

Hidden in Plain Sight: Washington's Most Neglected Roads

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WASHINGTON STATE
COUNTY ROAD
ADMINISTRATION BOARD



**2024 has
been a big
year for
CRAB.**

**What have we
been up to?**

We secured funding for a **Federal Fund Facilitation Program**, to help small counties, cities and tribes pursue federal grants.

We submitted an emergency decision package for a **Bridge Load Rating Grant Program** to assist counties with an unfunded mandate and keep our entire state eligible for federal aid.

We worked with BERK to complete an **in-depth study** of the efficiency and effectiveness of our grant programs.

What were the key findings of the study?



1. Counties face increasing costs and need additional transportation funding
2. RAP is a successful program with strong county support for maintaining it without significant changes
3. There is an opportunity to enhance consideration of equity in project prioritization
4. Potential sources for new funding include road-related taxes or fees, or a redistribution of existing revenue
5. **Counties face significant funding challenges not addressed by the RAP program**

An essential road and school route, Larch Lane of Pend Oreille County may be reverted to gravel due to funding constraints.

What were the key recommendations of the study?



1. Update RAP to best meet county needs
2. Prioritize financial and grant portfolio management
3. Evaluate the desirability of establishing a design-only funding program
4. Address critical county funding gaps on covered by the Rural Arterial Program

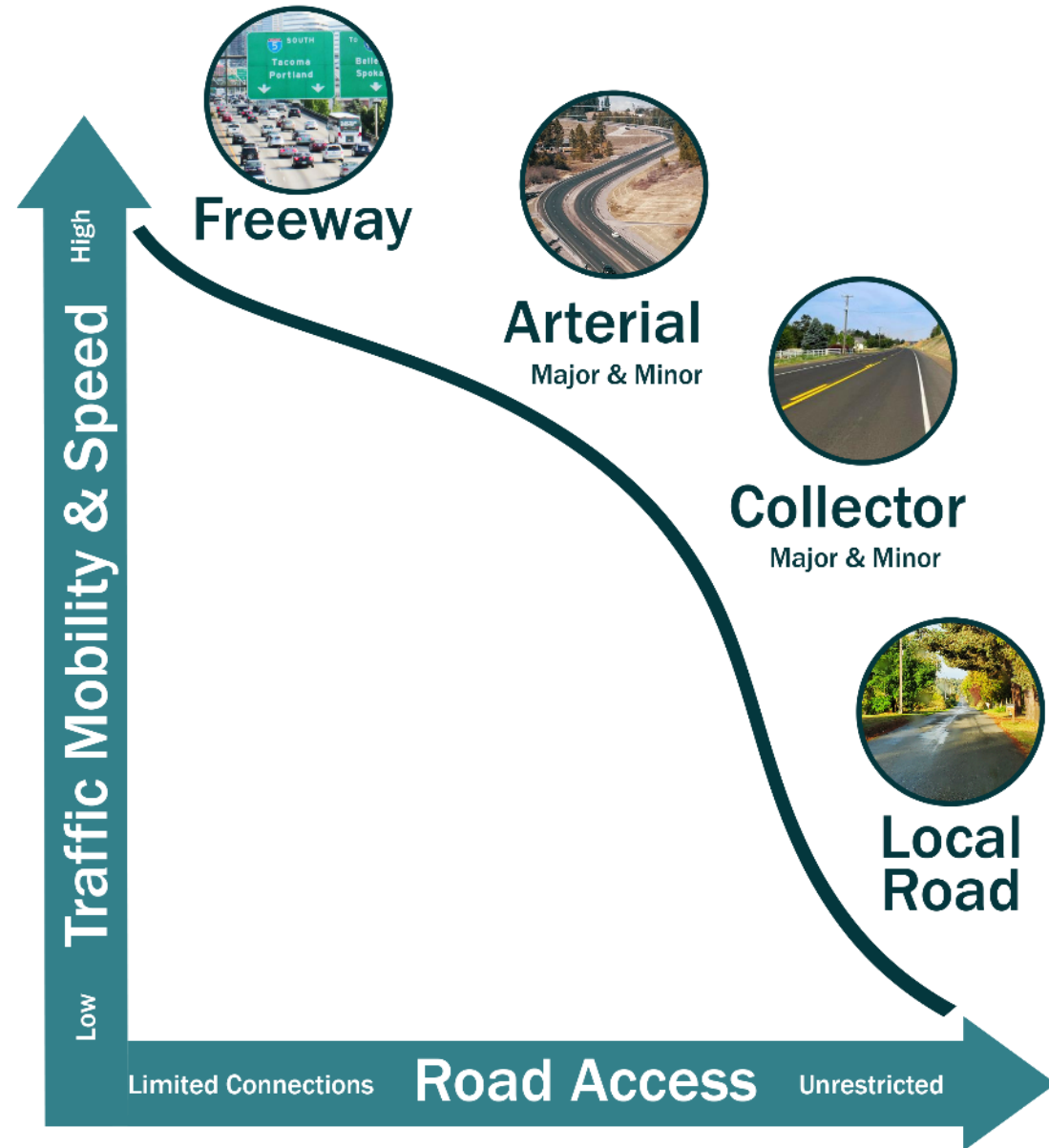
Shine Road of Jefferson County is slowly eroding into the sea due to red tape and a lack of funding options.

Local Roads are...

...tertiary roads

...of limited mobility and high access that

...provide primary access to residential, industrial, agricultural and commercial areas.





LOCAL ROADS AREN'T **WHERE** YOU MIGHT THINK

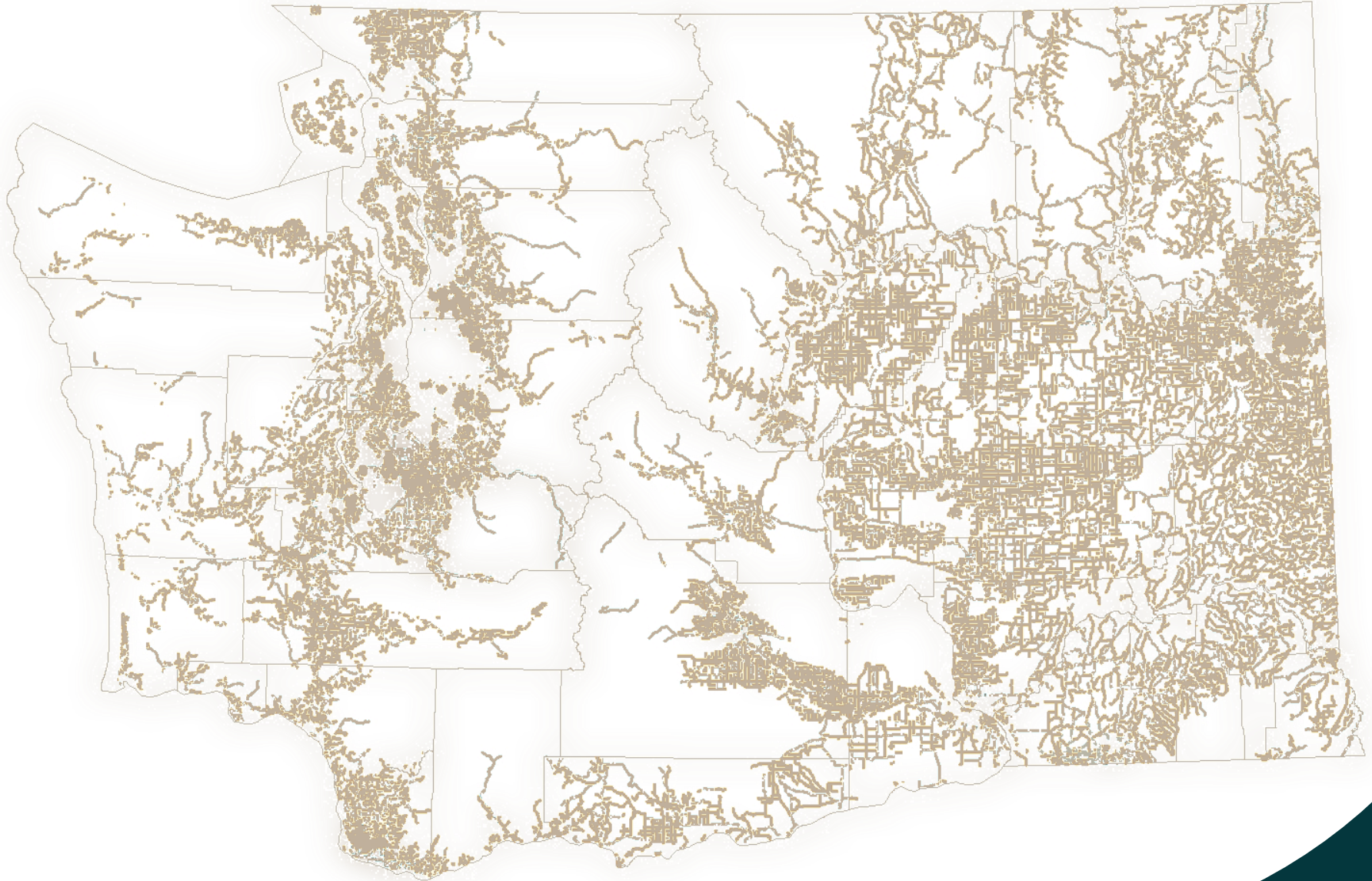
SUNSET HIGHWAY | LINCOLN COUNTY

At 100+ years old, *this former state highway made from concrete and rebar was forced on the county* and now serves as a farm to market route for local farmers, who complain about safety concerns and vehicle damage during freeze/thaw.

The County Road System

TOTAL SYSTEM
in lane miles

78,210



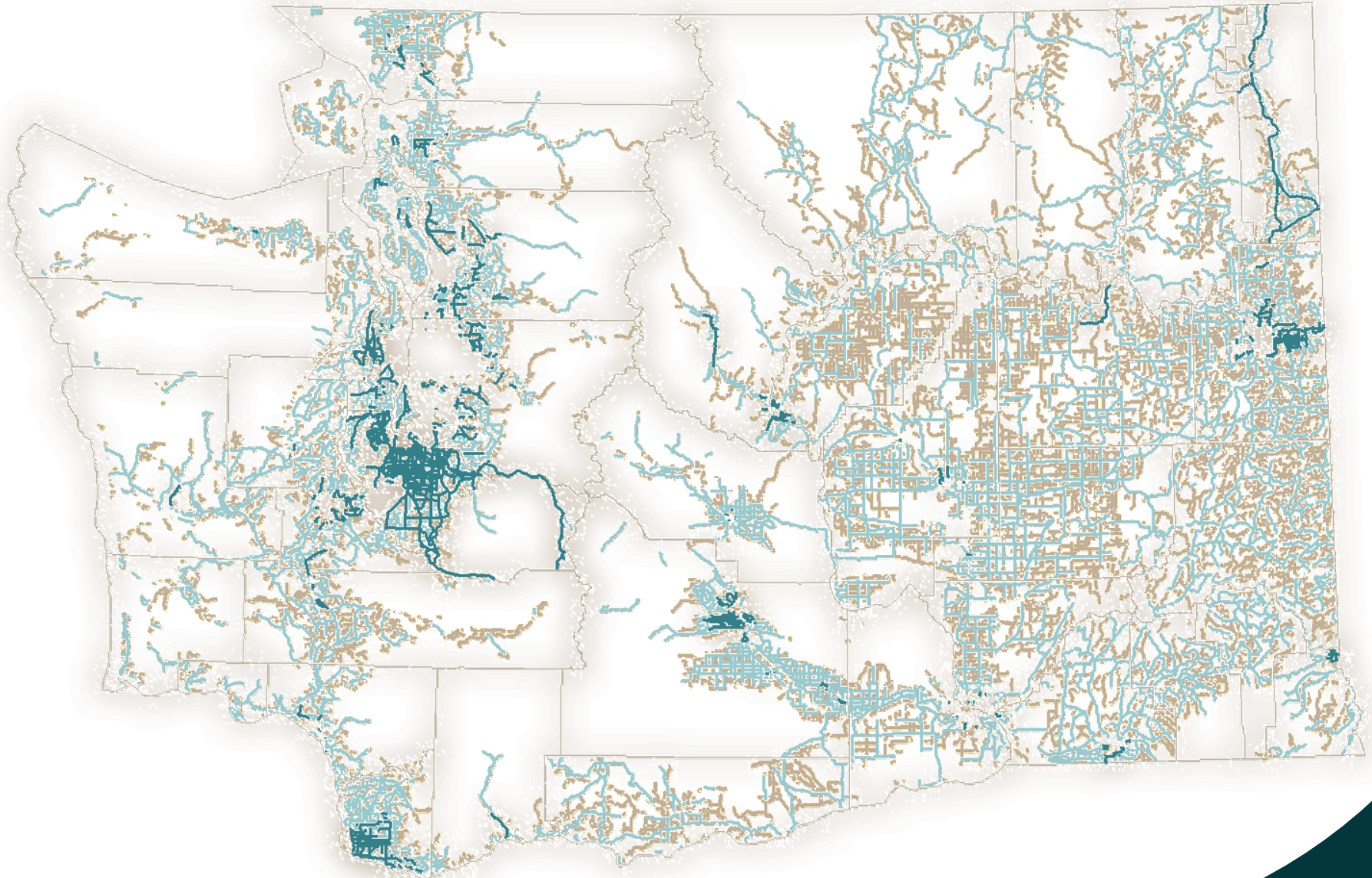
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78,210

ARTERIALS &
COLLECTORS

29,293



The County Road System

TOTAL SYSTEM
in lane miles

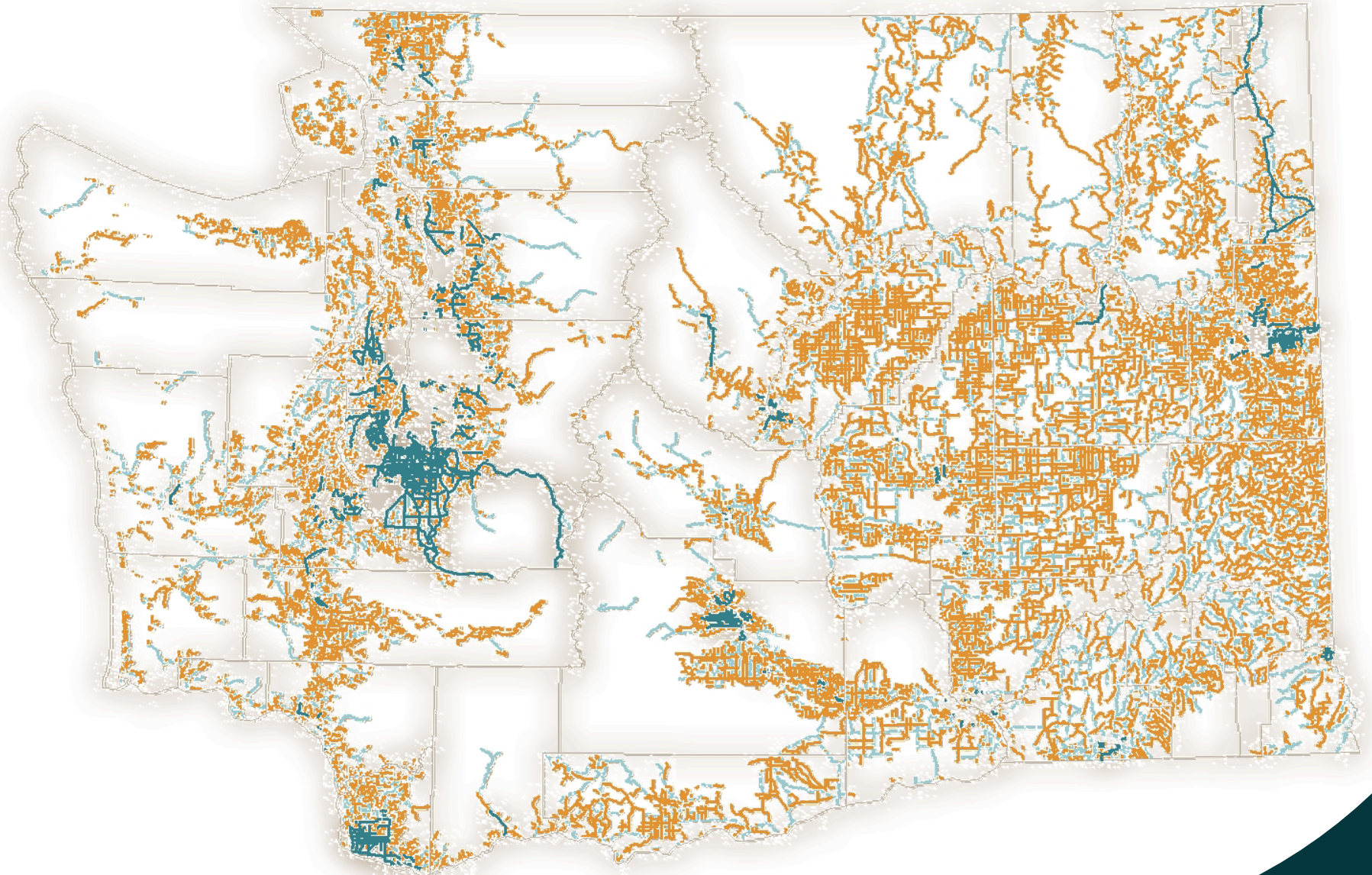
78,210

ARTERIALS &
COLLECTORS

29,293

LOCAL ROADS

48,917





LOCAL ROADS DON'T **LOOK** THE WAY YOU MIGHT THINK

15th AVENUE SW | KING COUNTY

Rated at the highest WSDOT equity need and part of an Equity Priority Investment Area, this road serves critical community services and public transportation roles for low and non-income, BIPOC, immigrant, refugee, disabled and limited-English speaking populations.

LOCAL ROADS SERVE **MANY** **ROLES**



COMMERCIAL ROAD | COLUMBIA COUNTY

Adjacent to Dayton's city lines, this narrow, urban Road is heavily used by pedestrians and bicyclists.

Children from the overburdened surrounding community often walk the train tracks because it is the SAFER option.





LOCAL ROADS SHOULD BE A PART OF ENVIRONMENTAL CONVERSATIONS

GARDEN OF EDEN ROAD | SKAGIT COUNTY

- Garden of Eden Road *has been covered with a steel plate for 5 years* because of funding gaps in fish passage (wrong type of fish), location just outside growth area (zoned rural) and having a local road classification.

LOCAL ROADS NEED TO BE **SAFE** ROADS

SOUTH BEND PALIX ROAD | PACIFIC COUNTY

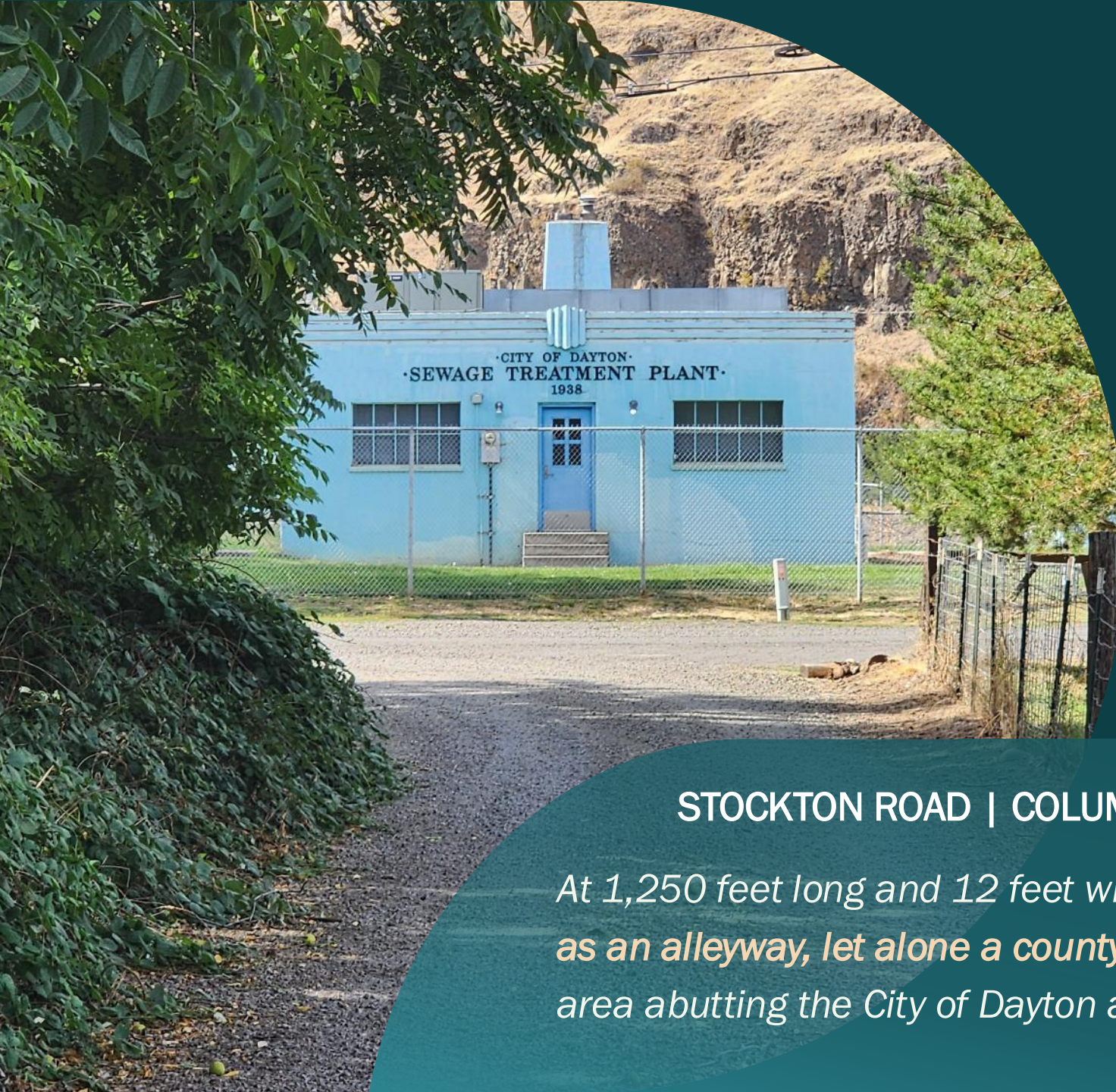
The 8.7 mile long South Bend Palix Road is an **emergency flooding and tsunami route** and needs a bridge reconstruction.



LOCAL ROADS ARE CRITICAL FOR GOVERNMENT SERVICES

STOCKTON ROAD | COLUMBIA COUNTY

*At 1,250 feet long and 12 feet wide, **the gravel road “barely functions as an alleyway, let alone a county road”** despite serving the residential area abutting the City of Dayton and an access point for the sewage plant.*





LOCAL ROADS ARE A KEY PART OF OUR ECONOMY

WARRIOR ROAD | YAKIMA COUNTY

- A T4 Truck Route, Warrior Road serves both residential and agricultural needs in addition to being a secondary access route for the landfill. The extensive **truck and agriculture damage had deteriorated the road to the point it is difficult to plow wintertime snow from.**

What would a solution look like?



- A **competitive grant program** with investments being driven to the highest need projects.
- Available to **ALL 39 counties**.
- Eligible projects would include **2R, 3R, reconstruction, bridge replacement, fish passage barriers and pedestrian facilities**.
- Will be implemented using a **phased-in approach** to recognize the realities of establishing a new program.

With 100 year old broken concrete panels covered in broken asphalt patches, Dupont Road is **a former state highway given to Cowlitz County to maintain without funding** when I-5 was constructed.

What would the benefits of the program be?



- **Critical funding** for otherwise cost-prohibitive projects
- Administered by CRAB, it would be the **most efficient and streamlined way to apply and receive funding**
- **Freeing up stretched county funds** for other priorities
- Ensuring necessary **access for critical county services, first responders and utilities**
- Providing a way to address **constituent complaints**
- **Reducing fatalities and serious injury collisions on county roads**

A primary escape route for Skokomish Valley during flooding and fire, Eells Hill Road in Mason County needs significant repair.

Here's Where **YOU** Come In



- Acknowledge and invest in the unique relationship that exists between the state and **counties**, who are defined as “an agent of the state” in statute.
- **Fill the funding gap.** Support the creation of this critical program and provide funding that will invest in ONE THIRD of Washington’s road system.

*While sidewalk grants are available for kids walking to school, they **cannot start** until Broody Street can be rebuilt to code in Chelan County.*



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