeting

Report Period: January 19, 2025 to April 26, 2025

## Engineering Staff Highlights:

Deputy Director – Drew Woods, P.E.

This previous quarter has been primarily occupied with the Legislature and training. This legislative session we have had to answer 14 fiscal note requests. The fiscal note for a new grant program at CRAB for passenger only ferry capital projects caught us by surprise. There has been other Legislative outreach and contact – primarily regarding the proposed transportation budgets.

The counties continue to deliver projects putting stress on the RAP fund balance. While this is a great accomplishment, we are now in the position of limited funds available to assist counties with emergent needs. We continue to work hard to find ways to say yes to the counties requests for additional funds and scope changes, but it is becoming more and more difficult. In the Spring meeting, we are advising the Board of the cash balance challenges in the next biennium while also recommending one of the largest program award amounts in the history of the program. While we have a near term cash flow challenge, we need new projects to fill the outlying years.

Training continues for both technical and professional needs. In February CRAB provided training on the interaction of the county legislative authority. The training was well attended and will be available for on demand viewing on CRAB's website. Also in February, I attended Government to Government training hosted by the Governor's Office of Tribal Affairs. This was very informative training that helps to understand the intricacies of Tribal government, governance, tradition, and philosophy.

County Compliance, Support, and Training Manager – Derek Pohle, P.E.

CRAB staff conducted a two-day virtual training, 'The Legislative/Executive Authority and the County Road Department' in the last quarter. The two-day training targeted elected officials, road department staff, and others in the counties wanting a basic understanding of County Road. 70 and 60 were in attendance respectively, with 28 counties represented.

See separate Compliance Manager's Report regarding annual certification and certificates of good practice. On a general compliance note, there are currently 5 counties, Ferry, Grant, Pacific, Wahkiakum, and Walla Walla who technically are ineligible to administer their own Federal funds. These counties do not have a full-time licensed county engineer on staff as



required by the LAG Manual/CA agreement between the certified local agencies, WSDOT, and FHWA. It is worth noting, CA status is voluntary.

#### Grants Program Administrator – Steve Johnson, P.E.

The CAPP Reports were due in CARS during this quarter, which I reviewed. I also assisted with the Legislative training sessions, and continued reviewing and verifying that all active and proposed RAP projects are included on the 6-year Plans for the counties.

Additionally, the Spring Board meeting will be reviewing the proposed funding array for the '25-'27 biennium, so I have prepared the funding array for each region.

The RAP account has been spent down (by design). I have been communicating with county project staff and county engineers to verify project scheduling and update reimbursement schedules. I am also tracking the quarterly MVFT forecast, in relation to CRAB accounts.

There have been several project scope change amendments reviewed this quarter, and a large number of requests for Construction Lapse extensions.

#### Design Systems Manager – Brian Bailey

During the first quarter of 2025, I was working diligently on preparations for the 2025 Road Design Conference that was held on March 19-21, 2025. The conference went off without a hitch and surveys showed that all the content was well received by attendees and sponsors. I had the opportunity to speak with every sponsor and am pleased to report that most committed to sponsorship next year and potentially further. Also based on the surveys, attendees and current sponsors overwhelmingly agree we should hold future conferences at Campbell's Resort in Chelan, so we have signed a preliminary agreement to host the 2026 conference at Campbell's on March 17th-19th. We will begin reaching out to sponsors June for commitments.

Prior to the conference, I was able to deliver one Part 107 (Drone) Certification training course to 11 county staff at our training facility in Olympia. Immediately following the conference, I also held a second training course for 8 additional staff. Utilizing our newly re-configured training room, staff participated in the three-day training before testing at a local proxied exam site on their final day. All 19 staff passed the certification training.

I have been assisting the IT group in its preparation for the 2025 GIS-Mo Level Up conference that will be held in Ellensburg on September 23rd–25th, 2025. I am providing my experience in the development of the annual Road Design Conference to ease the preparation for this conference. I have also been preparing to help deliver training to 12 east side staff members in Colville in May. This training will include new content that will be delivered during this year's round of GIS-Mo training.

#### Road Systems Manager – Mike Clark

This past quarter I was focused on working with the Road Log Managers and validating the Road Log updates for the April 1 submittal due date. This is a major MVFT recalculation year, and all the counties were determined to provide accurate changes to their complete road network system. In January, Skamania and Pierce County were the first two counties to submit their

2024 Road Log changes. By the end of the day on April 1, all 39 counties Road Log control field changes were reviewed, approved and validated to meet WAC 136-60 requirements. It was obvious that the Road Log managers have been busy with a variety of control field updates. Overall, we had a net gain of 63 additional lane miles and updated numerous traffic studies and FGTS routes. This past year there were over 517 (4,315 assets) Road Log Work Orders, and I appreciated all the detailed changes and providing applicable supporting documentation. In addition, we saw several new faces for Road Log Managers and Traffic Engineers/Technicians, which they all did an incredible job learning this program so quickly. Our outreach towards counties making updates year-round is working, as I currently have 10 counties adding numerous Road Log Work Orders.

Outside of the Road Log, I have been actively working with Chelan, Cowlitz and Douglas counties on navigating through the Pavement Management Module in VUEWorks. While there have been a few minor setbacks, we have generated several useful scenarios, and I am seeing promising results for their budget forecasting. Having accurate data is one of the most important elements of this module.

#### Data Quality Assurance & Analysis Manager – Bree Norlander

During the past several months I have been working closely with members of the IT team and a vendor to create a data pipeline from the SmartSimple system we use to collect reports from county to our in-house database. At the completion of the project, I will be able to create dashboards and visualizations that can be refreshed with timely data on a regular schedule.

I have been actively involved in open data publishing and open data governance at the Statewide level as a representative of CRAB. I participated in and reviewed potential vendors' solutions for WA State's Open Data Portal Modernization Project throughout January and February. I also joined the Open Data Policy Update Workgroup.

Eric Hagenlock initiated, and I am now facilitating, a MIRE Fundamental Data Elements (FDEs) workgroup. We currently have representation from CRAB, WTSC, and WSDOT. States must provide access to a complete collection of the MIRE FDEs by September 2026. I have been working with IT staff to understand and present a Power BI dashboard on the status of CRAB's data to meet that collection deadline.

Eric Hagenlock and I had a talk accepted to the Traffic Records Forum which will be held in Boston in July. We will present on GIS-Mo and CRAB's data architecture.

### County Engineer Appointments:

- Asotin – On April 8, 2025 Mr. Joshua Malkin, P.E. was appointed as the Asotin County engineer. Mr. Malkin comes from Maryland where he previously worked for the federal government.
- Walla Walla – On April 28, 2025 Mr. Joel Dickerson, P.E. will be appointed as the Walla Walla County Engineer.
- Skagit – On April 22, 2025 Mr. Tom Weller, P.E. was appointed as the Skagit County Engineer. Mr. Weller had previously served as the Assistant County Engineer.

## County Engineer Vacancy Status (WAC 136-012):

<b>County</b>	<b>Effective Date</b>	<b>Original Six-Month Expiration</b>	<b>Six-Month Extension</b>	<b>Notes</b>
<i>Pacific</i>	Sept. 15, 2023	Mar. 15, 2024	April ??, 2025	Jennifer Oatfield and Richard Drake appointed Acting CE team
<i>Stevens</i>	Dec. 18, 2024	June 18, 2025	-	Wayne Cornwall terminated, Nicole Norvell, P.E. appointed Acting CE
<i>Grant</i>	April 1, 2025	Oct. 1, 2025	-	Dave Bren resigned, via interlocal serving as interim CE

## County Audit Reviews:

	<b>Number</b>	<b>Findings</b>	<b>Management Letters</b>	<b>County Road or ER&amp;R</b>	<b>CRAB Follow-Up Needed</b>
<i>Financial</i>	4	4	1	No	No
<i>Accountability</i>	4	1	1	No	No
<i>Fraud</i>	0	0	0	-	-
<i>Performance</i>	0	0	0	-	-

## Design Systems and Unmanned Aerial Systems (UAS) Update:

- Completed the 2025 Road Design Conference
  - It was attended by 67 county staff from 21 different counties and 2 city staff from Port Orchard and Sequim.
  - It was supported by 18 staff from 12 different companies and 5 CRAB Staff.
  - We provide a 4-hour presentation by Lou Quinto, a motivational speaker about the power of critical thinking. The session was very well received. We also provided 11 technical sessions on Autodesk product, drone mapping and road rating. These sessions were presented by 7 separate instructors.
  - We provided two separate social events at this year's conference. The Wednesday evening social was well attended and provided great opportunities for sponsors to converse with staff. The Bowling Social is always a favorited and was attended by 60



staff and sponsors. We extended the time to three hours this year, giving staff more time to mingle with other county staff and sponsors.

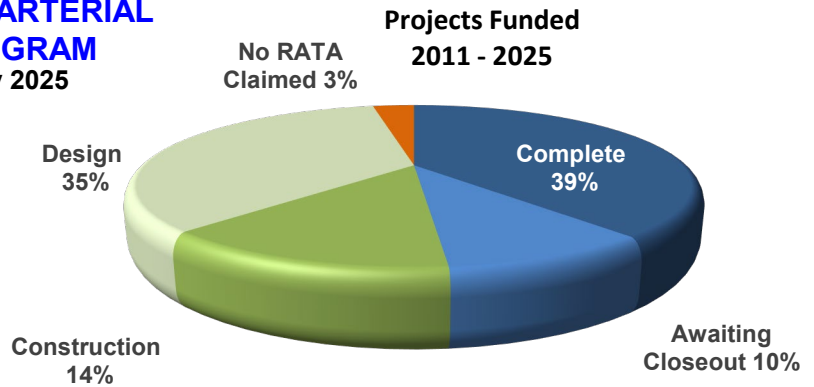
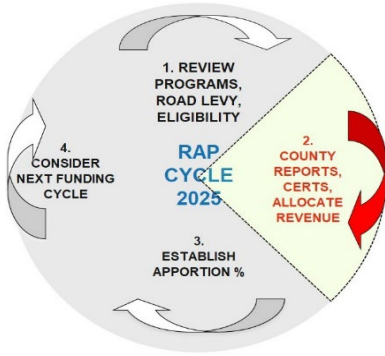
- Completed two Part 107 Certification Training Classes
  - Held at our training facility in Olympia.
  - Two separate classes:
    - March 3<sup>rd</sup>-5<sup>th</sup> for 11 staff from 7 counties
    - March 31<sup>st</sup>-April 2<sup>nd</sup> for 8 staff from 6 counties

## Learning Management System Update:

- 2024 4th quarter performance
  - The platform has 1,062 registered users and has had 170 unique user logins during the period.
  - Users have accessed 1169 individual assets and 432 learning path courses.
  - Of the assets accessed, 428 were CRAB's custom content in support of GIS-Mo, RAP Online, CARS and Sincpac. This represents 36% of all individual assets consumed in this quarter.
  - Using imputed averages for assets and courses, CRAB provided approximately 277 person-hours of training.
  - Overall, use was comparable to last quarter. We experience fewer logins consuming more content.
  - No new content was introduced this quarter.

## RAP Program Status:

## RURAL ARTERIAL PROGRAM May 2025



### PROJECT STATUS:

Billing Phase	'83-'11	'11-'13	'13-'15	'15-'17	'17-'19	'19-'21	'21-'23	Current Biennium '23-'25	TOTAL
Completed	1040	2	48	33	26	13	3	1	1166
Awaiting Closeout	2		1	6	3	4	4	1	21
Some RATA paid			1	2	10	23	19	40	95
No RATA Paid					2	2		2	6
<b>TOTAL</b>	1042	2	50	41	41	42	26	44	1288

### FUND STATUS:

#### Anticipated Revenue to end of '23 - '25 Biennium:

Fuel tax receipts and interest through June, 2023

690,992,513

**Estimated** fuel tax, int, Elect Vehicle overages and **MVA Transfers** July '23 thru June '25

45,059,500

Total estimated revenue

**736,052,013**

#### RAP Expenditures to date:

To Completed Projects

637,086,843

To Projects in Design or Under Construction

70,322,397

Administration

15,541,067

Total RATA spent

**722,950,307**

#### RAP Obligations:

RATA Balance on Active Projects

114,943,676

RATA \$ yet to allocate to Partially funded projects -

24,706,379

Requests for reimbursement - pending

668,956

Estimated remaining administration through 2023- 2025 biennium

(38,447)

Total RATA obligated

**140,280,564**

### QTR 1 - 2025 RATA ACTIVITY:

REVENUE MONTH	BEGINNING BALANCE	MVFT REVENUE	INTEREST + Cash Rcpts	PROJECT PAYMENTS	#	ADMIN CHARGES	ENDING BALANCE
January	\$10,001,224.88	\$1,528,413.14	\$26,029.09	(1,835,817.24)	32	(61,030.43)	\$9,658,819.44
February	\$9,658,819.44	\$1,369,855.74	\$20,087.40	(147,854.18)	9	(57,118.63)	\$10,843,789.77
March	\$10,843,789.77	\$1,307,735.66	\$17,429.20	(1,841,463.46)	39	(66,729.69)	\$10,260,761.48
<b>TOTALS:</b>		\$4,206,004.54	\$63,545.69	(3,825,134.88)	80	(184,878.75)	

## Completed Projects:



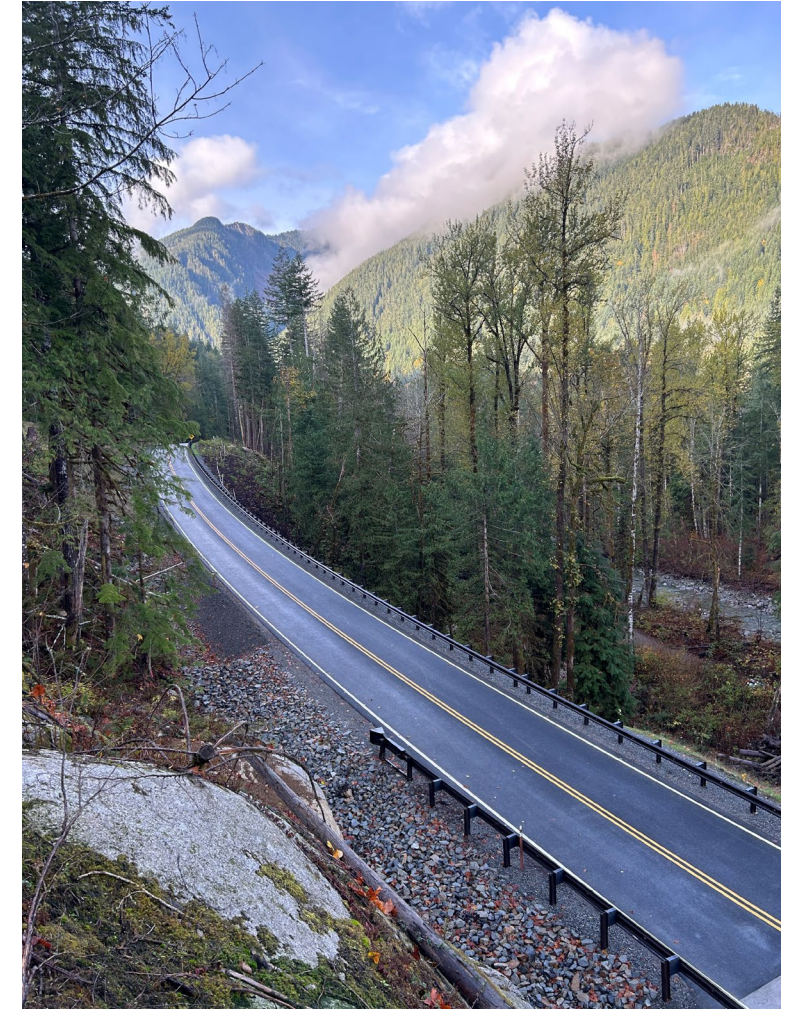


In November 2006, Index-Galena Road was extensively damaged by a major flood event on the North Fork Skykomish River that washed out multiple sections of the roadway. This event resulted in Index Galena Road being closed at MP 6.4, just east and upstream of the Trout Creek Bridge.

The purpose of the proposed Index-Galena Milepost (MP) 6.4 to MP 6.9 project is to restore essential travel and prevent future damage to the roadway.

Snohomish County  
Index Galena Road  
RC – 3117-02 (19-31-1205)

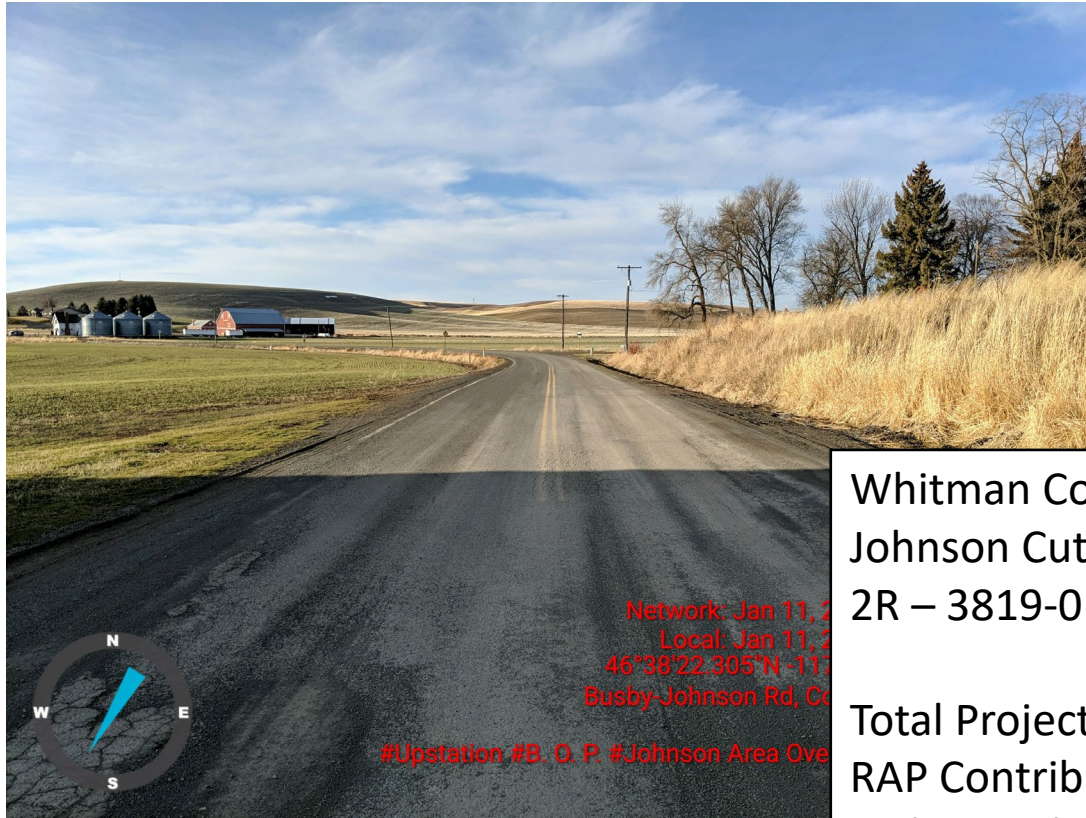
Total Project Cost: \$30,123,603  
RAP Contribution: \$ 1,200,000  
Fed Contribution: \$22,318,472  
Local Contribution: \$ 6,605,131



This was a RC project (Reconstruction).

The one mile length of road was replaced between Index-Galena Road mile 6 and 7 restoring access to the upper reaches of the north fork of the Skykomish River. The project moved the road out of the river channel onto the hill side reducing risk from future river inundation





Whitman County  
Johnson Cut-Off Road  
2R – 3819-01 (21-38-1248)

Total Project Cost: \$468,565  
RAP Contribution: \$421,709  
Fed Contribution: \$ 44,853  
Local Contribution: \$ 2,003

Network: Jan 11, 2  
Local: Jan 11, 2  
46°38'22.305"N -111°  
Busby-Johnson Rd, Co

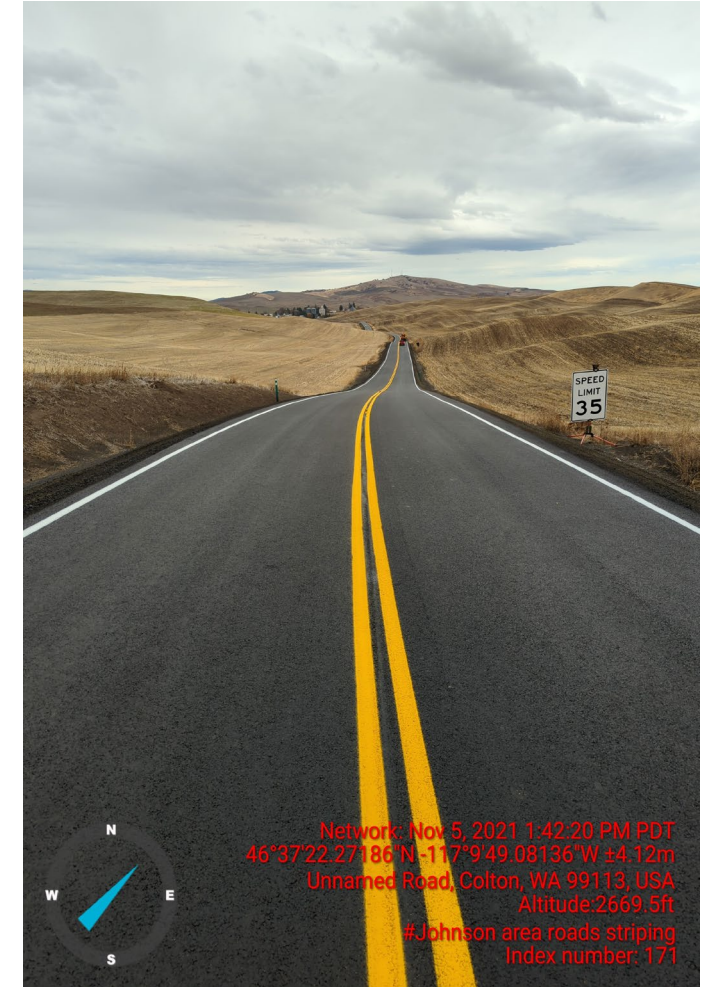
#Upstation #B. O. P. #Johnson Area Ove

Johnson and Johnson Cut Off Roads serve as vital roads in Southeastern Whitman County. They link many farmers and business to SR 195 and also link Johnson, WA to Pullman, WA.

The asphalt driving surface had deteriorated to a point that led to increased maintenance costs and the need for an overlay.

This was a 2R project (Resurface/Restoration).

During this project a new asphalt overlay was constructed using HMA Paving. New permanent striping was also constructed once the overlay was complete



Network: Nov 5, 2021 1:42:20 PM PDT  
46°37'22.27186"N -111°9'49.08136"W ±4.12m  
Unnamed Road, Colton, WA 99113, USA  
Altitude: 2669.5ft  
#Johnson area roads striping  
Index number: 171





Trout Lake Highway serves as a direct connection between the communities of Glenwood and Trout Lake. This road is a major route for harvested forest products to reach the market. In addition to providing a route for commerce, Trout Lake Highway carries tourists to and from state and federal recreational lands.

The Highway was in dire need of pavement preservation. Many areas consisted of patches on top of patches. The roadway width was also under the minimum standard width for a Rural Major Collector and needed minor widening. Other safety improvements were needed including removal of fixed objects, guardrail, and slope flattening.

Klickitat County  
Trout Lake Highway  
2R – 2017-01 (19-20-1125)

Total Project Cost: \$1,419,121  
RAP Contribution: \$1,118,700  
Local Contribution: \$ 300,421



This was a 2R project (Resurface/Restoration).

The existing failing surface was removed, base rock added to widen the roadway to a minimum of 22 feet of travel way width, slopes were flattened to provide recoverable slopes, guardrail added and fixed objects within the clear-zone were removed. Finally the roadway received a 3-inch overlay of Hot Mix Asphalt.





Pierce County  
Sumner Buckley Highway  
2R – 2719-01 (21-27-1186)

Total Project Cost: \$1,305,546  
RAP Contribution: \$1,174,992  
Local Contribution: \$ 130,554

This was a 2R project (Resurface/Restoration).

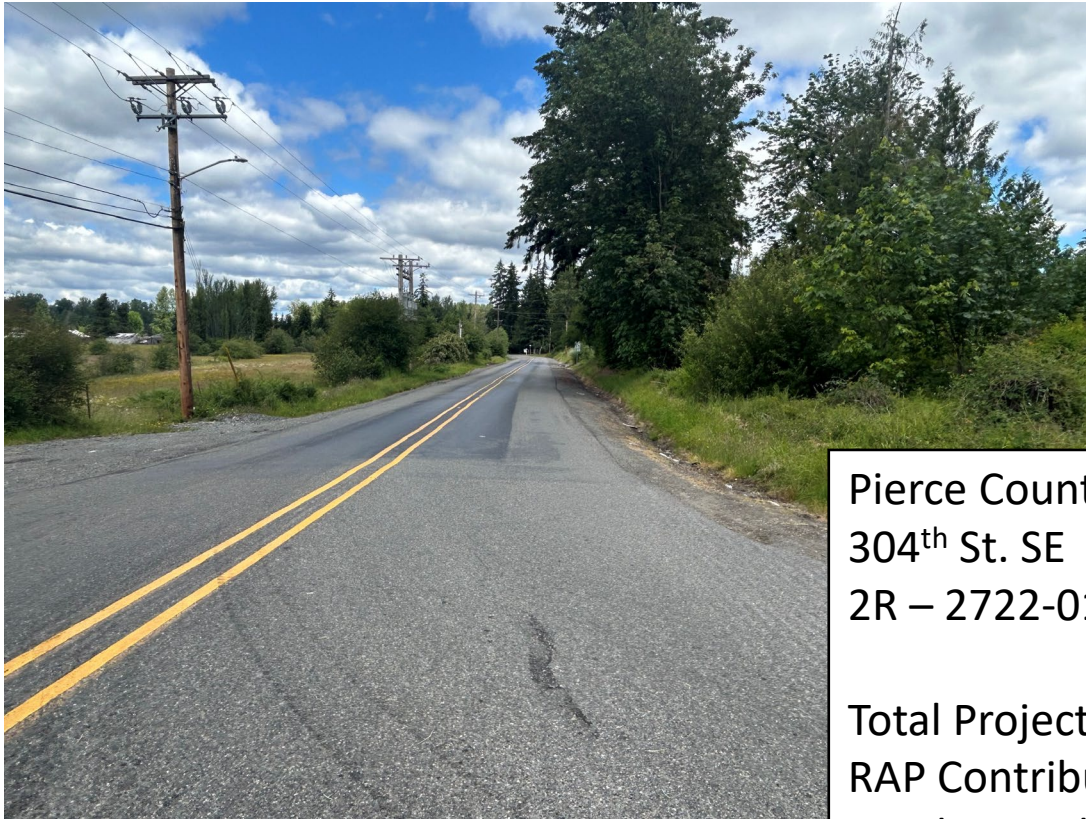
The project was successfully completed and has delivered a safer and smoother roadway surface for all users of the highway—including non-motorized vehicles and pedestrians. The improvements have preserved the structural integrity of the highway and concrete bridge deck, and new guardrail systems will help prevent roadway departure crashes that can cause serious injury. Finally, the project provided for new wayside signs that provide critical information to passing travelers.

Sumner-Buckley Highway East is an arterial that connects the cities of Bonney Lake and Buckley. This legacy state highway is a scenic and rural bypass to State Route 410. The majority of the land along Sumner-Buckley Highway is used for agriculture and farming..

The existing asphalt roadway and concrete bridge deck was deteriorating and had been identified for preservation treatment. The existing guardrail post & plank retaining walls were also deteriorating and sub standard. The project resurfaced the roadway with a minimum of 2" of HMA. The existing deck was repaired with a polyester concrete overlay. The project also replaced the failing segments of guardrail with long-post guardrail and regraded the slope, eliminating the need for retaining walls.







Pierce County  
304<sup>th</sup> St. SE  
2R – 2722-01 (24-27-1187)

Total Project Cost: \$883,014  
RAP Contribution: \$883,014  
Local Contribution: \$ 0\*

\*received Match Adjustment Amendment  
Also turned back unused RATA funds

This was a 2R project (Resurface/Restoration).

The project was successfully completed and has delivered a safer and smoother roadway surface for all users of the highway—including non-motorized vehicles and pedestrians. The improvements have preserved the structural integrity of the road and bridge deck, and new guardrail systems will help prevent roadway departure crashes that can cause serious injury.

304th St East is a critical east-west arterial grid road located in south-central Pierce County. It is a high-speed roadway connecting two state highways—State Routes 7 and 161—with trucks constituting approximately 30% of the daily traffic volume. The rural arterial is the preferred route for truck traffic traveling to the Pierce County's primary solid waste landfill facility, which is located at 304th Street East and SR-161.

The project resurfaced the roadway to provide structural integrity. The road's surface condition was restored through pre-leveling and an overlay of the roadway with approximately 3" of hot mix asphalt. The bridge deck within the project limits was also resurfaced, and its sub-standard guard rail was replaced with Type 31 guard rail to meet current stations.







This road was originally a state highway and was once scheduled to be extended north to Pe Ell in Lewis County. It is a major route for freight operations hauling logs. It serves a number of local residences and provides access to timber harvesting. The road is frequently used for recreational access for hunting and fishing.

The road had three issues, a sag vertical curve, an S curve around a hill, and a failing culvert where Clear Creek crosses. The sag curve and S curve limited sight distance.

Wahkiakum County  
Elochoman Valley Road / Clear  
Creek Culvert  
3R – 3515-04 (17-35-1229)

Total Project Cost: \$3,616,217  
RAP Contribution: \$1,363,995  
Fed Contribution: \$ 17,632  
Other Contribution:\$2,074,324  
Local Contribution: \$ 160,266

This was a 3R and DR project (Resurface/Restoration and Drainage).

The new bridge over the creek eliminated the failing culvert. It also raised the road at the sag and provides a much better sight distance. The bridge was placed adjacent to the existing road to reduce the radius on the two horizontal curves and the hill mass was cut away to really improve sight distance. The removal of the fish barrier has resulted in salmon seen spawning in Clear Creek.



Staff Project Actions Taken:



## *County Road Administration Board – May 1, 2025*

### **Project Actions Taken by CRAB Staff**

#### **I. Staff Action Jefferson County – Construction Extension request for Upper Hoh Road (1619-01 / 21-16-1105)**

Jefferson County requested a construction lapse extension for their Upper Hoh Road 2R project. The request is based on delays due to increased costs, and interdependence on other projects along the same road. This project is managed by FHWA, with most of the funding from FLAP. The projects have been fully funded through FLAP and are expected to reach construction in 2026. The director forwarded a letter on April 11, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

#### **II. Staff Action Lincoln County – Contract Combination for Duck Lake Road (2221-01) and Duck Lake Road Section 2 (2223-02)**

Lincoln County requested that their two projects along Duck Lake Road be combined into a single contract, as allowed in WAC 136-170-040. The benefits of combining these adjacent projects include streamlining project management and construction. The director forwarded a letter and new combined contract on February 6, 2025 granting the combination of these contracts.

#### **III. Staff Action Thurston County – Scope Change for 183rd Road (3421-01 / 23-34-1224)**

Thurston County requested a scope change to adjust the project milepost limits for their 183<sup>rd</sup> Avenue SW 3R project.

This project was originally proposed for MP 6.00– MP 7.71. However, as design progressed, it became apparent that the cost of this project has increased beyond the capacity of the county to cover. Reducing the current project's length, with the intent to apply for the remaining portion at a future date will allow the county to complete a portion of this project within the existing budget.

Thurston County confirmed that new project limits (MP 6.78 – MP 7.71) would allow good project continuity and termini, and would not request additional RATA funding.

CRAB staff reviewed the request, along with the revised project scoring. Although the project length is reduced, the additional design information resulted in increasing the project's score, ensuring that the project would have still ranked well on the original funding array.

The director forwarded a letter and contract amendment on January 23, 2025 granting the requested scope change.

#### **IV. Staff Action Pacific County – Withdrawal of Stringtown Road Culvert 2517-02 / 19-25-1173) and North Nemah Road (2517-01 / 19-25-1172)**

Pacific County requested to withdraw their Stringtown Road Culvert DR project, and their North Nemah Road 3R project. Both of these projects were approaching their second Construction Lapse date, with no progress being made over the past several years due to lack of key staff. The County

agreed to repay all RATA funds previously reimbursed (Stringtown = \$24,984.77; North Nemah = \$33,366.06). The director forwarded a letter on xxx accepting the withdrawal of these two projects.

**V. Staff Action Skagit County – Construction Extension request for Francis Road Section 3 (2919-01 / 21-29-1194)**

Skagit County requested a construction lapse extension for their Francis Road Section 3 3R project. The request is based on delays resulting from the ESA stormwater policy change requiring updated NEPA approvals, as well as a newly discovered cattle crossing that must be reconstructed. The director forwarded a letter on February 5, 2025 granting a two-year extension for this project, setting a new construction lapsing date of May 1, 2027.

**VI. Staff Action Cowlitz County – Construction Extension request for Dike Road (0819-01 / 21-8-1047)**

Cowlitz County requested a construction lapse extension for their Dike Road 2R project. The request is based on delays resulting from extended permitting and Right-Of-Way phase effort, including utility relocation in the vicinity of a levee. The director forwarded a letter on April 4, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

**VII. Staff Action Yakima County – Construction Extension request for Independence Road Phase 2 (3919-01 / 21-39-1255)**

Yakima County requested a construction lapse extension for their Independence Road Phase 2 3R project. The request is based on delays resulting from the relocation timing of a transmission power line that runs the full length of the project. The director forwarded a letter on April 4, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

**VIII. Staff Action Ferry County – Scope Change and Construction Extension for Trout Creek Road (1019-03 / 21-10-1064)**

Ferry County requested a scope change to modify the proposed surfacing and width of their Trout Creek Road 3R project.

This project was originally proposed to resurface with Hot Mix Asphalt (HMA), and widen the existing road to 26 ft. However, due to increased costs, the County requested to eliminate the proposed widening, and change the surfacing from HMA to Chipseal, with that portion of the work conducted by county forces. These changes are expected to keep the project costs within original budget.

The change in surfacing did not result in any change in project score, however the width reduction lowered the project's score from 94.91 down to 84.91 points. While the score was reduced, it did not significantly change the project's position on the original funding array

In addition to the scope change, Ferry County requested a construction lapse extension, primarily due to staffing issues, and workload prioritizations.

The director forwarded a letter and contract amendment on April 10, 2025 granting the requested scope change, and granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

**IX. Staff Action Columbia County – Construction Extension request for Kellogg Hollow Road (0719-02 / 21-7-1042) and for Kellogg Hollow Road - Starbuck Bridge (0719-01 / 21-7-1041)**

Columbia County requested a construction lapse extension for their Kellogg Hollow Road 3R project, and their Kellogg Hollow Road – Starbuck Bridge FA project. The requests are based on delays due to funding, and a location change for the proposed bridge.

The director forwarded letters on April 7, 2025 granting a two-year extension for each project, setting a new construction lapsing date of April 25, 2027.

**X. Staff Action Whitman County – Construction Extension request for Pullman Airport Road (3819-02 / 21-38-1249)**

Whitman County requested a construction lapse extension for their Pullman Airport Road RC project. The request is based on delays resulting from multiple large active projects and workload prioritization.

The director forwarded a letter on April 7, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

**XI. Staff Action Asotin County – Construction Extension request for Grande Ronde Road – Wenatchee Creek Bridge (0219-01 / 21-2-1009)**

Asotin County requested a construction lapse extension for their Grande Ronde Road – Wenatchee Creek Bridge SA project. The request is based on delays resulting from the lack of key engineering staff.

The director forwarded a letter on April 8, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

**XII. Staff Action Grays Harbor County – Construction Extension request for Wynooche Valley Road Culvert (1419-02 / 21-14-1095) and for Wishkah Rd Culvert (1419-01 / 21-14-1094)**

Grays Harbor County requested a construction lapse extension for their Wynooche Valley Road culvert DR project and for their Wishkah Rd Culvert Replacement DR project. The requests are based on delays resulting from the lack of staff and workload prioritization.

The director forwarded a letter on April 10, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

**XIII. Staff Action Clark County – Construction Extension request for SE Blair Rd (0619-01 / 21-6-1035)**

Clark County requested a construction lapse extension for their SE Blair Road 2R project. The request is based on delays resulting from the pivot from in-house design to consultant design. The director forwarded a letter on April 11, 2025 granting a two-year extension for this project, setting a new construction lapsing date of April 25, 2027.

#### **XIV. Staff Action Douglas County – Additional RATA request for McNeil Canyon Road (0922-01 / 24-9-1055)**

Douglas County requested additional RATA funding for their McNeil Canyon Rd RC project. The request is in accordance with WAC 136-165-020.

Douglas County confirmed that the project bids are reasonable, but costs are increased across many bid items as compared to the original estimate. The primary reasoning for the increased costs is inflation.

CRAB staff reviewed the plans, specifications, and estimates and concurs that the project remains within the original proposed scope.

Based on the new project estimate and actual low bid, Douglas County requested an additional \$663,300 which will be “borrowed” from the upcoming ’25-’27 award cycle, as outlined in WAC 136-165-040.

Douglas County has also confirmed that one of their other RAP projects will be constructed with County Forces and will need less RATA – by at least the same amount.

The director forwarded a letter and contract amendment on April 11, 2025 granting the additional RATA funding for the McNeil Canyon project, “borrowing forward” this amount from the upcoming ’25-’27 funding cycle.

Previous Board Actions Update:



## County Road Administration Board – May 1, 2025

### I. Updates on previous Board actions - Projects

- **Asotin County – Snake River Road project termination and waiver of payback**  
*Asotin County requested to withdraw the Snake River Road project and waive the payback of RATA funds expended to the project. At the April 29, 2021 CRABoard meeting, the request to withdraw was approved, including the waiver of payback of RATA funds – with the condition that Asotin County obtain additional funding and bring all phases of the project to construction no later than December 31, 2025 (with an extension to April 2030 possible, if the County demonstrates progress). The expended \$1,122,461.87 RATA funds shall be paid back if these conditions are not met.*
  - Asotin County received RATA funding in our '23-'25 cycle, aiming to construct Phase 1 – a portion of the original project. They have been approved on the 2023 STIP for the MPO to request additional federal funding to supplement potential CRAB funding. This entire project length will be conducted in four phases, scheduled to be completed within the timeline established in the waiver of payback agreement.
  - Phase 1 work is continuing, the County is meeting regularly with their consultant and State agencies to keep the project moving toward construction.
  - The County has submitted the signed Final Prospectus for Section 2 of the project in the current '25-'27 RAP cycle, and it is likely to be funded.
- **Skagit County's Francis Road extension**  
*Skagit County requested another 2-year construction extension for the Francis Road (Segment 1) project due to delays in ROW acquisition, utility relocations, pandemic related issues, and significantly increased costs. Additionally, this project was required to reassess NEPA approvals due to the new ESA stormwater policy that went into effect in March 2024. While the project has made progress, more time is needed. At the January 30, 2025 CRABoard meeting, the extension request was approved, setting the construction lapse date to April 16, 2027.*
  - Skagit County has federalized the Right-Of-Way phase of the project, all ten Temporary Construction Easements have been secured, and the Right-Of-Way Plan has been approved by WSDOT's Local Programs office.
  - The County submitted a HSIP grant and received \$1.75m in construction funding to be administered through WSDOT's Local Programs office.
  - WSDOT revisited all NEPA approvals that were approved prior to July 1, 2022, to verify that all such projects meet an ESA stormwater policy that went into effect in May 2024. This project will need an updated NEPA, which is now expected to delay the project's construction, possibly substantially.
  - The County is preparing several other funding strategies to support construction of this project, including Economic Development funding, STBG funding, and the use of CAPP funding for eligible portions of construction. If these strategies are successful along with timely preparation and approval of revised NEPA documentation, construction will occur during the summer of 2026.

- The County is reviewing its Consultant's updated NEPA documentation and expects to submit to the USACE and WSDOT Local Programs in February. The expectation as to the timeline for approval is approximately 12 months.
  - Due to the lengthy NEPA re-approval process, Skagit County was granted another Construction Lapse Extension to April 2027.
- **Cowlitz County's South Cloverdale Road extension**  
*Cowlitz County requested a 2-year construction extension for the South Cloverdale Road project due to delays in acquiring federal funding resulting in additional fish passage requirements, and significant delays in ROW process as the County relies on WSDOT for the ROW appraisal and review process. At the April 13, 2023 CRABoard meeting, the extension request was approved, setting the construction lapse date to April 16, 2025.*
  - Cowlitz County advertised the South Cloverdale Road project for construction on April 8, 2025 with bids to be received on May 12. This fulfills the lapse timing requirement, therefore this will be the last project update due to previous Board action.
- **Okanogan County's Cameron Lake Road project withdrawal and waiver of payback**  
*Okanogan County requested to withdraw the Cameron Lake Road project and waive the payback of RATA funds expended to the project. The withdrawal is based on inability to secure necessary Right-Of-Way from the neighboring Colville Confederated Tribes (CCT). At the October 24, 2024 CRABoard meeting, the request to withdraw was approved, including the waiver of payback of RATA funds – with the condition that Okanogan County continue coordinating with the CCT, and re-apply for funding no later than the '29-'31 biennium RAP call for projects.*
- **Whitman County's Hume Road extension**  
*Whitman County requested a 2-year construction extension for the Hume Road project due to delays resulting from loss of key employees, prioritization of other projects, and significant delays with wetland consultants. Relating to the wetland mitigation and ROW acquisition needs, the county will need additional time. At the January 30, 2025 CRABoard meeting, the extension request was approved, setting the construction lapse date to April 27, 2027.*
- **Benton County's Hanks Road Phase 1 extension**  
*Benton County requested a 2-year construction extension for the Hanks Road project due to delays resulting from a neighboring orchard owner's concern that raising the road may damage the adjacent fruit trees and grapes. The county's civil deputy prosecutor recommended seeking expert consultation to resolve the concern, which will require additional time. At the January 30, 2025 CRABoard meeting, the extension request was approved, setting the construction lapse date to April 27, 2027.*
- **Wahkiakum County's East Valley Road extension**  
*Wahkiakum County requested a 2-year construction extension for the East Valley Road project due to delays resulting from loss of key employees, and multiple site complications including the adjacent Skamokawa Creek, a rock face opposite the creek, a historic bridge at the intersection, and a historic building also adjacent. While the design consultant is working through these constraints, the county will*

*need additional time. At the January 30, 2025 CRABoard meeting, the extension request was approved, setting the construction lapse date to April 27, 2027.*

## **II. Updates on previous Board actions – Emergency Loan Projects**

- **Wahkiakum County** requested a loan in December 2024. The County experienced a significant storm event in 2021, with damages to Salmon Creek Road. The storm event was declared an emergency at the time, and the County proceeded to repair the road and washed out culvert. However, the FEMA reimbursements have not yet been approved. The County requested \$850,000 to cover the repair costs due to contractors and vendors as they continue working with FEMA.
  - The ELP contract for \$850,000 was signed December 10, 2024, and the ELP funds were transferred to the county.
  - The first billing will be at the 6-month mark (July 2025).
  - The full loan repayment is due by January 2027.
  - Wahkiakum County sent in a payment of \$450,000 received April 2, 2025, reducing the loan amount to \$400,000 remaining.

**Current ELP account balance is \$2,439,524.87**

### III. Updates on previous Board actions – Resolution 2022-010 – Allowing additional RATA funding for projects reaching construction in 2023/2024

The following projects were granted contract amendments for reaching construction in 2023/2024:

**(projects in Bold are complete)**

• Adams County – Lind Hatton Rd Project #3 #0119-02	\$256,600
• Chelan County – Goodwin Road #0419-02	\$154,000
• <b>Chelan County – Chumstick Highway #0421-01</b>	<b>\$122,000</b>
• Chelan County – Wenatchee Heights Rd #0423-01	\$137,400
• <b>Clallam County – Carlsborg Road #0519-01</b>	<b>\$ 52,500</b>
• Columbia County – Rose Gulch Road- Vernon Smith Br #0717-02	\$ 52,500
• Columbia County – Lower Hogeeye Road #0713-02	\$235,500
• <b>Ferry County – Boulder Creek Sec. 1 #1015-02</b>	<b>\$190,000</b>
• <b>Ferry County – Inchelium Hiway Rehabilitation #1019-02</b>	<b>\$ 83,300</b>
• Ferry County – Cache Creek #1023-01	\$155,000
• Ferry County – E. Silver Creek Bridge #1021-01	\$225,500
• Franklin County – Hollingsworth Bridge #1122-02	\$ 20,500
• <b>Grant County – 9-NW Road (SR 283 to Dodson Rd) #1322-01</b>	<b>\$210,600</b>
• Grant County – H-SE (12-SE to SR 262) #1319-02	\$185,000
• <b>Grays Harbor County – Garrard Creek Road #1415-01</b>	<b>\$173,000</b>
• <b>Jefferson County – Center Road #1622-01</b>	<b>\$189,172</b>
• <b>King County – Ames Lake Road Bridge No. 1320A #1719-01</b>	<b>\$288,900</b>
• Kitsap County – Burley Olalla Rd SE #1823-01	\$ 83,800
• Klickitat County – Sunnyside Road #2023-02	\$258,000
• Klickitat County – Sundale Road & Old Hwy 8 #2019-01	\$440,000
• Lewis County – Centralia Alpha Rd #2119-01	\$244,400
• Lewis County – Barnes Drive #2123-01	\$121,500
• Lewis County – Bunker Creek #25-21-3727	\$155,000
• Lincoln County – Miles Creston #2218-02	\$185,600
• Lincoln County – Miles Creston 1B #2219-01	\$163,000
• <b>Mason County – North Island Drive Culvert #2317-01</b>	<b>\$ 55,500</b>
• <b>Mason County – Old Belfair Hwy #2319-02</b>	<b>\$232,000</b>
• Okanogan County – Old 97 #2419-02	\$204,000
• Okanogan County – Loomis-Oroville Rd Drainage #2421-01	\$ 63,800
• Okanogan County – Old 97 – Plata to Ophir 3R #2423-02	\$228,100
• <b>Pierce County – 304 St E #2722-01</b>	<b>\$108,900</b>
• Pierce County – Patterson Rd Culvert #2723-01	\$132,100
• <b>Skagit County – Pioneer Rd #2923-01 (match deletion only)</b>	<b>\$0</b>
• Spokane County – Wheeler Rd #3221-01	\$142,700
• Spokane County – Brooks Road Project No. 2 #3219-01	\$311,900
• <b>Stevens County – Swenson South #3317-01</b>	<b>\$350,000</b>
• Walla Walla County – Lower Waitsburg #3619-01	\$255,400
• <b>Whatcom County – Hampton Road #3721-01</b>	<b>\$198,000</b>
• Whatcom County – Everson Goshen Rd #3723-01	\$286,000
• <b>Whitman County – Almota Road (Phase 3) #3816-01</b>	<b>\$383,333</b>
• <b>Whitman County – Sand Road #3823-01</b>	<b>\$133,200</b>
• <b>Yakima County – Independence Rd – Fordyce to Maple #3917-01</b>	<b>\$200,300</b>
<b>Total to date:</b>	<b>\$7,668,005</b>

**To:** Jane Wall – Executive Director  
County Road Administration Board

**From:** Christina Shearer, Senior Financial Consultant  
Department of Enterprise Services

**Date:** April 21, 2025

**Subject:** March 2025 (FM21) Financial Status

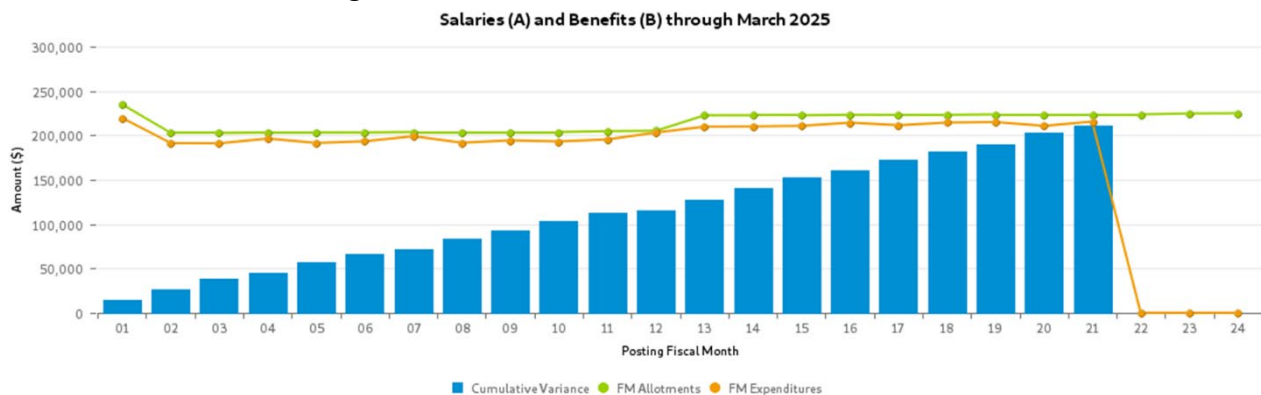
### Operations Summary:

	BITD Allotment	BITD Expenditure	BITD Variance
108/010 Motor Vehicle Account	\$3,019,346	\$2,904,332	\$115,014
186/070 County Arterial Preservation Acct	\$1,511,947	\$1,511,947	\$85,651
102/090 Rural Arterial Trust Account	\$1,315,614	\$1,408,840	<b>\$93,226</b>

The following is a brief explanation on the variances between allotment assumptions and the actual expenditures/revenues:

### Salaries & Benefits (A&B)

Positive BITD operating variance of **\$210,954** cumulative for all three funds. There is a continued variance building.



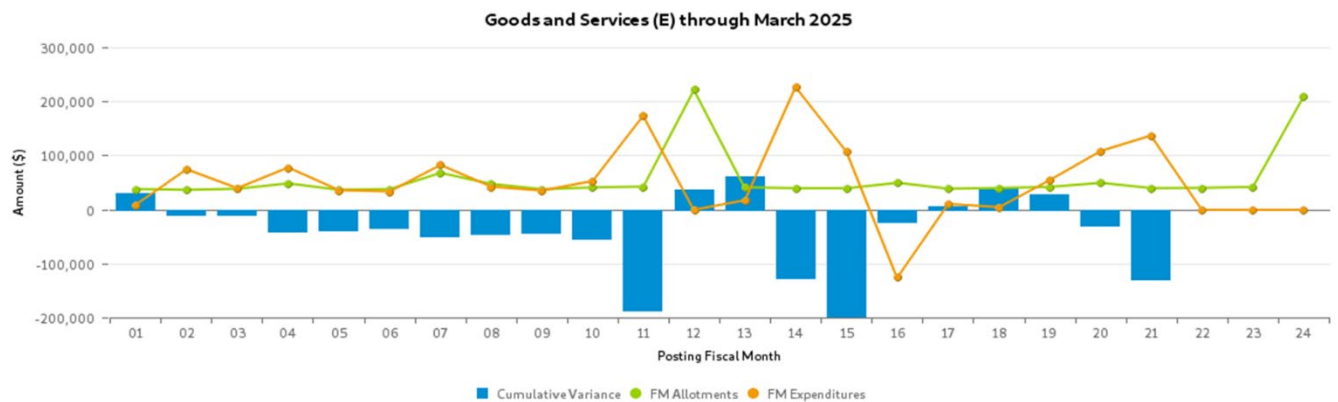
### Professional Service Contracts (C)

Positive BITD variance of **\$64,370** cumulative for all three funds.

## Goods & Services (E)

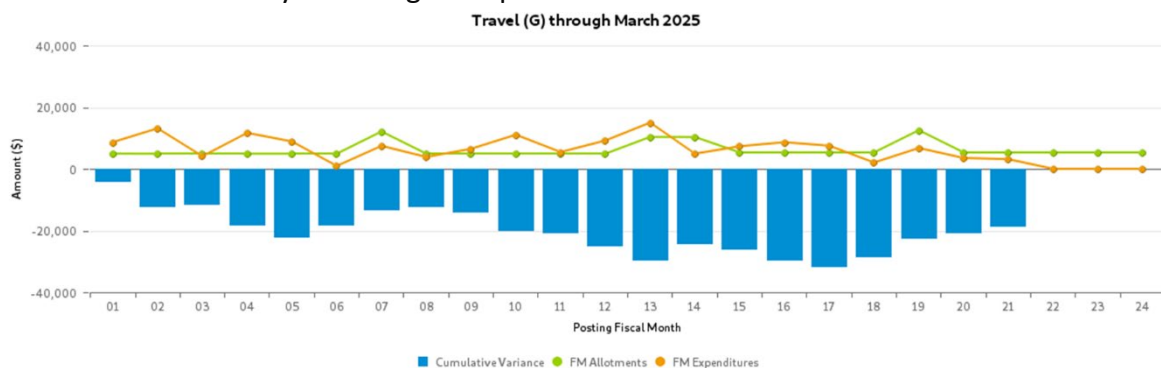
Negative BITD variance of **\$128,155** cumulative for all three funds. Significant variances are discussed below.

- EB – Communications/Telecommunications: Underspent \$11,210. Consistent small underspend vs allotment.
- EF – Printing & Reproduction: Underspent \$9,040. Consistent small underspend vs. allotment.
- EK – Facilities & Services: Overspent **\$6,836**. Small monthly overspend.
- EL – Data Processing Services (Interagency): Underspent \$45,445.
- EN- Personnel Services: Overspent **\$6,081**. Small consistent overspend due to DES Training expenses vs allotment.
- EP – Insurance: Overspent **\$22,576**.
- ER – Other Contractual Services: Overspend **\$60,779**. This line is driving the flip from underspend to overspend. An expenditure to DM Ventures Evergreen for \$60,333 in February makes up the bulk of this overspend.



## Travel (G)

There is a negative BITD variance of **\$18,374**. Limitations on travel due to Governor's budget instructions are slowly reversing overspend.



**Grants and Benefits (N) – Grants to Counties**

March had grant expenditures totaling \$2,2998,168. The CAPA Fund 186 has a positive variance of \$1,651,863 BITD, and the RATA Fund 102 has a negative **\$1,253,233** BITD variance.

At this time, I do not have any concerns for the agency. If you have any questions, please do not hesitate to contact me at (360) 407-8129 or [christina.shearer@des.wa.gov](mailto:christina.shearer@des.wa.gov).

*Christina Shearer*

DES Small Agency Financial Services



**County Road Administration Board Agency Summary BITD as of March 2025**

<u>Category</u>	<u>BI Allotment</u>	<u>BITD Allotment</u>	<u>BITD Expenditures</u>	<u>BITD Variance</u>	<u>BI Variance</u>
Salaries and Wages	3,978,978	3,459,552	3,293,983	165,569	684,995
Employee Benefits	1,177,239	1,023,403	978,018	45,385	199,221
Professional Service Contracts	250,000	218,749	154,379	64,370	95,621
Travel	147,000	131,055	149,430	(18,375)	(2,430)
Capital Outlays	68,898	34,449	52,604	(18,155)	16,294
Grants, Benefits & Client Services	109,776,000	97,543,855	97,996,305	(452,450)	11,779,695
Goods and Services	1,355,885	1,065,350	1,193,505	(128,155)	162,380
<b>Sum:</b>	<b>116,754,000</b>	<b>103,476,413</b>	<b>103,818,223</b>	<b>(341,810)</b>	<b>12,935,777</b>

<u>Category</u>		<u>FM Allotment</u>	<u>FM Expenditure</u>	<u>FM Variance</u>	<u>BITD Allotment</u>	<u>BITD Expenditures</u>	<u>BITD Variance</u>
<b>Salaries and Wages</b>		<b>172,474</b>	<b>165,966</b>	<b>6,508</b>	<b>3,459,552</b>	<b>3,293,983</b>	<b>165,569</b>
AA	State Classified	150,734	141,392	9,342	3,006,608	2,811,655	194,953
AC	State Exempt	21,740	23,771	(2,031)	452,944	479,277	(26,333)
AU	Overtime and Call-Back	0	803	(803)	0	3,051	(3,051)
<b>Employee Benefits</b>		<b>51,164</b>	<b>49,649</b>	<b>1,515</b>	<b>1,023,403</b>	<b>978,018</b>	<b>45,385</b>
BA	Old Age and Survivors Insurance	10,560	10,096	464	211,395	199,020	12,375
BB	Retirement and Pensions	16,251	15,120	1,131	322,340	305,961	16,379
BC	Medical Aid & Industrial Insurance	558	498	60	11,718	10,142	1,576
BD	Health, Life & Disability Insurance	21,164	19,890	1,274	424,064	399,995	24,069
BE	Allowances	0	1,659	(1,659)	0	8,919	(8,919)
BF	Unemployment Compensation	0	0	0	0	7,826	(7,826)
BH	Hospital Insurance (Medicare)	2,370	2,361	9	48,530	46,545	1,985
BK	Paid Family and Medical Leave	261	0	261	5,356	0	5,356
BZ	Other Employee Benefits	0	25	(25)	0	(392)	392
<b>Professional Service Contracts</b>		<b>10,417</b>	<b>0</b>	<b>10,417</b>	<b>218,749</b>	<b>154,379</b>	<b>64,370</b>
CD	Computer/Information Services	0	0	0	0	21,750	(21,750)
CZ	Other Professional Services	10,417	0	10,417	218,749	132,629	86,120
<b>Goods and Services</b>		<b>39,277</b>	<b>136,959</b>	<b>(97,682)</b>	<b>1,065,350</b>	<b>1,193,505</b>	<b>(128,155)</b>
EA	Supplies and Materials	1,300	1,155	145	27,300	28,406	(1,106)
EB	Communications/Telecommunications	926	373	553	19,422	8,212	11,210
EC	Utilities	1,363	4,607	(3,244)	28,631	29,107	(476)
ED	Rentals and Leases - Land & Buildings	7,643	12,426	(4,783)	160,502	174,849	(14,347)
EE	Repairs, Alterations & Maintenance	0	0	0	3,394	0	3,394
EF	Printing and Reproduction	535	115	420	11,235	2,195	9,040
EG	Employee Prof Dev & Training	841	1,537	(696)	54,148	47,712	6,436
EH	Rental & Leases - Furn & Equipment	210	266	(56)	7,993	13,042	(5,049)
EJ	Subscriptions	290	0	290	3,190	0	3,190
EK	Facilities and Services	6,866	7,881	(1,015)	143,351	150,187	(6,836)
EL	Data Processing Services (Interagency)	14,570	9,022	5,548	292,940	247,495	45,445
EM	Attorney General Services	252	0	252	5,237	1,247	3,990
EN	Personnel Services	3,589	3,604	(15)	73,275	79,356	(6,081)
EP	Insurance	87	87	(0)	3,860	26,436	(22,576)
ER	Other Contractual Services	0	0	0	6,130	66,909	(60,779)
ES	Vehicle Maintenance & Operating Cst	0	0	0	8,800	3,663	5,137
ET	Audit Services	0	0	0	28,000	26,865	1,135
EU	Office of Equity Services	0	0	0	3,562	3,630	(68)
EW	Archives & Records Management Svcs	0	363	(363)	1,319	1,271	48
EY	Software Licenses and Maintenance	795	95,598	(94,803)	181,771	280,222	(98,451)
EZ	Other Goods and Services	10	(77)	87	1,290	2,702	(1,412)
<b>Travel</b>		<b>5,315</b>	<b>3,117</b>	<b>2,198</b>	<b>131,055</b>	<b>149,430</b>	<b>(18,374)</b>
GA	In-State Subsistence & Lodging	2,666	1,872	794	54,002	75,389	(21,387)
GB	In-State Air Transportation	0	0	0	0	479	(479)
GC	Private Automobile Mileage	832	302	530	15,504	14,698	806
GD	Other Travel Expenses	333	10	323	6,001	9,274	(3,273)
GF	Out-of-State Subsistence & Lodging	50	0	50	11,850	11,255	595



	GG	Out-of-State Air Transportation	17	(0)	17	3,949	9,812	(5,863)
	GN	Motor Pool Services	1,417	933	484	39,749	28,522	11,227
<b>Capital Outlays</b>			<b>0</b>	<b>0</b>	<b>0</b>	<b>34,449</b>	<b>52,604</b>	<b>(18,155)</b>
	JA	Noncapitalized Assets	0	0	0	22,449	52,604	(30,155)
	JB	Noncapitalized Software	0	0	0	5,600	0	5,600
	JC	Furnishings & Equipment	0	0	0	6,400	0	6,400
<b>Grants, Benefits &amp; Client Services</b>			<b>3,757,965</b>	<b>2,298,168</b>	<b>1,459,797</b>	<b>97,543,855</b>	<b>97,996,305</b>	<b>(452,450)</b>
	NZ	Other Grants and Benefits	3,757,965	2,298,168	1,459,797	97,543,855	97,996,305	(452,450)
<b>Total Dollars</b>			<b><u>4,036,612</u></b>	<b><u>2,653,859</u></b>	<b><u>1,382,753</u></b>	<b><u>103,476,413</u></b>	<b><u>103,818,223</u></b>	<b><u>(341,810)</u></b>



## **8. WSACE Managing Director Update**

### **Axel Swanson**





**SPECIAL PRESENTATION:**

# **POWER BI DATA DASHBOARDS**



**Bree Norlander**

**Data Quality Assurance & Analysis Manager**

# Information Services Division Report

Eric Hagenlock, IT Director | May 1<sup>st</sup>, 2025



## Underway IT Project Summary

BUSINESS CASE	TARGET END DATE	PROGRESS UPDATE	KEY RISKS	OUTCOMES MANAGEMENT
<b>GIS-Mo Upgrade</b>  First major upgrade to ESRI and VUEWorks since GIS-Mo went live in 2021! Features Include: <ul style="list-style-type: none"> <li>• Report Collaborations</li> <li>• Overhauled Map Symbology</li> <li>• Pinnacle ESRI Learning Path Release (shortly after successful upgrade)</li> <li>• Improved IT Security posture</li> </ul>	5/2/25	CRAB IT Team has done amazing work ahead of performing this very challenging and complex upgrade of core GIS-Mo systems, ESRI & VUEWorks. We have one of the most complex and sophisticated transportation asset management systems available which makes finding community solutions to GIS-Mo issues challenging as we are so unique. However, all have been overcome and the plan communicated to success is expected!	The depth and breadth of this system upgrade combined with the complex and unique uses in GIS-Mo inherently comes with unexpected go-live challenges to overcome	Upgrade Team has planned, rehearsed, and reviewed to the highest level achievable. Confidence is at the highest possible level, with a pre-upgrade backup of databases and servers scheduled to occur prior to execution should anything catastrophic occur we will be able to recover without and county data loss.
<b>PAVER</b>  Provide county pavement managers a software capable of collecting and calculating Pavement Condition Index (PCI) and develop import/export to GIS-Mo.	5/30/25	Project Team has procured ESRI services with Innovation and Modernization Fund (IMF) grant funds to complete the Upload/Download project goal.  CRAB Staff has successfully imported GIS-Mo data into PAVER and performed road tests to confirm operation and demonstrate GPS function.	Very complex Pavement Management System and steep learning curve to PAVER software  Lack of institutional knowledge and expertise in PAVER or PCI to train counties	In addition to PAVER training taken by CRAB Staff, field tests are underway to become familiar with the operation and increase experience in operating PAVER.  If additional grant funding is available and work can be completed prior to end of FY25, may engage Colorado State University to produce User Manual.
<b>CRAB Data Hub</b>  Data pipelines to consolidate data from various systems for purposes of enhanced data analysis and reporting efficiency.	05/30/25	Vendor was unable to make deliverables with 90% budget exhausted by hourly invoicing	Not well-known requirements and data structures at time of vendor selection due to time constraints  Small project budget for contingency	Executive meeting was able to workout vendor challenges and adjust project deliverables and schedule. Awaiting delivery of first deliverable on 4/25/25 and CRAB Staff acceptance to determine if project will continue to next lower priority deliverables.

<b>CoPilot AI Trial</b> <b>Generative AI</b> has potential across all areas of CRAB business and increasing productivity in several areas of operation. CRAB has secured four 90 day trial license for evaluation.	7/9/25	Four licenses assigned, three IT one Engineering. These evaluators are experimenting various use cases and evaluating effectiveness to report back to CRAB Staff and Executive Team to discuss policy and next steps.	Trial license window is small with ongoing work limiting time to evaluate. Additionally, evaluator pool is small and not representative of all staff.	Will schedule regular check-in with evaluators beginning in June to document activities and outcomes for final report.
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## What's New?

### CRAB Breaks New Ground in Statewide Authentication!

Secure Access Washington (SAW) has been Washington State's single sign-on gateway for external access to state systems. There is currently a project underway with WaTech to update and replace SAW with a more secure and cost-effective solution. CRAB volunteered to be in the initial group of agencies to attempt integration and successfully became the **first agency in the State of Washington** to adopt the new IBM powered replacement by successfully onboarding our Pinnacle Series LMS. We chose Pinnacle as we were unable to integrate with the legacy SAW platform. Angela Rice, CRAB IT System Administrator, was recognized at the Technology Management Council for this effort and applauded for her efforts and contributions to this pilot program.

## Looking Ahead!

### GIS-Mo Training: Work Management & Reporting

CRAB Staff will bring GIS-Mo training to Colville, WA May 13<sup>th</sup> & 14<sup>th</sup>, with full registration! In addition to the always popular Dynamic Report training, a new course curriculum will be offered concerning Work Management.

Work management is a critical feature of asset management, and its implementation is unique in all 39 counties based on factors such as organizational structure, existing resource management technology and procedures, and the local factors such as population and environment. We are excited to take a step forward in providing solutions and expert training in this area of transportation asset management!



Registration opened on April 10<sup>th</sup>, 2025. In just a few weeks registration is at, or over, 96% capacity with 28 or more counties represented! This September CRAB will host the first annual GIS-Mo Conference in Ellensburg, WA. This three-day event will be held at The Hotel Windrow, a boutique hotel and conference venue located in historic Ellensburg.

In addition to a packed and varied agenda of training, networking, and expert roundtables; the keynote speaker will be Joanne Pearson, Washington State GIS Coordinator.

Joanne has more than 20 years of experience leading and directing complex technology projects, including web-based solutions, database management, GIS applications and IT/GIS strategic planning efforts. Joanne will provide a unique perspective on open GIS data, statewide geospatial initiatives, and interagency collaboration as CRAB and our County partners look ahead to what comes next for GIS-Mo and County Road Transportation Asset Management.

