



WASHINGTON STATE

COUNTY ROAD
ADMINISTRATION BOARD

RECON FROM THE INSIDE:

How to Get What Your County Needs from the State

Jane Wall, Executive Director

Rob Coffman, Chair

Remember
that with
PRIVILEGE
comes
RESPONSIBILITY





A Brief History

POST WWII GROWTH

WA experiences massive growth, with 3 million residents and 1.5 million registered vehicles.

TIP: You can learn more about the history of our roads and development in our [data story!](#)

1944

OUTDATED PRACTICES

Counties were using inadequate, outdated practices for planning, programming, and administration.

Road conditions and safety were not up to standard.

1948

FINANCIAL CHALLENGES

With road expenditures approaching \$100 million, a state investigation found that “insufficient funds were being used ineffectively” by counties.

1954

THE CREATION OF CRAB

The County Road Administration Board was created as a new, innovative solution to ensure the success of the county road system.

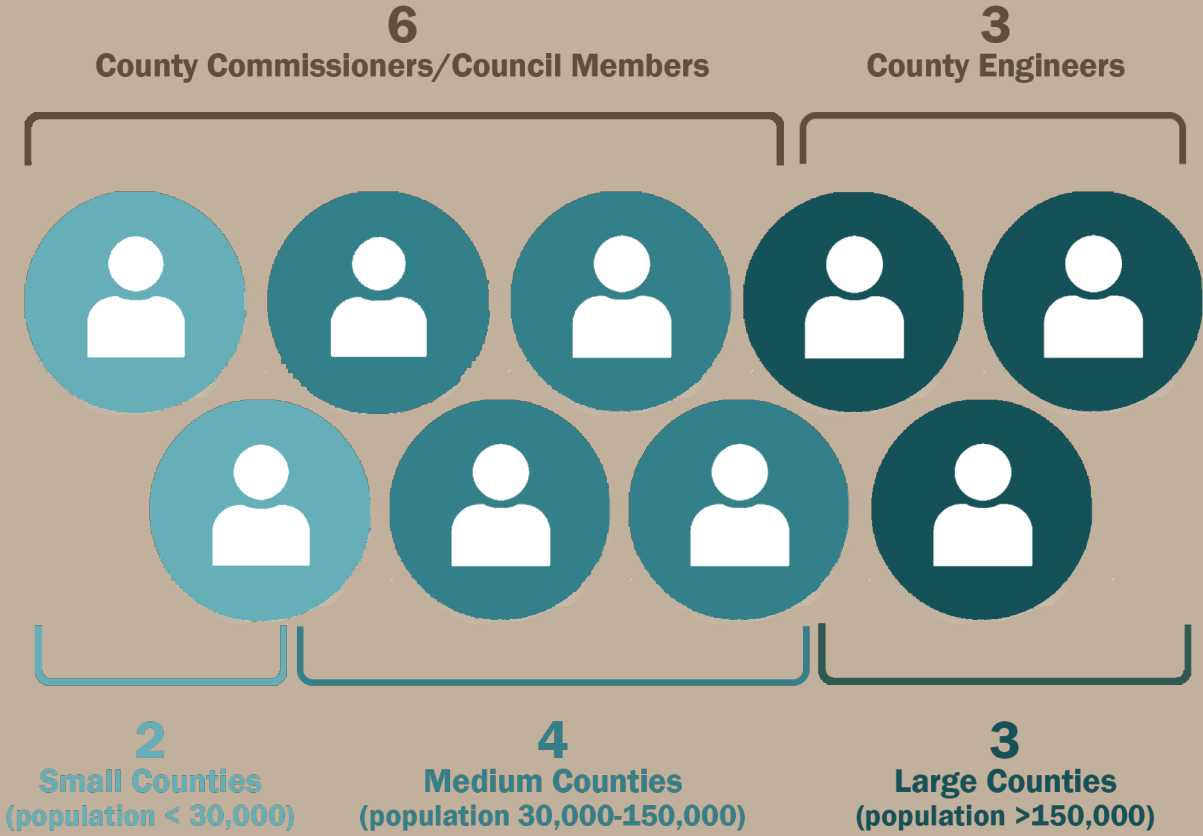
1965



What is So Different About CRAB?

CRAB is the only **STATE** agency with board-appointing authority given to **COUNTIES**.

It is a unique opportunity for counties to be essentially self-governing.





1

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*Current Board: Al French, Rob Coffman, Carolina Mejia, Grant Morgan, Lindsey Pollock, Brad Peck, Eric Pierson
Not pictured: Doug McCormick, Art Swannack*

1

What is So Different About CRAB?

Half of our deeply experienced staff have previously worked for and with counties.

The County Road Administration Board is here to be your **PARTNER.**



Cameron Cole, Angela Rice, Mike Clark, Jason Bergquist, Steve Johnson, Toni Cox, Derek Pohle, Eric Hagenlock, Jane Wall, Scott Campbell, James Rea, Liana Roberson, Brian Bailey, Donna Quach, Drew Woods and Jacque Netzer



What can you do?

Remember
that with
PRIVILEGE
comes
RESPONSIBILITY

As a Commissioner you have a duty to ensuring CRAB's success through...

- the appointment process
- advocacy during the legislative process
- utilizing programs responsibly

Help **US**,
Help **YOU**.





2

Choices are being made by counties that are a bad look.
The legislature has noticed.

- Road Fund Diversions for Non-Road Purposes
- Levy Shifts
- Under-utilized Local Funding Options (Banked Capacity)
- Under-utilized State Resources (RATA Balance)
- Regulation Complaints without Solutions
- Preservation and Maintenance Earmark Funding Model



What can you do?

Help **US**,
Help **YOU**.

Be clear with policy makers about **WHY** you make the funding decisions you do.

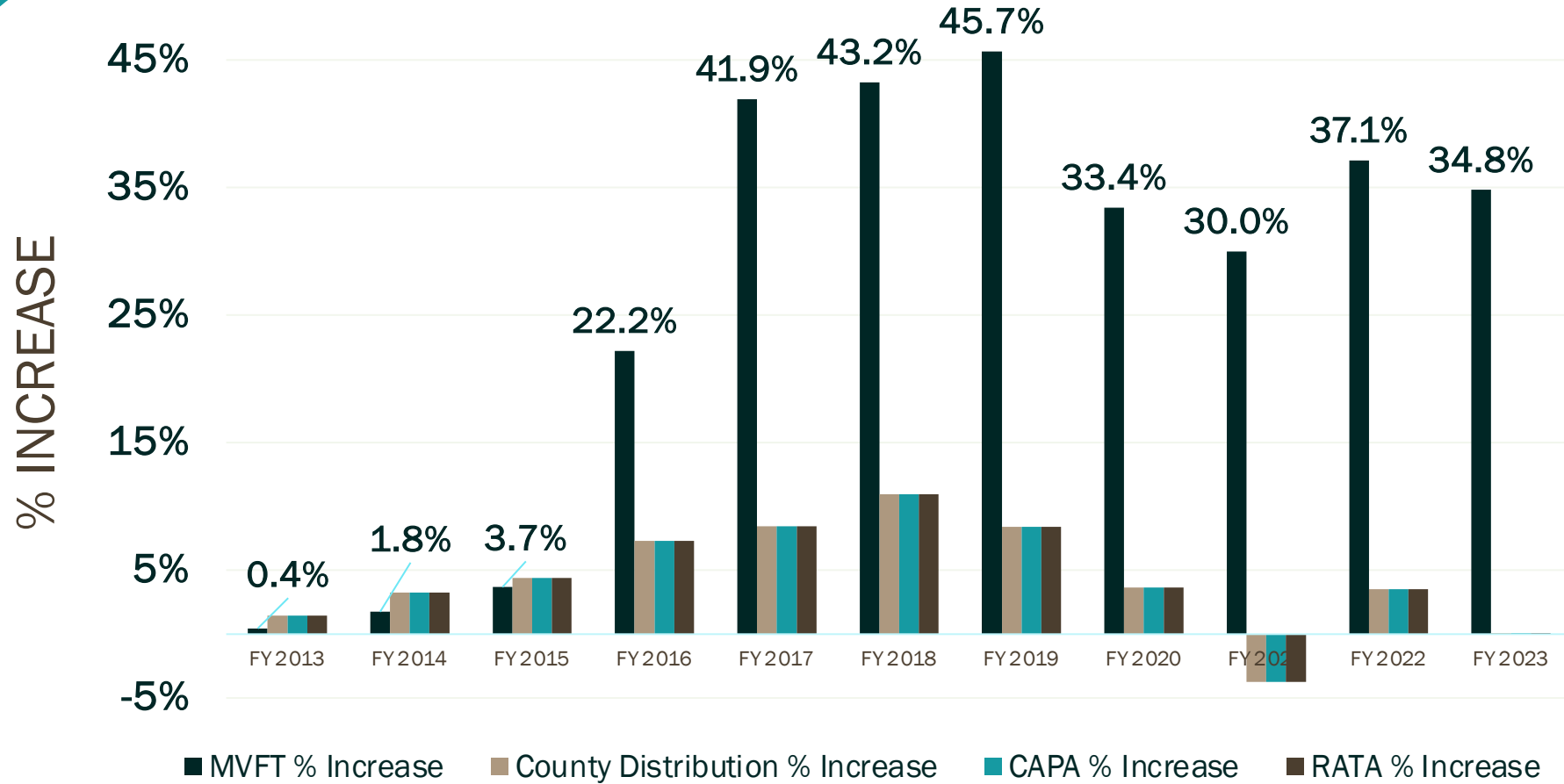
Tie it back to the decisions **THEY** have made that hinder your ability to fund the programs you need to be successful.

Make
PRESERVATION
sexy again.





Preservation Has Been Historically Underinvested In

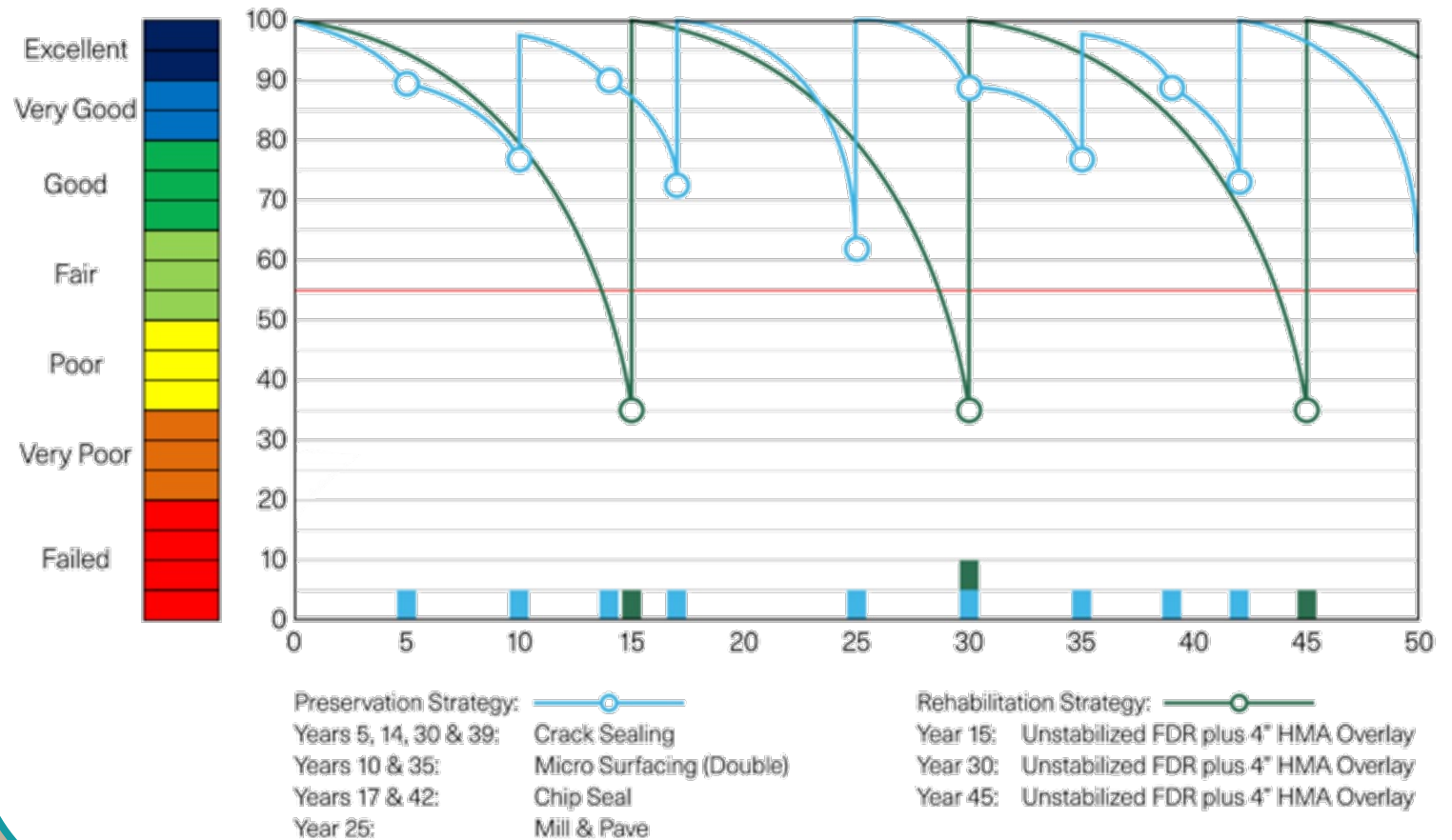


Percent Change in Revenue From FY 2012 Collections



Under-Investing in Preservation Costs More

We know that using a preservation strategy instead of delaying until a road nears failure leads to **BETTER** and **CHEAPER** roads in the long term.





What can you do?

Make
PRESERVATION
sexy again.

CRAB is your best bet for maintenance & preservation funding, so make it a **PRIORITY** on your legislative agenda.

SHOWCASE recent projects.

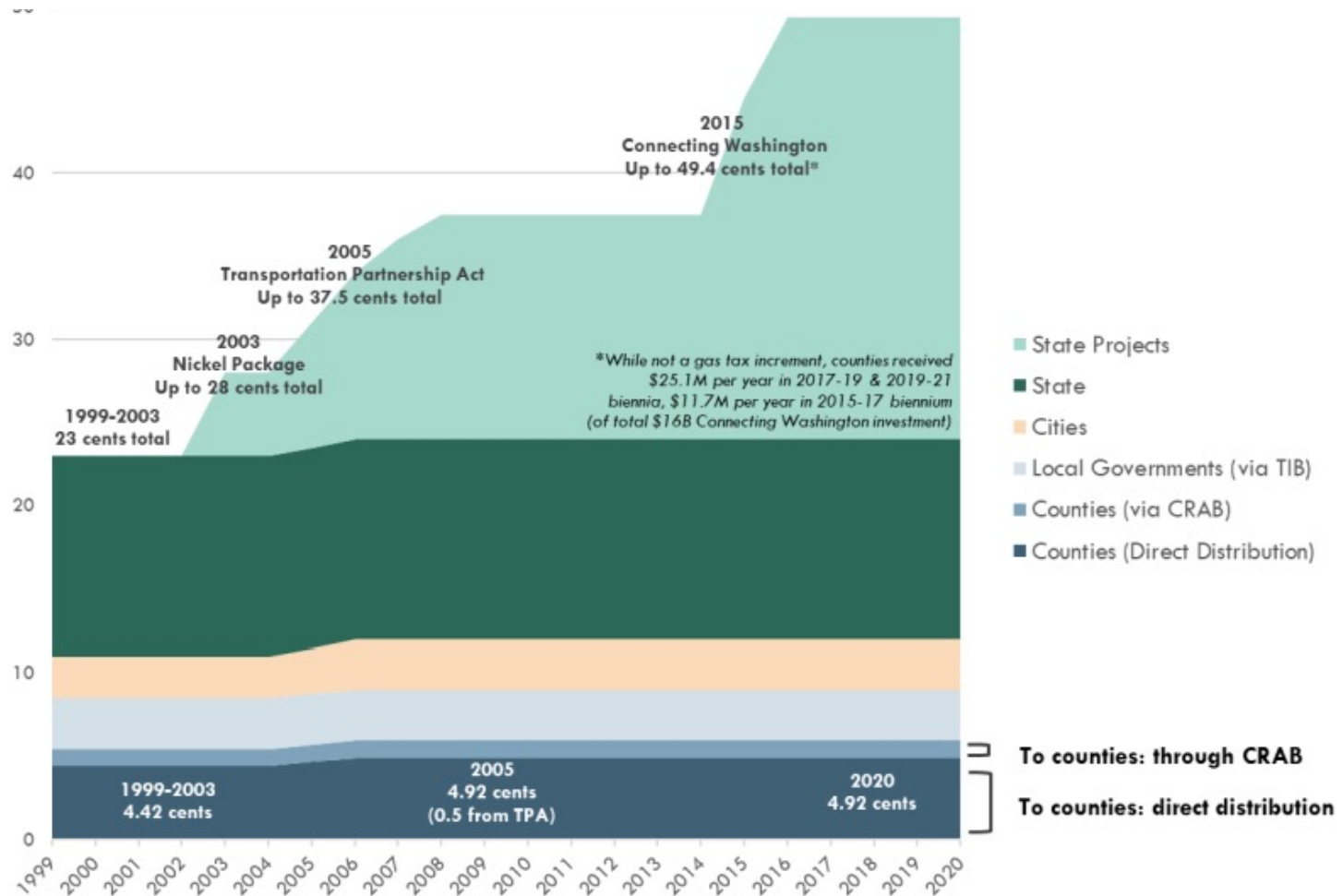
TOUT your preservation and maintenance projects through ribbon cuttings, press releases, and your legislative agendas

Don't just
ask for money,
be strategic
about **HOW**
you get it and
WHERE it
comes from.





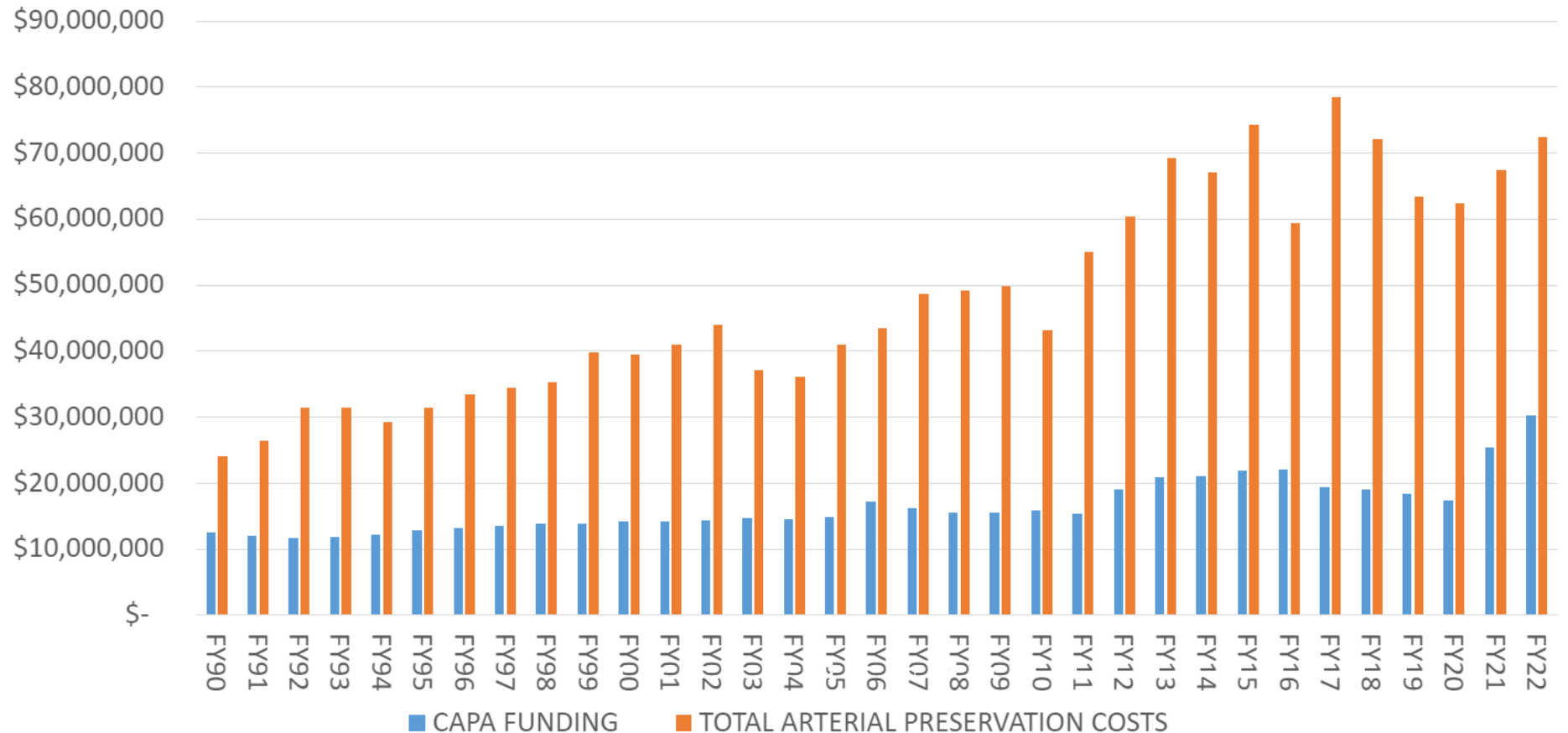
Revenues are Not Proportionately Going To County Roads





Revenues are Not Enough to Meet the Needs

COUNTY ARTERIAL PRESERVATION ACCOUNT FUNDING vs TOTAL COSTS





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What can you do?

Don't just
ask for money,
be strategic
about **HOW**
you get it and
WHERE it
comes from.

You get more/effective/
flexible/innovative dollars from
the state if they come through
CRAB.

Be sure to include us in your
asks and come to those
legislative meetings and
conversations with a solution
in mind.

Support your
ENGINEERS.





Their Success is Your Success

Your County Engineer is a critical position at your county.

Ensure you are communicating with them frequently and trusting their expertise and judgement.

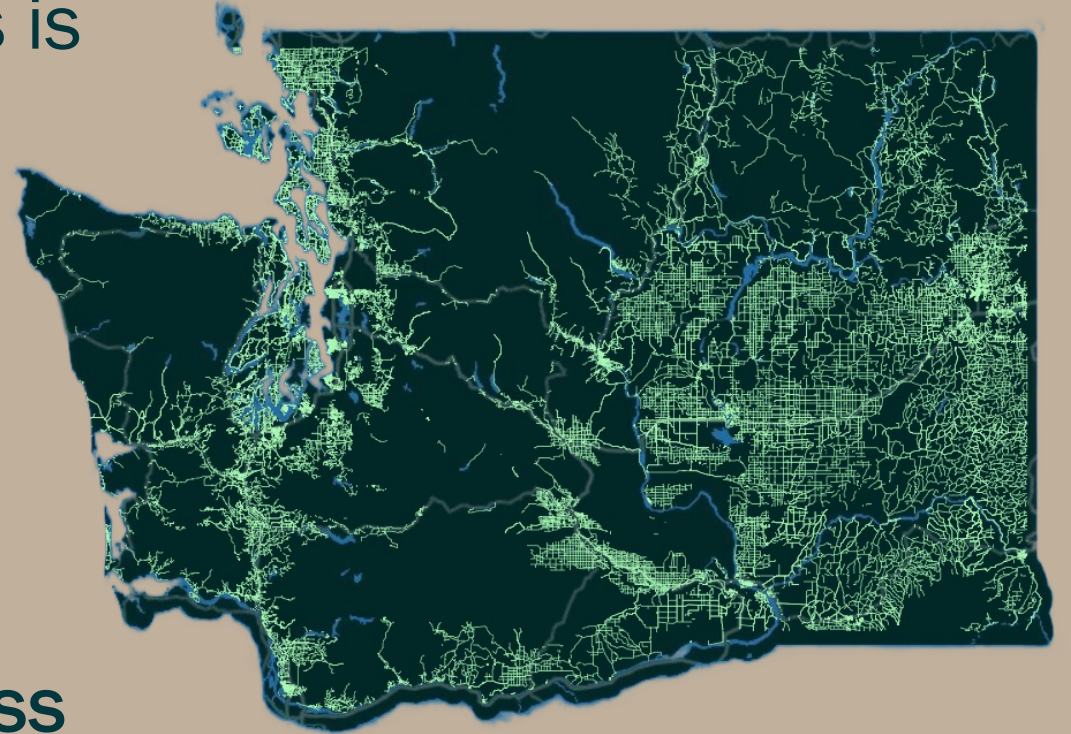
Get them the staff and budget they need to get the work done.



5

Upcoming CRAB Opportunities for Collaboration

- Historic \$70 million call for projects is coming up in January
- Apply for new RAP projects for your county will help our RATA balance AND help demonstrate statewide need for the program.
- **Participate in the RAP Effectiveness Study through participation, feedback and recommendations.**





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What can you do?

Support your
ENGINEERS.

Include your County Engineer in your **PLANNING** and agenda setting conversations.

Rely on their expertise when setting your transportation **PLAN** and adopting your transportation **BUDGET.**

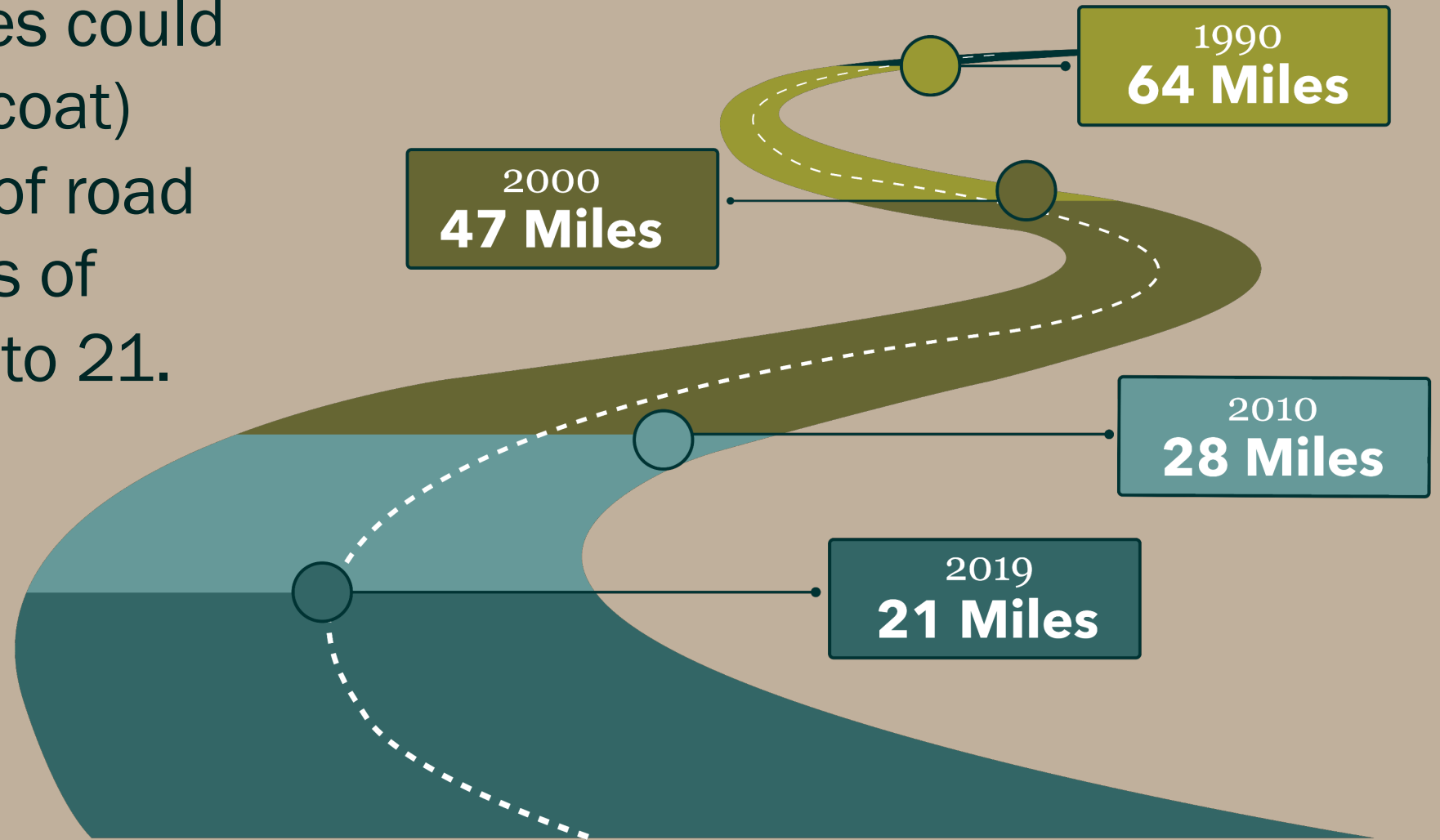
Don't be
your own worst
ENEMY.



6

Funding Doesn't Stretch as Far as It Used To

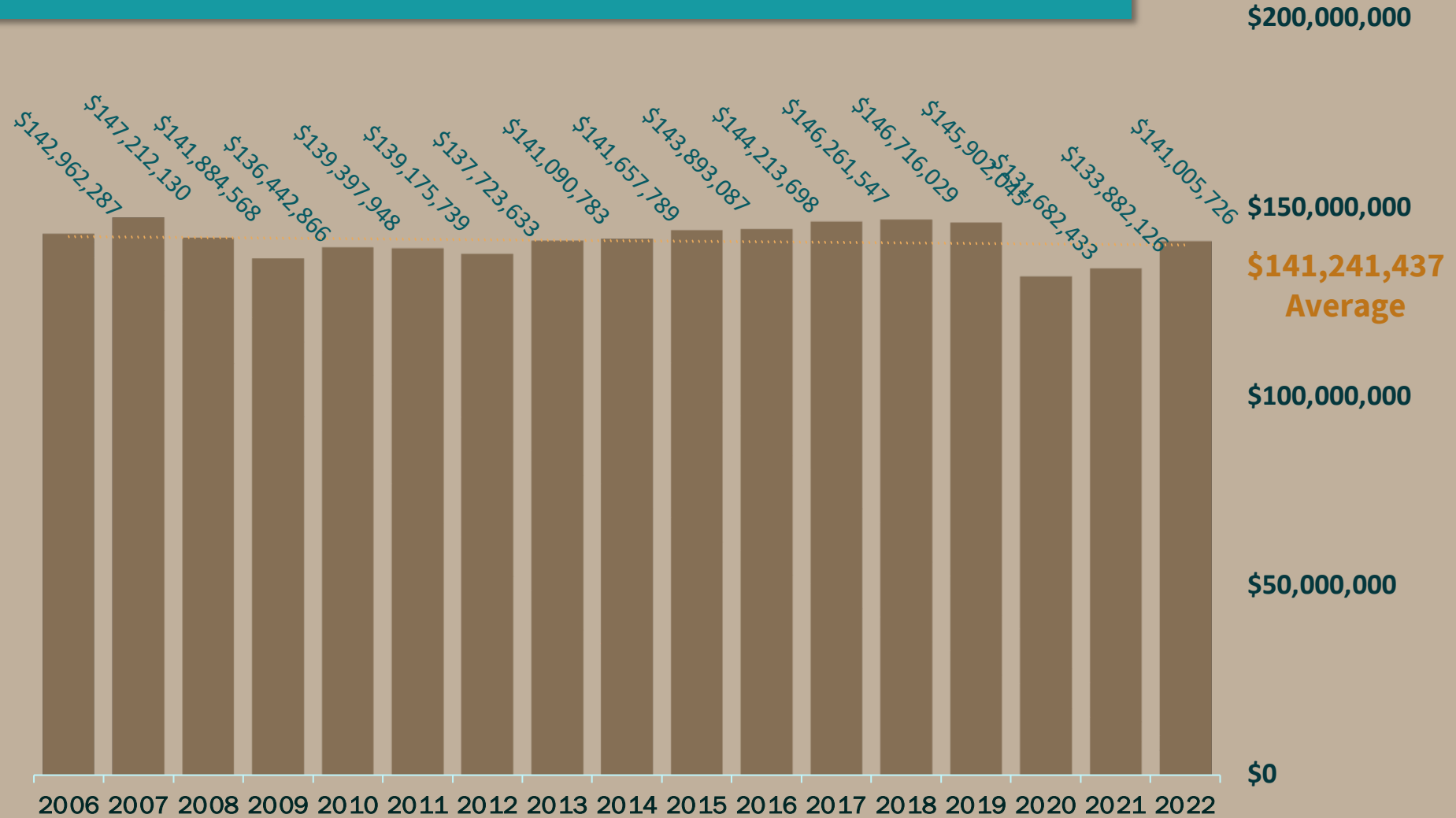
In 1990, counties could resurface (seal coat) about 64 miles of road for \$1 million; as of 2019, it's down to 21.





Annual MVFT Direct Share to Counties is Flat

Despite increasing demands and costs, the funding for county roads has remained stagnant.





Counties Should be a Bigger Traffic Safety Focus

- Despite a pandemic-driven reduction in vehicle miles traveled, fatal and serious injury crashes continued to rise 12% in 2017-2021.
- Most crashes on county roads occur on rural, two-lane roadways.
- Note that roads with completed RAP projects since 2000 have seen a 56% reduction in accidents and 32% reduction in serious injury/fatality accidents!

Collisions on
county roads are

2x

**AS LIKELY TO BE
FATAL/SERIOUS**

Compared to those on
state highways and
city streets



6

The System Has Funding Gaps

There are many **holes in the county transportation system** that do not currently qualify for existing funding programs.

- Maintenance & Preservation
- Local Access Roads
- Short Span Bridges
- Orphaned County Roads
- Rural/Urban Zoning
- Gravel Roads
- Fish Passage Barrier Removal





6

What can you do?

Don't be
your own worst
ENEMY.

When there is a problem,
TALK ABOUT IT! Realities need
to be discussed.

Highlight the state's **HISTORIC
DISINVESTMENT** of the county
road system in your talking
points and legislative agenda.

Use **ANECDOTES** and **REAL
WORLD EXAMPLES.**

TEAMWORK
makes the
dream work.





7

When Do Counties Succeed?

Working in Partnership...

... Within Their Own Counties

... With Other Partners/Organizations

.... And With Each Other.



7

What can you do?

TEAMWORK
makes the
dream work.

Presenting an
ORGANIZED UPROAR
of counties, cities and
partners in a collective voice
is the road to success.

WE WANT **YOUR** FEEDBACK!

What is impeding your relationship with the state?


What barriers do you see to implementing these strategies?

How can CRAB help?



WASHINGTON STATE
COUNTY ROAD
ADMINISTRATION BOARD

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