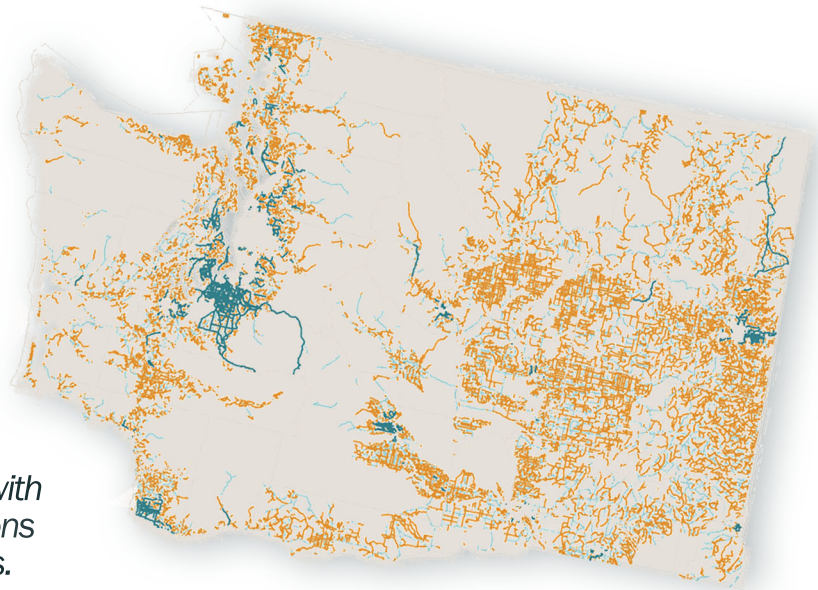




# So, you have a local roads problem...



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

**At over 78,000 lane miles, Washington's entire 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, county local roads make up over a THIRD of the entire road system in Washington** (2.5 times the size of the entire state highway system) 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.**

## ...but we have a solution.

### HERE'S HOW YOU CAN INVEST IN TRANSPORTATION

- In the areas of highest need
- In alignment with your priorities
- Ensuring necessary access for first responders and critical government services
- To reduce fatalities and serious injury collisions
- Getting maximum dollars to projects with minimal overhead
- With full transparency and accountability for those dollars





After years of hearing the frustrations of our counties, completing a third-party study with BERK Consulting, 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 do county local roads in YOUR district look like?

Scan the code or visit our website to view high level data on safety, freight routes, tribal lands, and overburdened communities served by local roads.

[crab.wa.gov/local-road-program-map](http://crab.wa.gov/local-road-program-map)



## 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.

