



# ANNUAL REPORT 2024

*Recommendations for improving the administration of county road programs and proposals for addressing today's transportation challenges in Washington.*





# FROM OUR DIRECTOR



Jane Wall  
Executive Director

## Picture it: it's 1999.

Prince's hit *1999* is experiencing a renaissance, *The Phantom Menace* is dominating the box office, a Snickers bar costs 75 cents, and the average price of gas in the United States is a mere \$1.22 per gallon.

Here in Washington, Gary Locke is Governor, the gas tax is 23 cents per gallon, the transportation budget for the biennium is \$4.3 billion, and the County Road Administration Board (CRAB) is 2.6% of the overall transportation budget.

## Fast forward to 2024.

While Prince can still make me party like it's 1999, candy bars have doubled in price and the gas tax in Washington sits at 49.4 cents per gallon. And, although the transportation budget has more than tripled, the increase has not been distributed uniformly and CRAB's portion has slid precipitously, representing only 1% of the overall budget.

**Unfortunately, it is not just the Snickers Bar that has experienced inflation - the cost of doing business has increased as well.** In public works, it equates to a lot less bang for one's buck: in 1999, a \$1 million resurfacing budget could seal coat 47 miles of road; today, it will only cover 21 miles. Combined with stagnant (or declining) MVFT revenues for county road budgets, it does not take a mathematician to conclude that county transportation funds are not keeping pace with demand.

**For years, we have argued that the state has not kept up its partnership with counties to fund its largest infrastructure responsibility.** Washington State has always looked at its relationship to counties as a mutually beneficial partnership, and even spelled out counties' role as an "agent of the state" in statute. However, over time the financial burden has shifted to counties, who have had to shoulder it with road levy increases and reduced service levels on the county road system.



County staff  
receiving road design  
training from CRAB staff  
c. 1999.

**In light of the \$1.5 billion annual funding gap counties are facing, we set out to lead by example and examine the efficiency and effectiveness of our own grant programs this year.** The study concluded we do great work but, not surprisingly, funding is not keeping pace with demand, and one very large portion of the system has been ignored altogether – local roads.

**At nearly 49,000 lane miles, county local roads make up over a THIRD of Washington's entire road system.** As I shared this fall, they are quiet workhorses hidden in plain sight, carrying freight, cars, pedestrians, transit, and bicyclists daily. However, the only funding stream to maintain them is the counties' overstretched road funds that are tapped out - there is just too much demand in other areas. Local roads are simply a priority that counties do not have the resources to address.

**The best way the state can respond to this crisis is with a new, dedicated funding source through our agency:** a competitive grant program that will fund priority local roads throughout the state. We have more details to share and, while this new program won't fix every budget woe in the system, restoring the historic partnership between the state and counties is a step in the right direction.

**1999 was a good year, but I like where this agency stands going in to 2025.** We have a strong relationship with our state and county partners and, as we reach our 60th year of ensuring the success and accountability of all county road departments, we need the support of our policy makers in the State Legislature now more than ever.

Let's work to make 2025 the year that restores historic partnership so we can invest in counties like it's 1999.



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*Board Members Rob Coffman, and Doug McCormick, PE surveying the newly reconstructed Lower Hogeye Road and underpass in Columbia County with Deputy Director Drew Woods, PE.*





2024

# RECOMMENDATIONS & REQUESTS

## PRIORITIZE SAFETY ON OUR ROADS

2023 marked another grim year for safety on roads in Washington. After decades of decline in the number of serious and fatality accidents on Washington roads, 2020, 2021, 2022, and 2023 have all seen steep increases each year.

Since 2010, roads benefitting from the RAP Program have seen a dramatic 53% decrease in collisions and a 30% reduction in serious injury/fatality collisions!

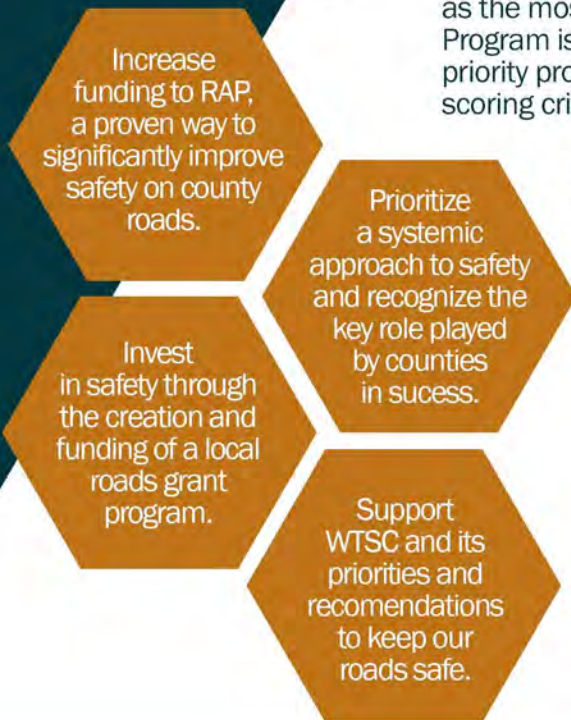
**The county road system is not only the largest in the state, but also the most dangerous.** Over the last decade, the number of fatality accidents on Washington roads has almost doubled, and, unfortunately, the same is true for county roads. County road users are 88% more likely to be involved in a serious or fatality accident than a city street and 92% than on a state highway.

**Our agency takes safety on our county roads seriously, incorporating the principles of safety into all we do, including our grant programs.**

As Washington works toward the goal of Target Zero, the data is clear that most crashes on county roads occur on rural, two-lane roadways with run-off-the-road as the most common factor, averaging 35-40% of reported crashes. Our RAP Program is specifically designed to assist counties with addressing these priority projects on a competitive basis, with safety being one of the top scoring criteria.

**As we move forward with a new funding proposal for local roads, our commitment to safety remains unchanged.** From 2019 to 2023, 518 fatal and serious injury collisions occurred on county roads, representing the death of 111 people and serious injury of 480 individuals. Local roads constitute a third of Washington's road system and we must prioritize these roads as a part of the broader solution and strategy to move the needle on safety in Washington.

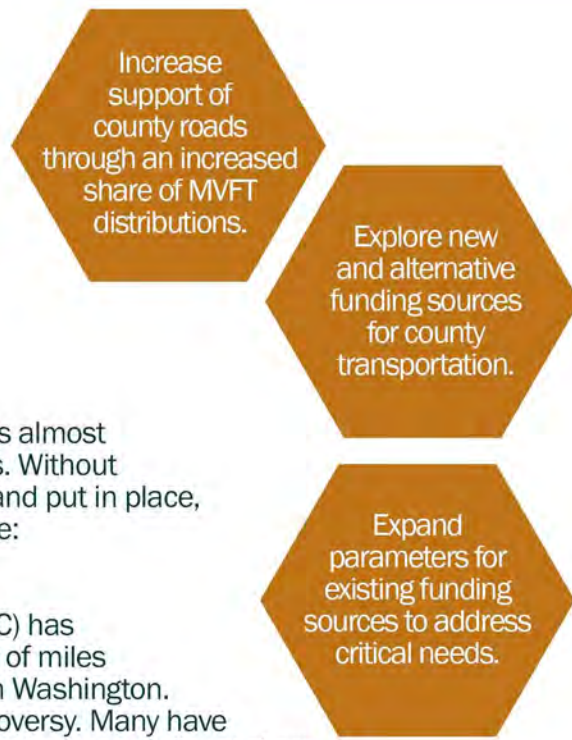
**Safety does not exist in a vacuum and Washington needs to identify and address the holes in our road system safety net that are contributing to the broader challenges in the state.** Funding gaps in areas like ADA accommodations, sidewalks and local roads further exacerbates health disparities and inequities for vulnerable populations and tribes. However, the resources available to counties to tackle known safety issues and correct them continues to significantly lag behind the need.



## IDENTIFY AND ESTABLISH NEW REVENUE SOURCES

The Motor Vehicle Fuel Tax (MVFT) has been the budgetary foundation for Washington's transportation system for over a century, today comprising one-third of the overall transportation budget. However, as vehicles become more fuel efficient and are moving away from internal combustion engines, a long-predicted future without a MVFT is now in sight.

While exact numbers vary by county, the MVFT serves as one of, if not the, largest revenue source for local governments. Our agency is almost solely reliant on the MVFT to fund our grant programs and operations. Without a replacement in place, now is the time for policy makers to identify and put in place, new transportation revenue sources. Potential solutions could include:



### Road Usage Charge (RUC)

Since 2012, the Washington State Transportation Commission (WSTC) has been studying the viability of a per-mile charge based on the number of miles driven, exploring what a RUC would look like and how it would work in Washington. While a frontrunner replacement idea, the RUC is not free from controversy. Many have concerns around its higher administrative costs and potential privacy concerns. Policy makers either need to move forward with a RUC, or leave it behind.

### Retail Delivery Fee (RDF)

A retail delivery fee (RDF) is a fee imposed on the delivery of retail items delivered by motor vehicles in the state. In their first year of implementation, Colorado and Minnesota generated \$79.5 million and \$60 million. While a June 2024 report concluded that an RDF could not be a full replacement solution, a retail delivery fee could be a viable opportunity for policy makers to supplement losses in MVFT revenue. Furthermore, there is an obvious nexus between the increase in delivery traffic on local roads and increased wear and tear. As our agency moves forward with a proposal for a new grant program to fund these roads, new revenue will likely be needed to fund the program; an RDF could be the answer.

### Climate Commitment Act (CCA)

Through the CCA, a law that aims to cap and reduce greenhouse gas emissions from Washington's largest emitting sources and industries, the state hopes to achieve its commitment to reducing greenhouse gas emissions by 95% by 2050. Since 2021 the program has generated more than \$2.2 billion in revenue, a significantly greater amount than forecasted.

These dollars have been earmarked for programs, infrastructure, and other strategies aimed at reducing carbon emissions. Unfortunately, our programs were not eligible for these dollars in the Move Ahead transportation package, missing out on billions in current and future revenues.

It is important that policy makers have dollars to use towards reducing greenhouse gas emissions, but they must also pay attention to aging transportation infrastructure and ongoing transportation demands. With MVFT revenues on the decline, and no replacement for the MVFT adopted at this time, the Legislature should consider widening the scope of what CCA dollars may be used for.

But we must act sooner rather than later to establish a path forward post-MVFT.



# CREATE A NEW PROGRAM TO SOLVE AN OLD PROBLEM: LOCAL ROADS

Over a third of Washington's road system has no dedicated grant funding source, leaving counties with limited or no options for critical projects.

At over 78,000 lane miles, Washington's county road system is enormous – it is enough to go around the equator three times! While vast and diverse in its needs, by far the biggest funding gap our road system is facing today is our local roads.

At 48,917 lane miles, local roads make up over a THIRD of the entire road system in Washington and provide primary access to residential, industrial, agricultural and commercial areas in all 39 counties. Unfortunately, due to declining MVFT revenues, increasing inflationary measures and a lack of investment in preservation and maintenance by the state, counties are in no position to be able to address significant projects on these roads and there is no dedicated grant funding source to help.

Many of these projects just flat out wouldn't happen without grant funding. As one county engineer put it, "the only strategy [we are currently left with] is to wait for failure and hope for emergency funds."

We cannot in good conscience manage our state's assets this way.

## Local Roads....

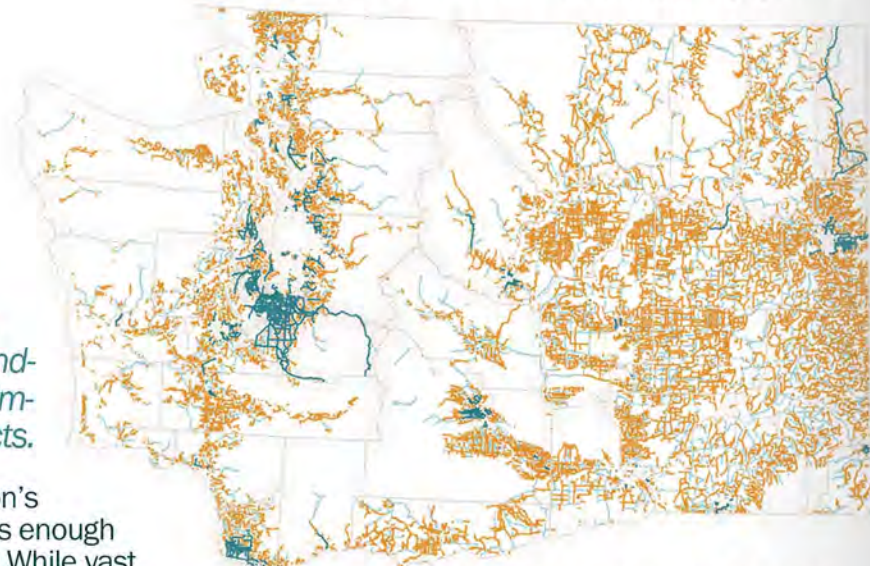
... aren't just located out in the middle of nowhere; they are hidden in plain sight in every county: east, west, rural, urban, big and small.

... serve many roles connecting community centers, freight routes, and agriculture. Without well-maintained infrastructure, our economy will grind to a halt.

... in disrepair play a significant environmental role by contributing more erosion, more pollution and further delays to fish habitat improvements.

*Rated at the highest WSDOT equity need and part of an Equity Priority Investment Area, 15th Ave SW, a local road in King County, serves critical community services for low and non-income, BIPOC, immigrant, refugee, and disabled populations.*

County local roads (orange) have over 2.5 times as many lane miles as the entire state highway system.



... need to be safe roads. County roads are statistically the most dangerous and need to be a part of safety conversations.

... are critical for government services on every level. Federal lands, state parks, schools, city and county facilities are all dependent on these roads and the services they provide to communities.

2,151 miles of local roads provide access to schools, fire and EMS stations, county properties and other government facilities. 1,633 miles are within, or provide direct access to, tribal land. And lastly, a shocking 21,422 local miles serve overburdened communities, some of our most vulnerable populations.

**After years of hearing the frustrations of our counties, completing a third-party study with BERK and Associates, and researching options, it is our belief that the best possible solution for all stakeholders would be a new local roads grant program.** And we believe we are the best agency for the job.

**We provide dollars with traction.** We have a strong track record of delivering YOUR investments with a remarkable 2.5-3% administrative overhead and have well-established and streamlined working relationships with the counties.

**Our agency would establish a competitive grant program with the same commitment to effectiveness and efficiency as our other grant programs.** We have proposed a phased-in approach over four years in our decision package but the goal will be to construct a minimum of 10 projects each year (\$2 million/project cap).

Counties have a unique role as an extension of the state and we cannot ignore or "other" county transportation challenges. Local roads are not a little, offshoot project request; they are a massive and integral part of our state's prosperity and they need investment.

## WHAT WOULD THE PROGRAM LOOK LIKE?

- A **competitive grant program** at CRAB flexible enough to meet the diverse needs of counties.
- With your input, the scoring criteria will drive **investments to the highest need** and priority projects.
- Eligible projects would include 2R, 3R, reconstruction, bridge replacement, fish passage barriers and pedestrian facilities.
- **Available to ALL 39 counties** while in compliance with the Standards of Good Practice.
- Implemented using a **phased-in approach** to recognize the realities of establishing a new program.

## WHAT ARE THE BENEFITS?

- **Critical funding for otherwise cost-prohibitive projects**
- Administered by CRAB, it would be **the most efficient and streamlined way to invest** in local roads
- **Freeing up stretched county funds** for other priorities
- Ensuring necessary **access for first responders, utilities and critical county services**
- Providing a way to meaningfully **address constituent complaints**
- **Reduced fatalities and serious injury collisions** on county roads



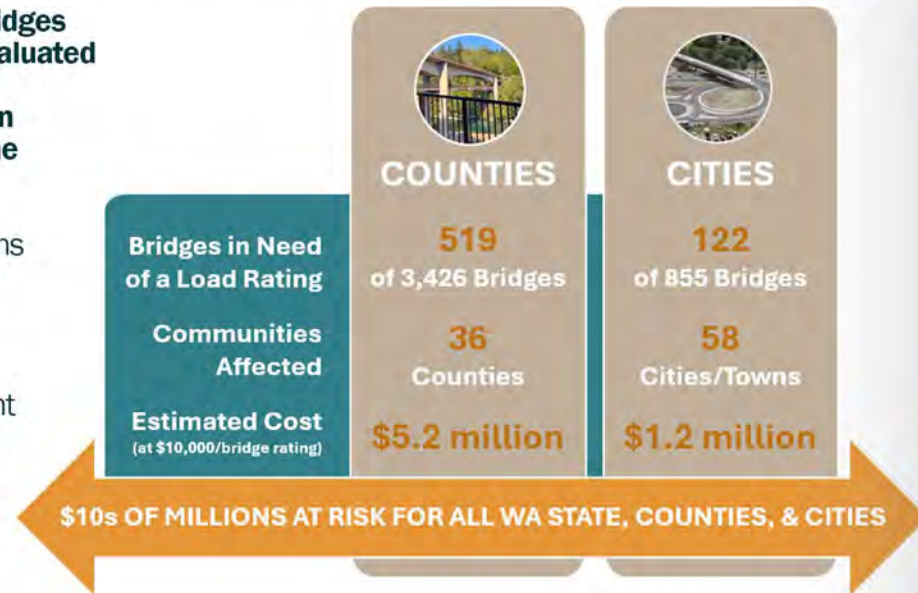
# HELP LOCAL GOVERNMENTS QUICKLY REACH NEW FEDERAL BRIDGE RATING REQUIREMENTS

Millions in federal funding is at risk for Washington State unless cities and counties can hit a tight deadline - here's how we can be a strategic part of the solution!

In 2022, the U.S. Federal Highway Administration (FHWA) issued a major update to the national bridge inspection standards, which enables state and national-level reporting, analysis, and decision-making. Among the changes, one carries with it a significant financial impact to Washington's counties and cities.

**With the latest SNBI update, bridges are now required to ALSO be evaluated and load rated for all legal load configurations established by an individual state in addition to the previously required AASHTO configurations.**

In Washington State, the legal load configurations are codified in RCW 46.44.041; and currently allow trucks to operate on Washington roads while weighing up to 105,500 pounds. Because this legal weight and axle configuration is specific to our state, the FHWA is now mandating that ALL publicly owned bridges in Washington carrying vehicles be load rated for the 105,500 load.



**Completing a bridge load rating usually involves a detailed report documenting the rating and any necessary weight restrictions based on their findings; depending on the complexity of the bridge, this can be a relatively simple exercise or a very complex one.** The process requires a licensed structural engineer to thoroughly inspect the bridge to assess its condition, analyze its structural design using specialized software, apply load models based on traffic conditions and relevant design standards, calculate stress on critical components, compare those stresses to allowable capacities to determine its maximum safe load, considering factors such as deterioration, damage, and changes in design.

**To meet the FHWA deadline, WSDOT is requiring that counties and cities complete the new load ratings by December 2027, an incredibly tight deadline for the workload and expenses involved.** Most local agencies do not have the resources to perform load ratings internally and would require the services of a consulting firm, typically a lengthy process highly dependent on the consulting community's capacity to take on this much additional work. The current estimate is that 519 county and 122 city and town bridges will need to have the new load rating.

**As it stands, tens of millions of federal dollars Washington State receives from FHWA for bridge rehabilitation and replacement are at risk.** If a local agency is not in compliance with the new load rating requirements, that agency is not out of compliance - the entire State of Washington is out of compliance.

**We believe we are an important partner in the solution, so we are doing what we can to help keep our entire state eligible for federal aid.** This isn't a WSDOT, CRAB, county or city issue, it's a Washington issue that we must work together to solve. When we were told of the new requirement, we quickly submitted a decision package to assist counties (and hopefully cities) with the unfunded mandate.

**The one-time, \$6.5 million budget request for a Bridge Load Rating Grant Program would allow counties and cities to hit the ground running on ratings with our agency leveraging our existing resources to efficiently manage oversight and reimbursements.** The program will allow local agencies to perform the load ratings with existing staff or obtain consultant services and then submit reimbursement requests and supporting documentation. The goal will be to allow the local agencies as much control over the rating of their bridges as possible while keeping the reimbursement process as simple and streamlined as possible.

**We operate our existing grant programs with a minimal 2.5% to 4% administrative overhead and, if the program is approved, could manage it with existing resources and no administrative costs charged to the program.** We would coordinate closely with WSDOT Local Programs to ensure that all bridges needing the load rating are identified and all ratings are entered into the State's database for reporting to FHWA.

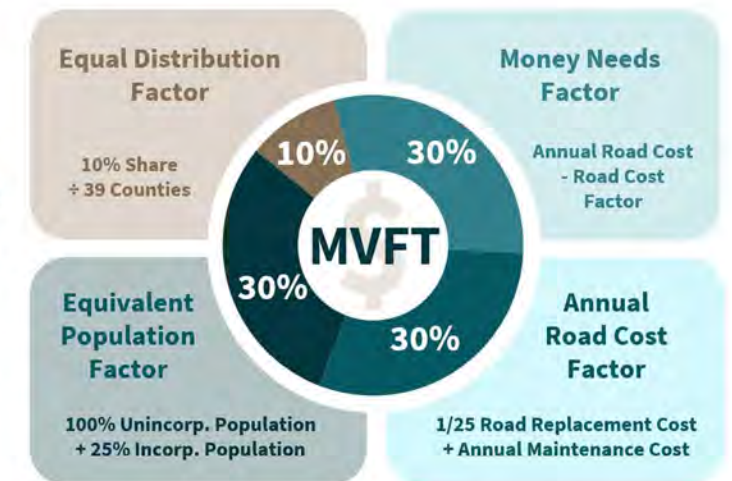
Washington has a problem and we need to focus our efforts on a low-cost, streamlined and rapid solution.

## MODERNIZE CALCULATION TO ENSURE EQUITABLE DISTRIBUTION OF FUNDS

Authorize a study for the MVFT calculation factors to ensure the distribution is equitable and reflective of current realities in the county road system.

One of our statutory responsibilities is calculating each county's share of the MVFT based on a complex formula with annually changing inputs. The current formula has been in effect with only minor revisions since 1954. Since 1988, the road cost factor, which requires estimating the replacement and maintenance costs of each county road and bridge, has been adjusted by applying the Implicit Price Deflator.

While it accounts for inflationary impacts, it does not account for many other factors such as changing regulatory requirements, differing road standards, and equipment technology improvements.



**We request a study be conducted to modernize the road cost factor portion of the MVFT distribution formula, allowing other impacts to be better accounted for and facilitate a more equitable distribution on the counties' portion of the MVFT.** The study is estimated to cost \$300,000 and will not require any additional staff or resources.



2024

# REPORT ON THE STATE OF COUNTY ROAD ADMINISTRATION

The agency is directed by law to provide the Legislature and Department of Transportation a report annually on the status of county road administration in each county.

Every year, we evaluate each of our 39 counties against a uniform set of engineering, maintenance, safety, financial, technical, and administrative practices collectively known as the Standards of Good Practice.

The codified standards encompass 13 areas of responsibility:




Traffic Law Enforcement



Construction Program & Reporting



Processing Collision Reports



Change of County Engineer



Maintenance Management



Priority Programming



Transportation Programming



Bridge Inspection



County Road Policies



Pavement Management




Utility Accommodation



County Road Log



ROAD CLOSED TO THRU TRAFFIC



## Standards of Good Practice

By staying in compliance with the Standards of Good Practice and legislative directives, counties are eligible to receive approximately \$191 million in annual funding from Motor Vehicle Fuel Tax (MVFT) distributions, the County Arterial Preservation Program (CAPP) and the Rural Arterial Program (RAP).

## 2024 Annual Certification of Good Practice

Each spring, our staff reviews compliance with the 13 Standards of Good Practice and provides a recommendation to the board whether to grant each county a Certificate of Good Practice. At the discretion of the board, a Conditional Certificate of Good Practice may be issued to give a county additional time to implement a corrective action plan to address an item that is out of compliance with the Standards of Good Practice.

In April 2024, 35 counties received a Certificate of Good Practice and 4 received a Conditional Certificate of Good Practice. Two of the counties were out of compliance with federal bridge load rating and inspection requirements, and two were out of compliance for untimely submission of required annual reports to our agency. The Federal Highway Administration (FHA) requires all bridges in the National Bridge Inventory to have load ratings for specialized hauling vehicles, typically dump trucks with up to seven axels. All four counties are working towards full compliance with the Standards of Good Practice and will be reassessed by April 2025.

Additional compliance-reviewed data for each county's road related revenues, expenditures, levy surveys, mileage, bridges, freight and goods systems and county forces can be found on our website.



2024

# WORK AND ACCOMPLISHMENTS



Executive Director Jane Wall presenting at the County Leaders Conference in Vancouver, WA.

## BY THE NUMBERS

It is no small task supporting the needs of 39 vastly different counties, but CRAB gets the job done and this year was no exception!





## Key Accomplishments

### Sharp-Eyed Staff Discover 18 Year Calculation Error, Restoring \$9.6 Million to Counties

After Deputy Director Drew Woods, PE and staff noticed and researched a discrepancy in early 2024, our agency reached out and engaged the State Treasurer's Office regarding the calculation methodology for Motor Vehicle Fuel Tax (MVFT) funds that are distributed to the counties for the maintenance, preservation, improvement and administration of the county road system. Of specific concern was an amount being withheld from the counties and being deposited into the Puget Sound Ferry Operations Account (PSFOA). Since the adoption of ESSB 6839 in 2006, which amended the CAPRON Act, the State Treasurer's Office has erroneously handled the PSFOA deposit the same way as it has CAPRON – incorrectly taking the money from the counties' portion of the MVFT.

After discussion and review, they concurred with our analysis. The State Treasurer's Office has corrected how the MVFT distribution is calculated going forward and \$9.6 million of the funds taken in error in the 2023-2025 biennium will be distributed out county-by-county in January 2025 according to our board-approved MVFT allocation factors. Learn more about the history of the CAPRON Act and the calculation error on our website.

### Ushering in the Next Era of Data Enhancement, We Welcomed Bree Norlander to the Team

In June, Bree Norlander was brought onboard as our Data Quality Assurance & Analysis Manager. She is the primary bridge between our IT and Engineering Divisions and serves as the agency's primary data compiler and analyst of statewide data collection, analyzing a broad range of issues that affect county public works departments, creating dashboards and reporting tools for data-driven decisions, and developing recommendations for policy and program changes.

In September, we submitted a decision package to request a new FTE to expand our data capabilities. Get to know a bit more about Bree and the projects she is tackling with our team in her June 2024 newsletter interview.



Bree Norlander  
Data Quality Assurance  
& Analysis Manager

### Providing Responsive GIS-Mo Training and Support to County Staff a Success

Our agency has statutory responsibility to develop uniform and efficient transportation-related information technology resources and maintain the County Road Log. To do so, we provide the 39 county road departments an industry-leading, map-based transportation asset management system called GIS-Mo. It also includes tools for resource management, cost analysis, asset lifecycle management, work management, and safety management.

In our continual improvement efforts, we identified the need to expand and enhance our GIS-Mo training program to build a community of self-sufficient, capable users.

In 2024, in addition to our service-oriented trainings and weekly open support hours, our staff created several training courses that were offered in virtual and in-person settings to accommodate diverse users and various learning styles. Since then, 72% of counties have attended at least one new training and have all reported a significant increase in their understanding and confidence using the program. We will continue to expand our training program with major content additions and have plans underway for a peer exchange and networking event in September 2025.

On-site software  
training in  
Olympia, WA.

### Making Strides in Information Technology Advancements with SmartSimple



2024 has seen significant milestones reached in our strategic plan efforts. Our legacy software, Mobility, was decommissioned in 2023, and our CARS and RAP Online programs were upgraded to SmartSimple, with the first rounds of annual reporting successfully completed in 2024 on the new platform.

These changes are streamlining the data collection process and providing much more robust reporting tools for compliance, decision making and MVFT allocations. Even with the extensive work that went into these major initiatives, our Information Technology division was able to effectively continue providing a high level of service to our counties.



# Key Accomplishments Cont'd.

## Leading by Example, Our Grant Effectiveness Study is Now Complete

In 2023, we requested and received funding from the legislature to complete an in-depth, third-party study of the efficiency and effectiveness of our grant programs, identify potential areas for improvement, program gaps, and potential new grant programs or opportunities to help address the existing funding gaps relating to county roads.

BERK & Associates' study provided us with valuable feedback that RAP is a successful and strongly supported program and underscored what we already knew to be true: counties face significant increasing costs and need additional transportation funding above and beyond what the RAP Program can address.

The counties provided input throughout the process in a variety of ways and we look forward to presenting the study's findings to the Legislature in 2025.

**COMPLETED**  
9 RAP projects were completed in 2024 for a \$12,514,467 total investment

**UNDERWAY**  
131 RAP projects are in progress, representing a \$217.7 million total commitment

**PUGET SOUND REGION**  
10 projects in progress, \$15.3 million investment



Board Member Art Swannack and Deputy Director Drew Woods, PE review project site plans at Lower Waitsburg Road with Walla Walla County staff.

## 2024 PROJECTS

### NORTHWEST REGION

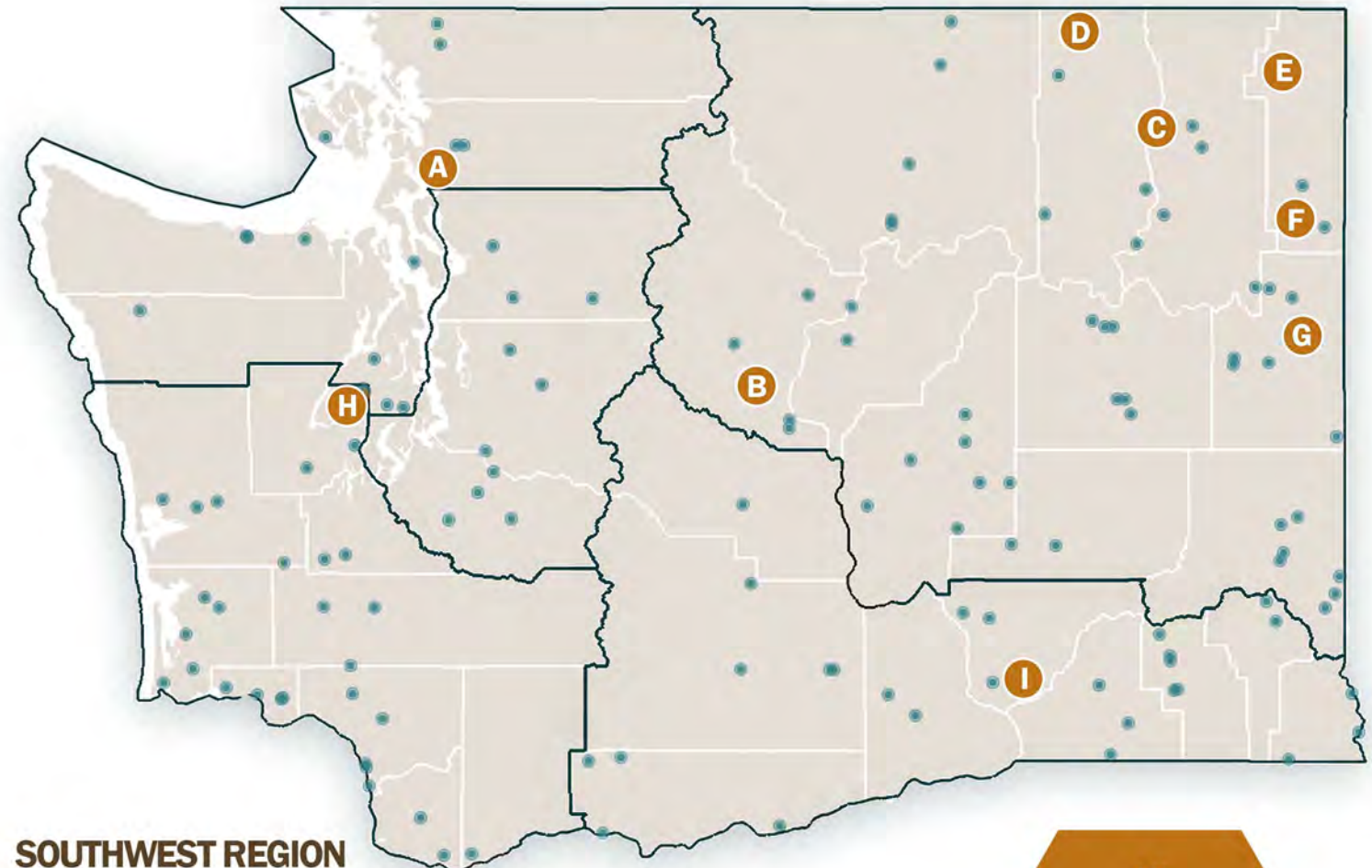
14 projects in progress, \$22.5 million investment

**A Pioneer Highway**, Skagit County

### NORTHEAST REGION

50 projects in progress, \$91.1 million investment

- B West Cashmere Bridge**, Chelan County
- C Inchelium Highway**, Ferry County
- D Boulder Creek**, Ferry County
- E Smackout Pass Road**, Pend Oreille County
- F Fertile Valley Road**, Pend Oreille County
- G Bigelow Gulch Road**, Spokane County



### SOUTHWEST REGION

30 projects in progress, \$32.7 million investment

**H Old Belfair Highway**, Mason County

### SOUTHEAST REGION

27 projects in progress, \$56.1 million investment

**I Pasco-Kahlotus Road**, Franklin County

All 39 counties have one or more RAP projects in progress!



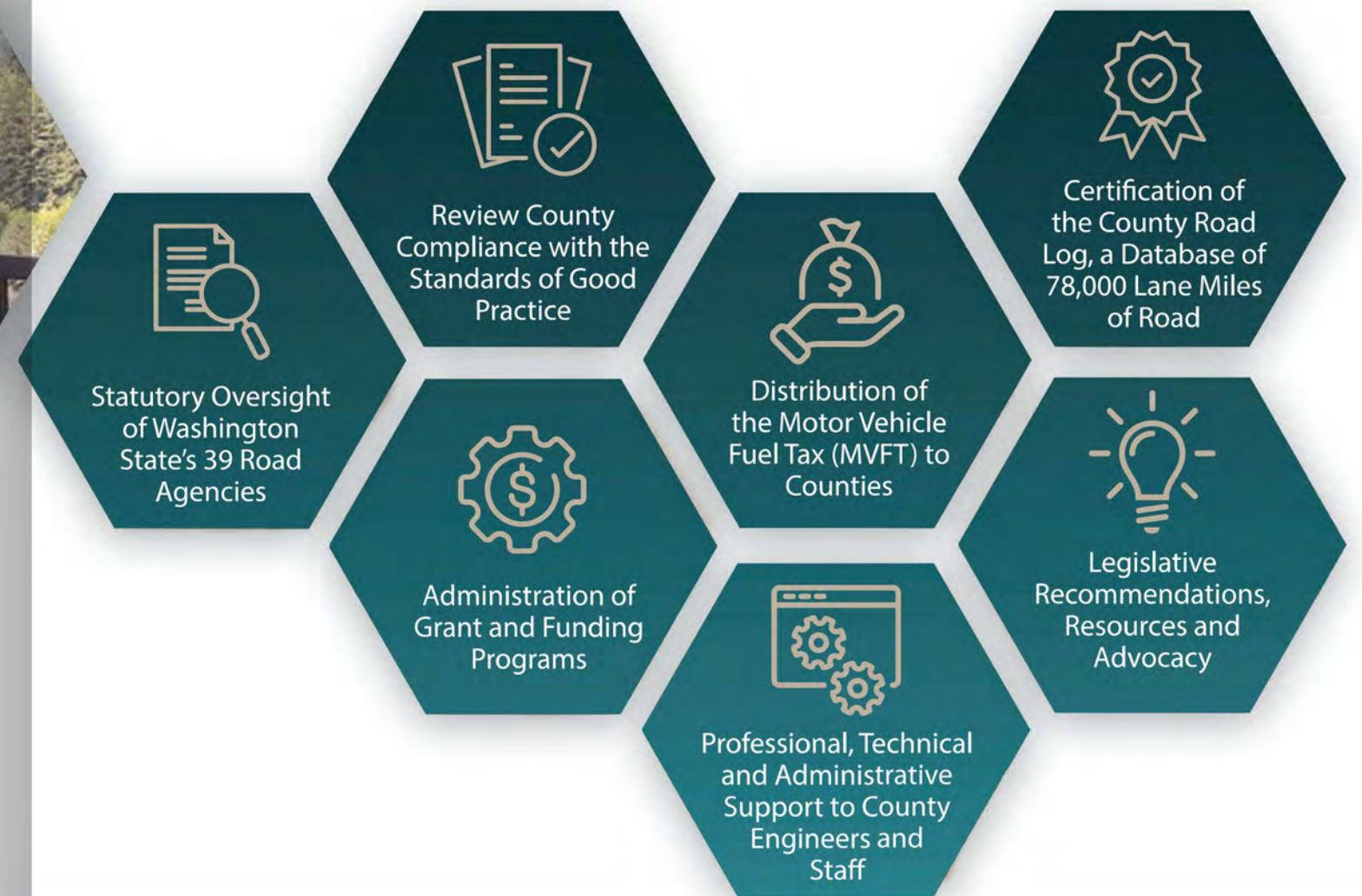


CRAB board and staff on a project site tour at the Elwha River Bridge in Clallam County.

2024

# AGENCY ROLES AND RESPONSIBILITIES

The Washington State Legislature has charged our agency with ensuring the success and accountability of all 39 county road departments. To do so, we have multiple areas of responsibility:





# OUR PROGRAMS

Our agency is statutorily responsible for administering three grant programs and one revolving loan program: the Rural Arterial Program (RAP), the County Arterial Preservation Program (CAPP), the County Ferry Capital Improvement Program (CFCIP) and the Emergency Loan Program (ELP).

Our two primary grant programs, RAP and CAPP, complement each other with their unique focus on different road deficiencies. In 2023, the County Road Administration Board managed a total of \$45.7 million in road and bridge funding through the two programs to assist counties in their efforts to maintain, rebuild and enhance their transportation systems statewide.

## RURAL ARTERIAL PROGRAM

Washington's 12,800 lane miles of county rural arterial roads serve as vital links for commodities making their way to markets, communities, and ports. This pressure often exposes roads that are too weak, too narrow, too steep or too crooked to be safe. Fortunately, RAP, a competitive, biennial grant program, addresses these same load capacity, traffic capacity, road geometry and safety deficiencies. The counties used \$23 million of these funds in 2023 toward fixing these conditions, improving haul and traffic capacity and safety.



### Historic Call Issued for Projects for the '25-'27 Biennium

After evaluating and reviewing a significant amount of data on revenue forecasts, existing program account balances, and expected project delivery, the board issued a \$70 million call for projects for the '25-'27' biennium in January.

In response, the counties submitted 105 preliminary applications totaling over \$190 million, demonstrating the continued statewide need for these funds. Since its inception in 1983, the demand for the RAP Program has been consistently 4 times higher than we can support.

The preliminary prospectus applications were presented to our board in April and 64 were eventually developed as final prospectus applications, totaling \$134 million in requests. The board will consider awarding funds to these projects in May 2025.

Notably, we are seeing a shift toward fewer, significantly higher cost projects in applications. These projects will likely be constructed in the '29-31 biennium.

### Program Balance Makes Significant Strides Towards Target Levels

While significant progress has been made toward reaching the program's \$5 million target level, the \$8.2 million balance at the end of 2024 reflects a significant commitment for county projects across the state.

With 131 currently active projects, representing \$217.7 million in obligations, scheduled for reimbursement over the next six years, managing the complex cashflow requirements of the account is a primary concern. Managing the current balance at our target level requires significant coordination and frequent communication with the County Engineers and staff to ensure timely reimbursements for their projects.

Like other jurisdictions, counties have faced numerous difficulties bringing these projects to construction, including material cost increases, workforce shortages and staffing interruptions, leading to delayed projects. We intend to remain a reliable funding resource and partner for the counties as these projects reach construction.



The new West Cashmere Bridge in Chelan County opened in 2022.

Since 1983, the RAP Program has had an average **2.11%** overhead rate!



## COUNTY ARTERIAL PRESERVATION PROGRAM

The CAPP Program distributes funds directly to counties monthly and is designed to help counties fund needed pavement preservation on existing, paved arterial road networks and keep long-term, expensive rehabilitation costs to a minimum.

### \$22.75 Million Invested into Cost-Effective Measures to Preserve Roads, Still Unable to Meet Demand

The CAPP Program was able to invest \$22.75 million in projects in 2023, but it fell far short of the need. Counties took on \$67.7 million in program-eligible pavement preservation expenses for the year. Each dollar that counties spend on these efforts represents their statewide effort to limit higher cost pavement reconstruction in the future.

While the data clearly supports an ongoing preservation and maintenance strategy as the best approach to quality, cost-effective roads over the long term, counties do not have the resources to do so due to the historic trend of disinvestment. Over the last three decades, the demand for the program has averaged \$48.1 million annually, far higher than the program can support with an average of \$16.4 million per year.

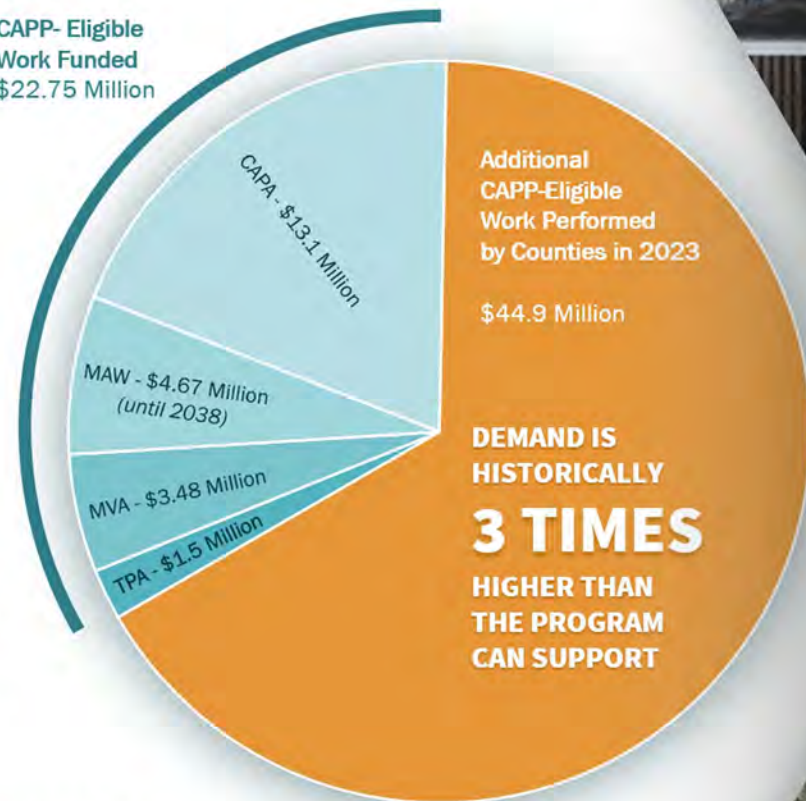
### Efficient Distribution of Move Ahead Washington Funds Continues

In 2023, \$4.67 million of the Move Ahead Washington package was appropriated for county road preservation projects. Our agency is proud to share that, within 30 days of receipt, 100% of the funds were successfully distributed to all 39 counties for immediate use. The counties have deployed hundreds of projects across the state, and over 330 lane miles of arterial and collector roads have received much-needed seal coats, overlays and maintenance as a result of the package.

As with any funds deployed through CRAB, these dollars are scrupulously tracked using our low cost, effective and transparent grant management. We are pleased to report that over 90% of the Move Ahead Washington funds have been spent in 2023, with the remaining balance attributed to five counties utilizing the fund's versatility to save for larger projects with longer timelines.

The M/V Guemes Ferry to Guemes Island in Skagit County.

CAPP- Eligible Work Funded \$22.75 Million



## COUNTY FERRY CAPITAL IMPROVEMENT PROGRAM

CFCIP is a grant program that assists the four counties operating ferries (Whatcom, Skagit, Pierce, and Wahkiakum) with the cost of vessel replacement, land-side facilities improvements, and eligible heavy equipment maintenance needs.

In 2024, the agency continued annual funding for Pierce and Skagit Counties' vessel replacements and issued the second of twenty annual payments for the Whatcom County vessel replacement. The next call for projects will be in 2025.

County	2024 Investment	Completion Date
Pierce	\$352,900	2026
Skagit	\$375,000	2039
Whatcom	\$500,000	2042

## EMERGENCY LOAN PROGRAM

The ELP is a revolving loan program created to assist county road departments (population < 800,000) with the cost of disaster response. Many counties, particularly smaller ones, struggle with cash flow issues resulting from a natural disaster and the length of time it takes to receive reimbursement from state and federal agencies, often months or years.

After a 2019 flooding and landslide emergency, Columbia County applied for two loans totaling \$812,196 to bridge the gap until their FEMA reimbursements were received 5 years later, illustrating the need for the program. The county repaid one loan in full in 2023 and the other in April 2024.

Wahkiakum County experienced a federal emergency due to storm damage in 2021. The county has repaired the damage, but has not yet received their reimbursements from FEMA. They requested, and received, an \$850,000 loan from the ELP in December 2024 to bridge the cash flow gap and continue to work with FEMA to coordinate federal reimbursements.

Road and culvert damage from the 2021 storm on Salmon Creek Road in Wahkiakum County.



# OUR TEAM



## BOARD OF DIRECTORS

	Term Expires
<b>Chair Rob Coffman</b> , Lincoln County Commissioner	2025
<b>Vice Chair Grant Morgan, P.E.</b> , Columbia County Engineer	2026
<b>2nd Vice Chair Lindsey Pollock</b> , Lewis County Commissioner	2026
<b>Al French</b> , Spokane County Commissioner	2026
<b>Peter Browning</b> , Skagit County Commissioner	2025
<b>Carolina Mejia</b> , Thurston County Commissioner	2027
<b>Doug McCormick, P.E.</b> , Snohomish County Engineer	2027
<b>Eric Pierson, P.E.</b> , Chelan County Engineer	2025
<b>Art Swannack</b> , Whitman County Commissioner	2027

## STAFF

Executive Director	<b>Jane Wall</b>
Administration	<b>Jason Bergquist</b> , Executive Assistant <b>Toni Cox</b> , Administrative Assistant
Communications	<b>Jacque Netzer</b> , Communications Director
Engineering Services	<b>Andrew Woods, P.E.</b> , Deputy Director <b>Derek Pohle, P.E.</b> , Support, Training & Compliance Manager <b>Steve Johnson, P.E.</b> , Grant Programs Manager <b>Mike Clark</b> , Road Systems Inventory Manager <b>Brian Bailey</b> , Design System & UAS Programs Manager <b>Bree Norlander</b> , Data Quality Assurance & Analysis Manager
Information Services:	<b>Eric Hagenlock</b> , IT Director <b>Scott Campbell</b> , IT Systems Security Specialist <b>Angela Rice</b> , Systems Administrator <b>Cameron Cole</b> , GIS Manager <b>Liana Roberson</b> , GIS Specialist <b>Donna Quach</b> , Software Engineer <b>James Rea</b> , Software Engineer





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