



RULE-MAKING ORDER
(RCW 34.05.360)

CR-103 (10/1/89)

Agency: County Road Administrative Board Administrative Order #89

- Permanent Rule
 Emergency Rule

(1) Date of adoption: May 5, 1992

(2) Purpose: Modifies Rural Arterial Program administrative rules regarding county allocation limits, inclusion of right-of-way acquisition and preliminary engineering cost eligibility.

(3) Citation of existing rules affected by this order:

- Repealed:
Amended: WAC 136-160-050 & -060.
Suspended:

(4) Authority for adoption:

Statute: RCW 36.79.060
Other Authority:

(5.1) **PERMANENT RULE ONLY**

Pursuant to notice filed as WSR 92-08-071 on March 30, 1992 (date).

Describe any changes other than editing from proposed to adopted version:

1% added to each county's apportionment in Southeast Region

(5.2) **EMERGENCY RULE ONLY**

Pursuant to RCW 34.05.350 the agency for good cause finds:

- (a) That immediate adoption, amendment, or repeal of a rule is necessary for the preservation of the public health, safety, or general welfare, and that observing the time requirements of notice and opportunity to comment upon adoption of a permanent rule would be contrary to the public interest.
- (b) That state or federal law or federal rule or a federal deadline for state receipt of federal funds requires immediate adoption of a rule.

Reasons for this finding:

(5.3) Any other findings required by other provisions of law as precondition to adoption or effectiveness of rule?

- Yes No If yes, explain:

(6) Effective date of rule:

Permanent Rules

- 31 days after filing
 Other (specify) _____*

* (If less than 31 days after filing, specific finding in 5.3 under RCW 34.05.380(3) is required)

Emergency Rules

- Immediately
 Later (specify) _____

CODE REVISER USE ONLY

CODE REVISER'S OFFICE
STATE OF WASHINGTON
FILED

JUN 10 1992

TIME 3:09 ^{AM}
WSR 92-13-039

NAME (TYPE OR PRINT)

Vern E. Wagar

SIGNATURE

Vern E. Wagar
Executive Director

DATE

6/10/92

AMENDATORY SECTION (Amending Order 82, filed 11/6/90, effective 12/7/90)

WAC 136-160-050 PROJECT APPROVAL AND RATA FUND ALLOCATION. The CRABoard will meet as soon as feasible after the passage of each biennial budget by the Legislature to approve RAP projects and allocate RATA funds. RAP projects shall be approved by region in order of their regional priority and RATA funds shall be allocated up to a cumulative dollar amount no greater than 90% of the RATA construction appropriation included in the biennial budget; provided, however, that no county shall receive a total RATA fund allocation greater than the following ~~((amounts--in--the--respective--regions:--NWR,--20%--of--the--regional--apportionment;--NER,--15%--of--the--regional--apportionment;--SER,--15%--of--the--regional--apportionment))~~ percentages of the regional apportionment in the respective regions: NWR, 20%; NER, 12.5%; SER, as follows:

<u>Asotin County</u>	<u>10³/₁₆</u>
<u>Benton County</u>	<u>14³/₁₆</u>
<u>Columbia County</u>	<u>11³/₁₆</u>
<u>Franklin County</u>	<u>13³/₁₆</u>
<u>Garfield County</u>	<u>10³/₁₆</u>
<u>Kittitas County</u>	<u>13³/₁₆</u>
<u>Klickitat County</u>	<u>14³/₁₆</u>
<u>Walla Walla County</u>	<u>14³/₁₆</u>
<u>Yakima County</u>	<u>20³/₁₆</u> ;

and SWR, 15% of the regional apportionment. The remaining construction appropriation may be allocated to approved projects later in the biennium at a time deemed appropriate by the CRABoard.

AMENDATORY SECTION (Amending Order 82, filed 11/6/90, effective 12/7/90)

WAC 136-160-060 LIMITATION ON USE OF RATA FUNDS. The RATA funds requested in the project application are intended to reimburse a county for 80% of its RAP construction costs up to the amount of the CRAB/country contract in the PSR and NWR and 90% in the SWR, NER and SER. RATA funds may be used to reimburse a county for 80% of its RAP project preliminary engineering costs in the PSR and 90% in the NER and SER. RATA funds may be used ~~((for right-of-way acquisition in the SER only and be reimbursed at 90%))~~ to reimburse a county for 80% of its project right of way costs in the PSR, and 90% of project right of way costs in both the NER and the SER.