

WASHINGTON STATE
COUNTY ROAD ADMINISTRATION BOARD

ANNUAL REPORT

2022



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WASHINGTON STATE COUNTY ROAD ADMINISTRATION BOARD

2404 Chandler Court SW, Suite 240
Olympia, WA 98504-0913
360.753.5989 | crab.wa.gov

The Honorable Marko Lias
Washington State Senator
Chair, Senate Transportation Committee

The Honorable Jake Fey
Washington State Representative
Chair, House Transportation Committee

January 1, 2023

Dear Senator Lias and Representative Fey:

The Washington State County Road Administration Board remains steadfast in their commitment to achieving your legislative mandates to provide statutory oversight of the state's thirty-nine county road departments and, in so doing, to provide to you the assurance that these counties' operations remain accountable in their stewardship of public assets and public trust.

In accordance with the requirement of RCW 36.78.070, the County Road Administration Board presents to the legislature this report of the activities of the agency for the year 2022. Our staff continues to promote the integration of engineering, information technology, and grants administration among the counties of the state. We believe this report will accurately indicate to you, and to the people of the State of Washington, the effectiveness of that effort.

Respectfully submitted,



Commissioner Rob Coffman
Chair



Jane Wall
Executive Director

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FROM OUR DIRECTOR

2022 came in like a racehorse and never slowed down.

We began the year by undertaking a months-long strategic planning process, culminating in the adoption of a plan in April. The plan will serve as our guide as we move through the next several years. The new plan updates our mission: to ensure the success and accountability of all of Washington's county road departments. We adopted a vision, which is to be a recognized national leader in trusted, effective, visionary transportation administration. And we reflected on our values, integrating and highlighting our prioritization of collaboration, service, leadership, integrity, accountability, diversity and inclusion into all that we do.

Our mission, vision, and values will serve as the roadmap for our agency as we carry out our work. As a "living document," the plan will allow the flexibility to change as our customer and agency needs do. As an agency, we are committed to revisiting the plan often to assess whether we need to adapt to changing conditions.

And conditions certainly do change.

As we entered 2022, all assumptions were for a quiet legislative session. A supplemental year, it was expected that legislators would make small tweaks to the biennial budget and then adjourn to begin preparing for the upcoming campaign season. Instead, lawmakers passed the largest transportation revenue package in Washington State history, investing heavily in carbon reduction strategies, large infrastructure projects, state preservation and maintenance, and state fish passage barrier removal projects. Investments in county preservation and maintenance was minimal. The County Road Administration Board is extremely grateful for the \$80 million, sixteen year appropriation we received into the County Arterial Preservation Program but it falls short of the significant demand in this and other programs. We look forward to future conversations and revenue packages where local government preservation and maintenance is made a higher priority.

In addition to the unexpected revenue package, the dynamic and unpredictable labor, supply-chain, and economic landscape created great challenges for our county road departments. As many of our counties struggled with labor shortages, sky-high inflation, and supply-chain issues, the 2022 construction season presented significant challenges. But counties and CRAB are resilient and met these challenges head on.

2023 will likely bring new opportunities, and challenges, and the County Road Administration Board will be here to continue to provide the support and leadership our state and counties have come to rely on.



JANE WALL
EXECUTIVE DIRECTOR

OUR PURPOSE

The Washington State County Road Administration Board (CRAB) provides accountability through standards of good practice, fair administration of funding programs, and engineering and technology assistance to the 39 Washington State County Road Departments in accordance with RCW 36.78.070.

OUR MISSION

Ensure the success and accountability of all Washington County Road Departments.

OUR VISION

Recognized national leader in trusted, effective, visionary transportation administration.

OUR HISTORY

CRAB was **created by the Legislature in 1965 to provide statutory oversight of Washington's thirty-nine county road departments.** The agency receives funding from a portion of the counties' Motor Vehicle Fuel Tax (MVFT) withheld for state supervision, and from a small portion of the grant programs under CRAB's administration.

The responsibility to distribute the counties' portion of the Motor Vehicle Fuel Tax (MVFT) was transferred to CRAB in 1985. At that time, the agency also became the custodian of the county road log, a database of almost 40,000 miles of roads and 3,300 bridges. The formula for the distribution of fuel tax revenues is updated biennially to reflect statewide changes in population, costs, and mileage.

WHO WE ARE

OUR BOARD

		Term Ends
Chair	Rob Coffman, Lincoln County Commissioner	2025
Vice-Chair	Lisa Janicki, Skagit County Commissioner	2024
2nd Vice Chair	Grant Morgan, P.E., Columbia County Engineer	2023
	Al French, Spokane County Commissioner	2023
	Carolina Meija, Thurston County Commissioner	2024
	Brad Peck, Franklin County Commissioner	2025
	Lindsey Pollock, Lewis County Commissioner	2023
	Doug McCormick, P.E., Snohomish County Engineer	2024
	Eric Pierson, P.E., Chelan County Engineer	2025

OUR STAFF

Executive Director	Jane Wall
Administration	Jason Bergquist, Executive Assistant Toni Cox, Administrative Assistant
Communications	Jacque Netzer, Communications Director
Engineering Services	Drew Woods, P.E., Deputy Director Derek Pohle, P.E., Support, Training and Compliance Manager Steve Johnson, P.E., Grant Programs Manager Mike Clark, C.E.T., Road Systems Inventory Manager Brian Bailey, Design System & UAS Programs Manager
Information Services	Eric Hagenlock, Acting IT Director Scott Campbell, IT Systems Security Specialist Angela Rice, Systems Administrator Cameron Cole, GIS Manager Liana Roberson, GIS Specialist Donna Quach, Software Engineer James Rea, Software Engineer

ENGINEERING SERVICES

The primary responsibility of the Engineering Services Division is the creation, maintenance, and updating of summary reports, guidance materials, model documents, and the provision of training to county legislative authorities, county engineers, and their staffs. Our engineering staff, most of whom hold professional engineer licenses, are directly responsible for the following functions:

- The **administration of three grant programs** (RAP, CAPP and CFCIP) **and one revolving loan program** (ELP)
- The **maintenance of the master county road log** as well as the computations and updates to the **distribution of the counties' share of the motor vehicle fuel tax**
- The management of reports and other information necessary for recommendations related to the **Annual Certificate of Good Practice** for each county
- The **guidance and research** on statutory and regulatory issues affecting county road and public works departments
- The comprehensive and **in-depth training** of county commissioners, councilmembers, county engineers, and their staffs
- The assistance in **representation of county engineers interests** on a variety of state-level committees and task forces
- The **design and traffic engineering assistance** to counties, as requested, including consultant selection assistance
- The **liaison services** on behalf of county engineers with various state agencies, especially the State Auditor's Office and Local Programs division of WSDOT



DREW WOODS, P.E.
DEPUTY DIRECTOR

Ensuring compliance by Washington's county road departments with all applicable state and federal laws and regulations is one of our core functions. At our April meeting, the Board approved the issuance of Certificates of Good Practice to all thirty-nine counties. **Only through the tremendous work performed by the counties, strong ethic to do right with the public's trust and funds, and desire to always improve how the public is served by the county road system can this accomplishment be achieved.**

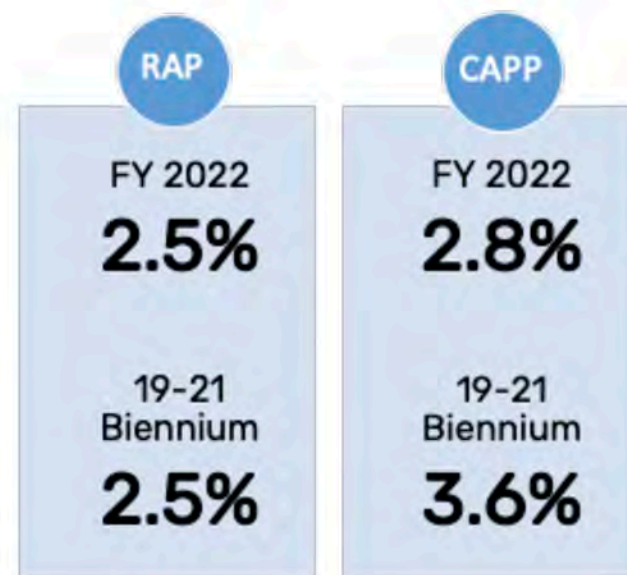
I would like to thank the county engineers, their tremendous teams, and our staff for their hard work ensuring that all thirty-nine counties receive their certificates of good practice and continue to receive motor vehicle fuel tax, county arterial preservation, and rural arterial program funds.

INNOVATION WITH GIS-MO

In July, our board was able to certify the 2021 master county road log. This was the first road log update using the new GIS-Mo system. **GIS-Mo is a GIS based system for road asset inventory and management – a first of its kind system in the US.** It is a simple statement to type, but an incredibly complex system to put in place. Through the herculean efforts of several key staff, what was hard to imagine being done a few years ago was successfully implemented. The project continues as new features are added and bugs are fixed. However, GIS-Mo is proving to be a successful replacement for the aging Mobility system.

MOVE AHEAD WASHINGTON AND EFFICIENT PROGRAM ADMINISTRATION

In 2022, the Legislature appropriated \$10,000,000 in the current biennium of Move Ahead Washington funds for county road preservation needs. I am proud to say that **within 30 days of the funds being available to CRAB, we had distributed the funds to the counties for immediate use.** By April 1st of 2023, the counties will report to CRAB how those funds were used. CRAB will be able to report this use to the Legislature continuing our goal of low cost, effective, and transparent grant management.



CRAB has historically been able to manage its grant programs with **low administrative and overhead costs. Historically, this rate has been around 2% for the rural arterial program and 3% for the county arterial preservation program.** This is accomplished by highly professional and efficient staff at CRAB and being able to leverage the exceptional skills, knowledge, and professional standing of the county engineer offices in all 39 counties. Over the life of the RAP program from 1984 to today the administration rate is 2.1%.

COUNTY TRAINING ON THE ROAD

As COVID restrictions were lifted, **CRAB engineering staff were able to get out and visit the counties, provide additional in-person training, review proposed projects for grant funding, and attend various statewide and national meetings and conferences.** In August we were able to do a tour of the southeast corner of the state. This was in conjunction with awarding the Program Manager of the Year award in Garfield county – more on that later. Additional visits were made to almost every county throughout the year either through project reviews, one-on-one specialized training, or general peer interaction to discuss and collaborate on the issues the counties are facing.

IN-DEPTH COUNTY ENGINEER TRAINING

We also provided office of the county engineer training sessions in February, May and December. **This three-day class helps educate county engineers and other county road and public works staff on the intricacies of the duties and responsibilities of the office of the county engineer.** Attendance was great and the conversations lively. One of the key parts of this training is the peer-to-peer interaction. We do not offer this training online for that reason. It was great to see so many county engineers along with county road managers and supervisors get together to learn, absorb, and share experiences to make the training a success. We also provided an abridged version of this training in Benton county for staff from Benton, Franklin, Walla Walla, and Yakima counties.

A one-day version of the training specific to the interaction of maintenance staff and the office of the county engineer was also provided in Whatcom county at their request. We always welcome requests from the counties to provide training in their counties.

ACKNOWLEDGMENTS

In June of 2022, the **Washington State Association of County Engineers held their annual conference at Winthrop in Okanogan county.** It was great to see so many county road professionals and be able to network and assist them with various questions, issues, and input on how to improve county road administration throughout the state.

At the conference, we had the honor of recognizing several county staff for their dedication and service to their county:

COUNTY ENGINEER OF THE YEAR

Eric Pierson, P.E.
Chelan County

Awarded for his recognized leadership of his department, breadth and depth of his engineering knowledge, quality of work, effective team building and engagement in his community. The award was given to Eric at the WSACE Annual Conference in June.

PROGRAM MANAGER OF THE YEAR

Ron Weeks, P.L.S.
Garfield County

Awarded for his work as a one-man engineering department performing project design, construction management, county surveyor duties, GIS manager, and right-of-way manager. The award was given to Ron at the Garfield County BOCC meeting on August 8th.

PROJECT MANAGER OF THE YEAR

Steve Bricker
Thurston County

Awarded for the Mullen Road project. This \$13.0M project included new water and sanitary sewer (City of Lacey), turn lanes, bike/pedestrian facilities, lighting, stormwater treatment, and a roundabout. The award was given to Steve at the Thurston County BOCC meeting on July 12th.

A huge thank you to the engineering services staff and everyone at CRAB for the exceptional work you do!

COUNTY FERRY CAPITAL IMPROVEMENT PROGRAM (CFCIP)

The **CFCIP** is a grant program to assist the four ferry counties (Whatcom, Skagit, Pierce, and Wahkiakum) with the cost of vessel replacement, landside facilities improvements, and eligible heavy equipment maintenance needs. CRAB continued funding for Pierce County and Skagit County's vessel replacements in 2022. At the CRAB Board's July meeting, the Board recommended that Whatcom County's request for assistance to replace the Lummi Island ferry and various landside improvements be submitted for appropriation by the Legislature in the 2023 session.

County	2022 Payments	Proposed 2023 Payments	Final Reimbursement
Pierce County	\$176,450	\$176,450	FY 2026
Skagit County	\$375,000	\$375,000	FY 2039
Whatcom County		\$500,000	FY 2044

At the October Board meeting, the Board approved changes to WAC 136-400 regarding the administration of the CFCIP. The approved changes limit each county vessel to being replaced through the CFCIP only once and that new vessels needed for system expansion are not eligible for CFCIP funding.



October 2022 CRAB Project Tour in Whatcom and Skagit Counties

EMERGENCY LOAN PROGRAM (ELP)

The **ELP** is a revolving loan program to assist county road departments with the cost of response to disasters. Many counties, particularly smaller counties, struggle with cash flow issues resulting from responding to a natural disaster and the time it takes to receive reimbursement from state and federal agencies. Often this can take months, if not years. All counties with a population less than 800,000 are eligible. There were no new loans issued in 2022.

In March 2022, Franklin county repaid the loan it received in 2020. In April 2022, the Board approved Columbia county's request of a time extension to repay one of its 2020 loans from April 2022 to April 2024. The time extension was needed due to delays receiving reimbursement from FEMA.



Touring the Lummi Island Ferry in Whatcom County

COUNTY ARTERIAL PRESERVATION PROGRAM (CAPP)

Our two primary grant programs, CAPP and RAP, utilized a combined \$41.3 million to make significant improvements to the strength, survivability, and safety of county arterial roads in 2021. These CRAB-managed programs improved freight haul and overall access to agricultural markets serving local economies.

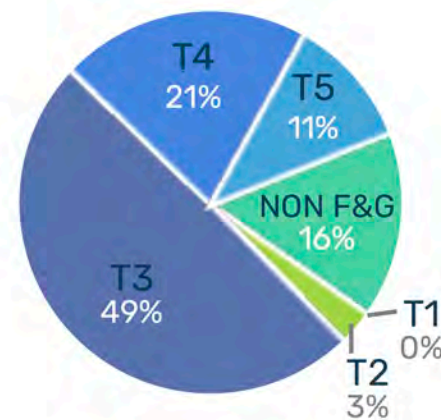
The two programs complement each other with their unique focus on different road deficiencies.

COUNTY ARTERIAL PRESERVATION PROGRAM (CAPP)

The funds that were given to Washington State Counties to address their pavement preservation needs in 2021 originated from several sources: the direct monthly deposit of fuel tax receipts into the County Arterial Preservation Account (CAPA) itself; direct transfer into the CAPA from the Transportation Partnership account (TPA) every July; and direct transfer into the CAPA from the Motor Vehicle Account (MVA) each quarter, with additional recovery fund transfers as they became available.

The total expended in 2021 by counties from these funding sources was \$23.8 million. Adding county funds, the total expended on pavement preservation was \$67.3 million. **The pavement preservation work accomplished by counties in 2021 with the assistance of the state funds greatly reduced the need for high cost maintenance and repairs in the future.**

CAPP PROGRAM - \$23.8 MILLION
Spent on Freight and Goods in 2021



Freight and Goods Routes
Tonnage Designations

- T-1: > 10 million tons/year
- T-2: 4 million to 10 million tons/year
- T-3: 300,000 to 4 million tons/year
- T-4: 100,000 to 300,000 tons/year
- T-5: at least 20,000 tons in 60 days and <100,000 tons/year

RURAL ARTERIAL PROGRAM (RAP)

When county rural roads endure the heightened impacts of growth and freight haul, they often also experience a safety crisis due to deficient geometry, width, structural and alignment deficiencies which cannot be addressed through a resurfacing project. Fortunately, **the RAP program was created in 1983 to address these additional deficiencies.** The counties used \$17,499,318 of these funds in 2021 to fix these conditions, increasing haul and traffic capabilities, and improving safety.

RAP BIENNIUM CYCLE



RAP PROGRAM EXPENDITURES

BY COUNTY AND LEGISLATIVE DISTRICT IN 2021

COUNTY	LEG DIST	RATA \$'S RECEIVED	COUNTY	LEG DIST	RATA \$'S RECEIVED
Adams	9	379,899	Lewis	20	360,132
Asotin	9	234,443	Lincoln	7	-
Benton	8	30,893	Lincoln	13	214,105
Benton	16	-	Mason	36	155,032
Chelan	12	2,045,450	Okanogan	7	1,147,411
Clallam	24	591,983	Okanogan	12	134,901
Clark	18	16,390	Pacific	19	1,718
Clark	20	70,119	Pend Oreille	7	187,387
Columbia	16	62,636	Pierce	2	10,563
Cowlitz	19	-	Pierce	26	-
Cowlitz	20	20,632	Pierce	31	58,273
Douglas	12	50,948	San Juan	28	30,528
Ferry	7	328,888	Skagit	10	963,857
Franklin	9	257,340	Skagit	39	-
Franklin	16	1,544,088	Skagit	40	960,966
Garfield	9	146,150	Skamania	14	-
Grant	13	750,000	Snohomish	39	1,346,942
Grays Harbor	19	293,423	Spokane	4	184,532
Grays Harbor	24	11,772	Spokane	7	11,516
Island	10	-	Stevens	7	10,652
Jefferson	24	26,319	Thurston	2	88,467
King	5	242,950	Thurston	35	-
King	31	11,978	Wahkiakum	19	232,426
King	45	18,829	Walla Walla	16	26,885
Kitsap	35	927,815	Whatcom	42	191,031
Kittitas	13	2,599,822	Whitman	9	470,418
Klickitat	14	-	Yakima	15	48,812
					17,499,318

HISTORY OF RATA FUNDS PER COUNTY

FROM 1984 THROUGH 2021

REGION	COUNTY	TOTAL RATA APPROVED	TOTAL RATA SPENT	% SPENT	MILES BUILT
NE	Adams	25,689,384	\$ 20,515,777	80%	105
NE	Chelan	32,587,900	\$ 27,946,597	86%	60
NE	Douglas	28,668,485	\$ 26,922,254	94%	62
NE	Ferry	29,008,330	\$ 17,611,731	61%	73
NE	Grant	35,992,068	\$ 29,884,948	83%	184
NE	Lincoln	32,846,620	\$ 27,309,960	83%	126
NE	Okanogan	27,295,082	\$ 19,856,063	73%	61
NE	Pend Oreille	17,669,478	\$ 15,926,113	90%	82
NE	Spokane	40,064,441	\$ 33,881,012	85%	55
NE	Stevens	31,798,485	\$ 26,634,390	84%	118
NE	Whitman	34,670,512	\$ 24,874,618	72%	104
NE REGION TOTALS		\$ 336,290,785	\$ 271,363,462		1,031
NW	Clallam	11,778,076	10,738,877	91%	17
NW	Island	15,351,700	12,647,983	82%	22
NW	Jefferson	8,161,140	6,864,566	84%	16
NW	Kitsap	15,426,520	12,469,208	81%	30
NW	San Juan	10,882,508	8,529,824	78%	20
NW	Skagit	12,632,654	9,339,805	74%	22
NW	Whatcom	15,332,182	14,582,205	95%	40
NW REGION TOTALS		\$ 89,564,780	\$ 75,172,468		166
PS	King	18,734,725	15,443,764	82%	27
PS	Pierce	18,475,266	16,046,068	87%	33
PS	Snohomish	16,663,691	14,706,924	88%	21
PS REGION TOTALS		\$ 53,873,682	\$ 46,196,756		81
SE	Asotin	13,344,511	11,237,176	84%	27
SE	Benton	21,076,053	18,617,776	88%	56
SE	Columbia	18,412,671	13,185,559	72%	44
SE	Franklin	15,953,586	14,462,470	91%	43
SE	Garfield	17,392,743	14,878,296	86%	50
SE	Kittitas	19,017,355	18,267,183	96%	40
SE	Klickitat	25,416,853	19,450,036	77%	86
SE	Walla Walla	22,669,590	16,073,727	71%	37
SE	Yakima	29,887,791	22,101,555	74%	51
SE REGION TOTALS		\$ 183,171,153	\$ 148,273,778		434
SW	Clark	14,913,718	12,563,989	84%	18
SW	Cowlitz	16,253,163	12,899,182	79%	28
SW	Grays Harbor	16,674,835	14,535,274	87%	20
SW	Lewis	13,340,905	12,062,844	90%	28
SW	Mason	14,648,425	12,331,594	84%	39
SW	Pacific	13,562,865	10,405,267	77%	55
SW	Skamania	4,279,868	2,971,492	69%	16
SW	Thurston	17,842,825	15,728,741	88%	34
SW	Wahkiakum	8,566,126	5,142,867	60%	38
SW REGION TOTALS		\$ 120,082,730	\$ 98,641,249		276
STATEWIDE TOTAL		\$ 782,983,130	\$ 639,647,713	82%	1,987



GRANT PROGRAMS

PROJECT HIGHLIGHTS

- A** DELAMETER ROAD, COWLITZ COUNTY
- B** FLOWERY TRAIL, PEND OREILLE COUNTY
- C** STATLER BRIDGE, OKANOGAN COUNTY
- D** GOULD CITY MAYVIEW ROAD, GARFIELD COUNTY
- E** LIND-HATTON ROAD, ADAMS COUNTY
- F** BIRCH BAY LYNDEN ROAD, WHATCOM COUNTY
- G** MISSION CREEK ROAD, CHELAN COUNTY
- H** VANTAGE HIGHWAY, KITTITAS COUNTY
- I** ROCKLYN ROAD, LINCOLN COUNTY
- J** COYAN BRIDGE #200-9.93, FRANKLIN COUNTY
- K** LAIRD ROAD, CLALLAM COUNTY
- L** CRANE ORCHARD ROAD, DOUGLAS COUNTY

A DELAMETER ROAD COWLITZ COUNTY

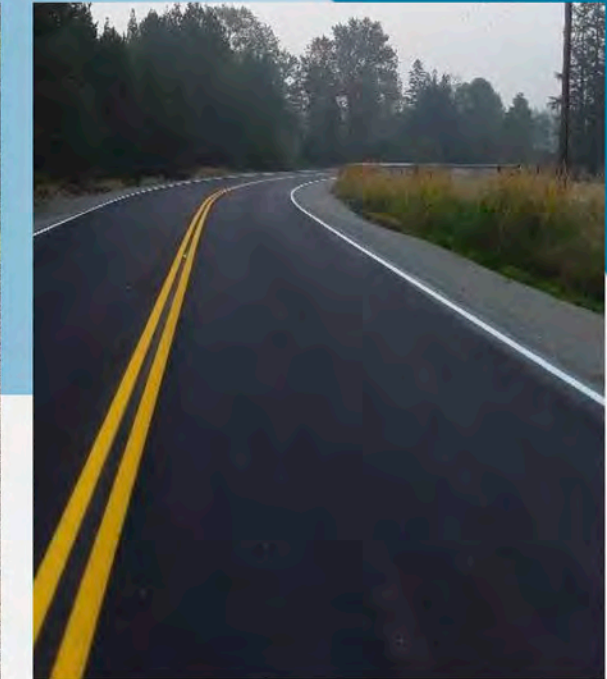
Delameter Road is the main collector connecting the Coal Creek, Eufaula Heights, and West Longview communities with the City of Castle Rock. The route is used for timber hauling, rock hauling, and farm-to-market purposes. Delameter Road provides access for recreational users into adjacent timberlands.

The road was narrow with poor sight distance at several vertical curves. There were also substandard culverts that impeded drainage and fish passage.

The project improved vertical alignment to meet sight distance requirements, replaced two fish passage culverts, and widened the roadway to provide better safety.

Total Cost: \$ 6,663,689
 RATA Funds: \$ 993,553
 Fed Funds: \$ 1,747,477
 Local Funds: \$ 3,922,659

Contractor: C&R Tractor and Landscaping, Inc



B FLOWERY TRAIL PEND OREILLE COUNTY

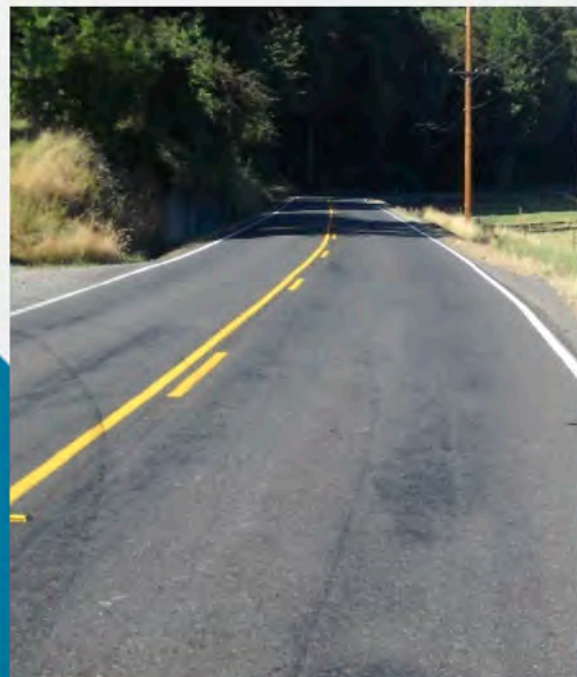
Flowery Trail is a major throughfare that connects Pend Oreille County to Stevens County. It is a direct route from Usk to Chewelah. 49 Degrees North, a popular ski resort, is located off of Flowery Trail.

The pavement was in poor condition with numerous patches, and there were several roadside hazards such as non-standard guardrail terminal ends, non-beveled culvert ends, and side slope areas that were of concern.

2.44 miles of the pavement was replaced with full depth reclamation, cement treated base, and hot mix asphalt. All roadside hazards were corrected, including relocating a utility pole.

Total Cost: \$2,178,051
 RATA Funds: \$ 816,432
 Fed Funds: \$ 1,098,390
 Local Funds: \$ 263,229

Contractor: Wm. Winkler Co.



C STATLER BRIDGE OKANOGAN COUNTY

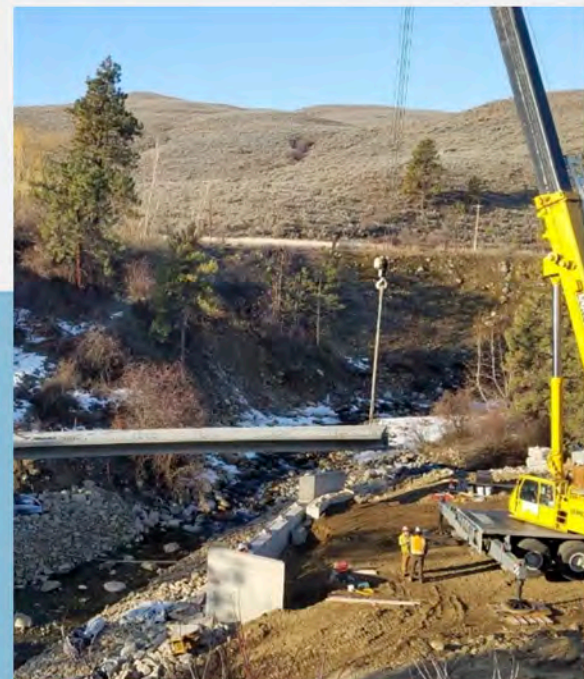
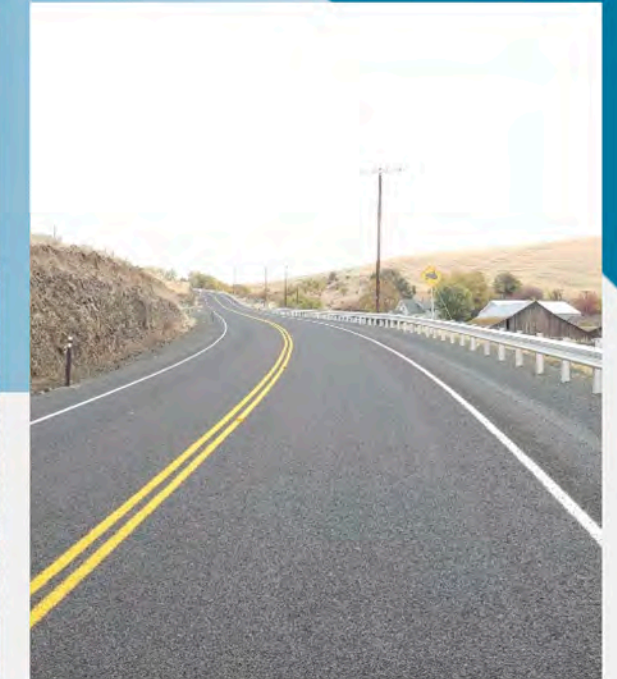
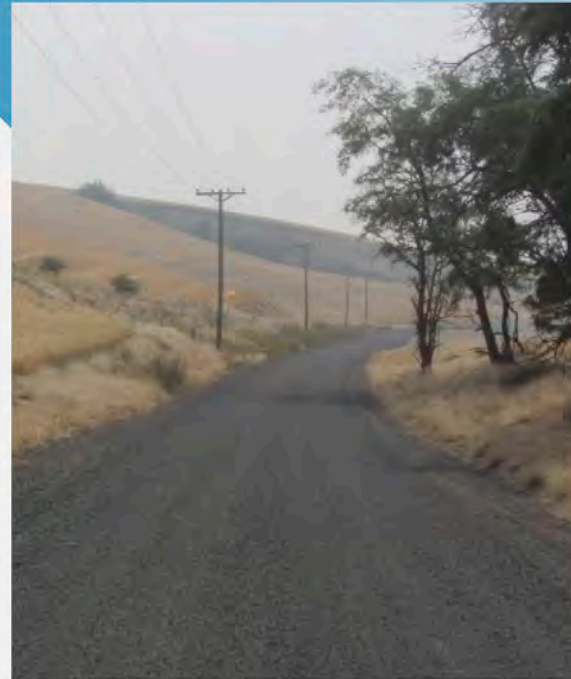
Salmon Creek Road connects a large rural area with services, jobs, and schools in Okanogan.

The Statler Bridge footing was significantly undermined during high spring runoff in 2018, resulting in immediate closure of the bridge, and subsequent opening with a 15 ton weight limit until the structure was replaced.

The new structure was constructed in place of the old rubble foundation short span bridge, allowing a wider stream opening.

Total Cost: \$ 1,284,811
 RATA Funds: \$ 1,156,357
 Local Funds: \$ 128,454

Contractor: N & N Excavation LLC



D GOULD CITY MAYVIEW ROAD GARFIELD COUNTY

This project was a continuation of improvements along Gould City Mayview Road. The road was gravel, and used extensively during the dryer periods for farm to market, and access to Lower Granite Dam and the Snake River.

Improvements included horizontal and vertical alignment corrections, drainage, bituminous surface treatment, ballast, grading, signing, guardrail, and hazard elimination. The road was widened from 18' total width to 28' width, including shoulders.

This was the completion of the planned four phases of roadway improvements linking the town of Pomeroy and points west including the Port of Garfield, US 12, and SR 127 to the Lower Granite Dam area.

Total Cost: \$ 2,527,946
 RATA Funds: \$ 1,572,800
 Fed Funds: \$ 900,000
 Local Funds: \$ 55,146

Contractor: Scarsella Bros. Inc.
 (earthwork, drainage, subgrade, crushed surfacing)

County Forces
 (BST surfacing)

E LIND-HATTON ROAD ADAMS COUNTY

The Lind-Hatton Road is a major collector linking the residents, businesses, and railroad wheat elevator in and around the City of Lind to the Beatrice area, Othello, and SR 26. This section of the road is narrow, with distressed pavement, presenting difficulties for trucking.

The project included widening the roadbed to 30 feet width, mitigating roadside hazards, modifying side slopes, shoulder widening, adding guardrail where necessary, and surfacing the entire roadway with a BST wearing course.

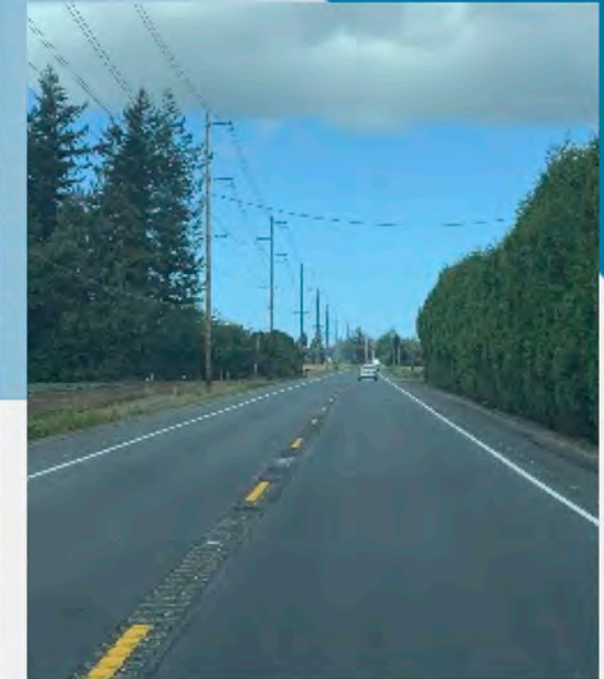
Project Cost: \$604,740

RATA Funds: \$ 361,800

Local Funds: \$ 242,940

Contractor: HLT Construction, Inc.
(widening, drainage, surfacing, guardrail)

County Forces
(BST surfacing)



F BIRCH BAY LINDEN ROAD WHATCOM COUNTY

Birch Bay Lynden Road between Rathbone Road and Berthusen Road (City of Lynden urban area boundary) is a high volume rural major collector with multiple traffic accident occurrences.

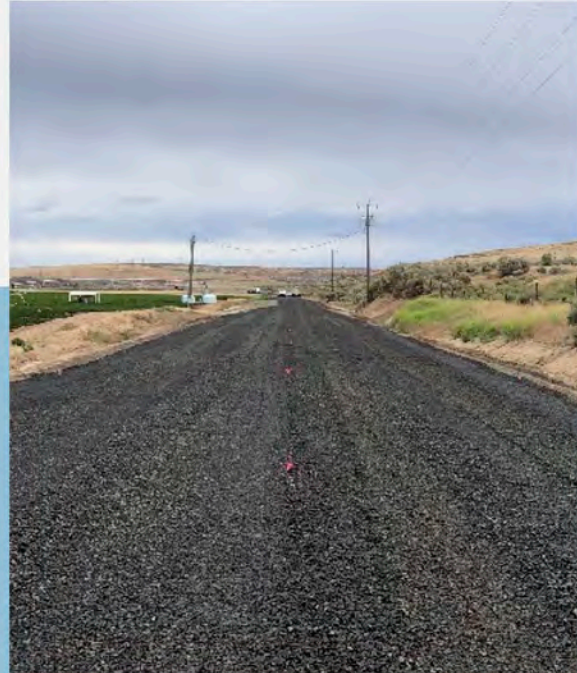
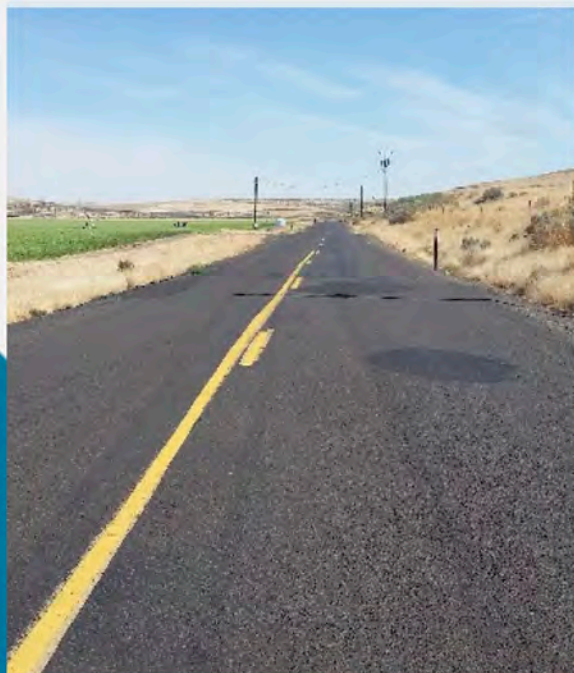
The road surface was cracked and rutted, with areas of ravelling. The project completely rehabilitated the pavement section and included enhanced signing, rumble strips, and other safety improvements.

Total Cost: \$ 926,028

RATA Funds: \$ 675,000

Local Funds: \$ 251,028

Contractor: Granite Construction Co.



G MISSION CREEK ROAD CHELAN COUNTY

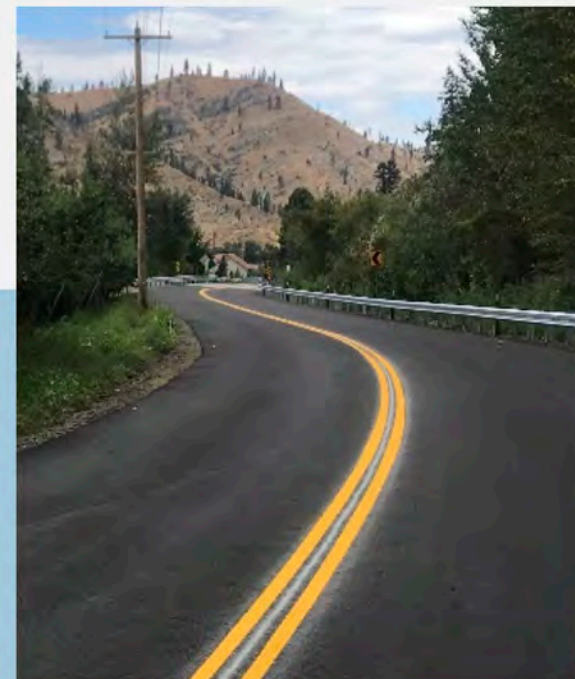
Mission Creek Road is a rural minor collector serving both residential and agricultural access to Cashmere as well as recreation access to public lands and trails at the end of Mission Creek Road.

The pavement surface and roadway base were deteriorating. Ditches were filled with sediment, needing to be reshaped to allow flow to adjacent culverts. Guardrail terminals did not meet current standard.

Construction included full depth reclamation and new paving. Guardrail and signs were updated to new standards, and adjacent ditches were reshaped to allow adequate drainage.

Total Cost: \$1,452,769
 RATA Funds: \$ 750,000
 Local Funds: \$ 702,769

Contractor: Selland Construction Inc.



H VANTAGE HIGHWAY KITTITAS COUNTY

Vantage Highway provides a regionally significant east-west connection from Vantage to Ellensburg, providing access to I-90, recreation, agricultural areas, and wind and solar facilities.

This section of Vantage Highway was showing distress in the form of transverse and longitudinal cracking along the majority of the road. There were also patches and alligator cracking.

The improvements included pavement repair and asphalt overlay, as well as upgrading or replacing existing guardrail.

Total Cost: \$3,825,903
 RATA Funds: \$ 2,635,000
 Fed Funds: \$ 1,089,345
 Local Funds: \$ 101,558

Contractor: Interstate Concrete & Asphalt Co
 (dba American Rock Products)

I ROCKLYN ROAD LINCOLN COUNTY

Rocklyn Road is a farm to market route and preferred shipping route from local grain warehouses to grain terminals on the Columbia River. This route is used for both inbound and outbound truck shipments of farm commodities and supplies.

The road surface was deteriorating rapidly, with major signs of age. It had broken shoulders, longitudinal and transverse cracking, alligator cracking, and potholing. This section has been repeatedly patched.

The subgrade was widened and the side slopes were flattened. Drainage facilities were extended or newly installed. The road base was reconstructed and surfaced with BST. Guardrail was placed where necessary, and permanent signage and guideposts were installed.

Total Cost: \$ 1,167,370
 RATA Funds: \$ 1,050,605
 Local Funds: \$ 116,765

Contractor: County Forces (subgrade and drainage)
 Ground Up Road Construction Inc. (asphalt grinding)
 County Forces (crushed and asphalt surfacing)



J COYAN BRIDGE #200-9.93 FRANKLIN COUNTY

The Coyan bridge #200-9.93 was an 84 ft three-span timber structure constructed in 1955 to span the Columbia Irrigation District's Potholes East Canal. The bridge allows direct access from Scooteny Road to SR-17.

Rotting stringers were detected in the timber structure in 2004. In 2017, the county constructed a temporary bracing at the west abutment bearing due to major rotting in the girder and continuing rot in the adjacent stringers.

Federal funds were secured to replace the structure, with additional funding from RATA. The new single span concrete bridge is 32' wide, allowing agricultural implements to cross the canal safely. The existing roadway was also raised on both sides of the bridge to improve sight distance and safety.

Total Cost: \$ 1,455,251
 Fed Funds: \$ 998,183
 RATA Funds: \$ 222,700
 Local Funds: \$ 234,368

Contractor: Apollo Inc

K LAIRD ROAD CLALLAM COUNTY

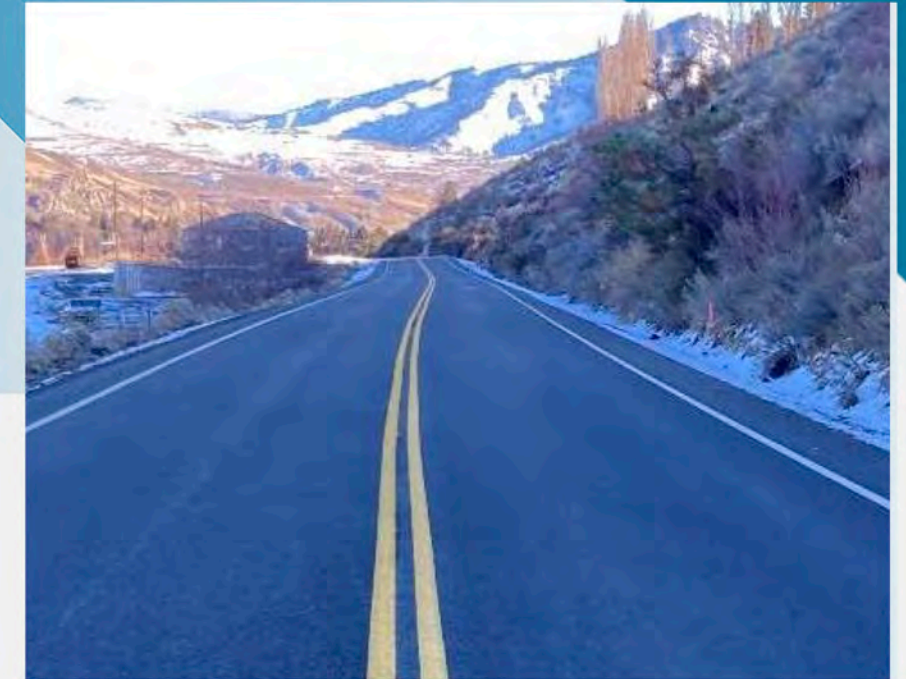
Laird Road is a major north-south route between US 101 and Edgwood Drive, serving the western portion of Port Angeles and surrounding area.

The pavement surface was degrading due to heavy use.

The project provided pavement repair, HMA overlay, and new pavement markings.

Total Cost: \$721,287
RATA Funds: \$495,000
Local Funds: \$226,287

Contractor: Lakeside Industries, Inc



L CRANE ORCHARD ROAD DOUGLAS COUNTY

Crane Orchard Road is an important farm-to-market road connecting grain and fruit producers to markets and shipping centers along the Columbia River.

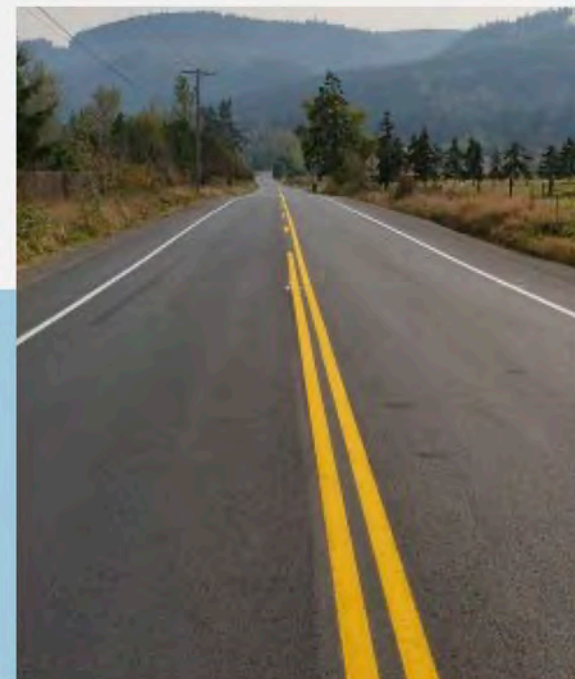
Heavy agricultural truck traffic resulted in distressed pavement throughout the length of the corridor, requiring regular high-cost maintenance efforts.

This project repaired, thickened, and preleveled the road section, and improved road geometry along the corridor.

Total Cost: \$ 1,895,518
RATA Funds: \$ 1,705,966
Local Funds: \$ 189,552

Contractor: County forces
 (site preparation, drainage, digouts, crushed surfacing)

Central Washington Asphalt, Inc.
 (asphalt overlay)





ENVIRONMENTAL JUSTICE

HEALTHY ENVIRONMENT FOR ALL (HEAL) ACT

During the 2022 Legislative session, engrossed Senate bill 5689 included a proviso inviting the County Road Administration Board to:

“Within appropriated funds, the County Road Administration Board may opt in as provided under RCW 70A.02.030 to assume all of the substantive and procedural requirements of covered agencies under chapter 70A.02 RCW. The board shall include in its 2022 annual report to the legislature a progress report on opting into the healthy environment for all act and a status report on diversity, equity, and inclusion within the board’s jurisdiction.”

We are moving forward implementing all of the substantive and procedural requirements of covered agencies under chapter 70A.02 RCW. Steps taken in 2022 on HEAL Act implementation are:

STRATEGIC PLAN	WORK GROUPS	COMMUNITY ENGAGEMENT
<p>Our board adopted an updated strategic plan on April 21, 2022 that includes a new section regarding HEAL Act implementation.</p>	<p>CRAB has joined several work groups hosted by the Department of Health for HEAL Act efforts. We are not a covered agency, but we participate as a “listen and learn” agency.</p>	<p>Currently, our efforts are focused on the adoption of a community engagement plan and a tribal consultation framework. Once the Environmental Justice Council approves guidelines for community engagement plan and tribal consultation framework development and implementation, we will be able to move forward with preparation of those two items.</p>

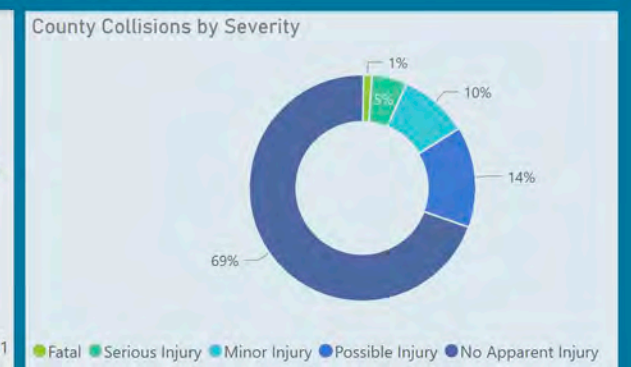
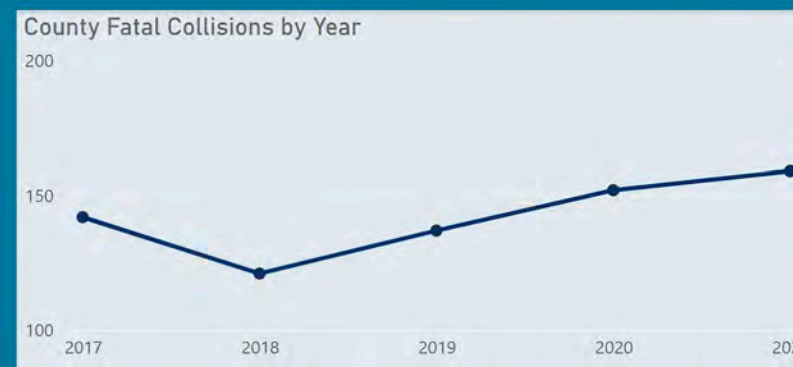


COUNTY ROAD SAFETY

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 41% and on state highways 46%, while accounting for 20% and 54% of the annual fatalities, respectively. Most crashes, fatalities and serious injury accidents on county roads occur on rural two-lane roadways.

The overall numbers of Fatal and Serious Injury crashes on county roads were on a slow decline for several years until 2019 when both started trending up again. **The four most common Target Zero factors for fatality crashes were run-off-the-road, speeding, impaired, and young, with run-off-the-road being the most prevalent, averaging 35% to 40% of those totals.**

Collisions on county roads are **TWICE** as likely to be fatal or serious compared to those occurring on state highways and city streets.



Two observations of note over the last few years are that, even though the pandemic drove down vehicle miles traveled for a couple of years (2020-2021), **the numbers of fatal and serious injury crashes continued to rise 12% between 2017 and 2021**, while the total number of all collisions continued a slow decline.

The above would suggest **the biggest impact counties can have on safety is to continue to invest in countermeasures related to rural run-off-the-road incidents**, both physical characteristics of the roadway as well as the roadside environment. More grant-related funding in this area is needed. The benefit to these countermeasures is that they typically have an outsized impact per dollar of investment as compared to other types of road improvements.

TECHNOLOGY & INNOVATION



ERIC HAGENLOCK
ACTING IT DIRECTOR

WHO IS THE INFORMATION SERVICES DIVISION?

CRAB Information Services provides the legislature, agency, counties, and the citizens of Washington State with systems and data; enhancing the ability to make quality decisions through consistent, equitable, and defensible management plans and operations.

Fifty percent of publicly traveled roads in Washington State are within county jurisdiction. Approximately \$900 million is spent annually to maintain and operate the over 78,000 lane miles of county roads. It is critical to utilize information technology to its fullest to ensure the safe and efficient movement of people and goods over county roads. CRAB was formed with the mandate to provide Standards of Good Practice pertaining to effective use of transportation-related technology (RCW 36.78.020), and the duty to develop uniform and efficient transportation-related information technology resources.

INFORMATION SERVICES STRATEGIC PLAN

With that mandate in mind, the strategic plan for Information Services is to **assist counties in developing uniform and efficient transportation-related IT resources by providing, developing, and supporting a full range of information tools and services for all aspects of transportation-related public works operation.**

This strategic goal has four primary objectives and have been a driving force behind our 2022 initiatives.

1

INNOVATION

Ensure effective use of IT tools through developing or procuring appropriate applications and software and support and training.

2

PROFESSIONAL EXCELLENCE

Maintain a high level of professionalism in the use of IT in county road departments through training and support.

3

VALUE-ADDED SERVICES

Enhance the effectiveness of county personnel in their projects and initiatives through IT consultation.

4

COLLABORATION

Promote cooperative communication, information exchange, and IT uniformity through conferences, workshops and website activities.

INNOVATION: TRANSPORTATION ASSET MANAGEMENT WITH GIS-MO

In July 2022, CRAB Information Services successfully concluded implementation of its new Transportation Asset Management System (TAMS), GIS-Mo. TAMS is a strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well-defined objectives. **GIS-Mo is a system of tools allowing the 39 Washington State Counties to perform transportation asset management, at a fraction of the cost.**

Implementing a TAMS would cost nearly \$1 million for a single county. With \$1.1 million, CRAB was able to implement GIS-Mo for **ALL 39 counties!**

The investment was made between 2018 and 2021 and **all non-payroll costs were reimbursed** through grants awarded by the Washington State Association of Counties, Washington State Association of County Engineers, and Washington State Traffic Safety Commission.

CRAB is responsible for the equitable distribution of approximately \$200 million of the State Motor Vehicle Fuel Tax annually through formula and grant programs to the 39 counties of Washington State for county road maintenance and improvements. GIS-Mo was the official system of record for the county road log portion of MVFT distribution in 2022, marking the end of GIS-Mo go-live! As the GIS-Mo platform matures we will continue to integrate into other federal, state, and local data & reporting systems. For example, **GIS-Mo is fully Model Inventory of Roadway Data Elements (MIRE) compliant, which puts Washington State in an excellent position to be compliant with the 2026 Federal Highway Administration's all public roads reporting requirement.**

GIS-Mo is just another tool in a long list of such tools provided to state and county staff to facilitate the safe and efficient movement of people and goods over county roads. For example, **CRAB GIS recently created a mobile GIS application for assessing Rural Arterial Program projects in the field.** It allows us to efficiently score projects and determine eligibility for the RAP grant program. This program funds approximately \$20 million annually to improve safety on rural county roads.

TOP PERFORMING CYBERSECURITY

Last year, the state Office of Cybersecurity was established to develop centralized services and functions across state agencies. CRAB Systems Security has been implementing all manner of threat protection platforms alongside WaTech and OCS to protect state and county data from bad actors. **Our risk score was consistently excellent and, in November, was #1 in cybersecurity in the state out of more than 150 state agencies!**

PROFESSIONAL EXCELLENCE: ONLINE TRAINING AND SUPPORT FOR COUNTIES...

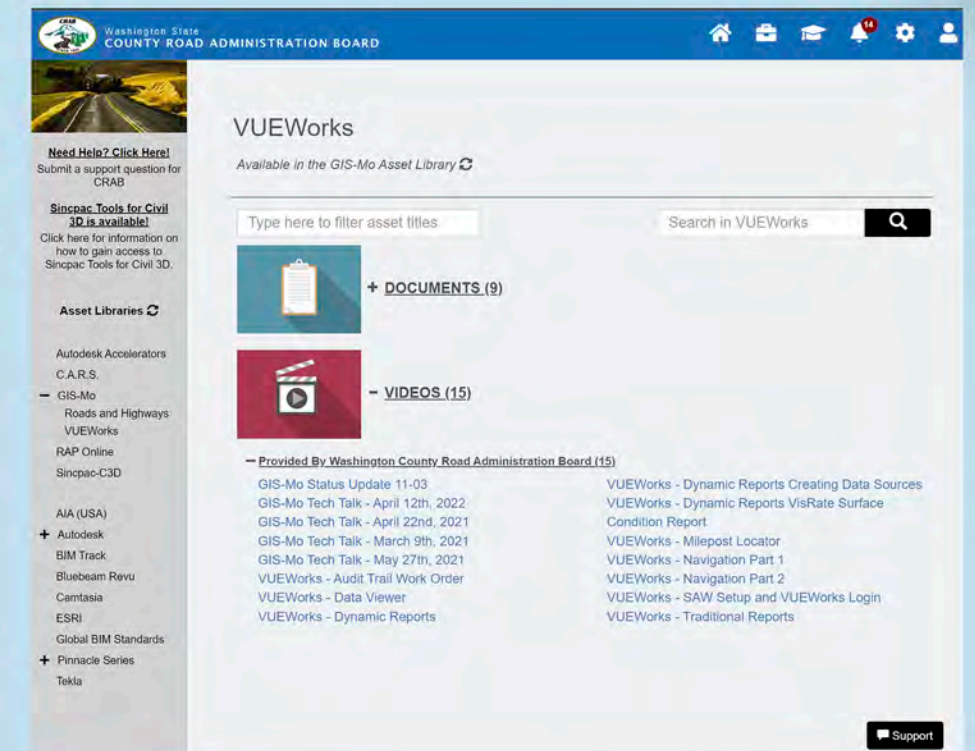
The County Road Administration Board has always focused on training and support. It has been nearly two years since our state-of-the-art Learning Management System (LMS) was launched. We continue to create learning videos, knowledge base articles, workgroups, and newsletters to support the counties of Washington State.

CRAB staff technical support goes beyond the products they produce. Recently, **CRAB GIS created multiple ESRI Learning Plans through the ESRI Online Training Academy covering a range of GIS related topics at beginner, intermediate, and advanced levels.** These Learning Plans can be easily shared with each county, as they welcome new staff and new software, such as with Jefferson, Douglas, and Okanogan counties.

... MADE EVEN EASIER!

The lynchpin to CRAB support is its **online Help Desk.** CRAB recently overhauled the Help Desk categories to ensure tickets get routed to the appropriate team member. CRAB staff also removed the barrier of a required login to create a ticket.

CRAB staff is committed to providing excellent service to counties, and all of its customers!



VALUE-ADDED SERVICES: CONSULTING FOR GIS ENVIRONMENTS

Both CRAB Engineering and Information Services provide expert consultation services.

This past year the County Road Administration Board has begun providing GIS consultation, a new service for the agency. **CRAB GIS consults on upgrades to county road GIS environments.**



*Cameron Cole,
GIS Manager,
County Road
Administration
Board*

COLLABORATION: INFORMATION EXCHANGE AT THE AMERICAN PUBLIC WORKS ASSOCIATION CONFERENCE

The County Road Administration Board is consistently participating in conferences, workshops, and any available communication channels to promote cooperative communication and IT uniformity. CRAB GIS Manager, Cameron Cole, was invited to present at the American Public Works Association's (APWA) conference.

The presentation was to show the value of our award-winning GIS-Mo Transportation Asset Management System, and how asset management practices can be applied to all levels of public work.

At the local county road level, nineteen counties formed a workgroup with CRAB staff to develop a uniform model for roadway pavement management. Those counties include Adams, Chelan, Clark, Douglas, Franklin, Island, King, Kitsap, Lincoln, Mason, Pacific, Pierce, Skagit, Spokane, Stevens, Thurston, Wahkiakum, Whatcom, Yakima.

PINNACLE LEARNING MANAGEMENT SYSTEM

CRAB recently eclipsed the 2-year anniversary of the implementation of the Pinnacle Series.

This e-learning system contains a comprehensive expert-developed content catalog, covering a wide range of AEC software and topics. It contains thousands of training videos, documents, learning paths, and other resources, enabling both long-term employee training and on-demand problem-solving. The Pinnacle Series has also allowed CRAB to develop our own content in support of the tools we provide the counties for asset management, grant applications and annual reporting.

Moving forward, CRAB has committed to support and maintain the Pinnacle Series through our budgeting process. This will assure that the counties will continue to have access to this valuable on-demand learning resource.

A screenshot of the VUEWorks Dynamic Reports interface. The top navigation bar includes the Washington State County Road Administration Board logo and a search bar. The main content area displays a report titled "Surface Condition by Date Range - 2022" with a table of data. The interface includes various toolbars and a video player at the bottom showing a paused video. The video player has a progress bar and a "Paused" label. The video title is "This video will review the process to create a VisRate Surface Condition Report by date inside of VUEWorks." The interface also features "Edit" and "Delete" buttons and a "RELATED" section with a "Support" link.



REFERENCE TABLES

- A** ACTUAL COUNTY ROAD RELATED REVENUES
- B** ACTUAL COUNTY ROAD RELATED EXPENDITURES
- C** COUNTY ROAD LEVY SUMMARY
- D** COUNTY ROAD MILEAGE
- E** COUNTY ARTERIAL PRESERVATION PROGRAM
- F** COUNTY BRIDGE DATA
- G** COUNTY FREIGHT AND GOODS SYSTEM
- H** COUNTY FORCES SUMMARY

TABLE A

2021 ACTUAL COUNTY ROAD RELATED REVENUES

Includes Rural Arterial Program (RAP) and County Arterial Preservation Program (CAPP) Expenditures
(numbers denote thousands of dollars)

COUNTY	MOTOR VEHICLE FUEL TAX					TAXES				MISC			TOTAL
	COUNTY REGULAR	TIB	RAP	CAPP	MVFT TOTAL	PROP-ERTY	TIMBER EXCISE	OTHER TAXES	TOTAL TAXES	FED GRANTS	FED LANDS	OTHER	
ADAMS	4,364	0	380	980	5,724	2,100	0	28	2,128	15,282	1	74	23,209
ASOTIN	1,582	0	234	182	1,998	1,433	8	4	1,445	352	260	71	4,126
BENTON	3,657	0	31	532	4,220	6,418	0	138	6,556	986	0	787	12,549
CHELAN	2,192	152	2,045	424	4,813	8,331	4	26	8,361	7,807	425	1,387	22,793
CLALLAM	2,015	0	592	243	2,850	7,848	288	16	8,152	228	314	3,452	14,996
CLARK	6,428	37	87	806	7,358	39,819	300	19	40,138	4,677	46	13,645	65,864
COLUMBIA	1,381	0	63	362	1,806	1,955	0	3	1,958	437	62	792	5,055
COWLITZ	2,053	0	21	398	2,472	9,846	859	122	10,827	161	46	2,091	15,597
DOUGLAS	3,533	287	51	538	4,409	7,006	0	31	7,037	499	0	2,598	14,543
FERRY	1,744	0	329	484	2,557	913	1	0	914	1,752	320	1,407	6,950
FRANKLIN	3,286	0	1,801	952	6,039	2,502	0	26	2,528	2,697	7	446	11,717
GARFIELD	1,230	0	146	227	1,603	841	0	7	848	633	32	191	3,307
GRANT	6,417	0	750	1,506	8,673	10,196	0	232	10,428	1,721	3	867	21,692
GRAYS HARBOR	2,211	0	305	465	2,981	6,551	1,157	24	7,732	97	131	9,680	20,621
ISLAND	2,209	342	0	390	2,941	9,330	0	5	9,335	53	0	7,625	19,954
JEFFERSON	1,392	0	26	235	1,653	4,015	160	11	4,186	356	321	1,193	7,709
KING	12,289	0	274	844	13,407	94,413	369	0	94,782	3,671	68	11,963	123,891
KITSAP	5,268	0	928	559	6,755	30,636	70	73	30,779	1,076	0	2,832	41,442
KITTITAS	1,635	0	2,600	551	4,786	7,317	0	5	7,322	2,459	0	1,150	15,717
KLICKITAT	2,809	0	0	661	3,470	4,977	401	22	5,400	3,308	68	170	12,416
LEWIS	3,471	25	360	515	4,371	13,024	2,830	21	15,875	3,524	711	2,401	26,882
LINCOLN	4,255	0	214	904	5,373	1,857	0	16	1,873	1,974	5	379	9,604
MASON	2,275	0	155	621	3,051	9,133	212	33	9,378	1,488	113	19,761	33,791
OKANOGAN	3,542	57	1,282	752	5,633	4,741	25	19	4,785	977	651	438	12,484
PACIFIC	2,771	0	2	1,038	3,811	5,952	917	30	6,899	359	19	1,073	12,161
PEND OREILLE	1,689	0	187	350	2,226	2,090	136	1	2,227	557	255	5,659	10,924
PIERCE	10,055	0	69	1,295	11,419	61,534	95	49	61,678	102	77	7,813	81,089
SAN JUAN	817	0	31	159	1,007	4,586	1	5	4,592	220	0	16,725	22,544
SKAGIT	2,943	0	1,925	641	5,509	14,966	429	96	15,491	1,412	172	4,258	26,842
SKAMANIA	871	0	0	517	1,388	2,046	166	3	2,215	111	0	2,986	6,700
SNOHOMISH	9,442	5,235	1,347	1,058	17,082	69,010	341	550	69,901	15,158	0	26,634	128,775
SPOKANE	8,848	129	196	1,326	10,499	30,504	0	0	30,504	10,599	7	6,951	58,560
STEVENS	3,862	0	11	842	4,715	6,373	324	4	6,701	3,152	132	467	15,167
THURSTON	5,304	2,639	88	629	8,660	19,881	215	8	20,104	1,443	556	11,312	42,075
WAHIAKUM	870	0	232	235	1,337	348	81	1	430	0	2	372	2,141
WALLA WALLA	2,750	9	27	742	3,528	6,420	3	87	6,510	2,549	1	574	13,162
WHATCOM	4,268	0	191	642	5,101	20,726	0	0	20,726	1,549	313	1,801	29,490
WHITMAN	4,230	0	470	762	5,462	4,223	0	38	4,261	0	164	655	10,542
YAKIMA	5,872	1,750	49	1,318	8,989	10,724	0	39	10,763	4	443	3,505	23,704
TOTALS	145,830	10,662	17,499	25,685	199,676	544,585	9,392	1,792	555,769	93,430	5,725	176,185	1,030,785
% OF TOTAL	14.1%	1.0%	1.7%	2.5%	19.4%	52.8%	0.9%	0.2%	53.9%	9.1%	0.6%	17.1%	

TABLE B

2021 ACTUAL COUNTY ROAD RELATED EXPENDITURES

The Information Services (IS) Division at the County Road Administration Board is a team of IT professionals dedicated to agency programs and initiatives, which protect and improve the public's investment in our transportation infrastructure.

COUNTY	CONST	MAIN	ADMIN		FERRY	BON WARR/RET'	TRAFFIC POLICING **	OTHE	TOTAL INCLUDES RAP & CAPP	RAP	CAPP	
			& OF	FACIL								
ADAMS	1,737	5,342	1,650	1,565	0	0	0	0	10,294	380	980	
ASOTIN	682	2,273	784	0	0	0	0	0	3,739	234	182	
BENTON	1,064	9,465	1,702	33	0	273	0 *	0	12,537	31	517	
CHELAN	10,830	7,846	2,801	0	0	0	50	47	21,574	2,045	424	
CLALLAM	876	6,707	3,631	32	0	1	500	0	11,747	592	243	
CLARK	19,200	19,263	16,453	0	0	2,108	0 *	0	57,024	87	806	
COLUMBIA	722	2,068	697	0	0	0	0 *	457	3,944	63	354	
COWLITZ	3,440	8,885	3,965	234	0	0	0	713	17,237	21	398	
DOUGLAS	1,301	6,781	3,685	7	0	530	3,934	0	16,238	51	538	
FERRY	2,231	2,158	317	0	0	0	0 *	11	4,717	329	295	
FRANKLIN	5,531	5,230	1,573	0	0	245	0	106	12,685	1,801	784	
GARFIELD	891	1,945	279	0	0	0	0	0	3,115	146	189	
GRANT	2,361	8,478	6,574	393	0	0	159	771	18,736	750	1,434	
GRAYS HARBOR	543	9,538	1,765	20	0	0	0	0	11,866	305	465	
ISLAND	4,131	16,554	12,121	0	0	0	0	0	32,806	0	390	
JEFFERSON	659	5,105	1,456	86	0	13	0 *	289	7,608	26	235	
KING	910	71,637	53,012	1,148	0	21,958	0	1,489	150,154	274	844	
KITSAP	12,486	14,417	13,583	60	0	48	2,900	0	43,494	928	559	
KITTITAS	5,373	7,121	2,311	0	0	0	0 *	466	15,271	2,600	551	
KLICKITAT	6,297	6,266	1,644	0	0	0	0	0	14,207	0	661	
LEWIS	3,362	16,437	3,940	15	0	0	1,550	0	25,304	360	515	
LINCOLN	1,538	6,691	1,577	0	0	253	0 *	0	10,059	214	888	
MASON	3,286	9,325	3,375	314	0	1,001	0 *	0	17,301	155	508	
OKANOGAN	3,018	7,815	2,206	50	0	244	0	0	13,333	1,282	695	
PACIFIC	529	8,865	1,559	390	0	0	677	0	12,020	2	210	
PEND OREILLE	311	3,656	1,297	67	0	0	100	0	5,431	187	350	
PIERCE	10,373	39,965	26,045	396	4,940	391	2,622	4,926	89,658	69	1,295	
SAN JUAN	4,668	4,158	1,507	10	0	655	0 *	0	10,998	31	154	
SKAGIT	10,790	12,834	3,145	0	3,121	0	0 *	650	30,540	1,925	641	
SKAMANIA	46	2,754	570	0	0	0	0	0	3,370	0	509	
SNOHOMISH	37,899	37,556	37,591	408	0	3,090	0	0	116,544	1,347	947	
SPOKANE	25,313	16,740	10,739	289	0	677	79	0	53,837	196	1,326	
STEVENS	4,792	9,364	996	0	0	0	0	221	15,373	11	842	
THURSTON	15,531	13,712	9,499	414	0	0	0 *	55	39,211	88	629	
WAHIAKUM	253	1,070	362	0	1,436	0	0	81	3,202	232	0	
WALLA WALLA	3,601	5,687	2,127	23	0	0	0	0	11,438	27	742	
WHATCOM	7,863	14,001	6,418	93	3,493	0	0 *	300	32,168	191	627	
WHITMAN	997	6,624	1,628	78	0	0	109	236	9,672	470	762	
YAKIMA	12,394	11,452	5,682	478	0	433	510	0	30,949	49	1,318	
TOTALS	227,829	445,785	250,266	6,603	12,990	31,920	13,190	10,818	999,401	17,499	23,807	
% OF TOTAL	22.8%	44.6%	25.0%	0.7%	1.3%	3.2%	1.3%	1.1%				

Construction expenditure amounts do not include State Aid and Award Federal Aid participation.
* Traffic policing funds paid from diverted road levy.
** Road fund portion only.
Source: County Reports to DOT Secretary of Transportation

TABLE C

2022 COUNTY ROAD LEVY SURVEY

As shown in 2022 budgets in thousands of dollars.

COUNTY	Unincorp Valuation Road District	County Road Highest Lawful Road Levy	Levy Shift from Road to Current Exp. (RCW 84.52.043)	County Road Property Tax Revenue Planned	Operating Transfer	Payment for Services	(RCW 36.33.220) Road Levy Diversion		Revenue Remaining in Road Fund
							Diversion from Road To Current Expense	County Road Property Tax Exp. for Other Purposes	
							Traffic Policing expense paid by:		
ADAMS	1,788,214	2,308	0	2,113					2,113
ASOTIN	1,311,790	1,888	600	1,288					1,288
BENTON	5,546,786	8,287	0	7,228				665	6,563
CHELAN	8,911,685	9,286	700	8,360	50	120			8,190
CLALLAM	7,840,676	7,947	0	7,947		500			7,447
CLARK	37,693,936	47,066	0	44,992				4,533	40,459
COLUMBIA	825,760	1,858	0	1,858			Divert - Current Expense	180	1,678
COWLITZ	8,673,300	13,220	0	13,127					13,127
DOUGLAS	5,357,621	7,394	0	7,394					7,394
FERRY	696,582	1,458	0	1,458			Divert - Current Expense	536	922
FRANKLIN	3,377,724	3,733	750	2,983					2,983
GARFIELD	461,296	897	30	867					867
GRANT	6,487,365	10,360	0	10,264	150				10,114
GRAYS HARBOR	3,963,232	6,698	0	6,570		680			5,890
ISLAND	15,692,831	9,627	0	9,551	940				8,611
JEFFERSON	4,880,174	4,828	0	4,828				670	4,158
KING	60,286,647	96,531	0	96,531	7,500				89,031
KITSAP	29,803,451	31,062	0	31,135				2,900	28,235
KITTITAS	7,521,225	7,828	0	7,828					7,828
KLICKITAT	3,245,743	5,046	0	5,046					5,046
LEWIS	8,953,027	13,947	0	13,711	1,494				12,217
LINCOLN	1,452,799	2,447	0	2,447				500	1,947
MASON	10,040,332	11,567	1,080	10,259				1,080	9,179
OKANOGAN	3,534,865	5,150	250	4,887					4,887
PACIFIC	2,776,967	3,480	500	2,980		294			2,686
PEND OREILLE	1,637,079	2,301	0	2,298		100			2,198
PIERCE	69,233,825	80,154	0	80,154			Divert - Traffic and Courts	15,694 *	64,460
SAN JUAN	9,052,430	5,028	0	5,028					5,028
SKAGIT	11,851,475	18,515	386	16,659				1,350	15,309
SKAMANIA	1,677,429	2,040	0	2,040					2,040
SNOHOMISH	73,539,131	70,590	0	70,590	4,941				65,649
SPOKANE	23,957,799	34,666	6,275	28,230					28,230
STEVENS	4,306,976	6,657	150	6,453					6,453
THURSTON	22,768,110	24,606	2,500	22,106		140		1,500	20,466
WAHIAKUM	610,742	636	100	514					514
WALLA WALLA	3,579,788	6,905	0	6,613					6,613
WHATCOM	19,416,822	23,693	0	20,828				807	20,021
WHITMAN	1,935,551	4,355	0	4,335		133			4,202
YAKIMA	9,605,954	15,959	1,200	14,759	535				14,224
TOTALS	494,297,138		14,521	586,259	15,610	1,967		14,004	538,267

* Increased by voter approval (RCW 84.55.050)

TABLE D

2021 COUNTY ROAD MILEAGE

Data as of January 1, 2022

COUNTY	RURAL ROADS - LANE MILES				URBAN ROADS - LANE MILES				SYSTEM LANE TOTAL	TOTAL ARTERIAL	TOTAL COLLECTOR	TOTAL ACCESS
	ARTERIAL	COLLECTOR	ACCESS	TOTAL	ARTERIAL	COLLECTOR	ACCESS	TOTAL				
ADAMS	0.00	1,295.77	2,144.45	3,440.22	0.01	7.44	21.51	28.96	3,469.18	0.01	1,303.21	2,165.96
ASOTIN	0.94	303.21	329.94	634.09	30.39	12.85	118.81	162.05	796.15	31.33	316.06	448.75
BENTON	0.00	579.49	786.55	1,366.04	7.94	96.59	255.18	359.72	1,725.76	7.94	676.08	1,041.73
CHELAN	44.58	375.91	697.23	1,117.72	10.78	40.95	109.37	161.10	1,278.82	55.36	416.86	806.60
CLALLAM	0.00	241.58	533.69	775.27	6.08	23.10	166.39	195.57	970.84	6.08	264.68	700.08
CLARK	29.96	515.24	548.78	1,093.98	209.03	141.74	872.32	1,223.08	2,317.06	238.99	656.98	1,421.10
COLUMBIA	0.00	458.20	542.27	1,000.47	0.00	0.00	0.00	0.00	1,000.47	0.00	458.20	542.27
COWLITZ	1.24	390.19	518.54	909.97	20.12	31.02	92.61	143.75	1,053.72	21.36	421.21	611.15
DOUGLAS	0.00	779.30	1,953.73	2,733.03	53.24	32.21	123.88	209.32	2,942.35	53.24	811.51	2,077.60
FERRY	0.00	465.02	928.83	1,393.85	0.00	0.00	0.00	0.00	1,393.85	0.00	465.02	928.83
FRANKLIN	0.00	672.00	1,214.94	1,886.94	6.82	14.06	42.42	63.30	1,950.25	6.82	686.06	1,257.37
GARFIELD	0.00	424.83	464.05	888.88	0.00	0.00	0.00	0.00	888.88	0.00	424.83	464.05
GRANT	5.19	1,732.79	3,035.07	4,773.06	31.17	38.78	125.15	195.11	4,968.17	36.37	1,771.57	3,160.22
GRAYS HARBOR	13.66	479.74	523.58	1,016.99	1.13	37.73	65.72	104.58	1,121.57	14.79	517.48	589.30
ISLAND	0.00	363.92	539.63	903.54	34.67	35.59	190.14	260.40	1,163.94	34.67	399.51	729.77
JEFFERSON	0.00	277.58	504.57	782.15	0.00	0.00	10.27	10.27	792.42	0.00	277.58	514.84
KING	81.66	402.99	763.01	1,247.66	254.49	197.16	1,263.79	1,715.44	2,963.10	336.15	600.15	2,026.80
KITSAP	27.54	252.40	383.81	663.75	208.57	134.63	809.80	1,153.00	1,816.75	236.11	387.03	1,193.61
KITTITAS	0.00	596.53	513.98	1,110.51	0.86	19.60	18.27	38.73	1,149.24	0.86	616.13	532.24
KLICKITAT	0.00	766.44	1,368.18	2,134.62	0.00	0.00	0.00	0.00	2,134.62	0.00	766.44	1,368.18
LEWIS	0.00	532.16	1,423.02	1,955.17	26.88	18.83	70.52	116.22	2,071.40	26.88	550.99	1,493.53
LINCOLN	37.92	1,277.95	2,499.01	3,814.88	0.00	0.00	0.00	0.00	3,814.88	37.92	1,277.95	2,499.01
MASON	0.00	526.69	615.87	1,142.56	7.99	17.81	54.87	80.67	1,223.23	7.99	544.49	670.74
OKANOGAN	0.00	980.47	1,676.12	2,656.59	0.00	5.60	14.26	19.87	2,676.46	0.00	986.07	1,690.39
PACIFIC	0.00	260.54	426.21	686.75	0.00	0.00	0.00	0.00	686.75	0.00	260.54	426.21
PEND OREILLE	0.00	361.71	740.42	1,102.13	0.00	0.00	0.00	0.00	1,102.13	0.00	361.71	740.42
PIERCE	127.44	374.70	496.63	998.77	589.80	349.33	1,321.08	2,260.21	3,258.98	717.24	724.03	1,817.71
SAN JUAN	0.00	177.39	359.99	537.37	0.00	0.00	0.00	0.00	537.37	0.00	177.39	359.99
SKAGIT	18.72	621.24	742.23	1,382.19	36.05	37.65	142.76	216.46	1,598.65	54.77	658.89	884.99
SKAMANIA	17.78	163.14	267.59	448.51	0.00	0.00	0.00	0.00	448.51	17.78	163.14	267.59
SNOHOMISH	108.10	552.66	902.30	1,563.06	164.18	228.34	1,255.08	1,647.60	3,210.66	272.28	781.00	2,157.38
SPOKANE	26.30	1,317.61	2,887.58	4,231.49	170.13	107.38	594.86	872.37	5,103.87	196.43	1,425.00	3,482.44
STEVENS	0.00	1,121.66	1,844.60	2,966.26	0.00	0.00	0.00	0.00	2,966.26	0.00	1,121.66	1,844.60
THURSTON	8.57	455.24	698.71	1,162.52	134.88	99.54	668.07	902.50	2,065.02	143.46	554.79	1,366.78
WAHIAKUM	0.00	163.64	112.14	275.78	0.00	0.00	0.00	0.00	275.78	0.00	163.64	112.14
WALLA WALLA	4.73	841.11	904.37	1,750.20	37.20	28.67	82.31	148.18	1,898.38	41.92	869.78	986.68
WHATCOM	0.00	576.54	909.66	1,486.20	49.94	87.36	244.81	382.11	1,868.31	49.94	663.90	1,154.47
WHITMAN	0.00	1,227.96	2,549.77	3,777.74	0.00	0.00	0.00	0.00	3,777.74	0.00	1,227.96	2,549.77
YAKIMA	8.70	1,286.03	1,546.16	2,840.89	100.99	114.84	242.79	458.62	3,299.51	109.69	1,400.87	1,788.95
STATEWIDE	563.03	24,191.56	39,897.19	64,651.78	2,193.35	1,958.81	8,977.05	13,129.21	77,780.99	2,756.38	26,150.38	48,874.24
EASTERN	128.36	16,863.99	28,627.25	45,619.60	449.54	519.10	1,746.26	2,717.33	48,336.94	577.90	17,382.97	30,376.06
WESTERN	434.67	7,327.57	11,269.94	19,032.18	1,743.80	1,439.71	7,230.79	10,411.88	29,444.05	2,178.48	8,767.40	18,498.17

County Road Log Data Certified July 20, 2022 by the County Road Administration Board

TABLE E

2021 COUNTY ARTERIAL PRESERVATION PROGRAM

Accomplishment Survey

COUNTY	1/1/20 Eligible Arterial System C/Line (miles)	Total CAPP* Available (\$1,000)	Total CAPP* Expended (\$1,000)	Total Eligible Expenses (\$1,000)	CAPP* Contribution (%)	2021 Arterial Prep/Repair (\$1,000)	2021 Arterial Sealcoat C/Line (miles)	2021 Arterial Overlay C/Line (miles)	2021 Total Resurf. C/Line (miles)	2021 Percent System Resurf'd
ADAMS	547.15	979.7	979.7	1,003.7	97.6	236.0	34.3	0.0	34.3	6.3
ASOTIN	100.23	182.1	182.1	207.9	87.6	0.0	11.9	0.0	11.9	11.9
BENTON	296.23	532.3	517.2	796.5	64.9	62.1	23.8	0.0	23.8	8.0
CHELAN	235.51	423.7	423.7	1,968.5	21.5	604.6	14.7	2.4	17.1	7.3
CLALLAM	135.38	243.2	243.2	510.8	47.6	246.5	2.5	0.0	2.5	1.8
CLARK	419.10	805.9	805.9	3,084.3	26.1	909.2	20.7	7.4	28.1	6.7
COLUMBIA	141.44	361.7	354.5	356.6	99.4	57.3	3.4	0.0	3.4	2.4
COWLITZ	221.26	397.6	397.6	1,181.7	33.6	1,005.7	5.6	0.0	5.6	2.5
DOUGLAS	296.24	538.4	538.4	1,936.5	27.8	301.0	12.6	9.3	21.9	7.4
FERRY	177.63	483.8	295.0	590.0	50.0	203.9	0.0	0.0	0.0	0.0
FRANKLIN	342.88	951.5	784.3	784.3	100.0	90.8	19.8	0.0	19.8	5.8
GARFIELD	126.18	226.7	189.1	189.1	100.0	55.0	5.3	0.0	5.3	4.2
GRANT	830.54	1505.8	1433.9	1,433.9	100.0	505.5	71.8	0.0	71.8	8.6
GRAYS HARBOR	259.05	465.4	465.4	1,285.3	36.2	682.3	22.4	0.0	22.4	8.6
ISLAND	217.60	389.5	389.5	1,200.4	32.5	128.4	10.3	2.9	13.2	6.1
JEFFERSON	130.34	234.7	234.7	503.4	46.6	18.7	9.1	0.0	9.1	7.0
KING	449.78	843.8	843.8	2,616.8	32.2	1,319.4	0.0	5.4	5.4	1.2
KITSAP	306.75	559.3	559.3	1,233.8	45.3	208.7	6.6	7.1	13.7	4.5
KITTITAS	304.56	551.4	551.4	1,273.2	43.3	345.1	35.8	0.0	35.8	11.8
KLICKITAT	368.25	660.8	660.8	1,030.4	64.1	101.5	29.9	0.0	29.9	8.1
LEWIS	286.54	515.4	515.4	781.4	66.0	118.0	28.6	0.0	28.6	10.0
LINCOLN	382.51	904.0	887.5	2,190.3	40.5	487.1	65.7	0.0	65.7	17.2
MASON	264.86	621.0	507.6	507.6	100.0	0.0	6.2	0.0	6.2	2.3
OKANOGAN	418.60	752.1	695.2	695.2	100.0	142.8	26.7	0.0	26.7	6.4
PACIFIC	119.83	1,038.4	210.4	276.5	76.1	0.0	10.3	0.0	10.3	8.6
PEND OREILLE	167.49	349.9	349.9	947.6	36.9	278.0	27.0	0.0	27.0	16.1
PIERCE	680.80	1295.0	1295.0	5,607.1	23.1	479.3	54.2	6.9	61.1	9.0
SAN JUAN	88.69	159.3	153.7	153.7	100.0	0.0	5.9	0.0	5.9	6.7
SKAGIT	356.74	641.2	641.2	1,645.4	39.0	550.8	22.0	0.9	22.9	6.4
SKAMANIA	90.45	516.9	509.1	509.1	100.0	136.0	10.5	0.0	10.5	11.6
SNOHOMISH	513.36	1058.3	946.8	5,385.5	17.6	2,207.8	24.6	27.0	51.6	10.1
SPOKANE	719.84	1325.8	1325.8	5,677.7	23.4	2,549.8	57.2	8.7	65.9	9.2
STEVENS	468.41	841.6	841.6	6,416.7	13.1	550.7	92.3	17.2	109.5	23.4
THURSTON	344.04	629.4	629.4	5,247.7	12.0	1,235.9	0.0	18.5	18.5	5.4
WAHIAKUM	78.31	235.0	0.0	131.6	0.0	0.0	0.0	0.4	0.4	0.5
WALLA WALLA	412.86	741.9	741.9	1,721.2	43.1	355.4	60.4	0.0	60.4	14.6
WHATCOM	356.28	642.3	626.9	1,738.5	36.1	81.7	26.2	2.0	28.3	7.9
WHITMAN	424.31	762.3	762.3	1,248.7	61.0	321.9	18.2	2.2	20.3	4.8
YAKIMA	725.77	1318.0	1318.0	3,198.0	41.2	508.1	23.2	5.5	28.7	4.0
TOTAL	12,805.8	25,685.4	23,807.3	67,266.2	35.4%	17,085.1	899.5	123.6	1,023.2	8.0%

* Includes statewide Motor Vehicle Account (MVA) contribution for County Arterial Preservation and carried forward CAPA and MVA amounts from prior years.

TABLE F

2022 COUNTY BRIDGE DATA

Washington State Bridge Inventory System, December 2022
Structures Greater than 20.0 Feet in Length or Culverts Greater than 20.0 Feet in Width

COUNTY	County Owned Bridges	Good Condition		Fair Condition		Poor Condition		Structurally Deficient Bridges
		#	Deck Area (sf)	#	Deck Area (sf)	#	Deck Area (sf)	
ADAMS	127	37	74,456	86	110,490	1	560	1
ASOTIN	19	11	37,557	6	138,004	2	1,320	1
BENTON	51	39	92,773	12	13,787	0	0	0
CHELAN	64	35	111,724	21	83,263	4	38,429	2
CLALLAM	34	23	110,060	8	38,813	3	4,418	3
CLARK	67	29	131,299	35	66,636	1	620	3
COLUMBIA	63	26	46,385	32	50,615	5	9,255	6
COWLITZ	66	21	86,157	33	140,554	2	13,131	5
DOUGLAS	23	9	56,496	10	15,121	3	1,924	3
FERRY	24	4	10,019	11	27,295	1	1,362	2
FRANKLIN	85	52	95,632	28	36,403	4	5,921	10
GARFIELD	37	12	14,669	20	19,828	2	2,409	2
GRANT	201	137	288,851	60	108,028	2	6,060	2
GRAYS HARBOR	184	74	274,463	61	269,992	19	45,290	18
ISLAND	0	0	0	0	0	0	0	0
JEFFERSON	35	19	68,756	16	28,578	0	0	1
KING	154	53	292,110	82	358,905	14	31,464	22
KITSAP	44	26	93,981	9	21,865	0	0	0
KITTITAS	135	50	89,591	72	152,559	11	8,808	9
KLICKITAT	63	6	10,341	55	127,060	1	1,166	1
LEWIS	215	139	289,184	70	216,311	2	5,922	1
LINCOLN	126	71	137,041	37	44,372	8	6,537	9
MASON	65	39	85,891	23	48,060	3	41,132	3
OKANOGAN	53	25	44,246	25	92,174	3	6,429	1
PACIFIC	63	39	106,517	21	67,375	3	3,280	3
PEND OREILLE	31	22	38,326	6	101,288	3	1,490	3
PIERCE	113	69	245,173	40	110,442	3	54,422	4
SAN JUAN	4	2	3,517	2	1,140	0	0	0
SKAGIT	111	22	91,964	82	263,166	3	7,956	5
SKAMANIA	25	19	58,893	6	40,947	0	0	0
SNOHOMISH	193	70	361,059	113	437,965	4	11,994	4
SPOKANE	127	60	244,392	51	138,804	13	41,814	9
STEVENS	54	17	55,724	28	46,302	9	11,303	8
THURSTON	110	62	213,532	40	132,355	0	0	0
WAHIAKUM	21	15	38,093	6	17,377	0	0	1
WALLA WALLA	115	74	222,336	23	38,329	14	21,530	20
WHATCOM	141	45	115,897	86	192,014	9	29,987	9
WHITMAN	283	136	245,987	139	186,448	1	1,708	1
YAKIMA	352	222	461,872	108	264,667	17	25,521	34
TOTAL	3,678	1,811	5,044,964	1,563	4,247,332	170	443,162	206

Bridge condition is determined by taking the lowest rating of four core elements of a bridge: 1) substructure, 2) superstructure, 3) deck and 4) culvert. The four core elements are rated on a scale of 9 (Excellent) to 0 (Out of Service, Beyond Corrective Action):

9 to 7 - Good Condition

6 to 5 - Fair Condition

4 to 0 - Poor Condition

TABLE G

2021 COUNTY FREIGHT AND GOODS SYSTEM


Data as of January 1, 2022

COUNTY	Freight and Goods System - Truck Route Class					Total	Total	%
	T-1	T-2	T-3	T-4	T-5	FGTS	Adequate	Adequate
ADAMS			151.78	223.89	289.18	664.85	270.04	40.6%
ASOTIN		0.15	26.96	19.86	17.80	64.77	55.31	85.4%
BENTON			254.72	111.13	34.97	400.82	164.31	41.0%
CHELAN			47.40	101.80	36.59	185.79	60.87	32.8%
CLALLAM			73.03	61.55	11.01	145.59	3.75	2.6%
CLARK		12.96	230.40	146.92	0.00	390.28	310.56	79.6%
COLUMBIA			10.30	48.59	147.25	206.14	11.20	5.4%
COWLITZ		0.87	63.57	67.71	3.00	135.15	116.64	86.3%
DOUGLAS			8.09	84.35	171.07	263.51	18.11	6.9%
FERRY			109.25	112.97	0.00	222.22	21.28	9.6%
FRANKLIN			111.39	153.66	252.65	517.70	290.45	56.1%
GARFIELD			0.00	11.91	130.48	142.39	119.54	84.0%
GRANT		10.19	269.07	258.06	305.10	842.42	52.85	6.3%
GRAYS HARBOR			210.91	7.12	0.00	218.03	188.94	86.7%
ISLAND			7.95	63.16	0.00	71.11	71.08	100.0%
JEFFERSON			37.42	35.23	65.75	138.40	105.51	76.2%
KING	0.45	31.88	277.39	92.69	0.00	402.41	367.70	91.4%
KITSAP	0.82	2.39	225.23	103.22	0.00	331.66	288.63	87.0%
KITTITAS		0.82	161.63	173.35	0.00	335.80	257.67	76.7%
KLICKITAT			242.72	194.35	0.00	437.07	148.82	34.0%
LEWIS		1.98	124.93	261.39	102.44	490.75	284.60	58.0%
LINCOLN			165.13	260.17	377.07	802.37	466.22	58.1%
MASON		0.20	104.44	85.84	0.00	190.48	49.16	25.8%
OKANOGAN			100.51	117.32	181.68	399.51	6.07	1.5%
PACIFIC			0.00	136.49	0.00	136.49	26.88	19.7%
PEND OREILLE			38.39	125.40	62.21	226.00	0.00	0.0%
PIERCE	5.45	51.90	316.49	29.45	7.70	410.99	382.12	93.0%
SAN JUAN			23.90	64.13	0.00	88.03	56.32	64.0%
SKAGIT		3.87	146.29	90.36	0.00	240.53	111.88	46.5%
SKAMANIA			20.91	60.31	0.00	81.22	80.80	99.5%
SNOHOMISH	1.94	10.43	323.85	106.80	60.44	503.46	311.85	61.9%
SPOKANE	5.70	15.75	463.02	106.91	109.26	700.65	392.76	56.1%
STEVENS			92.16	164.52	78.95	335.63	12.80	3.8%
THURSTON		15.56	261.90	108.82	4.13	390.40	368.18	94.3%
WAHKIACUM			17.12	39.66	5.30	62.08	45.36	73.1%
WALLA WALLA			97.68	261.86	31.16	390.69	51.45	13.2%
WHATCOM		6.36	165.25	26.73	0.00	198.34	69.68	35.1%
WHITMAN			209.08	206.31	94.98	510.37	220.89	43.3%
YAKIMA		6.38	406.08	213.39	52.19	678.04	668.10	98.5%
TOTAL	14.35	171.69	5,596.32	4,537.38	2,632.36	12,952.11	6,528.37	50.4%

TABLE H

2021 COUNTY FORCES SUMMARY

COUNTY	2021 County Forces Limit	2021 Proposed County Forces Construction Expenditure	2021 Actual County Forces Construction Expenditure	% Expended of County Forces Limit
ADAMS	823,950	60,500	54,409	6.6%
ASOTIN	808,610	165,000	0	0.0%
BENTON	1,789,809	0	44,959	2.5%
CHELAN	1,269,498	80,000	0	0.0%
CLALLAM	1,268,023	55,000	24,760	2.0%
CLARK	3,390,290	281,000	43,659	1.3%
COLUMBIA	808,250	0	0	0.0%
COWLITZ	1,268,796	240,000	230,600	18.2%
DOUGLAS	1,283,146	551,000	0	0.0%
FERRY	810,023	810,000	302,262	37.3%
FRANKLIN	1,275,213	0	0	0.0%
GARFIELD	807,386	807,000	161,850	20.0%
GRANT	1,307,393	525,000	71,339	5.5%
GRAYS HARBOR	1,270,525	680,000	0	0.0%
ISLAND	1,269,571	919,128	305,950	24.1%
JEFFERSON	1,262,449	0	1,438	0.1%
KING	3,502,441	10,000	255	0.0%
KITSAP	1,811,929	570,000	0	0.0%
KITTITAS	1,267,161	360,000	200,200	15.8%
KLICKITAT	815,130	0	0	0.0%
LEWIS	1,279,140	885,000	391,755	30.6%
LINCOLN	824,473	211,000	128,992	15.6%
MASON	1,269,484	951,300	746,307	58.8%
OKANOGAN	1,279,676	351,763	196,611	15.4%
PACIFIC	807,542	529,000	0	0.0%
PEND OREILLE	809,250	400,000	297,545	36.8%
PIERCE	3,493,568	250,000	26,013	0.7%
SAN JUAN	804,677	380,000	78,363	9.7%
SKAGIT	1,277,705	57,000	0	0.0%
SKAMANIA	805,082	0	0	0.0%
SNOHOMISH	3,455,182	1,342,000	415,578	12.0%
SPOKANE	3,442,914	65,000	595,692	17.3%
STEVENS	1,283,121	262,500	259,542	20.2%
THURSTON	1,812,269	100,000	69,578	3.8%
WAHKIACUM	804,982	60,500	9,465	1.2%
WALLA WALLA	1,275,673	35,000	0	0.0%
WHATCOM	1,801,002	1,600,000	238,926	13.3%
WHITMAN	1,288,026	290,000	296,584	23.0%
YAKIMA	1,822,609	0	0	0.0%
TOTAL	57,745,965	13,883,691	5,192,632	9.0%



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