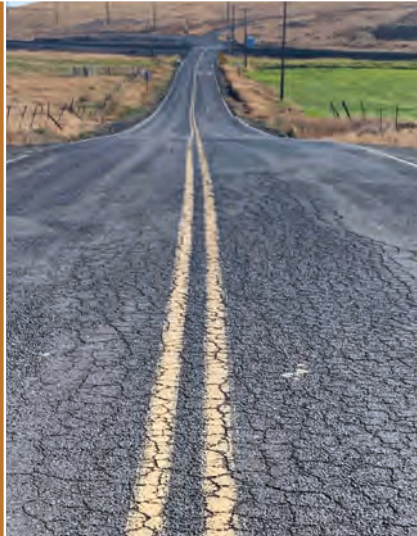


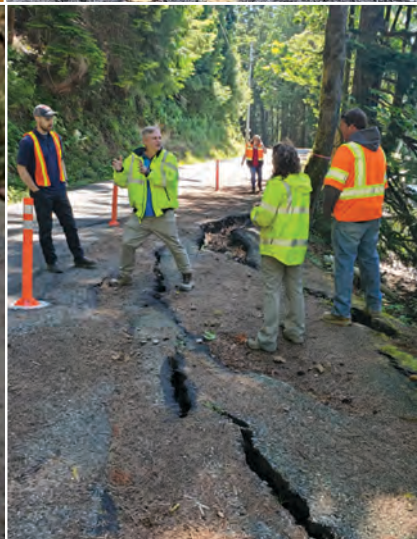
**SENATE  
BILL 5544**



**A NEW  
SOLUTION  
FOR AN OLD  
PROBLEM:  
LOCAL  
ROADS**



**HOUSE  
BILL 1098**



*Supported by*

*Washington State Association of Counties  
Washington State Association of County Engineers  
American Public Works Association  
WA and Northern Idaho District Council of Laborers  
International Union of Operating Engineers (Local 302)  
Family Policy Institute of Washington  
Confederated Tribes of the Colville Reservation  
Chehalis Tribe*

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

### HERE'S WHAT HAPPENS NEXT

Working closely with stakeholders, we are developing the framework of the program, including new rules, new technology and new processes.

Our goal is to have counties shovel-ready to break ground July 1, 2027 with your investment.

### HOW YOU CAN HELP

**\$2.2 million**  
for the current biennium  
(Governor Funded)

will allow us to fund the  
**needed staffing and software**  
to stand up the program

AND

provide counties with  
**one-time design grant funding** to get projects ready for construction.

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



**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 gas tax revenues, increasing inflationary measures, and decades of underinvestment in preservation and maintenance by the state, counties have been in no position to address significant projects on these roads and there has been 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."

Based on the recommendations of a 2024 study, we proposed a new program for the first time in 30 years: a competitive grant program for local roads flexible enough to meet the diverse needs of counties. **You agreed, creating the program in 2025 and providing \$21 million in much needed funding for the 2027-2029 biennium and we have been hard at work to stand up this critical program!**

## ...but we are working on the solution.



**PRESERVE  
& MAINTAIN:  
SOLVING  
THE  
CHALLENGES  
OF TODAY  
AND  
TOMORROW**



*A 70 foot wash out on Jordan Creek (above & right) has eliminated one of only two possible routes to reach multiple communities in Skagit County and beyond.*

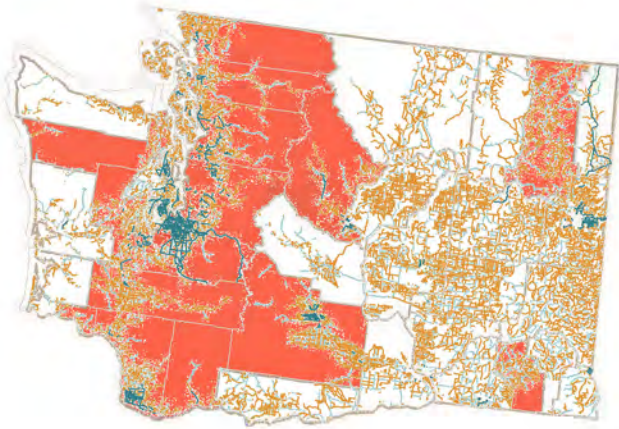
*The foundation of the bridge may also be compromised, raising the reconstruction costs to over \$4.5 million.*



*"We're looking at millions of dollars of infrastructure damage. These are small towns...that don't have the funding. This is a catastrophic financial burden for them."*

*Lucia Schmit, Snohomish County  
Emergency Management Director*

*Over a third of Washington's counties were impacted by flooding in December 2025, with \$40-50 million in estimated damages to the county road system.*



## Preservation, Maintenance, and Disaster Recovery

**The December 2025 flood caused significant damage to county roads, bridges, and drainage systems – preliminary estimates \$40-\$50 million in damage to county road system.** While the entire state was impacted, 15 counties (noted in red) representing over 33,000 lane miles of road experienced significant damage.

We know that **investing in the maintenance of county roads before events like December is an investment in resilient infrastructure that is better able to weather catastrophic damage.** Many county roads were built decades ago for lighter traffic and different climate conditions.

**Counties need stable, predictable funding that will keep pace with inflation, material costs, and changing weather conditions.** A disproportionate share of the dwindling motor vehicle fuel tax is the biggest contributor to the over billion dollar transportation funding gap that counties are facing EACH YEAR to maintain our roads.

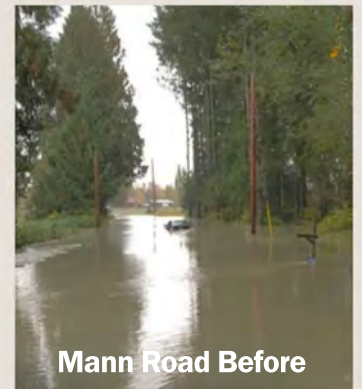
**CRAB's programs are counties' primary grant sources for maintenance and preservation activities and a strategic place for the Legislature to invest.**

The Rural Arterial Program (RAP), County Arterial Preservation Program (CAPP), and the new Local Road Program (LRP) are efficient, effective and transparent methods to fund a more resilient future for Washington.

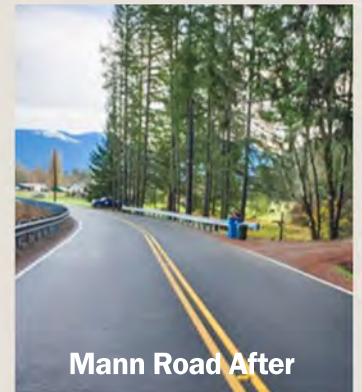
## PROJECTS IN ACTION

In 2023, Snohomish County completed three road projects in a flood-prone area near the Skykomish River.

While the immediate surrounding area experienced flooding damage in December, the locations of the three project sites had minimal flood impacts.



Mann Road Before



Mann Road After

