



Washington State
County Road Administration Board

2014 Annual Report

Prepared for the
Legislative Transportation Committee and
the Washington State Transportation Commission



January 1, 2015

The Honorable Judy Clibborn
Washington State Representative
Chair, House Transportation Committee

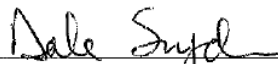
The Honorable Curtis King
Washington State Senator
Chair, Senate Transportation Committee

Dear Representative Clibborn and Senator King:

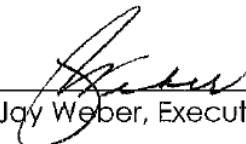
The Washington State County Road Administration Board is honored to present this annual report to the legislature which summarizes the activities of all thirty-nine counties in augmenting, preserving, and maintaining the counties' 40,000 mile portion of the surface transportation system of the State of Washington. We are pleased to inform you that while performing that critical and complex work, all counties remained in compliance with the laws and regulations which are relevant to those activities.

Further, the Board is pleased to provide you with our assurance that county road departments remain productive, effective, efficient, and transparently accountable for their use of public dollars and in their stewardship of public trust. We thank the Transportation Committees of the legislature for your support of the counties' continued efforts to maintain that high standard of public service.

Respectfully submitted,



Dale Snyder, Chairman



Jay Weber, Executive Director

County Road Administration Board

| <u>CRABoard Members</u> | <u>Term Expires</u> |
|--|---------------------|
| Chairman Dale Snyder, Douglas County Commissioner | 2016 |
| Vice-Chairman Brian Stacy, P.E., Pierce County Engineer | 2015 |
| Second Vice-Chair Andrew Woods, P.E., Columbia County Engineer | 2017 |
| Ken Klein, Snohomish County Council Member | 2015 |
| Bob Koch, Franklin County Commissioner | 2015 |
| Rob Coffman, Lincoln County Commissioner | 2016 |
| Mark Storey, P.E., Whitman County Engineer | 2016 |
| Bill Schulte, Lewis County Commissioner | 2017 |
| Todd Mielke, Spokane County Commissioner | 2017 |

County Road Administration Board Staff

| | |
|---------------------------------------|--|
| Executive Director | Jay Weber |
| Executive Assistant Administration | Karen Pendleton Toni Cox, Engineering Technician Rhonda Mayner, Secretary |
| Deputy Director Engineering | Walter Olsen, P.E. Jeff Monsen, P.E., Intergovernmental Policy Manager Randy Hart, P.E., Grant Programs Manager Don Zimmer, Road Systems Inventory Manager Bob Moorhead, P.E., Maintenance Manager Derek Pohle, P.E., Compliance & Data Manager |
| Assistant Director Technology | Steven Hillesland Bob Davis, IT Systems Manager Jim Ayres, P.E., Design Systems Engineer Jim Oyler, Support Specialist Kathy O'Shea, Database Development Specialist Eric Hagenlock, Applications Specialist |

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From the Executive Director

The following pages of the annual report for the year 2014 contain a wealth of information about what we do here at the County Road Administration Board (CRAB). We begin, of course, with the role of regulatory oversight of county road departments and reporting to the legislature on the efficiencies and effectiveness of construction and maintenance activities as the counties have performed them in the year just ended. We move from that to our assistance role of providing training to county engineers and their staff in sessions conducted in our offices in Olympia as well as regionally in different areas of the state. Our grants programs for construction and preservation are well represented in the project summaries, and our outreach through information technology to each of the counties may be seen here as well.

I would like to say a word or two about our governing board of six county commissioners/councilmembers and three county engineers. The current board is as actively engaged in the matters of this agency as any I have seen. In addition to the regularly scheduled meetings, the board has met twice in special meetings to respond to issues of immediate need. I am grateful to each of them for the generous allowance of their time, their attention to the details of all matters before them, and for making our jobs here at the staff level easier to accomplish by virtue of their encouragement and constant support.

I believe you will find the activities of this agency are fairly presented in this report, and further, I believe that you will find our programs to be largely, even dramatically, successful. This success, whether in engineering services or in IT, is made possible only by the fine people who manage, guide, support and, yes, nurture our various programs. You will find their names on the page immediately preceding this, and my thanks go to every one of them.

With that said, I invite your attention to this report, and welcome any questions you might have.

Engineering Services

The Engineering Services Division, under the direction of Deputy Director Walt Olsen, is comprised of Compliance and Data Analysis Manager Derek Pohle, Intergovernmental Policy Manager Jeff Monsen, Grant Programs Manager Randy Hart, Maintenance Manager Bob Moorhead, and Road Systems Inventory Manager Don Zimmer. This small staff, most of whom hold Professional Engineer licenses, are directly responsible for the following functions:

- Functions related to the administration of the Rural Arterial Program, the County Arterial Preservation Program, and the County Ferry Capital Improvement Program;
- Functions related to the maintenance of the County Road Log and the computations and updates to the distribution of the counties' share of the motor vehicle fuel tax;
- Management of the reports and other information necessary for recommendations related to the Annual Certificate of Good Practice for each county;
- Guidance and research on statutory and regulatory issues affecting county road and public works departments;
- Provide comprehensive and in depth training for County Commissioners, County Engineers, and their staff;
- Assistance in representation of county engineer interests on a variety of state-level committees and task forces;
- Design and traffic engineering assistance to counties, as requested, including consultant selection assistance;
- Liaison services on behalf of county engineers with various state agencies, especially the State Auditor's Office and Local Programs Division of WSDOT.

CRAB acts as a clearinghouse for information requests, questions, and the exchange of ideas. With an emphasis on good communication, Engineering Services staff has worked with state transportation officials, resource agencies personnel, and public works departments as they strive to meet the transportation needs of their counties.

A final responsibility of the Engineering Services Division is the maintenance and updating of summary reports, guidance materials, and model documents, and the provision of training to County Engineers and their staffs.

Areas the Engineering Staff worked on extensively in 2014:

The legislature awarded study monies to the Washington State Association of Counties (WSAC) to develop a performance measurement program to assist county governments in improving the delivery of their transportation programs and projects. Funding for the award came from a portion of the revenues distributed to counties from state fuel taxes. CRAB has been working in conjunction with the WSAC, Washington State Association of County Engineers (WSACE), and Lund Consulting to improve the data consistency for the Performance Metrics Dashboard.

CRAB holds strongly the opinion that any performance measures must use existing data sources and reports so as not to burden county staff with new data gathering tasks. With that goal in mind, CRAB began working on the operational version of a website in February of 2013 with a rollout planned for June 30, 2013. After many hours of programming and data crunching, the County Transportation Performance Metrics website went live in early July 2013 and was introduced to the Joint Transportation Committee (JTC) in December 2013 with an update to JTC in August 2014. Subsequent reviews of the data have led to numerous improvements in the dashboard presentation and data collection methods. We encourage interested individuals to view the dashboard and review data, statewide or by county, on the CRAB website at <http://www.crab.wa.gov/Metrics/splash.html>

CRAB is dedicated to performance measures as part of the original compliance mission of the agency and continues to look for ways to use Mobility© data to demonstrate the effectiveness of the program. CRAB continues to provide the highest level of support and cooperation with WSAC, WSACE, and Lund Consulting as the project moves into subsequent phases.

CRAB continued the County Engineer/Public Works Director training sessions this year and conducted 3-day training sessions on May 6-8 and December 9-11, 2014, at the CRAB office, totaling 396 training contact person-hours. This training is constantly revised to reflect the ever-changing climate of engineering, social, political, and environmental concerns. These intense sessions review the duties and responsibilities of the counties and the County Engineer. Another aspect of this training has been developed to allow modules of this training package be provided directly to a county or gathering of multiple counties at their site, and customized for their specific needs. Five of these customized sessions were conducted during 2014, in Snohomish, Kitsap, Benton, Okanogan, and Franklin Counties, totaling 304 training contact person-hours. CRAB also delivered a condensed three-hour training at the 2014 WSAC County Leaders Conference in November in Spokane. This was the first session of its kind and was well attended by twenty-eight commissioners, county engineers, and senior staff representing fourteen counties. Comments were very positive and CRAB looks forward to future opportunities to continue this forum.

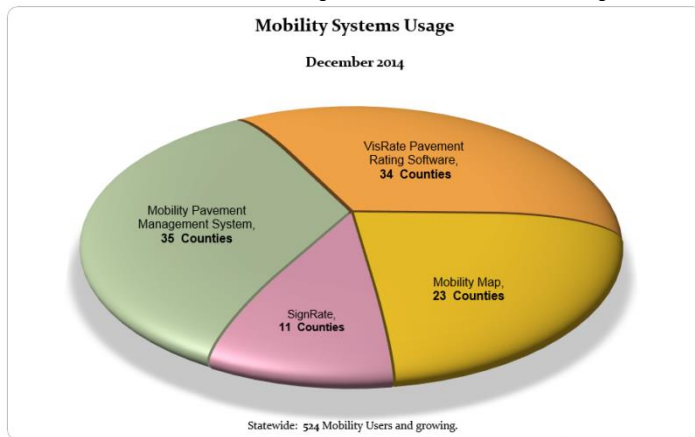
For many years, CRAB has provided County Engineers and other county Public Works staff a variety of information resources. One of these information resources is the County Engineers' and Public Works Directors' Manual which contains guidance on a variety of technical and administrative issues affecting county engineering functions. In addition to providing this Manual as a hardcopy reference document, a major re-design of the Manual was released November 2010, which takes advantage of current internet technology through inclusion of over 1,500 internet "hotlinks" embedded within the document's text. While the revised Manual may contain less written detail on most topics, and is only half the number of pages from the previous version, the total number of topics covered has actually expanded. When the document is open as an electronic file on a computer connected to the internet, the embedded "hotlinks" significantly expand the amount of information immediately available to the user. In order to ensure current information is provided, five updates have been released, including the most recent in November 2014.



Information Services

The Information Services Division at CRAB is a team of IT professionals dedicated to programs and initiatives, both at CRAB and in our counties, which protect and improve the public's investment in our transportation infrastructure. Three primary goals of the IT team are: the continued smooth and efficient operation of this agency; ensuring that Washington's counties continue to effectively apply current and emerging technology; and assisting our counties in their compliance with the WAC rules of this agency. The first goal was accomplished by providing a progressive, stable and secure computing environment for agency staff. The second and third goals are accomplished by developing and providing software, training, support and consulting services specific to the needs of county road departments in Washington State. CRAB IT products and systems leverage latest technologies such as virtualization, cloud computing, remote desktop services, web services and text-to-speech to enhance the computing experience of the staff of this agency and our counties. In 2014 the Information Services team again made significant, unique and creative contributions to the initiatives of CRAB staff and to the design and management efforts of Washington counties. The following paragraphs illustrate some of the benefits and efficiencies provided by CRAB Information Services this past year.

The flagship product developed by CRAB Information Services is **Mobility**®, a comprehensive transportation asset management system which enhances a county's ability to make quality decisions through consistent, equitable, and defensible management plans and operations. The systematic application of sound business logic, embedded in **Mobility**, ensures accountability in county road departments and assists county personnel in their compliance with reporting requirements to CRAB, the State Legislature, and federal entities. **Mobility** is a prime example of the economy-of-scale for which CRAB is well known, in that it saves the counties from individually spending millions on management systems that are neither as responsive to, nor as specific to their needs as **Mobility**. Beyond the

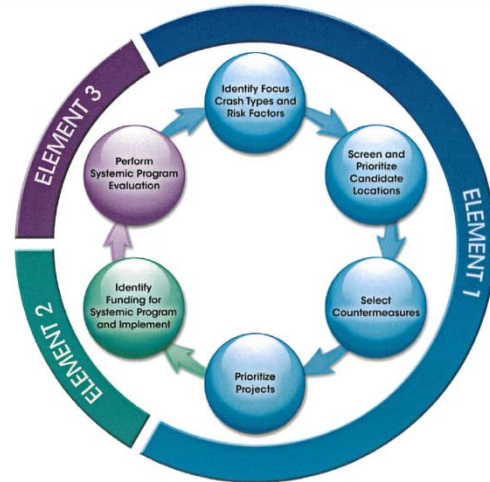


twenty-one asset modules that inventory the county road system and its pertinent features (such as signs and guardrails), **Mobility** includes expert systems such as a Pavement Management System (PMS). The **Mobility** PMS is a methodology for maintaining road surfaces by systematically analyzing pavement life cycles and pavement ratings to determine the correct timing and type of pavement preservation that will be

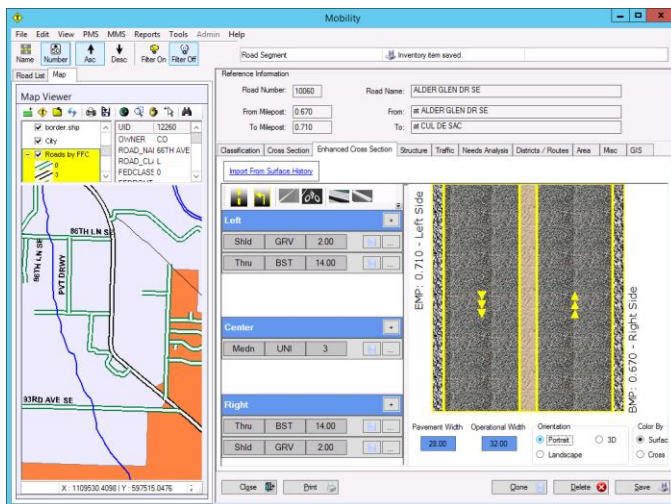
most cost effective and prevent major road deterioration. **VisRate**® is a CRAB application which enables counties to easily collect road condition data in the field and rapidly share it with office staff for reporting and analysis in the **Mobility** PMS. It is not unusual for **VisRate** to reduce the time to collect a year's worth of pavement ratings from all summer down to as little as a few weeks.

Two opportunities for innovation within *Mobility* that stand out in 2014 are (1) the Systemic Safety Project Selection Tool (SSPST) being developed by CRAB with a grant from the Washington Traffic Safety Commission and (2) a more complex, more intuitive and useful tool within *Mobility* for collecting and storing road cross-section information that we call Grid XSection.

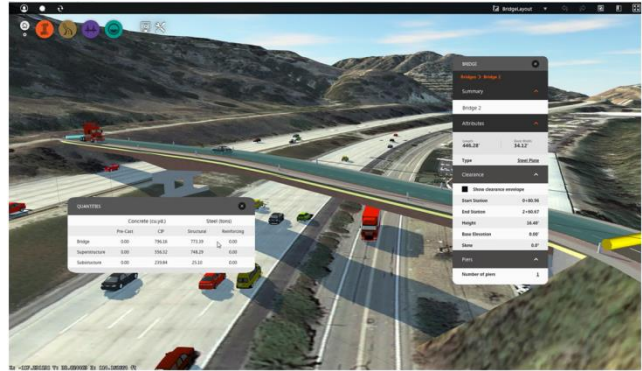
SSPST is a concept developed by FHWA and others that is a leap forward in selecting safety projects. Traditionally, road safety projects are selected at or near “black spots”, or areas where severe or fatal collisions have occurred, a decidedly reactionary method. Recent research has shown that devoting a good share of safety money to proactive low-cost methods can help to effectively reduce and eliminate severe and fatal collisions. SSPST is a system wide, or systemic, evaluation of inherent risks in a road system for which appropriate countermeasures can be determined. For example, run-off-the-road collisions are common on rural two lane roads. SSPST would evaluate the risks of curves, fixed objects, side slopes and more to identify countermeasures as simple as low-cost rumble strips that would be an effective deterrent to collisions in specific locations. SSPST will also evaluate the success of this risk/countermeasure strategy to ensure that the system is being used effectively. Implementing SSPST in *Mobility* will give Washington counties a decided edge in safety management and in qualifying for safety funding.



The Grid XSection enhancement was initiated to give the more than 500 county users of *Mobility* the ability to better define or describe the physical elements of a segment of roadway. Since the beginning of the Road Log, counties were limited to just a few elements of the structure of the roadway with elements like lanes, curbs, shoulders and sidewalks that weren't always easy to record or update. Now, with our use of today's development platforms, county *Mobility* users are nearly unlimited in their ability to describe and inventory the roadway all the way across the right-of-way. Additionally, users are offered a graphic view of the roadway, confirming the accuracy of their entries.



The CRAB Design Systems Program has consistently provided Washington county personnel with state-of-the-art engineering road design software including support and training since 1985. This program has enabled county design staff to effectively collect, develop and manipulate the geometric information necessary for site design and construction planning which has contained costs and improved productivity throughout the life of road projects. In addition to improved design and project savings, the savings to counties for user licensing, support, and training in design software by CRAB is hundreds of thousands of dollars each year. Because of CRAB support, our county designers maintain a sophistication and competence which enables multiple forms of analysis of surface models in 3D that allows a more realistic geometric representation of the project area, volumes involved, and quantities to be moved and promotes a better design. Training classes are continuously provided to county design staff at CRAB or in their county for a savings of at least \$1295 per student. Other savings and increased competence are accomplished through a county's use of the Design Systems Program website, the design forum, and the annual Road Design Conference.



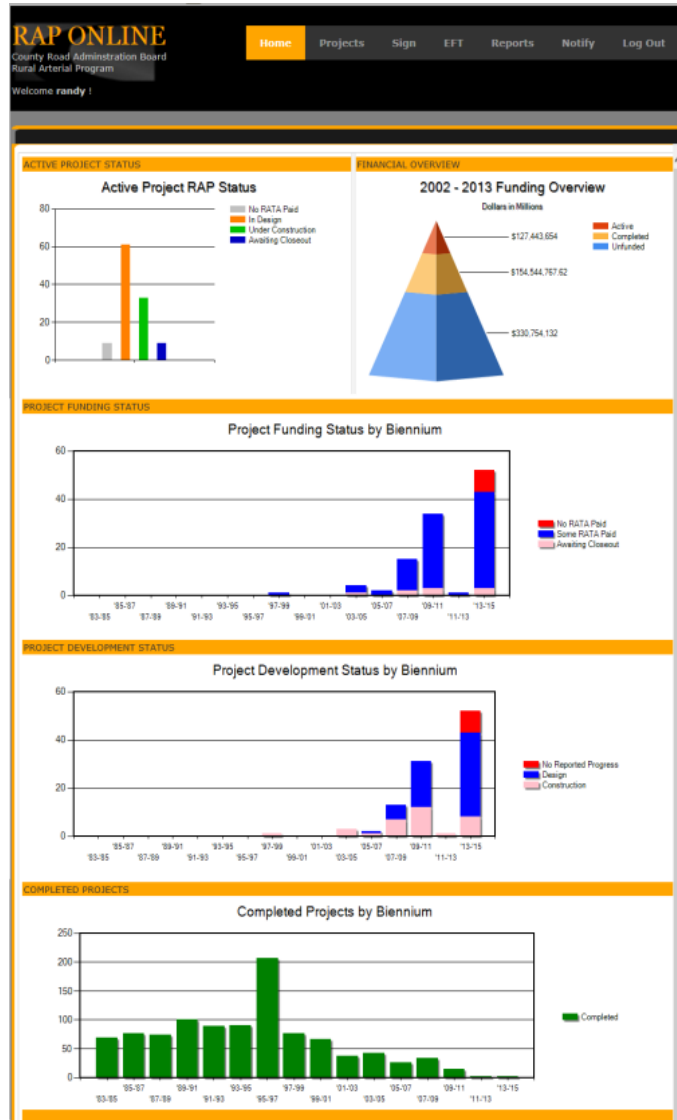
A critical initiative of the Design Program in 2014 was fostering and improving a very beneficial relationship between CRAB, the counties of Washington State and Autodesk®. Autodesk is the developer of Civil 3D®, the design software now used by 38 Washington counties. Infracore® was added to Civil 3D by Autodesk in 2014, both of which allow



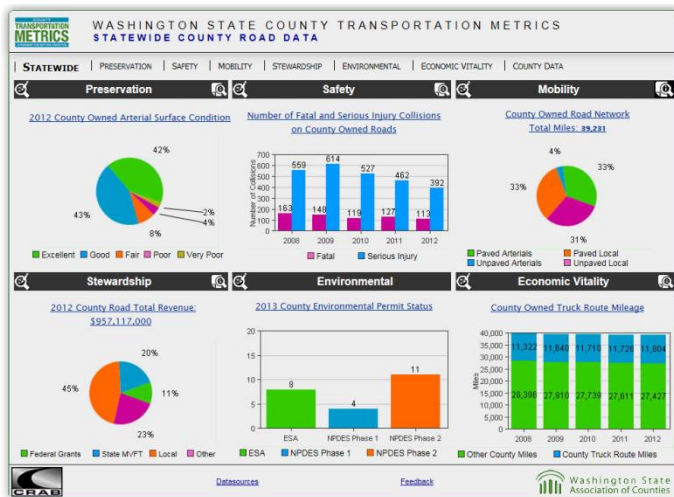
counties to plan, design, obtain earthwork calculations, and perform all construction as-built of their roadway projects. Infracore is an especially amazing innovation in that it handles the complexity of this design discipline with the ease of an interface which is almost game like. This software combines powerful design options, accurate and high-speed results, and supreme usability setting new standards for roads engineers worldwide. Contractors who are using the

software in conjunction with their Automated Machine Guidance tools have acknowledged Autodesk tools as their primary tool for getting the job done using county designed surface models. Along with the training and support provided by CRAB, Autodesk has lent its enormous resources to the support of our counties. This year alone Autodesk provided three free training events to Washington county design personnel as well as being a primary sponsor of our design conference. Demand for training provided by CRAB to county personnel continues to grow.

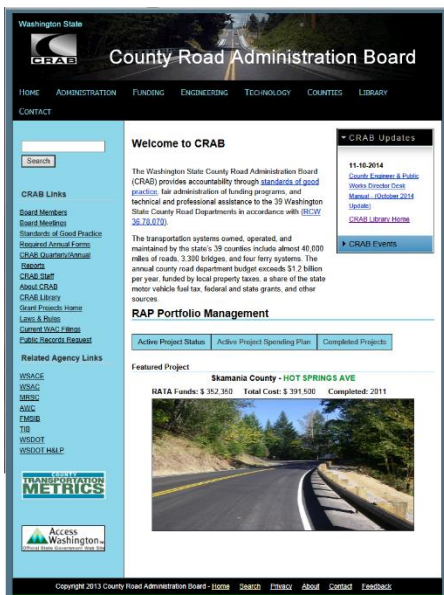
A significant part of our IT effort each year is devoted to improving CRAB's ability to better manage our funding programs. Construction, preservation and maintenance in our counties is a challenge but is not, as many would imagine, because the work on the ground is the most difficult. The real challenge is bringing together all the players and stakeholders just before these inherently complex projects should begin. This means securing funding from multiple sources with uncertain revenue forecasts and negotiating with property owners, ecology, fisheries and many others. It is not unusual, because of these various delays, for a project to be eight years in planning and then only a few months in construction. As a first-in project funding source CRAB's RAP projects often necessarily need to dedicate funds for a longer period than other funding sources. That is where the IT work on Project Portfolio Management (PPM) is critical to effectively managing those funds. Several proven PPM methods incorporated into our newest IT applications allow the RAP program manager to quickly analyze up-to-date project information from multiple sources and adjust program spending as necessary. This in turn gives counties immediate updates so that project managers can adjust schedules - either moving projects forward or back as the situation demands or allows. Our PPM applications also provide project and spending data to the CRAB website so that anyone from a legislator to a citizen can be kept up-to-date and make more informed decisions. **"RAP Online"** is the primary PPM application developed by CRAB IT which continues to support the needs of managing CRAB's RAP grant program. Approximately 200 county staff currently have access to RAP Online for the purpose of updating project progress, viewing project funding status, requesting project change, submitting vouchers and otherwise communicating with the RAP program manager.



A significant initiative of the IT team that has matured nicely in 2014 is the County Transportation Metrics (CTM) Dashboard. The CTM Dashboard is an on-going project in partnership with OFM, WSAC, and WSACE. The transportation metrics in this dashboard present charts, graphs, data and trends that reflect the six transportation policy goals established in [RCW 47.04.280](#) and complement the State Transportation Attainment Report prepared by the OFM. As expected, the CTM Dashboard provides policy makers with information critical to informed decisions and provides county personnel with a tool needed to focus and improve the delivery of their transportation programs and projects. The partners in this dashboard project see these metrics as a *Roadmap for Setting Priorities*.



The CRAB website effectively responds to citizens and government, informing and educating users in the initiatives of CRAB and the counties. County personnel can find assistance for the effective operation and management of their road systems and assistance in compliance with law and regulation, along with schedules and forms necessary to that compliance. Citizens can find great detail on their county’s road system, it’s road department, that department’s funding, operations, construction and maintenance. Legislators can observe the breadth and detail of the accountability ensured by CRAB, as well as the good road work being done in their district. Please take time to visit this site at <http://www.crab.wa.gov> where you can learn much more about CRAB and the counties. After touring the general site you may want to spend some time perusing a wealth of active road project information under the Grant Programs tab or the massive amount of information under the Reference tab in the Library section.



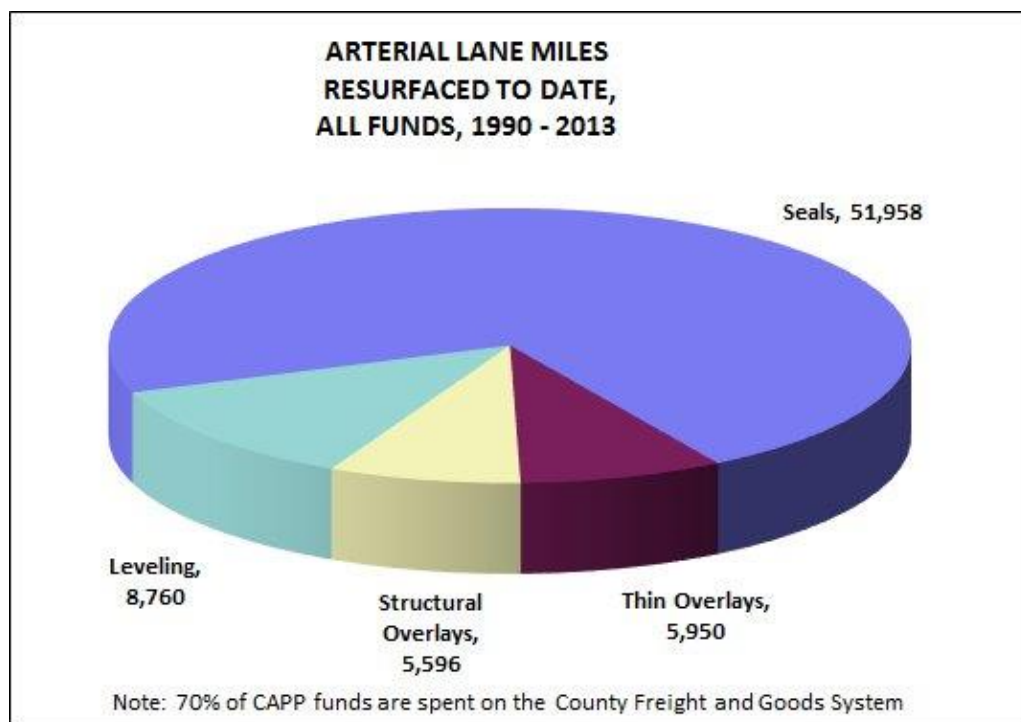
Grant Programs

County Arterial Preservation Program (CAPP) and Rural Arterial Program (RAP)

In 2014, the CAPP and RAP programs provided for roadway, bridge and drainage improvements on the county road system with a total of \$43.2 million in funding. These enhancements helped enhance the strength, connectivity, and safety of county arterial roads throughout the state. While CAPP funds were focused on preserving arterial road surfaces using the most efficient planning, programming and paving methods available to counties, the RAP funds addressed multiple road surface, geometry, capacity and safety needs.

County Arterial Preservation Program (CAPP)

The Washington State counties used three statewide funding sources within the CAPP to address their pavement preservation needs: the County Arterial Preservation Account (CAPA), the Transportation Partnership Account (TPA) and the Highway Safety Account (HSA). While the CAPA and TPA funds are generated through statewide fuel tax receipts, the HSA is license fees that are collected by the Department of Licensing. The total expended in 2013 by counties from these three funding sources was \$19.7 million (see table H). Adding county funds, the total expended on pavement preservation was \$67.2 million. These preservation expenditures greatly reduced the need for high cost maintenance and repairs in the future. The chart below describes the total miles of resurfacing work the counties have accomplished since the program began in 1990.



Rural Arterial Program (RAP)

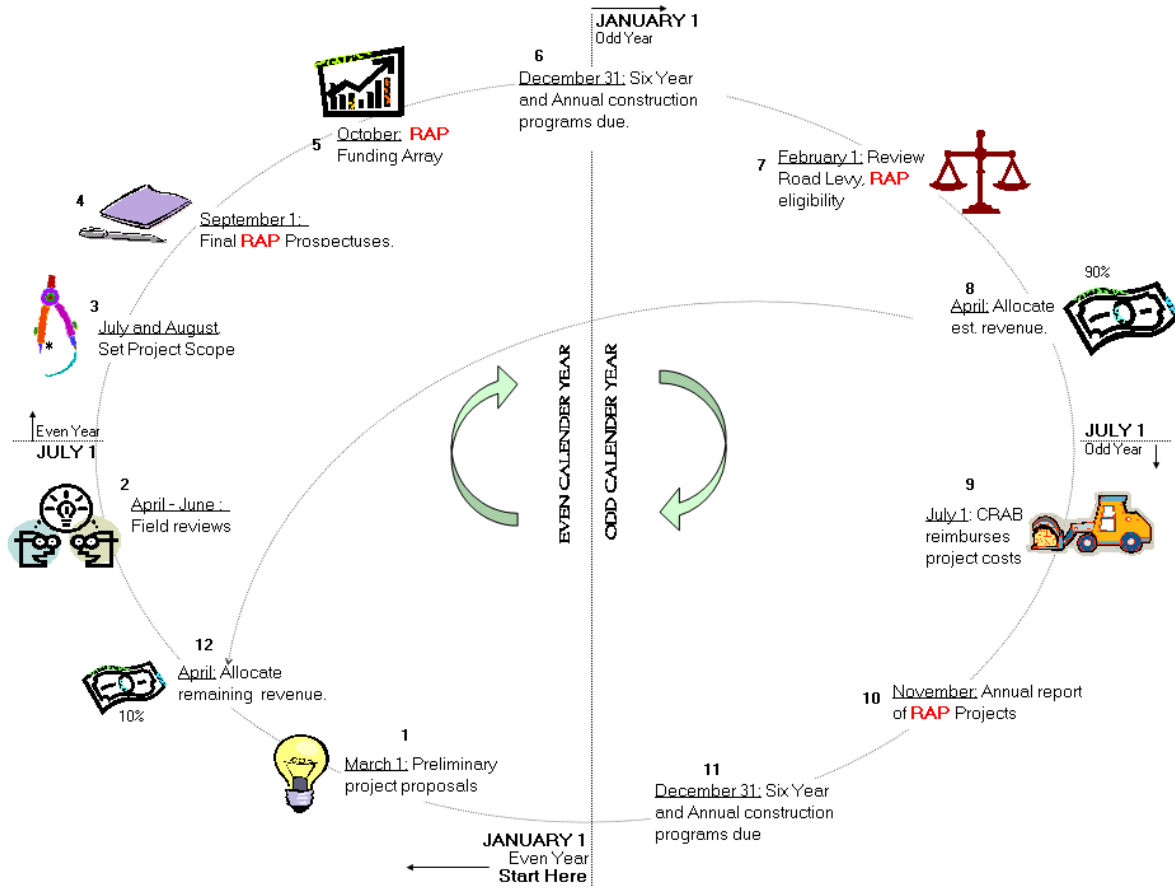
County rural arterial roads continue to endure the heightened impacts of growth and freight haul, and often find themselves too narrow, steep and crooked to be safe. Fortunately, the RAP was created in 1983 to address width, alignment, safety and structural deficiencies. The counties used \$23.5 million of these funds in 2013 (see table C) to fix these conditions, improving haul and traffic capabilities and safety.

RURAL ARTERIAL PROGRAM EXPENDITURES BY COUNTY AND LEGISLATIVE DISTRICT IN 2013

| <u>COUNTY</u> | <u>LEG DIST</u> | <u>RATA \$'S RECEIVED</u> | <u>COUNTY</u> | <u>LEG DIST</u> | <u>RATA \$'S RECEIVED</u> |
|---------------|---------------------|-------------------------------|---------------|---------------------|-------------------------------|
| ADAMS | 09 | 1,681,607 | JEFFERSON | 24 | (49,694) |
| ASOTIN | 09 | 119,198 | KLICKITAT | 15 | 9,657 |
| ASOTIN | 16 | 137,619 | LEWIS | 18 | 102,852 |
| BENTON | 16 | 88,710 | LEWIS | 20 | 830,785 |
| CHELAN | 04 | 735,640 | LINCOLN | 07 | 703,271 |
| CHELAN | 12 | 250,838 | MASON | 35 | 63,617 |
| CLALLAM | 24 | 164,464 | OKANOGAN | 12 | 998,193 |
| CLARK | 18 | 75,684 | PEND OREILE | 07 | 849 |
| COLUMBIA | 16 | 172,366 | PIERCE | 31 | 39,861 |
| COWLITZ | 18 | 2 | SAN JUAN | 40 | 1,649,957 |
| COWLITZ | 19 | 192,389 | SKAGIT | 40 | 959,503 |
| DOUGLAS | 12 | 1,850,481 | SNOHOMISH | 39 | 1,423,106 |
| FERRY | 07 | 125,263 | STEVENS | 07 | 2,040,420 |
| GARFIELD | 09 | 67,650 | THURSTON | 20 | 754,465 |
| GRANT | 13 | 554,193 | THURSTON | 35 | 40,783 |
| GARYS HARBOR | 24 | 1,657,141 | WAHIAKUM | 19 | 31,490 |
| ISLAND | 10 | 245,292 | WALLA WALLA | 16 | 24,936 |
| KITSAP | 35 | 32,617 | WHATCOM | 42 | 766,491 |
| KITTITAS | 13 | 2,247,130 | WHITMAN | 09 | 2,650,654 |
| | | | YAKIMA | 15 | 19,277 |
| | | | TOTAL | | 23,458,756 |

* RATA funds paid back by the county in 2013 exceeded amounts received

RURAL ARTERIAL PROGRAM BIENNIUM CYCLE



History of RATA Funds per County:

| <u>REGION</u> | <u>COUNTY</u> | <u>TOTAL RATA</u> <u>APPROVED</u> | <u>TOTAL RATA</u> <u>SPENT</u> | <u>%</u> <u>SPENT</u> |
|------------------|-----------------|--------------------------------------|-----------------------------------|--------------------------|
| | NE Adams | 20,127,284 | 17,600,790 | 87% |
| | NE Chelan | 22,387,900 | 19,284,350 | 86% |
| | NE Douglas | 23,996,535 | 21,074,041 | 88% |
| | NE Ferry | 18,808,330 | 14,616,993 | 78% |
| | NE Grant | 26,859,268 | 24,464,856 | 91% |
| | NE Lincoln | 23,953,720 | 21,194,124 | 88% |
| | NE Okanogan | 18,337,082 | 15,135,285 | 83% |
| | NE Pend Oreille | 16,987,378 | 12,261,108 | 72% |
| | NE Spokane | 31,466,191 | 21,076,768 | 67% |
| | NE Stevens | 26,713,785 | 22,671,574 | 85% |
| | NE Whitman | 24,589,612 | 20,964,217 | 85% |
| NE REGION TOTALS | | \$ 254,227,085 | \$ 210,344,106 | |
| | NW Clallam | 9,435,085 | 7,470,205 | 79% |
| | NW Island | 14,167,621 | 10,845,641 | 77% |
| | NW Jefferson | 5,956,240 | 3,341,033 | 56% |
| | NW Kitsap | 11,505,520 | 7,458,673 | 65% |
| | NW San Juan | 7,432,508 | 5,929,895 | 80% |
| | NW Skagit | 8,438,733 | 5,976,641 | 71% |
| | NW Whatcom | 11,932,182 | 11,872,001 | 99% |
| NW REGION TOTALS | | \$ 68,867,889 | \$ 52,894,090 | |
| | PS King | 15,334,725 | 10,222,570 | 67% |
| | PS Pierce | 14,473,366 | 10,011,866 | 69% |
| | PS Snohomish | 12,625,803 | 11,391,464 | 90% |
| PS REGION TOTALS | | \$ 42,433,894 | \$ 31,625,900 | |
| | SE Asotin | 12,928,911 | 9,711,624 | 75% |
| | SE Benton | 17,342,553 | 12,422,835 | 72% |
| | SE Columbia | 13,293,271 | 8,971,298 | 67% |
| | SE Franklin | 12,728,886 | 12,427,811 | 98% |
| | SE Garfield | 12,597,743 | 11,844,129 | 94% |
| | SE Kittitas | 14,693,265 | 13,259,143 | 90% |
| | SE Klickitat | 18,736,853 | 16,595,709 | 89% |
| | SE Walla Walla | 16,467,590 | 14,292,659 | 87% |
| | SE Yakima | 22,250,791 | 16,265,370 | 73% |
| SE REGION TOTALS | | \$ 141,039,863 | \$ 115,790,578 | |
| | SW Clark | 10,713,718 | 9,185,625 | 86% |
| | SW Cowlitz | 12,478,406 | 11,217,028 | 90% |
| | SW Grays Harbor | 13,623,668 | 13,343,147 | 98% |
| | SW Lewis | 10,140,905 | 7,305,619 | 72% |
| | SW Mason | 12,113,425 | 8,929,996 | 74% |
| | SW Pacific | 10,335,933 | 8,724,721 | 84% |
| | SW Skamania | 2,547,968 | 1,896,357 | 74% |
| | SW Thurston | 14,853,768 | 11,719,179 | 79% |
| | SW Wahkiakum | 7,271,126 | 4,193,533 | 58% |
| SW REGION TOTALS | | \$ 94,078,917 | \$ 76,515,205 | |
| STATEWIDE TOTAL | | \$ 600,647,648 | \$ 487,169,879 | 81% |

2013/2014 Grant Program Projects

Adams County Rehabilitates Lind-Hatton Road



The Lind- Hatton Road is a major collector linking the residents, businesses, and a railroad wheat elevator in and around the City of Lind to the Beatrice area, Othello, and SR 26. This road is a major haul route for agricultural products to market or storage and the haul route for farmers and feed trucks to the National Foods processing plant. It is also a transportation corridor for workers commuting to their places of employment.

The existing roadway consisted of two 10' lanes with narrow shoulders of 1-3'. The existing roadway included vertical and horizontal curves that were not consistent with standards for sight distance and turning movements. Truck traffic on this route had difficulty negotiating the roadway because of the narrow width and a deteriorating roadway base and surface. At the time the project was submitted, this section had an average daily



traffic of 130 vehicles, of which 15% represented trucks. This project reconstructed the roadway from MP 7.33, Damon Road to M.P 12.37, by milling, grading, draining, gravel base, guardrail, replacement of drainage facilities, production, stockpiling and placing of aggregate and associated work. The

roadway width was increased to 30'.

The steep side slopes were either widened or protected with guardrail. The vertical and horizontal alignment was straightened to improve sight distance and safety. A sufficient base for truck traffic was placed and the roadway was surfaced with BST.

Contractor: Apollo Inc.
RAP Funds: \$2,162,400
County Funds: \$356,982

Undersized and Deficient Snake River Road Bridge Replaced by Asotin County

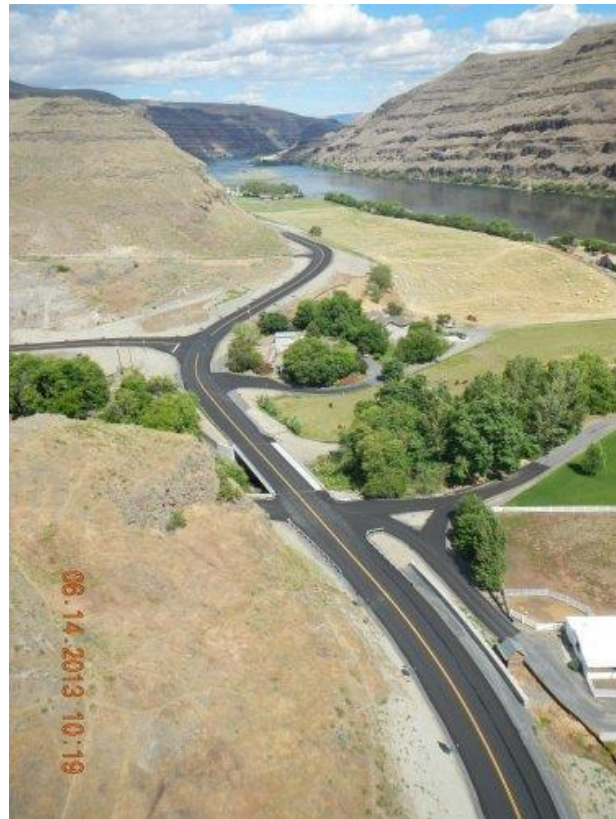


The Snake River Road is the only road on the north end of the Hell's Canyon Recreation Area as well as the only road for nearly 800 residents. The old bridge at milepost 4.50 was a single lane cattle guard decked bridge that was structurally deficient.

The county performed extensive cultural reviews prompted by input from cultural resource consultants, local land owners, and the Department of Archaeological and Historical Preservation (DAHP). The county worked with the Nez Perce

Cultural Resource Consultant to address these cultural issues. Based on those reviews the final alignment for the road and bridge required a retaining wall to be built adjacent to the project in order to protect the cultural site. Cultural monitoring and salvage were also included as bid items in the project work.

| | |
|----------------|--------------------|
| Contractor: | Jennings Northwest |
| RAP Funds: | \$974,700 |
| County Funds: | \$383,312 |
| Federal Funds: | \$3,764,004 |



Ferry County Continues to Enhance Safety and Durability of Bridge Creek Road



Bridge Creek Road is just one of the few county roads that provide access through the mountains to both sides of the county, providing a vital link between communities in Ferry County. This project is one of the remaining projects to complete this major cross county route. Narrow or nonexistent shoulders and the bituminous pavement had outlived its usefulness. Higher and heavier traffic volumes broke up the pavement and created hazardous driving.



Shoulders were widened, ditches reestablished, brush cleared back from roadside, existing pavement was ground up and cement was added for cement-treated base. HMA pavement was laid down, full width, guardrail was replaced and installed as needed, all by contract. County forces applied a construction seal and restriped the roadway.

Contractor: Granite Construction Co.
RAP Funds: \$1,219,861
County Funds: \$135,541

Jefferson County Completes Emergency Project Fix and Mitigation on Upper Hoh River Road



The Upper Hoh River Road serves residents and provides access to the Olympic National Park Hoh Rainforest, with over 200,000 visitors per year.

This project was initiated with the washout of Upper Hoh Road between MP 7.8 and MP 8.0 during a high flow event in the Hoh River in December, 2007. The project consisted of an emergency repair of Upper Hoh Road MP 7.7-8.0 by construction of a riprap revetment, road reconstruction, paving, and guardrail. This work was completed in 2008.

The Washington Department of Fish and Wildlife required environmental mitigation for the emergency repair, which was satisfied by replacing the culvert at Upper Hoh Road MP 2.15 (Alder Creek Tributary) with a fish-passable structure completed in 2013.



Contractor: Seton Construction, Inc.
RAP Funds: \$150,000
County Funds: \$4,512
Federal Funds: \$1,990,366

Kittitas County Uses RAP *and* CAPP to Upgrade Narrow Nelson Siding Road



This section of Nelson Siding Road is used primarily for logging, agriculture and residential activities. Periodically, Interstate 90 traffic is temporarily diverted to Nelson Siding Road after accidents or for maintenance on I-90.

The pre-improved road was narrow and not capable of continuing to support diverted interstate traffic. The bridges were small, narrow, and did not convey flood waters adequately.

With the RAP funded improvements the road was widened to provide adequate and safer shoulders. The new bridges now reduce the risks of scour of the piers and stream banks. A culvert replacement at an un-named creek now allows for fish passage. Guardrail installation and side-slope flattening improved roadside safety. The overall response from the public was very positive.



| | |
|---------------|-------------|
| Contractor: | MJ Hughes |
| RAP Funds: | \$3,053,500 |
| CAPP Funds: | \$500,000 |
| County Funds: | \$1,881,844 |

Lewis County Tackles a Busy, Deteriorating Koontz Road with RAP Funds Improvements

Koontz Road, in conjunction with N. Military Road and Avery Road West combine to provide freeway access for Napavine, local industry, and commercial vehicles where US-12 meets I-5 at exit 68.

The purpose of the project was to reconstruct a failing roadway, improve clear zone and sight distance, increase the width to accommodate commercial vehicle traffic, and correct intersection alignments and radii on connecting roadways.



The roadway was reconstructed to a width of 34', horizontal and vertical alignments were improved to current design standards, intersections were realigned and the radii were improved, accommodations for storm water were constructed, and safety measures such as: guardrail, flexible guideposts, and recessed pavement markings were installed. Positive feedback has included drivers that appreciate the new driving surface, added sight distance, and improved turning radii. Bicyclists and pedestrians have commented on how the added width has increased their safety on the roadway.



| | |
|----------------|-------------------------------|
| Contractor: | Sterling Breen Crushing, Inc. |
| RAPFunds: | \$769,500 |
| County Funds: | \$1,099,196 |
| Federal Funds: | \$2,499,910 |

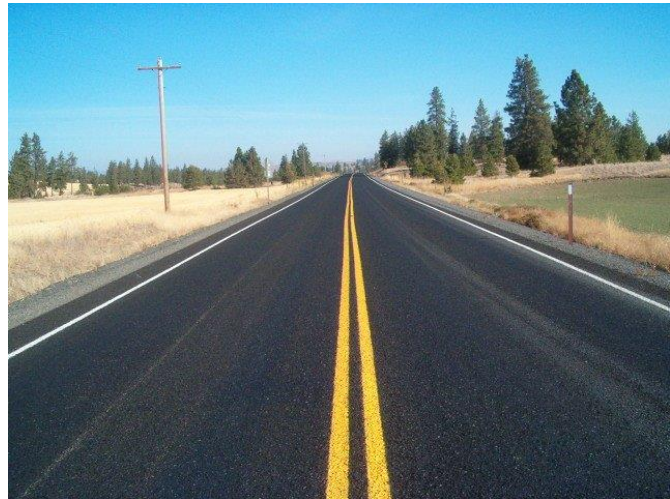
Miles Creston Road in Lincoln County gets RAP Funded Safety and Capacity Enhancements



The Miles Creston Road was designed and built in 1941 by the Department of the Interior in coordination with the Grand Coulee Dam project. Miles Creston Road serves multiple uses. Adjacent land zoning includes agriculture, recreation, commercial, industrial, local business, public facilities and residential development. This is a major route serving both direct and indirect access to the many recreational opportunities located along Lake Roosevelt. It provides access to surrounding agricultural and forest lands,

serving as a farm to market and commodity freight route. It also serves as a short cut and minor arterial between SR 2 on the south and SR 25 on the north. It is used extensively for freight transport within and throughout the region. Miles Creston Road has higher traffic volumes than any other Lincoln county road.

Many areas revealed inferior sub-grade material that could not support current and future traffic levels. The asphalt showed signs of age with spalling shoulders, longitudinal and transverse cracking and patched potholes.



The horizontal alignment deficiencies were improved with longer curves and / or adjusted super-elevations as needed. The surfacing was improved with the addition of crushed surfacing base course, top course and asphaltic surfacing. The roadway was widened with flatter slopes, removal of obstacles from the clear zone and guardrail was installed where needed. Additionally, signs and delineation was provided.

| | |
|----------------|--|
| Contractors: | Granite Northwest & Halme Construction – built in three segments |
| RAP Funds: | \$5,065,544 |
| County Funds: | \$259,284 |
| Federal Funds: | \$1,103,647 |

Mason County Enhances Wildlife Connectivity and Improves Major Link of Grapeview Loop Road



Grapeview Loop Road is located on the western shore of Puget Sound's Case Inlet and provides the only access to the historic town of Grapeview, Stretch Island, and Treasure Island, connecting on both ends to SR 3, in Mason County. The Grapeview Loop Rd. Project, CRP 1379, was part of a 3 phase reconstruction project. This particular section had very narrow lanes and shoulders which posed serious safety hazards. The various curves and undulations also contributed to a history of 30 accidents on a road with an ADT of just 800.

Mason County engineering staff designed the new road to meet minimum WSDOT design standards. Before and during construction, Mason County worked with the public to address areas of concern with drainage and erosion control by building rock walls and placing geotextiles. The horizontal and vertical curves were designed with greatly improved site distance. The road was widened from 11' lanes and 3' shoulders to 12' and 5', respectively. The county was also tasked with installing a



14'X10'X180' fish friendly concrete box culvert to replace an existing undersized 3 foot diameter culvert. The barrier correction alleviated all of the fish passage issues at this site, and also improved the function of natural stream habitat in the vicinity.

| | |
|---------------|---------------------|
| Contractor: | Scarsella Bros Inc. |
| RAP Funds: | \$1,030,000 |
| County Funds: | \$3,212,700 |

Thurston County Gives Wilkensen Road a Timely Upgrade

Wilkensen Road is classed as a major collector and serves as a major access from the urban residential areas north of Yelm to the downtown areas, and State Routes 507 and 510 in Thurston County.

The section between the city limits and Port Orford Blvd. was an asphalt paved surface in poor condition with numerous longitudinal and transverse cracks. A single sharp 90-degree curve was posted with a 10 MPH advisory speed.



The roadway was reconstructed to provide 11' travel lanes with 5' paved shoulders. The sharp 90-degree curve was realigned to allow a 25 MPH advisory speed. Storm-water improvements were constructed to fully treat and infiltrate all runoff.



| | |
|---------------|--------------------------|
| Contractor: | Granite Construction Co. |
| RAP Funds: | \$1,692,000 |
| County Funds: | \$3,373,930 |

Whatcom County Improves Busy Lincoln Road to Meet Heavy Loads and Safety Standards



Lincoln Road is a major East - West collector in north Whatcom County, serving the Birch Bay area. This project is located southwest of Blaine, lying 0.1 miles west of Shitaffer Road and heading east to Harborview Road. The roadway experienced heightened maintenance efforts due to freeze/thaw break-ups and with its high traffic volumes, needed to be upgraded to all-weather structural standards. The road was also narrow and had no shoulders.

The project constructed a full structural hot mix asphalt pavement and widened the road to major collector standards. The improvements also involved minor horizontal and vertical realignments, drainage upgrades, safety improvements and road widening. This project was listed #2 on the 2009-2014 County Transportation Improvement Program.



Contractors: Colacurcio Brothers Inc., Stremmer Gravel Inc. and Windwood Landscape Inc., were the contractors who constructed this project in three separate phases.

RAP Funds: \$2,400,000
County Funds: \$1,748,139

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Table A

COUNTY BRIDGE DATA - NOVEMBER 2014

Washington State Bridge Inventory System
 Bridges 20 Feet or Greater in Length on Federal Aid (FAR) and Non Federal Aid (NFAR) Routes
 Posting Consideration Based on HS-20 Design Load, less than 28 Tons at Operating Rating

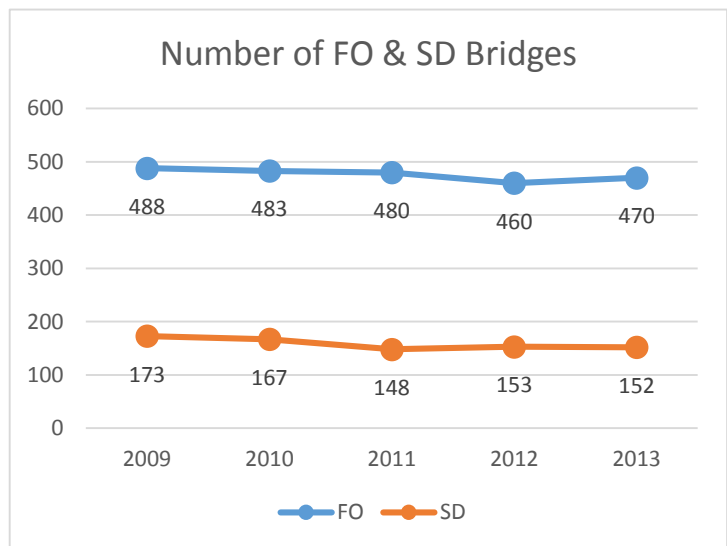
| COUNTY | County Owned Bridges | Bridges Posted or May Consider Posting | | | | Bridges With Posting Not Required | | | | Deficient Bridges** |
|---------------------------------------|-------------------------|--|----------------|-----------|----------------|-----------------------------------|------------------|--------------|------------------|------------------------|
| | | FAR | Square Feet | NFAR | Square Feet | FAR | Square Feet | NFAR | Square Feet | |
| ADAMS | 113 | 2 | 6,453 | 3 | 3,893 | 66 | 119,280 | 42 | 37,126 | 16 |
| ASOTIN | 18 | 0 | 0 | 0 | 0 | 13 | 134,150 | 5 | 9,814 | 2 |
| BENTON | 50 | 1 | 593 | 0 | 0 | 23 | 69,539 | 26 | 26,833 | 8 |
| CHELAN | 51 | 2 | 14,584 | 2 | 1,083 | 26 | 111,006 | 21 | 46,252 | 13 |
| CLALLAM | 29 | 1 | 10,960 | 1 | 1,426 | 10 | 53,242 | 17 | 64,300 | 9 |
| CLARK | 54 | 0 | 0 | 0 | 0 | 24 | 85,473 | 30 | 50,155 | 20 |
| COLUMBIA | 62 | 3 | 4,310 | 2 | 2,059 | 31 | 54,534 | 26 | 38,949 | 10 |
| COWLITZ | 63 | 2 | 7,889 | 5 | 23,223 | 26 | 117,641 | 30 | 71,698 | 15 |
| DOUGLAS | 22 | 1 | 1,984 | 0 | 0 | 14 | 54,494 | 7 | 5,037 | 2 |
| FERRY | 22 | 0 | 0 | 1 | 730 | 7 | 10,292 | 14 | 22,639 | 7 |
| FRANKLIN | 85 | 0 | 0 | 1 | 594 | 41 | 70,093 | 43 | 57,834 | 5 |
| GARFIELD | 32 | 1 | 1,695 | 0 | 0 | 19 | 17,117 | 12 | 12,538 | 6 |
| GRANT | 193 | 1 | 552 | 3 | 2,712 | 102 | 246,286 | 87 | 118,630 | 11 |
| GRAYS HARBOR | 160 | 5 | 6,934 | 3 | 3,371 | 78 | 378,222 | 74 | 140,975 | 26 |
| ISLAND | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| JEFFERSON | 31 | 1 | 1,078 | 0 | 0 | 11 | 18,075 | 19 | 59,810 | 4 |
| KING | 132 | 5 | 63,949 | 6 | 9,457 | 72 | 408,995 | 49 | 126,274 | 52 |
| KITSAP | 33 | 0 | 0 | 2 | 2,793 | 19 | 49,283 | 12 | 16,056 | 4 |
| KITTITAS | 112 | 1 | 864 | 1 | 627 | 27 | 78,369 | 83 | 137,093 | 8 |
| KLICKITAT | 57 | 0 | 0 | 5 | 4,161 | 14 | 41,221 | 38 | 79,042 | 12 |
| LEWIS | 195 | 4 | 4,356 | 1 | 607 | 65 | 215,778 | 125 | 218,331 | 25 |
| LINCOLN | 122 | 2 | 2,441 | 7 | 5,625 | 42 | 62,798 | 71 | 97,593 | 14 |
| MASON | 53 | 0 | 0 | 1 | 936 | 10 | 41,428 | 42 | 102,882 | 13 |
| OKANOGAN | 50 | 0 | 0 | 1 | 931 | 12 | 50,376 | 37 | 66,196 | 5 |
| PACIFIC | 60 | 1 | 3,960 | 1 | 692 | 8 | 24,984 | 50 | 129,917 | 12 |
| PEND OREILLE | 27 | 1 | 1,092 | 1 | 462 | 13 | 105,098 | 12 | 12,027 | 8 |
| PIERCE | 102 | 4 | 52,952 | 0 | 0 | 64 | 241,303 | 34 | 52,632 | 41 |
| SAN JUAN | 4 | 0 | 0 | 1 | 1,274 | 1 | 600 | 2 | 1,682 | 2 |
| SKAGIT | 105 | 1 | 28,368 | 1 | 1,352 | 42 | 169,057 | 61 | 121,425 | 21 |
| SKAMANIA | 25 | 0 | 0 | 1 | 1,980 | 5 | 30,218 | 19 | 55,471 | 6 |
| SNOHOMISH | 165 | 7 | 9,023 | 10 | 15,314 | 90 | 483,529 | 58 | 170,962 | 46 |
| SPOKANE | 102 | 4 | 6,630 | 6 | 6,569 | 48 | 224,560 | 44 | 107,608 | 22 |
| STEVENS | 49 | 0 | 0 | 0 | 0 | 11 | 35,298 | 38 | 67,397 | 8 |
| THURSTON | 96 | 0 | 0 | 0 | 0 | 49 | 193,952 | 47 | 107,666 | 21 |
| WAHKIAKUM | 20 | 0 | 0 | 1 | 2,419 | 12 | 35,913 | 7 | 12,494 | 1 |
| WALLA WALLA | 103 | 0 | 0 | 0 | 0 | 40 | 122,765 | 63 | 121,291 | 10 |
| WHATCOM | 136 | 1 | 7,560 | 3 | 4,194 | 34 | 118,884 | 98 | 152,406 | 29 |
| WHITMAN | 251 | 5 | 12,268 | 7 | 5,753 | 119 | 228,821 | 120 | 151,739 | 56 |
| YAKIMA | 297 | 3 | 7,334 | 6 | 6,686 | 156 | 407,475 | 132 | 209,030 | 43 |
| TOTAL | 3,281 | 59 | 257,829 | 83 | 110,923 | 1,444 | 4,910,149 | 1,695 | 3,079,804 | 613 |
| Total Replacement Cost* (\$ Million): | | | \$168 | | \$72 | | \$3,192 | | \$2,002 | |

*At \$650 per Square Foot

** Deficient Bridges are listed as Structurally Deficient (SD) or Functionally Obsolete (FO).

County Bridge Condition at a Glance

| All County NBI Bridges as of June 17th, 2014 | | |
|--|-----------------|-------|
| Year | Deficiency Code | Count |
| 2009 | FO | 488 |
| 2009 | SD | 173 |
| 2010 | FO | 483 |
| 2010 | SD | 167 |
| 2011 | FO | 480 |
| 2011 | SD | 148 |
| 2012 | FO | 460 |
| 2012 | SD | 153 |
| 2013 | FO | 470 |
| 2013 | SD | 152 |



| All County NBI Bridges as of June 17th, 2014 | |
|--|----------------------------|
| Year | Average Sufficiency Rating |
| 2009 | 80.50 |
| 2010 | 80.81 |
| 2011 | 81.25 |
| 2012 | 81.79 |
| 2013 | 81.96 |

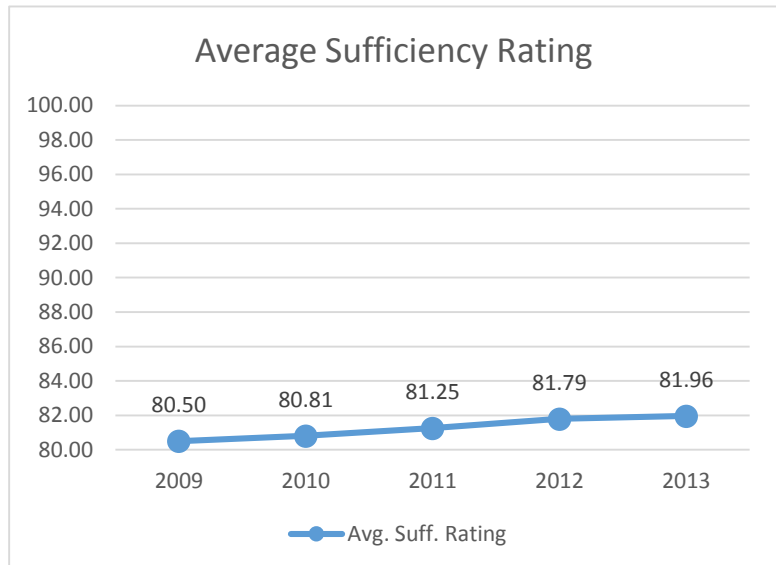


Table B

**ACTUAL COUNTY ROAD RELATED REVENUES
2013**

(thousands of dollars)

| COUNTY | MOTOR VEHICLE FUEL TAX | | | | | TAXES | | | | MISC | | | | TOTAL |
|--------------|------------------------|--------|--------|--------|---------------|---------------|-------------------|----------------|----------------|---------------|--------------|--------|---------|---------|
| | COUNTY REGULAR | TIB | RAP | CAPP | MVFT TOTAL | PROP- ERTY | FOREST HARVEST | OTHER TAXES | TOTAL TAXES | FED GRANTS | FED LANDS | REIMB | OTHER | |
| ADAMS | 3,944 | 815 | 1,682 | 211 | 6,652 | 1,504 | 0 | 7 | 1,511 | 1,638 | 0 | 0 | 126 | 9,927 |
| ASOTIN | 1,579 | 0 | 237 | 153 | 1,969 | 1,162 | 0 | 3 | 1,165 | 1,601 | 37 | 55 | 46 | 4,873 |
| BENTON | 3,034 | 1,040 | 77 | 444 | 4,595 | 5,298 | 0 | 102 | 5,400 | 1,058 | 0 | 154 | 9,057 | 20,264 |
| CHELAN | 2,172 | 46 | 987 | 352 | 3,557 | 6,921 | 23 | 48 | 6,992 | 2,032 | 0 | 0 | 591 | 13,172 |
| CLALLAM | 1,887 | 0 | 164 | 196 | 2,247 | 6,716 | 0 | 13 | 6,729 | 2,340 | 465 | 0 | 2,421 | 14,202 |
| CLARK | 6,333 | 2,160 | 80 | 694 | 9,267 | 31,440 | 0 | 22 | 31,462 | 10,118 | 2 | 0 | 25,567 | 76,416 |
| COLUMBIA | 1,410 | 97 | 172 | 212 | 1,891 | 890 | 0 | 2 | 892 | 284 | 0 | 0 | 289 | 3,356 |
| COWLITZ | 2,292 | 0 | 192 | 335 | 2,819 | 8,673 | 719 | 97 | 9,489 | 2,121 | 78 | 441 | 1,231 | 16,179 |
| DOUGLAS | 3,136 | 87 | 1,850 | 329 | 5,402 | 4,650 | 0 | 19 | 4,669 | 888 | 0 | 0 | 11,046 | 22,005 |
| FERRY | 1,700 | 0 | 155 | 266 | 2,121 | 825 | 64 | 1 | 890 | 739 | 649 | 0 | 1,520 | 5,919 |
| FRANKLIN | 2,764 | 0 | 0 | 517 | 3,281 | 2,163 | 0 | 22 | 2,185 | 1,515 | 0 | 0 | 752 | 7,733 |
| GARFIELD | 1,252 | 0 | 68 | 186 | 1,506 | 586 | 0 | 2 | 588 | 710 | 60 | 0 | 139 | 3,003 |
| GRANT | 6,129 | 0 | 554 | 1,249 | 7,932 | 8,307 | 0 | 175 | 8,482 | 3,641 | 242 | 17 | 2,427 | 22,741 |
| GRAYS HARBOR | 2,332 | 0 | 1,657 | 388 | 4,377 | 4,647 | 0 | 36 | 4,683 | 517 | 184 | 48 | 2,521 | 12,330 |
| ISLAND | 2,191 | 0 | 0 | 422 | 2,613 | 8,242 | 0 | 3 | 8,245 | 1,062 | 0 | 0 | 5,024 | 16,944 |
| JEFFERSON | 1,380 | 0 | (49) | 196 | 1,527 | 3,336 | 208 | 9 | 3,553 | 3,837 | 466 | 0 | 1,012 | 10,395 |
| KING | 12,989 | 1,639 | 0 | 542 | 15,170 | 68,954 | 346 | 40 | 69,340 | 17,034 | 0 | 7,922 | 39,236 | 148,702 |
| KITSAP | 5,075 | 5 | 6 | 471 | 5,557 | 23,745 | 66 | 67 | 23,878 | 2,920 | 0 | 316 | 3,412 | 36,083 |
| KITTITAS | 1,897 | 8 | 0 | 460 | 2,365 | 4,675 | 0 | 11 | 4,686 | 2,867 | 0 | 168 | 526 | 10,612 |
| Klickitat | 2,601 | 0 | 43 | 529 | 3,173 | 4,153 | 134 | 11 | 4,298 | 2,218 | 34 | 11 | 1,168 | 10,902 |
| LEWIS | 3,287 | 47 | 238 | 433 | 4,005 | 9,963 | 0 | 14 | 9,977 | 2,930 | 1,069 | 0 | 5,979 | 23,960 |
| LINCOLN | 4,075 | 0 | 703 | 577 | 5,355 | 1,269 | 0 | 6 | 1,275 | 1,221 | 0 | 0 | 1,010 | 8,861 |
| MASON | 2,203 | 0 | 40 | 396 | 2,639 | 8,383 | 335 | 19 | 8,737 | 2,260 | 197 | 0 | 3,504 | 17,337 |
| OKANOGAN | 3,252 | 0 | 981 | 609 | 4,842 | 3,762 | 0 | 17 | 3,779 | 1,209 | 803 | 0 | 310 | 10,943 |
| PACIFIC | 1,340 | 0 | 0 | 180 | 1,520 | 2,965 | 605 | 13 | 3,583 | 676 | 11 | 0 | 656 | 6,446 |
| PEND OREILLE | 1,595 | 0 | 1 | 251 | 1,847 | 1,402 | 0 | 1 | 1,403 | 1,183 | 442 | 0 | 773 | 5,648 |
| PIERCE | 10,734 | 4,577 | 393 | 1,043 | 16,747 | 50,484 | 238 | 3,623 | 54,345 | 4,359 | 354 | 1,997 | 36,659 | 114,461 |
| SAN JUAN | 883 | 0 | 1,650 | 131 | 2,664 | 3,559 | 0 | 4 | 3,563 | 612 | 0 | 0 | 2,670 | 9,509 |
| SKAGIT | 3,209 | 532 | 11 | 535 | 4,287 | 11,151 | 0 | 48 | 11,199 | 2,130 | 0 | 20 | 3,763 | 21,399 |
| SKAMANIA | 844 | 0 | 0 | 95 | 939 | 1,333 | 222 | 3 | 1,558 | 627 | 28 | 0 | 348 | 3,500 |
| SNOHOMISH | 9,084 | 0 | 1,949 | 767 | 11,800 | 55,613 | 0 | 301 | 55,914 | 11,626 | 0 | 0 | 23,130 | 102,470 |
| SPOKANE | 9,011 | 321 | 0 | 1,115 | 10,447 | 18,812 | 55 | 24 | 18,891 | 6,467 | 14 | 730 | 2,670 | 39,219 |
| STEVENS | 3,648 | 0 | 2,040 | 700 | 6,388 | 4,843 | 270 | 10 | 5,123 | 1,926 | 204 | 0 | 979 | 14,620 |
| THURSTON | 4,838 | 68 | 787 | 523 | 6,216 | 17,077 | 0 | 22 | 17,099 | 5,202 | 64 | 0 | 4,984 | 33,565 |
| WAHKIAKUM | 823 | 0 | 31 | 119 | 973 | 327 | 0 | 1 | 328 | 1,007 | 2 | 0 | 863 | 3,173 |
| WALLA WALLA | 2,866 | 7 | 25 | 604 | 3,502 | 4,918 | 0 | 66 | 4,984 | 2,297 | 3 | 0 | 928 | 11,714 |
| WHATCOM | 3,888 | 0 | 1,586 | 539 | 6,013 | 17,167 | 196 | 65 | 17,428 | 1,562 | 0 | 122 | 10,128 | 35,253 |
| WHITMAN | 4,082 | 0 | 2,626 | 629 | 7,337 | 2,103 | 0 | 31 | 2,134 | 3,963 | 0 | 0 | 2,129 | 15,563 |
| YAKIMA | 5,684 | 212 | 4 | 1,109 | 7,009 | 10,309 | 27 | 22 | 10,358 | 1,946 | 693 | 0 | 1,084 | 21,090 |
| TOTALS | 141,443 | 11,661 | 20,940 | 18,507 | 192,551 | 422,327 | 3,508 | 4,980 | 430,815 | 112,343 | 6,101 | 12,001 | 210,678 | 964,489 |

% OF TOTAL 14.7% 1.2% 2.2% 1.9% 20.0% 43.8% 0.4% 0.5% 44.7% 11.6% 0.6% 1.2% 21.8%

Source: County Reports to D.O.T. Secretary of Transportation

Table C

ACTUAL COUNTY ROAD RELATED EXPENDITURES

Including RAP and CAPP

2013

(thousands of dollars)

| COUNTY | CONST | MAINT | ADMIN & OPER | FACIL | FERRY | REIMB | BOND WARRANT RETT | TRAFFIC POLICING ** | OTHER *** | TOTAL INCLUDES RAP & CAPP | RAP | CAPP **** |
|---------------|----------------|----------------|-----------------|---------------|--------------|---------------|-------------------------|---------------------------|---------------|---------------------------------|---------------|---------------|
| ADAMS | 4,013 | 4,240 | 1,185 | 0 | 0 | 136 | 0 | 0 | 0 | 9,574 | 1,682 | 815 |
| ASOTIN | 1,584 | 2,045 | 675 | 0 | 0 | 0 | 0 | 0 | 0 | 4,304 | 257 | 153 |
| BENTON | 3,802 | 5,160 | 1,495 | 0 | 0 | 336 | 315 | 0 | 297 | 11,405 | 89 | 444 |
| CHELAN | 3,197 | 6,934 | 2,258 | 0 | 0 | 25 | 0 | 0 | 736 | 13,150 | 986 | 352 |
| CLALLAM | 5,371 | 5,119 | 2,271 | 0 | 0 | 84 | 0 | 500 | 143 | 13,488 | 164 | 196 |
| CLARK | 32,914 | 17,837 | 15,667 | 334 | 0 | 0 | 0 | 0 | 4,285 | 71,037 | 76 | 694 |
| COLUMBIA | 526 | 2,071 | 378 | 7 | 0 | 0 | 130 | 0 | 13 | 3,125 | 172 | 261 |
| COWLITZ | 6,203 | 7,626 | 2,383 | 151 | 0 | 0 | 71 | 0 | 0 | 16,434 | 192 | 335 |
| DOUGLAS | 9,551 | 5,991 | 2,227 | 98 | 0 | 191 | 558 | 2,794 | 618 | 22,028 | 1,850 | 444 |
| FERRY | 1,133 | 2,319 | 676 | 0 | 0 | 10 | 0 | 0 | 1,222 | 5,360 | 125 | 291 |
| FRANKLIN | 1,956 | 3,269 | 938 | 0 | 0 | 302 | 255 | 475 | 53 | 7,248 | 0 | 477 |
| GARFIELD | 715 | 1,549 | 312 | 0 | 0 | 35 | 0 | 0 | 470 | 3,081 | 68 | 186 |
| GRANT | 6,471 | 11,687 | 1,836 | 107 | 0 | 37 | 2 | 216 | 557 | 20,913 | 554 | 1,249 |
| GRAYS HARBOR | 4,013 | 8,790 | 1,661 | 86 | 0 | 98 | 0 | 0 | 116 | 14,764 | 1,657 | 388 |
| ISLAND | 5,941 | 5,018 | 2,811 | 0 | 0 | 137 | 0 | 0 | 2,304 | 16,211 | 245 | 323 |
| JEFFERSON | 3,995 | 4,071 | 1,505 | 54 | 0 | 1 | 35 | 0 | 664 | 10,325 | (49) | 196 |
| KING | 43,718 | 56,742 | 10,940 | 243 | 0 | 6,832 | 8,711 | 6,108 | 25,458 | 158,752 | 0 | 730 |
| KITSAP | 7,468 | 12,749 | 9,000 | 130 | 0 | 922 | 49 | 0 | 3,358 | 33,676 | 33 | 471 |
| KITITITAS | 5,010 | 4,655 | 1,355 | 0 | 0 | 146 | 0 | 0 | 46 | 11,212 | 2,247 | 665 |
| KLUCKITAT | 3,600 | 4,786 | 961 | 22 | 0 | 21 | 1 | 0 | 1,143 | 10,534 | 10 | 529 |
| LEWIS | 5,906 | 11,692 | 3,873 | 14 | 0 | 0 | 1 | 0 | 1,342 | 22,828 | 934 | 433 |
| LINCOLN | 2,325 | 5,038 | 1,203 | 6 | 0 | 93 | 0 | 0 | 0 | 8,665 | 703 | 584 |
| MASON | 3,439 | 5,671 | 2,400 | 78 | 0 | 0 | 1,164 | 0 | 203 | 12,955 | 64 | 317 |
| OKANOGAN | 2,842 | 5,780 | 2,073 | 0 | 0 | 0 | 400 | 0 | 0 | 11,095 | 998 | 609 |
| PACIFIC | 705 | 4,149 | 754 | 34 | 0 | 17 | 0 | 497 | 1 | 6,157 | 0 | 168 |
| PEND OREILLE | 973 | 2,731 | 746 | 92 | 0 | 370 | 0 | 0 | 157 | 5,069 | 1 | 321 |
| PIERCE | 19,055 | 30,181 | 26,245 | 262 | 3,147 | 49 | 419 | 2,625 | 27,875 | 109,858 | 40 | 1,043 |
| SAN JUAN | 3,810 | 3,664 | 1,248 | 0 | 0 | 105 | 393 | 0 | 46 | 9,266 | 1,650 | 131 |
| SKAGIT | 6,313 | 10,054 | 5,739 | 229 | 1,540 | 777 | 0 | 1,361 | 1,117 | 27,130 | 960 | 535 |
| SKAMANIA | 720 | 1,997 | 690 | 11 | 0 | 31 | 0 | 0 | 433 | 3,882 | 0 | 0 |
| SNOHOMISH | 30,279 | 25,838 | 21,974 | 273 | 0 | 5,655 | 792 | 0 | 7,570 | 92,381 | 1,423 | 767 |
| SPOKANE | 8,134 | 19,401 | 8,586 | 1,205 | 0 | 474 | 774 | 0 | 87 | 38,661 | 0 | 1,120 |
| STEVENS | 4,128 | 7,813 | 877 | 0 | 0 | 24 | 0 | 931 | 0 | 13,773 | 2,040 | 1,046 |
| THURSTON | 7,399 | 11,182 | 7,518 | 3,937 | 0 | 0 | 0 | 132 | 2,615 | 32,783 | 795 | 523 |
| WAHIAKUM | 1,158 | 976 | 301 | 0 | 834 | 16 | 0 | 0 | 0 | 3,285 | 31 | 117 |
| WALLA WALLA | 4,111 | 4,629 | 1,729 | 0 | 0 | 255 | 0 | 0 | 0 | 10,724 | 25 | 604 |
| WHATCOM | 4,512 | 11,799 | 4,664 | 4,318 | 2,521 | 531 | 0 | 0 | 4,983 | 33,328 | 766 | 539 |
| WHITMAN | 6,729 | 4,576 | 1,192 | 0 | 0 | 0 | 0 | 2,130 | 0 | 14,627 | 2,651 | 629 |
| YAKIMA | 5,703 | 9,306 | 3,198 | 28 | 0 | 201 | 978 | 0 | 95 | 19,509 | 19 | 968 |
| TOTALS | 269,422 | 349,135 | 155,544 | 11,719 | 8,042 | 17,911 | 15,048 | 17,769 | 88,007 | 932,597 | 23,460 | 19,653 |

% OF TOTAL 28.9% 37.4% 16.7% 1.3% 0.9% 1.9% 1.6% 1.9% 9.4%

Construction expenditure amounts do not include State ad & award Federal Aid participation

Source: County Reports to D.O.T. Secretary of Transportation

* Traffic Policing funds paid from diverted road levy

** Road Fund portion only

*** "Other" includes operations and transfers

**** includes \$5 Million Highway Safety Account Funds

Table D

**ANTICIPATED COUNTY ROAD FUND REVENUES
2014 BUDGETS**

(thousands of dollars)

| COUNTY | BEGIN FUND BAL | MOTOR VEHICLE FUEL TAX | | | | | TAXES | | | MSC | | | | TOTAL |
|--------------|----------------------|------------------------|---------------|---------------|---------------|---------------|----------------|-------------------|----------------|----------------|--------------|---------------|----------------|------------------|
| | | COUNTY REGULAR | TIB | RAP | CAPP | OTHER MVFT | PROP- ERTY | FOREST HARVEST | OTHER TAXES | FED GRANTS | FED LANDS | REIMB | OTHER | |
| ADAMS | 2,900 | 3,950 | 0 | 2,309 | 875 | 0 | 1,530 | 0 | 8 | 2,220 | 1 | 14 | 75 | 13,882 |
| ASOTIN | 590 | 1,591 | 0 | 400 | 163 | 0 | 1,020 | 0 | 3 | 1,955 | 35 | 0 | 54 | 5,811 |
| BENTON | 4,025 | 2,988 | 0 | 2,649 | 475 | 0 | 5,926 | 0 | 79 | 52 | 0 | 0 | 1,485 | 17,679 |
| CHELAN | 4,781 | 2,178 | 315 | 0 | 385 | 49 | 7,043 | 50 | 0 | 2,899 | 621 | 0 | 2,671 | 20,992 |
| CLALLAM | 15,854 | 1,841 | 0 | 350 | 144 | 0 | 6,850 | 0 | 287 | 2,874 | 0 | 0 | 1,246 | 29,446 |
| CLARK | 29,806 | 7,082 | 1,600 | 625 | 662 | 0 | 29,978 | 0 | 210 | 8,501 | 31 | 0 | 15,909 | 94,404 |
| COLUMBIA | 336 | 1,350 | 0 | 2,572 | 218 | 12 | 898 | 0 | 1 | 1,360 | 297 | 0 | 6 | 7,050 |
| COWLITZ | 6,320 | 2,242 | 0 | 1,037 | 357 | 55 | 8,720 | 70 | 400 | 2,836 | 0 | 0 | 1,441 | 23,478 |
| DOUGLAS | 2,283 | 3,300 | 1,004 | 976 | 0 | 51 | 4,780 | 0 | 111 | 3,686 | 0 | 107 | 1,125 | 17,423 |
| FERRY | 794 | 1,697 | 0 | 1,900 | 285 | 0 | 799 | 30 | 1 | 1,384 | 491 | 0 | 111 | 7,492 |
| FRANKLIN | 800 | 2,835 | 0 | 0 | 559 | 217 | 3,035 | 0 | 23 | 1,231 | 80 | 50 | 326 | 9,156 |
| GARFIELD | 683 | 1,250 | 0 | 145 | 198 | 0 | 678 | 2 | 4 | 807 | 65 | 0 | 131 | 3,963 |
| GRANT | 8,555 | 6,211 | 0 | 1,080 | 1,331 | 0 | 8,400 | 0 | 130 | 407 | 2,741 | 11 | 949 | 29,815 |
| GRAYS HARBOR | 2,909 | 2,237 | 0 | 610 | 413 | 0 | 5,519 | 30 | 800 | 4,306 | 227 | 0 | 1,258 | 18,309 |
| ISLAND | 638 | 2,100 | 0 | 44 | 855 | 4,223 | 8,243 | 0 | 2 | 1,024 | 0 | 0 | 309 | 17,438 |
| JEFFERSON | 3,843 | 1,342 | 0 | 891 | 209 | 0 | 4,160 | 75 | 5 | 3,834 | 404 | 0 | 1,147 | 15,910 |
| KING | 105 | 11,968 | 310 | 204 | 776 | 0 | 62,659 | 0 | 0 | 7,075 | 0 | 17,524 | 25,590 | 126,211 |
| KITSAP | 31,364 | 5,065 | 0 | 327 | 443 | 0 | 26,087 | 25 | 0 | 3,894 | 0 | 258 | 9,814 | 77,277 |
| KITTITAS | 15,043 | 1,822 | 0 | 336 | 466 | 9 | 4,714 | 0 | 0 | 3,385 | 0 | 325 | 86 | 26,186 |
| KLICKITAT | 2,753 | 2,400 | 0 | 1,300 | 550 | 0 | 4,000 | 20 | 0 | 2,517 | 0 | 0 | 2,112 | 15,652 |
| LEWIS | 10,799 | 3,107 | 0 | 1,391 | 457 | 729 | 9,926 | 1,000 | 0 | 5,181 | 1,000 | 0 | 1,954 | 35,544 |
| LINCOLN | 500 | 4,140 | 170 | 666 | 616 | 0 | 1,800 | 0 | 8 | 1,199 | 0 | 0 | 148 | 9,247 |
| MASON | 2,161 | 2,100 | 0 | 423 | 420 | 0 | 8,169 | 275 | 22 | 3,879 | 2 | 0 | 894 | 18,345 |
| OKANOGAN | 5,000 | 3,226 | 0 | 1,241 | 669 | 0 | 4,300 | 10 | 0 | 1,443 | 500 | 217 | 129 | 16,735 |
| PACIFIC | 4,638 | 1,263 | 0 | 20 | 192 | 0 | 3,090 | 475 | 7 | 1,207 | 3 | 3 | 293 | 11,191 |
| PEND OREILLE | 1,000 | 1,593 | 0 | 747 | 268 | 54 | 1,650 | 0 | 1 | 106 | 591 | 0 | 405 | 6,415 |
| PIERCE | 25,839 | 10,092 | 2,360 | 353 | 1,070 | 300 | 51,205 | 174 | 35 | 3,069 | 480 | 2,452 | 20,112 | 117,541 |
| SAN JUAN | 1,442 | 977 | 0 | 881 | 139 | 2,500 | 4,200 | 1 | 4 | 754 | 0 | 0 | 68 | 10,966 |
| SKAGIT | 3,584 | 3,261 | 0 | 360 | 750 | 100 | 12,862 | 300 | 50 | 4,687 | 300 | 0 | 4,651 | 30,905 |
| SKAMANIA | 1,148 | 794 | 0 | 158 | 145 | 150 | 1,584 | 220 | 0 | 5,246 | 1 | 0 | 127 | 9,573 |
| SNOHOMISH | 3,018 | 9,032 | 0 | 0 | 627 | 107 | 56,252 | 245 | 250 | 8,925 | 0 | 3,225 | 22,207 | 103,888 |
| SPOKANE | 7,578 | 8,943 | 356 | 471 | 1,179 | 261 | 19,389 | 9 | 48 | 5,128 | 5 | 445 | 1,941 | 45,753 |
| STEVENS | 3,500 | 3,600 | 0 | 2,035 | 600 | 0 | 5,054 | 225 | 13 | 100 | 200 | 40 | 28 | 15,395 |
| THURSTON | 9,527 | 4,853 | 1,050 | 705 | 557 | 0 | 17,474 | 0 | 220 | 4,987 | 101 | 0 | 2,804 | 42,278 |
| WAHKIAKUM | 1,350 | 804 | 0 | 1,295 | 126 | 495 | 395 | 100 | 1 | 4,030 | 3 | 0 | 1,329 | 9,928 |
| WALLA WALLA | 3,200 | 2,850 | 2,400 | 988 | 664 | 0 | 4,900 | 0 | 60 | 1,040 | 0 | 0 | 324 | 16,426 |
| WHATCOM | 31,308 | 3,885 | 0 | 0 | 520 | 145 | 17,807 | 100 | 35 | 0 | 500 | 72 | 4,481 | 58,853 |
| WHITMAN | 6,600 | 4,000 | 0 | 1,004 | 500 | 0 | 2,093 | 0 | 25 | 4,347 | 0 | 71 | 16 | 18,656 |
| YAKIMA | 3,356 | 5,600 | 1,757 | 2,660 | 1,171 | 0 | 10,311 | 0 | 0 | 10,039 | 0 | 0 | 2,260 | 37,154 |
| TOTAL | 259,930 | 139,569 | 11,322 | 33,153 | 20,034 | 9,457 | 427,500 | 3,436 | 2,843 | 121,614 | 8,679 | 24,814 | 130,016 | 1,192,367 |

% OF TOTAL 21.8% 11.7% 0.9% 2.8% 1.7% 0.8% 35.9% 0.3% 0.2% 10.2% 0.7% 2.1% 10.9%

Table E

**ANTICIPATED COUNTY ROAD FUND EXPENDITURES
2014 BUDGETS**
(thousands of dollars)

| COUNTY | CONST | MAINT | ADMIN & OPER | FACIL | FERRY | REIMB | BOND WARR RETT | TRAFFIC POLICING | OTHER | TOTAL | END FUND BAL | GRAND TOTAL |
|--------------|----------------|----------------|--------------------|--------------|--------------|---------------|----------------------|---------------------|---------------|----------------|--------------------|------------------|
| ADAMS | 5,032 | 4,895 | 1,125 | 0 | 0 | 64 | 0 | 0 | 83 | 11,199 | 2,683 | 13,882 |
| ASOTIN | 2,623 | 2,327 | 622 | 0 | 0 | 0 | 0 | 0 | 0 | 5,572 | 239 | 5,811 |
| BENTON | 4,171 | 7,102 | 2,218 | 0 | 0 | 385 | 210 | 529 | 226 | 14,841 | 2,838 | 17,679 |
| CHELAN | 6,693 | 8,206 | 1,965 | 127 | 0 | 13 | 0 | 0 | 440 | 17,444 | 3,548 | 20,992 |
| CLALLAM | 7,180 | 6,243 | 2,687 | 0 | 0 | 200 | 0 | 510 | 132 | 16,952 | 12,494 | 29,446 |
| CLARK | 29,872 | 20,851 | 14,306 | 242 | 0 | 0 | 0 | 4 | 4,917 | 70,192 | 24,212 | 94,404 |
| COLUMBIA | 4,227 | 1,782 | 434 | 15 | 0 | 0 | 130 | 0 | 16 | 6,604 | 446 | 7,050 |
| COWLITZ | 5,344 | 8,439 | 2,771 | 425 | 0 | 0 | 71 | 0 | 446 | 17,496 | 5,982 | 23,478 |
| DOUGLAS | 6,285 | 6,364 | 2,319 | 110 | 0 | 72 | 561 | 0 | 579 | 16,290 | 1,133 | 17,423 |
| FERRY | 3,300 | 3,189 | 554 | 0 | 0 | 52 | 0 | 0 | 24 | 7,119 | 373 | 7,492 |
| FRANKLIN | 1,753 | 4,528 | 1,227 | 0 | 0 | 55 | 254 | 473 | 14 | 8,304 | 852 | 9,156 |
| GARFIELD | 960 | 1,698 | 264 | 0 | 0 | 0 | 0 | 0 | 253 | 3,175 | 788 | 3,963 |
| GRANT | 6,400 | 12,429 | 1,870 | 2,327 | 0 | 50 | 2 | 210 | 968 | 24,256 | 5,559 | 29,815 |
| GRAYS HARBOR | 6,311 | 8,950 | 1,800 | 0 | 0 | 150 | 0 | 0 | 0 | 17,211 | 1,098 | 18,309 |
| ISLAND | 4,937 | 7,005 | 2,744 | 0 | 0 | 252 | 0 | 725 | 1,775 | 17,438 | 0 | 17,438 |
| JEFFERSON | 6,016 | 4,504 | 1,528 | 255 | 0 | 0 | 34 | 720 | 0 | 13,057 | 2,853 | 15,910 |
| KING | 3,381 | 57,112 | 16,013 | 0 | 0 | 14,655 | 7,645 | 2,500 | 24,000 | 125,306 | 905 | 126,211 |
| KITSAP | 13,856 | 15,740 | 9,207 | 65 | 0 | 900 | 51 | 2,631 | 4,361 | 46,811 | 30,466 | 77,277 |
| KITTITAS | 7,334 | 7,578 | 1,512 | 74 | 0 | 1,224 | 0 | 0 | 500 | 18,222 | 7,964 | 26,186 |
| KLICKITAT | 8,267 | 5,425 | 850 | 55 | 0 | 20 | 0 | 0 | 122 | 14,739 | 913 | 15,652 |
| LEWIS | 9,615 | 11,973 | 4,645 | 6 | 0 | 0 | 28 | 0 | 562 | 26,829 | 8,715 | 35,544 |
| LINCOLN | 2,363 | 4,072 | 1,005 | 206 | 0 | 100 | 0 | 500 | 1 | 8,247 | 1,000 | 9,247 |
| MASON | 5,301 | 5,791 | 2,641 | 300 | 0 | 0 | 2,179 | 0 | 281 | 16,493 | 1,852 | 18,345 |
| OKANOGAN | 2,851 | 6,758 | 2,487 | 255 | 0 | 50 | 346 | 105 | 11 | 12,863 | 3,872 | 16,735 |
| PACIFIC | 2,644 | 5,131 | 584 | 0 | 0 | 34 | 0 | 393 | 0 | 8,786 | 2,405 | 11,191 |
| PEND OREILLE | 1,242 | 2,810 | 826 | 152 | 0 | 276 | 0 | 100 | 18 | 5,424 | 991 | 6,415 |
| PIERCE | 15,551 | 31,725 | 29,553 | 241 | 1,314 | 1,503 | 3,179 | 0 | 13,342 | 96,408 | 21,133 | 117,541 |
| SAN JUAN | 2,592 | 3,457 | 1,746 | 50 | 0 | 0 | 0 | 650 | 438 | 8,933 | 2,033 | 10,966 |
| SKAGIT | 8,348 | 10,368 | 4,734 | 84 | 2,205 | 75 | 0 | 1,350 | 0 | 27,164 | 3,741 | 30,905 |
| SKAMANIA | 4,561 | 2,326 | 414 | 11 | 0 | 0 | 0 | 175 | 310 | 7,797 | 1,776 | 9,573 |
| SNOHOMISH | 35,191 | 27,351 | 25,025 | 269 | 0 | 7,230 | 1,083 | 0 | 7,739 | 103,888 | 0 | 103,888 |
| SPOKANE | 9,192 | 21,160 | 6,867 | 1,000 | 0 | 0 | 770 | 75 | 486 | 39,550 | 6,203 | 45,753 |
| STEVENS | 2,817 | 7,910 | 1,107 | 426 | 0 | 35 | 0 | 0 | 0 | 12,295 | 3,100 | 15,395 |
| THURSTON | 8,002 | 15,887 | 8,661 | 33 | 0 | 0 | 0 | 0 | 1,827 | 34,410 | 7,868 | 42,278 |
| WAHKIAKUM | 7,909 | 883 | 203 | 43 | 857 | 16 | 0 | 0 | 17 | 9,928 | 0 | 9,928 |
| WALLA WALLA | 5,326 | 5,424 | 2,020 | 0 | 0 | 255 | 0 | 0 | 0 | 13,025 | 3,401 | 16,426 |
| WHATCOM | 9,182 | 13,693 | 8,520 | 10 | 136 | 322 | 0 | 807 | 1,164 | 33,834 | 25,019 | 58,853 |
| WHITMAN | 8,773 | 6,818 | 1,559 | 0 | 0 | 0 | 0 | 102 | 0 | 17,252 | 1,404 | 18,656 |
| YAKIMA | 23,829 | 8,986 | 2,904 | 0 | 0 | 0 | 961 | 0 | 0 | 36,680 | 474 | 37,154 |
| TOTAL | 299,231 | 386,890 | 171,517 | 6,781 | 4,512 | 27,988 | 17,504 | 12,559 | 65,052 | 992,034 | 200,333 | 1,192,367 |

% OF TOTAL 25.1% 32.4% 14.4% 0.6% 0.4% 2.3% 1.5% 1.1% 5.5% 83.2% 16.8%

Table F

COUNTY ROAD LEVY SUMMARY

As shown in 2014 Budgets

(thousands of dollars)

| COUNTY | Unincorp Valuation | County Road Maximum Property Tax Levy (2.25) | County Road Property Tax Revenue Planned | Operating Transfer | Payment for Services | (RCW 36.33.220) | | Revenue Remaining in Road Fund | Levy Shift from Road to Current Exp. (RCW 84.52.043) |
|---------------|-----------------------|---|---|-----------------------|----------------------------|---|---|---|--|
| | | | | | | Diversion from Road To Current Expense | County Road Property Tax Exp. for Other Purposes | | |
| | | | | | | Traffic Policing expense paid by: | | | |
| ADAMS | 1,170,989 | 2,635 | 1,545 | | | | | 1,545 | 0 |
| ASOTIN | 1,052,152 | 2,367 | 1,604 | | | | | 1,604 | 600 |
| BENTON | 3,655,651 | 8,225 | 5,941 | | | 529 | | 5,413 | 0 |
| CHELAN | 5,049,214 | 11,361 | 7,046 | 300 | | | | 6,746 | 400 |
| CLALLAM | 4,585,048 | 10,316 | 6,802 | | 500 | | | 6,302 | 0 |
| CLARK | 18,262,004 | 41,090 | 36,293 | | | 4,533 | | 31,760 | 0 |
| COLUMBIA | 501,151 | 1,128 | 1,023 | | | | Divert - Current Expense 125 | 898 | 0 |
| COWLITZ | 4,836,048 | 10,881 | 8,720 | | | | | 8,720 | 2,161 |
| DOUGLAS | 2,739,371 | 6,164 | 4,880 | | | | | 4,880 | 0 |
| FERRY | 575,701 | 1,295 | 1,295 | | | 492 | | 803 | 0 |
| FRANKLIN | 2,003,573 | 4,508 | 3,035 | | 473 | | | 2,562 | 0 |
| GARFIELD | 460,333 | 1,036 | 678 | | | | | 678 | 0 |
| GRANT | 4,035,443 | 9,080 | 8,601 | | 210 | | | 8,391 | 0 |
| GRAYS HARBOR | 2,488,555 | 5,599 | 4,978 | | 677 | | | 4,301 | 500 |
| ISLAND | 9,985,266 | 22,467 | 8,270 | | 725 | | | 7,545 | 0 |
| JEFFERSON | 3,198,455 | 7,197 | 4,129 | | | 720 | | 3,409 | 0 |
| KING | 31,876,017 | 71,721 | 71,721 | 2,854 | | | | 68,867 | 0 |
| KITSAP | 15,977,961 | 35,950 | 26,069 | | | 2,659 | | 23,410 | 0 |
| KITKITAT | 3,992,232 | 8,983 | 4,896 | | | 200 | | 4,696 | 0 |
| KLICKITAT | 2,835,957 | 6,381 | 4,197 | | | | | 4,197 | 0 |
| LEWIS | 4,936,942 | 11,108 | 11,091 | | | 1,274 | | 9,817 | 17 |
| LINCOLN | 1,079,247 | 2,428 | 1,789 | | | 500 | | 1,289 | 0 |
| MASON | 6,122,220 | 13,775 | 9,429 | | | 1,200 | | 8,229 | 0 |
| OKANOGAN | 2,973,232 | 6,690 | 3,801 | | 105 | | | 3,696 | 500 |
| PACIFIC | 1,711,997 | 3,852 | 2,995 | | 393 | | | 2,601 | 0 |
| PEND OREILLE | 1,205,371 | 2,712 | 1,652 | | 100 | | | 1,552 | 200 |
| PIERCE | 30,427,084 | 68,461 | 63,768 | 2,625 | | | Divert - Traffic and Courts 12,486 * | 48,657 | 0 |
| SAN JUAN | 5,794,094 | 13,037 | 4,280 | | | 650 | | 3,630 | 0 |
| SKAGIT | 7,182,433 | 16,160 | 11,249 | | | 1,350 | | 9,899 | 700 |
| SKAMANIA | 1,107,581 | 2,492 | 1,669 | | | 175 | | 1,494 | 0 |
| SNOHOMISH | 32,423,777 | 72,953 | 57,147 | 4,204 | | | | 52,942 | 0 |
| SPOKANE | 12,249,085 | 27,560 | 20,702 | | | 1,200 | | 19,502 | 0 |
| STEVENS | 3,020,933 | 6,797 | 5,054 | | | | | 5,054 | 299 |
| THURSTON | 12,518,263 | 28,166 | 20,662 | | | 3,250 | | 17,412 | 0 |
| WAHIAKUM | 342,529 | 771 | 328 | | | | | 328 | 200 |
| WALLA WALLA | 2,452,366 | 5,518 | 5,031 | | | | | 5,031 | 0 |
| WHATCOM | 11,846,097 | 26,654 | 18,522 | | | 807 | | 17,715 | 0 |
| WHITMAN | 1,427,954 | 3,213 | 2,252 | | 102 | | | 2,150 | 0 |
| YAKIMA | 6,205,033 | 13,961 | 10,566 | | | | | 10,566 | 3,000 |
| TOTALS | 264,307,360 | 594,692 | 463,711 | 9,983 | 3,285 | 19,539 | 12,611 | 418,293 | 8,577 |

* Increased by voter approval (RCW 84.55.050)

Table G

COUNTY ROAD MILEAGE - 1/1/14

| COUNTY | URBAN ROADS | | | RURAL ROADS | | | SYSTEM CENTERLINE TOTAL | PAVED ARTERIAL C/L MILES | PAVED ARTERIAL LANE-MILES | UNPAVED C/L MILES |
|--------------|-------------|----------|----------|-------------|-----------|-----------|-------------------------|--------------------------|---------------------------|-------------------|
| | ACCESS | ARTERIAL | TOTAL | ACCESS | ARTERIAL | TOTAL | | | | |
| ADAMS | 10.58 | 4.26 | 14.83 | 1,095.13 | 665.77 | 1,760.89 | 1,775.73 | 547.54 | 1,092.17 | 1,126.15 |
| ASOTIN | 59.69 | 20.57 | 80.26 | 167.40 | 152.33 | 319.72 | 399.98 | 100.30 | 203.25 | 233.23 |
| BENTON | 122.78 | 52.44 | 175.21 | 391.83 | 290.32 | 682.15 | 857.36 | 297.27 | 594.53 | 255.76 |
| CHELAN | 56.99 | 30.15 | 87.13 | 357.94 | 210.21 | 568.14 | 655.27 | 240.07 | 481.04 | 123.35 |
| CLALLAM | 82.21 | 16.55 | 98.76 | 271.53 | 114.65 | 386.18 | 484.94 | 131.20 | 261.62 | 2.96 |
| CLARK | 404.80 | 149.37 | 554.17 | 280.75 | 275.11 | 555.86 | 1,110.03 | 424.48 | 915.13 | 11.87 |
| COLUMBIA | 0.00 | 0.00 | 0.00 | 272.00 | 230.42 | 502.41 | 502.41 | 142.66 | 285.32 | 354.45 |
| COWLITZ | 46.32 | 23.43 | 69.75 | 259.51 | 199.63 | 459.14 | 528.89 | 223.06 | 446.17 | 6.87 |
| DOUGLAS | 61.45 | 36.95 | 98.40 | 1,131.37 | 400.31 | 1,531.68 | 1,630.08 | 295.86 | 596.70 | 1,191.44 |
| FERRY | 0.00 | 0.00 | 0.00 | 505.75 | 231.93 | 737.68 | 737.68 | 177.63 | 355.63 | 536.19 |
| FRANKLIN | 21.23 | 13.83 | 35.06 | 609.68 | 336.93 | 946.61 | 981.67 | 345.28 | 689.16 | 395.17 |
| GARFIELD | 0.00 | 0.00 | 0.00 | 234.08 | 213.03 | 447.10 | 447.10 | 123.58 | 247.15 | 317.78 |
| GRANT | 63.53 | 32.47 | 96.00 | 1,537.31 | 874.94 | 2,412.24 | 2,508.24 | 829.34 | 1,667.34 | 1,061.04 |
| GRAYS HARBOR | 35.10 | 20.87 | 55.97 | 266.11 | 242.67 | 508.77 | 564.74 | 258.24 | 516.45 | 39.79 |
| ISLAND | 96.13 | 34.28 | 130.41 | 272.33 | 179.74 | 452.08 | 582.49 | 214.02 | 429.15 | 5.07 |
| JEFFERSON | 5.14 | 0.00 | 5.14 | 254.86 | 138.48 | 393.33 | 398.47 | 130.34 | 261.30 | 73.61 |
| KING | 650.87 | 210.42 | 861.29 | 386.32 | 244.55 | 630.87 | 1,492.16 | 454.97 | 950.32 | 51.29 |
| KITSAP | 413.47 | 165.69 | 579.16 | 195.28 | 141.02 | 336.29 | 915.45 | 306.70 | 620.78 | 9.29 |
| KITTITAS | 10.03 | 13.18 | 23.20 | 243.05 | 297.00 | 540.05 | 563.25 | 306.11 | 612.95 | 65.72 |
| KLICKITAT | 0.00 | 0.00 | 0.00 | 708.66 | 375.74 | 1,084.40 | 1,084.40 | 358.98 | 718.06 | 522.52 |
| LEWIS | 36.96 | 22.75 | 59.71 | 718.28 | 266.48 | 984.75 | 1,044.46 | 285.01 | 570.59 | 44.56 |
| LINCOLN | 0.00 | 0.00 | 0.00 | 1,338.65 | 658.49 | 1,997.14 | 1,997.14 | 384.80 | 769.61 | 1,541.12 |
| MASON | 27.64 | 9.69 | 37.33 | 316.49 | 263.38 | 579.87 | 617.20 | 263.44 | 527.09 | 47.58 |
| OKANOGAN | 7.13 | 2.80 | 9.93 | 835.37 | 490.34 | 1,325.72 | 1,335.65 | 418.33 | 836.65 | 660.90 |
| PACIFIC | 0.00 | 0.00 | 0.00 | 219.26 | 130.12 | 349.37 | 349.37 | 119.85 | 240.12 | 47.98 |
| PEND OREILLE | 0.00 | 0.00 | 0.00 | 383.76 | 180.86 | 564.61 | 564.61 | 167.49 | 334.98 | 264.59 |
| PIERCE | 627.55 | 419.78 | 1,047.33 | 255.32 | 253.88 | 509.20 | 1,556.53 | 669.81 | 1,395.91 | 23.68 |
| SAN JUAN | 0.00 | 0.00 | 0.00 | 183.60 | 87.05 | 270.64 | 270.64 | 87.05 | 174.09 | 48.18 |
| SKAGIT | 71.17 | 37.13 | 108.30 | 373.66 | 319.11 | 692.77 | 801.06 | 356.24 | 713.47 | 40.25 |
| SKAMANIA | 0.00 | 0.00 | 0.00 | 149.19 | 90.45 | 239.64 | 239.64 | 90.45 | 181.32 | 28.80 |
| SNOHOMISH | 617.87 | 186.57 | 804.43 | 454.66 | 311.82 | 766.47 | 1,570.91 | 495.32 | 1,018.02 | 10.09 |
| SPOKANE | 285.93 | 125.82 | 411.75 | 1,450.87 | 664.39 | 2,115.26 | 2,527.01 | 717.05 | 1,474.30 | 1,148.16 |
| STEVENS | 0.00 | 0.00 | 0.00 | 928.38 | 560.61 | 1,488.99 | 1,488.99 | 468.41 | 936.84 | 825.55 |
| THURSTON | 348.26 | 108.89 | 457.16 | 346.90 | 231.79 | 578.69 | 1,035.85 | 340.68 | 697.59 | 23.06 |
| WAHKIAKUM | 0.00 | 0.00 | 0.00 | 57.04 | 81.82 | 138.86 | 138.86 | 78.31 | 156.62 | 13.16 |
| WALLA WALLA | 47.65 | 37.32 | 84.97 | 455.22 | 423.68 | 878.89 | 963.86 | 415.79 | 832.54 | 368.51 |
| WHATCOM | 125.34 | 69.98 | 195.32 | 456.02 | 288.41 | 744.43 | 939.75 | 358.39 | 719.70 | 31.15 |
| WHITMAN | 0.00 | 0.00 | 0.00 | 1,284.77 | 614.51 | 1,899.28 | 1,899.28 | 418.50 | 837.00 | 1,461.70 |
| YAKIMA | 121.87 | 102.29 | 224.16 | 779.81 | 642.35 | 1,422.16 | 1,646.32 | 722.75 | 1,464.01 | 544.68 |
| STATEWIDE | 4,457.68 | 1,947.45 | 6,405.13 | 20,428.09 | 12,374.25 | 32,802.34 | 39,207.46 | 12,765.28 | 25,824.68 | 13,557.20 |
| EASTERN | 868.85 | 472.06 | 1,340.91 | 14,711.00 | 8,514.12 | 23,225.12 | 24,566.03 | 7,477.73 | 15,029.25 | 12,997.99 |
| WESTERN | 3,588.83 | 1,475.39 | 5,064.22 | 5,717.09 | 3,860.12 | 9,577.21 | 14,641.43 | 5,287.55 | 10,795.44 | 559.22 |

County Road Log Data certified 1/1/2014 by the County Road Administration Board

Table H
COUNTY ARTERIAL PRESERVATION PROGRAM
2013 ACCOMPLISHMENT SUMMARY

| COUNTY | 1/1/12 Eligible Arterial System C/Line (miles) | Total CAPP ** Rec'd (\$1,000) | Total CAPP ** Expended (\$1,000) | Total Eligible Expenses (\$1,000) | CAPP** Contri- bution (%) | 2013 Arterial Prep/ Repair (\$1,000) | 2013 Arterial Sealcoat C/Line (miles) | 2013 Arterial Overlay C/Line (miles) | 2013 Total Resurf. C/Line (miles) | 2013 Percent System Resurf'd |
|--------------|---|--|---|--|------------------------------------|--|---|--|---|---------------------------------------|
| ADAMS | 544.53 | 815.0 | 815.0 | 1,318.3 | 61.8 | 191.2 | 46.5 | 0.0 | 46.5 | 8.5 |
| ASOTIN | 100.35 | 152.6 | 152.6 | 164.6 | 92.7 | 0.0 | 7.5 | 0.0 | 7.5 | 7.5 |
| BENTON | 296.09 | 444.4 | 444.4 | 444.4 | 100.0 | 0.0 | 17.6 | 0.0 | 17.6 | 5.9 |
| CHELAN | 234.27 | 352.4 | 352.4 | 1,894.9 | 18.6 | 867.0 | 18.1 | 5.8 | 24.0 | 10.2 |
| CLALLAM | 130.94 | 196.4 | 196.4 | 225.6 | 87.1 | 0.0 | 5.1 | 0.0 | 5.1 | 3.9 |
| CLARK | 427.84 | 694.4 | 694.4 | 5,672.3 | 12.2 | 873.2 | 36.6 | 9.0 | 45.5 | 10.6 |
| COLUMBIA | 141.50 | 212.3 | 261.3 * | 381.5 | 68.5 | 63.3 | 20.8 | 0.0 | 20.8 | 14.7 |
| COWLITZ | 223.51 | 335.4 | 335.4 | 1,375.1 | 24.4 | 824.4 | 21.0 | 0.0 | 21.0 | 9.4 |
| DOUGLAS | 293.55 | 444.0 | 444.0 | 1,357.5 | 32.7 | 616.2 | 24.5 | 0.0 | 24.5 | 8.3 |
| FERRY | 176.96 | 265.8 | 291.2 * | 291.5 | 99.9 | 130.4 | 40.5 | 0.0 | 40.5 | 22.9 |
| FRANKLIN | 344.78 | 517.3 | 476.9 | 476.9 | 100.0 | 35.1 | 16.5 | 0.0 | 16.5 | 4.8 |
| GARFIELD | 123.58 | 186.1 | 186.1 | 667.0 | 27.9 | 55.5 | 18.7 | 0.0 | 18.7 | 15.1 |
| GRANT | 827.13 | 1248.9 | 1248.9 | 5,385.6 | 23.2 | 625.0 | 63.1 | 15.0 | 78.1 | 9.4 |
| GRAYS HARBOR | 258.18 | 387.9 | 387.9 | 1,811.3 | 21.4 | 104.0 | 39.1 | 0.0 | 39.1 | 15.1 |
| ISLAND | 214.02 | 323.1 | 323.1 | 2,628.5 | 12.3 | 207.0 | 17.1 | 13.6 | 30.7 | 14.3 |
| JEFFERSON | 130.34 | 195.9 | 195.9 | 447.2 | 43.8 | 67.0 | 10.6 | 0.0 | 10.6 | 8.1 |
| KING | 462.51 | 730.0 | 730.0 | 3,886.5 | 18.8 | 1,968.7 | 0.0 | 10.8 | 10.8 | 2.3 |
| KITSAP | 309.66 | 471.0 | 471.0 | 1,133.3 | 41.6 | 603.5 | 0.0 | 6.6 | 6.6 | 2.1 |
| KITKITAS | 306.34 | 460.2 | 664.5 * | 793.3 | 83.8 | 107.5 | 26.6 | 4.6 | 31.2 | 10.2 |
| KLICKITAT | 352.74 | 529.4 | 529.4 | 789.3 | 67.1 | 0.0 | 27.1 | 0.0 | 27.1 | 7.7 |
| LEWIS | 287.99 | 432.7 | 432.7 | 921.8 | 46.9 | 202.3 | 13.8 | 1.7 | 15.5 | 5.4 |
| LINCOLN | 384.80 | 577.4 | 584.4 * | 836.5 | 69.9 | 276.5 | 20.7 | 0.0 | 20.7 | 5.4 |
| MASON | 263.58 | 395.7 | 316.6 | 3,541.0 | 8.9 | 585.8 | 42.4 | 10.6 | 53.1 | 20.1 |
| OKANOGAN | 405.93 | 609.3 | 609.3 | 812.0 | 75.0 | 380.6 | 23.5 | 0.0 | 23.5 | 5.8 |
| PACIFIC | 119.85 | 180.2 | 167.6 | 1,042.7 | 16.1 | 303.0 | 6.5 | 1.6 | 8.1 | 6.7 |
| PEND OREILLE | 167.49 | 251.3 | 320.7 * | 320.7 | 100.0 | 1.2 | 0.0 | 5.0 | 5.0 | 3.0 |
| PIERCE | 669.85 | 1042.6 | 1042.6 | 6,403.9 | 16.3 | 1,227.0 | 140.8 | 6.5 | 147.3 | 22.0 |
| SAN JUAN | 87.05 | 130.6 | 130.6 | 478.0 | 27.3 | 0.0 | 8.9 | 0.0 | 8.9 | 10.3 |
| SKAGIT | 355.90 | 534.8 | 534.8 | 2,407.8 | 22.2 | 0.0 | 46.4 | 3.8 | 50.2 | 14.1 |
| SKAMANIA | 85.36 | 128.4 | 0.0 | 415.7 | 0.0 | 3.4 | 0.0 | 2.1 | 2.1 | 2.4 |
| SNOHOMISH | 495.23 | 766.7 | 766.7 | 1,325.3 | 57.9 | 371.1 | 20.9 | 0.5 | 21.4 | 4.3 |
| SPOKANE | 724.84 | 1120.3 | 1120.3 | 2,536.8 | 44.2 | 315.3 | 84.4 | 0.0 | 84.4 | 11.6 |
| STEVENS | 466.67 | 700.0 | 1045.9 * | 2,742.5 | 38.1 | 181.4 | 68.0 | 0.0 | 68.0 | 14.6 |
| THURSTON | 341.09 | 522.5 | 522.5 | 857.5 | 60.9 | 429.8 | 10.6 | 0.0 | 10.6 | 3.1 |
| WAHKIAKUM | 79.03 | 118.6 | 116.5 | 110.7 | 105.3 | 27.4 | 1.3 | 0.0 | 1.3 | 1.7 |
| WALLA WALLA | 402.10 | 604.0 | 604.0 | 1,210.7 | 49.9 | 198.8 | 39.7 | 0.0 | 39.7 | 9.9 |
| WHATCOM | 357.60 | 539.1 | 539.1 | 3,398.1 | 15.9 | 1,403.4 | 43.5 | 4.0 | 47.5 | 13.3 |
| WHITMAN | 419.50 | 629.5 | 629.5 | 5,352.5 | 11.8 | 374.4 | 20.9 | 24.1 | 45.0 | 10.7 |
| YAKIMA | 728.90 | 1108.9 | 968.0 | 1,349.5 | 71.7 | 198.8 | 49.8 | 1.2 | 51.0 | 7.0 |
| TOTAL | 12,741.5 | 19,355.2 | 19,652.7 | 67,208.2 | 29.2% | 13,819.2 | 1,099.1 | 126.2 | 1,225.3 | 9.3 |
| | | | | | | | | | AVERAGE | 9.3 |

* Expended amounts higher than received are from carry forward amounts of prior years.

** Includes \$5,000,000 statewide Highway Safety Account (HSA) contribution for County Arterial Preservation.

Table I

COUNTY FREIGHT AND GOODS SYSTEM - 1/1/2014

| COUNTY | Freight and Goods System - Truck Route Class | | | | | Total FGTS | Total Adequate | % Adequate |
|--------------|--|---------------|-----------------|-----------------|-----------------|------------------|-------------------|---------------|
| | T-1 | T-2 | T-3 | T-4 | T-5 | | | |
| ADAMS | | 0.53 | 87.85 | 197.18 | 327.33 | 612.89 | 228.48 | 37.3% |
| ASOTIN | | 0.15 | 22.95 | 19.98 | | 43.08 | 37.62 | 87.3% |
| BENTON | | | 117.95 | 120.82 | 89.87 | 328.64 | 98.64 | 30.0% |
| CHELAN | | | 51.21 | 95.40 | 39.34 | 185.95 | 62.77 | 33.8% |
| CLALLAM | | | 34.40 | 98.44 | 9.99 | 142.83 | 0.00 | 0.0% |
| CLARK | 0.22 | 10.44 | 136.00 | 160.43 | | 307.09 | 254.78 | 83.0% |
| COLUMBIA | | | 10.30 | 49.13 | 146.81 | 206.24 | 11.20 | 5.4% |
| COWLITZ | | | 78.51 | 57.12 | 3.00 | 138.63 | 110.91 | 80.0% |
| DOUGLAS | | | 6.89 | 83.53 | 171.15 | 261.57 | 3.22 | 1.2% |
| FERRY | | | 108.86 | 115.71 | | 224.57 | 27.31 | 12.2% |
| FRANKLIN | | | 111.39 | 154.05 | 252.51 | 517.95 | 246.07 | 47.5% |
| GARFIELD | | | | 10.13 | 125.75 | 135.88 | 113.03 | 83.2% |
| GRANT | | 10.19 | 269.63 | 261.88 | 305.99 | 847.68 | 57.69 | 6.8% |
| GRAYS HARBOR | | | 212.66 | 7.13 | | 219.79 | 192.33 | 87.5% |
| ISLAND | | | 14.05 | 29.41 | 0.20 | 43.66 | 43.63 | 99.9% |
| JEFFERSON | | | 39.63 | 33.01 | 65.75 | 138.39 | 108.05 | 78.1% |
| KING | 5.13 | 21.38 | 253.93 | 106.41 | | 386.85 | 357.94 | 92.5% |
| KITSAP | | 2.14 | 202.46 | 102.21 | | 306.82 | 217.15 | 70.8% |
| KITTITAS | | 7.38 | 194.22 | 97.24 | 8.19 | 307.04 | 205.84 | 67.0% |
| KLICKITAT | | | 174.68 | 111.37 | | 286.05 | 7.63 | 2.7% |
| LEWIS | | | 145.98 | 209.50 | 45.97 | 401.46 | 207.27 | 51.6% |
| LINCOLN | | | 131.90 | 281.78 | 363.90 | 777.59 | 446.47 | 57.4% |
| MASON | | | 68.72 | 51.75 | 1.70 | 122.17 | 4.04 | 3.3% |
| OKANOGAN | | | 100.43 | 116.46 | 181.68 | 398.58 | 5.43 | 1.4% |
| PACIFIC | | | | 135.41 | | 135.41 | 26.89 | 19.9% |
| PEND OREILLE | | | 38.39 | 125.40 | 62.21 | 226.00 | 0.49 | 0.2% |
| PIERCE | 5.83 | 52.07 | 312.73 | 28.73 | 7.70 | 407.06 | 141.65 | 34.8% |
| SAN JUAN | | | 23.92 | 64.57 | | 88.49 | 58.36 | 65.9% |
| SKAGIT | | 0.64 | 126.83 | 112.51 | | 239.97 | 110.52 | 46.1% |
| SKAMANIA | | | 22.66 | 58.73 | | 81.38 | 80.96 | 99.5% |
| SNOHOMISH | 4.31 | 9.47 | 327.38 | 108.90 | 60.70 | 510.76 | 322.60 | 63.2% |
| SPOKANE | 5.69 | 29.16 | 450.50 | 106.90 | 109.28 | 701.53 | 398.53 | 56.8% |
| STEVENS | | | 81.29 | 175.14 | 78.86 | 335.29 | 12.82 | 3.8% |
| THURSTON | 2.93 | 9.69 | 206.75 | 77.07 | 4.13 | 300.56 | 26.35 | 8.8% |
| WAHKIAKUM | | | 12.88 | 12.39 | 8.14 | 33.41 | 21.81 | 65.3% |
| WALLA WALLA | | 2.15 | 81.66 | 289.62 | 5.39 | 378.82 | 26.42 | 7.0% |
| WHATCOM | | | 107.40 | 91.99 | 0.00 | 199.39 | 70.40 | 35.3% |
| WHITMAN | | | 2.76 | 37.97 | 248.72 | 289.45 | 36.04 | 12.5% |
| YAKIMA | | 8.45 | 384.78 | 133.90 | 65.56 | 592.69 | 586.00 | 98.9% |
| TOTAL | 24.11 | 163.84 | 4,754.51 | 4,129.29 | 2,789.82 | 11,861.57 | 4,967.32 | 41.9% |

County Road Log Data Certified 1/1/2014 by the County Road Administration Board

Table J

2013 COUNTY FORCES SUMMARY

| COUNTY | 2013 County Forces Limit | 2013 Proposed County Forces Construction Expenditure | 2013 Actual County Forces Construction Expenditure | % Expended of County Forces Limit |
|--------------|--------------------------------|--|--|---|
| ADAMS | 822,266 | 719,300 | 452,831 | 55.1% |
| ASOTIN | 808,916 | 75,000 | 0 | 0.0% |
| BENTON | 1,787,476 | 0 | 5,676 | 0.3% |
| CHELAN | 1,269,261 | 277,000 | 550,834 | 43.4% |
| CLALLAM | 1,266,643 | 582,000 | 83,584 | 6.6% |
| CLARK | 3,395,249 | 333,000 | 159,447 | 4.7% |
| COLUMBIA | 807,963 | 0 | 29,174 | 0.0% |
| COWLITZ | 1,270,730 | 10,000 | 217,778 | 17.1% |
| DOUGLAS | 1,281,089 | 504,605 | 362,413 | 28.3% |
| FERRY | 809,599 | 260,622 | 240,487 | 29.7% |
| FRANKLIN | 1,274,488 | 50,000 | 0 | 0.0% |
| GARFIELD | 807,105 | 784,000 | 1,512 | 0.2% |
| GRANT | 1,304,053 | 1,015 | 836,747 | 64.2% |
| GRAYS HARBOR | 1,270,674 | 380,000 | 293,768 | 23.1% |
| ISLAND | 1,269,189 | 18,000 | 479,047 | 37.7% |
| JEFFERSON | 1,262,176 | 207,615 | 124,287 | 9.8% |
| KING | 3,541,314 | 180,000 | 0 | 0.0% |
| KITSAP | 1,812,678 | 1,732,000 | 288,213 | 15.9% |
| KITTITAS | 1,266,739 | 150,000 | 92,657 | 7.3% |
| KLICKITAT | 814,683 | 700,000 | 410,572 | 50.4% |
| LEWIS | 1,278,995 | 1,185,000 | 993,357 | 77.7% |
| LINCOLN | 822,007 | 816,000 | 720,901 | 87.7% |
| MASON | 1,269,438 | 151,000 | 221,806 | 17.5% |
| OKANOGAN | 1,278,829 | 194,500 | 9,163 | 0.7% |
| PACIFIC | 807,566 | 807,565 | 161,681 | 20.0% |
| PEND OREILLE | 809,050 | 590,000 | 0 | 0.0% |
| PIERCE | 3,496,210 | 250,000 | 0 | 0.0% |
| SAN JUAN | 804,984 | 675,000 | 437,614 | 54.4% |
| SKAGIT | 1,278,304 | 425,000 | 242,399 | 19.0% |
| SKAMANIA | 804,763 | 0 | 0 | 0.0% |
| SNOHOMISH | 3,460,538 | 2,598,000 | 2,536,055 | 73.3% |
| SPOKANE | 3,455,423 | 0 | 239,432 | 6.9% |
| STEVENS | 1,282,178 | 0 | 0 | 0.0% |
| THURSTON | 1,809,747 | 0 | 29,679 | 1.6% |
| WAHKIAKUM | 804,647 | 333,000 | 116,470 | 14.5% |
| WALLA WALLA | 1,275,281 | 0 | 0 | 0.0% |
| WHATCOM | 1,798,017 | 510,000 | 28,099 | 1.6% |
| WHITMAN | 1,286,188 | 315,000 | 0 | 0.0% |
| YAKIMA | 1,820,200 | 110,000 | 39,253 | 2.2% |
| TOTAL | 57,784,656 | 15,924,222 | 10,404,936 | 18.0% |

A LOOK AT COUNTY ROAD CRASH DATA

Crashes on county roads account for roughly 13% of the total crashes in Washington State while accounting for just over one quarter of the annual fatalities. By comparison, crashes on city streets account for roughly 43% and on state highways 44%, while accounting for just under one quarter and one half of the annual fatalities, respectively. Most crashes, fatalities and serious injury accidents on county roads occur on rural two lane roadways. Where does this information and data come from?

RCW 46.52.060 prescribes that data from all traffic collision reports be tabulated and reported annually. The Washington State Department of Transportation's (WSDOT) Transportation Data and GIS Office (TDGO), by contract with the Washington State Patrol (WSP), is responsible for collecting, processing, analyzing and disseminating collision data pertaining to all public roadways in Washington State. Information on these collisions is stored in the Collision Location and Analysis System (CLAS). The Washington Traffic Safety Commission (WTSC) is responsible for coding and analyzing all traffic fatalities that occur in Washington State as part of the federal Fatality Analysis Reporting System (FARS).

TDGO provides information on all reported crashes on county jurisdictional roadways to the County Road Administration Board (CRAB) on a monthly basis and that information is imported into the Mobility© database for use by the counties. Also, on a monthly basis, TDGO sends collision reports (CLCF) needing specific roadlog information or jurisdiction verification to the counties and the counties are to respond to the requests via the CLAS system. In 2009 the State Legislature required by statute that counties cooperate in the processing of this collision data and directed CRAB to write rules accordingly.

Chapter 136-28 WAC **Last Update 11/9/09**
**STANDARDS OF GOOD PRACTICE – COOPERATIVE PROCEDURES FOR PROCESSING
OF COUNTY ROAD ACCIDENT REPORTS**

136-28-010

Purpose and authority.

RCW [36.78.070\(1\)](#) authorizes the county road administration board to establish standards of good practice for the administration of county roads and the efficient movement of people and goods over county roads. In order to maintain accurate information on the types and locations of collisions on county roads and implement the requirement of the National Highway Safety Act of 1966 that requires all states, in cooperation with their various local governments, to collect, compile and make reports to the National Highway Traffic Safety Administration in each state, the county road administration board has acted to coordinate the activities of the county engineers and the Washington state department of transportation. Each county engineer is to cooperate in this effort by following the procedure outlined below.

[Statutory Authority: Chapter [36.78](#) RCW.]

136-28-020

County Location Coding Form (CLCF) reporting procedure.

The Washington state department of transportation (WSDOT) collects collision reports from all law enforcement agencies and receives collision reports from individual drivers. Periodically, the WSDOT makes CLCF reports available electronically.

The engineer will analyze each report and complete the CLCF. For those collisions that the county engineer verifies did occur in his/her jurisdiction, the completed CLCF will be returned electronically to the WSDOT. However, if the engineer determines that the collision did not occur on a roadway in the county's jurisdiction, he/she shall enter that notation on the CLCF and return it electronically to the WSDOT.

136-28-030

Coding detail.

(1) The county number shall be that particular number assigned to each county by the state office of financial management for county identification purposes.

(2) The county road log number shall be that particular five-digit number, including both leading and trailing zeros if applicable, assigned to each county road according to the county's latest county road log. No local names or numbers or other nomenclature shall be used in coding the road log number.

(3) The milepost shall be determined as accurately as practicable from a comparison of information on the collision report with the latest county road log.

(4) Collisions at an intersection with a state highway will be coded by the state department of transportation.

(5) To ensure uniformity, collisions at the intersection of any two county roads shall be coded to a road in the following priority order:

(a) The road with the higher functional class;

(b) The road that is the through route;

(c) The road with the lower road number.

(6) Collisions on roads and/or at intersections with dual city-county or county-county responsibilities shall be coded in general accordance with the procedures outlined herein based on a mutual understanding between the several jurisdictions involved.

136-28-040

Action on accident reporting compliance by the county road administration board.

By December 31, 2010, at least ninety percent of the CLCFs made available to the county engineer prior to January 1, 2010, shall be completed and transmitted to WSDOT.

Beginning January 1, 2010, the county engineer shall complete and return to WSDOT at least ninety percent of all CLCFs for the current calendar year by December 31st of that year. The county road administration board will advise each county engineer of the status of the CLCF actions as of September 30th and December 31st of each year. Failure to comply may be cause for issuance of a conditional certificate of good practice by the

board as specified in WAC [136-04-060](#) on behalf of the county in which the violation occurred. The first condition of such a conditional certificate of good practice shall be that the county be required, at the next regular or special meeting of the county road administration board, to show cause why a certificate of good practice should not be denied to that county.

[Statutory Authority: Chapter [36.78](#) RCW.]

136-28-050

Determination of accident reporting compliance by the county road administration board.

At its second regular meeting of each calendar year, the county road administration board shall determine if any county is unreasonably delinquent in its statutory accident reporting for the preceding calendar year. In determining what is unreasonable, the county road administration board shall consider the following:

(1) Did the county provide prior notification of the possible accident reporting problems in writing to the county road administration board?

(2) How much greater than ten percent is the percentage of the delinquent accident reporting compared to the total county accident reporting for the same period?

(3) Are there extenuating circumstances beyond the control of the county that resulted in the delinquent accident reporting?

(4) What is the past record of the county regarding accident-reporting compliance?

[Statutory Authority: Chapter [36.78](#) RCW.]

The Standard of Good Practice, WAC 136-28 was amended in 2009, setting a performance standard of a 90% response rate by the counties for the Collision Location Coding Forms (CLCF). For 2010, the standard applied to 2006-2010, with compliance required by December 31, 2010, and then for each subsequent year, December 31st of that year. From 2010 through 2012 the counties struggled with their responsibility to timely code the CLCF's due to a 7 month backlog in the TDGO office and on-line access issues, but did manage to substantially meet the Standard of Good Practice requirement of at least 90% response rate. Late in 2012, TDGO had dealt with its backlog and initiated processes to timely post collisions for counties to respond to the CLCF's. The counties have done a good job meeting the 90% standard by December 31st of each year. Those few that don't, usually do so within a week of the deadline, thus meeting substantial compliance. The usual reason(s) for delay are collisions occurring late in December, and/or one or two missing reports out of a low number of collisions, usually in small counties, resulting in a low-percentage-reported compliance number.

2006 - 2013 CLCF Compliance

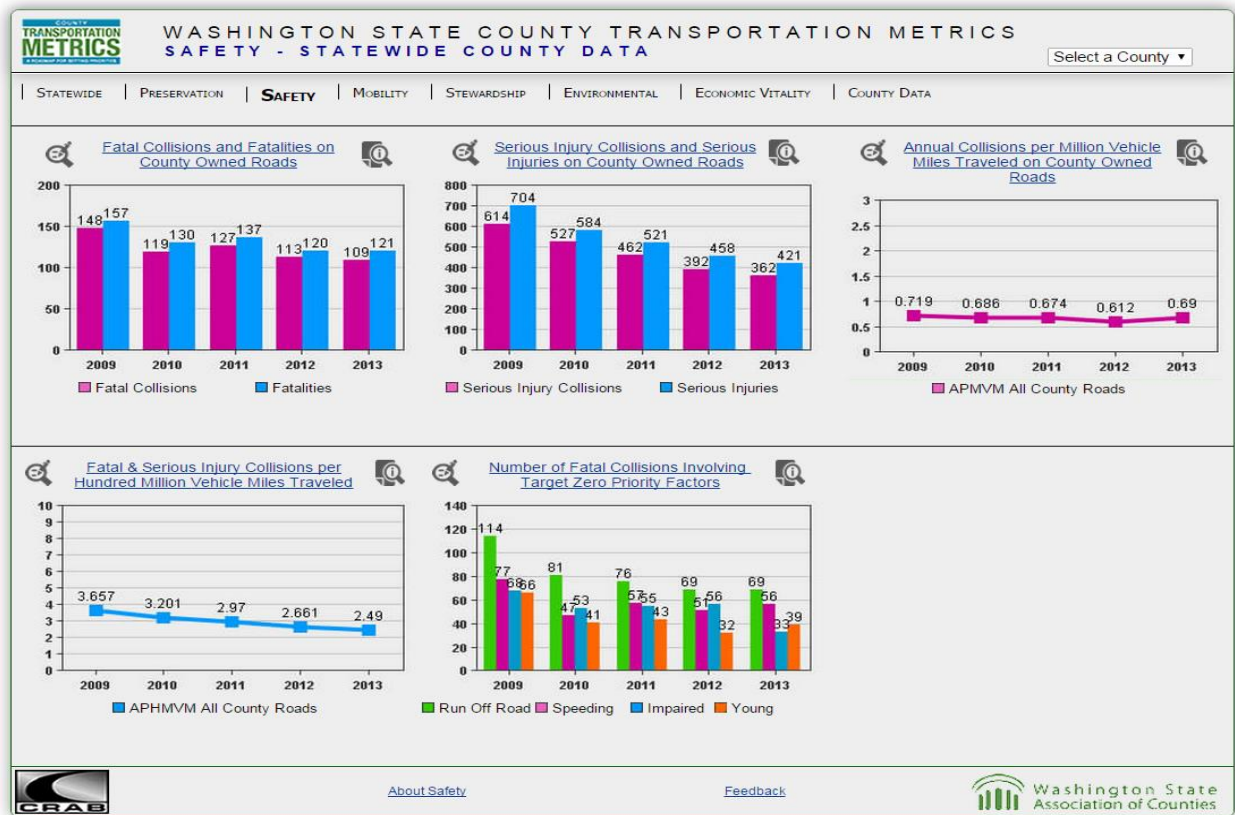
| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | | |
|--------------|------|------|------|------|------|------|------|------|--|--|
| Adams | 98% | 99% | 100% | 98% | 100% | 98% | 95% | 96% | | |
| Asotin | 80% | 100% | 100% | 100% | 100% | 100% | 100% | 99% | | |
| Benton | 82% | 98% | 93% | 82% | 85% | 93% | 93% | 96% | | |
| Chelan | 97% | 99% | 99% | 99% | 96% | 98% | 96% | 93% | | |
| Clallam | 92% | 97% | 99% | 97% | 100% | 93% | 94% | 93% | | |
| Clark | 98% | 99% | 99% | 96% | 99% | 98% | 98% | 96% | | |
| Columbia | 100% | 100% | 95% | 92% | 100% | 94% | 88% | 100% | | |
| Cowlitz | 96% | 96% | 99% | 95% | 98% | 98% | 95% | 96% | | |
| Douglas | 90% | 97% | 99% | 94% | 95% | 97% | 98% | 90% | | |
| Ferry | 97% | 97% | 94% | 95% | 91% | 100% | 89% | 87% | | |
| Franklin | 69% | 100% | 100% | 100% | 100% | 100% | 100% | 97% | | |
| Garfield | 100% | 100% | 86% | 100% | 87% | 100% | 91% | 71% | | |
| Grant | 99% | 98% | 98% | 95% | 97% | 98% | 95% | 98% | | |
| Grays Harbor | 94% | 96% | 99% | 98% | 96% | 99% | 90% | 98% | | |
| Island | 97% | 99% | 99% | 99% | 100% | 100% | 96% | 99% | | |
| Jefferson | 99% | 98% | 99% | 96% | 96% | 99% | 98% | 93% | | |
| King | 97% | 98% | 97% | 97% | 99% | 100% | 99% | 98% | | |
| Kitsap | 100% | 100% | 100% | 98% | 98% | 97% | 94% | 95% | | |
| Kittitas | 98% | 97% | 97% | 92% | 93% | 97% | 93% | 97% | | |
| Klickitat | 100% | 100% | 100% | 98% | 99% | 97% | 100% | 100% | | |
| Lewis | 100% | 100% | 100% | 99% | 100% | 100% | 100% | 100% | | |
| Lincoln | 97% | 94% | 100% | 100% | 97% | 100% | 97% | 78% | | |
| Mason | 73% | 96% | 99% | 98% | 98% | 96% | 96% | 98% | | |
| Okanogan | 99% | 100% | 100% | 99% | 97% | 99% | 100% | 99% | | |
| Pacific | 97% | 99% | 97% | 98% | 98% | 98% | 100% | 95% | | |
| Pend Oreille | 98% | 100% | 99% | 95% | 98% | 98% | 98% | 95% | | |
| Pierce | 93% | 98% | 99% | 99% | 95% | 97% | 94% | 96% | | |
| San Juan | 95% | 96% | 100% | 99% | 99% | 97% | 95% | 96% | | |
| Skagit | 100% | 99% | 99% | 97% | 98% | 99% | 97% | 98% | | |
| Skamania | 88% | 95% | 93% | 98% | 96% | 96% | 94% | 97% | | |
| Snohomish | 96% | 98% | 99% | 97% | 96% | 97% | 99% | 99% | | |
| Spokane | 96% | 98% | 99% | 96% | 96% | 98% | 94% | 96% | | |
| Stevens | 83% | 98% | 99% | 100% | 100% | 99% | 100% | 99% | | |
| Thurston | 99% | 98% | 97% | 95% | 94% | 100% | 94% | 96% | | |
| Wahkiakum | 91% | 100% | 100% | 100% | 100% | 100% | 100% | 100% | | |
| Walla Walla | 96% | 97% | 98% | 97% | 96% | 97% | 95% | 96% | | |
| Whatcom | 100% | 100% | 100% | 100% | 99% | 96% | 100% | 99% | | |
| Whitman | 99% | 100% | 100% | 97% | 99% | 96% | 97% | 98% | | |
| Yakima | 71% | 99% | 100% | 98% | 96% | 98% | 94% | 98% | | |

Denotes non-compliance with 90% requirement at Dec. 31st.

All counties were compliant after notice by Jan. 15th.

Standard of Good Practice WAC 136-28

CRAB hosts and manages the “Washington State County Transportation Performance Metrics” dashboard on our website. On this dashboard one can find a panel on Safety with several graphs depicting county crash data. On each panel the trend is downward, “Toward Zero Deaths”. This is in no small part due to the hard work and dedication of county road department staff, and statewide education and enforcement efforts.



CRAB received a grant in September 2014 from the Washington Traffic Safety Commission (WTSC) to develop additional data elements and analysis tools in the CRAB Mobility© application based on the FHWA Systemic Safety Project Selection Tool and safety management best practices. We are excited to be able to provide this additional functionality for counties to allow them to be both proactive and reactive when developing potential safety programs and projects. CRAB has solicited a user/stakeholder work group from the counties, WSDOT, and local FHWA to participate in this endeavor. The volunteers from the counties represent large and small, urban and rural, and east and west side counties. Several counties had sent staff to the WSDOT Local Programs Local Technical Assistance Program (LTAP) course on “FHWA Systemic Safety Project Select Tool (SSPST) Workshop” early in 2014. CRAB and the user/stakeholder work group are in the process of identifying needed additional data elements not already available in Mobility©, and CRAB is on schedule to begin training county staff on the use of the new tool in September 2015.

Project Schedule:

| | | |
|---|-----------|------|
| Form user/stakeholder work group | October | 2014 |
| Identify additional needed data elements | December | 2014 |
| Recruit and hire project programmer | December | 2014 |
| Develop methodology for collecting additional data elements | April | 2015 |
| Create decision tree for target crash types & risk factors | June | 2015 |
| Develop software decision tool in Mobility© | September | 2015 |
| Develop training plan for counties on use of new tool | September | 2015 |

Article contributors: Derek Pohle, PE; Bob Moorhead, PE; Walt Olsen, PE; Kathy O'Shea and Eric Hagenlock

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