



WASHINGTON STATE

COUNTY ROAD ADMINISTRATION BOARD

An Overview of CRAB Resources

October 2023

Funding Programs

Rural Arterial Program (RAP)

County Arterial Preservation Program (CAPP)

County Ferry Capital Improvement Program (CFCIP)

Emergency Loan Program (ELP)

Rural Arterial Program (RAP)

What is the Rural Arterial Program?

Created in 1983 by the Washington State Legislature (RCW 36.79)

Funded with 2.5363% of the State fuel tax, per RCW 46.68.090 (2)(j)

Regionally competitive grant program

Used for a variety of project types to improve rural arterial or collector county roads and bridges



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Rural Arterial Program (RAP)

Who can use the Rural Arterial Program?

WAC 136-150-030

- All counties with population of 8,000 or less are eligible.
- All other counties must meet funding requirements
 - Traffic Law Enforcement Certification
 - Fish Passage Barrier Expenditures
 - Marine Navigation and Moorage

If you are fulfilling the reporting requirements that ensure your county is utilizing road funds for allowable expenses, then you are eligible to use the Rural Arterial Program.



County Arterial Preservation Program (CAPP)

What is the County Arterial Preservation Program?

- Created in 1990 by the Washington State Legislature (RCW 46.68.090)
- Funded with 1.9565% of the State fuel tax, per RCW 46.68.090 (2)(i)
- Funds are distributed directly to counties based on their proportion of paved county arterial roads
- Allowable work is specifically limited to pavement preservation and associated activities



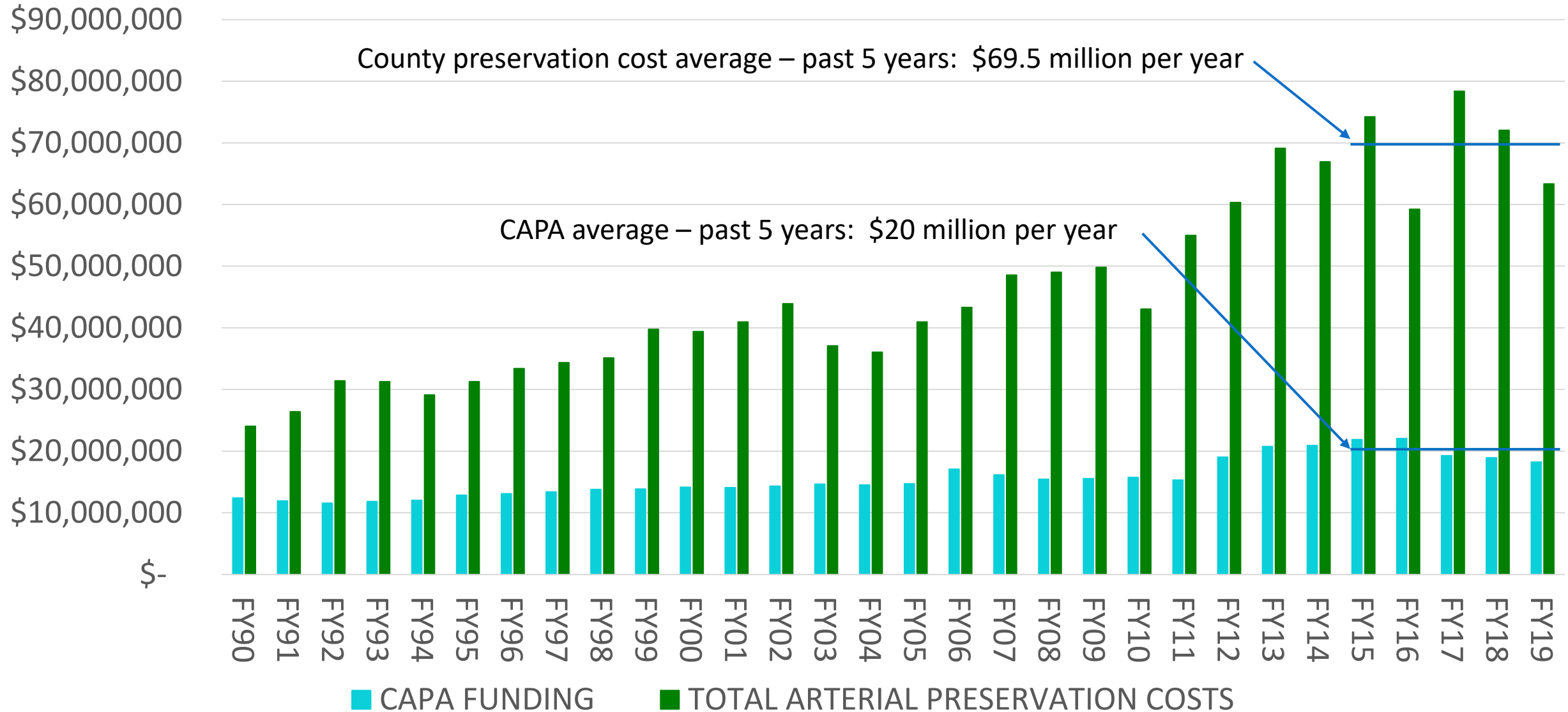
County Arterial Preservation Program (CAPP)

Who can use the County Arterial Preservation Program?

- WAC 136-300-050 (5)
- County must be in compliance with pavement management system requirements (WAC 136-70)
- County Engineer must submit annual County Arterial Preservation Program plan (WAC 136-300-060)
- Work conducted with CAPA funds is in conformance with allowable activities (WAC 136-300-070)



COUNTY ARTERIAL PRESERVATION ACCOUNT FUNDING vs TOTAL COUNTY PRESERVATION COSTS



County Ferry Capital Improvement Program (CFCIP)

What is the County Ferry Capital Improvement Program?

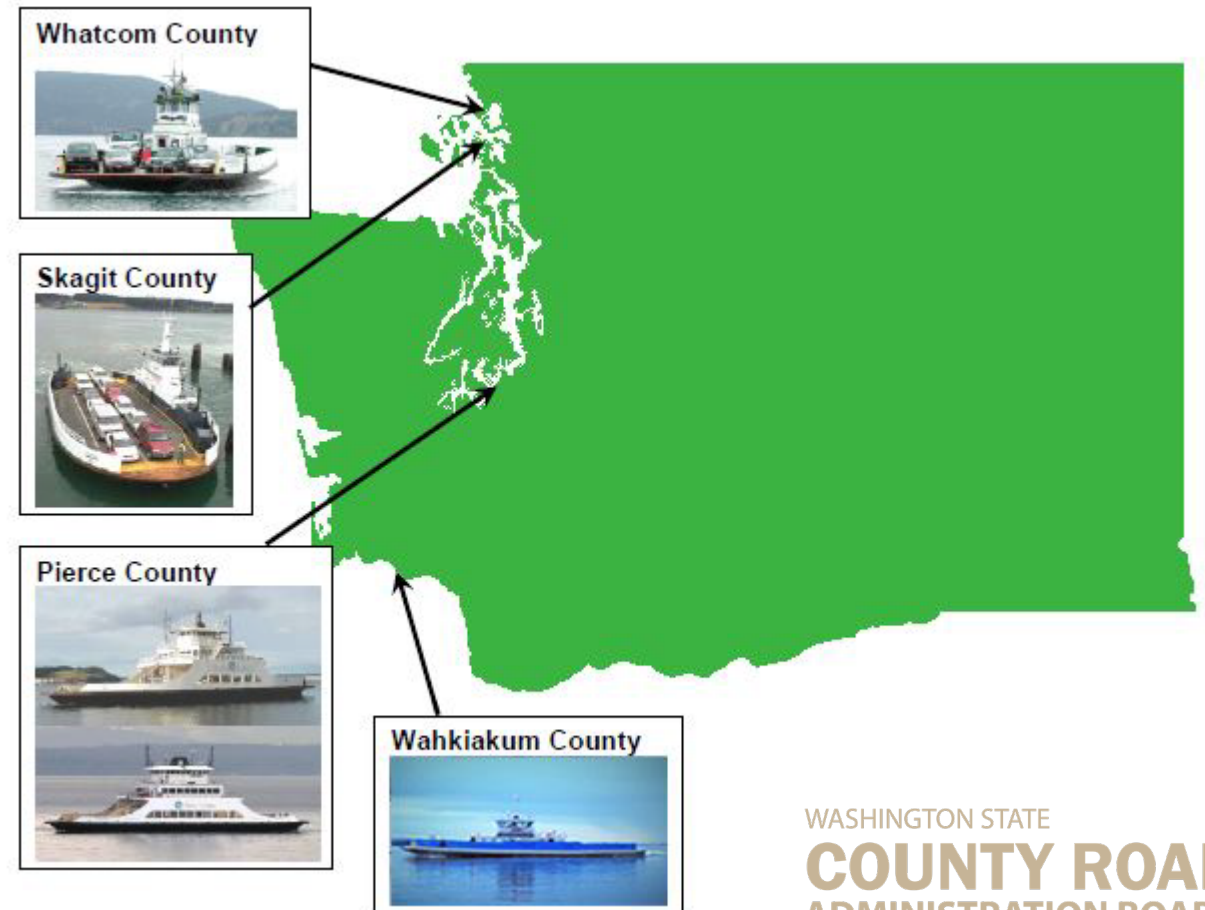
- Created by the Washington State Legislature to support capital improvements for county vehicle ferries
- Funded by appropriation to CRAB out of the 19.2287% of the direct county MVA distribution of State fuel tax, per RCW 46.68.090 (2)(h)
- Allowable work is specifically limited to capital improvements (WAC 136-400-030)



County Ferry Capital Improvement Program (CFCIP)

Who can use the County Ferry Capital Improvement Program?

- WAC 136-400-020
- Pierce, Skagit, Wahkiakum, Whatcom
- Project must be in the county's 6-year plan and the county's 14-year ferry system plan
- May only have one funded project at a time
- Must have pursued other funding per RCW 47.56.725 (4)



Emergency Loan Program (ELP)

What is the Emergency Loan Program?

- Created in 2019 by the Washington State Legislature (RCW 36.78.130)
- Revolving loan program
- Funded with initial \$1 million deposit in 2019 additional \$2 million deposited in 2021
- Funds may be requested by eligible county
- Allowable work may be temporary or permanent repairs relating to identified emergency



Emergency Loan Program (ELP)

Who can use the Emergency Loan Program?

RCW 36.78.130

- Counties with a population of less than 800,000 as of April 1, 2019
- Declared county, state, or federal emergency proclamation related to the event

WAC 136-500-040

- Any county eligible to participate in the Rural Arterial Program
- County must have current certificate of good practice



Emergency Loan Program (ELP)

How does the Emergency Loan Program work?

- Declaration of emergency relating to an event that has damaged county road or bridge
- Eligible county may request emergency loan for temporary or permanent repairs
- Maximum request amount is \$2 million or half of the available fund balance, whichever is less
- CRAB Executive Director is authorized to offer and execute contract meeting these limits
- Loan is to be paid back within two years
- Quarterly billings and status updates
- CRABoard must report to the legislature



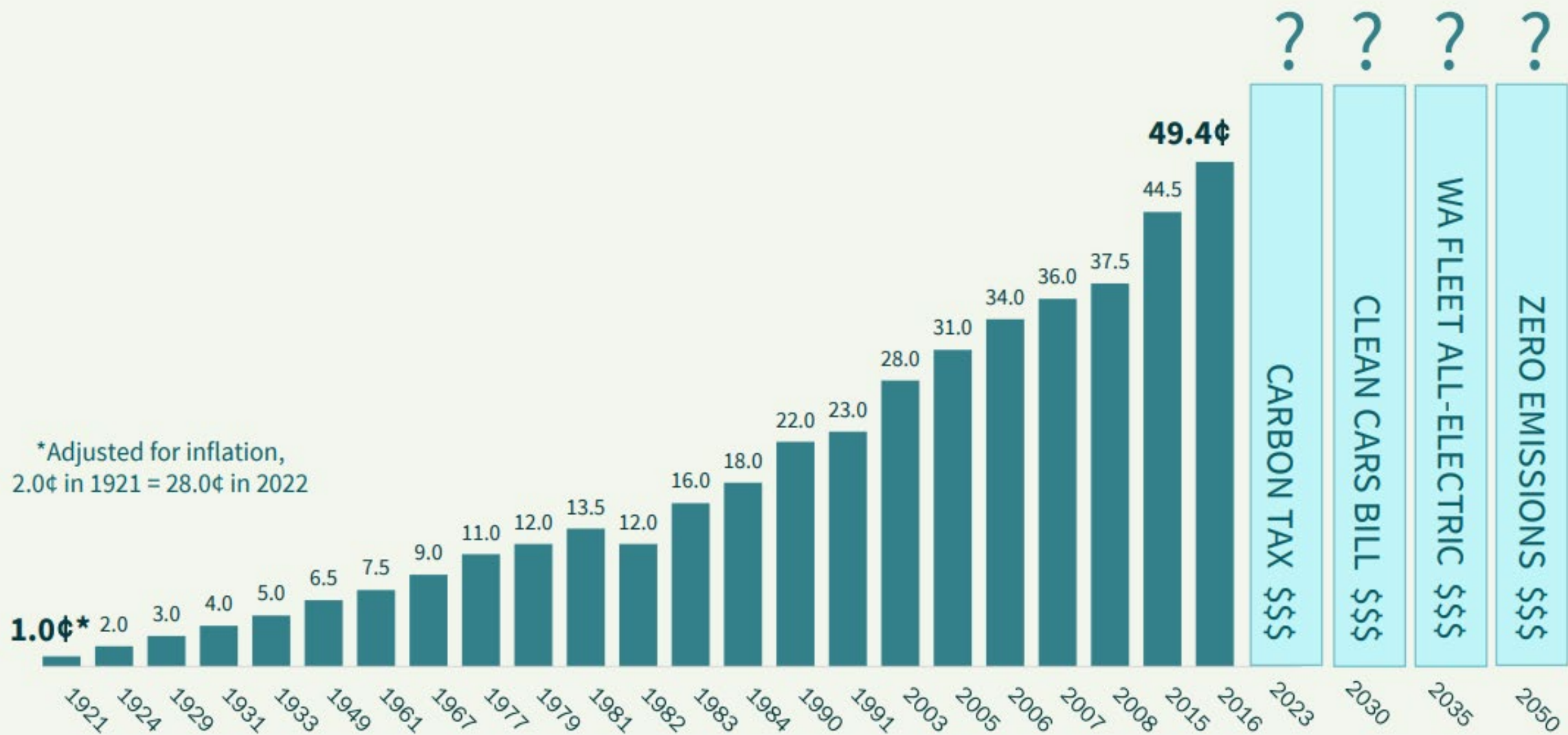
What is the Motor Vehicle Fuel Tax?

The Motor Vehicle Fuel Tax (MVFT) is an excise tax imposed on the sale of fuel for transportation and other purposes.

- It is collected by state and federal agencies and the rate varies by state and fuel type.
- It is used for various purposes, such as constructing and maintaining roads, bridges and ferries; installing and maintaining traffic lights; policing state public highways; purchasing right of ways and operating movable span bridges.

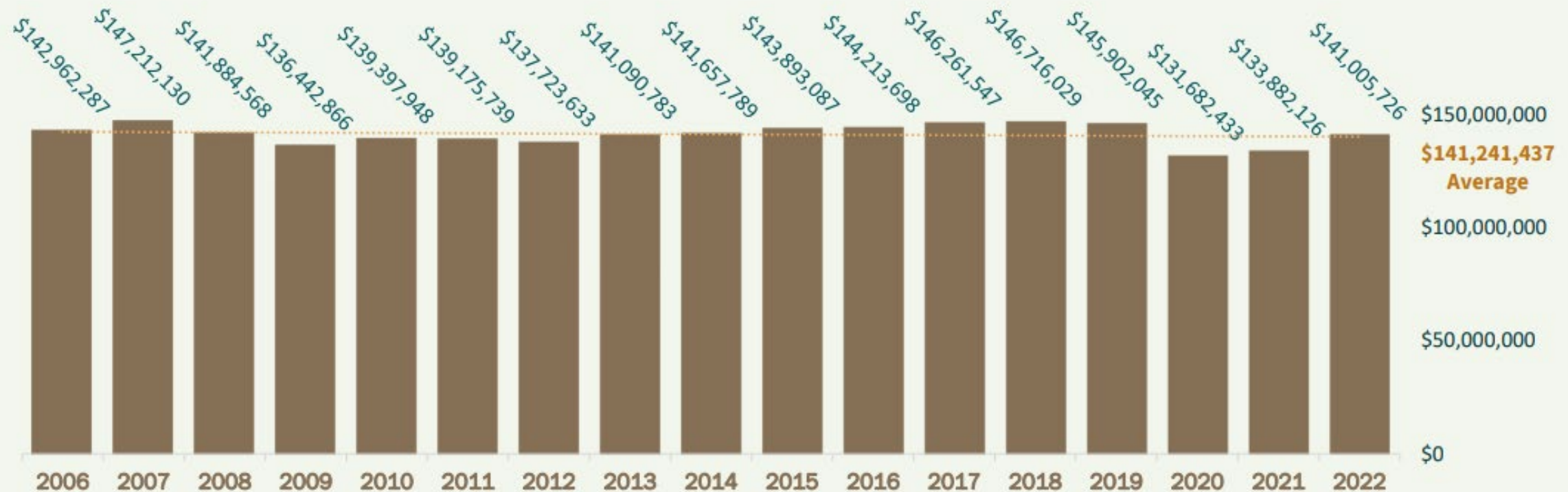


Historical MVFT Rates in Washington

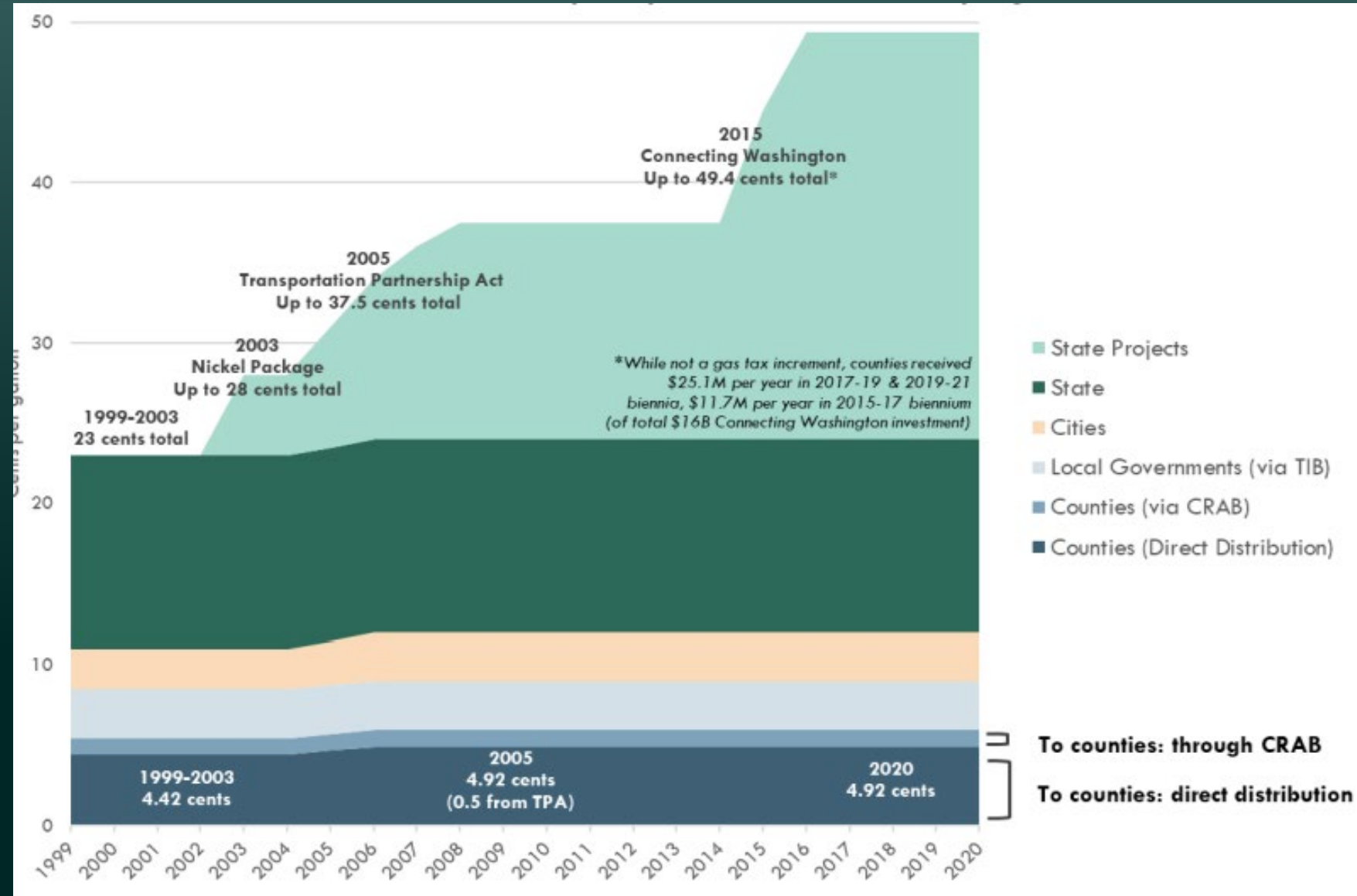


Annual MVFT Direct Share to Counties

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

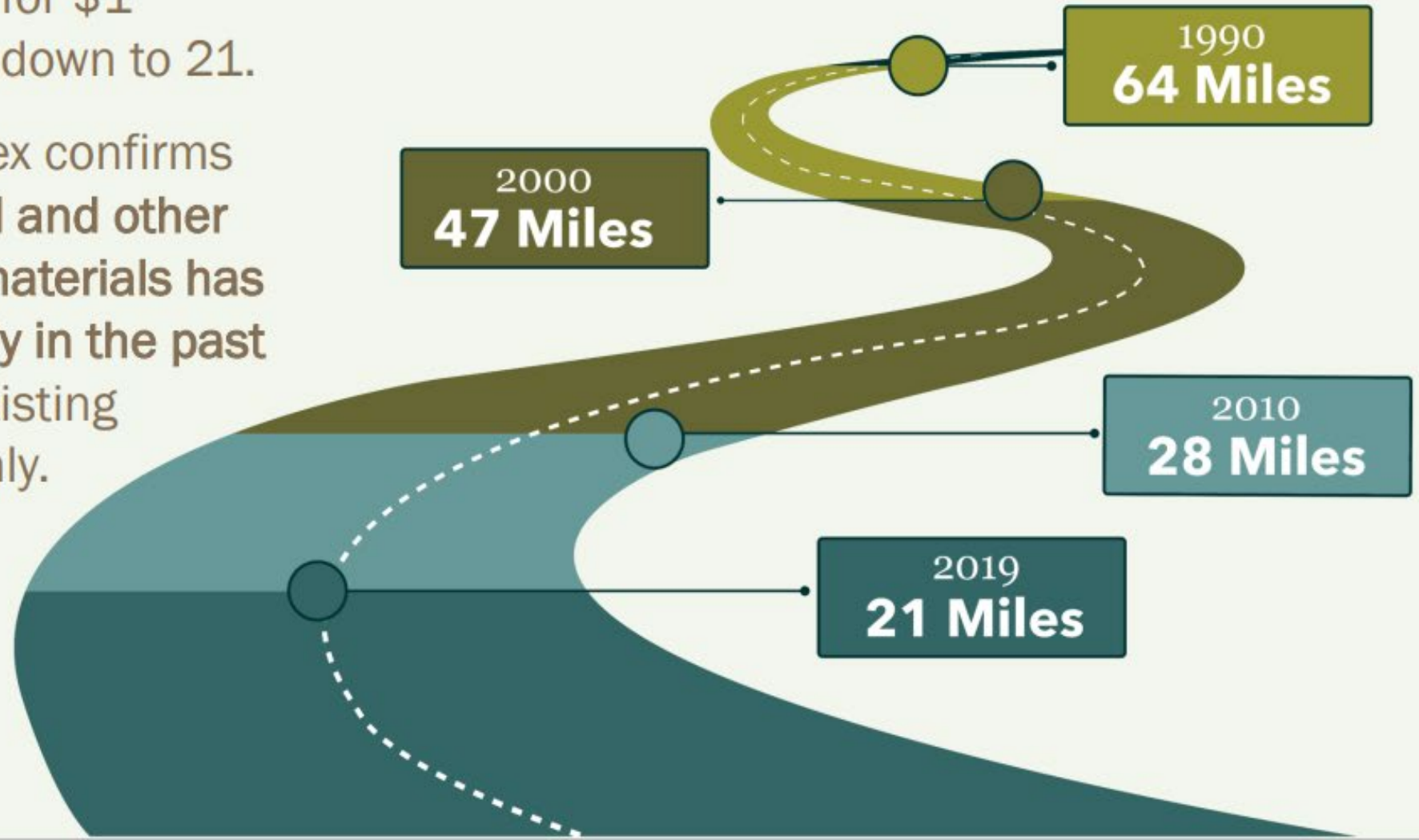


Motor Vehicle Fuel Tax – 1990-2020



MVFT Funds Don't Stretch as Far as They Used To

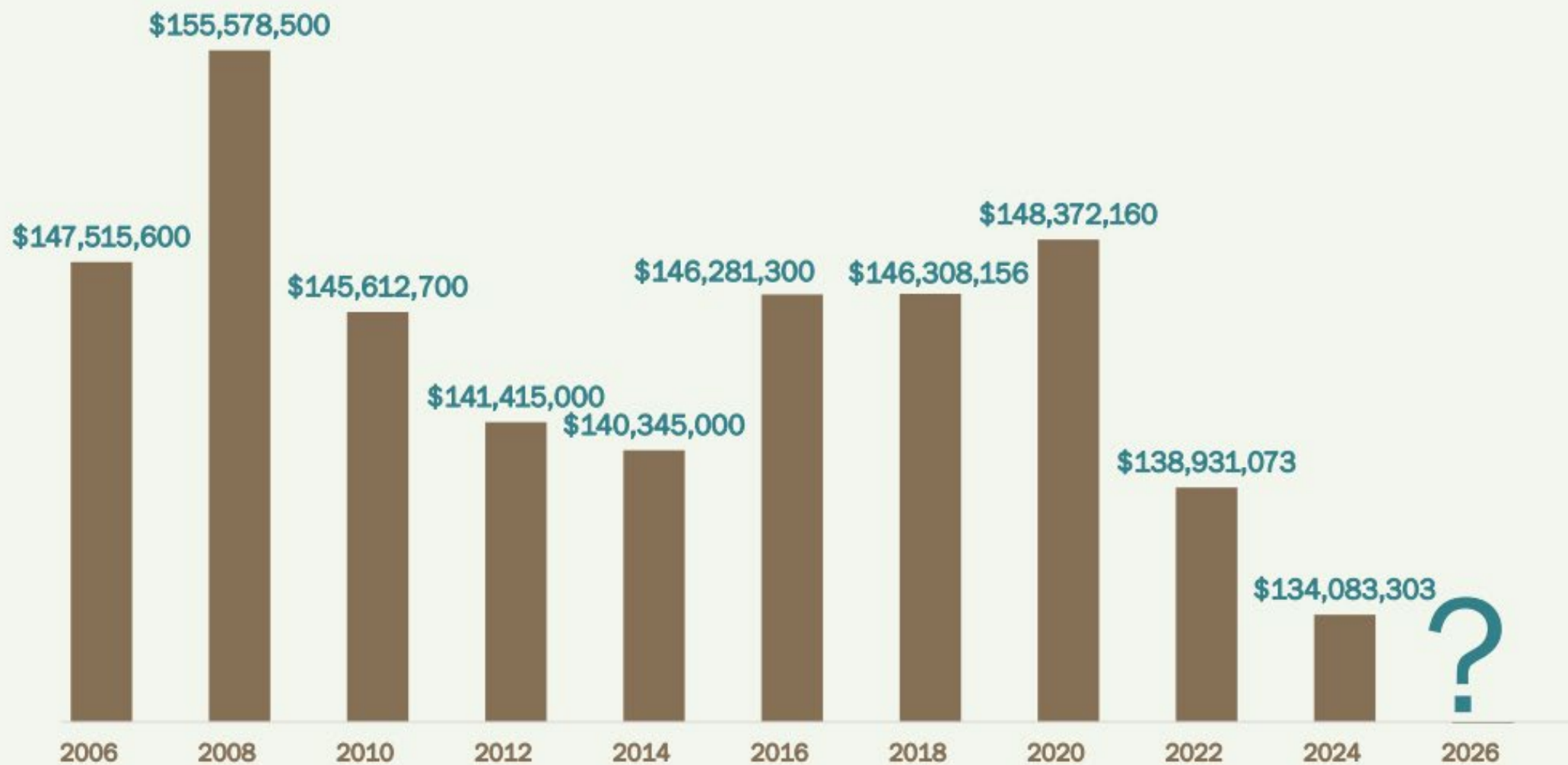
- In 1990, counties could resurface about 64 miles of road for \$1 million; as of 2019, it's down to 21.
- The Producer Price Index confirms that **the costs for gravel and other roadway construction materials has skyrocketed, particularly in the past two years**, spreading existing budgets even more thinly.



What are
the future
challenges
for the
MVFT?



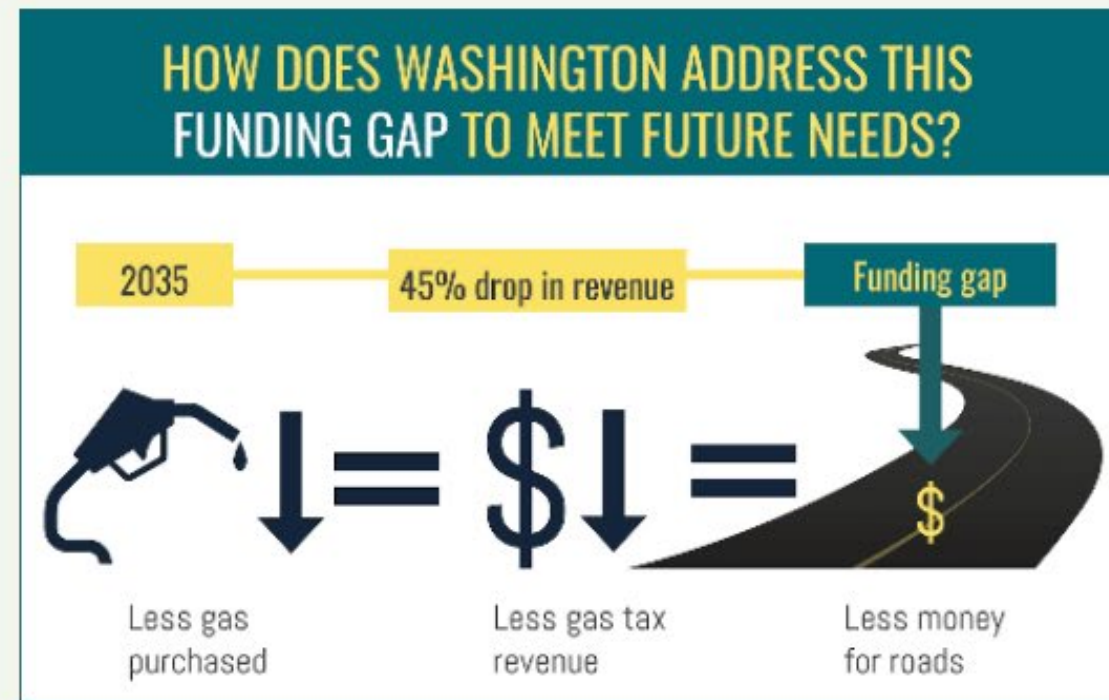
Historical MVFT Estimated Revenues



The MVFT funds a large portion of the transportation budget but is a declining resource.

What is the Challenge for the MVFT?

- As vehicles become more fuel-efficient, gas consumption decreases along with gas tax revenues.
- Not all Washington drivers pay equally to use our roads. Drivers with more fuel-efficient or electric vehicles pay less in gas taxes than others to use Washington's roadways.
- Long term, a pay-per-mile **Road Usage Charge** (RUC) system could provide a more stable source of transportation funding and increase tax equity among drivers.



What are the Opportunities?

- Engaging in conversations around replacing the MVFT & restoring the 50/50 partnership
- Supporting revenue alternatives
 - Road Usage Charge
 - Flat Fee
 - Local options
 - 1% property tax
 - Parcel delivery fee
- Climate Commitment Act
- Electric Vehicle Fee
- Coalition building



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COUNTY ROAD ADMINISTRATION BOARD



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