Mr. Wagar used the CRAB organization chart to show how that fit with in the organization, three divisions, Engineering Services, Information Systems and Transportation Planner.

Sam Wentz has been meeting with various counties to bring him self up to speed with regard to where at in satisfying requirements and is finding there is a lot of need for assistance. Mr. Wentz and Rich Rempfer are somewhat looked upon as consultants available to go to counties to provide assistance. They cannot do the study itself for the County, but will advise, provide guidance and direction. Up to this time, CRAB as an agency had not gotten into the GMA area in any depth prior to taking on the two staff.

Mr. Wagar did say that to whatever extent possible with the services of the two staff, CRAB would provide information and guidance, and if there was a particular problem, could do some research and gain that information for the County--they are a resource.

Responding to a question from Commissioner Shelton with regard to whether or not CRAB would be involved in any part of the approval process of the comprehensive plan as it relates to transportation Mr. Wagar did not believe it would.

Commissioner Shelton observed that GMA seemed to relate mostly around land use issues, with transportation tied in. He felt GMA had been written for other counties than Island County.

Mr. Wagar recognized the real need to bring planners and engineers working more closely, and he has suggested to Gary Lowe in June to bring in transportation planning involving the planners and engineers.

Commissioner McDowell was interested in who would address the ferry system, seeming to be more of a State issue, but one that affects Island County.

A point was brought up by Commissioner Shelton that the County had been lead to believe by the Marine Division of DOT that the future development of Whidbey Island could be curtailed unless the County figures out a way to bring level of services on the ferry system up to something acceptable. Current level of service problems can occur when County roads intersect with State highways as well.

That point brought a comment from Commissioner McDowell to recognize that the County has no maintenance, etc. on the State Highway, nor any say in whether or not that goes to four lanes. The County really has no control - at one end of Whidbey Island a bridge at the end of the State Highway, the other a State ferry; and really no control coming off Camano Island. He suggested that the County may not have been given the right answer about the ferry.

Mr. Wagar could not give a good answer at this time and suggested that Mr. Legat call Mr. Wentz and talk with him about those particular issues; if he does not know, he can do some research and get back to the County. Mr. Wentz is doing a survey inventory to find out the needs of the various counties, and from that will determine how CRAB can best provide that assistance.

Other programs reviewed and discussed with Mr. Wagar included:

RAT Account. Set up in 5 regions, Island County falling within the Northwest Region. This past year CRAB staff at least twice met in regions with engineers to review criteria counties must meet to gain RAP funds; this has been an extremely successful program, and in recent years Island County had done well.

CAP Program. Created in 1990 to assist counties preserve paved arterial roadways, with funding distributed on the basis of paved arterial lane miles.

Revenues. Mr. Wagar in response to questions noted the formula had been created in 1950, with the only change to that having come in 1989-90; it is reviewed on an annual basis. The road jurisdiction study completed in 1987 made an analysis State wide of every road class as to what it costs to maintain a mile of road. He is not aware of any proposed change in 1993, but did refer to previous unsuccessful effort to generate a gas tax package and state tax for transportation. He believed there would be an effort coming soon to better coordinate and organize an effort to create a coalition to bring about success revenue package for transportation next session. CRAB does not take a position on the issue, but there to protect and manage the resources that come to counties and help generate revenue coming to county road departments.

Computer Information Support (CIS). County road information system, computer program, developed in house by CRAB, an inventory program with about 20 different modules available to counties. Programs are provided, and installation, and CRAB staff there to support the program with training. Pleased to see Island County in the last 4 years come into the CEAL program -real advantage to Island County.

GIS (geographic information systems). There is a great need for State wide coordination and continuity. CRAB requested Association of Counties take lead for coordination of GIS State wide. CRAB has 2 staff people staying in tune with GIS and are able to provide some information back to counties. Initial set up labor intensive and has to be maintained.

Pavement Management System. State law requires within 3 years of the time that CRAB provides a model program to have Pavement Management System in place. CRAB announced in January the availability of the program so from that date, every County has three years to adopt and implement the System. Counties can use the CRAB model or another model which meets the basic criteria of the program. CRAB has to certify that each county is in compliance with that requirement; if not, funds could be discontinued to that county.

ISTEA/STP. Mr. Wagar confirmed that the responsible agency in the case of counties was the County; he felt Island County did a good job in getting everybody in agreement to work cooperatively for the distribution of STP funds and project selection. In answer to a question about how to bring in other agencies and have them participate financially since those agencies (i.e. PTBA, Port District) were reaping the benefits and the County providing administration, he did not recall any discussion on that issue, and agreed to get some clarification.

There being no further business to come before the Board at this time, the meeting adjourned at 3:22 p.m. The Board will next meet in Regular Session on May 24, 1993 at 1:30 p.m.

BOARD OF COUNTY COMMISSIONERS
ISLAND COUNTY, WASHINGTON

Dwain Colby, Chairman [absent]

J. Michael Shelton, Member

William L. McDowell, Member

BOARD OF CO. COMM. EST ISLAND COUNTY 1853 WASHINGTON

ATTEST:

Art Hyland, Island County
Auditor & Ex-officio Clerk
of the Board