WHAT IS THE COUNTY ROAD ADMINISTRATION BOARD? (CRAB)

Created in 1965 to ensure that county road dollars are used for county road purposes.

- RCW 36.78 – Roads and Bridges – County Road Administration Board

- State agency with a nine member board
  - Six Councilmembers or Commissioners
  - Three County Engineers
  - Large Counties – 3 Members; Medium Counties – 4 Members; Small Counties – 2 Members
  - All members appointed by the WSAC Executive Committee to three-year term

- Small agency with 16 employees
WHO IS CRAB?

- Provide statutory oversight of the State’s 39 county road departments through the standards of good practice (WAC 136)
  - Insures counties are in compliance with state and federal laws and regulations in order to receive State fuel tax funds
- Provide Information Technology services to counties for asset management and pavement rating
- Provide engineering and professional management assistance and training
- Training for county commissioners and councilmembers, county engineers, and their staffs.
- Design system and unmanned aerial vehicle (UAV) assistance and training
- Manage three grant programs and one revolving loan program
GRANT AND REVOLVING LOAN PROGRAMS

County Arterial Preservation Account (Preservation)
- Competitive allocation grant for preventative maintenance type preservation of county arterials and collectors
- Rural Arterial Trust Account (Preservation)
  - Competitive grant program (By region) for structural preservation and reconstruction of county arterials and collectors.

County Ferry Capital Improvement Program (Capital)
- Limited to counties with a county vehicle ferry – Whatcom, Skagit, Pierce, and Wahkiakum

Emergency Loan Program (Revolving Loan)
- Assist with costs of natural and manmade disasters
- Only counties under 800,000 in population are eligible
COUNTY ARTERIAL PRESERVATION ACCOUNT

Created in 1990 as **1.9565% (0.45 cents)** of the 23-cent per gallon fuel tax (RCW 82.38.030, RCW 46.68.090)

- Purpose is to support improvements to sustain structural, safety, and operational integrity of county arterial roads (RCW 46.68.090)
- Counties are required to use a Pavement Management System, prepare an annual County Arterial Preservation Program, and also report to CRAB the actual preservation maintenance work completed annually.
- Funds are disbursed directly to counties based on their proportion of paved county arterial roads.
- CRAB’s administration rate for this program average 3.7% over last three biennium (OFM)
COUNTY ARTERIAL PRESERVATION ACCOUNT FUNDING vs TOTAL COUNTY PRESERVATION COSTS

County preservation cost average – past 5 years: $69.5 million per year

CAPA average – past 5 years: $20 million per year

FY90 FY91 FY92 FY93 FY94 FY95 FY96 FY97 FY98 FY99 FY00 FY01 FY02 FY03 FY04 FY05 FY06 FY07 FY08 FY09 FY10 FY11 FY12 FY13 FY14 FY15 FY16 FY17 FY18 FY19

CAPA FUNDING TOTAL ARTERIAL PRESERVATION COSTS
RURAL ARTERIAL TRUST ACCOUNT

Created in 1983 with 0.33 cents per gallon fuel tax
- Increased by 0.25 cents in 1991 to a total of 2.5363% (0.58 cents) of the 23-cent per gallon fuel tax (RCW 36.79.020, RCW 46.68.090) – No increase since 1991!
- Purpose is for construction and improvement of county rural arterials and collectors, including federally funded bridges on access roads (RCW 36.79.020)
- Competitive grant program that must address a road's:
  - Structural ability to carry loads (Economic vitality)
  - Capacity to move traffic at reasonable speeds (Capacity & economic vitality)
  - Adequacy of alignment and related geometrics (Safety)
  - Accident experience (Safety)
  - Fatal accident experience (Safety)
- Projects rated and ranked by region to address the different priorities of the 5 regions of the State.
- CRAB's administration rate for this program averages 2.57% over last three biennium (OFM)
Fuel Tax Revenue and the RATA
Revenue and Project Spending listed by Calendar Year

No additional codified RATA funding (except for $600K Electric Vehicle Fees), in 30 years
COUNTY FERRY CAPITAL IMPROVEMENT PROGRAM (CFCIP)

- Call for projects every 4 years to counties with a county vehicle ferry
  - Wahkiakum, Pierce, Skagit, and Whatcom counties eligible
  - CRAB staff review and CRABoard recommends funding to the Legislature
  - Subject to biennial appropriation from the Legislature
  - Typically used by Counties to help with debt service on capital improvements of ferry system
  - Closed projects: Wahkiakum & Pierce
  - Current projects: Pierce - $352,900 annually (FY 2026)   Skagit - $375,000 annually (FY 2039)
EMERGENCY LOAN PROGRAM (ELP)

Created by Legislature during 2019 session - $1M in funding
- To assist small counties with cost of natural and manmade disasters
- CRAB has provided loans to two counties:
  - Columbia County - $812,196 for February 2020 flooding
    - Total damage estimate of $7.2M - $1.3M Local funds
  - Franklin County - $200,000 for September 2020 fire damage
    - Total damage estimate of $1.45M – All local funds
- ELP has exhausted available funds
- 2021 – 2023 Budget request for additional one-time funding of $10M
  - Governor’s Budget recommends $5M
POTENTIAL NEW GRANT PROGRAMS

- Fish Barrier Removal Program
- Sidewalk and Illumination for Rural Areas
- Small Structure (Existing under 20ft in length) replacement
- ADA Improvements in Rural Areas
SUMMARY

Rural Arterial Trust Account
- Last codified funding increase in 1990
- Documented need for up to $140M per biennium in additional funding

County Arterial Preservation Account
- Last codified increase in 2006 (Transportation Partnership Account)
- Documented need for up to $100M per biennium in additional funding

County Ferry Capital Improvement Program
- Continue appropriation to Pierce and Skagit counties

Emergency Loan Program
- Funds are exhausted. Requesting a $10M transfer to prepare for future disasters

New grant programs to assist counties correct deficiencies beyond the current RATA and CAPA programs