



WASHINGTON STATE

COUNTY ROAD ADMINISTRATION BOARD

CRABoard Meeting

July 31, 2025

Longview, Washington
(Cowlitz County)

**2404 Chandler Court SW, Suite 240
Olympia, WA 98502
360-753-5989
www.crab.wa.gov**



May 8, 2025

Jane Wall
Executive Director
County Road Administration Board
2404 Chandler Court SW
Suite 240
Olympia, WA 98502-6067

Dear Executive Director Wall:

The Board of Directors of the Washington State Association of Counties (WSAC) has appointed the following county representatives to the County Road Administration Board:

- Elected <30k: Zack Trudell, Commissioner, Ferry County
- Elected 30k-150k: Peter Browning, Commissioner, Skagit County (Reappointment)
- Engineer 30k-150k: Eric Pierson, County Engineer & Public Works Director, Chelan County (Reappointment)

If you have any questions, please contact Jessica Strozewski, Member Experience Manager at jstrozewski@wsac.org, 360-999-8714.

Sincerely,



Derek Young
WSAC Interim Executive Director



Current Officers (2024-2025)

Chair

Commissioner Rob Coffman
(Lincoln County)



****No longer on the CRABoard***

Vice Chair

County Engineer Grant Morgan
(Columbia County)



Second Vice Chair

Commissioner Lindsey Pollock
(Lewis County)



Proposed New Officers (2025 – 2026)

Chair

TBD

Vice Chair

TBD

Second Vice Chair

TBD



WASHINGTON STATE

COUNTY ROAD ADMINISTRATION BOARD

AGENDA

July 31, 2025

Cowlitz County Event Center - Longview, WA
Microsoft Teams Attendance Available

Thursday, July 31, 2025

9:00 AM Call to Order (Grant Morgan, Vice Chair)

1 Chair's Report -

- A. Board Appointments
- B. Elect Chair, Vice Chair, and Second Vice Chair
- C. Approve July 31, 2025 Agenda
- D. Approve Minutes of May 1-2, 2025 CRABoard Meeting
- E. Set 2026 Meeting Schedule

Info	Enclosure
Action	Enclosure
Action	Enclosure
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Action	Enclosure

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Public Comment Period

2 Certifications - Mike Clark

- A. Resolution **2025-005** - Certify the Master Road Log
- B. Resolution **2025-006** - Certify MVFT Allocation Factors

Action	Enclosure
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3 Rural Arterial Program - Steve Johnson, P.E.

- A. Resolution **2025-007** - Apportion RATA Funds to Regions
- B. Resolution **2025-008** - Establish 2025-2027 Regional Apportionment Percentages
- C. County Ferry Capital Improvement Program (CFCIP) Call for Projects

Action	Enclosure
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10:00 AM

4 Special Presentation - Motor Vehicle Fuel Tax - Mike Clark

Info	
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10:30 AM

5 County Overview & Project Presentations (30 mins each)

- A. Cowlitz County - Susan Eugenis, P.E.
- B. Clark County - Jeremy Provenzola, P.E.

Info	
Info	

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11:30 AM

6 IT Division Report - Eric Hagenlock

Info	Enclosure
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12:00 PM LUNCH (provided by Event Center catering)

1:00 PM Executive Director's Report - Jane Wall

- 7 A. Director Updates
- B. Staffing Update

Info	
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1:30 PM Special Guest - Representative Jake Fey

- 8 Legislative debrief and looking forward to 2026

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(cont'd)

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Deputy Director - Drew Woods, P.E.

A. WAC Changes

B. Engineering Division Report

C. 2023-2025 Budget Wrap-Up

D. 2026 Supplemental Budget Update

Action	Enclosure
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WSACE Update - Axel Swanson

Info	
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Possible Executive Session

ADJOURN

5:00PM

Dinner at Mill City Grill

1260 Commerce Ave, Longview, WA 98632

ADJOURN

Chair: _____

Attest: _____

COUNTY PROJECTS BUS TOUR

Friday, August 1, 2025

- 7:45 AM

Gather in Lobby at Sleep Inn Hotel
- 8:00 AM

Carpool to Tam O'Shanter Park (for bus pick-up)
- 8:15 AM

Load Bus
- 8:30 AM

Depart for Bus Tour

COWLITZ COUNTY PROJECT SITE VISITS

- 9:00am

South Cloverdale

Lane Road (Green Mountain Road)

NW Pacific Highway / NW Wellman Road

Dike Road
- 11:30 AM

Arrive back to Sleep Inn Hotel
- 12:00 PM

Depart for Home

Minutes
County Road Administration Board
May 1-2, 2025
CRAB Office – Olympia. WA
and Teams participation

Members Present: Rob Coffman, Lincoln County Commissioner, Chair
Grant Morgan, PE, Garfield County Engineer, Vice Chair
Lindsey Pollock, Lewis County Commissioner 2nd Vice Chair
Carolina Mejia, Thurston County Commissioner (5/1-5/2 online)
Al French, Spokane County Commissioner
Eric Pierson, PE, Chelan County Engineer
Art Swannack, Whitman County Commissioner
Doug McCormick, PE, Snohomish County Engineer
Peter Browning, Skagit County Commissioner

Staff Present: Jane Wall, Executive Director
Drew Woods, PE, Deputy Director
Jason Bergquist, Executive Assistant
Jacque Netzer, Communications Director
Steve Johnson, PE, Grant Programs Manager
Derek Pohle, PE, Support, Training and Compliance Manager
Mike Clark, Road System Inventory Manager
Bree Norlander, Data Quality Assurance & Analysis Manager

Staff Present: Eric Hagenlock, IT Director
Via Zoom Donna Quach, Software Engineer (5/1 only)
Brian Bailey, Design System & UAS Programs Manager

Guests: JoAnn Kosai-Eng, PE. King County Engineer (5/1 only)
Tricia Davis, King County Road Services Division Director (5/1 only)
John Vander Sluis, King Co. Strategic Development Analyst (5/1 only)
John Becker, PE, Grays Harbor County Engineer (5/1 only)
Vicki Raines, Grays Harbor County Commissioner (5/1 only)
Georgia Miller, Grays Harbor County Commissioner (5/1 only)
Sam Kim, Grays Harbor County Administrator (5/1 only)
Axel Swanson, WSACE Managing Director (5/1 only)
Zach Trodell, Ferry County Commissioner

Guests via Zoom: Joe Donisi, Clallam County Engineer
Jason O'Dell, Clallam County, Engineer (staff)

Thursday, May 1, 2025
CALL TO ORDER

Chair Coffman called the meeting to order at 1:07 pm. (*we had to restart to fix an audio issue)

CHAIR'S REPORT

Approve Agenda for May 1-2, 2025 Meeting

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

Approve Minutes of January 30, 2025 CRABoard Meeting

Commissioner Pollock moved and County Engineer Doug McCormick seconded to approve the minutes of the January 30, 2025 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.

COUNTY OVERVIEW & PROJECT PRESENTATIONS

Grays Harbor and King counties were each invited to present to the Board an overview of their CRAB funded projects, including any challenges they're currently facing. Speakers included: John Becker, PE (Grays Harbor County Engineer), JoAnn Kosai-Eng, PE (King County Road Engineer), Tricia Davis (King County Road Services Division Director), and John Vander Sluis, King County Strategic Development Analyst to the County Engineer.

Chair Coffman called for a 10-min recess @ 2:14pm, and meeting resumed @ 2:29pm.

Compliance Report

Derek Pohle reviewed the Compliance Report (reporting period from January to April 2025).

April 1st, 2025 Submittal Requirements

Annual Certification - CAPP Accomplishments Report, Fish Passage Barrier Removal Cost Report, Traffic Enforcement Expenditures Certification, Marine Navigation and Moorage Certification, Annual Construction Report, Annual Certification for MMS, County Ferry System Report, and 2024 Road Log Updates.

One county missed the deadline of April 1st to submit required submittals to CRAB but had a reasonable explanation and was considered to be in reasonable compliance.

Bridge Inspection Certification – WAC 136-20-040

The Director of Local Programs for WSDOT has certified to CRAB that 39 of 39 counties are current and in compliance with National Bridge Inspection Standards (NBIS).

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

Resolution 2025-002 – To Approve Annual Certification

Ms. Wall announced that as required by RCW 36.78.090, the County Road Administration Board must submit to the State Treasurer the annual certification of good practice on behalf of the counties for the calendar year 2024.

Staff have concluded that all 39 counties have demonstrated reasonable and substantial compliance with all applicable laws and the Standards of Good Practice and will be issued Certificates of Good Practice.

Following questions and discussion, Commissioner French moved and Commissioner Swannack seconded to approve Resolution 2025-002, to approve Annual Certification and issue Certificates of Good Practice to all 39 counties. **Motion carried unanimously.**

Resolution 2025-003 - Apportion RATA Funds to Regions

Steve Johnson presented Resolution 2025-003 - Apportion RATA Funds to Regions, which authorizes the accrued amount of \$4,269,550 made available in the Rural Arterial Trust Account for January, February, and March 2025 be apportioned to the regions by the established 2023-25 regional percentages after setting aside \$184,879 for administration.

Commissioner Browning moved and Commissioner Mejia seconded to approve Resolution 2025-003 - Apportion RATA Funds to Regions. **Motion carried unanimously.**

Consideration of Available Funds for Allocation (2025-2027 Biennium)

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

Funds projected to be allocable:

a) <u>Revenue Estimates:</u>	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	<u>-1,300,000</u> (<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 = $66,070,619 - 9,507,254 = \mathbf{56,563,365}$

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, CRAB staff 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.

Recommendation

Staff recommend the adoption of Resolution 2025-004 - Allocate Estimated Revenue to Projects.

Resolution 2025-004 – To Approve 2025-2027 RAP Projects and Allocate 90% of Estimated 2025-2027 RATA Revenue

Mr. Johnson presented Resolution 2025-004 to Approve 2025-2027 RAP Projects and Allocate 90% of Estimated 2025-2027 RATA Revenue to the listed projects in the five regions.

Following questions and discussion, Commissioner Swannack moved and Commissioner French seconded to approve Resolution 2025-004 to Approve 2025-2027 RAP Projects and Allocate 90% of Estimated 2025-2027 RATA Revenue. **Motion carried unanimously.**

EXECUTIVE DIRECTOR REPORT

Jane Wall shared 3 CRABoard positions that are set to expire June 30, 2025 and that a letter has been sent to WSAC asking for appointments to be made. Ms. Wall also shared that CRAB opened an advertisement for nominations for the County Engineer of the Year and Program/Project Manager of the Year awards to be given out at the WSACE Annual Conference in June 2025. The advertised deadline to submit nominations was April 30, 2025. We have received 2 nominations as of this date for County Engineer of the Year award, and 6 for Project/Program Manager of Year award.

Ms. Wall provided a Legislative update to the CRABoard. She thanked Board Members, CRAB Staff and county staff for all their hard work, from testifying before the legislature, to reaching out to their legislators for support. She noted that CRAB faired pretty well overall. For our one-time bridge load rating grant program request, the Legislature chose to use revenues from our RAP and CAPP programs to fund the program. We had asked for additional new dollars. Additionally, the Federal Fund Facilitator program was eliminated. We also did not get an additional FTE for the CRAB IT department. However, there was also good news for counties which she noted that Axel will discuss during his report to the board.

Ms. Wall detailed her activities from the previous quarter, and future staff activities which include:

- County Engineer Training at CRAB offices next week May 6-8, 2025
- WSACE Annual Conference in Everett, WA (Snohomish County) from June 9-12
- CRAB will be celebrating its 60th Anniversary in Olympia, WA on Thurs, Aug 14, 2025.

STRATEGIC PLAN UPDATE

Ms. Wall shared that the Strategic Plan continues to serve as an important guide in the work CRAB is undertaking, but we may want to look at revisiting our goals moving forward.

ENGINEERING DIVISION REPORT

Presentation: Board Travel Reimbursement Policy

Deputy Director Drew Woods presented to the CRABoard an update on the current Board Travel Reimbursement Policy and proposed changes. CRAB is a Class 3 Board.

A motion was made that beginning May 3, 2025, all travel expenses for Board members are to be reimbursed in accordance with the State Administrative and Accounting Manual (SAAM). For allowable meal and lodging expenses, Board members shall be reimbursed in accordance with

the State Administrative and Accounting Manual (SAAM) Section 10.70.30.b Option 2 – “Time Specific Reimbursement.” (instead of Daily Reimbursement).

Following questions and discussion, Commissioner Swannack moved, and Commissioner Pollock seconded to approve amending CRAB’s Board Travel Reimbursement Policy as outlined above. **Motion carried unanimously.**

WSACE Managing Director – Axel Swanson

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

- Overall things went OK this legislative session.
- Federal Fund Exchange – JTC and MRSC are working on how to make recommendations to the legislature to improve the program.
- WSACE Conference is coming up June 9-11 up in Everett, WA
- Full day on Tues for Professional Development, and Wed is regular Business meeting. Banquet on Wednesday night, along with swearing in new officers.
- Western Rep spot is open to be filled
- CRABoard Member, Snohomish County Engineer Doug McCormick, is also the current WSACE President.
- WSACE had a nice meeting with their Oregon counterpart, and shared best practices, and they look forward to further meetings together to learn from one another.

Chair Coffman called for a recess @ 4:22pm.

Friday, May 2, 2025

CALL TO ORDER

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

ENGINEERING DIVISION REPORT (cont’d from prior day)

Engineering Team

Deputy Director Woods shared the previous quarter was primarily occupied with the Legislature and training. During this legislative session we have had to answer 14 fiscal note requests, including 1 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.

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 (70 attendees from 28 counties) and will be available for on-demand viewing on CRAB’s website.

Road Design Conference:

The 2025 Road Design Conference was held March 19-21, 2025, at Campbell’s Resort in Chelan County and was a great success! Based on the excellent feedback we received, we plan

to return to Campbell's next year in 2026 as we plan to expand and advertise to cities. This year's conference was attended by 67 county staff from 21 different counties and 2 city staff.

County Training:

Brian Bailey delivered one Part 107 (Drone) Certification training course to 11 county staff at our training facility in Olympia. Immediately following the conference, he 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.

Road Log Update:

This past quarter, Mike Clark focused on working with the Road Log Managers and validating the Road Log updates for the April 1, 2025 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 2025, 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, 2025, all 39 counties Road Log control field changes were reviewed, approved and validated to meet WAC 136-60 requirements. Overall, we had a net gain of 63 additional lane miles and updated numerous traffic studies and FGTS routes.

County Engineer Appointments

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.

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.

On April 28, 2025, Mr. Joel Dickerson, P.E. was appointed as the Walla Walla County Engineer.

County Engineer Vacancy Status

Pacific, Stevens and Grant counties currently have County Engineer vacancies, although each county has either appointed an acting County Engineer or have an interlocal agreement in place.

County Audit Reviews

Mr. Woods shared there were no county audits during the reporting period had a finding or management letter involving county roads or ER&R.

Rural Arterial Program (RAP) Status

At the end of Quarter 1 – 2025, the RATA Activity had an ending balance of \$10.26M

Completed Projects

Mr. Woods shared updates on completed projects from Snohomish, Whitman, Klickitat, Pierce and Wahkiakum counties, including before & after photos and a snapshot of CRAB grant funding provided to each county.

Budget Update

Deputy Director Drew Woods shared with the Board that our Budget is in a good position. We're forecasted to be \$150K under budget by the end of the biennium.

Public Comment Period

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

Special Presentation: Power BI Dashboards

Data Quality Analysis & Assurance Manager Bree Norlander presented to the CRABoard an update on the Power BI Dashboards.

IT DIVISION REPORT

Mr. Hagenlock shared some of the key metrics and accomplishments of his IT Team, which included:

- **GIS-Mo Upgrade:**
 - First major upgrade to ESRI and VUEWorks since GIS-Mo went live in 2021! Features Include: Report Collaborations; Overhauled Map Symbolology; Pinnacle ESRI Learning Path Release (shortly after successful upgrade); Improved IT Security posture.
 - Target End Date: 5/2/2025 - 5/3/2025
- **PAVER:**
 - Provide county pavement managers with software capable of collecting and calculating Pavement Condition Index (PCI) and develop import/export to GIS-Mo.
 - Target End Date: 5/30/2025
 - Outcomes Management: 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.
- **CRAB Data Hub:**
 - Data pipelines to consolidate data from various systems for purposes of enhanced data analysis and reporting efficiency.
 - Target End Date: 5/30/2025
- **CoPilot AI Trial Generative AI:**
 - 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.
 - Target End Date: 7/9/2025
 - Outcomes Management: Will schedule regular check-in with evaluators beginning in June to document activities and outcomes for final report.

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. Kudos to Angela!

GIS-Mo Training: Work Management & Reporting

CRAB Staff will bring GIS-Mo training to Colville, WA May 13th & 14th, 2025. In addition to the always popular Dynamic Report training, a new course curriculum will be offered concerning Work Management.

This 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!

GIS-Mo Conference: Level Up

This September 23-25, 2025, CRAB will host the first annual GIS-Mo Conference in Ellensburg, WA. Registration opened on April 10th, 2025 and in just a few weeks, we're already at, or over, 96% capacity with 28 or more counties represented! This three-day event will be held at The Hotel Windrow, a boutique hotel and conference venue located in historic downtown 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, with 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.

Q&A IT Division Report

Board Member McCormick commented that his staff and other county staff have had consistency issues in CARS from reporting period to reporting period. Mr. Pohle and Mr. Hagenlock will meet to discuss next steps in addressing these issues. Mr. Pohle will discuss it at next WSACE meeting in June.

Other Updates

Chair Coffman reminded the Board that at last year's July 2024 Board meeting, when the decision was made to increase CRAB's Executive Director's salary, it was also decided to revisit within a year.

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

Chair Coffman adjourned the meeting at 10:06 am.

Chair

Attest



2026 CRABoard Meeting Schedule

January 28 - 29, 2026 Wed - Thurs CRAB Office, Olympia
Legislative Hill Climb - Wed Jan 28
Board Meeting - Thurs Jan 29

April 30 - May 1, 2026 Thurs - Fri CRAB Office, Olympia

July 30 - 31, 2026 Thurs - Fri Location: Wenatchee

October 15 - 16, 2026 Thurs - Fri Location: San Juan
Head over Wed 10/14, *check Ferry Schedule

January 16 – WSAC LSC Zoom Meeting (12pm – 1pm)

January 19 – FMSIB (Olympia)

January 13-14 or 20-21 – Transportation Comm. (WSTC) **maybe

January 22-23 – TIB Mtg (Olympia)

January 30 – WSAC LSC Legislative Update (12pm – 1pm)

April 12–15 – NACE Annual Conference (Arlington, Texas)

April 14-15 or 21-22 – Transportation Commission (WSTC) **maybe

April 15-16 – APWA Spring Meeting (Vancouver)

July 15-19 – LakeFair (Olympia) **maybe

July 14-15 or 21-22 – Transportation Comm. (WSTC) **maybe

July 17-20 – NACo Annual Conference, New Orleans, LA

October 7-8 – APWA Fall Meeting (Spokane)

October 13-14 or 20-21 – Transportation Comm. (WSTC) **maybe

November 19-20 – TIB Mtg (Lynden)

**Best guess based on prior years' scheduling

All meetings are scheduled to begin at 1:00 pm the first day and to reconvene at 8:30 am the second day

RESOLUTION 2025-005

**CERTIFYING THE MASTER COUNTY ROAD LOG
AS OF JANUARY 1, 2024**

WHEREAS, Chapter 120, Laws of 1985, Regular Session, Section 1 (2) and WAC 136-60, as originally adopted by the County Road Administration Board on November 12, 1986, and last revised on March 07, 2022, provides for the maintenance and updating of the County Road Log; and

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

WHEREAS, all 39 counties have submitted their County Road Log updates, which substantially reflect their road systems as of January 1, 2025; and

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

NOW, THEREFORE, BE IT RESOLVED that the master County Road Log for all counties reflecting the county road system as of January 1, 2025 be certified as the provisional official County Road Log, and

Adopted by the CRABoard on July 31, 2025 during its regular meeting held in Longview, Washington.

Chair

Attest

Attachment A

CRABoard Resolution 2025-006 - July 31, 2025

**MAINTENANCE AND RECONSTRUCTION CATEGORIES AND UNIT COSTS
FOR 2026-2027 COUNTY FUEL TAX ALLOCATIONS**

Categories are from 1983 Cost Factor Study, for Roadlog Certified 1/1/2025

Costs are in 1988 dollars, based on Road Jurisdiction Study cost factors

Maintenance and Reconstruction Cost Implicit Price Deflator 1.770451

MAINTENANCE PER CENTERLINE MILE

Maintenance Category	Rural/ Urban	Function Class	Surface Type	Traffic Volume	1988 Dollars	2025 Dollars
					Unit Cost (\$/Mile)	Unit Cost (\$/Mile)
M - 1	R	All	Unimproved	All	737	1,305
M - 2	R	All	Graded	All	1,546	2,737
M - 3	R	Access	Gravel	All	5,664	10,028
M - 4	R	Arterial	Gravel	All	7,753	13,726
M - 5	R	Access	BST	All	8,681	15,369
M - 6	R	Arterial	BST	All	10,492	18,576
M - 7	R	Access	Paved	All	11,399	20,181
M - 8	R	Arterial	Paved	All	14,406	25,505
M - 9	U	Access	BST & Less	All	9,581	16,963
M - 10	U	Arterial	BST & Less	All	21,570	38,189
M - 11	U	Access	Paved	All	12,933	22,897
M - 12	U	Arterial	Paved	< 5,000	28,989	51,324
M - 13	U	Arterial	Paved	5,000 +	51,103	90,475

RECONSTRUCTION \ REPLACEMENT PER CENTERLINE MILE

Replacement Category	Rural/ Urban	Function Class	Surface Type	Traffic Volume	1988 Dollars	2025 Dollars
					Unit Cost (\$/Mile)	Unit Cost (\$/Mile)
R - 1	R	Access	Unpaved	All	239,766	424,494
R - 2	R	Access	BST	All	278,368	492,837
R - 3	R	Access	Paved	All	278,526	493,117
R - 4	R	Min Coll	BST & Less	All	402,577	712,743
R - 5	R	Min Coll	Paved	All	392,985	695,761
R - 6	R	Arterial	BST & Less	All	385,983	683,364
R - 7	R	Arterial	Paved	All	364,100	644,621
R - 8	U	Access	BST & Less	All	618,582	1,095,169
R - 9	U	Access	Paved	All	621,640	1,100,583
R - 10	U	Collector	BST & Less	All	667,000	1,180,891
R - 11	U	Collector	Paved	All	671,897	1,189,561
R - 12	U	Min Art	BST & Less	All	893,918	1,582,638
R - 13	U	Min Art	Paved	All	927,474	1,642,047
R - 14	U	Arterial	BST & Less	All	1,346,095	2,383,195
R - 15	U	Arterial	Paved	All	1,577,968	2,793,715

These are costs per centerline mile for reconstruction of existing road to current standards

Does not include Right-of-way, multi-modal, and environmental mitigation costs

RESOLUTION 2025-006

**REGARDING ROADWAY CATEGORIES AND UNIT COSTS
FOR THE 2026 AND 2027 COUNTY FUEL TAX DISTRIBUTION
(Revenue forecast based upon 2025 Legislative action)**

- WHEREAS, RCW 46.68.124(2) makes the CRABoard responsible for (1) establishing a uniform system of roadway categories for both maintenance and construction, (2) establishing a single state-wide cost per mile for each roadway category, and (3) verifying and approving all changes, corrections, and deletions to the County Road Log; and
- WHEREAS, the roadway categories established by the Secretary of Transportation in 1983 with the advice and assistance of the CRABoard and in cooperation with the Washington State Association of County Engineers were reaffirmed by the CRABoard for the 2002-2003 update on July 19, 2001, and are included here as Attachment A; and
- WHEREAS, the roadway category mileages are derived from the County Road Log as maintained and approved by the CRABoard of each odd-numbered year; and
- WHEREAS, each of the 39 counties have submitted updates to their County Road Log, and the CRABoard has certified the official County Road Log as of January 1, 2025 by Resolution 2025-005 Adopted July 31, 2025; and
- WHEREAS, based on the updated county Road Log, staff has calculated the single statewide unit costs for both maintenance and reconstruction for each roadway category based on the costs contained within the Road Jurisdiction Study; Phase II, completed in 1988 and updated biennially thereafter by application of the Implicit Price Deflator provided by WSDOT.

NOW, THEREFORE, BE IT RESOLVED that for purposes of determining each county's fuel tax distribution factor for calendar year 2026 and 2027:

1. That the roadway categories and associated unit costs as shown in Attachment A for computing maintenance and reconstruction costs within the statutory fuel tax allocation formula be used; and
2. That the roadway category mileages for each county derived from the County Road Log certified as of January 1, 2025, as shown in Attachment A shall be used for the computation of the fuel tax allocation factors.

Adopted by the CRABoard on July 31, 2025, during its regular meeting held in Longview, Washington.

Chair

Attest

**ESTIMATED 2026 REVENUES
MOTOR VEHICLE FUEL TAX**

June Revenue Forecast **Calendar Year**
County Road Log Certified January 1, 2025 **\$137,913,414**

2026 Calendar Year Allocation

County	Percent	Revenue
Adams	2.8890	\$3,984,319
Asotin	1.1168	\$1,540,217
Benton	2.2599	\$3,116,705
Chelan	1.5267	\$2,105,524
Clallam	1.4260	\$1,966,645
Clark	4.3746	\$6,033,160
Columbia	1.0148	\$1,399,545
Cowlitz	1.4906	\$2,055,737
Douglas	2.5803	\$3,558,580
Ferry	1.2277	\$1,693,163
Franklin	1.9682	\$2,714,412
Garfield	0.9067	\$1,250,461
Grant	4.5222	\$6,236,720
Grays Harbor	1.6425	\$2,265,228
Island	1.5531	\$2,141,933
Jefferson	1.0084	\$1,390,719
King	8.0119	\$11,049,485
Kitsap	3.4978	\$4,823,935
Kittitas	1.3319	\$1,836,869
Klickitat	1.8840	\$2,598,289
Lewis	2.2964	\$3,167,044
Lincoln	2.9760	\$4,104,303
Mason	1.5840	\$2,184,548
Okanogan	2.3533	\$3,245,516
Pacific	0.9761	\$1,346,173
Pend Oreille	1.1775	\$1,623,930
Pierce	7.8058	\$10,765,245
San Juan	0.5986	\$825,550
Skagit	2.1659	\$2,987,067
Skamania	0.6559	\$904,574
Snohomish	6.4690	\$8,921,619
Spokane	5.9775	\$8,243,774
Stevens	2.6113	\$3,601,333
Thurston	3.5181	\$4,851,932
Wahkiakum	0.6131	\$845,547
Walla Walla	2.0803	\$2,869,013
Whatcom	2.9410	\$4,056,034
Whitman	2.9094	\$4,012,453
Yakima	4.0577	\$5,596,113
TOTAL	100.0000	\$137,913,414

RESOLUTION 2025-007
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 \$5,328,635 made available in the RATA in **April, May, and June 2025** be apportioned to the regions by their 2023-2025 biennium percentages after setting aside \$190,985 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.		190,985	1,511,433	15,314,272	16,825,705
NORTHEAST	43.67%	2,243,612	18,960,532	290,597,303	309,557,834
NORTHWEST	10.92%	561,031	4,741,218	76,511,853	81,253,072
PUGET SOUND	6.91%	355,012	3,000,167	48,325,807	51,325,974
SOUTHEAST	23.62%	1,213,513	10,255,273	159,538,758	169,794,031
SOUTHWEST	14.88%	764,482	6,460,561	101,121,602	107,582,163
TOTAL	100.00%	5,328,635	44,929,183	691,409,596	736,338,779

Adopted by the CRABoard on July 31, 2025

Chair's Signature

ATTEST

RESOLUTION 2025-008

**TO ESTABLISH REGIONAL PERCENTAGES FOR THE
APPORTIONING OF RATA FUNDS DURING THE 2025-2027 BIENNIUM**

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

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

WHEREAS, WAC 136-100-050 contains the computation of **rural land areas** based on the most recent published census data (2020) as follows:

<u>Region</u>	<u>Rural Land Area (Square Miles)</u>	<u>Percent of Total</u>	
Northeast	26,651	41.56	
Northwest	7,792	12.15	
Puget Sound	4,788	7.47	
Southeast	14,648	22.84	
Southwest	<u>10,242</u>	<u>15.97</u>	
TOTAL	64,121	100.00	and,

WHEREAS, The **mileages of rural principal and minor arterials, and rural major and minor collectors** for each of the five regions, as shown in the County Road Log maintained by the CRABoard office as of July 1, 2025 as required by WAC 136-100-050 are as follows:

<u>Region</u>	<u>Road Mileage</u>	<u>Percent of Total</u>	
Northeast	5,542.469	44.62	
Northwest	1,279.832	10.30	
Puget Sound	823.646	6.63	
Southeast	2,991.337	24.09	
Southwest	<u>1,783.507</u>	<u>14.36</u>	
TOTAL	12,420.791	100.00	and,

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

<u>Region</u>	<u>Final Apportionment Percentages</u>
Northeast	43.60
Northwest	10.92
Puget Sound	6.91
Southeast	23.67
Southwest	<u>14.90</u>
TOTAL	100.00

NOW, THEREFORE BE IT RESOLVED that the apportionment percentages shown above are hereby established for the five regions for use in the apportionment of RATA funds deposited during the **2025-2027** biennium.

Adopted by the CRABoard on July 31, 2025

Chair's Signature

ATTEST

County Ferry Capital Improvement Program Cycle

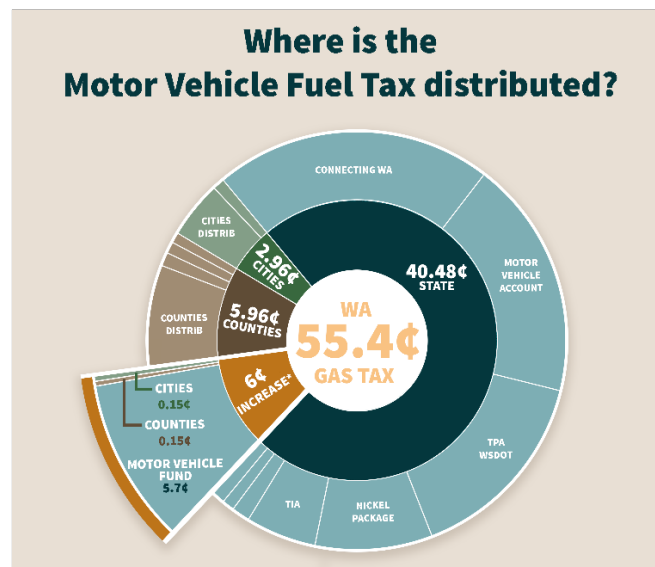
<u>CRAB Mtg</u>	<u>Year</u>	<u>Instructions</u>
December	2024	Proposed project must be included in County's Ferry Program
Spring	2025	Inquiring counties may attend this meeting, asking CRAB to issue a call for projects. This means the project must have been on the county's 2025 Ferry Const Program that was submitted in December 2024
Summer	2025	CRABoard may, in its' discretion, issue a call for projects CRABoard Creates Technical Review Committee TRC Meets on an "as needed" schedule WAC 136-400-060
By December 31	2025	Counties submit applications in accordance with: WAC 136-400-050
30 days prior to Spring Mtg	2026	Technical Review Committee submits final report to CRABoard
Spring	2026	CRABoard reviews applications and reports from TRC May approve, deny or return to county with request for further information
Summer	2026	Final Action by CRABoard
Fall	2026	Submit as budget request in main or supplemental budget. Funds to be taken from statewide county fuel tax revenue
Spring (or summer)	2027	Within 10 days after funding assigned by legislature, CRABoard notifies counties and offers contracts
Terms of Contract		WAC 136-400-100
Payments		WAC 136-400-110
Financing:		Max. \$10M, and CFCIP funding is dependent on % contribution by County Ferry District \$500,000 maximum annual reimbursement to any county

The county road administration board may evaluate requests by Pierce, Skagit, Wahkiakum, and Whatcom counties for county ferry capital improvement funds. The board shall evaluate the requests and, if approved by a majority of the board, submit the requests to the legislature for funding out of the amounts available under *RCW 46.68.090(1)(j). Any county making a request under this subsection shall first seek funding through the public works trust fund, or any other available revenue source, where appropriate.



SPECIAL PRESENTATION:

Motor Vehicle Fuel Tax (MVFT)



PRESENTER:



Mike Clark

Road System Inventory Manager



COUNTY PRESENTATIONS

Cowlitz County

- **Susan Eugenis, PE** (*County Engineer*)
- **Mike Moss** (*Public Works Director*)

Clark County

- **Jeremy Provenzola, PE** (*County Engineer*)
- **Ken Lader, PE** (*Public Works Director*)

Information Services Division Report

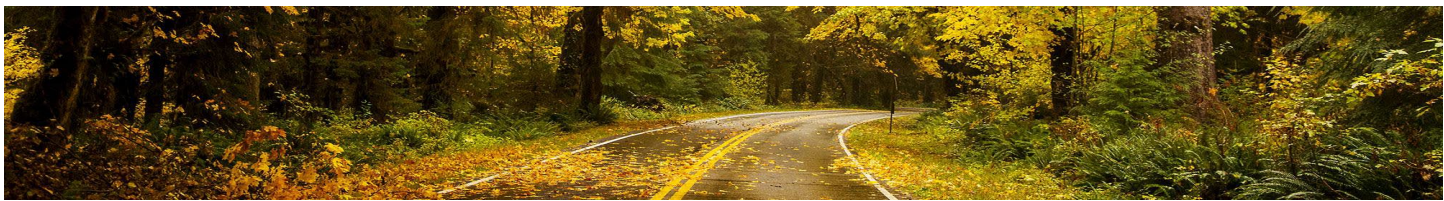
Eric Hagenlock, IT Director | July 31st, 2025



IT Project Summary April – June 2025

BUSINESS CASE	TARGET END DATE	PROGRESS UPDATE	KEY RISKS	OUTCOMES MANAGEMENT
PAVER Provide county pavement managers a software capable of collecting and calculating Pavement Condition Index (PCI) and develop import/export to GIS-Mo.	7/30/25	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	All project costs incurred and reimbursed for the PAVER implementation. Remaining work is completing handoff of ESRI tool with no additional costs anticipated.
GIS-Mo Upgrade First major upgrade to ESRI and VUEWorks since GIS-Mo went live in 2021! Features Include: • Report Collaborations • Overhauled Map Symbology • Pinnacle ESRI Learning Path Release (shortly after successful upgrade) • Improved IT Security posture	COMPLETE	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	Several challenges encountered but our GIS-Mo Team navigating them expertly with minimal county user downtime. Cameron Cole, GIS Manager, is working to develop road map for GIS-Mo in 2026 while completing the 2025 road map.
CRAB Data Hub Data pipelines to consolidate data from various systems for purposes of enhanced data analysis and reporting efficiency.	COMPLETE	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	The Data Hub Project Team encountered many challenges with vendor but was able to complete this project on-time! Donna Quach, Project Manager, was instrumental in coordinating efforts between CRAB Staff and vendor to make this project successful, as-well-as, the additional efforts of Bree Norlander and James Rea

				to lend technical expertise where vendor fell short.
CoPilot AI Trial Generative AI 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.	COMPLETE	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.	CRAB's evaluation period has ended for Microsoft Copilot paid licenses. Currently compiling results of evaluators to determine next steps.



What's New?

Presentation at National Traffic Records Forum

We were able to attend the **50th Annual Traffic Records Forum** through a grant through Washington Traffic Safety Commission (WTSC). Bree Norlander and I gave a brief presentation on Who is CRAB and our progress on reporting Model Inventory Roadway Elements (MIRE) to Federal Highway Administration (FHWA) for all county roads by September 2026.

Attending this event allowed Staff to gauge our technology products, services, and strategies against many other state, county, and city agencies as-well-as higher education institutions. We came away with some concrete objectives to move county road safety programs ahead in the years to come.



"...We know that there have been several challenges in this transportation safety field recently and your shared experiences, expertise, leadership, and insight provided much appreciated guidance and inspiration to our attendees. Our attendees had overwhelming positive feedback for all of the program presentations..."

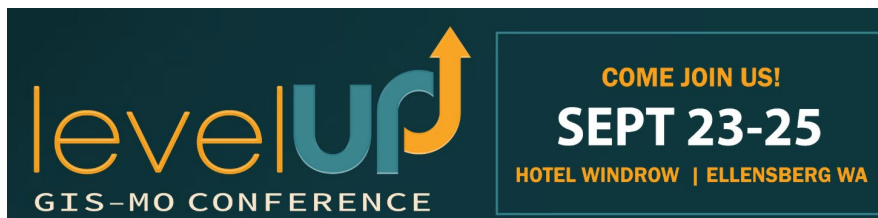
- Tara Casanova Powell, ATSIP CEO

GIS-Mo Training: Work Management & Reporting

CRAB Staff brought **GIS-Mo training to Colville, WA May 13th & 14th**. 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.

Our post-training survey indicated success with room for improvement with a before score of 2.4 of 5 and an after score of **3.7 of 5, a 155% improvement**.



Registration is full for our first ever **GIS-Mo Conference in September 2025, with 38 counties represented!** Taking place 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.





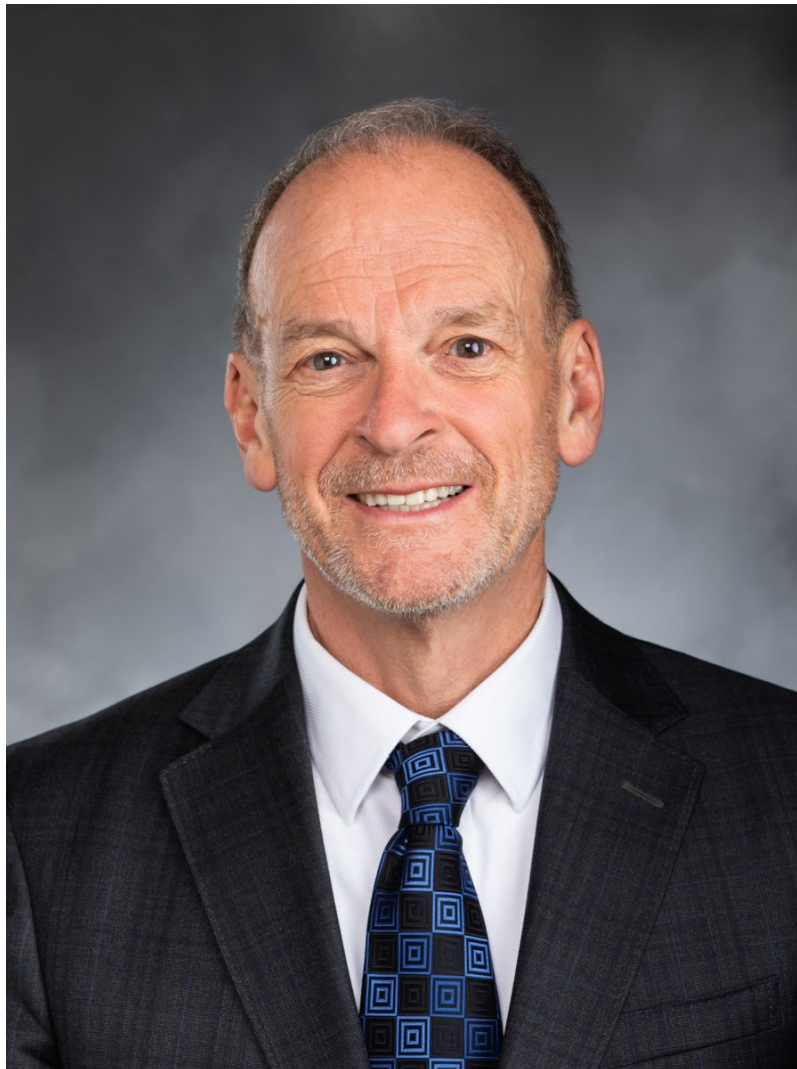
EXECUTIVE DIRECTOR'S REPORT

JANE WALL





**HOUSE TRANSPORTATION
COMMITTEE CHAIR
REPRESENTATIVE JAKE FEY**



(Representing the 27th Legislative District)



WASHINGTON STATE
COUNTY ROAD
ADMINISTRATION BOARD

DEPUTY DIRECTOR'S REPORT

DREW WOODS



WAC 136-70-040 Pavement management system requirements.

Each county's PMS shall meet the following minimum standards:

(1) All county jurisdiction paved collectors and arterials, as defined by the most recently approved county road log as described in chapter 136-60 WAC, shall be surveyed for visual pavement distress at least biennially. Distress rating information must be keyed to the county road log by both road number and mileposts.

While not required, counties are encouraged to survey for visual distress on all paved local roads every four years.

(2) All visual distresses (or defects) for both flexible and rigid pavements, both in severity and extent, shall be as defined within the "*Pavement Surface Condition Rating Manual*" (March 1992, produced by the Washington state transportation center in cooperation with the northwest pavement management systems users group and the Washington state department of transportation). ~~Only those distresses noted as "core program defect" are required to be surveyed.~~ Measurement may be at the project, segment, or sample unit level. ~~Measurement for each distress will be by one of the following:~~

~~(a) Selection of the most predominant severity and extent combination; or~~

~~(b) Determination of the extent percent of each level of severity.~~

Measurement may be by a manual or automated visual condition rating process. The distress information ~~will~~ shall be converted to a pavement condition rating or index.~~in accordance with a standard deduct matrix or continuous deduct value curves as provided by the county road administration board. Alternate deduct matrices may be used by a county for internal management analyses. Alternate distress determination and evaluation methodologies may be used if approved by the county road administration board in accordance with WAC 136-70-050.~~ The PMS shall provide for the recording and storage of pavement resurfacing, rehabilitation and reconstruction history data, including surfacing and base layer types and thicknesses, and year of application.~~Counties will not be required to determine such information for any work done prior to the county's implementation date.~~

(3) The PMS shall include a future pavement condition prediction model that uses the periodic pavement condition distress data to forecast future pavement condition and to determine an estimate of service life.

(4) The PMS shall provide for annual ~~downloading~~ submittal to the county road administration board of one of the following for all paved collectors and arterials surveyed for pavement condition in the previous twelve months:

(a) The individual pavement distresses;

(b) The resultant pavement condition rating numerical value and a rating of good, fair, or poor. The good, fair or poor methodology shall be reviewed and approved by the county road administration board prior to implementation by a county.~~based on the standard deduct matrix provided by the county road administration board; or~~

~~(c) The resultant pavement condition rating for an approved alternative PMS as described in WAC 136-70-050.~~

~~Such downloading~~ The annual submittal shall be called the pavement condition data file. It shall be keyed to the county road log, and shall be transmitted in the electronic medium and

format specified by the county road administration board, along with the annual road log update required by chapter 136-60 WAC.

[Statutory Authority: Chapter 36.78 RCW. WSR 14-17-035, § 136-70-040, filed 8/13/14, effective 9/13/14. Statutory Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-70-040, filed 12/7/98, effective 1/7/99.]

WAC 136-70-050 ~~Alternative Demonstration and approval of pavement management system requirements.~~ Alternative Any PMS distress determination and evaluation methodologies, processes or systems may be used if they yield pavement condition ratings comparable to the process described in WAC 136-70-040~~(2)~~. Counties ~~intending to use an alternative process~~ must satisfactorily demonstrate to the county road administration board that ~~the alternative~~their county's chosen process is based on sound pavement engineering principles and is comparable in quality and scale ~~thorough~~through research results, documented conversion equations, statistical sampling, or other methods.

[Statutory Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-70-050, filed 12/7/98, effective 1/7/99.]

WAC 136-70-080 **County road administration board assistance.** To assist each county to meet its eligibility

requirements, the county road administration board shall provide
a PMS software, ~~application option~~ and training for that option.
Should a county utilize an alternative PMS software option, the
county road administration board will not offer training in the
use of that alternative PMS software.

[Statutory Authority: Chapter 36.78 RCW. WSR 14-17-035, §
136-70-080, filed 8/13/14, effective 9/13/14. Statutory
Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-70-080, filed
12/7/98, effective 1/7/99.]

WAC 136-60-070 Traffic study update frequency. Any

traffic counts used to validate that a segment has an ADT over 5,000 or has more than 4,000,000 tons of freight annually shall be updated by December 31, 2025. After December 31, 2025, traffic counts for ADT over 5,000 validation shall be updated a minimum of every ~~two~~four years and a minimum of every four years for annual freight tonnage more than 4,000,000 tons.

[Statutory Authority: RCW 36.78.070. WSR 24-22-084, s 136-60-070, filed 10/31/24, effective 12/1/24.]

WAC 136-100-050 Apportionment of RATA funds to regions.

RCW 36.79.040 sets forth the apportionment formula to be used in distributing RATA funds to the five regions. Following are the computations used in the apportionment formula:

(1) Computation of land area ratio. The ratio that the total county rural land area of each region bears to the total rural land area of all counties of the state shall be computed from information provided by the ~~office of financial management as of July 1, 1993, and each two years thereafter~~ most current US census.

(2) Computation of road mileage ratio. The ratio that the mileage of county arterials and collectors in rural areas of each region bears to the total mileage of county arterials and collectors in all rural areas of the state shall be computed from information shown in the county road log maintained by the county road administration board as of July 1st of each odd-numbered year.

[Statutory Authority: Chapter 36.78 RCW. WSR 11-05-005, § 136-100-050, filed 2/3/11, effective 3/6/11. Statutory Authority: Chapter 36.79 RCW. WSR 99-01-021, § 136-100-050, filed 12/7/98, effective 1/7/99.]

Engineering Division Board Report

Summer 2025 Meeting

Report Period: April 27, 2025 to July 25, 2025

Engineering Staff Highlights:

Deputy Director – Drew Woods, P.E.

This quarter had several regional and statewide meetings. I attended the WSACE Eastern and Western District meetings. Although geographically diverse, both regions are dealing with the same issues: Employee recruitment and retention, permitting delays, and federal project delivery and funding. At the statewide level, the conversations are centered around implementation of the 25-27 budgets and concerns about revenues. We are already in preparation for the supplemental budget requests that we hope will be heard during the 2026 legislative session. We anticipate three decision packages for the Governor's Office and Legislature's consideration. The decision packages are focused on the startup of the new Local Roads grant program and cleaning up items in the adopted 25-27 budget.

At the WSACE annual conference in Everett, CRAB presented Monte Reinders from Jefferson County with the County Engineer of the Year award. At the same conference, we recognized Eric Kuzma from Jefferson County as the Program Manager of the Year. It is a coincidence that they each won an award since they are evaluated by separate review committees. However, it was fun tricking them into thinking they were conspiring to get the other one to the conference to receive an award. They are both very worthy of the awards they received and it was great to recognize them for their hard work and achievements. We will be presenting the Project Manager of the Year award in August at a Board of County Commissioners meeting to be named later.

Also during this quarter, we lost Brian Bailey to the private sector. While this is a great loss to CRAB, it is also an opportunity to take a step back and evaluate the training program offered by CRAB to make sure we are doing as much as possible to meet the training needs of the counties and CRAB. We will be doing outreach to the counties and CRAB staff to identify needs and changes to the program. These changes will be incorporated into the training position's position description prior to us recruiting to fill the position. I hope to have this completed by the end of September so we can recruit in October.

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

CRAB staff conducted two training sessions in the last quarter. The May three-day County Engineer training at the CRAB offices, with eight counties represented and a one-day training at Whatcom County for maintenance and support staff.

I am working on a project involving BARS activity coding and end of the year financial reporting. We have noticed over the last few years that counties are reporting increasingly higher Admin

expenditures as compared to Operations, Maintenance, and Construction. That generally never looks good to outside observers. 20+/- years ago, CRAB undertook a similar project to help counties make sure they were coding expenditures correctly to BARS 543 and 544. It appears time to do that again, so we chose 4 counties, 2 westside and 2 eastside, to review expenditures and use that information, along with the SAO BARS coding instructions, to come up with some guidance to the counties and possibly request added language to the SAO BARS instructions.

I continued to work closely with James Rea and Donna Quach in IT to update the CARS compliance reporting forms. Improvement is an ongoing process as we work with the new SmartSimple system, getting better acquainted with its capabilities and limitations.

On a general compliance note, there are currently 4 counties, Grant, Ferry, Pacific, and Wahkiakum 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.

Over the last few years we have noticed a couple of compliance issues becoming more prevalent; public works directors being formulaically funded by the road fund, and road maintenance and operations not being clearly under the command and control of the County Engineer as per statute.

I have had several meetings with counties on various compliance topics, Road Vacation, closing county roads, ROW, financial reporting, process, and vacancy in CE and duties of the CE.

Grants Programs Manager – Steve Johnson, P.E.

Based on the Board approval of project funding at the Spring meeting, I prepared and sent 24 project funding amendments, and 26 new contracts. The e-signature process within RAP Online is working well for most counties, however, there remain some improvements that can be made. One attempted improvement for RAP Online (to fix the relationship between reimbursement schedules and voucher auto-calcs) resulted in resetting all old vouchers – those that were created in Classic RAP and imported. This action resulted in incorrect “previous paid” amounts for all projects, showing on the project overview page as well as every new voucher. SmartSimple was unable to update programming to repair the old vouchers, but after some brainstorming and testing, Donna was able to re-import these old vouchers, fixing the calculations. During this “incorrect calculation” timeframe, every voucher had to be created to specifically force the calculations to result in the proper reimbursement amounts.

Road Systems Manager – Mike Clark

This past quarter I worked with our staff & other state agencies gathering data for this year’s Motor Vehicle Fuel Tax calculations. I appreciate the extra effort several co-workers provided me with to ensure accurate information such as federally listed bridges, levy shifts, federal & state forest tax and other factors.

I have been providing additional outreach to counties for the Strategic Freight Corridor routes and traffic study updates (based on our recent update to WAC 136-60-70 - Traffic Study Update

Frequency. I would like to thank those counties whose Road Log Managers provided me incredible data and supported documentation.

Lastly, I am in the process of coordinating several training opportunities in Eastern Washington for Pavement Management and VisRate training in August. With the number of requests from counties it looks like one will be in northeast and the other in the southeast.

Data Quality Assurance & Analysis Manager – Bree Norlander

WTSC generously provided grant funding for Eric Hagenlock and me to attend the Association of Transportation Safety Information Professionals (ATSIP) Traffic Records Forum held in Boston earlier this month. We gave a 15-minute presentation titled “Better Roads Through Better Technology” on the development of our GIS-Mo data platform and how our data systems are making it easier to provide complete Model Inventory of Roadway Elements (MIRE) data which will be required by FHWA in September of 2026. I attended many sessions about crash data analysis, data governance, using AI and Large-Language Models in analysis and reporting, and systemic safety analysis. We were inspired by the presentations and hope that representatives from CRAB can continue to attend this conference in the future.

During this past quarter, I worked closely with IT team members to finish out a vendor project designed to pull data from our SmartSimple platform into our SQL server data storage. While the vendor has completed their portion of the project, we are continuing to work in-house to add features and test the product before putting it into operation.

I have continued to work on creating Power BI reports for quality assurance, specifically for auditing truck route classifications and data completeness to meet the MIRE requirement noted above. I am also working with the IT team to create a new process for gathering Bridge data from WSDOT’s BridgeWorks platform.

County Engineer Appointments:

- On May 1, 2025 Ms. Nicole Norvell, P.E. was appointed to be the Stevens County engineer. Ms. Norvell was the assistant/interim county engineer prior to being appointed.
- On July 1, 2025 Mr. Wesley Anderson, P.E. was appointed as the Lewis County engineer. This was to fill the vacancy created when the previous county engineer Geoff Soderquist, P.E. was promoted to the Public Works Director position.

County Engineer Vacancy Status (WAC 136-012):

County	Effective Date	Original Six-Month Expiration	Six-Month Extension	Notes
<i>Pacific</i>	Sept. 15, 2023	Mar. 15, 2024	October 24, 2025	Jennifer Oatfield and Richard Drake appointed Acting CE team
<i>Grant</i>	April 1, 2025	Oct. 1, 2025	-	Dave Bren resigned, via interlocal serving as interim CE

County Audit Reviews:

	Number	Findings	Management Letters	County Road or ER&R	CRAB Follow-Up Needed
<i>Financial</i>	9	3	3	Yes Benton, Stevens, Ferry	No
<i>Accountability</i>	5	1	2	Yes	No
<i>Fraud</i>	1	-	-	No	No
<i>Performance</i>	1	-	-	No	No

- Benton – GASB 34, Procurement policy
- Stevens – Procurement policy
- Ferry – Financial info mis-categorized

County Visits, Activities, and Training – Engineering Team:

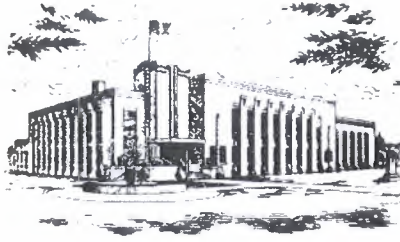
- On May 6-8th conducted the Office of the County Engineer training in Olympia with 8 counties represented.
- May 13-15th Brian, Liana, and James traveled to Stevens County for GIS-Mo training
- On May 15th Derek, Steve, and Drew attended the WSACE Western District meeting in Olympia
- On May 21st Drew participated in the WSACE Eastern District meeting virtually
- On May 20th Mike, Liana and Drew traveled to Skamania County for GIS-Mo training
- On May 28th Mike traveled to Jefferson County for pavement rating training
- June 9-12th Derek, Mike, and Drew attended the WSACE annual conference in Everett
- July 7-10th Bree and Eric attended and presented at the Association of Transportation Safety Information Professionals Traffic Records Forum in Boston, MA

	Drew				Derek				Steve				Mike				Bree				County Totals
	Consultation	County Visit	Training or Regional Mtng	Other	Consultation	County Visit	Training or Regional Mtng	Other	Consultation	County Visit	Training or Regional Mtng	Other	Consultation	County Visit	Training or Regional Mtng	Other	Consultation	County Visit	Training or Regional Mtng	Other	
Adams									2		1		1								4
Asotin	1				2				2		1										6
Benton	1				1				1		1										4
Chelan	1								1		1		4		2						9
Clallam	1								1		1										3
Clark	1								3		1		3								8
Columbia	4								2		1										7
Cowlitz	1				2			1	1		1		1								7
Douglas									2		1		2								5
Ferry	1				3				1		1										6
Franklin					1				1		1		2		3						8
Garfield							1		1		1				1						4
Grant					2		1	1	2		1		2								9
Grays Harbor	1								3		1										5
Island	1								2		1		1								5
Jefferson									3		1				1						5
King	1		1						1		1		3								7
Kitsap	1		1						2		1		2								7
Kittitas									2		1		2								5
Klickitat									2		1		1								4
Lewis			1		6		2		2		1		1		1						14
Lincoln					1				2		1										4
Mason									2		1		3	1	1						8
Okanogan									1		1										2
Pacific	1				1			1	1		1		1								6
Pend Oreille					2		1	1	2		1		2								9
Pierce	1		1		2		2		4		1		2		1						14
San Juan	1				1						1		1								4
Skagit	2		1		4		2		3		1		1		1						15
Skamania	1	1			4				2		1		3	1	1						14
Snohomish			1		2				2		1		2								8
Spokane							1		2		1		1		1						6
Stevens	1				2				2		1										6
Thurston	1		1		3		2		2		1		2		1						13
Wahkiakum					2				3		1		1								7
Walla Walla					2				2		1										5
Whatcom			1		1		6		2		1		2								13
Whitman	1								2		1		2		1						7
Yakima	1				1				2		1		2								7
State Agencies	13				2				2				4								21
National	1																				1
Public	1				2																3
Staff Totals	49				71				114				71								305

Montgomery "Monty" Stobart
District No. 1

Mark Burrows
District No. 2

Greg Young
District No. 3



Jonnie R. Brown
Clerk of the Board

Tammi Renfro
Deputy Clerk of the Board

Tonya Schuerman
Administrative Assistant

Board of County Commissioners (BOCC)

Stevens County, Washington
Mailing Address: 215 South Oak St., Colville, WA 99114-2861
Location Address: 230 East Birch, Colville, WA 99114-2861
Phone: 509-684-3751 TTY 800-833-6388
Email: commissioners@stevenscountywa.gov

Memo #42-2025

DATE: May 8, 2025

TO: Payroll

FROM: Board of County Commissioners (BOCC)

by MS MA

SUBJECT: Nicole Norvell Hired as Stevens County Engineer

Nicole Norvell has accepted the offer of employment as Stevens County Engineer. Nicole's appointment will be effective May 1, 2025 at an annual wage of \$125,000. She will continue to receive the leadership stipend as approved by the Commissioners in December of 2024 during the vacancy in the Public Works Director role.

All benefits and accruals will remain the same for Nicole. Her next wage increase will align with the Public Works Matrix and annual wage increase dates.

If you have any questions, please reach out to the Human Resources Director for clarification.

BOCC: jrjb

CC: Human Resources
Payroll
Public Works Department

**BEFORE THE BOARD OF COUNTY COMMISSIONERS
LEWIS COUNTY, WASHINGTON**

IN THE MATTER OF:

RESOLUTION NO. 25-188

APPOINT WESLEY ANDERSON, PE, AS COUNTY
ENGINEER FOR LEWIS COUNTY

WHEREAS, RCWs 36.80.010 and 36.80.020 require the county legislative authority of each county to employ a county road engineer who must be a registered and licensed professional civil engineer under the laws of the State of Washington, duly qualified and experienced in highway and road engineering and construction; and

WHEREAS, the position of County Engineer became vacant and Wesley Anderson, PE, meets all statutory requirements to serve in this capacity, including being a licensed Professional Engineer in the State of Washington; and

WHEREAS, the Board of County Commissioners (BOCC) has entered into a written employment agreement with Wesley Anderson outlining the terms and conditions of his employment as County Engineer, effective July 1, 2025; and

WHEREAS, the Public Works Department will continue to operate according to the BOCC-approved organizational chart and as required by state law; and

WHEREAS, the Public Works Director Geoff Soderquist, PE, has recommended the appointment of Wesley Anderson, PE, to serve as County Engineer.

NOW THEREFORE BE IT RESOLVED that the BOCC hereby appoints Wesley Anderson, PE, to the position of County Engineer effective July 1, 2025. Prior to entering upon his employment, and in accordance with RCW 36.80.020, Wesley Anderson shall give an official bond to the County conditioned upon the faithful performance of his duties and the proper accounting for all County property entrusted to his care.

DONE IN OPEN SESSION this 1st day of July, 2025.

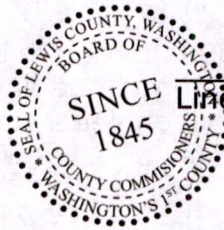
APPROVED AS TO FORM:
Jonathan Meyer, Prosecuting Attorney

BOARD OF COUNTY COMMISSIONERS
LEWIS COUNTY, WASHINGTON

David Bailey
By: David Bailey,
Chief Civil Deputy Prosecuting Attorney

Scott J. Brummer
Scott J. Brummer, Chair

ATTEST:

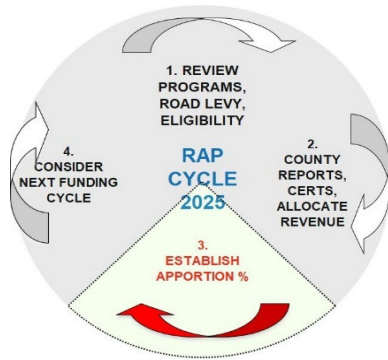


Lindsey R. Pollock, DVM
Lindsey R. Pollock, DVM, Vice Chair

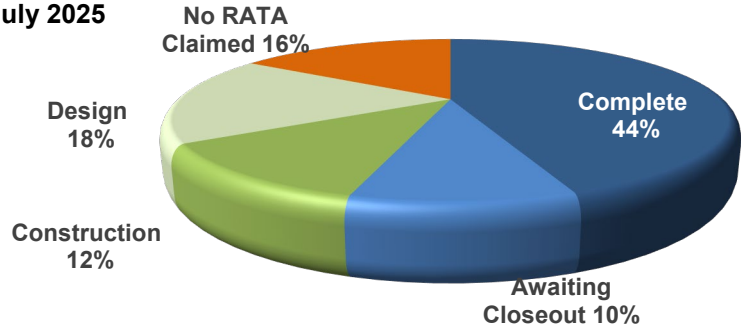
Rieva Lester, CMC
Rieva Lester, CMC,
Clerk of the Lewis County Board of
County Commissioners

Sean D. Swope
Sean D. Swope, Commissioner

RAP Program Status:



RURAL ARTERIAL PROGRAM July 2025



PROJECT STATUS:

Billing Phase	'83-'13	'13-'15	'15-'17	'17-'19	'19-'21	'21-'23	'23-'25	Current Biennium '25-'27	TOTAL
Completed	1042	48	34	27	14	3	1		1169
Awaiting Closeout	2	1	5	3	5	4	1		21
Some RATA paid		1	2	9	21	19	40		92
No RATA Paid					2		2	26	30
TOTAL	1044	50	41	39	42	26	44	26	1312

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

44,364,245

Total estimated revenue

735,356,758

RAP Expenditures to date:

To Completed Projects

640,946,843

To Projects in Design or Under Construction

71,629,341

Administration

15,732,053

Total RATA spent

728,308,236

RAP Obligations:

RATA Balance on Active Projects

140,338,198

RATA \$ yet to allocate to Partially funded projects -

29,807,167

Requests for reimbursement - pending

328,560

Estimated remaining administration through 2023- 2025 biennium

103,567

Total RATA obligated

170,577,492

QTR 2 - 2025 RATA ACTIVITY:

REVENUE MONTH	BEGINNING BALANCE	MVFT REVENUE	INTEREST + Cash Rcpts	PROJECT PAYMENTS	#	ADMIN CHARGES	ENDING BALANCE
April	\$10,260,761.48	\$810,972.09	\$19,599.69	(889,445.12)	19	(61,043.06)	\$10,140,845.08
May	\$10,140,845.08	\$863,196.48	\$18,937.65	(1,317,740.20)	34	(62,909.13)	\$9,642,329.88
June	\$9,642,329.88	\$3,538,927.32	\$77,001.96	(1,642,814.98)	24	(67,033.14)	\$11,548,411.04
TOTALS:		\$5,213,095.89	\$115,539.30	(3,850,000.30)	77	(190,985.33)	

Completed Projects:



Carlsborg Road is a major North-South route between US101 and Old Olympic Highway and serves the Carlsborg UGA and surrounding area.

Other portions of the road have been widened in areas for business access and growing population. This section remained in poor condition, but still heavily traveled by both passenger vehicles and commercial vehicles.

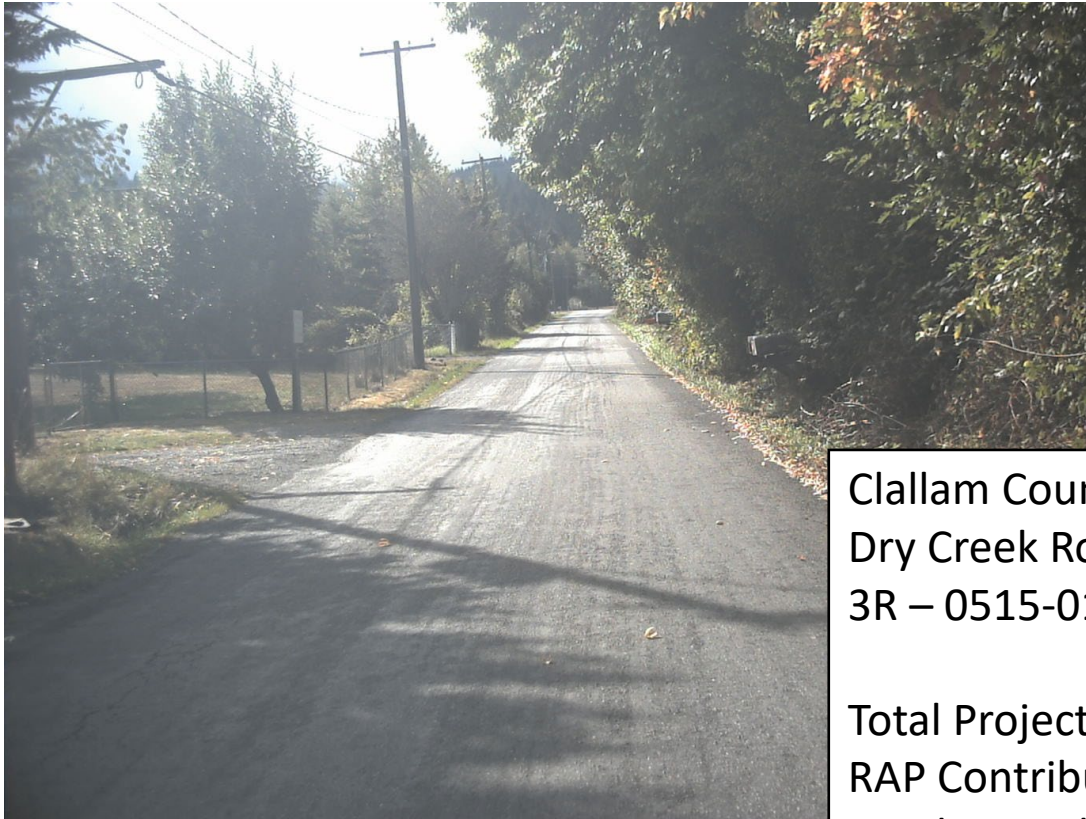
Clallam County
 Carlsborg Road
 2R – 0519-01 (21-5-1028)

Total Project Cost: \$981,735
 RAP Contribution: \$525,000
 Local Contribution: \$456,735

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

This project removed the bituminous surface, which was beyond useful life, graded existing subgrade and paved.





Dry Creek Road connects US101 to Lower Elwha Road via Edgewood Drive. It has seen large increases in traffic over the last decade due to business development in the area.

Alignment was relatively straight but very narrow with steep ditches. Speed limit was 25 MPH with an 85th percentile speed of 34 MPH. Use has changed over the past decade and the road now operates primarily as a through route with heavy use to access Edgewood Drive to the Lower Elwha Road and the Lower Elwha Klallam Tribal reservation.

Clallam County
Dry Creek Road
3R – 0515-01 (17-5-1027)

Total Project Cost: \$2,152,428
RAP Contribution: \$1,035,000
Local Contribution: \$1,117,428

This was a 3R project (Resurface/Restoration/Rehabilitation).

This project provided for safety improvements; slope flattening, widening, new surfacing, signage, and striping. It was also realigned in order to install a left turn lane off of Edgewood Drive.





Swenson South Road stands as a vital north-south corridor in Stevens County, Washington, linking the Lake Spokane area to northern regions and supports regional connectivity and serves as a vital freight corridor. Beyond transportation, Swenson South Road contributes to the county's broader development goals. Its presence supports residential growth, agricultural activities, and access to natural resources. The road's alignment and connectivity facilitate efficient movement, which is essential for emergency services, school transportation, and daily commuting.

Pavement deterioration, inadequate drainage leading to water accumulation, unstable slopes, and outdated or insufficient safety features.

Stevens County
Swenson South
3R – 3317-01 (19-33-1218)

Total Project Cost: \$3,317,693
RAP Contribution: \$2,300,000
Local Contribution: \$1,017,693

This was a 3R project (Resurface/Restoration/Rehabilitation).

Installation of a cement-treated base, hot mix asphalt overlay, slope stabilization, drainage enhancements, permanent signage, and guardrail installation. Adjacent land owners were happy to have the project completed.



Staff Project Actions Taken:

County Road Administration Board – July 31, 2025

Project Actions Taken by CRAB Staff

I. Staff Action Mason County – Withdrawal of Shelton Valley Road Culvert 2322-01 / 24-23-1153)

Mason County requested to withdraw their Shelton Valley Road Road Culvert DR project. The replacement culvert size required by WDFW is larger than originally expected, which significantly expands the project footprint. The larger project area will need acquisition of additional easements, however the property owners will not currently allow even temporary rights of entry for design purposes.

The County has repaid all RATA funds previously reimbursed (\$3,764.61). The director forwarded a letter on 7/23/2025 accepting the withdrawal of these two projects.

Previous Board Actions Update:

County Road Administration Board – July 31, 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 was awarded a contract for Section 2 of the project in the current '25-'27 RAP cycle, for partial funding. The remaining funding is likely to accrue during the '27-'29 RAP cycle.
 - Asotin County intends to request the construction extension to April 2030 at the next Board meeting.
- **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.
- **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.

 - Okanogan County is on track to re-apply no later than the '29-'31 biennium.
- **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.

 - Whitman County has completed ROW, and expects WSDOT ROW Certification shortly.
 - Design is complete, and the County is assembling PS&E and funding documents for WSDOT review.
 - Tentative advertisement date is set for early September.
- **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.

 - Benton County is on track to bring the project to construction by April 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.

- Wahkiakum County is updating the design, and intends to bid this fall, with construction beginning in the spring, and paving in the summer 2026.

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.
 - The remaining amount was not paid off at the 6-month mark, therefore interest will begin to accrue (based on the \$400,000 amount).

Current ELP account balance is \$2,905,842.45

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, or fully reimbursed)

• Adams County – Lind Hatton Rd Project #3 #0119-02	\$256,600
• Chelan County – Goodwin Road #0419-02	\$154,000
• Chelan County – Chumstick Highway #0421-01	\$122,000
• Chelan County – Wenatchee Heights Rd #0423-01	\$137,400
• Clallam County – Carlsborg Road #0519-01	\$ 52,500
• Columbia County – Rose Gulch Road- Vernon Smith Br #0717-02	\$ 52,500
• Columbia County – Lower Hogeeye Road #0713-02	\$235,500
• Ferry County – Boulder Creek Sec. 1 #1015-02	\$190,000
• Ferry County – Inchelium Hiway Rehabilitation #1019-02	\$ 83,300
• 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
• Grant County – 9-NW Road (SR 283 to Dodson Rd) #1322-01	\$210,600
• Grant County – H-SE (12-SE to SR 262) #1319-02	\$185,000
• Grays Harbor County – Garrard Creek Road #1415-01	\$173,000
• Jefferson County – Center Road #1622-01	\$189,172
• King County – Ames Lake Road Bridge No. 1320A #1719-01	\$288,900
• 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
• Mason County – North Island Drive Culvert #2317-01	\$ 55,500
• Mason County – Old Belfair Hwy #2319-02	\$232,000
• 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
• Pierce County – 304 St E #2722-01	\$108,900
• Pierce County – Patterson Rd Culvert #2723-01	\$132,100
• Skagit County – Pioneer Rd #2923-01 (match deletion only)	\$0
• Spokane County – Wheeler Rd #3221-01	\$142,700
• Spokane County – Brooks Road Project No. 2 #3219-01	\$311,900
• Stevens County – Swenson South #3317-01	\$350,000
• Walla Walla County – Lower Waitsburg #3619-01	\$255,400
• Whatcom County – Hampton Road #3721-01	\$198,000
• Whatcom County – Everson Goshen Rd #3723-01	\$286,000
• Whitman County – Almota Road (Phase3) #3816-01	\$383,333
• Whitman County – Sand Road #3823-01	\$133,200
• Yakima County – Independence Rd – Fordyce to Maple #3917-01	\$200,300

Total to date: \$7,668,005

Spring RAP Regional Meeting:

Spring RAP meeting (All Regions)—

- **RAP Program Status –**

- **RATA balance and projections**

- Balance remains low. Revenue amounts are predicted to remain relatively stable.
 - The collections/distribution reduction (due to DOL's update) has been fixed – the June CAPA distribution (and RAP revenue) reflected the corrections. There might still be additional correction at the end of this month, but we're likely caught up now.
 - As we begin construction reimbursements, please communicate with me, especially ahead of any large reimbursement requests. With the low balance (at the beginning of construction season) we are still projecting that we'll likely need to delay some reimbursements, but we want to be as proactive with it as possible.

- **'25-'27 Project contracts and amendments**

- There are still a large number of contracts and amendments that we're waiting for signature approval on – before we send for e-signatures. Please verify (and let me know) when you have signature approval.

- **SmartSimple RAP Online voucher glitch**

- We had a SmartSimple patch that was intended to correct the relationship between the reimbursement schedule and the voucher auto-calcs. However, the fix did not completely fix the issue. And it also “broke” the calculations for vouchers created in old Classic RAP Online and imported into SmartSimple. So our “Previous Paid” amounts for these projects were calculating incorrectly.
 - SS was unable to create a programming fix, but Donna was able to re-import these vouchers for active projects, correcting these errors. I will be verifying that these remain correct – and Donna will prepare to update the Completed projects. And then we'll continue working on the calculation relationship between the reimbursement schedule and the voucher auto-calcs.

- **Local Road Program update**

- Brief update on the Local Road Program planning, going over the legislative priorities for scoring, and the project types as outlined in Senate bill 5544.
 - Drew discussed the timeline for standing up the program, including research and polling with counties to develop the WAC rules (expect to prepare proposal to CRABoard for October).



10. WSACE Managing Director Update

Axel Swanson

