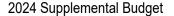


2024 Supplemental Budget - Capital Improvement and Preservation Programs

SEPTEMBER 2023



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Executive Summary

Introduction

The Washington State Department of Transportation (WSDOT) provides and supports safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses. Our state transportation system impacts each resident and visitor of our state every single day. It's how kids get to school, employees make it to work, sightseers take in the state's natural wonders, first responders respond to emergencies and goods make it from producers to consumers.

WSDOT is responsible for the backbone of Washington State's multimodal transportation system, including managing 20,000 lane miles of state highways, a state ferry system with 21 vessels and 20 terminals, 15 airports, short line railroad, and contracting the operation and preservation of the Amtrack Cascades passenger rail service. Collectively, the assets that make up these systems have a replacement cost of approximately \$200 billion.

Transportation is critical to Washington State's prosperity. In 2021, U.S. News and World Report ranked our state best in the nation, with high ranks in economy, infrastructure, and fiscal stability providing the major contributions for the number one ranking. This prosperity depends on a well-functioning transportation system. Half a trillion dollars of goods and services move through our transportation system each year, and 1.4 million jobs are directly tied to trade.

The Capital Improvement and Preservation Program (CIPP) reflects the direction provided by the Legislature, and WSDOT is ready to provide information and data in support of the decision-making process to maximize the return on investment. There are many challenges, and therefore many opportunities, ahead to:

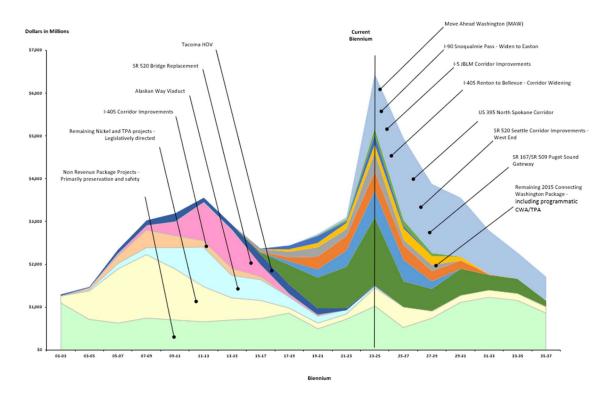
- Preserve the existing infrastructure to successfully navigate these challenges and capitalize on opportunities sustainably and equitably, both now and into the future,
- Save lives,
- Meet fish passage obligations,
- Address justice, equity, diversity, and inclusion,
- Meet the challenge of climate change,
- Prepare for the Cascadia Subduction Zone earthquake, and
- Move people and our economy.

Delivering Legislative Priorities

The transportation budget for 2023-25 includes as large a capital program as WSDOT has ever delivered, at an amount of \$8.58 billion, which is \$3.88 billion more than 21-23, and \$4.0 billion more than the 2011-13 biennium, which was the peak of the construction resulting from the Nickel and Transportation Partnership Act (TPA) programs. The main reason for the size of the 2023-25 capital program is Highway Improvements identified and passed as part of the Connecting Washington and Move Ahead Washington revenue packages.

WSDOT Highway Construction Program with Revenue Packages 2024 Supplemental Budget Submittal

24DOT001 (Excludes sub-programs I6 and I7)



Workforce Impacts

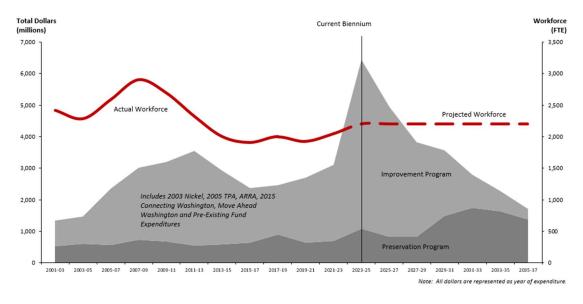
As the department completes the Nickel and Transportation Partnership Packages, there are impacts to workforce at the program and regional levels. While implementing the Connecting Washington Transportation package, WSDOT estimates it will require between 2,100 to 2,300 Full Time Equivalents (FTEs) in the Highway Construction program, with additional workforce needs being addressed by consultants.

As the department delivers the large Highway Construction program, there are key workforce considerations to meet to be successful:

- Establishing a resilient staffing level to successfully deliver core business services through attrition of experienced engineering staff.
- Retaining and recruiting a strong talent pool in a strong job market.
- Providing effective training for WSDOT staff to successfully deliver the construction program.

2023-2025 Budget Submittal - Highway Construction Program Program Expenditures and Workforce Projection

Includes the Improvement and Preservation Programs with the exeption of expenditures reimbursed by Sound Transi



Performance Challenges

Current Preservation Funding Meets Only 40% of Need

Washingtonians own a multimodal state transportation system that would cost nearly \$200 billion to replace, but we're not spending what we need to keep that system in good working order. This threatens the safety and reliability of our transportation system as well as past investments by taxpayers.

While transportation packages like Connecting Washington and Move Ahead Washington made some progress to invest in our current system's overall health, the backlog remains, and the most recent budget is a setback.

- Through the 2027-29 biennium, Highways Preservation funded lower than prior to Move Ahead Washington

 – 40% of need compared to 50%.
- WSDOT is attempting to minimize disruptions and safety risks due to failed assets, but disruptions are inevitable at these preservation funding levels.

The summer 2023 construction season will see much needed statewide preservation work; however budget constraints will greatly limit any new preservation construction for the remainder of the biennium. This means the backlog of work that needs to be done will continue to grow and preservation work will happen on an emergency basis only. As a result, WSDOT will be forced into a reactive posture instead of being able to proactively improve the health of our state's transportation system.

Given the current backlogs, it would cost \$2.07 billion each year to meet all of WSDOT's maintenance and preservation needs, but the agency receives less than half those funds. Each year WSDOT's maintenance and preservation funding gap is \$1.1 billion, or \$11 billion for 10 years.

This backlog didn't develop overnight, and it's not limited to just one part of the agency. Currently:

Pavement

 3,490 lane miles of pavement are due for preservation, another 6,000 are past due, and 1,390 lane miles are in poor condition; currently paving 920 lane miles per year.

Bridges

- 16 bridges need replacement, 36 more need major rehabilitation; 4 are being replaced.
- o 50 steel bridges are due for painting, 57 are past due; 3 are being painted.
- 87 concrete bridge decks are due for repair, and 72 more are past due; 24 decks are being resurfaced.

• Ferries

 WSDOT's ferry vessels experienced 539 days of unscheduled maintenance in FY22 which is a slight increase from 516 in FY21.

Rail

 25% of the Palouse River and Coulee City Railroad (PCC) is in poor condition; 80% of the system is operated at 10 MPH or less *

Facilities

 42% of WSDOT-owned buildings are more than 50 years old; 44% are in poor condition. * Concerns include asbestos, failing to meet pollution discharge and clean building standards, outdated and inefficient systems.

^{*2021} figures

Investment needed for State of Good Repair 2022 – 23 Comparison

Asset Category	Replacement Value	Average Annual Need	2022 current budget annual average spending	2022 average annual funding shortfall	2023 current budget annual average spending	2023 average annual funding shortfall	2022 – 23 shortfall comparison
Highways (Includes delivering Complete Streets with preservation funds)	\$123 billion	\$1.265 billion	\$775 million	\$490 million	\$495 million	\$770 million	+ \$280 million
Multimodal (i.e. Aviation, Public Transportation, Rail)	\$1 billion	\$115 million	\$60 million	\$55 million	\$60 million	\$55 million	\$0
Intra-Agency (i.e. IT, Facilities, Fleet, Real Estate)	\$70 billion	\$185 million	\$80 million	\$105 million	\$90 million	\$95 million	- \$10 million
Ferries	\$5 billion	\$510 million	\$330 million	\$180 million	\$330 million	\$180 million	\$0
TOTAL	\$199 billion	\$2.075 billion	\$1.245 billion	\$830 million	\$975 million	\$1.1 billion	+ \$270 million

Notes: Figures rounded to the nearest \$5M of \$1B

State of Good Repair funding need is Preservation and Maintenance funding numbers combined.

It is assumed that approximately 50% of the additional Highways Preservation dollars provided by Move Ahead Washington, excluding the funding provided for Highway Maintenance, will be needed to implement the Complete Streets proposal in conjunction with those projects.

The funding numbers above (excluding Replacement Value) represent 10-year annual averages.

Bridge Needs and the JLARC Audit

One of the recommendations from JLARC Report 19-07, <u>Follow-Up on WSDOT's Long-Term Estimates of Bridge Preservation Needs</u>, was that "WSDOT and OFM should develop and implement a plan to communicate long-term bridge preservation needs accurately, reliably, and transparently." WSDOT and OFM have agreed to use the agency budget request and supporting documentation in the CIPP to communicate long-term bridge preservation needs. There has been no update of this information from what was included in the 21-23 CIPP Book.

Future Challenges with Redistributed Federal Funds

Each federal transportation act authorizes funding over a multi-year time period, which in turn tells states how much apportionment they can expect to receive over the life of the act. There are also annual limitations put in place on the amount of funds that a state can obligate in a given federal fiscal year. This is known as obligational authority ("OA") and is almost always lower than the yearly apportionment. The balance of the difference between OA and apportionment carries over into the following fiscal year.

Every August, FHWA reaches out to states to determine if they will obligate 100% of their OA for the year and then calculates a pool of returned OA from states that are unable to fully obligate their OA. This pool is then redistributed as additional OA to states who have both apportionment balances and projects ready to obligate. Due to WSDOT's strategy of utilizing overprogramming in our preservation program to ensure we are always able to fully obligate our federal program, we have also been successful at receiving high rates of redistributed OA each year; however, this year we have finally used up the balance between apportionment and OA, which will limit our ability to receive any distributed funds for the next federal fiscal years until a balance is built up again.

Meeting Fish Passage Obligations

The MAW package provided an additional \$2.4 billion in funding for the fish passage program in support of Washington State's obligation through 2030. Additional funding will be needed beyond that time period to correct the remaining 10% required by the injunction as well as newly identified barriers since the 2013 injunction was issued. WSDOT is aggressively pursuing our 2030 Delivery Plan to comply with the portion of the federal court injunction to open 90% of the blocked habitat identified in 2013 by 2030. However, the fish passage program is susceptible to the same risks facing the capital transportation program. As of June 2023, WSDOT has corrected 114 injunction barriers, improving access to more than 500 miles of habitat, since the establishment of the injunction.

Capital Program Highlights

Facilities

- \$4 million for design of a new TEF Corson building.
- \$1.527 million for radio tower HVAC equipment.

Highway Construction

- L2021089 Liberty Park Bridge Spokane requesting \$2m in federal appropriation authority for Connecting Communities grant.
- Currently unfunded increases associated with the 405 Program are reflected as negative values in the project list.
- 100521W I-5/NB Seneca St to Sr 520 Mobility Improvements: \$2,755,000 increase, partially due to Sign Bridge work, partially due to Traffic Control labor increases.

- L2000238 SR 900 Pedestrian Safety: \$395,000 Local increase.
- Several projects unfunded in the 2023 Legislative session have increases necessary to close out contracts.

<u>Ferries</u>

- \$40.5 million for cost increases on Jumbo Mark II conversion (3 vessels)(\$30.5 m total);
- \$7.3 million for dispatch system increase; (\$3.7m total)
- \$33.2 million for cost increases on the HEOCs(\$73.1m total); This is offset elsewhere in the Ferries program.
- \$3.0 million for a new vessel predesign;
- \$1.3 million for an enterprise asset management system (\$2.3 m total);
- \$4.4 million for cost increase on Mukilteo Terminal Improvement project (\$3.5m total)
- \$6.1 million for a cost increase on the terminal electrification program(\$35.8m total)
- \$2.1 million to replace fire fighting equipment;\$21 million for new starts (preservation, port security, additional federal)

Moving Forward

The Capital Improvement and Preservation Program (CIPP) reflects the direction provided by the Legislature, and WSDOT is ready to provide information and data in support of the decision-making process to maximize the return on investment.

The single greatest unmitigated risk to the multimodal transportation system is the insufficient amount for preserving the system. Left unaddressed, congestion will worsen substantially, portions of the system relied upon today will be unusable, and the hidden tax of a dilapidated system will likely triple to quintuple. WSDOT is forced to make tradeoff decisions today that either are inequitable for citizens today, as some locations are properly preserved while others are not, or are inequitable in the near future by adding substantially to the deferred preservation liability.

SubPg	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	New/Deleted	\$500,000	+ 10% change	Comments
Facilit	es Capital													
D3	D300701	Statewide Administrative Support	1,033,000	1,033,000	-	1,076,000	1,076,000	-	15,499,000	15,497,195	(1,805)			
D3	D309701	Preservation and Improvement Minor Works Projects	4,764,000	3,154,478	(1,609,522)	14,836,000	14,859,629	23,629	204,174,000	218,448,078	14,274,078	Х		Fills in out biennia program values
D3	D311701	NPDES Facilities Projects	500,000	157,317	(342,683)	2,250,000	2,592,000	342,000	17,704,000	17,704,000	-			
D3	D3212301	Radio Site HVAC Systems	300,000	300,000	-	-	-	-	300,000	300,000	-			
D3	D323TUMD	Facilities Tumwater Site Building Demolition Funding	-	-	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-			
D3	D3400301	Buildings - Clean Energy Compliance	-	-	-	15,457,000	15,457,000	-	25,238,000	25,238,000	-			
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	505,000	504,250	(750)	506,000	505,500	(500)	5,839,000	5,834,978	(4,022)			
D3	D3PW001	Northup Pre-Wash NPDES	1,961,000	1,665,814	(295,186)	-	328,186	328,186	1,961,000	1,994,000	33,000			
D3	D3PW002	Wandermere Pre-Wash NPDES	-	-	-	517,000	517,000	-	517,000	517,000	-			
D3	D3PW003	Geiger Pre-Wash NPDES	-	-	-	517,000	517,000	-	517,000	517,000	-			
D3	L1000151	Olympic Region Maintenance and Administration Facility	3,667,000	3,665,638	(1,362)	-	2,957	2,957	61,054,000	61,054,000	(0)			
												Х		COP funding has been removed from the project per COP
D3	L2000287	Northwest Region Headquarters Renovation	2,655,000	2,586,106	(68,894)	-	-	-	14,514,000	13,985,000	(529,000)			accounting policies.
D3	L2021036	Dayton Avenue COP Payments	4,025,000	4,024,306	(694)	4,025,000	4,025,250	250	40,250,000	40,250,000	-			
D3	L2021185	Truck Parking Expansion	-	-	-	1,200,000	1,200,000	-	1,200,000	1,200,000	-			

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Variance Total	\$500,000	10% change	Comments
Highway	Improvem	ent									S S		7	
	000015R	Dept of Revenue - Sales Tax on Projects on Federal/Tribal land	1,000	- 1	(1,000)	- 1	1,000	1,000	87,000	87,000	-			Old project with close out costs in 23-25 biennium.
	99905Q	Local Funds Placeholder for Improvement Program	10,000,000	10,000,000	-	10,000,000	10,000,000	-	90,000,000	90,000,000	-			
	DBI1002	Pedestrian & Bicycle Improvements	184,000	184,000	-	159,000	159,000	-	3,975,000	3,975,000	_			
	OBI100A	Mobility Reappropriation for Projects Assumed to be Complete	7,000	-	(7,000)	-	7,000	7,000	14,136,000	14,136,000	_			
-	OBI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	548,000	287,000	(261,000)	-	261,000	261,000	869,000	869,000	-		1	Updated contractor's schedule
-	L00098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corrid	100,000	100,000	-	200,000	200,000	-	1,076,000	1,076,000	_			Space Contractor State Care
	L00502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	-	-	-	-	-	_	1,943,000	1,943,000	-		1	
		a, a a, a a a a g							,, ,,,,,,,	,,		X		Project increase associated with addressing sign bridges, traffic
11 1	L00521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	30,090,000	28,105,000	(1,985,000)	938,000	5,678,000	4,740,000	34,846,000	37,601,000	2,755,000			control, project delays and lane closures.
11	L00904B	SR 9/176th Street SE to SR 96 - Widening	2,196,000	2,176,000	(20,000)	13,126,000	13,146,000	20,000	21,922,000	21,922,000	-			Project reappropriation for 23-25 biennium.
	L40504C	I-405/SR 167 Interchange - Direct Connector	-	-	-	-	-	-	27,905,000	27,905,000	-		1	
	L40511A	I-405 South Downtown Access Study Support	51,000	2,000	(49,000)	-	49,000	49,000	209,000	209,000	_			Project reappropriation for 23-25 biennium.
	L40567H	I-405/NE 85th St Interchange - Toll Infrastructure	1,000,000	639,000	(361,000)	9,500,000	9,114,000	(386,000)	22,864,000	22,440,000	(424,000)			Deputy Secretary Scarton directed the SR 167 Toll System
		.,	,,	,	(== ,===,	-,,	-, ,	(,,	,,	, .,	(Upgrade project awarded based on legislative leadership support
														in a Four Corners letter. An increase is shown as a 405 Toll fund
														source. There is also a decrease in the I-405 Rehabilitation &
														Replacement BIN (1405RRT) in the preservation program, as the
														SR 167 Toll Upgrade project allows some Toll system preservation
														previously planned in this BIN to no longer be necessary.
														previously planned in this Bire to no longer be necessary.
11	L52201C	SR 522/I-5 to I-405 - Multimodal Improvements	31,000	4,000	(27,000)	-	27,000	27,000	22,566,000	22,566,000	-		1	Project reappropriation for 23-25 biennium.
	L52234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	28,000	28,000	-	_	-	-	145,637,000	145,637,000	-		 	1 Toject Teappropriation for 23 23 definition.
	L53160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	-	-	-	-	-	-	1,868,000	1,868,000	-	+	+	
	L53915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	150,000	150,000		-	_	-	7,605,000	7,605,000	-		 	
	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	-	-	-	-	-	-	17,435,000	17,435,000	-		1	
	300344D	SR 3/Belfair Area - Widening and Safety Improvements	199,000	254,000	55,000	_	5,000	5,000	26,485,000	26,545,000	60,000		1	Old project with close out costs in 23-25 biennium.
	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	42,887,000	42,701,000	(186,000)	15,452,000	15,638,000	186,000	1,347,949,000	1,347,949,000	-		1	old project with close out costs in 25 25 definition.
	310107B	US 101/Shore Rd to Kitchen Rd - Widening	4,000	4,000	(180,000)	-	-	-	51,059,000	51,059,000	-		 	
	71010715	05 101/5/10/C Nd to Kitchen Nd Widening	4,000	4,000					31,033,000	31,033,000		X	T _X	Project increase due to need to acquire additional parcels for
11 :	316204C	SR 162/Right of Way Acquisition for Tehaleh Development	594,000	1,312,000	718,000	_	3,232,000	3,232,000	605,000	4,555,000	3,950,000	^	^	Tehaleh Development. Project is funded from MVA-L.
	316706C	SR 167/SR 410 to SR 18 - Congestion Management	32,619,000	31,167,000	(1,452,000)	13,584,000	19,959,000	6,375,000	129,451,000	129,473,000	22,000	1	1	Deputy Secretary Scarton directed the SR 167 Toll System
')10700C	SK 107/3K 410 to 3K 18 - Congestion Management	32,013,000	31,107,000	(1,432,000)	13,364,000	13,333,000	0,373,000	123,431,000	123,473,000	22,000			Upgrade project awarded based on legislative leadership support
														in a Four Corners letter. An increase is shown as a 405 Toll fund
														source. There is also a decrease in the I-405 Rehabilitation &
														Replacement BIN (1405RRT) in the preservation program, as the
														SR 167 Toll Upgrade project allows some Toll system preservation
														previously planned in this BIN to no longer be necessary.
														previously planned in this bild to no longer be necessary.
11	100506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	_	_		-	_	-	85,548,000	85,548,000	-	1	1	
	100508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	-			-	_	-	152,370,000	152,370,000	-	+	+	
	100508VV 100510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	-	-		-	-	-	34,903,000	34,903,000	-		1	
	100510A 100520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane	17,000	17,000		-	_	-	3,992,000	3,992,000	-		1	
	101409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	-	-		-	-		48,772,000	48,772,000	-		1	
	120511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage	-	_		-	-	- +	38,275,000	38,275,000	-		+	
	150208W	SR 502/I-5 to Battle Ground - Add Lanes	16,000	16,000		-	_	- +	81,765,000	81,765,000	-		 	
	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	99,000	59,000	(40,000)	-	40,000	40,000	51,652,000	51,652,000	-	1	1	Project reappropriation for 23-25 biennium.
	501203X 501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	3,000	-	(3,000)	13,000	16,000	3,000	5,371,000	5,371,000	-		1	Project reappropriation for 23-25 biennium.
	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridge	3,000		(3,000)	- 13,000	16,000	3,000	2,013,000	2,013,000	-	+	+	r roject reappropriation for 25-25 piciniluili.
	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	4,000	-	(4,000)	-	4,000	4,000	41,021,000	41,021,000	-	+	+	Project reappropriation for 23-25 biennium.
	524002G 524003S	SR 240/Kingsgate Way - Signalize Intersection	-	-	(4,000)	-	- 4,000	-	950,000	950,000	-	+	+	r roject reappropriation for 25-25 pienniuill.
	500010A	US 395/North Spokane Corridor	-	-	- +	-		-	222,843,000	222,843,000	-	+	+	+
	609049B	I-90/Spokane to Idaho State Line - Corridor Design	1,379,000	45,000	(1,334,000)	-	1,334,000	1,334,000	10,348,000	10,348,000	-	+	+	+
	309936Z	SR 99/Alaskan Way Viaduct - Replacement	116,696,000	98,454,000	(18,242,000)	23,794,000	42,036,000	18,242,000	3,324,618,000	3,324,618,000	-	+	+	Project reappropriation for 23-25 biennium.
	309936Z 309940B	SR 99/Viaduct Project - Construction Mitigation	7,000	7,000	(18,242,000)				37,837,000	37,837,000		+	+	וויסןפט ובמאטויסאוומנוטוו וטו בס-בס אופווווועווו.
	316701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	452,000	301,000	(151,000)	-	151,000	151,000	83,931,000	83,931,000	-	+	+-	Project reappropriation for 23-25 biennium.
17 5)10/01C	Div 107/orn of F Aic to 2 5/101 of Aic - 2000 month iniquation rate	452,000	301,000	(101,000)	-	131,000	131,000	00,301,000	00,501,000	-			project reappropriation for 25-25 definition.

										ted		nge	
SubPgm PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Dept.	\$500,000	. 10% cha	Comments
I1 840502B	I-405/SR 181 to SR 167 - Widening	79,000	79,000	-	-	_	-	140,084,000	140,084,000	-		+	
I1 840541F	I-405/I-90 to SE 8th St - Widening	-	-	-	-	-	-	179,816,000	179,816,000	-			
I1 8BI1001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	-	-	-	-	-	-	164,268,000	164,268,000	-			
l1 8Bl1002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	15,000	15,000	-	-	-	-	342,737,000	342,737,000	-			
I1 8BI1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	1,392,000	1,495,000	103,000	-	-	-	2,677,687,000	2,677,790,000	103,000			Old project with close out costs in 21-23 biennium.
l1 8BI1006	I-405/Renton to Bellevue Widening and Express Toll Lanes	-	-	-	-	-	-	21,656,000	21,656,000	-			
I1 8BI1009	SR 520/Repayment of Sales Tax for Bridge Replacement	-	-	-	-	-	-	159,400,000	159,400,000	-			
11 G2000107	I-405/SR 167 Corridor Improvements Sales Tax Deferral	(600,000)	-	600,000	(21,700,000)	-	21,700,000	-	112,000,000	112,000,000 New	/ X		Recognizing sales tax deferral within project aging and removing aging from this BIN. Increased deferred sales tax total based primarily on award of Brickyard contract.
I1 L1000033	Lake Washington Congestion Management	287,000	287,000	-	-	-	-	86,931,000	86,931,000	-			
l1 L1000098	SR 520/124th St Interchange (Design and Right of Way)	15,109,000	7,987,000	(7,122,000)	21,634,000	28,756,000	7,122,000	40,900,000	40,900,000	-			Project reappropriation for 23-25 biennium.
I1 L1000099	I-5/Slater Road Interchange - Improvements	1,546,000	1,055,000	(491,000)	28,946,000	9,765,000	(19,181,000)	45,912,000	45,912,000	-			Project reappropriation and updating contractor's schedule, aging
													dollars into 25-27.
l1 L1000110	I-405/NE 132nd Interchange - Totem Lake	56,033,000	38,814,000	(17,219,000)	14,791,000	32,926,000	18,135,000	83,399,000	84,315,000	916,000	Х		Local funding added to incoporate City of Kirkland utility work.
I1 L1000111	I-5/179th St Interchange	-	-	-	4,220,000	4,220,000	-	86,495,000	86,495,000	-			
I1 L1000113	I-90/SR 18 Interchange Improvements	54,084,000	48,667,000	(5,417,000)	131,851,000	137,268,000	5,417,000	210,527,000	210,527,000	-			Project reappropriation for 23-25 biennium.
I1 L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	1,673,000	1,491,000	(182,000)	24,019,000	24,201,000	182,000	39,477,000	39,477,000	-			Project reappropriation for the 23-25 biennium.
I1 L1000120	SR 164 East Auburn Access	552,000	552,000	-	1,804,000	1,804,000	-	15,000,000	15,000,000	-	-	_	
I1 L1000157	SR 14 Access Improvements US 2 Trestle IJR	149,000 114,000	149,000 266,000	152,000	1,000	-	(1,000)	7,590,000 3,501,000	7,590,000 3,652,000	151,000			Old project with class out pasts in 21.22 biompium
<u> </u>		114,000	266,000	152,000	1,000	-	(1,000)			·	+		Old project with close out costs in 21-23 biennium.
I1 L1000163	I-405 NB Hard Shoulder Running SR 527 to I-5	17.010.000	12 267 000	- (4.752.000)	-		4.752.000	11,586,000	11,586,000	-		-	Drainet reasonariation for the 22.25 biomaium
I1 L1000199 I1 L1000223	SR 18 Widening - Issaquah/Hobart Rd to Raging River I-5/Rush Road Interchange Improvements	17,019,000	12,267,000	(4,752,000)	56,898,000	61,650,000	4,752,000	665,884,000 24,000	665,884,000 24,000	-	-		Project reappropriation for the 23-25 biennium.
I1 L1000223	SR 9/South Lake Stevens Road Roundabout	6,703,000	6,386,000	(317,000)	345,000	1,662,000	1,317,000	8,500,000	9,500,000	1,000,000	l v	- v	Funding transferred from L2000360.
I1 L1000276	SR 162/410 Interchange Design and Right of Way Project	780,000	489,000	(291,000)	9,729,000	10,020,000	291,000	10,509,000	10,509,000	-	+^	 ^	Tulluling transferred from £2000300.
I1 L1000280	I-405/North 8th Street Direct Access Ramp in Renton	-	-	-	-	-	-	250,000,000	232,000,000	(18,000,000)	T _X		
I1 L1000291	SR 224/ Red Mountain Improvements	550,000	-	(550,000)	13,462,000	14,012,000	550,000	30,000,000	30,000,000	-	 ^		
I1 L1000312	SR 162/SR 161 Additional Connectivity in South Pierce County	166,000	301,000	135,000	334,000	199,000	(135,000)	500,000	500,000	-			Project reappropriation for 23-25 biennium.
I1 L1000319	I-5 S 38th St South to JBLM HOV Improvements	-	-	-	-	-	-	260,477,963	260,477,963	-			
I1 L1000333	Grady Way Overpass at Rainier BRT Access Study	-	-	-	750,000	750,000	-	750,000	750,000	-			
I1 L1100048	31st Ave SW Overpass - Improvements	31,000	31,000	-	-	-	-	1,186,000	1,186,000	-			
I1 L1100101	SR 520/148th Ave NE Overlake Access Ramp	51,290,000	41,194,000	(10,096,000)	3,854,000	13,950,000	10,096,000	75,264,000	75,264,000	-			Project reappropriation for 23-25 biennium.
I1 L1100110	I-5/Marvin Road/SR 510 Interchange	1,004,000	1,240,000	236,000	148,000	41,000	(107,000)	46,778,000	46,907,000	129,000			Old project with close out costs in 23-25 biennia.
I1 L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	8,760,000	6,331,000	(2,429,000)	6,412,000	8,841,000	2,429,000	16,652,000	16,652,000	-		-	Project reappropriation for 23-25 biennium.
I1 L2000058	US 195/Colfax to Spangle - Add Passing Lane	363,000	363,000	- (4.422.000)	4 630 000		- 1 122 000	11,650,000	11,650,000	-	_	-	Builting and a state of a 22 25 bit and a
I1 L2000061 I1 L2000094	SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges	7,325,000 6,981,000	6,193,000 6,981,000	(1,132,000)	4,628,000 1,018,000	5,760,000 1,018,000	1,132,000	25,773,000 27,907,000	25,773,000 27,907,000	-			Project reappropriation for 23-25 biennium.
I1 L2000099	I-5/Mill Plain Boulevard	0,381,000	0,981,000		1,018,000	1,018,000		117,726,836	117,726,836	-			+
I1 L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	10,912,000	8,869,000	(2,043,000)	11,997,000	14,040,000	2,043,000	28,400,000	28,400,000	-			Project reappropriation for 23-25 biennium.
I1 L2000118	SR 539/Guide Meridian	-	-	-	-	-	-	48,069,407	48,069,407	_			Troject reappropriation for 25 25 definition.
I1 L2000119	I-5/Northbound on-ramp at Bakerview	3,339,000	2,614,000	(725,000)	-	725,000	725,000	10,915,000	10,915,000	-			Project reappropriation for 23-25 biennium.
I1 L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	17,827,000	13,762,000	(4,065,000)	-	4,065,000	4,065,000	24,050,000	24,050,000	-			Project reappropriation for 23-25 biennium.
I1 L2000123	I-82/ EB WB On and Off Ramps	500,000	259,000	(241,000)	-	241,000	241,000	24,371,000	24,371,000	-			Project reappropriation for 23-25 biennium.
I1 L2000124	I-90/Front Street IJR	216,000	216,000	-	-	-	-	2,300,000	2,300,000	-			
l1 L2000127	US 395/Ridgeline Intersection	13,677,000	13,087,000	(590,000)	-	1,713,000	1,713,000	19,339,000	20,462,000	1,123,000	X		Increase due to additional utility work, workforce constraints, and increased consultant usage for construction engineering.
I1 L2000139	I-5/156th NE Interchange in Marysville	-	-	-	-	-	-	42,000,000	42,000,000	-	1		
l1 L2000170	SR 125/9th Street Plaza - Intersection Improvements	3,199,000	3,309,000	110,000	-	104,000	104,000	5,891,000	6,105,000	214,000			Old project with close out costs in 23-25 biennium.
I1 L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	21,516,000	18,755,000	(2,761,000)	-	2,761,000	2,761,000	73,035,000	73,035,000	-			Project reappropriation for 23-25 biennium.
													Adjusting cashflow to account for updated contractor delivery
l1 L2000202	SR 240/Richland Corridor Improvements	1,434,000	2,040,000	606,000	5,554,000	4,948,000	(606,000)	7,394,000	7,394,000	-	-	1	schedule.
I1 L2000204	I-5/North Lewis County Interchange	2,000,000	1,528,000	(472,000)	-	472,000	472,000	52,000,474	52,000,474	-	-	1	Project reappropriation for 23-25 biennium.
I1 L2000223	I-5 /Chamber Way Interchange Vicinity Improvements	3,686,000	1,701,000	(1,985,000)	7,435,000	9,420,000	1,985,000	103,852,000	103,852,000	-	-	1	Project reappropriation for 23-25 biennium.
I1 L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improveme	26,450,000	27,376,000	926,000	65,548,000	72,749,000	7,201,000	122,860,000	122,870,000	10,000			Adjusting cashflow to account for updated contractor delivery schedule.

													
SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance O V	\$500,000	Comments
											Ne	*	+
												Х	Deputy Secretary Scarton directed the SR 167 Toll System
													Upgrade project awarded based on legislative leadership support
													in a Four Corners letter. An increase is shown as a 405 Toll fund
													source. There is also a decrease in the I-405 Rehabilitation &
													Replacement BIN (1405RRT) in the preservation program, as the
													SR 167 Toll Upgrade project allows some Toll system preservation
													previously planned in this BIN to no longer be necessary.
l1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	20,962,000	12,234,000	(8,728,000)	340,020,000	326,248,000	(13,772,000)	655,038,000	619,038,000	(36,000,000)		
l1	L2000246	SR 104 Realignment for Ferry Traffic	15,000	15,000	-	-	-	-	500,000	500,000	-		
l1	L2000255	SR 548 (Bell Road)/Peace Portal Drive Intersection	595,000	94,000	(501,000)	-	501,000	501,000	939,000	939,000	-		Project reappropriation for 23-25 biennium.
l1	L2021089	Liberty Park Land Bridge- Spokane	-	-	-	2,000,000	5,000,000	3,000,000	4,000,000	9,000,000	5,000,000	Х	X
11	L2021128	I-5 Nisqually Delta: Marvin Rd to Mounts Rd	3,193,000	-	(3,193,000)	5,760,000	8,953,000	3,193,000	9,650,000	9,650,000	-		#N/A
l1	L2021133	Federal Funds Exchange Pilot Placeholder	-	-	-	25,000,000	25,000,000	-	25,000,000	25,000,000	-		
l1	L4000008	I-5 Nisqually Delta	-	-	-	-	-	-	58,500,000	58,500,000	-		
l1	L4000009	US 101 Interchange West Olympia Project	-	-	-	-	-	-	6,000,000	6,000,000	-		
l1	L4000010	SR 104 Realignment for Ferry Traffic	-	-	-	4,913,000	4,913,000	-	18,555,000	18,555,000	-		
l1	L4000016	SR 3/Belfair Area - Widening and Safety Improvements (Phase 2)	-	-	-	-	-	-	42,608,000	42,608,000	-		
l1	L4000017	SR 3/Gorst Area - Widening	-	-	-	16,000,000	16,000,000	-	74,298,000	74,298,000	-		
l1	L4000054	I-5 Columbia River Bridge	71,793,000	71,793,000	-	275,000,000	275,000,000	-	2,820,002,000	2,820,002,000	-		
l1	L4000056	US 2 Trestle Capacity Improvements & Westbound Trestle Replacement	3,000,000	590,000	(2,410,000)	17,000,000	19,410,000	2,410,000	210,541,000	210,541,000	-		Project reappropriation for 23-25 biennium.
l1	L4000117	SR 99 BAT Lanes: 148th St SW to Airport Rd - Everett	-	-	-	-	-	-	30,072,142	30,072,142	-		
l1	M00100R	I-5 JBLM Corridor Improvements	35,885,000	28,937,000	(6,948,000)	206,917,000	213,865,000	6,948,000	555,798,000	555,798,000	-		Project reappropriation for 23-25 biennium.
11	M00400R	SR 520 Seattle Corridor Improvements - West End	382,071,000	336,101,000	(45,970,000)	399,859,000	445,829,000	45,970,000	2,062,169,000	2,062,169,000	-		Project reappropriation for 23-25 biennium.
11	M00600R	SR 167/SR 509 Puget Sound Gateway	403,471,000	387,474,000	(15,997,000)	873,505,000	893,456,000	19,951,000	2,654,706,000	2,656,160,000	1,454,000	Х	Project reappropriation for 23-25 biennium.
l1	M00800R	US 395 North Spokane Corridor	169,151,000	143,368,000	(25,783,000)	166,206,000	191,989,000	25,783,000	1,056,585,000	1,056,585,000	-		Project reappropriation for 23-25 biennium.
l1	M00900R	I-405/Renton to Bellevue - Corridor Widening	207,103,000	162,068,000	(45,035,000)	435,614,000	464,483,000	28,869,000	1,280,970,000	1,288,552,000	7,582,000	x	Deputy Secretary Scarton directed the SR 167 Toll System
													Upgrade project awarded based on legislative leadership support
													in a Four Corners letter. An increase is shown as a 405 Toll fund
													source. There is also a decrease in the I-405 Rehabilitation &
													Replacement BIN (1405RRT) in the preservation program, as the
													SR 167 Toll Upgrade project allows some Toll system preservation
													previously planned in this BIN to no longer be necessary.
l1	N00900R	SR 9/Marsh Road to 2nd Street Vic - Widening with Bridge Construction	9,991,000	6,323,000	(3,668,000)	97,793,000	101,461,000	3,668,000	142,100,000	142,100,000			Project reappropriation for 23-25 biennium.
											-		
l1	N52600R	SR 526 Corridor Improvements	5,761,000	4,641,000	(1,120,000)	32,146,000	33,266,000	1,120,000	47,197,000	47,197,000	-		Project reappropriation for 23-25 biennium.
l1	N92040R	SR 9/SR 204 Interchange	34,526,000	30,100,000	(4,426,000)	15,941,000	20,367,000	4,426,000	69,144,000	69,144,000	-		Project reappropriation for 23-25 biennium.
l1	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/En	2,223,000	1,510,000	(713,000)	15,000,000	15,713,000	713,000	34,627,000	34,627,000	-		Project reappropriation for 23-25 biennium.
l1	SHORT234	Shortfall - I-405/SR 522 to I-5 Capacity Improvements	-	-	-	-	-	-	-	(254,000,000)	(254,000,000) New	Х	Represents the difference between the current budget and the
													Brickyard project award based on legislative support in a Four
													Corners letter.
11	T10300R	SR 28 East Wenatchee Corridor Improvements	2,378,000	2,166,000	(212,000)	11,647,000	11,859,000	212,000	61,497,000	61,497,000	-		Project reappropriation for 23-25 biennium.
													Adjusting cashflow to account for updated contractor delivery
l1	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	2,798,000	6,983,000	4,185,000	-	-	-	115,001,631	115,001,631	0		schedule.
11	T20700SC	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interch	310,000	257,000	(53,000)	39,041,000	39,094,000	53,000	68,729,000	68,729,000	-		Project reappropriation for 23-25 biennium.
11	T20900R	US-12/Walla Walla Corridor Improvements	84,807,000	83,626,000	(1,181,000)	21,000,000	22,181,000	1,181,000	183,208,000	183,208,000	-		Project reappropriation for 23-25 biennium.
l1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	1,642,000	574,000	(1,068,000)	6,208,000	7,276,000	1,068,000	72,413,000	72,413,000	-		Project reappropriation for 23-25 biennium.
													Project reappropriation for 23-25 biennium.
l1	T30400R	SR 3 Freight Corridor	2,830,000	2,499,000	(331,000)	35,465,000	35,796,000	331,000	78,912,000	78,912,000	-		
l1	T32700R	SR 510/Yelm Loop Phase 2	6,191,000	4,597,000	(1,594,000)	47,235,000	48,829,000	1,594,000	75,000,000	75,000,000	-		Project reappropriation for 23-25 biennium.
l1	T32800R	SR 518 Des Moines Interchange Improvement	611,000	611,000	-	-	-	-	13,426,000	13,426,000	-		
12	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,137,000	4,000	(1,133,000)	-	1,133,000	1,133,000	81,560,000	81,560,000	-		Project reappropriation for 23-25 biennium.
12	0999021	Safety Project Reserve - Collision Reduction	-	-	-	-	-	-	187,227,000	187,227,000	-		
12	099902J	Safety Project Reserve - Collision Prevention	-	-	-	-	-	-	436,856,000	436,856,000	-		

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			23LEGCOR	24DOT001	Variance	23LEGCOR	24DOT001	Variance	23LEGCOR	24DOT001	Variance	000	chang	
SubPgr	PIN	Project Title	21 - 23	21 - 23	21 - 23	23 - 25	23 - 25	23 - 25	Total	Total	Variance Total Vev Vev	\$500,000	10% с	Comments
											New	'	+ 10	
12	0BI2010	Collision Prevention	53,642,000	53,642,000	-	54,645,000	54,645,000	-	308,876,000	308,876,000	-			
12	0BI2011	Collision Reduction	36,924,000	36,924,000	-	23,419,000	23,419,000	-	169,302,000	169,302,000	-			
12	201701G	SR 17/Adams Co Line - Access Control	-	-	-	-	-	-	118,000	118,000	-			
12	202801J	SR 28/E Wenatchee - Access Control	157,000	1,000	(156,000)	946,000	1,102,000	156,000	6,741,000	6,741,000	-			Project reappropriation for 23-25 biennium.
12	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	-	-	-	-	-	-	829,000	829,000	-			
12	5012121	US 12/SR 124 Intersection - Build Interchange	55,000	55,000	-	-	-	-	21,317,000	21,317,000	-			
12	L1000112	SR 20/Sharpes Corner Vicinity Intersection	-	-	-	-	-	-	13,168,000 244,000	13,168,000	-			
12	L1000173 L1000247	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pat US 101/Morse Creek Safety Barrier	1,455,000	480,000	(975,000)	-	975,000	975,000	3,606,000	244,000 3,606,000	-			Project reappropriation for 23-25 biennium.
12	L1000247	SR 162/SR410 Center Turn Lane	-		(373,000)	1,000,000	1,000,000	-	1,000,000	1,000,000	-			Project reappropriation for 23-23 blennium.
12	L2000074	SR 14/ Wind River Junction	68,000	68,000	-	-	-	-	8,307,000	8,307,000	-			
12	L2000091	SR 432 Longview Grade Crossing	1,450,000	2,135,000	685,000	-	125,000	125,000	7,452,000	8,262,000	810,000	Х	Х	Project close out costs associated with PE and RW.
12	L2000128	US 395/Safety Corridor Improvements	1,378,000	1,378,000	-	_	-	-	15,000,000	15,000,000	-			,
12	L2000161	US 101/Lynch Road Intersection Improvements	-	-	-	-	-	-	2,636,000	2,636,000	-			
12	L2000169	SR 20/Oak Harbor to Swantown Roundabout	-	-	-	-	-	-	30,000,000	30,000,000	-			
12	L2000236	SR 26 & US 195 Safety Improvements	5,000	5,000	-	-	-	-	416,000	416,000	-			
12	L2000238	SR 900 Pedestrian Safety	1,541,000	1,079,000	(462,000)	-	857,000	857,000	1,587,000	1,982,000	395,000		Х	Increased local funding for project.
12	L2000252	SR 525 Improvements - Freeland Vicinity	-	-	-	-	-	-	859,000	859,000	-			
12	L2000279	US 101/Lower Hoh Road Intersection Improvements	-	-	- (2.722.222)	-	-	-	589,000	589,000	-			
12	L2021117	US 97 Wildlife Crossing Improvements	2,738,000	-	(2,738,000)	450,000	2,738,000	2,738,000	2,738,000	2,738,000	-			Project reappropriation for 23-25 biennium.
12	L2021118 L2021145	SR 900 Safety Improvements SR-16/Wollochet Dr Safety Improvements		-	-	450,000 1,680,000	450,000 1,680,000	-	450,000 1,680,000	450,000 1,680,000	-			
12	L2021145 L2021147	US 12 Bridge Replacement		-	-	836,000	836,000	-	836,000	836,000	-			
12	L2021147	US 101/SR 3 Safety Jersey Barriers	-	-	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-			
12	L2021160	SR 109 Bypass - Quinault	-	_	-	3,600,000	3,600,000	_	14,400,000	14,400,000	-			
12	L2200042	SR 20 Race Road to Jacob's Road	18,000	21,000	3,000	98,000	95,000	(3,000)	3,678,000	3,678,000	-			Cashflow adjustment to reflect actual expenditures.
12	L2200092	SR 150/No-See-Um Road Intersection - Realignment	-	-	-	-	-	-	8,421,000	8,421,000	-			
12	N00100R	Rural Roadway Departures	-	-	-	2,667,000	2,667,000	-	8,000,000	8,000,000	-			
12	N00200R	US Hwy 2 Safety	1,901,000	996,000	(905,000)	14,815,000	15,720,000	905,000	19,000,000	19,000,000	-			Project reappropriation for 23-25 biennium.
12	N30500R	SR 305 Construction - Safety & Mobility Improvements	12,372,000	5,467,000	(6,905,000)	14,176,000	21,081,000	6,905,000	40,300,000	40,300,000	-			Project reappropriation for 23-25 biennium.
13	099912D	Local Programs Scenic Byways Projects - Safety Improvements	1,000	-	(1,000)	-	1,000	1,000	611,000	611,000	-			Project reappropriation for 23-25 biennium.
13	101822A 5082010	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	19,000	19,000	-	-	-	-	3,026,000 34,803,000	3,026,000 34,803,000	-			
13	5082010 508208M	I-82/Valley Mall Blvd - Rebuild Interchange I-82/Red Mountain Vicinity - Pre-Design Analysis	1,292,000	130,000	(1,162,000)	-	1,162,000	1,162,000	34,803,000	34,803,000	-			Project reappropriation for 23-25 biennium.
13	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improv	3,588,000	3,971,000	383,000	1,079,000	1,980,000	901,000	564,921,000	564,921,000	-			Cashflow adjustment to reflect updated aging plan.
13	5090160	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	236,000	220,000	(16,000)	-	16,000	16,000	920,000	920,000	-			Project reappropriation for 23-25 biennium.
13	L2000117	SR 501/I-5 to Port of Vancouver	4,368,000	3,861,000	(507,000)	-	507,000	507,000	7,000,000	7,000,000	-			Project reappropriation for 23-25 biennium.
13	L2000343	US 101/East Sequim Corridor Improvements	148,000	145,000	(3,000)	1,089,000	1,092,000	3,000	1,290,000	1,290,000	-			Project reappropriation for 23-25 biennium.
13	L2021150	Greenwater Rest Area Design and Site Improvements	-	-	-	600,000	600,000	-	600,000	600,000	-			
13	L2220062	SR 14/Bingen Underpass	3,250,000	1,860,000	(1,390,000)	19,205,000	20,595,000	1,390,000	34,250,000	34,250,000	-			Project reappropriation for 23-25 biennium.
13	L4000013	US 101/Simdars Bypass	-	-	-	2,642,000	2,642,000	-	29,621,000	29,621,000	-			
13	M00500R	I-90 Snoqualmie Pass - Widen to Easton	52,640,000	41,010,000	(11,630,000)	132,538,000	144,168,000	11,630,000	605,150,000	605,150,000	-			Project reappropriation for 23-25 biennium.
14	099902K	Environmental Retrofit Project Reserve - Stormwater Runoff Project Reserve - Noise Reduction	-	-	-	3,429,000	3,429,000	-	7,134,000	7,134,000	-		-	
14	099902N 099902Q	Environmental Retrofit Project Reserve - Chronic Environment Deficie	-	-	-	3,000,000 2,670,000	3,000,000 2,670,000	-	3,000,000 5,555,000	3,000,000 5,555,000	-			
14	099902Q 0BI4001	Fish Passage Barrier Removal	550,000,000	438,076,000	(111,924,000)	1,041,405,000	1,153,329,000	111,924,000	3,946,216,000	3,946,216,000	-			Project reappropriation for 23-25 biennium.
14	0BI4002	Noise Wall & Noise Mitigation Improvements	4,246,000	2,407,000	(1,839,000)	-	1,839,000	1,839,000	4,906,000	4,906,000	-			Project reappropriation for 23-25 biennium.
14	0BI4003	Stormwater & Mitigation Site Improvements	8,375,000	4,302,000	(4,073,000)	4,220,000	8,293,000	4,073,000	34,204,000	34,204,000	-			Project reappropriation for 23-25 biennium.
14	0BI4004	Chronic Environmental Deficiency Improvements	3,838,000	3,838,000	-	6,375,000	6,375,000	-	72,361,000	72,361,000	-			
14	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	4,348,000	3,150,000	(1,198,000)	1,941,000	3,139,000	1,198,000	16,628,000	16,628,000	-			Project reappropriation for 23-25 biennium.
14	410524E	SR 105/Graveyard Spit - Dynamic Revetment and Dune Restoration	-	-	-	21,973,000	21,973,000	-	25,424,000	25,424,000	-			
14	L2000160	I-5/Ship Canal Noise Wall	725,000	708,000	(17,000)	5,661,000	5,678,000	17,000	6,502,000	6,502,000	-			Project reappropriation for 23-25 biennium.
14	L2000360	SR 9/South Lake Stevens Road Culvert	500,000	-	(500,000)	500,000	-	(500,000)	1,000,000	-	(1,000,000) elete	_	Х	Funding moved to L1000240.
14	L4000040	Stormwater Retrofits & Improvements	10,000,000	56,000	(9,944,000)	6,000,000	15,944,000	9,944,000	510,000,000	500,000,000	(10,000,000)	Х		Project reappropriation for 23-25 biennium.
15	095901X TNB001A	Set Aside for Improvement Program Support Activities - Improvemen SR16/ Repayment of Sales Tax for New Tacoma Narrows Bridge	29,570,000	29,570,000	-	30,182,000	30,182,000	-	446,712,000 57,593,000	446,712,000 57,593,000	-			
17	LINDUUTA	DUTOL VEHABILIEUR OF SAIGS LAX FOLLMEN LACOUR MALLONS BLIDGE	-	-	-	-	-	-	37,393,000	37,593,000	-	L		

SubPgn		Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total Vew N	\$500,000	+ 10% change	Comments
Highwa	iy Preservatio	on I		T	I									Requesting reappropriation of programmatic preservation
P1	0BP1001	Chip Seal Roadways Preservation	46,061,000	45,210,000	(851,000)	2,000,000	2,851,000	851,000	358,129,000	358,129,000	-			activities to recognize works in progress.
					, , ,			·						Requesting reappropriation of programmatic preservation
P1	0BP1002	Asphalt Roadways Preservation	154,299,000	121,620,000	(32,679,000)	167,000,000	199,679,000	32,679,000	2,701,865,000	2,701,865,000	-			activities to recognize works in progress.
D1	0001003	Concrete Readways Preservation	68 463 000	20 481 000	(28.082.000)	110 000 000	148 083 000	28 082 000	1 625 424 000	1 635 434 000				Requesting reappropriation of programmatic preservation
P1	OBP1003 G2000113	Concrete Roadways Preservation SR 112 Preservation and maintenance	68,463,000	29,481,000	(38,982,000)	110,000,000 9,700,000	148,982,000 9,700,000	38,982,000	1,625,424,000 9,700,000	1,625,424,000 9,700,000	-			activities to recognize works in progress.
	02000110	ST 222 T 655 T 4115 T 4114 T 11411 T 11411 T 11411				3,7 00,000	3,700,000		3,7.00,000	3,7.00,000				Requesting reappropriation of programmatic preservation
P1	L1000198	Preservation Activities	8,683,000	8,314,000	(369,000)	10,000,000	10,369,000	369,000	90,000,000	90,000,000	-			activities to recognize works in progress.
					4									Requesting reappropriation of programmatic preservation
P1	L1100071 L2021048	Highway System Preservation SR 243 Pavement Preservation and Shoulder Rebuild	124,307,000	90,726,000	(33,581,000)	10,114,000	43,695,000	33,581,000	1,086,382,000 12,512,000	1,086,382,000 12,512,000	-			activities to recognize works in progress.
P1 D1	L2021048 L2021134	Federal Funds Exchange Pilot Placeholder			-	25,000,000	25,000,000	-	25,000,000	25,000,000				
P1	L4000057	Highway Preservation		-		23,000,000	23,000,000	-	1,426,713,000	1,426,713,000	-			
<u> </u>	2.000007	Ing. way received on							2) 120)/ 20)000	2, 120,7 20,000				Requesting reappropriation of programmatic preservation
P2	0BP2001	Bridge Replacement Preservation	12,902,000	6,176,000	(6,726,000)	28,000,000	34,726,000	6,726,000	371,460,000	371,460,000	-			activities to recognize works in progress.
														Requesting reappropriation of programmatic preservation
P2	0BP2002	Bridge Repair Preservation	207,940,000	119,657,000	(88,283,000)	151,118,000	239,401,000	88,283,000	2,299,486,000	2,299,486,000	-			activities to recognize works in progress.
					,									Requesting reappropriation of programmatic preservation
P2	0BP2003	Bridge Scour Prevention Preservation	2,630,000	595,000	(2,035,000)	4,000,000	6,035,000	2,035,000	39,250,000	39,250,000	-			activities to recognize works in progress.
22	0000004	Did a Catanta Data Ca Danasa atta	20 400 000	42.647.000	(4.6.573.000)	20 000 000	46 572 000	46 572 000	102 472 000	402 472 000				Requesting reappropriation of programmatic preservation
P2	0BP2004 109947B	Bridge Seismic Retrofit Preservation SR 99/Aurora Bridge - Painting	29,190,000 6,575,000	12,617,000	(16,573,000)	30,000,000	46,573,000 6,575,000	16,573,000 6,575,000	193,473,000 50,604,000	193,473,000 50,604,000	-	 		activities to recognize works in progress.
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	812,000	227,000	,,,,,	5,481,000		585,000	498,550,000	498,550,000	-	-		Project reappropriation for 23-25 biennium.
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	77,000	77,000	(585,000)	5,481,000	6,066,000	383,000	18,826,000	18,826,000	-	1		Project reappropriation for 23-25 biennium.
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	155,000	91,000	(64,000)	172,000	236,000	64.000	6,487,000	6,487,000	-	<u> </u>		Project reappropriation for 23-25 biennium.
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge	-	-	(04,000)	1,600,000	1,600,000		10,000,000	10,000,000		 		Project reappropriation for 23-23 plennium.
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge	56,000	56,000	-	-	-	-	10,386,000	10,386,000	-	1		
P2	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	14,808,000	13,137,000	(1,671,000)	-	1,671,000	1,671,000	25,786,000	25,786,000	-			Project reappropriation for 23-25 biennium.
P2	L1000068	Structurally Deficient and At Risk Bridges	-	-	-	_	-	-	53,303,000	53,303,000	_	1		110ject reappropriation for 25 25 definition.
P2	L2000075	US 12/ Wildcat Bridge Replacement	350,000	350,000	-	-	_	-	8,300,000	8,300,000	-			
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Ra	2,296,000	164,000	(2,132,000)	-	2,132,000	2,132,000	21,848,000	21,848,000	-	1		Project reappropriation for 23-25 biennium.
P2	L2000174	SR 241/Mabton Bridge	2,056,000	1,625,000	(431,000)	14,536,000	14,967,000	431,000	20,980,000	20,980,000	-			Project reappropriation for 23-25 biennium.
P2	L2000203	SR 155/Omak Bridge Rehabilitation	1,299,000	588,000	(711,000)	15,842,000	16,553,000	711,000	30,576,000	30,576,000	-			Project reappropriation for 23-25 biennium.
P2	L2021084	SR 525 Bridge Replacement - Mukilteo	-	-	-	4,164,000	4,164,000	-	46,090,000	46,090,000	-			
P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	3,578,000	2,268,000	(1,310,000)	10,892,000	12,202,000	1,310,000	24,890,000	24,890,000	-			Project reappropriation for 23-25 biennium.
Р3	099906Q	Local Funds Placeholder for Preservation Program	4,000,000	4,000,000	-	4,000,000	4,000,000	-	36,000,000	36,000,000	-			
Р3	099907Q	Federal Funds Placeholder for Preservation Program	30,000,000	30,000,000	-	30,000,000	30,000,000	-	270,000,000	270,000,000	-			
Р3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	1,410,000	1,410,000	-	793,000	793,000	-	8,486,000	8,486,000	-			
Р3	099960K	Federal Funds Placeholder for Emergency Relief Funds	20,000,000	20,000,000	-	20,000,000	20,000,000	-	180,000,000	180,000,000	-			
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000	-	350,000	350,000	-	4,505,000	4,505,000	-			
														Requesting reappropriation of emergency relief preservation as
D2	0000001	Survey Delta Construction	66 600 005	FC 242 225	10.000.005	46.000.000	25 502 255	0.600.005	440.004.055	440.004.005				emergency events are increasingly common.
P3	0BP3001	Emergency Relief Preservation	66,000,000	56,318,000	(9,682,000)	16,000,000	25,682,000	9,682,000	149,321,000	149,321,000	-			
P3	0BP3002	Unstable Slopes Preservation	5,260,000	5,260,000	-	6,000,000	6,000,000	-	192,197,000	192,197,000	-	-		
Р3	0BP3003	Major Electrical Preservation	5,853,000	5,853,000	-	8,000,000	8,000,000	-	124,132,000	124,132,000	-	1		Doguesting recognisation of programmetic process stick
рą	0BP3004	Major Drainage Preservation	8,101,000	4,242,000	(3,859,000)	10,000,000	13,859,000	3,859,000	161,488,000	161,488,000	_			Requesting reappropriation of programmatic preservation activities to recognize works in progress.
P3	0BP3004 0BP3005	Rest Areas Preservation	1,839,000	1,839,000	(5,859,000)	1,728,000	1,728,000	3,839,000	17,967,000	17,967,000	-	1		activities to recognize works in progress.
P3	0BP3005	Weigh Stations Preservation	4,159,000	4,159,000	-	5,000,000	5,000,000	-	55,003,000	55,003,000	-			+
P3	0BP3007	Preservation of Highway Safety Features	20,213,000	20,213,000	-	20,000,000	20,000,000	-	285,124,000	285,124,000	-			
												х		Offsetting reduction made to this BIN to account for toll infrastructure upgrades in Improvement BINs M00900R, 316706C.
Р3	1405RRT	I-405/SR 167 ETL Corridor R&R - Preservation	9,216,000	5,059,000	(4,157,000)	27,026,000	15,183,000	(11,843,000)	1,265,425,000	1,244,425,000	(21,000,000)			
P3	G2000055	Land Mobile Radio (LMR) Upgrade	8,531,000	8,124,000	(407,000)	-	407,000	407,000	37,038,000	37,038,000	-			Project reappropriation for 23-25 biennium.
P3	L2000291	SR 99 Tunnel R&R - Preservation	251,000	1,000	(250,000)	12,000	262,000	250,000	445,767,000	445,767,000	-			Project reappropriation for 23-25 biennium.
P4	095901W	Set Aside for Preservation Program Support Activities	62,906,000	62,906,000	-	64,206,000	64,206,000	-	971,079,000	971,079,000	-			
۲4	L2000290	Set Aside for Preservation Litigation Funds	5,000,000	5,000,000	-	22,000,000	22,000,000	-	33,712,000	33,712,000	-			

SubPg	m PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted) %c	Comments
Traffic	Operations C	apital												
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	16,118,000	8,904,287	(7,213,713)	8,479,000	14,877,404	6,398,404	88,358,000	88,224,255	(133,745)			Re-Approp from 21-23
Q3	000009Q	Challenge Seattle	3,630,000	3,018,258	(611,742)	475,000	1,150,602	675,602	5,538,000	5,601,036	63,036			Re-Approp from 21-23
Q3	000041P	Truck Parking Grant	870,000	273,028	(596,973)	1,326,000	1,856,487	530,487	2,356,000	2,352,649	(3,351)			Re-Approp from 21-23
Q3	0000XXX	Permit Database Improvements	1,501,000	-	(1,501,000)	515,000	1,513,753	998,753	2,274,000	2,270,632	(3,368)			Re-Approp from 21-23
Q3	0000YYY	SR 7/Pacific Highway Crossing and Signalization	-	-	-	3,080,000	3,080,000	-	3,080,000	3,080,000	-			
Q3	L2021122	Reducing Rural Roadway Departures Program	-	-	-	4,000,000	4,000,000	-	12,000,000	12,000,000	-			

											pa		ge	
SubPgm	PIN	Project Title	23LEGCOR	24DOT001	Variance	23LEGCOR	24DOT001	Variance	23LEGCOR	24DOT001	Variance	500,000	change	Comments
Subi gii		roject ride	21 - 23	21 - 23	21 - 23	23 - 25	23 - 25	23 - 25	Total	Total	Total Q	\$200	10%	Comments
WA Sta	te Ferries Co	nstruction									2		+	
W1	900001G	Point Defiance Tml Preservation	- 1	1,431	1,431	476,000	479,185	3,185	16,147,000	16,144,816	(2,184)			
W1	900001H	Point Defiance Tml Improvement	-	-	-	-	-	-	200,000	200,000	-			
W1	900002G	Tahlequah Tml Preservation	-	1,226	1,226	291,000	264,144	(26,857)	30,667,000	30,635,886	(31,114)			
W1	900002H	Tahlequah Tml Improvement	1,312,000	1,268,580	(43,420)	-	67,162	67,162	1,711,000	1,733,060	22,060			
												Х		Increase is due to the addtion of \$9.5 million to the Future
W1	900005M	Fauntleroy Tml Preservation	4,034,000	2,991,609	(1,042,391)	7,442,000	8,530,643	1,088,643	104,872,000	114,402,123	9,530,123			Preservation Placeholder PIN in 27-29.
W1	900005N	Fauntleroy Tml Improvement	223,000	5,176	(217,824)	-	189,025	189,025	223,000	194,201	(28,799)		_	Adjust to actuals on Network Infrastructure project.
												X	X	The Future Preservation Placeholder PIN was reduced in 25-27
			2 400 000	456.007	(4.650.440)	2 225 222		4 === 0.40	44.600.000	10.555.050	(4.067.644)			due to re-priorization of asset replacements in the system.
W1	900006S	Vashon Tml Preservation	2,109,000	456,887	(1,652,113)	3,206,000	4,984,049	1,778,049	14,623,000	12,655,359	(1,967,641)	-		
W1	900006T	Vashon Tml Improvement	120 250 000	- 100 010 751	- (22.247.240)	- 24 647 000	- 44 207 705	- 22.650.705	33,000	32,984	(16) 279,564	-		
VV 1	900010L	Seattle Tml Preservation	128,358,000	106,010,751	(22,347,249)	21,647,000	44,297,795	22,650,795 2,552,360	493,336,000	493,615,564	(9,018)	-		
W1	900010M 900012K	Seattle Tml Improvement Port Townsend Tml Preservation	4,126,000 364,000	1,571,641 4,410	(2,554,359)	156,000	2,552,360 542,261	386,261	6,320,000 30,700,000	6,310,982 30,756,142	56,142			
	900012K	Port Townsend Tml Improvement	1,000	4,410	(999)	-	342,201	380,201	3,000	47	(2,953)		X	
	9000221	Lopez Tml Preservation	-	-	- (555)	959,000	959,000	(0)	39,028,000	39,023,313	(4,687)		 ^	
	900022J	Lopez Tml Improvement	2,000	232	(1,768)	-	-	-	464,000	459,643	(4,357)			
W1	900024F	Shaw Tml Preservation	-	-	-	_	_	_	9,583,000	9,579,648	(3,352)			
W1	900026P	Orcas Tml Preservation	595,000	3,727	(591,273)	1,376,000	1,966,480	590,480	10,941,000	10,935,292	(5,708)			
			555,555	57: =:	(00-)-10)	2,010,000		222,122	==,=,=,===		(5): 557		T x	Increase assoicated with the addition of local matching dollars
														from agreement with San Juan County to pay for half of
W1	900026Q	Orcas Tml Improvement	1,859,000	888,371	(970,629)	285,000	840,074	555,074	2,197,000	1,780,758	(416,242)			contractor construction costs.
W1	900028U	Friday Harbor Tml Preservation	500,000	125,569	(374,431)	2,083,000	2,002,149	(80,851)	16,643,000	16,442,403	(200,597)			
W1	900028V	Friday Harbor Tml Improvement	337,000	52,561	(284,439)	51,000	336,769	285,769	388,000	389,330	1,330			
												Х	Х	The replacement of the Slip E wingwall was re-prioritiezed outside
W1	900040N	Eagle Harbor Maint Facility Preservation	2,144,000	97,351	(2,046,649)	5,564,000	4,341,488	(1,222,512)	20,184,000	17,582,027	(2,601,973)			the 16 year window.
W1	9000400	Eagle Harbor Maint Facility Improvement	6,460,000	5,245,834	(1,214,167)	1,451,000	2,532,875	1,081,875	20,920,000	20,783,489	(136,511)			
W1	902017K	Coupeville (Keystone) Tml Preservation	352,000	4,280	(347,720)	463,000	878,765	415,765	10,062,000	10,121,773	59,773			
													Х	Cost increase associated with the Agent Office project due for
W1	902017M	Coupeville (Keystone) Tml Improvement	507,000	588,358	81,358	895,000	987,649	92,649	1,496,000	1,667,131	171,131			constuction in 23-25.
												Х	X	The reduction is primarily due to the re-priorization of Future
														Preservation Placeholder needs in 29-31 and beyond (\$-15.4m),
														and partially offset by a \$1.65m increase to the Anacortes
W1	902020C	Anacortes Tml Preservation	5,071,000	2,542,881	(2,528,119)	4,293,000	8,247,768	3,954,768	79,830,000	65,860,637	(13,969,363)			Tollbooth project being constructed in 23-25.
W1	902020D	Anacortes Tml Improvement	81,000	12,589	(68,411)	345,000	368,113	23,113	7,307,000	7,249,491	(57,509)	<u> </u>	L	
												X	X	This reduction is due to the de-prioritization of Future
14/4	0104120	Educanda Tral Drassa ration	120,000	6 24 4	(122,000)	F00 000	710 505	112 505	60.050.000	64 633 676	(7.424.024)			Preservation Placeholder assets in 35-37 to dates outside the 16
W1 W1	910413Q 910413R	Edmonds Tml Preservation Edmonds Tml Improvement	130,000 520,000	6,314 48,516	(123,686) (471,484)	598,000	710,505 967,979	112,505 967,979	69,058,000 27,708,000	61,633,079 28,199,040	(7,424,921) 491,040			year plan.
	910413R 910414P	Kingston Tml Preservation	2,819,000	731,043	(2,087,957)	17,224,000	18,802,429	1,578,429	54,567,000	54,047,832	(519,168)	X		
W1	910414S	Kingston Tml Improvement	75,000	731,043	(75,000)	17,224,000	75,000	75,000	75,000	75,000	(313,100)	+^	 	
W1	916008R	Southworth Tml Preservation	1,962,000	95,222	(1,866,778)	4,697,000	8,137,490	3,440,490	55,585,000	60,371,152	4,786,152	X		An increase in costs with updated estimates associated with the
WI	J10008K	Southworth Infilitieservation	1,502,000	33,222	(1,800,778)	4,037,000	0,137,430	3,440,430	33,363,000	00,371,132	4,760,132	^		re-starting of the Trestle Replacement and Terminal Building
														Replacement project are responsible for the increase to the BIN.
W1	930410T	Bremerton Tml Preservation	2,642,000	467,051	(2,174,949)	6,039,000	8,261,213	2,222,213	44,015,000	46,399,871	2,384,871	Х		The increase is associated with an re-prioritization (acceleration)
														of asset replacements starting in the 31-33 biennium.
W1	930410U	Bremerton Tml Improvement	60,000	894	(59,106)	482,000	480,158	(1,842)	1,774,000	1,710,046	(63,954)			
W1	930513G	Bainbridge Island Tml Preservation	21,348,000	16,840,517	(4,507,483)	13,969,000	18,553,889	4,584,889	80,766,000	70,426,247	(10,339,753)	Х	Х	The reduction is due to a re-prioritization of asset replacements in
														31-33 in the Future Preservation Placeholder to a period outside
														the 16 year budget window.
	930513H	Bainbridge Island Tml Improvement	32,000	_	(32,000)	-	-	-	121,000	87,214	(33,786)		X	Reduction due to savings in small Illumination project.
W1	952515P	Mukilteo Tml Improvement	6,937,000	3,667,406	(3,269,594)	57,000	4,455,823	4,398,823	187,765,000	191,361,867	3,596,867	Х		The increase is due to the needed work on the left wingwall to
														repair and rehabilitate after it was moved and pushed backwards
	0505:0-				,				40.000		/0.22.2	-	1	after a vessel landing in June of 2023.
W1	952516R	Clinton Tml Preservation	147,000	6,803	(140,197)	-	-	-	18,961,000	16,576,012	(2,384,988)	X		The reduction is due to the deferral of a large trestle paving
														project that has been deferred outside the 16 year window.

					1								au	
			331 FCCOR	24007004	Variance	331 FCCOR	24507004	Ma wia wasa	331 FCCOD	24007004	le te	8	ang	
SubPgn	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	\$500,000	% cha	Comments
			21 - 25	21-23	21-23	25-25	23-25	25-25	Total	Total	Variance Total	\$5	. 10%	
W1	952516S	Clinton Tml Improvement	10,000	9,365	(635)	2,730,000	2,343,095	(386,905)	36,579,000	36,574,513	(4,487)		+	
W1	990052C	WSF / Systemwide - Ticketing and Reservation System Modernization	-	-	- (055)	8,032,000	8,032,000	-	21,656,000	21,656,000	-			
W1		ADA Visual Paging Project	-	-	-	2,750,000	-	(2,750,000)	5,500,000	-	(5,500,000) elete	Х	Х	Included in BIN L2200083 ADA Visual Paging
W1	9900521	WSF/Systemwide - Credit Card Security Enhancement Project	-	-	-	2,170,000	2,170,000	-	2,170,000	2,170,000	-			
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing	4,000	2,258	(1,742)	-	-	-	341,000	337,865	(3,135)			
W1	998521B	Life Extension of Electronic Fare System (EFS)	-	-	-	-	-	-	1,172,000	1,169,281	(2,719)			
W1	998602A	WSF/IT Terminal Telecommunications	-	-	-	-	-	-	745,000	744,990	(10)			
W1	998603A	WSF/Systemwide - Ladder Safety	255,000	-	(255,000)	-	253,679	253,679	255,000	253,679	(1,321)			
W1	998604A	WSF/IT EFS Preservation	197,000	55,514	(141,486)	-	140,941	140,941	612,000	611,000	(1,000)			
W1	998607A	Computerized Maintenance Management System (CMMS) Transition	756,000	1,440,622	684,622	-	-	-	756,000	1,440,622	684,622	Х	Х	Increase due to project cost and implementation increases.
W1	998609A	WSF Terminal Wait Times Traveler Information System	-	-	-	250,000	250,000	-	10,246,000	10,246,000	-			
												Х		Ratio between W1 and W2 adjusted annually based on program
W1	998901J	WSF/Administrative Support - Allocated to W1	9,259,000	7,111,839	(2,147,161)	10,937,000	10,937,000	-	152,427,000	150,274,846	(2,152,154)			capital dollar distribution.
											elete	Х	Х	Project moved to L2000007 Project Support BIN for remaining
W1	998901K	Terminal Energy Efficiency Project - Ameresco	38,000	-	(38,000)	38,000	-	(38,000)	2,538,000	-	(2,538,000)			monitoring.
												Х	Х	Update from 2016 estimate with project restart have increased
W1	9989010	WSF/Systemwide - Dispatch System Replacement	4,001,000	353,913	(3,647,087)	10,000,000	17,346,087	7,346,087	14,622,000	18,320,850	3,698,850			cost estimate and budget request.
W1		Security System Upgrades Placeholder for W1	2,000	460	(1,540)	-	-	-	487,000	482,492	(4,508)			
W1	1	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation	798,000	734,923	(63,077)	2,871,000	2,931,462	60,462	19,837,000	19,834,385	(2,615)			
W1	G2000087	Electric Ferry Planning Team	2,000	1,963	(37)	-	-	-	518,000	517,900	(100)			
W1	L1000016	Primavera Project Management System	437,000	338,347	(98,653)	701,000	581,000	(120,000)	5,624,000	5,402,287	(221,713)			
W1	L1000168	Seattle Tml - Slip 2 and LCCM	445,000	-	(445,000)	1,689,000	2,072,666	383,666	47,461,000	47,451,404	(9,596)	<u>,,</u>	.,	5 00 05 1500
14/4	1 2000007	To order I Product Council	0.250.000	7 264 462	(4.007.027)	0.540.000	0.742.000	405.000	440.740.000	452 760 027	42.054.027	X		Error in not requesting re-approps for 23-25 and filling in out
W1	L2000007	Terminal Project Support	8,369,000	7,361,163	(1,007,837)	9,518,000	9,713,000	195,000	110,718,000	152,769,027	42,051,027			biennia program amounts.
W1	L2000110	Ferry Vessel and Terminal Preservation	2,838,000	- 2 254	(2,838,000)	2,086,000	6,285,500	4,199,500	17,526,000	18,887,500	1,361,500	Х		
W1	L2000166	Clinton Tml Road Improvements	5,000	3,351	(1,649)	-	1 706 224	4 706 224	3,266,000	3,261,216	(4,784)			
W1	L2000300	ORCA Card Next Generation	2,384,000	587,031	(1,/96,969)	-	1,796,224	1,796,224	3,501,000	3,499,999	(1,001)	Х	V	Redistribution of CER funds to the appropriate electrification
W1	L2021087		2,200,000	_	(2,200,000)	9,300,000	18,500,000	9,200,000	11,500,000	32,594,947	21,094,947	^	^	terminals is the reason for the BIN increase.
W1	L2021087	Americans with Disabilities Act (ADA) Emergent needs	2,200,000	-	(2,200,000)	5,000,000	5,000,000	-	25,000,000	25,000,000	-			terminals is the reason for the bild increase.
***	12021125	Americans with disabilities Act (ADA) Emergent needs	_	_		3,000,000	3,000,000	_	23,000,000	23,000,000	_	Х	Y	Redistribution of CER funds to the appropriate electrification
												^		terminals/vessels is the reason for the BIN increase. Addition of
														grant dollars are also a component of the increase.
W1	L4000072	Vessel & Terminal Electrification	4,871,000	1,038,197	(3,832,803)	74,067,000	80,146,831	6,079,831	206,218,000	242,019,834	35,801,834			grant donars are also a component of the mercase.
W1	PASGRANT	Terminal Passenger Ferry Grant projects	430,000	423,837	(6,163)	-	110,000	110,000	1,149,000	1,243,874	94,874			
			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-,	(2, 22,		,,,,,,,	2,222	, ,,,,,,,	, -,-	- ,-	Х		Temporarily decreased to support the JMKII Hybridization project
W2	944401D	MV Issaguah Preservation	7,119,000	3,360,334	(3,758,666)	10,913,000	6,102,659	(4,810,341)	57,213,000	53,343,991	(3,869,009)			(contract 00-9955)
W2	944401E	MV Issaguah Improvement	741,000	56,083	(684,917)	1,000	2,181,599	2,180,599	1,862,000	4,265,804	2,403,804	Х	Х	Project delayed and estimate updated
			·	·	, , ,	·						Х		Temporarily decreased to support the JMKII Hybridization project
W2	944402D	MV Kittitas Preservation	8,232,000	6,576,717	(1,655,283)	5,155,000	3,720,744	(1,434,256)	33,577,000	36,823,074	3,246,074			(contract 00-9955)
W2	944402E	MV Kittitas Improvement	751,000	247,449	(503,551)	-	432,633	432,633	1,729,000	2,406,465	677,465	Х	Х	Project delayed and estimate updated
W2	944403D	MV Kitsap Preservation	772,000	1	(771,999)	16,091,000	9,305,218	(6,785,782)	33,779,000	28,961,225	(4,817,775)	Х	Х	Decreased request based on lower shipyard period
W2	944403E	MV Kitsap Improvement	658,000	56,084	(601,916)	1,000	623,999	622,999	1,861,000	2,543,275	682,275	Х	Х	Project delayed and estimate updated
												Х		Temporarily decreased to support the JMKII Hybridization project
W2		MV Cathlamet Preservation	6,730,000	7,007,537	277,537	7,316,000	1,837,232	(5,478,768)	41,958,000	45,174,888	3,216,888			(contract 00-9955)
W2	944404E	MV Cathlamet Improvement	688,000	86,718	(601,282)	-	623,999	623,999	1,865,000	2,511,657	646,657	Х		Project delayed and estimate updated
												Х	Х	Major updates in outer biennia (25-27). Funding aligned with
														capital investment plan to best meet State of Good Repair goals
W2		MV Chelan Preservation	9,308,000	5,753,767	(3,554,233)	16,748,000	13,550,555	(3,197,445)	65,638,000	50,058,472	(15,579,528)			of Asset Management Plan.
W2	944405F	MV Chelan Improvement	372,000	304,146	(67,854)	-	-	-	1,542,000	1,931,525	389,525		Х	Project delayed and estimate updated
												Х		Funding aligned with capital investment plan to best meet State
W2		MV Sealth Preservation	10,370,000	6,476,195	(3,893,805)	15,184,000	15,379,342	195,342	61,489,000	60,292,329	(1,196,671)	<u> </u>		of Good Repair goals of Asset Management Plan.
W2	944406E	MV Sealth Improvement	663,000	265,334	(397,666)	1,000	623,999	622,999	1,784,000	2,489,428	705,428	X		Project delayed and estimate updated
W2		MV Tillikum Preservation	3,014,000	290,264	(2,723,736)	17,135,000	14,760,468	(2,374,532)	20,149,000	16,962,701	(3,186,299)	Х	Х	Project delayed and estimate updated
W2		MV Tillikum Improvement	-	-	-	2,000	223	(1,777)	1,150,000	1,200,621	50,621			
W2	944432G	MV Elwha Preservation	-	-	-	-	-	-	29,421,000	-	(29,421,000) elete	_		Historic project
W2	944432H	MV Elwha Improvement	- 2.545.000	- 2440.646	- (42.4.204)	- 2 744 000	- 4 072 572	- (727.420)	241,000	- 20 447 540	(241,000) elete			Historic project
W2	944433D	MV Kaleetan Preservation	3,545,000	3,110,616	(434,384)	2,711,000	1,973,572	(737,428)	12,385,000	20,417,519	8,032,519	X		Project delayed and estimate updated
W2	944433E	MV Kaleetan Improvement	178,000	177,087	(913)	1,000	-	(1,000)	1,301,000	2,108,585	807,585	Х	Х	Project delayed and estimate updated

											ted		nge	
SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total New New York	\$500,000	+ 10% cha	Comments
W2	944434D	MV Yakima Preservation	215,000	76,511	(138,489)	20,365,000	4,977,312	(15,387,688)	30,021,000	16,704,824	(13,316,176)	Х	Х	Defunded Yakima to prioritize preservation work on other ships during their midlife
W2	944434E	MV Yakima Improvement	265,000	268,656	3,656	-	545,289	545,289	1,542,000	2,971,519	1,429,519	Х	Х	Defunded Yakima to prioritize preservation work on other ships during their midlife
W2	944441B	MV Walla Walla Preservation	8,206,000	4,911,368	(3,294,632)	9,064,000	7,528,900	(1,535,100)	30,257,000	23,646,899	(6,610,101)	Х	Х	estimate updated
W2	944441C	MV Walla Walla Improvement	197,000	195,853	(1,147)	-	-	-	1,369,000	2,070,466	701,466	Х	Х	Project delayed and estimate updated
W2	944442B	MV Spokane Preservation	4,878,000	3,510,961	(1,367,039)	1,610,000	2,042,124	432,124	23,034,000	40,087,811	17,053,811	Х	Х	Project delayed and estimate updated
W2	944442C	MV Spokane Improvement	77,000	76,495	(505)	-	-	-	1,213,000	1,585,432	372,432		Х	.,
												X		Funding aligned with capital investment plan to best meet State
W2	944471A	MV Chetzemoka Preservation	3,795,000	2,937,587	(857,413)	1,607,000	520,986	(1,086,014)	48,047,000	44,946,834	(3,100,166)			of Good Repair goals of Asset Management Plan.
W2	944476B	MV Chetzemoka Improvement	66,000	157,513	91,513	-	-	-	1,211,000	1,548,507	337,507		Х	Project delayed and estimate updated
W2	944477A	MV Salish Preservation	481,000	507	(480,493)	6,193,000	5,347,420	(845,580)	52,689,000	52,806,448	117,448			Temporarily decreased to support the JMKII Hybridization project (contract 00-9955)
W2	944477B	MV Salish Improvement	61,000	60,173	(827)	-	653,854	653,854	1,208,000	2,234,816	1,026,816	Х	Х	Project delayed and estimate updated
W2	944478B	MV Kennewick Preservation	4,437,000	4,988,659	551,659	3,843,000	569,196	(3,273,804)	55,702,000	55,243,118	(458,882)			
W2	944478C	MV Kennewick Improvement	61,000	60,266	(734)	329,000	-	(329,000)	1,549,000	2,915,169	1,366,169	X	Х	Project delayed and estimate updated
W2	944499C	MV Puyallup Preservation	2,746,000	6,208	(2,739,792)	11,488,000	19,212,541	7,724,541	105,680,000	113,657,795	7,977,795	Х		Project Delayed, cost increase reflected from work related to Hybridization contract 00-9955. Some costs outside the 21-25 biennias.
W2	944499D	MV Tacoma Preservation	12,886,000	8,190,178	(4,695,822)	17,027,000	18,655,625	1,628,625	132,553,000	125,361,979	(7,191,021)	Х		Project Delayed, cost increase reflected from work related to Hybridization contract 00-9955. Some costs outside the 21-25 biennias.
W2	944499E	MV Wenatchee Preservation	9,759,000	5,243,739	(4,515,261)	15,399,000	25,632,643	10,233,643	122,386,000	136,651,541	14,265,541	Х	×	Project delayed and estimate updated
W2	944499F	MV Puyallup Improvement	77,000	76,495	(505)	173,000	2,563,395	2,390,395	1,382,000	4,858,527	3,476,527	X	_	Project delayed and estimate updated
W2	944499G	MV Tacoma Improvement	78,000	2,855,959	2,777,959	-	-	-	1,894,000	6,309,126	4,415,126	X	X	Cost increase due to 9955 JMKII Hybridization contract
W2	944499H	MV Wenatchee Improvement	10,575,000	371,647	(10,203,353)	330,000	1,657,577	1,327,577	12,519,000	4,389,854	(8,129,146)	Х	X	Project delayed and estimate updated
			==,=:=,===	, - · · ·	(==,===,===,	223,555	=,001,011	2,021,011	,_,	1,000,000	New	+		Port Security is a grant based amount. Previously listed on PIN
W2	983060T	MV Sealth (23-25) Port Security	-	-	-	-	432,813	432,813	-	432,813	432,813			982020H as a block grant. This places the funds on the specific ships.
W2	990040W	MV Chimacum Preservation	103,000	1	(102,999)	1,331,000	2,515,648	1,184,648	41,809,000	37,476,590	(4,332,410)	Х	Х	Temporarily decreased to support the JMKII Hybridization project (contract 00-9955)
W2	990041W	MV Chimacum Improvement	55,000	54,988	(12)	-	-	-	1,326,000	1,356,235	30,235			(construction)
W2	990051A	MV Suguamish Improvement	401,000	399,818	(1,182)	-	-	-	418,000	415,832	(2,168)			
W2	990052A	MV Suquamish Preservation	946,000	925,300	(20,700)	225,000	221,863	(3,137)	1,196,000	1,171,893	(24,107)			
W2	990052D	Ferries Schedule System Replacement	-	-	-	1,000,000	1,000,000	-	1,300,000	1,300,000	-			
W2	990053F	WSF/Systemwide - Fire Fighting Equipment	-	-	-	-	2,133,992	2,133,992	-	2,133,992	2,133,992 New	Х		Need based on Executive Team decision.
W2	998951A	WSF/Administrative Support - Allocated to W2	3,040,000	4,379,755	1,339,755	3,879,000	3,879,000	-	82,335,000	83,667,772	1,332,772	Х		
W2	998951F	Security System Upgrades Placeholder for W2	2,229,000	185,278	(2,043,722)	-	868,080	868,080	2,381,000	5,319,981	2,938,981	Х	Х	Project delayed and estimate updated
W2	998951T	Computerized Maintenance Management System (CMMS) Transition	3,022,000	4,043,606	1,021,606	-	1,168,000	1,168,000	3,022,000	5,211,606	2,189,606	Х	Х	Project delayed and estimate updated
W2	998951V	Globe Fleetwatch Application and AIS Replacement	150,000	147,844	(2,156)	-	150,000	150,000	150,000	297,844	147,844		Х	Project delayed and estimate updated
W2	G2000080	Electric Vessel RFP	-	-	-	-	-	-	374,000	373,504	(496)			
W2	G2000084	Electric Ferry - Conversion	18,226,000	8,157,998	(10,068,002)	25,792,000	66,377,193	40,585,193	53,196,000	83,711,371	30,515,371	Х		
W2	L1000006	MV Tokitae Preservation	3,322,000	3,206,768	(115,232)	11,532,000	4,988,643	(6,543,357)	35,116,000	29,464,498	(5,651,502)	Х		Temporarily decreased to support the JMKII Hybridization project (contract 00-9955)
												Х	Х	Project delayed and estimate updated. Funding aligned with capital investment plan to best meet State of Good Repair goals
W2	L1000007	MV Samish Preservation	675,000	2,490,170	1,815,170	11,413,000	5,126,064	(6,286,936)	34,510,000	30,065,355	(4,444,646)	L		of Asset Management Plan.
W2	L1000008	MV Tokitae Improvement	419,000	419,994	994	-	-	-	1,180,000	1,448,754	268,754		Х	estimate updated
W2	L1000009	MV Samish Improvement	56,000	55,005	(995)	-	-	-	1,228,000	1,287,113	59,113			
W2	L2000006	Vessel Project Support	5,700,000	5,820,711	120,711	8,311,000	9,810,897	1,499,897	99,295,000	105,065,870	5,770,870	Х		Cost increases related to legislatively approved Vessel Project Support Decision package.
W2	L2000109	#4 - 144 Capacity Vessel	-	0	0	-	-	-	122,795,000	122,792,512	(2,488)			
W2	L2000301	Maintenance Management System	-	0	0	-	-	-	412,000	411,926	(74)			
W2	L2000329	Hybrid Electric Olympic Class (144-auto) Vessel #5	5,769,000	2,766,485	(3,002,515)	46,818,000	33,242,472	(13,575,528)	218,202,000	291,261,666	73,059,666	Х	Х	Project delayed and estimate updated
W2	L2021072	Vessel and Terminal Preservation	-	-	-	-	-	-	140,300,000	140,300,000	-	Х	Х	Project delayed and estimate updated. Additional funds from L2021183 Hybrid Electric Olympic Class Procurement
W2	L2021073	Hybrid Electric Vessel Construction	-	-	-	-	24,700,804	24,700,804	836,700,000	968,519,267	131,819,267			programmed within this BIN.

SubPgn	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total Vew/Deleted	\$500,000	+ 10% change	Comments	
W2	L2021131	Future Hybrid Electric Ferry Class Pre-Design Study	_	_	_	_	3,000,000	3,000,000	3,000,000	3,000,000	_			Previously requested, and still desired. Each day that this predesign study is delayed will result with a day delay on delivery. Teach day in delay will mean extending older less reliable ships. This will cause service disruptions and increased maintenance preservation needs for overall fleet to maintain older ships.	
W2	L2021137	Clean Fuel Ferry Reserve	-	-	-	-	-	-	-	-	- New	,			
W2	L2021183	Hybrid Electric Olympic Class Procurement	620,000	-	(620,000)	2,782,000	-	(2,782,000)	11,919,000	-	(11,919,000) elete	X	Х	Programmed under the L2021073 BIN	
W2	L2200083	ADA Visual Paging Project	1,000	-	(1,000)	-	2,750,000	2,750,000	1,518,000	7,013,464	5,495,464	Х	Х	Increase due to inclusion of 990052H ADA Visual Paging	
W3	999910K	Emergency Repair	19,940,000	11,827,430	(8,112,570)	5,000,000	24,259,984	19,259,984	66,559,000	92,689,985	26,130,985	Х	Х	Increased due to emergent needs.	

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SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance e e e e e e e e e e e e e e e e e e	\$500,000	6 cha	Comments
			21 - 25	21 - 23	21-25	25 - 25	25 - 25	25 - 25	Total	Total	Total Q/w	\$50	٠ 10%	
Rail														
Y4	700001C	New Locomotives (8) (ARRA)	176,000	23,792	(152,208)	-	-	-	59,699,000	59,543,577	(155,424)			
Y4	700010C	Passenger Rail Equipment Replacement - Insurance	672,000	559,707	(112,293)	1,560,000	1,671,834	111,834	12,110,000	12,110,000	-			
Y4	752010A	Salmon Bay Bridge Rehabilitation Project	5,000,000	-	(5,000,000)	15,000,000	19,990,298	4,990,298	25,000,000	25,000,000	-			
Y4	HSR001	State Corridor Safety and Positive Train Control Compliance	1,500,000	-	(1,500,000)	-	1,500,000	1,500,000	1,500,000	1,500,000	- (1.000)	-	<u> </u>	
Y4	HSR002	Locomotive Service Equipment and Overhaul	3,369,000	-	(3,369,000)	-	3,368,480	3,368,480	4,001,000	4,000,000	(1,000)		-	
Y4	HSR004 HSR005	Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch	251,000 1,000,000	19,404 13,071	(231,596) (986,929)	-	230,596 986,929	230,596 986,929	5,637,000 1,000,000	5,635,121 1,000,000	(1,879)	-	-	
Y4	L2021074	Ultra High Speed Rail	1,000,000	-	(980,929)	50,000,000	50,000,000	900,929	150,000,000	150,000,000	-	+	1	
Y4	L2220057	Cascades Corridor Slide Prevention and Repair	6,871,000	810,151	(6,060,849)	10,107,000	16,167,933	6,060,933	42,556,000	42,556,001	1	+	1	
Y5	700401A	SSPR Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)	21,000	20,460	(540)	-	-	-	781,000	779,710	(1,290)			
Y5	700401B	Spokane, Spangle & Palouse Railway - Oakesdale to Fallon (2021 FRA	-	48	48	779,000	778,952	(48)	779,000	779,000	-			
Y5	700602A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)	349,000	348,297	(703)	-	-	-	808,000	806,597	(1,403)			
Y5	700612B	Highline Grain Growers, Inc-Restoration of Davenport Station (2021 F	749,000	736,314	(12,686)	-	-	-	749,000	736,314	(12,686)			
Y5	700810A	Columbia Rail/Port of Royal Slope-Industrial Access Track Ext(2021 FR	740,000	739,755	(245)	-	-	-	740,000	739,755	(245)	_		
Y5	701210A	Grain Train Program	100,000		(100,000)	100,000	200,000	100,000	1,100,000	1,100,000	-			
Y5	711310B	Rainier Rail-Rail Line Rehab bet Western Junction & McKenna (2021 F	562,000	557,429	(4,571)	-	-	-	562,000	557,429	(4,571)	1	-	
Y5	720201A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)	37,000	36,275	(725)	- 420.647	- 420.647	-	314,000	313,000	(1,000)	-	-	
Y5	720201B	Columbia Rail-Refurbish Rail Line from Walla Walla to Dayton (2023 F	-			420,617	420,617	-	420,617	420,617	-	-	1	
Y5	721401A 721410B	Port of Benton - Rail Crossings (2023 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRA	1,000	480	(520)	1,030,000	1,030,000	-	1,030,000 1,560,000	1,030,000 1,558,905	(1,095)	+	<u> </u>	
Y5	724401A	Port of Longview - Industrial Rail Corridor Expansion (2023 FRAP)	-	-	- (320)	2,060,000	2,060,000	-	2,060,000	2,060,000	-	+	 	
Y5	724812B	Columbia Basin Railroad Co 1st Subdivision Rehab Project (2021 FR	570,000	424,323	(145,677)	-	145,677	145,677	570,000	570,000	_	1	1	
Y5	725910A	Ridgefield Rail Overpass	146,000	104,908	(41,092)	-	-	-	916,000	872,642	(43,358)			
Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)	1,000	481	(519)	-	-	-	399,000	397,780	(1,220)			
Y5	726813A	Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP)	3,000	2,196	(804)	-	-	-	1,132,000	1,131,116	(884)			
Y5	726823A	Tacoma Rail - Lincoln Track Upgrades (2021 FRIB)	318,000	318,000	-	-	-	-	318,000	318,000	-			
Y5	726823B	Tacoma Rail - Locomotive Facility (2021 FRIB)	868,000	867,503	(497)	-	-	-	868,000	867,503	(497)			
Y5	726823C	Tacoma Rail - Yard Tracks Upgrade (2021 FRIB)	465,000	465,000	-	-	-	-	465,000	465,000	-			
Y5	726823D	Port of Benton- Crossing Replacements (2021 FRIB)	260,000	260,000	-	-		-	260,000	260,000	-			
Y5	726823E	Port of Everett - Cargo Handling Equipment (2021 FRIB)	2,572,000	1,694,946	(877,054)	-	877,054	877,054	2,572,000	2,572,000	-	-	-	
Y5	726823F	Tacoma Rail - Alexander Wye & Storage Track Upgrades (2021 FRIB)	606,000	-	(606,000)	408.000	606,000	606,000	606,000	606,000	-	-	<u> </u>	
Y5	726823G 726823H	Tacoma Rail - Blair Peninsula (2023 FRIB) Tacoma Rail - Annie Tracks Switch and Curve Upgrade (2023 FRIB)	-			408,000 1,622,000	408,000 1,622,000	-	408,000 1,622,000	408,000 1,622,000	-	\vdash	-	
V5	741001B	Columbia Basin Railroad - Connell to Warden Tie Replacement (2023	- +	-		735,000	735,000		735,000	735,000	-	+	1	
Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)	18,000	_	(18,000)	-	-	_	730,000	711,448	(18,552)		1	
Y5	744101A	PSAP - Corridor Strengthening and Resiliency Project (2023 FRAP)	-	-	-	1,897,025	1,897,025	-	1,897,025	1,897,025	-			
Y5	744204B	Puget Sound & Pacific RR - Aberdeen Bridge Rehabilitation (2021 FRA	1,848,000	1,576,201	(271,799)	-	271,799	271,799	1,848,000	1,848,000	-			
Y5	744210A	Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP)	874,000	502,653	(371,347)	-	-	-	875,000	503,077	(371,923)		Х	Project completed under budget
Y5	750101A	Rainier Rail - Blakeslee to Chehalis Bridges (2019 FRAP)	1,000	85	(915)	-	-	-	459,000	457,711	(1,289)			
Y5	750101B	Rainier Rail - Joint Elimination & Yard Buildout (2023 FRAP)	-	-	-	460,000	460,000	-	460,000	460,000	-			
Y5	755501A	All Weather Wood - Spur Restoration (2023 FRAP)	-	-	-	286,194	286,194	-	286,194	286,194	-	1		
Y5	757101A	Central Washington Railroad-Gibbon to Granger Tie Replacement(20	- 1 000	-		678,000	678,000	-	678,000	678,000	- (500)	1	-	
Y5	757111A	Central Washington RR - Sunnyside to Granger Track Rehab (2019 FR	1,000	763	(237)	-	-	-	675,000	674,391	(609)	-	-	
Y5	757111B	Central Washington Railroad Co - 2nd Subdivision Track Rehab (2021	58,000	58,089	(762,000)	7 970 000	9 722 407	762.407	58,000 54,508,000	58,089 54,508,223	89 223	+	1	
75 V5	F01000A F01001A	Statewide - Freight Rail Investment Bank Statewide - Emergent Freight Rail Assistance Projects	762,000	- -	(762,000)	7,970,000	8,732,497	762,497 -	44,110,000	54,508,223 44,110,000	- 223	+	+	
Y5	F01001A F01111B	Palouse River and Coulee City RR - Rehabilitation	1,008,000	448,379	(559,621)	576,000	1,135,623	559,623	12,478,000	12,462,901	(15,099)	+	+	
Y5	L1000146	Grays Harbor Rail Corridor Safety Study	45,000	44,624	(376)	-	-	-	301,000	300,000	(1,000)		1	
Y5	L1000147	South Kelso Railroad Crossing	15,502,000	2,955,908	(12,546,092)	12,684,000	25,230,868	12,546,868	31,209,000	31,207,801	(1,199)	1		
Y5	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs	1,000	106	(894)				15,000	13,067	(1,933)		Х	
Y5	L1000191	PV Hooper Track Improvements	192,000	4,372	(187,628)	-	313,169	313,169	3,802,000	3,926,409	124,409			
Y5	L1000221	Titlow Rail Bridge/Culvert Improvement - Metro Parks Tacoma	1,000,000	1,000,000	-	-	-	-	1,000,000	1,000,000	-			
Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation	1,479,000	1,396,307	(82,693)	-	82,216	82,216	1,501,000	1,500,000	(1,000)			
Y5	L1000235	Port of Moses Lake Northern Columbia Basin Railroad Feasibility Stud	1,000	622	(378)	-	-	-	249,000	248,550	(450)		-	
Y5	L1000242	Spokane Airport Transload Facility	500,000	496,526	(3,474)	-	-	-	500,000	496,526	(3,474)	1	-	
Y5	L1000311	Chelatchie Prairie Railroad Track Improvements	500,000	500,000	-			-	500,000	500,000	-	+-	-	
Y5	L1000324 L1000325	NW Seaport Alliance - Drayage Truck Demonstration Project	-	-	-	6,300,000	6,300,000 14,000,000	-	6,300,000 14,000,000	6,300,000 14,000,000	-	+	1	
75 V5	L1000325 L1000327	NW Seaport Alliance - Zero Emission Shorepower Demonstration Pro Tacoma Rail - Zero-Emission Locomotives and Charging	-		-	14,000,000 5,000,000	5,000,000	-	5,000,000	5,000,000	-	+	+	
13	L1000327	racoma Maii - Zero-Linission Locomotives and Charging	-	-	-	3,000,000	3,000,000	- !	3,000,000	3,000,000	-	1	1	

SubPgn	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	New/Deleted	\$500,000	+ 10% change	Comments
Y5	L1100080	Port of Moses Lake	8,090,000	1,299,247	(6,790,753)	10,316,000	17,107,905	6,791,905	23,903,000	23,903,001	1			
Y5	L2000173	Connell Rail Interchange	-	0	0	14,554,000	14,553,146	(854)	15,002,000	15,000,000	(2,000)			
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000	-	1,469,000	1,469,000	-	7,337,000	7,337,000	-			
Y5	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	9,095,000	3,925,119	(5,169,881)	6,699,000	12,004,864	5,305,864	52,804,000	53,032,554	228,554			
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	1,102,000	873,523	(228,477)	-	227,394	227,394	1,152,000	1,150,000	(2,000)			
Y5	L2000359	Aberdeen US 12 Highway-Rail Separation	696,000	402,785	(293,215)	-	289,858	289,858	704,000	700,000	(4,000)			
Y5	L2000361	Jones/John Liner Road BNSF Railroad Undercrossing	367,000	-	(367,000)	-	366,407	366,407	851,000	850,000	(1,000)			
Y5	L2021053	Chelatchie Prairie Railroad Bridge and Rehab Work	2,739,000	18,608	(2,720,392)	-	2,720,392	2,720,392	2,739,000	2,739,000	-			
Y5	L2021138	Spokane Transload Center Rail Extension	-	-	-	1,700,000	1,700,000	-	1,700,000	1,700,000	-			
Y5	L4000074	Spokane International Airport Transload Rail Facility	-	-	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-			
Y5	L4000079	Palouse River and Coulee City RR - Rehabilitation	-	-	-	33,500,000	33,500,000	-	150,000,000	150,000,000	-			
Y7	L1000336	Truck Parking Off SR 906	-	-	-	150,000	150,000	-	150,000	150,000	-			
Y7	L1000337	Port of Bremerton Electrification	-	-	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-			
Y7	L1000338	Port of Anacortes Electrification		-	-	500,000	500,000	_	500,000	500,000	-			
Y7	L2021182	Port Electrification Competitive Grants	-	-	-	26,500,000	26,500,000	-	26,500,000	26,500,000	-			

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			23LEGCOR	24DOT001	Variance	23LEGCOR	24DOT001	Variance	23LEGCOR	24DOT001	Variance	\$500,000	hang	
SubPgm	PIN	Project Title	21 - 23	21 - 23	21 - 23	23 - 25	23 - 25	23 - 25	Total	Total	Variance Total	500,	10% cl	Comments
											New	 	+ 10	
Local Progra	ams													
	035A	S 228th Street Extension & Grade Separation	-	-	-	-	-	-	8,623,000	8,623,000	-			
Z2 OLPS		State Infrastructure Bank	4,679,000	430,000	(4,249,000)	2,393,000	2,560,000	167,000	10,323,000	6,241,000	(4,082,000)	X	X	Loans repaid and balances adjusted to actuals
Z2 3LP2 Z2 6LP2	138F	Port of Tacoma Rd Interchange Phase 3	975,000	915,000 3,511,000	(60,000)	6,558,000 900,000	6,618,000	60,000 1,589,000	7,533,000	7,533,000 6,000,000	-			
	000106	Barker Rd / BNSF Grade Separation SR109/ 88 Corner Roadway	5,100,000 800,000	3,511,000	(1,589,000)	1,200,000	2,489,000 2,000,000	800,000	6,000,000 2,000,000	2,000,000	-			Project reappropriation for 23-25 biennium.
	000100	Community Facilities District Improvements (Redmond)	743,000	1,000	(742,000)	-	741,000	741,000	5,001,000	5,000,000	(1,000)			Froject reappropriation for 25-25 blennium.
	00087	I-5/Port of Tacoma Road Interchange	2,070,000	2,070,000	-	7,700,000	7,700,000	-	22,300,000	22,300,000	-			
Z2 L100	00089	Mottman Rd Pedestrian & Street Improvements	-	-	-	1,110,000	1,110,000	-	7,608,000	7,608,000	-			
Z2 L100	00094	Issaquah-Fall City Road	1,600,000	1,600,000	-	-	-	-	5,000,000	5,000,000	-			
	00132	SR 163/N 46th St. to N 54th St.	-	-	-	-	-	-	2,501,000	2,501,000	-			
	00187	Woodin Ave Bridge	-	-	-	-	-	-	280,000	280,000	-			
	00205	Steward Rd	700,000	700,000	-	3,000,000	3,000,000	-	3,700,000	3,700,000	-			
	00206	East Marginal Way Heavy Haul Corridor Improvements Barker Rd Corridor Widening - Spokane River to SR-290	10,000	8,000	(2,000)	6,100,000 703,000	6,100,000 705,000	2,000	6,100,000 1,680,000	6,100,000 1,680,000	-			
	00207	SR 529/I-5 Interchange Expansion	10,000	- 8,000	(2,000)	5,000,000	5,000,000	-	5,000,000	5,000,000				
	00305	Port of Tacoma Road, East of I-5	-	-	-	5,100,000	5,100,000	-	35,000,000	35,000,000	<u>-</u>			
	00314	Ferry Landings at Anderson Island and Steilacoom	263,000	14,000	(249,000)	800,000	1,049,000	249,000	1,063,000	1,063,000	-			
	00321	Statewide Freight Investment Priorities	-		-	-	-	-	28,500,000	28,500,000	-			
Z2 L100	00331	Aberdeen US 12 Highway-Rail Separation Project	-	-	-	9,240,000	9,240,000	-	72,660,000	72,660,000	-			
Z2 L200	00017	SR 516/Wax Rd to 185th Ave SE - Improvements	21,000	-	(21,000)	-	21,000	21,000	2,800,000	2,800,000	-			
Z2 L200	00064	Ridgefield Rail Overpass	457,000	454,000	(3,000)	-	3,000	3,000	7,768,000	7,768,000	-			
Z2 L200	00065	SR 502 Main Street Project/Widening	4,425,000	546,000	(3,879,000)	1,000,000	4,879,000	3,879,000	7,700,000	7,700,000	-			
	00066	Lewis Street Bridge	23,600,000	20,350,000	(3,250,000)	1,000,000	4,313,000	3,313,000	26,000,000	26,063,000	63,000			
	00067	East-West Corridor Overpass and Bridge	5,000,000	-	(5,000,000)	47,844,000	52,844,000	5,000,000	55,844,000	55,844,000	-			
	00104	Covington Connector	16,593,000	16,360,000	(233,000)	-	233,000	233,000	24,000,000	24,000,000	- (2.022.022)	<u> </u>	,,	
	00120	Orchard Street Connector	9,890,000 1,661,000	7,858,000 588,000	(2,032,000)	-	1 072 000	1,073,000	10,000,000	7,968,000 38,000,000	(2,032,000)	X	×	Project completed under budget
	00132	Duportail Bridge 228th & Union Pacific Grade Separation (City of Kent)	468,000	466,000	(1,073,000)	-	1,073,000 2,000	2,000	38,000,000 15,000,000	15,000,000	-			
	00134	41st Street Rucker Avenue Freight Corridor Phase 2	2,492,000	-	(2,492,000)	10,000,000	12,492,000	2,492,000	36,500,000	36,500,000	<u>-</u>			
	00136	Harbour Reach Extension	414,000	83,000	(331,000)	-	1,479,000	1,479,000	15,100,000	15,100,000	_			
	00137	Sammamish Bridge Corridor	8,930,000	8,930,000	-	-		-	18,000,000	18,000,000	-			
Z2 L200	00164	Brady Road	207,000	207,000	-	-	-	-	6,000,000	6,000,000	-			
Z2 L200	00171	35th Street Mill Creek	-	-	-	=	-	-	5,738,000	5,738,000	-			
Z2 L200	00181	South Lander Street	526,000	26,000	(500,000)	4,000,000	-	(4,000,000)	7,000,000	2,500,000	(4,500,000)	Х	Х	Project completed under budget
	00205	I-5/Mellen Street Connector	2,900,000	3,369,000	469,000	5,624,000	5,155,000	(469,000)	9,242,000	9,242,000	-			
 	00256	Barker Rd/Trent Ave Grade Separation	4,000	-	(4,000)	-	4,000	4,000	1,500,000	1,500,000	-			
	00264	South Lake Stevens Multi-Use Path	-	-	-	-	-	-	1,300,000	1,300,000	-			
	00270	NE 132nd Street Sidewalk	-	-	-	-	-	-	500,000	500,000	-	_		
	00272	Viking Way Chelan - Traffic Improvements	258,000	157,000	(101,000)	-	101,000	101,000	500,000 300,000	500,000 300,000	-	-		
	00274	Lyman - Prevedal Road Repairs	236,000	137,000	(101,000)	-	101,000	-	300,000	300,000				
	00277	White Salmon- Courtney Road	1,500,000	1,500,000	-	_	_	-	1,500,000	1,500,000	-			
	00372	Hood River Bridge	3,000,000	3,000,000	-	2,000,000	2,000,000	-	5,000,000	5,000,000	-			
	21047	SR 520 & 148th Avenue NE Bicycle/Pedestrian Crossing	-	-	-	-	-	-	8,000,000	8,000,000	-			
Z2 L202	21052	Fife to Tacoma Pedestrian Access	-	-	-	2,500,000	2,500,000	-	25,600,000	25,600,000	-			
														Project reappropriation for 23-25 biennium and moved to the Z
	21090	SR 305/Suquamish Way Access Road	2,000,000	-	(2,000,000)	6,000,000	8,000,000	2,000,000	8,000,000	8,000,000	-			program.
	21122	Reducing Rural Roadway Departures Program	-	-	-	4,000,000	4,000,000	-	12,000,000	12,000,000	-			
	20059	SR 516/Jenkins Creek to 185th Avenue - Widening	12,608,000	9,795,000	(2,813,000)	5,000,000	7,813,000	2,813,000	18,522,000	18,522,000	-			
Z2 L400	00081	Bothell Way NE/ Bothell Everett Highway Widening	-	-	-	2,000,000	2,000,000	-	7,000,000	7,000,000	-			Col. W. T. W. Daniel and a decided a second and a second
72 1,400	00084	Inchelium Vicinity Road Improvements		_	_		2,500,000	2,500,000	2,500,000	2,500,000	-			Colville Tribe has reached out again to emphasize the need and
	00084	SR 99 Revitalization Project	-	-	-	-	2,500,000	2,500,000	2,500,000	22,500,000	-	1		project readiness
	00098	Puyallup Avenue Transit/Complete Street Improvements	-	-	- +	3,000,000	3,000,000	-	9,000,000	9,000,000		\vdash	 	
-	00099	City Center Access Project - Federal Way	-	-	-	9,000,000	9,000,000	-	30,000,000	30,000,000	-	<u> </u>		
	00102	Poplar Way Bridge	-	-	-	10,000,000	10,000,000	-	10,000,000	10,000,000	-	1		
	00104	Paine Field Access (100th St. SW) - Everett	-	-	-	-	-	-	8,400,000	8,400,000	-	Ī		
	00105	156th Street Railroad Overcrossing	-	-	-	500,000	500,000	-	500,000	500,000	-			
Z2 L400	00106	Grove Street Overcrossing	-	-	-	5,000,000	5,000,000	-	5,000,000	5,000,000	-			
Z2 L400	00115	224th Corridor Completion	-	-	-	10,000,000	10,000,000	-	20,600,000	20,600,000	-			

											70		a)	
			331 ECCOR	24DOT001	Variance	331 ECCOB	24D0T001	Variance	331 ECCOR	24DOT001	Variance	8	ang	
SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	\$500,000	% cha	Comments
			22 23	22 23	22 23	25 25	25 25	25 25	10101		Variance Total Variance	\$5	٠ 10%	
72	L4000117	SR 99 BAT Lanes: 148th St SW to Airport Rd - Everett	-	-	_	-	-	-	30,072,142	30,072,142	-		<u> </u>	
Z2	L4000120	42nd Ave Bridge	-	-	-	12,000,000	12,000,000	-	17,000,000	17,000,000	-			
Z2	L4000123	Ballard-Interbay Regional Transportation (BIRT) System Corridor	-	-	-	-	-	-	25,000,000	25,000,000	-			
Z2	L4000124	Guemes Ferry Boat Replacement Project (All Electric)	-	-	-	14,000,000	14,000,000	-	14,000,000	14,000,000	-			
Z2	L4000125	Lummi Island Ferry System Modernization and Preservation	500,000	-	(500,000)	4,800,000	5,300,000	500,000	5,300,000	5,300,000	-			
Z2	L4000167	Island View to Vista Field Trail System	-	-	-	-	-	-	5,000,000	5,000,000	-			
72	L4000177	Daisy Street Sidewalk Improvements	-	-	-	-	-	-	425,000	425,000	-			
72	L4000185 L4000200	Port of Ilwaco - Discovery Trail Route Connection Interuban Trail Extension to Puyallup	-	-	-	125,000	125,000	-	240,000 1,400,000	240,000 1,400,000	-			
72	L4000200	Cascade Elementary Safe Routes to School	-	-		-	-	_	474,000	474,000	-			
Z2	L4000211	Sidewalk on E Side of 116th Ave NE from NE 73rd to North of NE 75th	-	-	-	_	-	-	500,000	500,000	-			
Z2	L4000218	Garrison Road Sidewalk Infill	-	-	-	-	-	-	700,000	700,000	-			
Z2	L4000219	Schuster Parkway Trail Improvements	-	-	-	-	-	-	15,000,000	15,000,000	-			
Z2	LXXEXST	Local Pilot Exchange - State Bucket	-	-	-	23,750,000	23,750,000	-	23,750,000	23,750,000	-			
Z2	LXXXPBF	Flexible Pedestrian & Bicycle Safety Bucket	-	-	-	5,000,000	-	(5,000,000)	5,000,000	-	(5,000,000) elete	Х	Х	Moved to Q Operating Program
Z2	N52400R	SR 524: 48th Ave W - 37th Ave W Widening	10,090,000	10,090,000	-	1,000,000	1,000,000	-	14,864,000	14,864,000	-			
Z2		SR 99 Revitalization in Edmonds	9,570,000	6,590,000	(2,980,000)	6,000,000	8,980,000	2,980,000	16,500,000	16,500,000	-			
Z2	T10600R	Complete SR 522 Improvements-Kenmore	500,000	2,000	(498,000)	1,500,000	1,998,000	498,000	2,000,000	2,000,000	-			
72	WLBTRSTL	Wilburton Trestle	- 2.460.000	- 2.100.000	-	2,500,000	2,500,000	-	2,500,000	2,500,000	-			
79	G2000006 G2000010	Wilburton Reconnection Project Cowiche Canyon Trail	3,169,000 2,217,000	3,169,000 133,000	(2,084,000)	200,000	2,284,000	2,084,000	5,000,000 2,750,000	5,000,000 2,750,000				
79	G2000010 G2000011	Mountains to Sound Greenway	2,217,000	-	(2,084,000)	200,000	2,284,000	2,084,000	14,000,000	14,000,000	-			
79		Schuster Parkway Trail	1,000,000	14,000	(986,000)	3,000,000	3,986,000	986,000	4,000,000	4,000,000	-			
Z9		SR 520 Trail Grade Separation at 40th Street	2,185,000	1,189,000	(996,000)	-	-	-	10,700,000	9,704,000	(996,000)	х		Project completed under budget
Z9		Bay Street Pedestrian Project	961,000	-	(961,000)	2,000,000	2,961,000	961,000	3,500,000	3,500,000	-			l l l l l l l l l l l l l l l l l l l
Z9	G2000016	Burke-Gilman Trail Transit Access, Safety & Efficiency Improvements	-	-	-	-	-	-	16,000,000	16,000,000	-			
Z9	G2000017	Milton Trail Head/Interurban Trail	5,000	-	(5,000)	-	-	-	405,000	400,000	(5,000)			
Z9	G2000018	City of Pacific - Interurban Trail	-	-	-	-	-	-	1,850,000	1,850,000	-			
Z9	G2000019	Deschutes Valley Trail Connection	-	-	-	1,000,000	1,000,000	-	5,800,000	5,800,000	-			
Z9	G2000020	Guemes Channel Trail	-	-	-	-	-	-	3,500,000	3,500,000	-			
Z9	G2000021	Lake City Business District Sidewalks	-	-	-	-	-	-	2,000,000	2,000,000	-			
Z9	G2000023	Seattle Waterfront Loop Feasibility Study	-	-	-	425,000	425,000	-	500,000	500,000	-			
70	G2000025 G2000026	Trestle - Park & Ride - Trail Washington Park to Ferry Terminal - Trail	-	-	-	250,000	250,000	-	250,000 750,000	250,000 750,000	-			
70	G2000028 G2000048	NE 52nd Street Blvd - Cross Kirkland Corridor					-	-	1,086,000	1,086,000	-			
79	G2000078	Redmond Ridge NE Roundabout	50,000	7,000	(43,000)	750,000	793,000	43,000	800,000	800,000	-			
Z9	G2000100	Extension of Federal FAST Act Funds	10,137,000	197,000	(9,940,000)	36,640,000	46,580,000	9,940,000	59,003,000	59,003,000	-			
Z9		SR 523 145th Street	18,919,000	13,347,000	(5,572,000)	6,000,000	11,572,000	5,572,000	25,000,000	25,000,000	-			
Z 9	L1000165	Traffic Avenue / SR 410 Interchange	-		-	-	-	-	300,000	300,000	-			
Z9	L1000169	National Highway Freight Program	16,438,000	12,670,000	(3,768,000)	1,000,000	4,768,000	3,768,000	44,531,000	44,531,000	-			
Z9	L1000175	West Main Street Realignment Project - Phase II	-	-	-	-	-	-	3,000,000	3,000,000	-			
Z9		SR 900-12th Ave NW Enhanced Turning Capacity	1,200,000	1,025,000	(175,000)	26,000	201,000	175,000	1,500,000	1,500,000	-			
Z9		SR 9/4th Street NE - Frontier Village Access Improvement	-	-	-	-	-	-	420,000	420,000	-		<u> </u>	
Z9	L1000186	Triangle Truss Bridge Deck Replacement	15,000	15,000	- (020,000)	-	-	-	300,000	300,000	-		-	
Z9	L1000193	Bronson Way Bridge - Seismic Retrofit and Painting	2,824,000 360,000	1,904,000 296,000	(920,000) (64,000)	-	920,000 64,000	920,000 64,000	3,000,000 360,000	3,000,000 360,000	-		-	
70	L1000195 L1000196	Main Street Revitalization Project Interurban Trail & Trailhead Relocation	360,000	296,000	(64,000)	-	- 64,000	- 64,000	1,200,000	1,200,000	-		 	
79	L1000196	SR 547 Pedestrian and Bicycle Safety Trail		-		-	-	-	305,000	305,000	-		-	
79	L1000200	Covington Way SE Intersection Improvements	153,000	10,000	(143,000)	_	-	-	300,000	157,000	(143,000)		X	Project completed under budget
Z9	L1000222	Beech Street Extension	481,000	476,000	(5,000)	-	-	-	1,000,000	995,000	(5,000)		<u> </u>	.,
Z9	L1000224	Dupont-Steilacoom Road Improvements	3,900,000	3,757,000	(143,000)	-	143,000	143,000	3,900,000	3,900,000	-		İ -	
Z9	L1000244	SR 104/ 40th Place NE Roundabout	339,000	65,000	(274,000)	300,000	574,000	274,000	650,000	650,000	-			
Z9	L1000249	Clinton to Ken's Corner Trail	742,000	435,000	(307,000)	100,000	407,000	307,000	860,000	860,000	-			
Z9	L1000250	I-405/ 44th Gateway Signage and Green-Scaping Improvements	110,000	-	(110,000)	100,000	210,000	110,000	210,000	210,000	-			
Z9	L1000260	Wallace Kneeland and Shelton Springs Road intersection improvemen	200,000	-	(200,000)	450,000	650,000	200,000	650,000	650,000	-			
Z9	L1000270	Complete 224th Phase 2	-	-	-	-	-	-	1,500,000	1,500,000	-			
Z9	L1000279	Colville Airport Meteorological Station	-	- 1 000	- (50,000)	-	-	-	60,000	60,000	- (50,000)		-	
29 70	L1000281 L1000282	Ballard-Interbay Regional Transportation system plan Mickelson Parkway	69,000	1,000	(68,000)	-		-	700,000 750,000	632,000 750,000	(68,000)		-	
79		South 314th St Improvements	234,000	59,000	(175,000)	50,000	225,000	175,000	300,000	300,000	-		 	
23	L1000702	Journ 214th 2t militrovenicing	234,000	33,000	(1/3,000)	30,000	223,000	1/3,000	300,000	300,000	-			

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1962 1962 1962				231 56600	24007004	Maulausa	331 FCCOD	240.07004	Manianaa	331 FCCOR	24007004	ete	8	ang	
1202200 Marginal South Negative Services 1,000	SubPgm	PIN	Project Title									Variance 0	%	' 5	Comments
1.00 1.00				21 - 23	21-23	21-25	23 - 23	23 - 23	23 - 23	iotai	Total	New New York	\$50	100	
1.	70	11000294	Didgofield Couth LE Accord Planning	71 000	27,000	(44,000)		44.000	44.000	350,000	350,000			+	
1. 1997 1. 1997 1. 1997 1. 1997 1. 1. 1. 1. 1. 1. 1. 1	79			71,000	27,000	(44,000)			44,000				+		
1.	Z9			1,000,000	-	(1,000,000)			1,000,000						
	Z9				-	, , , , ,					· · ·	-			
March Marc	Z9	L1000309	School Based Bike Program	-	-	-	16,800,000	16,800,000	-	216,000,000	216,000,000	-			
1	Z9	L1000316	US 195/Inland Empire Way	150,000	-	(150,000)		300,000	150,000		300,000	-			
1.000032 Microcottin Program 1.000000000 1.0000000 1.0000000 1.0000000000	Z9			500,000	-	(500,000)			500,000			-			
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20,000,000,000,000,000,000,000,000,000,	Z9		·	29,870,000	16,836,000	(13,034,000)	34,673,000	47,707,000	13,034,000			-			
20,000,000 Serior American Serior Per Jerment \$1,000 \$40,000 \$1,00	Z9		· · · · · -	34,911,000	14,182,000	(20,729,000)	31,981,000	52,710,000	20,729,000	254,807,000		-			
20000299 But Law Eggspe Vendom Forey Terminal 5,000 40,000 1,000 2,000 7,000 7,000 1	Z9	L2000228	Thornton Road Overpass	11,000,000	8,802,000	(2,198,000)	630,000	2,828,000	2,198,000	19,167,000	19,167,000	-			
20,000.00	Z9	L2000237	Renton Avenue Pedestrian Safety	438,000	128,000	(310,000)	100,000	410,000	310,000	590,000	590,000	-			
20,000.00.00.00.00.00.00.00.00.00.00.00.0	Z9			51,000	49,000	(2,000)	-	2,000	2,000			-			
25 10000032 Centerwill Fail Connector Phase 3 1,000 1,000 1,000 24,000 36,000 24,000 56,000 50,000 1,0	Z9					-	-	-	-			-			
20,000,000 Control Principle Vision Control Colored	Z9				-	-	-	-	-	-		-			
25 1,000.0036 Tools His Right West Cashimere 1	Z9			· ·						· · · · · · · · · · · · · · · · · · ·	· ·				
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	Z9		-	-	-	-	-	-	-			-			
	Z9	L2000285	Odessa - County Road Bridge Replacement	-	-	-	-	-	-	100,000	100,000	-			
	Z9	L2000286	Wenatchee - Confluence Parkway	8,000	1,000	(7,000)	-	7,000	7,000	400,000	400,000	-			
200344 72m(Washington Improvements in Yakima 900,000 101,000 799,000 94,000 833,000 799,000 1,000,000 .	Z9		Bingen Walnut Creek & Maple Railroad Crossing	200,000		(200,000)	1,226,000	1,426,000		1,800,000	1,800,000	-			
29 20001842 Alth/Washington Improvements in Yaking 630,000 830,000 3,000 228,000 3,000 3,000,000 1,000,000 5,000,000 2,000,000	Z9			1,389,000	360,000			1,129,000	1,029,000	1,500,000	1,500,000	-			
29 1200357 150 Temporary Services and Noise Mitigation 88,000 85,000 13,000 226,000 229,000 3,000 500,000 -	Z9					(799,000)	94,000	893,000	799,000			-			
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29 12021191 Leavenworth Pedestrian Highway 2 Undercrossing -			· · · ·										+		+
1/20 1/20	-				+	-			-				t	1	
2021116 Pacific Northwest University of Health Sciences Multimodal Improver				-	-	-	-	-	-				1		
Pacific Northwest University of Health Sciences Multimodal Improver - - - - - -							2,000,000	2,000,000							
29 L2021120 34th Avenue Roundabouts 900,000 40,000 (860,000) 100,000 960,000 860,000 1,000,000 -			Pacific Northwest University of Health Sciences Multimodal Improver	-	-	-	-	-	-	750,000	750,000				
12021121 Helena Ave Improvements 300,000 - (300,000) 150,000 450,000 450,000 450,000 450,000 -			· -					· ·				-			
100,000 100,					40,000		· · ·					-			
29 12021126 Railroad Crossing Grant Program 3,000,000 - (3,000,000) 10,000,000 13,000,000 25,000,000 25,000,000 -					-							-	1		
12021135 Snohomish County applied sustainable aviation evaluation center 6,500,000 6,500,000 - 6,500,000 6,500,000 - 6,500,000 - 6,500,000 - 800,000 800,000 - 800,000 - 800,000 800,000 -							· · · · · · · · · · · · · · · · · · ·						╄		
29 L2021139 State Route 516 Pedestrian Bridge - - - 800,000 - 800,000 - 800,000 - 800,000 - 800,000 - 800,000 - 800,000 -						(3,000,000)							+-	_	
Fig. 12021140 City of Seattle I-5 Lid Study - - - 200,000 200,000 -						-							+	-	
Traffic Conflict Screening Grants - - 1,000,000 1,000,000 - 1,000,000 - 1,000,000 -	79							· ·		· · · · · · · · · · · · · · · · · · ·	· ·		+	+	
Z9 L2021159 Chamber WAY/ BNSF Bridge Replacement Planning - - - 215,000 - 215,000 - 215,000 -	79		•					-					+	1	
Z9 L2021161 Makah Passage Project - - 10,825,825 10,825,825 -	-		3		+								+	+	
Z9 L2021162 Brian Abbott fish board - - - 35,600,000 - 75,000,000 - - - Z9 L2021179 Roy Sidewalk & Crossing Improvements - - - 200,000 - 200,000 - 200,000 - -	-				+								+	+	
Z9 L2021179 Roy Sidewalk & Crossing Improvements - - - 200,000 - 200,000 - 200,000 -					+								1		
				-	-	-						-	1		
Z9 L2021180 Confluence Parkway Infra Match 28,000,000 28,000,000 - 85,000,000 - 85,000,000 -	Z9	L2021180	Confluence Parkway Infra Match	-	-		28,000,000	28,000,000		85,000,000	85,000,000				

SubPgn	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	New/Deleted	\$500,000	+ 10% change	Comments
Z9	L2200089	Slater Road Bridge	-	-	-	350,000	350,000	-	350,000	350,000	-			
Z9	L4000028	Woodinville SR 202 and Trestle Widening	-	-	-	-	-	-	5,000,000	5,000,000	-			
Z9	L4000046	Columbia River Bridge Replacement/Hood River to White Salmon	-	-	-	15,000,000	15,000,000	-	119,000,000	119,000,000	-			
Z9	L4000128	Cook Street Greenway Bicycle/Pedestrian Improvements	-	-	-	-	-	-	2,200,000	2,200,000	-			
Z9	L4000129	Pacific Avenue Greenway Bicycle/Pedestrian Improvements	-	-	-	400,000	400,000	-	3,900,000	3,900,000	-			
Z9	L4000130	Millwood Trail - Spokane	-	-	-	750,000	750,000	-	5,800,000	5,800,000	-			
Z9	L4000131	Usk Bridge Shared-Use Pathway	-	-	-	1,210,000	1,210,000	-	13,500,000	13,500,000	-			
Z9	L4000132	East-West Corridor	-	-	-	3,200,000	3,200,000	-	3,200,000	3,200,000	-			
Z9	L4000136	Warren Avenue Bridge	-	-	-	-	-	-	25,000,000	25,000,000	-			
Z9	L4000137	31st and Parkway Safe Route to School	-	-	-	-	-	-	1,620,000	1,620,000	-			
Z9	L4000138	148th Street Non-Motorized Bridge Project Phases 1 & 2	-	-	-	10,000,000	10,000,000	-	10,000,000	10,000,000	-			
Z9	L4000139	Interurban Trail Improvements	-	-	-	-	-	-	2,000,000	2,000,000	-			
Z9	L4000140	Barnes Creek Trail South Segment - Des Moines	-	-	-	3,500,000	3,500,000	-	3,500,000	3,500,000	-			
Z9	L4000141	White Center Pedestrian Safety Improvements	-	-	-	200,000	200,000	-	500,000	500,000	-			
Z9	L4000143	Bradley Road Safe Routes Pedestrian Improvements	-	-	-	3,000,000	3,000,000	-	3,000,000	3,000,000	-			
Z9	L4000144	State Route 547 Pedestrian and Bicycle Safety Trail (Kendall Trail)	-	-	-	-	-	-	4,129,000	4,129,000	-			
Z9	L4000145	16th Street NE Centennial Trail Connector - Phase I	-	-	-	-	-	-	2,500,000	2,500,000	-			
Z9	L4000146	South Lake Stevens Road Multi-Use Path - Phase 2	-	-	-	-	-	-	3,000,000	3,000,000	-			
Z9	L4000148	Town Center to Burke Gilman Trail Connector	-	-	-	-	-	-	100,000	100,000	-			
Z9	L4000149	61st Ave NE Sidewalk Replacement Project	-	-	-	-	-	-	3,500,000	3,500,000	-			
Z9	L4000150	Rapid Flashing Beacon on State St at 7th Avenue S	-	-	-	-	-	-	150,000	150,000	-			
Z9	L4000151	Eastrail Multi-Use Corridor through Bellevue	-	-	-	6,000,000	6,000,000	-	18,000,000	18,000,000	-			
Z9	L4000152	Mountains to Sound Greenway Trail "Bellevue Gap"			-	300,000	300,000	-	6,900,000	6,900,000	-			
Z9	L4000154	North Aurora Safety Improvements	-	<u>-</u>	-	-		-	50,000,000	50,000,000	-			
Z9	L4000155	Eastrail Corridor South	-	-	-	3,000,000	3,000,000	-	6,000,000	6,000,000	-			

Project Reappropriations Report

2024 Supplemental Project Reappropriations – All Capital Programs September 2023

The Department is requesting a reappropriation of funds for work that was expected to be done in 2021-23, but did not progress as planned and will need to be done in the 2023-25 biennium. The department uses the following approach to communicate the amount of funds requested for reappropriation.

Reappropriation Calculation

To get an accurate calculation of the amount of "...expenditure authority to ensure project completion", the department evaluated the individual projects that make up the legislative line-item appropriations.

- The work that was not accomplished in 2021-23 is generally assumed to be the first work completed in the 2023-25 biennium.
- Reappropriations for programmatic investments (i.e. Bridge Replacement Preservation,
 Unstable Slopes Preservation, Collision Prevention, etc.) are typically excluded because there is
 no expectation that programmatic investment levels increase in 2023-25 as a result of
 underspending in 2021-23. The exception is:
 - There are some programmatic investments that are considered "fixed investments" based on legislative expectations such as Structurally Deficient Bridge, Fish Passage Barrier, Bridge Seismic Retrofit, and Weigh Station investments. All underspending in 2021-23 is reappropriated to 2023-25. In addition to these items, the Department is requesting small reappropriation amounts for Highway System Preservation activities.
- The reappropriation amount identified is the lesser of the amount of underspending in 2021-23 and the amount needed in 2023-25 to complete the work.
- Reappropriation analysis at the fund source level can be difficult because of the authority the department has to exchange Pre-Existing fund sources (state and federal).

2021-23 Biennium Reappropriations Summary

Program	Account	Account Description	Reappropriation Amount
D	108	Motor Vehicle Fund - State	637,436
D	20H	Connecting Washington Account - State	1,362
			638,798
I	108	Motor Vehicle Fund - State	17,447,000
I	108	Motor Vehicle Fund - Federal	31,317,000
I	108	Motor Vehicle Fund - Local	14,534,000
I	215	Special Category C Account - State	10,168,000
I	218	Multimodal Account - State	2,214,000
I	550	Transportation 2003 (Nickel Account) - State	317,000
I	595	I-405/SR 167 ETL ACCT - State	1,129,000
I	706	Coronavirus State Fiscal Recovery Fund - State	37,765,000
I	09H	Transportation Partnership Account - State	14,601,000
I	16J	State Route Number 520 Corridor Account - State	100,000
I	20H	Connecting Washington Account - State	200,811,000
I	26P	Move Ahead WA Account - State	13,944,000
ı	26P	Move Ahead WA Account - Federal	45,112,000
			389,459,000
Р	108	Motor Vehicle Fund - State	48,565,000
Р	108	Motor Vehicle Fund - Federal	139,002,000
Р	108	Motor Vehicle Fund - Local	5,135,000
Р	511	Tacoma Narrows Toll Bridge Account - State	1,310,000
Р	535	Alaska Way Viaduct Account - State	250,000
Р	550	Transportation 2003 (Nickel Account) - State	37,342,000
Р	595	I-405/SR 167 ETL ACCT - State	4,157,000
Р	09H	Transportation Partnership Account - State	2,036,000
P	16J	State Route Number 520 Corridor Account - State	585,000
Р	20H	Connecting Washington Account - State	13,531,000
			251,913,000
Q	108	Motor Vehicle Fund - State	858,020
Q	108	Motor Vehicle Fund - Federal	7,122,907
Q	26P	Move Ahead WA Account - State	611,000
			8,591,927
W	108	Motor Vehicle Fund - Federal	5,834,030
W	550	Transportation 2003 (Nickel Account) - State	472,017
W	099	Puget Sound Capital Construction Acct State	42,589,484
W	099	Puget Sound Capital Construction Acct Federal	32,894,269
W	099	Puget Sound Capital Construction Acct Local	1,069,667
W	09H	Transportation Partnership Account - State	772,319
W	20H	Connecting Washington Account - State	15,889,845
			99,521,631
Υ	108	Motor Vehicle Fund - State	865,354
Υ	218	Multimodal Account - State	38,035,553
Υ	218	Multimodal Account - Federal	7,019,711
Υ	218	Multimodal Account - Local	13,000
Υ	02M	Essential Rail Assistance Account - State	659,610

Υ	094	Transportation Infrastructure Account (SIB) - State	2,245,054
			48,838,282
Z	108	Motor Vehicle Fund - State	9,632,000
Z	108	Motor Vehicle Fund - Federal	26,145,000
Z	218	Multimodal Account - State	19,401,000
Z	096	Highway Infrastructure Account (SIB) - State	267,000
Z	09E	Freight Mobility Investment Acct - State	749,000
Z	11E	Freight Mobility Multimodal Account - State	902,000
Z	20H	Connecting Washington Account - State	28,335,000
Z	26M	Climate Active Transportation Account - State	11,979,000
Z	26P	Move Ahead WA Account - State	4,000,000
Z	26Q	Move Ahead WA Flexible Account - State	3,000,000
			104,410,000

2021-23 Biennium Reappropriations By Project

<u>Pgm</u>	BIN	<u>Project Title</u>	Account	Source	21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
D	D311701	NPDES Facilities Projects	108	S	500,000	158,000	(342,000)	157,317	342,000
D	D3PW001	Northup Pre-Wash NPDES	108	S	1,961,000	1,665,814	(295,186)	1,665,814	295,186
D	L1000151	Olympic Region Maintenance and Administration Facility	20H	S	3,667,000	3,665,638	(1,362)	3,665,638	1,362
D	L2021036	Dayton Avenue COP Payments	108	S	4,025,000	4,024,750	(250)	4,024,306	250
1	000015R	Dept of Revenue - Sales Tax on Projects on Federal/Tribal land	108	S	1,000	-	(1,000)	-	1,000
1	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	09H	S	1,137,000	4,000	(1,133,000)	4,000	1,133,000
1	099912D	Local Programs Scenic Byways Projects - Safety Improvements	108	S	1,000	-	(1,000)	-	1,000
1	0BI100A	Mobility Reappropriation for Projects Assumed to be Complete	108	S	7,000	-	(7,000)	-	7,000
1	0BI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	108	F	-	(3,000)	(3,000)	-	3,000
1	0BI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	108	S	38,000	-	(38,000)	-	38,000
1	0BI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	550	S	5,000	-	(5,000)	-	5,000
1	0BI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	09H	S	502,000	287,000	(215,000)	287,000	215,000
1	0BI4001	Fish Passage Barrier Removal	108	F	-	(19,159,000)	(19,159,000)	-	19,159,000
1	0BI4001	Fish Passage Barrier Removal	108	L	5,618,000	2,658,000	(2,960,000)	2,658,000	2,960,000
1	0BI4001	Fish Passage Barrier Removal	108	S	149,776,000	142,848,000	(6,928,000)	142,848,000	6,928,000
1	0BI4001	Fish Passage Barrier Removal	706	S	100,000,000	62,235,000	(37,765,000)	62,235,000	37,765,000
1	0BI4001	Fish Passage Barrier Removal	26P	F	-	(45,112,000)	(45,112,000)	-	45,112,000
1	0BI4002	Noise Wall & Noise Mitigation Improvements	108	F	-	(1,807,000)	(1,807,000)	-	1,807,000
1	0BI4002	Noise Wall & Noise Mitigation Improvements	108	S	60,000	28,000	(32,000)	28,000	32,000
1	0BI4003	Stormwater & Mitigation Site Improvements	108	F	-	(4,478,000)	(4,478,000)	· -	4,478,000
ı	0BI4003	Stormwater & Mitigation Site Improvements	108	L	324,000	161,000	(163,000)	161,000	163,000
1	0BI4003	Stormwater & Mitigation Site Improvements	09H	S	308,000	-	(308,000)	-	308,000
1	0BI4003	Stormwater & Mitigation Site Improvements	20H	S	131,000	21,000	(110,000)	21,000	110,000
1	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	550	S	338,000	70,000	(268,000)	70,000	268,000
ı	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	09H	S	2,863,000	2,688,000	(175,000)	2,688,000	175,000
1	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	20H	S	1,147,000	392,000	(755,000)	392,000	755,000
1		I-5/NB Seneca St to SR 520 - Mobility Improvements	108	F	-	(1,657,000)	(1,657,000)	-	1,657,000
1	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	108	S	5,164,000	4,836,000	(328,000)	4,836,000	328,000
1		SR 9/176th Street SE to SR 96 - Widening	09H	S	2,174,000	2,154,000	(20,000)	2,154,000	20,000
1		I-405 South Downtown Access Study Support	108	L	51,000	2,000	(49,000)	2,000	49,000
1		I-405/NE 85th St Interchange - Toll Infrastructure	108	L	1,000,000	639,000	(361,000)	639,000	361,000
1		SR 522/I-5 to I-405 - Multimodal Improvements	108	L	31,000	4,000	(27,000)	4,000	27,000
1		SR 28/E Wenatchee - Access Control	09H	S	157,000	1,000	(156,000)	1,000	156,000
1		I-5/Tacoma HOV Improvements (Nickel/TPA)	108	Ĺ	145,000	-	(145,000)	-	145,000
1		I-5/Tacoma HOV Improvements (Nickel/TPA)	09H	S	42,742,000	42,701,000	(41,000)	42,701,000	41,000
i		SR 167/SR 410 to SR 18 - Congestion Management	595	S	13,666,000	12,537,000	(1,129,000)	12,537,000	1,129,000
i		SR 167/SR 410 to SR 18 - Congestion Management	09H	S	1,700,000	840,000	(860,000)	840,000	860,000
i		US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	550	S	99,000	59,000	(40,000)	59,000	40,000
i	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	108	S	3,000	-	(3,000)	-	3,000
i		I-82/Red Mountain Vicinity - Pre-Design Analysis	108	F	-	(1,133,000)	(1,133,000)	_	1,133,000
i		I-82/Red Mountain Vicinity - Pre-Design Analysis	108	s S	52,000	23,000	(29,000)	23,000	29,000
i		I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	108	F	-	(13,000)	(13,000)	-	13,000
i		I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	108	S	7,000	4,000	(3,000)	4,000	3,000
i		SR 240/Richland Y to Columbia Center I/C - Add Lanes	550	S	4,000	-	(4,000)	-,550	4,000
i		I-90/Spokane to Idaho State Line - Corridor Design	108	F	-,500	(1,262,000)	(1,262,000)	_	1,262,000
•	0000700	1 30/ Spokane to Idano State Line Contract Design	100	•	•	(1,202,000)	(1,202,000)	_	1,202,000

<u>Pgm</u>	BIN	<u>Project Title</u>	Account		21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
1	609049B	I-90/Spokane to Idaho State Line - Corridor Design	108	S	73,000	1,000	(72,000)	1,000	72,000
I		SR 99/Alaskan Way Viaduct - Replacement	108	L	3,882,000	1,622,000	(2,260,000)	1,622,000	2,260,000
I		SR 99/Alaskan Way Viaduct - Replacement	108	S	4,880,000	-	(4,880,000)	-	4,880,000
I		SR 99/Alaskan Way Viaduct - Replacement	218	S	987,000	985,000	(2,000)	985,000	2,000
I		SR 99/Alaskan Way Viaduct - Replacement	09H	S	106,947,000	95,847,000	(11,100,000)	95,847,000	11,100,000
I	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	09H	S	452,000	301,000	(151,000)	301,000	151,000
I	L1000098	SR 520/124th St Interchange (Design and Right of Way)	20H	S	15,109,000	7,987,000	(7,122,000)	7,987,000	7,122,000
I	L1000110	I-405/NE 132nd Interchange - Totem Lake	20H	S	55,719,000	37,590,000	(18,129,000)	37,590,000	18,129,000
1	L1000113	I-90/SR 18 Interchange Improvements	215	S	54,082,000	48,666,000	(5,416,000)	48,666,000	5,416,000
I	L1000113	I-90/SR 18 Interchange Improvements	20H	S	1,000	-	(1,000)	-	1,000
1	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	108	L	165,000	162,000	(3,000)	162,000	3,000
1	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	20H	S	1,508,000	1,329,000	(179,000)	1,329,000	179,000
1	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	215	S	17,019,000	12,267,000	(4,752,000)	12,267,000	4,752,000
1	L1000240	SR 9/South Lake Stevens Road Roundabout	09H	S	442,000	-	(442,000)	1,442,000	442,000
1	L1000247	US 101/Morse Creek Safety Barrier	108	F	1,382,000	474,000	(908,000)	474,000	908,000
1	L1000247	US 101/Morse Creek Safety Barrier	108	S	73,000	6,000	(67,000)	6,000	67,000
1	L1000276	SR 162/410 Interchange Design and Right of Way Project	108	S	780,000	489,000	(291,000)	489,000	291,000
1	L1000291	SR 224/ Red Mountain Improvements	20H	S	550,000	-	(550,000)	-	550,000
1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	108	L	327,000	266,000	(61,000)	266,000	61,000
1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	20H	S	50,963,000	40,928,000	(10,035,000)	40,928,000	10,035,000
1	L1100110	I-5/Marvin Road/SR 510 Interchange	108	L	9,000	8,000	(1,000)	8,000	1,000
1	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	20H	S	8,760,000	6,331,000	(2,429,000)	6,331,000	2,429,000
1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	108	L	10,000	6,000	(4,000)	6,000	4,000
1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	20H	S	7,315,000	6,187,000	(1,128,000)	6,187,000	1,128,000
1	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	20H	S	10,912,000	8,869,000	(2,043,000)	8,869,000	2,043,000
1	L2000117	SR 501/I-5 to Port of Vancouver	20H	S	4,368,000	3,861,000	(507,000)	3,861,000	507,000
1	L2000119	I-5/Northbound on-ramp at Bakerview	108	L	1,000,000	275,000	(725,000)	275,000	725,000
1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	108	L	4,285,000	3,527,000	(758,000)	3,527,000	758,000
1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	20H	S	13,542,000	10,235,000	(3,307,000)	10,235,000	3,307,000
1	L2000123	I-82/ EB WB On and Off Ramps	20H	S	500,000	259,000	(241,000)	259,000	241,000
1	L2000127	US 395/Ridgeline Intersection	108	L	1,974,000	261,000	(1,713,000)	261,000	1,713,000
1	L2000160	I-5/Ship Canal Noise Wall	20H	S	725,000	708,000	(17,000)	708,000	17,000
1	L2000170	SR 125/9th Street Plaza - Intersection Improvements	108	F	-	(12,000)	(12,000)	-	12,000
1	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	20H	S	21,516,000	18,755,000	(2,761,000)	18,755,000	2,761,000
1		I-5/North Lewis County Interchange	20H	S	2,000,000	1,528,000	(472,000)	1,528,000	472,000
1	L2000223	I-5 /Chamber Way Interchange Vicinity Improvements	20H	S	3,686,000	1,701,000	(1,985,000)	1,701,000	1,985,000
1	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	108	L	3,146,000	25,000	(3,121,000)	25,000	3,121,000
1	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	26P	S	9,772,000	9,182,000	(590,000)	9,182,000	590,000
1	L2000238	SR 900 Pedestrian Safety	108	F	-	(500,000)	(500,000)	-	500,000
1		SR 900 Pedestrian Safety	108	S	541,000	184,000	(357,000)	184,000	357,000
1		SR 548 (Bell Road)/Peace Portal Drive Intersection	108	F	-	(385,000)	(385,000)	-	385,000
1		SR 548 (Bell Road)/Peace Portal Drive Intersection	108	S	210,000	94,000	(116,000)	94,000	116,000
1		US 101/East Seguim Corridor Improvements	108	S	148,000	145,000	(3,000)	145,000	3,000
Ī		US 97 Wildlife Crossing Improvements	108	S	2,738,000	-	(2,738,000)	-	2,738,000
i		I-5 Nisqually Delta: Marvin Rd to Mounts Rd	108	S	1,553,000	_	(1,553,000)	-	1,553,000
i		I-5 Nisqually Delta: Marvin Rd to Mounts Rd	218	S	1,640,000	-	(1,640,000)	-	1,640,000
1		SR 14/Bingen Underpass	20H	S	3,250,000	1,860,000	(1,390,000)	1,860,000	1,390,000
1		Stormwater Retrofits & Improvements	26P	S	10,000,000	56,000	(9,944,000)	56,000	9,944,000
		· · · · · · · · ·		-	,,,,,,,,,,	55,550	(-)5,550)	55,550	_,,,,,,,,

<u>Pgm</u>	BIN	<u>Project Title</u>	Account	<u>Source</u>	21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
1	L4000056	US 2 Trestle Capacity Improvements & Westbound Trestle Replacement	26P	S	3,000,000	590,000	(2,410,000)	590,000	2,410,000
1	M00100R	I-5 JBLM Corridor Improvements	20H	S	35,885,000	28,937,000	(6,948,000)	28,937,000	6,948,000
1	M00400R	SR 520 Seattle Corridor Improvements - West End	108	L	1,411,000	316,000	(1,095,000)	316,000	1,095,000
1	M00400R	SR 520 Seattle Corridor Improvements - West End	16J	S	70,886,000	70,786,000	(100,000)	70,786,000	100,000
1	M00400R	SR 520 Seattle Corridor Improvements - West End	20H	S	309,774,000	264,999,000	(44,775,000)	264,999,000	44,775,000
1	M00500R	I-90 Snoqualmie Pass - Widen to Easton	108	L	408,000	92,000	(316,000)	92,000	316,000
1	M00500R	I-90 Snoqualmie Pass - Widen to Easton	20H	S	52,232,000	40,918,000	(11,314,000)	40,918,000	11,314,000
1	M00600R	SR 167/SR 509 Puget Sound Gateway	218	S	2,145,000	1,573,000	(572,000)	1,573,000	572,000
1	M00600R	SR 167/SR 509 Puget Sound Gateway	20H	S	296,965,000	281,995,000	(14,970,000)	281,995,000	14,970,000
1	M00800R	US 395 North Spokane Corridor	108	L	488,000	6,000	(482,000)	6,000	482,000
1	M00800R	US 395 North Spokane Corridor	20H	S	168,663,000	143,362,000	(25,301,000)	143,362,000	25,301,000
1		I-405/Renton to Bellevue - Corridor Widening	108	L	3,423,000	3,139,000	(284,000)	2,137,000	284,000
1	M00900R	I-405/Renton to Bellevue - Corridor Widening	20H	S	203,680,000	180,795,000	(22,885,000)	159,931,000	22,885,000
1	N00200R	US Hwy 2 Safety	20H	S	1,892,000	987,000	(905,000)	987,000	905,000
1	N00900R	SR 9/Marsh Road to 2nd Street Vic - Widening with Bridge Construction	20H	S	9,991,000	6,323,000	(3,668,000)	6,323,000	3,668,000
1	N30500R	SR 305 Construction - Safety & Mobility Improvements	20H	S	12,372,000	5,467,000	(6,905,000)	5,467,000	6,905,000
1	N52600R	SR 526 Corridor Improvements	20H	S	5,754,000	4,634,000	(1,120,000)	4,634,000	1,120,000
1	N92040R	SR 9/SR 204 Interchange	108	L	28,000	22,000	(6,000)	22,000	6,000
1	N92040R	SR 9/SR 204 Interchange	20H	S	34,498,000	30,078,000	(4,420,000)	30,078,000	4,420,000
1	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	26P	S	1,000,000	-	(1,000,000)	-	1,000,000
1	T10300R	SR 28 East Wenatchee Corridor Improvements	20H	S	2,378,000	2,166,000	(212,000)	2,166,000	212,000
1	T20700SC	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interchange	20H	S	310,000	257,000	(53,000)	257,000	53,000
1	T20900R	US-12/Walla Walla Corridor Improvements	20H	S	84,807,000	83,626,000	(1,181,000)	83,626,000	1,181,000
1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	20H	S	1,642,000	574,000	(1,068,000)	574,000	1,068,000
1	T30400R	SR 3 Freight Corridor	20H	S	2,830,000	2,499,000	(331,000)	2,499,000	331,000
1	T32700R	SR 510/Yelm Loop Phase 2	20H	S	6,191,000	4,597,000	(1,594,000)	4,597,000	1,594,000
Р	0BP1001	Chip Seal Roadways Preservation	108	S	3,588,000	2,737,000	(851,000)	2,737,000	851,000
Р	0BP1002	Asphalt Roadways Preservation	108	L	2,932,000	2,663,000	(269,000)	2,663,000	269,000
Р	0BP1002	Asphalt Roadways Preservation	108	S	51,594,000	19,184,000	(32,410,000)	19,184,000	32,410,000
Р	0BP1003	Concrete Roadways Preservation	108	S	2,390,000	750,000	(1,640,000)	750,000	1,640,000
Р	0BP1003	Concrete Roadways Preservation	550	S	53,911,000	16,569,000	(37,342,000)	16,569,000	37,342,000
Р	0BP2001	Bridge Replacement Preservation	108	F	-	(6,726,000)	(6,726,000)	-	6,726,000
Р	0BP2002	Bridge Repair Preservation	108	F	-	(83,421,000)	(83,421,000)	-	83,421,000
Р	0BP2002	Bridge Repair Preservation	108	L	6,388,000	1,526,000	(4,862,000)	1,526,000	4,862,000
Р	0BP2003	Bridge Scour Prevention Preservation	108	F	-	(1,839,000)	(1,839,000)	-	1,839,000
Р		Bridge Scour Prevention Preservation	108	S	349,000	153,000	(196,000)	153,000	196,000
Р		Bridge Seismic Retrofit Preservation	108	F	-	(16,573,000)	(16,573,000)	-	16,573,000
Р	0BP3001	Emergency Relief Preservation	108	F	-	(2,538,000)	(2,538,000)	-	2,538,000
Р		Emergency Relief Preservation	108	S	16,687,000	9,543,000	(7,144,000)	9,543,000	7,144,000
Р		Major Drainage Preservation	108	F	-	(3,859,000)	(3,859,000)	-	3,859,000
Р		SR 99/Aurora Bridge - Painting	108	F	-	(315,000)	(315,000)	-	315,000
Р		SR 99/Aurora Bridge - Painting	108	S	6,260,000	-	(6,260,000)	-	6,260,000
Р	1405RRT	I-405/SR 167 ETL Corridor R&R - Preservation	595	S	9,216,000	5,059,000	(4,157,000)	5,059,000	4,157,000
Р		SR 520/Evergreen Point Floating Bridge R&R - Preservation	16J	S	812,000	227,000	(585,000)	227,000	585,000
Р		SR104/Port Angeles Graving Dock Settlement and Remediation	108	S	155,000	91,000	(64,000)	91,000	64,000
Р		SR 290/Spokane River E Trent Br - Replace Bridge	108	L	401,000	397,000	(4,000)	397,000	4,000
Р		SR 290/Spokane River E Trent Br - Replace Bridge	09H	S	14,222,000	12,555,000	(1,667,000)	12,555,000	1,667,000
Р	G2000055	Land Mobile Radio (LMR) Upgrade	20H	S	8,531,000	8,124,000	(407,000)	8,124,000	407,000

<u>Pgm</u>	· _	Account		21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
P	L1000198 Preservation Activities	09H	S	8,683,000	8,314,000	(369,000)	8,314,000	369,000
P	L1100071 Highway System Preservation	108	F	-	(23,731,000)	(23,731,000)	-	23,731,000
P	L1100071 Highway System Preservation	20H	S	100,576,000	90,726,000	(9,850,000)	90,726,000	9,850,000
P	L2000116 SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	20H	S	2,296,000	164,000	(2,132,000)	164,000	2,132,000
P	L2000174 SR 241/Mabton Bridge	20H	S	2,056,000	1,625,000	(431,000)	1,625,000	431,000
P	L2000203 SR 155/Omak Bridge Rehabilitation	20H	S	1,299,000	588,000	(711,000)	588,000	711,000
P	L2000291 SR 99 Tunnel R&R - Preservation	535	S	251,000	1,000	(250,000)	1,000	250,000
P	TNBPRES SR 16/Tacoma Narrows Bridge R&R - Preservation	511	S	3,578,000	2,268,000	(1,310,000)	2,268,000	1,310,000
Q	000005Q Programmatic Investment for Traffic Operations Capital Projects	108	F		(5,767,600)	(5,767,600)	-	5,767,600
Q	000005Q Programmatic Investment for Traffic Operations Capital Projects	108	S	7,536,000	6,906,515	(629,485)	6,089,562	629,485
Q	000009Q Challenge Seattle / Virtual Coordination Center	108	F	-	(54,602)	(54,602)	-	54,602
Q	000009Q Challenge Seattle / Virtual Coordination Center	26P	S	611,000	-	(611,000)	-	611,000
Q	000041P Truck Parking Grant	108	F	-	(451,014)	(451,014)	-	451,014
Q	000041P Truck Parking Grant	108	S	131,000	51,527	(79,473)	40,954	79,473
Q	0000XXX Permit Database Improvements	108	F	-	(849,690)	(849,690)	-	849,690
Q	0000XXX Permit Database Improvements	108	S	225,000	75,938	(149,062)	-	149,062
W	900002H Tahlequah Tml Improvement	099	S	1,312,000	1,268,580	(43,420)	1,268,580	43,420
W	900005M Fauntleroy Tml Preservation	099	F	-	(201,407)	(201,407)	-	201,407
W	900005M Fauntleroy Tml Preservation	09H	S	2,534,000	1,761,681	(772,319)	246,934	772,319
W	900005N Fauntleroy Tml Improvement	099	S	190,000	975	(189,025)	975	189,025
W	900006S Vashon Tml Preservation	099	F	-	(135,000)	(135,000)	-	135,000
W	900006S Vashon Tml Preservation	099	S	1,974,000	456,887	(1,517,113)	456,887	1,517,113
W	900010L Seattle Tml Preservation	099	F	-	(10,595,555)	(10,595,555)	-	10,595,555
W	900010L Seattle Tml Preservation	099	L	407,000	181,965	(225,035)	180,987	225,035
W	900010L Seattle Tml Preservation	099	S	829,000	800,000	(29,000)	800,000	29,000
W	900010L Seattle Tml Preservation	20H	S	88,410,000	76,917,239	(11,492,761)	76,915,187	11,492,761
W	900010M Seattle Tml Improvement	099	S	4,125,000	1,572,640	(2,552,360)	1,570,641	2,552,360
W	900012K Port Townsend Tml Preservation	099	F	-	(271,338)	(271,338)	-	271,338
W	900012K Port Townsend Tml Preservation	099	S	92,000	4,410	(87,590)	4,410	87,590
W	900026P Orcas Tml Preservation	099	S	595,000	4,520	(590,480)	3,727	590,480
W	900026Q Orcas Tml Improvement	099	L	1,000,000	543,264	(456,736)	-	456,736
W	900028V Friday Harbor Tml Improvement	099	S	337,000	52,561	(284,439)	52,561	284,439
W	9000400 Eagle Harbor Maint Facility Improvement	099	S	6,441,000	5,359,125	(1,081,875)	5,240,232	1,081,875
W	902017K Coupeville (Keystone) Tml Preservation	099	F	-	(263,139)	(263,139)	-	263,139
W	902017K Coupeville (Keystone) Tml Preservation	099	S	88,000	4,280	(83,720)	4,280	83,720
W	902020C Anacortes Tml Preservation	099	S	5,071,000	2,542,881	(2,528,119)	2,542,881	2,528,119
W	902020D Anacortes Tml Improvement	099	S	81,000	57,887	(23,113)	12,589	23,113
W	910413Q Edmonds Tml Preservation	099	F	-	(15,372)	(15,372)	-	15,372
W	910413Q Edmonds Tml Preservation	099	S	114,000	16,867	(97,133)	6,314	97,133
W	910413R Edmonds Tml Improvement	099	F	-	(66,053)	(66,053)	-	66,053
W	910413R Edmonds Tml Improvement	099	L	437,000	49,104	(387,896)	48,516	387,896
W	910413R Edmonds Tml Improvement	099	S	16,000	0	(16,000)	0	16,000
W	910414P Kingston Tml Preservation	099	S	2,802,000	1,223,571	(1,578,429)	731,043	1,578,429
W	9104145 Kingston Tml Improvement	099	S	75,000	-,223,371	(75,000)		75,000
W	916008R Southworth Tml Preservation	099	5 F	73,000	(1,689,416)	(1,689,416)	-	1,689,416
W	916008R Southworth Tml Preservation	099	S	229,000	51,638	(1,689,416)	51,638	1,089,416
W	930410T Bremerton Tml Preservation	099	S	2,642,000	467,051	(2,174,949)	467,051	2,174,949
W	930513G Bainbridge Island Tml Preservation	099	S	15,632,000	9,830,517	(5,801,483)	9,830,517	2,174,949 5,801,483
vv	2202120 paulininge izigila titii kiesetagiinii	099	3	13,032,000	3,030,317	(3,001,483)	3,030,317	5,001,483

<u>Pgm</u>	BIN	<u>Project Title</u>	Account		21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
W	944401D	MV Issaquah Preservation	099	F	3,100,000	1,840,468	(1,259,532)	3,055,725	1,259,532
W	944401D	MV Issaquah Preservation	099	S	1,557,000	1,490,000	(67,000)	304,609	67,000
W	944401E	MV Issaquah Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944401E	MV Issaquah Improvement	099	F	160,000	-	(160,000)	-	160,000
W	944401E	MV Issaquah Improvement	099	S	394,000	-	(394,000)	-	394,000
W	944402D	MV Kittitas Preservation	099	F	-	(9,665)	(9,665)	-	9,665
W	944402E	MV Kittitas Improvement	108	F	-	(89,008)	(89,008)	-	89,008
W	944402E	MV Kittitas Improvement	099	F	160,000	51,116	(108,884)	51,116	108,884
W	944402E	MV Kittitas Improvement	099	S	404,000	169,259	(234,741)	98,464	234,741
W	944403D	MV Kitsap Preservation	099	F	-	(836)	(836)	0	836
W	944403E	MV Kitsap Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944403E	MV Kitsap Improvement	099	F	160,000	-	(160,000)	-	160,000
W	944403E	MV Kitsap Improvement	099	S	310,000	1	(309,999)	1	309,999
W	944404D	MV Cathlamet Preservation	099	F	-	(9,197)	(9,197)	-	9,197
W	944404E	MV Cathlamet Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944404E	MV Cathlamet Improvement	099	F	160,000	-	(160,000)	-	160,000
W	944404E	MV Cathlamet Improvement	099	S	310,000	273	(309,727)	273	309,727
W	944405D	MV Chelan Preservation	099	F	5,198,000	4,097,801	(1,100,199)	5,197,381	1,100,199
W	944406D	MV Sealth Preservation	099	F	6,208,000	3,851,803	(2,356,197)	6,207,073	2,356,197
W	944406E	MV Sealth Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944406E	MV Sealth Improvement	099	F	118,000	976	(117,024)	-	117,024
W	944406E	MV Sealth Improvement	099	S	358,000	209,252	(148,748)	209,252	148,748
W	944413B	MV Tillikum Preservation	099	F	-	(9,665)	(9,665)	-	9,665
W	944413B	MV Tillikum Preservation	099	S	200,000	0	(200,000)	0	200,000
W	944433D	MV Kaleetan Preservation	099	F	-	(9,532)	(9,532)	0	9,532
W	944433D	MV Kaleetan Preservation	099	S	455,000	390,630	(64,370)	95,134	64,370
W	944434D	MV Yakima Preservation	099	F	-	(9,197)	(9,197)	-	9,197
W	944441B	MV Walla Walla Preservation	099	F	7,873,000	7,872,000	(1,000)	4,580,909	1,000
W	944442B	MV Spokane Preservation	099	F	4,038,000	4,028,000	(10,000)	2,857,289	10,000
W	944442B	MV Spokane Preservation	099	S	763,000	586,672	(176,328)	653,672	176,328
W	944471A	MV Chetzemoka Preservation	099	F	2,803,000	2,561,721	(241,279)	2,274,335	241,279
W	944471A	MV Chetzemoka Preservation	099	S	910,000	843,000	(67,000)	663,252	67,000
W	944477A	MV Salish Preservation	099	F	-	(14,494)	(14,494)	0	14,494
W	944477B	MV Salish Improvement	099	S	3,000	2,901	(99)	2,901	99
W	944499C	MV Puyallup Preservation	099	F	1,694,000	605,233	(1,088,767)	-	1,088,767
W	944499C	MV Puyallup Preservation	099	S	362,000	6,208	(355,792)	6,208	355,792
W	944499D	MV Tacoma Preservation	099	F	-	(408,946)	(408,946)	-	408,946
W	944499E	MV Wenatchee Preservation	099	F	3,562,000	1,131,794	(2,430,206)	1,326,794	2,430,206
W	944499E	MV Wenatchee Preservation	099	S	2,866,000	1,202,484	(1,663,516)	1,269,484	1,663,516
W	952515P	Mukilteo Tml Improvement	099	F	-	(686,664)	(686,664)	-	686,664
W	952515P	Mukilteo Tml Improvement	099	S	1,155,000	132,221	(1,022,779)	132,221	1,022,779
W	952515P	Mukilteo Tml Improvement	20H	S	5,082,000	3,522,916	(1,559,084)	3,522,916	1,559,084
W	990040W	•	099	F	-,,	(14,394)	(14,394)	-,,	14,394
W		MV Chimacum Preservation	099	S	21,000	(66,999)	(87,999)	1	87,999
W	990052A	MV Suquamish Preservation	099	F	-	(13,888)	(13,888)	-	13,888
W	990052A	MV Suquamish Preservation	099	S	120,000	116,025	(3,975)	113,994	3,975
W	998603A	WSF/Systemwide - Ladder Safety	099	S	255,000	1,321	(253,679)	-	253,679
W		WSF/IT EFS Preservation	099	S	197,000	56,059	(140,941)	55,514	140,941
**	33000 4 A	Worfin Ero i reservation	099	3	137,000	30,033	(140,341)	33,314	140,341

<u>Pgm</u>	BIN	Project Title	Account		21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
W		WSF/Systemwide - Dispatch System Replacement	099	S	4,001,000	353,913	(3,647,087)	353,913	3,647,087
W		WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	099	F	-	(45,824)	(45,824)	-	45,824
W		WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	099	S	200,000	185,362	(14,638)	183,731	14,638
W		Security System Upgrades for W2	099	F	1,650,000	1,352,955	(297,045)	-	297,045
W		Security System Upgrades for W2	099	S	143,000	46,323	(96,677)	46,323	96,677
W		Globe Fleetwatch Application and AIS Replacement	099	S	150,000	147,844	(2,156)	147,844	2,156
W		Emergency Repair	099	S	19,940,000	11,827,430	(8,112,570)	11,827,430	8,112,570
W		Electric Ferry - Conversion	108	F	-	(5,221,846)	(5,221,846)	-	5,221,846
W		Electric Ferry - Conversion	550	S	986,000	513,983	(472,017)	512,983	472,017
W		Electric Ferry - Conversion	099	F	-	(5,206,636)	(5,206,636)	-	5,206,636
W		Electric Ferry - Conversion	099	S	380,000	302,638	(77,362)	302,638	77,362
W		MV Tokitae Preservation	099	F	-	(14,033)	(14,033)	0	14,033
W		MV Samish Preservation	099	F	-	(13,888)	(13,888)	1,102,429	13,888
W		Seattle Tml - Slip 2 and LCCM	099	S	445,000	61,334	(383,666)	-	383,666
W		Vessel Project Support	099	F	-	(1,500,000)	(1,500,000)	-	1,500,000
W		Terminal Project Support	099	S	8,369,000	8,174,000	(195,000)	7,337,109	195,000
W		Ferry Vessel and Terminal Preservation	20H	S	2,838,000	-	(2,838,000)	-	2,838,000
W	L2000300	ORCA Card Next Generation	099	S	2,384,000	587,776	(1,796,224)	587,031	1,796,224
W	L2021087	Seattle-Bainbridge Island Terminal Electrification	099	F	2,200,000	-	(2,200,000)	-	2,200,000
W	L4000072	Vessel & Terminal Electrification	099	S	4,871,000	1,038,197	(3,832,803)	1,038,197	3,832,803
Υ	700010C	Passenger Rail Equipment Replacement	218	S	-	(112,293)	(112,293)	-	112,293
Υ	701210A	GRAIN TRAIN PROGRAM	02M	S	100,000	-	(100,000)	-	100,000
Υ	724812B	Columbia Basin Railroad Co - 1st Subdivision Rehab Project (2021 FRAP)	218	S	570,000	424,323	(145,677)	424,323	145,677
Υ	726823E	Port of Everett - Cargo Handling Equipment (2021 FRIB)	094	S	2,572,000	1,694,946	(877,054)	1,694,946	877,054
Υ	726823F	Tacoma Rail - Alexander Wye & Storage Track Upgrades (2021 FRIB)	094	S	606,000	-	(606,000)	-	606,000
Υ	744204B	Puget Sound & Pacific RR - Aberdeen Bridge Rehabilitation (2021 FRAP)	218	S	1,848,000	1,576,201	(271,799)	1,576,201	271,799
Υ	752010A	Salmon Bay Bridge Rehabilitation Project	218	F	5,000,000	9,702	(4,990,298)	-	4,990,298
Υ	F01000A	Statewide - Freight Rail Investment Bank	094	S	762,000	-	(762,000)	-	762,000
Υ	F01111B	Palouse River and Coulee City RR - Rehabilitation	02M	S	1,008,000	448,390	(559,610)	448,379	559,610
Υ	HSR001	State Corridor Safety and Positive Train Control Compliance	218	S	1,500,000	-	(1,500,000)	-	1,500,000
Υ	HSR002	Locomotive Service Equipment and Overhaul	218	S	3,369,000	520	(3,368,480)	-	3,368,480
Υ	HSR004	Point Defiance Bypass Revenue Service	218	S	251,000	20,404	(230,596)	19,404	230,596
Υ	HSR005	Operational Modifications after new Service Launch	218	S	1,000,000	13,071	(986,929)	13,071	986,929
Υ	L1000147	South Kelso Railroad Crossing	218	S	15,502,000	2,955,908	(12,546,092)	2,955,908	12,546,092
Υ	L1000191	PV Hooper Track Improvements	218	S	192,000	4,372	(187,628)	4,372	187,628
Υ	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation	218	S	1,479,000	1,396,784	(82,216)	1,396,307	82,216
Υ	L1100080	Port of Moses Lake	218	S	8,090,000	1,299,247	(6,790,753)	1,299,247	6,790,753
Υ	L2000191	Palouse River and Coulee City RR - Connecting Washington	218	F	677,000	601,177	(75,823)	581,905	75,823
Υ		Palouse River and Coulee City RR - Connecting Washington	218	L	13,000	-	(13,000)	-	13,000
Υ		Palouse River and Coulee City RR - Connecting Washington	218	S	8,405,000	3,436,959	(4,968,041)	3,343,214	4,968,041
Y		Rail Crossing Improvements at 6th Ave. and South 19th St.	108	S	750,000	540,911	(209,089)	540,911	209,089
Y		Rail Crossing Improvements at 6th Ave. and South 19th St.	218	S	352,000	333,695	(18,305)	332,612	18,305
Y		Aberdeen US 12 Highway-Rail Separation	108	S	693,000	403,142	(289,858)	402,785	289,858
Y		Jones/John Liner Road BNSF Railroad Undercrossing	108	S	367,000	593	(366,407)	.02,700	366,407
Ϋ́		Chelatchie Prarie Railroad Bridge and Rehab Work	218	S	2,739,000	18,608	(2,720,392)	18,608	2,720,392
Ϋ́		Cascades Corridor Slide Prevention and Resiliency	218	F	2,071,000	117,411	(1,953,589)	116,502	1,953,589
Y		Cascades Corridor Slide Prevention and Resiliency	218	S	4,800,000	693,649	(4,106,351)	693,649	4,106,351
Z		State Infrastructure Bank	096	S	1,744,000	1,477,000	(267,000)	430,000	267,000
_	OLF JUUL	State IIII astructure Dank	050	J	1,/44,000	1,411,000	(207,000)	430,000	207,000

<u>Pgm</u>	· · · · · · · · · · · · · · · · · · ·		nt Source	21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
Z	3LP138F Port of Tacoma Rd Interchange Phase 3	09E	S	975,000	915,000	(60,000)	915,000	60,000
Z	6LP131F Barker Rd / BNSF Grade Separation	09E	S	4,200,000	3,511,000	(689,000)	3,511,000	689,000
Z	6LP131F Barker Rd / BNSF Grade Separation	11E	S	900,000	-	(900,000)	-	900,000
Z	G2000010 Cowiche Canyon Trail	218	S	2,217,000	133,000	(2,084,000)	133,000	2,084,000
Z	G2000012 Schuster Parkway Trail	218	S	1,000,000	14,000	(986,000)	14,000	986,000
Z	G2000015 Bay Street Pedestrian Project	218	S	961,000	-	(961,000)	-	961,000
Z	G2000078 Redmond Ridge NE Roundabout	108	S	50,000	7,000	(43,000)	7,000	43,000
Z	G2000100 Extension of Federal FAST Act Funds	108	F	-	(9,940,000)	(9,940,000)	-	9,940,000
Z	G2000106 SR109/ 88 Corner Roadway	108	S	800,000	-	(800,000)	-	800,000
Z	L1000081 Community Facilities District Improvements (Redmond)	20H	S	743,000	2,000	(741,000)	1,000	741,000
Z	L1000148 SR 523 145th Street	20H	S	18,919,000	13,347,000	(5,572,000)	13,347,000	5,572,000
Z	L1000169 National Highway Freight Program	108	F	-	(3,768,000)	(3,768,000)	-	3,768,000
Z	L1000182 SR 900-12th Ave NW Enhanced Turning Capacity	108	S	1,200,000	1,025,000	(175,000)	1,025,000	175,000
Z	L1000193 Bronson Way Bridge - Seismic Retrofit and Painting	108	S	2,824,000	1,904,000	(920,000)	1,904,000	920,000
Z	L1000195 Main Street Revitalization Project	108	S	360,000	296,000	(64,000)	296,000	64,000
Z	L1000207 Barker Rd Corridor Widening - Spokane River to SR-290	11E	S	10,000	8,000	(2,000)	8,000	2,000
Z	L1000224 Dupont-Steilacoom Road Improvements	108	S	3,900,000	3,757,000	(143,000)	3,757,000	143,000
Z	L1000244 SR 104/ 40th Place NE Roundabout	108	S	339,000	65,000	(274,000)	65,000	274,000
Z	L1000249 Clinton to Ken's Corner Trail	218	S	742,000	435,000	(307,000)	435,000	307,000
Z	L1000250 I-405/ 44th Gateway Signage and Green-Scaping Impro-	rements 108	S	110,000	-	(110,000)	-	110,000
Z	L1000260 Wallace Kneeland and Shelton Springs Road intersectio	n improvements 108	S	200,000	-	(200,000)	-	200,000
Z	L1000283 South 314th St Improvements	108	S	234,000	59,000	(175,000)	59,000	175,000
Z	L1000284 Ridgefield South I-5 Access Planning	108	S	71,000	27,000	(44,000)	27,000	44,000
Z	L1000294 Orting Pedestrian Bridge	218	S	1,000,000	-	(1,000,000)	-	1,000,000
Z	L1000314 Ferry Landings at Anderson Island and Steilacoom	108	S	263,000	14,000	(249,000)	14,000	249,000
Z	L1000316 US 195/Inland Empire Way	108	S	150,000	-	(150,000)	-	150,000
Z	L1000317 Elevate Slater Road	26P	S	500,000	-	(500,000)	-	500,000
Z	L1000334 Safe Routes to Schools Grant Program Move Ahead	26M	S	6,686,000	202,000	(6,484,000)	202,000	6,484,000
Z	L1000335 Pedestrian and Bicycle Safety Grant Program Move Ahe	ad 26M	S	5,496,000	1,000	(5,495,000)	1,000	5,495,000
Z	L2000017 SR 516/Wax Rd to 185th Ave SE - Improvements	108	F	· · · · -	(21,000)	(21,000)	-	21,000
Z	L2000064 Ridgefield Rail Overpass	20H	S	457,000	454,000	(3,000)	454,000	3,000
Z	L2000065 SR 502 Main Street Project/Widening	20H	S	4,425,000	546,000	(3,879,000)	546,000	3,879,000
Z	L2000066 Lewis Street Bridge	108	S	3,900,000	970,000	(2,930,000)	970,000	2,930,000
Z	L2000066 Lewis Street Bridge	20H	S	13,100,000	12,780,000	(320,000)	12,780,000	320,000
Z	L2000067 East-West Corridor Overpass and Bridge	20H	S	5,000,000	-	(5,000,000)	-	5,000,000
Z	L2000104 Covington Connector	20H	S	16,593,000	16,360,000	(233,000)	16,360,000	233,000
Z	L2000132 Duportail Bridge	20H	S	1,661,000	588,000	(1,073,000)	588,000	1,073,000
Z	L2000133 228th & Union Pacific Grade Separation (City of Kent)	20H	S	468,000	466,000	(2,000)	466,000	2,000
Z	L2000134 41st Street Rucker Avenue Freight Corridor Phase 2	20H	S	2,492,000	-	(2,492,000)	-	2,492,000
Z	L2000136 Harbour Reach Extension	20H	S	414,000	83,000	(331,000)	83,000	331,000
Z	L2000188 Pedestrian and Bicycle Safety Grant Program	218	S	21,870,000	16,836,000	(5,034,000)	16,836,000	5,034,000
Z	L2000189 Safe Routes to Schools Grant Program	108	F	-	(12,416,000)	(12,416,000)	-	12,416,000
Z	L2000189 Safe Routes to Schools Grant Program	218	S	16,562,000	8,249,000	(8,313,000)	8,249,000	8,313,000
Z	L2000228 Thornton Road Overpass	20H	S	11,000,000	8,802,000	(2,198,000)	8,802,000	2,198,000
Z	L2000228 Mornton Road Overpass L2000237 Renton Avenue Pedestrian Safety	218	S	438,000	128,000	(310,000)	128,000	310,000
Z	L2000237 Renton Avenue Pedestrian Safety L2000239 Bus Lane Signage Vashon Ferry Terminal	218	S	51,000	49,000	(310,000)	49,000	2,000
Z	L2000255 Bus Lane Signage Vashori Perry Terminal L2000245 Lake Forest Park SR 104/Lyon Creek Culvert	108	s S	500,000	259,000	(241,000)	259,000 259,000	2,000
Z	L2000245 Lake Forest Park SK 104/Lyon Creek Culvert	108	S	79,000	64,000	, , ,	259,000 64,000	241,000 15,000
۷	LZOUOZJO E INOD FIIII DIVU	108	3	79,000	04,000	(15,000)	04,000	15,000

<u>Pgm</u>	BIN Project Title	Account	Source	21-23 Approp	21-23 Actuals	21-23 Underrun	23-25 Request	Reappropriation
Z	L2000256 Barker Rd/Trent Ave Grade Separation	108	S	4,000	-	(4,000)	-	4,000
Z	L2000274 Chelan - Traffic Improvements	218	S	258,000	157,000	(101,000)	157,000	101,000
Z	L2000286 Wenatchee - Confluence Parkway	108	S	8,000	1,000	(7,000)	1,000	7,000
Z	L2000328 Bingen Walnut Creek & Maple Railroad Crossing	20H	S	200,000	-	(200,000)	-	200,000
Z	L2000339 SR 303 Warren Ave Bridge Pedestrian Improvements	108	S	1,389,000	360,000	(1,029,000)	360,000	1,029,000
Z	L2000341 72nd/Washington Improvements in Yakima	108	S	900,000	101,000	(799,000)	101,000	799,000
Z	L2000357 520 Temporary Services and Noise Mitigation	218	S	88,000	85,000	(3,000)	85,000	3,000
Z	L2021090 SR 305/Suquamish Way Access Road	26P	S	2,000,000	-	(2,000,000)	-	2,000,000
Z	L2021094 Snoqualmie Parkway Rehabilitation Project	26P	S	1,000,000	-	(1,000,000)	-	1,000,000
Z	L2021119 Zero Emissions Drayage Truck	218	S	300,000	-	(300,000)	-	300,000
Z	L2021120 34th Avenue Roundabouts	108	S	900,000	40,000	(860,000)	40,000	860,000
Z	L2021121 Helena Ave Improvements	108	S	300,000	-	(300,000)	-	300,000
Z	L2021124 166th/SR 410 Interchange	108	S	100,000	-	(100,000)	-	100,000
Z	L2021126 Railroad Crossing Grant Program	26Q	S	3,000,000	-	(3,000,000)	-	3,000,000
Z	L2220059 SR 516/Jenkins Creek to 185th Avenue - Widening	20H	S	12,608,000	9,795,000	(2,813,000)	9,795,000	2,813,000
Z	L4000125 Lummi Island Ferry System Modernization and Preservation	26P	S	500,000	-	(500,000)	-	500,000
Z	NEDMONE SR 99 Revitalization in Edmonds	20H	S	9,570,000	6,590,000	(2,980,000)	6,590,000	2,980,000
Z	T10600R Complete SR 522 Improvements-Kenmore	20H	S	500,000	2,000	(498,000)	2,000	498,000

Nickel TPA CWA Delivery Status Report (Section 312)

Nickel/TPA/CW Status Report requirements: 1,012 TPA 1,012 26.7% Over Budget Completed No.
534 20.9% Over Budget Completed No. Improvements

100232C 100232C US 2/10th St Intersection Vic - Stormwater Drainage Improvements

1002365 1002365 US 2/Pickle Farm Road and Gunn Road - Add Turn Lanes Mirkel 29.2% Over Surfeet Completed pollution/erosion control (\$10,00 (\$125,000). However, a majority | 1904 | 1.000 | 1.015 | 1.001 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 | 1.005 1.815 1.802 1.803 20.996 20.698 20.697 2.747 2.423 2.423 200 264 365 11,729 7,963 6,997 1.803 80.7% Over Budest Correlated No. 20.002 -88.4% Under Budest Correlated No. 2.412 -4.45 Under Budest Correlated No. 2.50 -4.75 Correlated No. 2.50 -4.75 Correlated No. 2.50 -4.75 No. 6.844 Correlated No. 2.50 -4.75 Under Sulpt Correlated No. 2.50 No. 350 12.223 TPA TPA N00025501 79A - - 7,000 7,000 7,000 7,000 7,000 8,007 5,443 5,000 5,004 6,237 6,375 6,488 6,566 6,432 - 6,437 7,000 7,000 7,048 7,000 8.367 Budget: The cost increase is due to escalated construction materia and adjustment for inflation. Schedule: This project was tied to the US 2,feavenworth to Cashir Paving project and was delivered one year early. Budget: The CN phase was deleted from this project. State forces: 5002295 US 2/Colbert Bri Intersection - Intersection Improvements 17.1% Over Budget 692 -30.8% Under Budget N/A N/A Deferred/Deleted

-76.7% Under Budget Completed No
-36.8% Under Budget Completed No 200366A SR 3/SR 106 S Belfair - Install Signal L2000176 L2000176 SR 3/SR 304 Interchanse Modification
T30400R T30400R SR 3 Freight Corridor 4.200 0.0% On Budnet Cornoleted No No No 78.912 17.9% Over Sudnet Underway No No 6,714 0.0% On Budget Future Start No No No -75.0% Under Budget Completed No Yes; 5,838 138.873 55.100 16,072 50.3% Over Budget Completed No 10,550 11,389 11,646 14,360 16,072 100525P 100525P 1-5/5th Ave NE to NE 92nd St - Noise Well 100529C 100529C 1-5/NE 175th St to NE 205th St - Add NB Lane 8.933 23.2% Over Budget Completed No 8,735 -1.2% On Budget Completed No 100535H I-5/52nd Ave W to SR 526 - Roadside Safety and Ramp
 1005360
 1005360
 1-5/36 1/3 Intercharse Phase (ska PNI 1005MC2)

 1005370
 1005WC2
 1-5/36 1/35 Intercharse Phase (ska PNI 1005MC2)

 1005378
 1005378
 1-5/36 1/36 Intercharse Flat (ska PNI 1005MC2)

 1005379
 1005370
 1-5/36 1/36 Intercharse SB braided Ramp (ska PNI 1005770)

 1005379
 1-5/36 1/36 Intercharse SB braided Ramp (ska PNI 1005WC2)

 1005370
 1-5/36 1/36 Intercharse SB braided Ramp (ska PNI 1005WC2)

 1005370
 1-5/36 1/36 Intercharse SB braided Ramp (ska PNI 1005WC2)
 -28.3% Under Budget Completed No 59.491 52.195 44.000 -10.7% Under Budget 900 900 0.0% On Budget Completed No 33,120 348.2% Over Budget Completed No 17,800

202 SSR 1464 Sention 312 Report

																							Last Legislative		Desvery Perism		(b)		(c) If Previously Increased, can it	(d) Lost Local or Regional Funding?	(e)	
oject SOA I-S	Project Title (/300th St NW Vic to Anderson Rd Vic - Iretall Cable Barri	Rev Package TPA	O3LEGFIN -	04LEGFIN	OSLEGFIN 1,176	OGLEGFIN 1,211	07LEGRN	OBLEGFIN 1,288	09LEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR	16LEGRN	17LEGFIN	18LEGFIN	19LEGFIN	20CONF 21LEGFIN	22FINCL .	23LEGCOR 24DOT001	Budget/Current Cost 1,288	% Charge from Initial Budget 9.5%	Initial Budget Statu (± 5%) Over Budget	Delivery Status Completed	Can the Scope b Reduced? No	Scope Change?	Increased, can it Aeduce Back Down?	Regional Funding? No	Estimated Contingency	Comments Budget: The cost increase due to underestimated final const Schedule: The project was delivered 1.5 years early as a reu confractor completing the project earlier than planned beca was advertised one year earlier to complete this important is
																																was advertised one year earlier to complete this important s
660 1-5	J/2nd Street Bridge-Replace Bridge	Nickel	13,667	13,681	14,679	14,333	14,412	14,412			-	-	•	-		-		-			-		14,412	5.5N	Over Budget	Completed	No			No		Budget: The cost increase is primarily due to changes for bri foundations. In addition, the city of Mount Vernon provides to address the city's storm drainage system within the project backling the funding and associated work from the project project to the city of the project to the projec
690 1-5	s/SR 11 Vic to Weigh Station Vic - Install Cable Barrier	TPA	-	-	497	416	-	436			-	-	-	-	-		-	-			-		436	-12.3%	Under Budget	Completed	No			No		project is ON over the initial budget. Schedule: The project was delivered 2 quarters ahead of sch management of construction risks. Budget: The decrease is due to construction cost savings.
825 1-5	i.58 Vaduct. 5 Seattle Vicinity - Bridge Resair	TPA			3.910	1991	1.108	1.266															1.266	ATEN	Under Budget	Completed	No			No		Budget: The decrease is due to construction cost savings. Schedule: The project was completed 1.5 years shead of sch the contractor completing the project earlier than planned b project was advertised one year earlier to complete this imp work.
835 1-5	5/Chuckanut Creek Vicinity - Stormwater Drainage	TPA			948	1,021	1,113	1,145	1,282	560	455	455											453	-52.0%	Under Budget	Completed	No			No		work. Budget: The decrease is due to the use of a less expensive en work method, following a value engineering study along will bridge design. Schedule: The project was delivered 1 quarter early.
83W 1-5	orovements 5,Padden Creek Vicinity - Stormwater Drainage Improvem	nts TPA	-		431	465	507	521	584	268	222	195	191		-	-	-	-	-				193	-55.3%	Under Budget	Completed	No			No		
84A 1-5	i/SSI Ramps at SR 11/Old Fairhaven Parkway - Add Ramp I	ne Nickel	1,575	1,571	1,647	1,647	2,426	2,423	2,262	2,262	2,249	2,249	2,245	-	-	-	-	-			-		2,245	42.6%	Over Budget	Completed	No	Yes; Local funded work added	No	No		hadget: Local work added to the project that was paid for combination of a local acquired federal surmark and other memors of \$257,000. Excluding this scope of work and ass they project costs has changed ~4% from the Initial 2003 pa Scope: Local funded by street improvements were added Scheduler: The project was delivered 1 quarter ahead of sc
85C 1-5 00	/SR 11 to 36th Street - Median Cross Over Protection (s 005 888)	a PIN TPA		•	370	68		•		-	-			•	•	٠	-		•		-		68	-81.7X	Under Budget	Completed	No			No		Budget: The initial decrease is due to the selection of a les design solution than originally estimated. The increase in estimate to complete is due to the decision to use a more tension cable to provide more safety. Schedule: The project was completed 1.5 years early bec this work with other similar projects under a single proje
888 1-5 85C 1-5	(SR 11 to 36th Street - Median Cross Over Protection (SR 11 to 36th Street - Median Cross Over Protection (ak	TPA PIN TPA			370	- 68	- :	- :		- :	- :		- 1		- 1			- :	- 1	- 1	-	- : :	370 68						=			to the work with corner similar projects under a unge proje
SSQ I-S	5/Downtown Sellingham On/Off Ramps - Ramp sconstruction (sks PIN 1055000) i,/Downtown Sellingham On/Off Ramps - Ramp Reconstru	TPA	16,585	17,926	27,501 10,300	27,827	27,298	27,298	27,296	27,299	22,358	22,357	22,345	22,563	22,563	22,496	22,490	22,490	•				22,490	35.6%	Over Budget	Completed	No			No		
		aka TPA	16,585	17,926	17,201	27,827	27,298	27,298	27,298	27,299	22,358	22,357	22,345	22,563	22,563	22,496	22,490	22,490					22,490									
900 1-5	, Jack 15, Vicinity to Sk S42 Vicinity - Kamp Reconstruction N 1005XXXII) I ₂ /SR S42 Vicinity to Bakerview Rd - Install Cable Barrier	TPA			379	202			-		-			-		-	-						202	-46.6%	Under Budget	Completed	No			No		Budget: The decrease is due to construction cost savir Schedule: The project was completed 1.5 years ahead bundling this work with other similar projects under a
91G I-5	5/Squalloum Creek Vicinity - Stormwater Drainage Improv	ments TPA		-	361	387	408	420	470	195	150	150	-	-		-			-				150	-58.4%	Under Budget	Completed	No			No		bundling this work with other similar projects under a
91Y I-5	i,(Bakerview Rd to Nooksack River Br-Slater Rd I/C - Safety sprov	Nickel	782	784	784	707	111	120	125	67	46	46		-		-		-					46	-94.1%	Under Budget	Completed	No	Yes; Reduction		No		Budget/Scope: Budget was reduced in 2007 as a resul implement a low cost solution in Beu of the original so
93G I-S PII	i/Main Street to SR S48 - Median Cross Over Protection N 000588C)	aka TPA			890	429		409			-				•				•				409	-54.2%	Under Budget	Completed	No			No		benefits will still be achieved. Budget: The reduction is the result of construction co Schedule: The project was completed 1.5 years ahea of bundlins with other similar projects under one co
BC 1-5	(Main Street to SR 548 - Median Cross Over Protection	TPA	-	-	890			-			-				-	-			-				890									of bundling with other similar projects under one co
00	(Main Street to SR S48 - Median Cross Over Protection (a 10588C) (Billine Vicinity - Median Cross Over Protection			- 1	-	409 245	-	409 245	- 1		- :	-	- 1	- 1			- 1		-	1 1	-		409	0.0%	On Budget	Completed	No			No	- 1	
	, Blaine Vicinity - Median Cross Over Protection /SR 534 to Cook Rd - Corridor Access Study (aks PIN STU /SR 534 to Cook Rd - Corridor Access Study (aks PIN STU		•	•	800	800	800	800	•	800	799 799	799	•	-	•	•	*	•	- 1				799		On Budget On Budget	Completed	No			No No	•	
	534 Access Point Decision Report	TPA TPA	-		800 707		771	. 793		-		- :	- :	- :		- :		- :	- :				800		Over Budget	Completed	No			No	-	
A 1-5	/Tacoma HOV Improvements (Nickel/TPA)	Nickel/TPA	155 568	339,160	765,152	791,419	1,277,774	1,411,060	1,477,518	1,477,626	1,477,251	1,477,351	1,478,394	1,478,392	1,478,202	1,478,546	1,478,546	1,478,546	1,478,546	1,478,546 1,347,941	1,347,949	1,347,949 1,347,94	155 568								53,918	Updated contractor's schedule.
1 1-5 A 1-5	(Tacoma HOV Improvements (Nickel/TPA) 15 Nalley Valley Valdact 5 Core HOV - 5 48th to Pacific Ave (Tacoma HOV Improvements (Nickel/TPA)	Nickel Nickel Nickel	92,987 4,380	4,400	4,740	4,878	6,978	6,978	1,477,518	1,477,626	1,477,351	1,477,351	1,478,394	1,478,392	1,478,202	1,478,546	1,478,546	1,478,546	1,478,546	1,478,546 1,347,941	1,347,949	1,347,949 1,347,94	92,987 1,347,949								53,918	Updated contractor's schedule. Reduced to reflect projected savings due to favorab
15	i.Port of Tacoma Rd. to Kina Co. Line - HOV i.SR 16 interchance - Rebuild Interchance	Nickel Nickel/TPA	31.621 46.049	33.623 199.791 98.579 1.007 1.760	13.623 199.240	33.623 199.157	200 861	307.030	- :	- :	- :	- :	- :	- :	- :	- :	- :	- :	- 1	- : :		- : :	66.871 207.030								- :	
A IS	Port of Tacoma interchange - Rebuild interchange (SR 16 Realimment and HOV Connectors	Nickel TPA TPA TPA	5,915 1,012	1.007 1.760	1.008 1.760	103.754 17.542 108.826	105.552 41.727 189.938 101.923	105.546 57.455 201.966	- :	- :					- 1	- 1							105.546 57.455 201.966								- :	
H 15	APPART of Tacorna Rid to Elect Co. Line - MOV. 268 Li Sinte-house - Bellio Miller Controllare 268 Li Sinte-house - Bellio Miller Controllare 268 Li Sinte Sint Miller Controllare 269 Li Sinte Sinte Miller Controllare 269 Li Sinte Sinte Sinte Sinte Sinte Sinte Sinte 269 Li Sinte Sinte Sinte Sinte Sinte Sinte 269 Li Sinte Sinte Sinte Sinte Sinte Sinte 260 Li Sinte Sinte Sinte Sinte Sinte Sinte Sinte 260 Li Sinte	TPA TPA	-	-	424.926	163,941	319.424	375.830 153.850								117.477		115,500					175.810 151.850	70.4V	Our Bules	Completed	W			No		
IA 1-5	i.Grand Mound to Maytown. Widenine i,Grand Mound to Maytown Stage Two - Replace Intercha	Nickel age Nickel	76,805	76.206	76.206	76,206	87.985 41,749	95.110 42,429	137.219	130.727	115.215	115,271	115.475	115.725	115.272	115.407	115.481	115.500	- 1		-	- 1 - 1	115.500 42,429								-	
EA 1-5 EH 1-5	i.Columbia River Crossine/Vancouver - EIS I.NE 134th St Interchanse (I-S.R-205) - Rebuild Interchans /FR SOI Ridgefield Interchange - Rebuild Interchange (I Interchange)	TPA Nickel	40,000	40.000	55.075 55.000 10,000	64.559 55.000 10,000	67.461 81.876 13,000	88.463 81.746 13.000	124.036 89.091 23,000	126.235 84.341 23,172	172.709 98.441 23,187	217.615 98.419 23,927	295.114 94.768 24.304	184.109 92.963 24,214	184.108 92.971 24,179	181.477 85.972 24,064	85.416 24,069	15.00E 24,053	85.698	85.608 85.541	85.548	85.548 85.54	183.477 85.548 24,053	233.1% 113.9% 140.5%	N/A Over Sudnet Over Sudnet	Deleted Completed Completed	No No			No No No	1.422	
VI 1.5	FREAL States and Advantage of the Contract of	PIN TPA		-		10,000	13,000	13,000	23,000	23,172	23,187	23,927	24,304	24,214	24,179	24,064	24,069	24,053	-				24,053									
	0.0000) (Chahalis River Flood Control	TPA Nickel	30,000	30,000	30,000 30,000	4,271	4,670	4,670	4,670	4,670	4,673	4,672	6,755	6,789	6,789	6,789	6,793	6,793	6,793	4,915			10,000 4,915	-81.6N	Under Budget	Completed	No	Yes; Change		No		BudgerijkSoper: This project was originally a partnerst the Clinic of centrals and Chanhais, and the Avery Co- design and constructs camprohemosis for food control. Chanhais River Bann. NSCOTO was partners based control. Chanhais River Bann. NSCOTO was partners based and partners. NSCOTO was partners based and wide Angort Way on the was to deed 15. 25 cell and wide Angort Way on the was to deed 15. 25 cell and the company of the company of the company of the company of days, he 2000 Legislature provided 550 cellisors from commissions. Occur the Cartal by partners are commissions. Occur the to Cartal by partners are commissions. Occur the to Cartal by partners are to construct a Basin - sold or Santa Santa - toward a Basin - sold or Santa.
	(/Lexington Vicinity - Construct New Bridge	Nickel	5,000	5,000	5,000	5,000	5,000	5,000			-	-	-	-	-	-	-	-	- 1				5,000	0.0%	On Budget	Completed	No			No		Budget: All contribution funds have been spent on th Schedule: This was a local lead project. WSDOT's con planned.
278 I-5 27W W	. Rush Bd to 17th St - Add Lanes bodland Industrial Area (aka PIN 4005WA1 bodland Industrial Area (aka PIN 4005WA) bodland Industrial Area	Nickel TPA TPA		41.400	41.400 250	41.400 250 250		50.698 250 250	52.722	53,655 250 250	53.660 252 252	51,711 215 215	51.601	- :				-					51.601 235	29.7% -6.0%	Over Budget Under Budget	Completed Completed	No No			No No	- :	
		TPA	-		250 160,000 160,000				214.332				182.409	158,384	158,000	154,516	152.902	152.86	152.966	152,128 152,371	152,370	152,370 152,37	250 152 370 160 000	-4.8%	On Budget	Completed	No			No		
IDA I-S	i-Mellen Street to Grand Mound i-Mellen Street I/C to Grand Mound I/C - Add Lanes I/SR 432 Talley Way Interchanges - Rebuild Interchanges N 4432TWI	TPA (aka TPA	•	-	45,000	150.000 45,000	197.211 45,000	196.619 45,022	214.332 45,000	201 682 35,494	199.369 35,503	195,703 35,503	152.409 35,268	258.384 35,268	158,000 35,068	154.516 34,925	152,982 34,913	152,956 34,913	152.966 34,913	153.138 152.37 34,913 34,913	152,370 34,903	152.370 152.37 34,903 34,90			Under Budget	Completed	No			No	6.095 1,297	Belease of project savines. Project complete.
PII TW1 1-5	N 4432TWB I/JRR 432 Talley Way Interchanges - Rebuild Interchanges i N 4432TWB I SR 432 Talley Way Interchanges	ka TPA		- 1	45.000 39,109	45,000		45,022	45,000		35,503	35,503	35,268	35,268	35,068	34,905	34,913	34,913	34,913	34,913 34,91	14,903	34,903 34,90	34,903 45,000 43,798								1,397	
iA 1-5	/Kalmon Creek to I-305 - Wildering	Nickel	38,559			43,109	44,308	43,946		43,798	•	-			-	-	-	-	-						Over Budget	Completed	No	Yes; Increase	No	No		Budget: This project experienced \$5.7 million in con to unanticipated site conditions that included major problems; resulting in additional bridge and wall plu Scope: Two noise walls were added to this project Schedule: This project was delivered 1 quarter early
	,528 502 Interchange - Build Interchange	Nickel	34,730	34,730	34,730						52,521	52,521	52,224	52,225	-	-	-	-					52,225		Over Budget	Completed	No	Yes; Increase	No	No		Scope: Funding and scope were transferred from the Ground project. This work included right of way and to extend the widening and construct turn lanes thro intersection. This effort provides efficient functional the entire corridor improvements are completed.
	5/5R 161/5R 18 - Interchange Improvements	Nickel/TPA	3,628	3,687	104,687	111,997	108,589	109,042	109,216	109,335	109,495	109,504	109,482	109,864	109,480	91,228	89,274	89,276	89,276	88,098 -			88,098	-15.0%	Under Budget	Completed	No	Yes; Change		No		Scope: Originally funded for preliminary planning as was increased in 2005 to cover construction on the project.
	i/SR 161/SR 18 - Interchanse i morovements i/S 272nd St - Interchange improvements (aka PIN 805C)	Nickel/TPA G) TPA	•	- 1	10,000	111,598	108.589	109.042 11,598	109.216	109.335	109.495	109.504	109.482	109.864	109.480	91.228	89.274	89.276	89.276	88.098						Deferred/Deleted				No		Construction not funded. Sound Transit has indicate be included in their revenue package submitted for v was deleted from highway program.
G 1-5	i/S 272nd St - Interchange Improvements (aka PIN 80SC) AT 272nd Interchange Reconstruction I/S Boeing Access Rd to Northgate - Concrete Pawn't Re	TPA TPA			10,000	11,598	11,598	11,598												1 1		- : :	11,598 10,000									
1PA 1-5	i/S Boeing Access Rd to Northgate - Concrete Pawm't Re i Boeine Access Road to Northeate Corridor ElS increte Rehabilition on I-5 in Pierce, King, and Snohomish	Nickel Nickel	144,600	144,600	144,600	181,100	145,600	145,600	145,600	139,691	129,700	139,607	192,378	192,262	192,260	192,714	192,727	193,823					193,823 10,300 134,300	34.0%	OverBudget	Completed		Yes; Increase	No	No		Consolidated into 06P1003 in the 2019 budget requiregislature added \$52.8 million of federal funds to the
150 1-5	iuntees 5/5 Boeing Access Rd to Northgate - Conc Pavm't Rehab Ea	ly Nickel	134,300			10,300	10,300	10,300	-		-	-			-			-	-				134,300								-	
De 01E I-5	reign , (Boeing Access Rd Vic to King/Snohomish Co Line - Paven pair , /S Boeing Access Rd to Northgate - Concrete Pavm't Raha	ent Nickel		-	-		21,000	21,000		-		-	-		-		-	-	-		-		21,000								-	
				134,300	134,300 15,820	170,800 15,820	114,300 19,418	114,300 19,946	145,600 9,882	139,691 8,680	139,700 8,403	139,607 8,603	192,378 8,401	192,262 8,401	192,260 8,244	192,714 8,244	192,727	193,823	-				193,823 8,244	44.3% -47.9%	Over Budget Under Budget	Completed Completed	No	Yes; Change Yes;	No No	No		Scope: An additional wall was added on the northbo
2484 1-5	(Noston St to E Shelby St - SB FS, Westside - Noise Wall N 100524Q) (Noston to Shelby, SB FS, Westside (Noston St to E Shelby St - SB FS, Westside - Noise Wall ()	TPA TPA			15,820	15,820	19,418	19,946 3,764	9,882	8,680	8,403	8,401	8,401	8,401	E,244	1,244							15,820 8,244					Increase				
24H 1-5 24Q 1-5 24H 1-5																								7.5%	Over Budget							Budget: in 2005, construction costs increase due to unforcemen underground obstructions in the project consist of 1) construction costs (time and materials), construction agrievering, and 3) geotherholds service Schedule: This project is delayed 1 year because of a needed to coordinate with the surrounding neighbor approval and procurement process for acquiring the

202581516 Senten 312 Report

Project Title	Rev Package O3LEGFSN TPA -	04LEGFIN	OSLEGFIN	OGLEGFIN	OTLEGRIN	OBLEGFIN	OSLEGFIN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	1SLEGBAR	16LEGRIN	17LEGFIN 1	BLEGFIN 19LEG	N ZOCONF	21LEGFIN	22FINCL	23LEGCOR 2	DOTT001	ast Legislative udget/Current % 6 Cost in	Change from Ini Itial Budget -1.6%	itial Budget Status (± 5%)	Delivery Status	(b) Can the Scope be Reduced?	(c) If Previously Increased, car Scope Change? Reduce Back Do	(d) Lost Local or it Regional wn? Funding? No	(e) Estimated Contingency	Comments
12 1-5/Ship Canal Bridge - Note Mittigation Study (aka PIN 1005SDN) 1-5 Ship Canal Bridge - Note Mittigation Study (aka PIN 1005SDN) 12 1-5/Ship Canal Bridge - Note Mittigation Study (aka PIN 1005SDN)	TPA -		5,000 5.000	5,000	5,000	5,000	5,000	7,001	5,871	5,870	5,866	5,535	5,536	5,536	4,922	4,920	,920 4,919		-			4,919	-1.6N	On Budget	Completed	No		No		
	TPA -		-	5,000	5,000	5,000	5,000		5,871	5,870	5,866	5,515	5,536	5,536	4,922	4,920	,920 4,919	- :	-		-	5,000 4,919								
1-5/Anderson Park and Ride Thurston Noise Wall 1-5/Coverts Dr. Seat Tansiewild - Noise Sarrier 1-5/Coverts Dr. Seat Tansiewild - Noise Sarrier 1-5/Coverts Dr. Seat Tansiewild - Noise Wall Thurston Noise Wall	TPA -		5.000				8.127 1.294	7.570						-				-			-	4.500 4.521 1.796	-9.6%	Under Budget	N/A Completed	No		No.	-	
SD 1-5/14th Ave. Thompson Place - Noise Wall 1 Thurston Noise Wall	TPA -	-	5.000	2.396 3.312	2.874 3.974	3.128 4.325	3.294 4.742	1.135 4.435	2.798	1.958 2.727	2,725	- :	- :	- :	- :	:	: :	- :	- :	- :	- :	2.725 5.000							-:	
1A1 I-5 Marine View Onlive to SR 528 111 I-5/179th St Interchange	CW -		1 :	1 :		-	-	-		-	-		34.400 50,000	50,000	50,000		,500 50,500	50,500	50,500	86,495	86,495	34.400 86,495	0.0% 1.0%	N/A On Budget	N/A Underway	No No	No No	No No	2,020	Increase due to the addition of a fish passage barri price cost escalation. IT items, and inflation.
0099 I-5/Slater Road Interchange - Improvements	CW -							-			-		21,100	21,100	21,100	21,100 2	,100 20,969	20,969	20,969	45,912	45,912	45,912	-0.6%	On Budget	Underway	No	No	No	831	price cost escalation, IT livers, and inflation. Increase due to updated project estimate based or and stakeholder inout.
1-5/BLM to 5. 3Eth St HOV Lane Feasibility Study	CW - CW - CW - CW -		1		- 1			- 1		-	- 1	- 1	72.000 98.700	72.000 98.700 10,000	72.000 97.700 10,000	72.000 7 97.700 5		72.268 97.700 10,915	72.268 97.700 10,915	46,778 117,727 10,915	46.907 117.727 10,915	186 46.907 117.727 10,915	-7.0% 0.4% -1.0%	Under Budeet On Budeet On Budeet Over Budget	Completed Underway Future Start Underway	No No	No No No	No No No	2.89	Old project with close out costs in 23-25 biennia.
0119 I-5/Northbound on-eamp at Bakerview	CW -	-	-					-	-	-	-	-	10,000	10,000	10,000	10,000 1	.700 97.700 .000 9,915	10,915	10,915	10,915	10,915	10,915	9.2%	Over Budget	Underway	No	No	No	43:	Clid project with close out costs in 23-25 blennis. Increase is due to an updated ROW estimate bases appraisals. The expenditure delay from 19-21 is do needed for ROW acquisition due to a parcel going condemnation process and the I-976 pause.
301.29 I-5/3-58th NE Interchanse in Macosville 00160 I-5/5hip Canal Noise Wall	CW -	-	-	:	- :		-	-	-	-	-	-	42,000 3,500	1,500		42,000 4 3,500									Future Start Underway			No.	3.580 340	Increase is due to workforce constraints, inflation, concrete demand.
20204 I-S/North Lewis County Interchange 20205 I-S/Mellen Street Connector	CW - CW - CW -		-	- :	- :	-	- :	- 1	- :		- 1	- :	50.500 4.523	50.500	50.500	50.500 5	500 50.500	50.500	52.000	52.000 9.242	52.000 9.242	52,000 9,242 45,000 103,852	0.0%	On Budnet N/A N/A Over Budget	Underway N/A N/A	No No	No No	No No	2.020	Moved to Z program.
(2006 1-5-Billaine Dat 274 Inforchance Reconstruction (2023 1-5-Rebuild Chambers Way Interchange Improvements (2029 1-5 Peak Hour Use Lanes and Interchange Improvements	CW -		-	-	•	•		-	-		-	-	45,000 75,000	75,000 84,400	79,971	76,100 1 84,400 8	.100 76,100 .400 84,233	98,686	96,977	103,852	103,852	103,852	29.3% 45.6%	Over Budget Over Budget	Underway	No No	No No	No No	3,94	Moved to Z oroeram. Prolect deleted by Leahlabure in 2016. Technical correction — this project was irradvertam legislative budget. WSDOT is requesting to restore 21LICETIN. Reaging due to additional time needed to re-bid as
30255 1-5/(tuit 274 Interchange	CW -									-					12,100	550	550 550	2,750	2,750	929	929	929	-77.3%	Under Budget	Underway	No	No	No		an updated contractor's schedule post-award. Increase is due to increased market conditions, a coprocess that resulted in a preferred alternative rot biane, and additional environmental permitting require expenditure delay is due to delays with completing documentation and permitting. The project's cost increase is due to adding federal
1000R I-5 IBLM Corridor Improvements	CW -												494,400	494,400	494,400	494,400 45	,400 494,400	494,400	494,400	555,798	555,798	555,798	0.0%	On Budget	Underway	No	No	No	19,771	Whatcom Council Of Government (WCOG) that th and has made WSOOT the lead agency on federals Schedule delay due to additional time needed to m design. Project increased due to market conditions, stipen
900R SR 529/-5 Interchange 900R I SF 529/-5 Interchange 900R I SF 529/-5 Interchange Vicinity Impropuements 900C I SF 900C Freet and Billio Servet Interchanges - Improvements	CW - CW -		-		- :	- :			- :			-	50,000 85,000	E5.000	85.000	#5.000 I		85,000	85.000	115.002	115 002	50,000	0.0%	N/A On Budget	N/A Underwey	No.	No.	No.	140	schedule design. Project increased due to market conditions, stipen consultant work, and workforce constraints. Re-agitime needed to review project estimates and workforce constraints.
OOSC 1-5/1188h Street and 888h Street Interchanges - Improvements	CW -		-	-	•	•	•	-	-	•	-	-	50,000	50,000	50,000	49,929 4	939 49,729	49,729	85,000 49,729	115.002 68,729	115.002 68,729	115.002 68,729	-0.5%	On Budget	Underway	No	No Yes	No No	1,981	Increase due to an usdated orginot estimate. This is a Tribe-led project. There have been delays and afternatives analysis in addition to pandemic reschedule has been updated to align with the latest the Tribe.
STEA SR 6/Rock Creek Br E - Replace Bridge (aka PIN 000655E)	TPA -		6,000		6,000	6,000	8,165	8,121	8,592	8,770	8,767	10,169	10,315	10,316	10,228	10,130 1	,130 10,245	10,386	10,386	10,386	10,386	10,386	73.1%	Over Budget	Completed	No		No	411	
SSE	TPA -		6.000	6,000	6,000	6,000	8,165	8,121	8,592	8,770	8,767	10,169	10,315	10,316	10,228	10,130 1	. 130 10,245	10,386	10,386	10,386	10,386	6,000 10,386							411	
128 SR 6/Rock Creek Br W - Replace Bridge (aka PIN 000655F)	TPA -		6,000	6,000	6,000	6,000	6,083	6,428	6,849	6,953	6,983	7,275	7,074	7,076	7,161	7,261	.261 7,261	-	-		-	7,261	21.0%	Over Budget	Completed	No		No		
	TPA -		6.000	6,000	6,000	6,000	6,083	6,428	6,849	6,951	6,981	7,275	7,074	7,076	7,161	7,261		- :	- 1	- :	-	6.000 7,261							-	
SR G/Willapa River Br - Replace Bridge (aka PIN 000655A)	TPA 3,41	11 3,25	56 7,000	7,331	8,177	8,177	8,517	9,230	9,641	9,295	9,281	7,094	7,101	7,025	7,039	6,960	,960 6,960				-	6,960	-0.6%	On Budget	Completed	No		No		
SSSA SR G/Wilapa Rover-Lilly Wheaton SP4A SR G/Wilapa River Br - Replace Bridge (aka PIN 000655A)	TPA - TPA 3,41	11 1,25	7.000	7,331	8,177	8,177	8,517	9,230	9,641	9,295	9,281	7,094	7,101	7,025	7,019	6,960		- :	- :	- :	- 1	7.000 6,960							- :	
5948 SR 6/5 Fork Chehalls River Bridge - Replace Bridge	TPA 6.14	40 6.17	75 7.710	7.710	14.627	14.804	13.291	11.786	10.999	10.900												10.900	41.4%	Over Budget	Completed	No		No		
																											Local funded work added			grubbing costs that were previously underestimat added to cover increases primarily due high bid pr current market conditions. Local funds and a fede \$5.7 million) were provided for county proposed of
																														drakings system enhancements, emergency traff- and interaction and access improvements. Adju- sements funds and the associated work, the proje- 2006 funding less associated work, the proje- Scope: Local funded improvements were added to Scope: Local funded improvements were added to incremental dranges in construction elements. The result of projects enhancements and adjustments and agency agreements.
OOS (A 604 13 to 1330 to 15 togen is ever the Add insee	Nickel 22,21	50 22,48	89 19,550	20,802	22,840	24,476	24,472	23,851	23,764	23,761	23,743	·	-	-	-			-	-		-	23,743	6.7%	Over Budget	Completed	No		No	-	drakings system enhancements, emergency traff- and interaction and access improvements. Adju- sements funds and the associated work, the proje- 2006 funding less associated work, the proje- Scope: Local funded improvements were added to Scope: Local funded improvements were added to incremental dranges in construction elements. The result of projects enhancements and adjustments and agency agreements.
		50 22,48 73 62 20 50 5,94	39 15,950 20 62,250 32 5,942	20,802 62,701 5,942	22,840 81,500 6,198	26,474 81,475 6,229	24,472 87,254 6,231	23,651 87,269 1,994	23,764 87,265 8,277	23,761 84.756 5,441	23,741 20,009 5,009	51.487 5,926	54,993	54.130	51541	53.543			-			22,743 51,463 5,024	6.7% -34.2% -35.6%	Over Budget Under Budget Under Budget	Completed Correlated Completed	No No No	Yes, Change	No No No		drainage system enhancements, emergency traffic and intersection and scens improvements. Adju- earmark funds and the associated work, the project 2003 funding level. Scope: Load funded improvements were added to Schedule: The project was completed 2.5 years lais incremental changes in construction elements. The result of project enhancements and adjustments in result of project enhancements and adjustments.
DOT DEVELOPMENT DATE Date 1 And Lean ME VICTOR SERVICE SERVICES SERVICES DOT SERVICES SERVICES SERVICES DOT SERVICES SERVICES SERVICES DOT SERVICES SERVICES SERVICES SERVICES DOT SERVICES SERVICES SERVICES SERVICES	Nockel 22,25	50 5.94	12 5.942	5.942				1.991	5.277	23,761 84,756 5,841 5,141 5,141		\$8.667 \$,024 5,024	54.990	54.130	53541	53.541 :			-			23,743 51,661 5,024 5,024 5,024		Over Budget Linder Budget Under Budget Over Budget	Completed Completed Completed Completed	No No	Yes: No	No No No No No		distings agreement, employees the control of the co
000 000	Nickel 5.93 Nickel 22,28	50 5.94	12 5.942	5.942	6.198	6.229	6.231	1.991	5.277	5.141	5.009		54.993	54.130	53.643	33.545	560 534656		-		-	5.024				No No No No	Text. Change	No No No		distage garban enhancement, memprous har and membrane membrane dark per per membrane dark per
000 00 10 10 10 10 10 1	Nickel 5.92 Nickel - Nickel 22,28	50 5.94	12 5.942	5.942 - - 25,526	6.198	6.229 31,199 31,199	6.231 - 31,318 9,419	31,122 6,805	5.277 - 31,108	5.141 - 31,112	31,099	5.024	54.993	54.120	53.541	33.545		-	-		21.922	5.024 - 31,099 21.922 6,206	39.6%	Over Budget		No	Yes: No	No No No No		distage state of the control of the
00	Nickel 5.93 Nickel 22,28	50 5.94	12 5.542 - 12 22,770	5,942 25,526 4,345 4,145	6.198 - 31,181	6.229 	6.231 31,318 9,419 9,419	1,998 - 31,122 6,805 6,805	5.277 21,100	5,141 - 31,112 - 6,238 - 6,238	5,000 - - - - - - - - - - - - - - - - - -	5.024 6,206 6,306	54.903	54130	53.541	33.943. 1	558 534654			21522	21022	5.024	39.6% 55.2%	Over Budget Over Budget	Completed Completed	No No	Yes: No	No No		distings agreement, employees the control of the co
000 00 01 01 01 01 01 0	Nickel 5.92 Nickel - Nickel 22,28	50 5.94	12 5.542 - 12 22,770	5.942 - - 25,526	6.198 31,181 4,764 4,764 4,764 40,833	6.229 33,160 34,160 9,419 9,419 122,650 37,865	6.231 31,318 9,419 9,419 11,933 34,227	3.998 - 31,122 6,805 6,805 - - - - - - - - - - - - - - - - - - -	5,277	5.141 31,112 6,218 6,318 - 105,672 105,672	5,089 31,099 31,099 6,309 6,309 116,832 19,990	5,024 - - - - - - - - - - - - - - - - - - -	29,800	29,510	53.541 53.541 102.509 25.505	29,534 2	551 53.653 - 153.653 - 172.323 - 172.323 - 172.323 - 172.323 - 172.323			21 122		5.024 - 31,099 21,022 6,206 6,206 6,206 4,000 22,929 29,940	39.6% 55.2%	Over Budget Over Budget	Completed	No No	Yes: No	No		distings agreement, employees the control of the co
000 00 01 01 01 01 01 0	Nickel 5.92 Nickel - Nickel 22,28	50 5.94	12 5.542 - 12 22,770	5,942 25,526 4,245 4,145	6.198 - 21,181 4,764 4,764 4,764 132,815 40,833 14,151	6,229 - 23,199 - 9,419 9,419 - 132,660 - 27,845 - 14,516	6,231 31,318 9,419 9,419 138,933 34,227 34,227	1.001 31,122 6,005 6,005 131,002 20,039	5,377 - 31,108 - 5,122 - 6,522 - 6,522 - 13,061 12,934	5.141 31,112 6,318 6,318 105,672 30,041	5.089 31,099 4,009 6,309 6,309 116,802 29,500	5,004 	29,800 12,054	29,510	29,506 11.829	29,534 2 11.803 1				21592	21.822	5.024 11,099 21,092 6,205 6,205 4,000 22,958 29,548	39.6% 55.2%	Over Budget Over Budget	Completed Completed	No No	Yes: No	No No		distings agreement, employees the control of the co
000 00 17120 515 to 1700 10 500 pt Add Lean	Nickel 5.92 Nickel - Nickel 22,28	50 5.94	12 5.542 - 12 22,770	5,942 25,526 4,245 4,145	6.108 31,181 4,764 4,764 102,833 14,153 2,2,815	6.129 31,199 8,419 9,419 122,650 17,865 18,516	5,419 9,419 9,419 113,933 14,227 14,516 35,140	1,991 31,122 6,805 6,805 131,892 29,833 14,016	5,377 33,108 6,322 6,322 132,688 132,788 132,788 132,788 132,788 132,788	5.141 31,112 6,238 6,338 6,338 12,914 12,914 22,570	5.099 31,099 6,309 6,309 11,6852 12,931 27,847	5.024 5.026 6.206 6.206 116.064 29.772	29,800 12.054 25,570	29,510 11.823 25,540	29,506 11,829 - 25,549	29,534 2 11,803 3 - 25,550	.534 29,540 803 11,818 			21392	21922	5.024 - 31,099 21,022 6,206 6,206 6,206 4,000 22,929 29,940	39.6% 55.2%	Over Budget Over Budget	Completed Completed	No No	Yes: No	No No		disrage at parties with melanoments, emergency and comments of the control of the
000 00 17120 515 to 1700 10 500 pt Add Lean	No.bal 5.57 No.bal 7.57 7.57 No.bal 7.57	50 5.94	12 5.542 - 12 22,770	5,942 25,526 4,245 4,145	6.108 31,181 4,764 4,764 102,833 14,153 2,2,815	6.129 31,199 8,419 9,419 122,650 17,865 18,516	5,419 9,419 9,419 113,933 14,227 14,516 35,140	1,991 31,122 6,805 6,805 131,892 29,833 14,016	6,522 6,522 6,522 6,522 12,546 12,642 10,550	5.141 31,112 6,318 6,318 105,672 30,041	5.099 31,099 6,309 6,309 11,6852 12,931 27,847	5.024 5.026 6.206 6.206 116.064 29.772	29,800 12.054 25,570	29,510 11.823 25,540	29,506 11,829 - 25,549	29,534 1 11,803 3 				21 122	21,922	5.024 31,099 21,099 22,095 6.205 6.205 12,092 12,092 11,818 1,1818 2,5,550 2,847 2,847 2,847 2,847	30.6% 55.2%	Over Budget Over Budget Under Budget	Completed Completed Underway	No No	Yes: No	No No		disrage specified with the control of the control o
000 00 17120 515 to 1700 10 500 pt Add Lean	No.bal 5.57 No.bal 7.57 7.57 No.bal 7.57	22,31 23 22,31	12 5.542 - 12 22,770	5.942 25,526 4,345 4,145 122,000	6.198 - 21,181 4,764 4,764 4,764 132,815 40,833 14,151	6.129 31,199 9,419 9,419 122,650 127,655 14,516	5,419 9,419 9,419 113,933 14,227 14,516 35,140	1,991 31,122 6,805 6,805 131,892 29,833 14,016	5,377 33,108 6,322 6,322 132,688 132,788 132,788 132,788 132,788 132,788	5.141 31,112 6,238 6,338 6,338 12,914 12,914 22,570	5.009 31,009 4,109 6,109 6,109 11,682 12,981 27,847	5.024 5.026 6.206 6.206 11.994 28,776	29,800 12,054	29,510	29,506 11.829	29,534 2 11,803 3 25,550 5,847 6,745 8,217	.534 29,540 803 11,818 			71.027	21,922	5.024 	39.5% 55.2% -49.7%	Over Budget Over Budget Under Budget Linder Budget	Completed Completed Undersor	No No	Yes: No	No No		distage grade michaerantis, mempera yili, and distage grade michaerantis, manifest grade michaerantis and in the second soul and promote for the second soul a
100	No. 1.5 / 1.5	22,31 23 22,31	4,000 4,000 121,000	5.942 25,526 4,345 4,145 122,000	6,198 31,181 4,764 4,764 6,381 60,381 14,152 12,815 14,152 14,153 14,153	6,229 33,199 5,419 9,419 12,550 12,550 14,536 14,536 14,536 14,536 14,536 14,536	5,419 9,419 9,419 113,933 14,227 14,516 35,140	1,991 31,122 6,805 6,805 131,892 29,833 14,016	5,377 33,108 6,322 6,322 132,688 132,788 132,788 132,788 132,788 132,788	5.141 31,112 6,238 6,338 6,338 12,914 12,914 22,570	5.099 31,099 6,309 6,309 11,6852 12,931 27,847	5.024 5.026 6.206 6.206 116.064 29.772	29,800 12.054 25,570	29,510 11.823 25,540	29,506 11,829 - 25,549	29,534 1 11,803 3 				21327	21,922	5.024 31,099 21,099 22,095 6.205 6.205 12,092 12,092 11,818 1,1818 2,5,550 2,847 2,847 2,847 2,847	39.5% 55.2% -49.7%	Over Budget Over Budget Under Budget	Completed Completed Underway	No No	Yes: No	No No		distage specified with the control of the control o
100	No.bal 5.57 No.bal 7.57 7.57 No.bal 7.57	50 5.94 5.94 5.94 5.94 5.94 5.94 5.94 5.94	4,600 4,600 123,600 123,600 123,600 133,600	123,000 123,000 123,000 123,000	6.198 31,181 4,764 4,764 6,933 14,153 16,639 14,105 14,207	6,229 33,199 5,419 9,419 12,550 12,550 14,536 14,536 14,536 14,536 14,536 14,536	5,211 31,118 9,419 9,419 9,419 130,938 34,227 14,516 25,147 15,516	3,593 31,122 6,805 6,805 131,892 20,875 16,018 16,943 16,943	5,377 33,100 4,122 6,122 6,122 132,668 30,041 12,384 10,122 15,100 16,722	5.141 31,112 6,238 6,338 6,338 12,914 12,914 22,570	5.099 31,099 6,309 6,309 11,6852 12,931 27,847	5.024 5.026 6.206 6.206 116.064 29.772	29,800 12.054 25,570	29,510 11.823 25,540	29,506 11,829 - 25,549	29,534 1 11,803 3 				21.592	21,922	5.024 31,099 21,099 22,095 6.205 6.205 12,092 12,092 11,818 1,1818 2,5,550 2,847 2,847 2,847 2,847	20.6% 55.2% -40.7% -73.6% -10.9%	Over Budget Over Budget Under Budget Linder Budget	Completed Completed Undersor	No No	Yes: No	No No		disrage state of the control of the
100 OF 10 1/12 10 10 170 170 170 170 170 170 170 170 1	No. 1.50	20 5.94 33 22,31 	12 1.542 12 22,770 12 22,770 1.500 1	5.942 25,526 4,345 4,145 123,880 123,000 12,750	6.196 31,181 4,764 4,764 50,813 14,155 16,639 14,105 14,275 14,275	6.229 33,199 9,419 9,419 132,659 37,645 14,536 17,133 14,536 14,536 14,536 14,536 14,536	5,211 31,118 9,419 9,419 9,419 128,933 34,227 15,152 15,162 15,162 1,162	3.991 31,122 6,805 6,805 6,805 131,892 29,939 14,615 15,041 16,041 16,041 16,041	5,377 33,100 4,122 6,122 6,122 123,66 30,041 12,284 11,100	5,141 21,112 6,238 6,236 6,236 156,622 20,041 12,944 12,752 15,559 1,702	\$1000 11,000 6,000 10,000 12,010 12,010 77,047 77,007 12,000 12,000	5.024 5.026 6.206 6.206 116.064 29.772	29,800 12.054 25,570	29,510 11.823 25,540	29,506 11,829 - 25,549	29,534 1 11,803 3 			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	21522	21.922	5.024 11.099 21.092 6.206 6.206 6.206 6.206 11.618 72.550 72.	30.6% 55.2% -49.7% -73.6% -10.9%	Over Budget Over Budget Under Budget Under Budget Over Budget	Completed Completed Underseav Underseav Completed Completed	No. No. No. No. No. No.	Yes: No	No N		disrage gas believed to the control of the control
10 10 10 10 10 10 10 10	No. 1.50	20 5.94 33 22,31 	12 1.542 12 22,770 12 22,770 1.500 1	5.942 25,526 4,345 4,145 123,880 123,000 12,750	6.196 31,181 4,764 4,764 50,813 14,155 16,639 14,105 14,275 14,275	6.229 33,199 9,419 9,419 132,659 37,645 14,536 17,133 14,536 14,536 14,536 14,536 14,536 14,536	5,211 31,118 9,419 9,419 9,419 128,933 34,227 15,152 15,162 15,162 1,162	3.991 31,122 6,805 6,805 6,805 131,892 29,939 14,615 15,041 16,041 16,041 16,041	5,377 33,100 4,122 6,122 6,122 123,66 30,041 12,284 11,100	5,141 21,112 6,238 6,236 6,236 156,622 20,041 12,944 12,752 15,559 1,702	\$1000 11,000 6,000 16,000 12,010 12,010 77,047 77,007 12,000 12,000	5,004 6,206 6,206 6,206 11,109 12,571 17,004 1,100 1,1	25,520 22,534 25,570 7,847 14,616 7,979 11,766	29,500 11,823 25,540 7,847 6,736 7,978	29,506 11,829 25,549 7,847 6,764 8,217 11,267	20,534 2 11.893 3 25,550 5.845 6.745 8.217 22.076 2				23 1922 	23.522	5.024 5.024 31,099 21,922 6,206 6,206 6,206 1,040 22,550 23,500 24,500 24,500 25,500 1,002 1,702 1,702 1,702	39.6% 55.2% -40.7% -10.9% -10.9% -25.8% -2.4% -9.4%	Over Budget Over Budget Under Budget Under Budget Over Budget Over Budget	Completed Completed Underway Underway Completed Completed Completed Completed Completed Completed Completed	No.	Yes: No	No N		disrage gas believed to the control of the control
100	Name	22 15.78 79 22 22 23 24 25 25 26 25	12 1.542 2.770 12 22,770 4,600 13,000 1,100 1,	5,542 25,526 4,445 4,145 122,000 123,0	6,100 31,161 4,764 4,764 4,764 60,233 14,153 16,633 14,155 16,633 14,155 16,633 14,155 16,633 16,153 16,233	5,419 5,419 5,419 5,419 5,419 12,565 13,567 14,516 14,516 1,102	5,231 31,318 9,419 9,419 9,419 1,318,333 34,227 1,518,333 1,518,33	3,592 31,122 6,605 6,605 131,892 29,639 14,616,6 14,616 15,962 15,962 16,973 16	6,322 6,322 6,322 6,322 13,868 13,284 12,284 11,185 15,185	\$3,141 21,112 23,112 6,338 6,138 6,138 1,259,14	5.009 31,009 31,009 6.309 6.309 6.309 12,554 17,567 17,005 1,007 1,005 1	\$256 \$2576 \$25775 \$2577	29,800 12,054 25,570 7,846 14,615 7,979 11,766	29,510 11,821 25,540 7,847 4,735 7,978	29,506 11,829 25,549 7,847 6,744 8,217 13,267	20,534 2 11,803 3 11,803 3 22,500 5,847 5,847 22,076 22,076 2	29,540 29,540 303 11,818		1132	21922	211922	5,024 31,099 31,099 31,099 4,000 4,000 20,540 11,000 2,550 2,550 11,702 11,702 1,702 1,702 1,702	39.6% 55.2% -40.7% -10.9% -10.9% -25.8% -2.4% -9.4%	Over Budget Over Budget Under Budget Under Budget Over Budget	Completed Completed Underway Underway Completed Completed Completed Completed	No.	Yes: No	No N		disrage gas believed to the control of the control
1977 1971 17 17 17 17 18 18 18	No. 1.50	50 5.84 22,31 3 22,31 4 2 3 4 3 4 3 3 1,39 3 1,39	1,502 1,502	5,542 23,526 4,345 4,145 123,000 123,0	6.196 31,181 4,764 4,764 50,813 14,155 16,639 14,105 14,275 14,275	6,229 33,199 9,419 9,419 132,666 172,865 173,865 143,567 173,187 14,563 1,672 1,672 1,672 1,672 1,672 1,672 1,672 1,772 1,773	5,419 5,419 5,419 5,410 5,410 10,410 10,100 10,100 11,102 11,	3,593 31,122 31,122 6,805 6,805 6,805 133,803 20,839 146,837 15,983 14,721 1,704 1,704 1,705 2,008	5,277 31,300 6,322 6,322 6,322 20,041 12,534 16,520 16,520 1,771 1,771 1,771 1,655 1,65	5,141 21,112 6,238 6,236 6,236 156,622 20,041 12,944 12,752 15,559 1,702	5,009 11,009 6,309 6,309 120,900 120,910 121,100 121,1	5,004 6,206 6,206 6,206 11,109 12,571 17,004 1,100 1,1	25,520 22,534 25,570 7,847 14,616 7,979 11,766	29,500 11,823 25,540 7,847 6,736 7,978	29,506 11,829 25,549 7,847 6,764 8,217 11,267	20,534 2 11,803 3 22,500 3 22,500 2 23,500 2 24,500 2 22,076 2 21,611 1				21522	21922	5.024 5.024 31,099 21,922 6,206 6,206 6,206 1,040 22,550 23,500 1,040 1,022 1,702 1,702 1,702	72.0% 55.2% 55.2% 72.0% 72.0% 2.2.% 4.2% 2.2.% 152.2%	Over Budget Over Budget Under Budget Under Budget Over Budget Over Budget	Completed Completed Underway Underway Completed Completed Completed Completed Completed Completed Completed	No.	Yes: No	No N		disrage specified with the control of the control o
200 II STATES TO THE TITLE OF THE TITLE AND THE TITLE OF	Name	50 5.84 22,31 3 22,31 4 2 3 4 3 4 3 3 1,39 3 1,39	1,502 1,502	5,542 23,526 4,345 4,145 123,000 123,0	6,100 31,181 4,764 4,764 4,764 6,033 6,033 16,039 1	6,222 33,199 9,419 9,419 127,845 127,845 133,697 121,333 14,535 1	5,419 5,419 5,419 5,410 5,410 10,410 10,100 10,100 11,102 11,	3,598 31,122 31,122 6,895 6,895 131,892 29,839 144,036 15,988 14,727 1,794 1,794 1,795 1,6977 1,6977 1,6977 1,6977 1,6977	5,277 31,300 6,322 6,322 6,322 20,041 12,534 16,520 16,520 1,771 1,771 1,771 1,655 1,65	\$341 \$1,112 \$4,116 \$4,116 \$1,16 \$1,	5,009 11,009 6,309 6,309 120,900 120,910 121,100 121,1	5,256 6,266 6,266 1,267	28,800 12,554	28,500 11,223 25,540 25,540 6.726 7.727 15,813 17,764	29,506 11,829 25,507 25,507 26,827 6,314 6,314 11,307 11,806	28,344 2 11,850 1 11,850 1 1 1,850 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	334 29,540,351 31819 31819 31819 31819 31819 3287 3287 3287 3287 3287 3287 3287 3287					5.004 31.009 21.009 6.000 6.000 6.000 10.000 11.000 10.000 10.000 10.000	20.6% 55.2% -60.7% -72.6% -10.9% -22.6% -2.7% -10.9% -2.2.6% -	Over Sudget Complished Complished Underwer Complished Complished Complished Complished Complished Underwery	10 10 10 10 10 10 10 10 10 10 10 10 10 1	No. No. No. Least formed work school or selected works school or select	No.		disrage specified with the control of the control o	
20	Name	50 5.84 22,31 3 22,31 4 2 3 4 3 4 3 3 1,39 3 1,39	1,502 1,502	5,542 23,526 4,345 4,145 123,000 123,0	6,100 31,181 4,764 4,764 4,764 6,033 6,033 16,039 1	6,222 33,199 9,419 9,419 127,845 127,845 133,697 121,333 14,535 1	5,419 5,419 5,419 5,410 5,410 10,410 10,100 10,100 11,102 11,	3,598 31,122 31,122 6,895 6,895 131,892 29,839 144,036 15,988 14,727 1,794 1,794 1,795 1,6977 1,6977 1,6977 1,6977 1,6977	5,277 31,300 6,322 6,322 6,322 20,041 12,534 16,520 16,520 1,771 1,771 1,771 1,655 1,65	\$341 \$1,112 \$4,116 \$4,116 \$1,16 \$1,	5,009 11,009 6,309 6,309 120,900 120,910 121,100 121,1	5,256 6,266 6,266 1,267	78,000 12,054 25,574 7,447 14,616 13,746 14,746 12,746 12,746 12,746	28,500 11,823 22,467 24,77 6.726 6.726 6.726 6.736 6.736 15,813 17,764	29,506 11,829 25,507 25,507 26,27 6,344 6,344 11,307 11,307 11,307	28,344 2 13,850 3 1 13,850 3 1 14,850 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	334 29,540,400 3103 11,818 3103 11,818 3103 11,818 3107 12,817 310	4,335			1,500 6,105	\$1,000 \$1,000	28.6% 55.2% -45.7% -10.9% -10.	Over hadget	Completed Completed Soldenser Underser Completed 10 No	No.	No.		disrage state of the control of the	
100 III S 1/12/2 S 1/12 S 1/12 S 1/12 S 1/14	Name	50 5.84 22,31 3 22,31 4 2 3 4 3 4 3 3 1,39 3 1,39	1,502 1,502	5,542 23,526 4,345 4,145 123,000 123,0	6,100 31,181 4,764 4,764 4,764 6,033 6,033 16,039 1	6,222 33,199 9,419 9,419 127,845 127,845 133,697 121,333 14,535 1	5,419 5,419 5,419 5,410 5,410 10,410 10,100 10,100 11,102 11,	3,598 31,122 31,122 6,895 6,895 131,892 29,839 144,036 15,988 14,727 1,794 1,794 1,795 1,6977 1,6977 1,6977 1,6977 1,6977	5,277 31,300 6,322 6,322 6,322 20,041 12,534 16,520 16,520 1,771 1,771 1,771 1,655 1,65	\$341 \$1,112 \$4,116 \$4,116 \$1,16 \$1,	5,009 11,009 6,309 6,309 120,900 120,910 121,100 121,1	5,256 6,266 6,266 1,267	28,800 12,554	28,500 11,223 25,540 25,540 6.726 7.727 15,813 17,764	29,506 11,829 25,507 25,507 26,827 6,314 6,314 11,307 11,806	28,344 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	334 29,540,351 31819 31819 31819 31819 31819 3287 3287 3287 3287 3287 3287 3287 3287	4,335				5.004 31.009 21.009 6.000 6.000 6.000 10.000 11.000 10.000 10.000 10.000	39.6% 55.2% 55.2% -40.7% -10.9% -	Over Sudget Complished Complished Underwer Complished Complished Complished Complished Complished Underwery	10 10 10 10 10 10 10 10 10 10 10 10 10 1	No. No. No. Least formed work school or selected works school or select	No.		disrage specified with the control of the control o	

The content will be content	5IN 101100G	Project 101100G	SR 11/Chuckanut	Project Title Park and Ride - Build Park and Ride	e (aka PIN	Rev ickage O3LEGE TPA	FIN G	MLEGEIN I	OSLEGFIN 4,000	OGLEGFIN 4,000	07LEGRIN 7,000	OBLEGFIN 12,65	09LEGF# 0 12/	IN 1010	EGFIN 12,991	11LEGFIN 11,874	12LEGFIN 11,496	Budget 13LEGFIN 11,666	History (a) Dollars 14LEGFIN	In Thousands 15LEGBAR 11,843	16LEGRIN 11,84	17LEGFIN	18LEGFIN -	19LEGFIN	20CON	F 21LEGF#	d 22FINCE	. 23LEGC	DR 24DOT00	Last Legis Budget/Cost	ative rrent % Change Initial B	from Initial Budget (±5%) 6.1% Over Bud	formance itatus Delivery Stat et Completes	(b) Can the Scop Reduced	e be 7 Scope Change Yes;	Status & Options (c) If Previously Increased, can it Reduce Back Down	(d) Lost Local of Regional Funding?	r (e) Estimated Contingency	Comments Budget: The increase on the original acops of work is due to neal ealsite
	101100G	101100G	PR00002) SR 11/Chuckanut PR00002) Chuckanut Park a	Park and Ride - Build Park and Ride ((aka PIN	TPA TPA	-	•	4.000	4,000	7,000	12,65	0 12/	,690	12,991	11,874	11,496	11,866		11,843	11,84	g ·					-	-							Local funded work added				Budget: The increase on the original scape of work is due to real existing cost exclusion. The remaining cost increase is the result of bear likedy scale and the scale of the scale of the scale of the scale likedy (55 mills) and their associated scape of work, this project is 75% over the initial budget. Server: I read funded sund scale all scales of scales of the results of the results of the scale of the scale of the scales of the scales of the scales of Server. I read funded sund some subfact in creations the results of the results of the scale of the scale of the scales of Server. I read funded sund some subfact in creations the results of the scales of the scale of the scale of Server. I read funded sund such scales of Server. I read funded sund such scales of Server. I read funded scales of Server. I server scales of Server. I server scales of Server. I server
State Stat	301251A 301261A	301251A 301261A	US 12/Clemons R US 12/Montesan	d Vicinity - Intersection Improvement Vicinity to Elma - Install Cable Barri	nts ler	TPA TPA		-	2,500 1,219	2,711 1,620	3,315	1,45	5	-	-		-	-	:	-	-		:			:	-	-			1,655 -4 1,620 3	1.8% Under Bud 2.9% Over Budy	get Completed et Completed	No No			No No		Budget: The initial increase is due to an updated estimate based on the design at the time. This subsequent horsease was the result of needed fill and grading work, additional enotion control, replacement of drainage structures, and additional cable guardrail.
State Stat	501202Z 501203X	501202Z 501203X	US 12/Wallula to US 12/Frenchtow	Walla Walla - Cornidor Study in Vicinity to Walla Walla - Add Lanes	s No	Nickel :	2.960	7.234	1.663 45,406	9.465 50,473	5.465 66,382	5.46 56,57	7 59,	538	56,972	52,002	51,879	51,822	51,704	51,694	51,61	4 51,662	2 51,65	52 51,6	52 51	,652 51,	. 51,	- 652 51	1,652 51,6	. 652 5	5.468 B	4.7% Over Buds 3.8% Over Buds	et Completed	No No	Yes; Increase	No	No No	2,06	Sections: I'm project was ineviewed a year early. Budget The project cost increase in due the scope change noted below which was primarily covered by the receipt of an additional federal searner, (SF million). The reresinder of the increase is due to malerial cost excellation for thair installed unit costs, million, and a mirror relesion in the readway alignment to sevid a historic site. Scoper. An a result of a value emplement plastly, local support, and an
State Stat	501204C										-	12,05	2	-	-		12,098	12,092	12,092	12,092	12,09	12,095	9 12,09	99 -			-	-	-	- 1			t Completed	No		No			additional earmark, an inferchange and an at-grade inferenction were added to the project. Schedule: This posted to the result of a federal earmark and local fluider. Project increases are the result of a federal earmark and local fluider should be described to the project. Excluding the local funds (\$254,000) and their associated work, the project was 0% over the intellia budget. Scope: Local funded improvements were added to the scope of the project.
The content were presented by the	501205D 501208U										37.178	38.46	5 38.	. 465	38.440		38.444	38.440	38.419	38.439	28.43	29 28.43	19 38.4	29 28.4	19 38									No ted				-	Budget: Low cost enhancements are being considered to deliver a function beared in this corridor, specifically in the vicinity of US 12 and US 730. Scope: Astudy of alignment alternatives was completed and determined that this project was not needed with the preferred alternative.
Part	501211N 501211P 501211W	501211N 501211P 501211W	US 12/Tieton Rivi US 12/Tieton Rivi US 12/Attalia Vici	r W Crossine - Replace Bridee r E Crossine - Replace Bridee vity - Add Lanes		TPA TPA S	2,540 2,045 0,333	2.533 2.047 10,333	6.208 4.178 10,333	6.250 4.274 15,022	7,568 5,795 16,201	6.23 15,88	3 9) 3 6) 9	.061 .061	6.076	5,571	6.022 4.887	5,999 4,875	6,000 4,874	5.998 5.020	5.01	9 6016 0 5033	3 5.03	95 6.0	15 6		:	-		- 1	5.007 5.033 2 5.009 5	3.2% On Bude 0.5% Over Bud 3.8% Over Bud	t Completed et Completed et Completed	No No No			No No No		Budget: The project cost increase was primarily due to a design change in the initial alignment and frontage road length required to avoid the Boise Cassada Waste Disposal and Composing Site. In addition, the low bidder came in almost 5% over the engineers antitiate due to the recent unpredictable escalation in asphalt prices.
March	5012120						-									-	-		21,408	21,358	21,31	3 21,317	21,31	17 21,3	17 21	,317 21,	117 21,	117 21	1,317 21,1	-					Yes; Local funded work added	No		85	Scribbles: This project was converse a quarter servy. Budget: The increases is due to \$5.700 of local funds being added to this project in correction with adjacent work on the boal system. Excluding these local funds and associated work added, the project in -13% under the inflat budget. Scope: Local funded improvements were added to the acops of the acops of the coolect.
Part	501213E 501213E 501213E	501213E 501213E Chronic	US 12/Naches Ri OIRONICI US 12/Naches Ris OIRONICI US 12. Naches Ris	ver N of Yakima - Stabilize Slopes (aka er N of Yakima - Stabilize Slopes (aka er	aka PIN a PIN				516										-		-										2,954							-	
State Stat			US 12/Wildcat B Schouweller Road US-12/Walla Wall	idee Replacement Improvements a Corridor Improvements		CW CW														12:000 1:550 168,807	12.00 1.51 168,80	0 12,000 0 1,550 17 168,807	3 12.00 0 1.48 7 168,80	00 8.3 88 - 07 168,8						206 18	1.300 -3 1.488 1.208	0.8% On Bude 4.0% On Bude 8.5% Over Bud	t Completed t Completed et Underway	No No	No No		No No No		
Part	4014085	4014085				TPA			1,000	1,029	977	97	3																		973	2.7% On Budg	t Completed	No.			No		Budget: Despite the scope reduction below, this project has experienced malerials cost exculsion which prevented a terger budget awing this first actiopated. Scope: Criginally planned to signalize both of-carrys at this listechange, the scope was reduced following a tattle analysis that concluded only the westbound off-rame needed the improvement.
Section Sect	4014004								46,660																							250	u u u u u u u u u u u u u u u u u u u		Reduction			100	seculation and right of vary could. As a result of one bridge alterables for animic closing or the a business; and exaction closes of the subsequent animication could receive the cope reduction intentified basis on being implement in order to keep this Coppe. Although their manifesting the trends safety and resulting beareful, the project scope was reduced by shortwing the largeth of the valueinty to the complete deather and reducing place intention and order of the could reduce the complete th
The content of the	L1000157 L2000074	401493C	PIN 401493C1 SR 14/Camas/Wa	shoural Widening & I/C	change (axa		930		40.000	40,000	57,000	57,00	0 5//		57,000	56,723		48,701	48,057	48,050 5.150												1.2% On Bude 0.0% Over Buds	t Completes	No No	No No		No No		
Marie Mari	12220062 5R16 301632A 301632M	12220062	SR 14/Bineen Ove SR 15/Burley-Ols SR 16/NW of Tac	roass la Interchanse - Build Interchanse oma Narrows to SE of Burley/Otalla	a - Median	CW CW Nickel 12 TPA	5.320	15.172	14.921 900	14.921 923	25.141 1,000	27.24	6 24.	.299	24.255	22.461	22.581	22.576		25.000	25.00	9 25,000	1 25.00 0 22.90	00 25.0	30 25	.000 25. .000 26.	000 28. 000 28.	400 28 000 34	1400 28.4 4.250 34.2	250 1	1.250 2	2.3% Over Buds	et Underwas	No	No No		No No No	1.00	Budget: The increase is due to materials cost escalation. Schedule: The project was delivered 2 quarter early.
Part	301632M 301632M	016000A 301632M	SR 15/NW of Tao Cross Over SR 15/NW of Tao	oma Narrows to SE of Burley/Otalia -	- Median			-	900	923	1,000	1,00	0		-	-	-	-	-	•		#	=																
State Stat	301636A																									-	-	-									No	-	Budget: The initial 2003 investment did not allocate funding brisheen the box active projects in the controller until 2004. Algalantsg the initial budget for its share of the 2003 investment would result in this project being completed OK over the initial budget.
March Marc	20163EA 20163EA	2016389 2016389						-	-					-	-	-	-				-		-				-	-		- 5	1,525						No.	-	Budget: The Initial 2003 Investment did not allocate funding between the two active projects in the confloor until 2004. Adjusting the Initial budget for its share of the 2003 Investment would result in this project being completed 0% over the Initial budget.
11	201700C					ТРА		-	5,000	5,000	5,000	5,00	0 4,	,850	1,780		3,462	-	•	-	-					-	-	-		-		0.8% Under Bud	t Completed	No No	Yes; Increase	No	No	-	Scope: The project was originally accoped to complete the acopying and environmental work associated with widening DR 17 to four larvas. This effort was completed with less than the full budget. The 2007 tables are completed with less than the full budget. The 2007 tables are completed a copie change that allowed constitution of a passing larva to allowate compaction. This effort will be continued with MR DR 17/16/16 or Molesse Lake Possional case collects.
Part	2017010 201701E 201701G	201701D 201701E	SR 17/Othello Vic SR 17/N of Mose	to Soao Lake Vic - Install Liehting Lake - Add Passing Lane	anes	TPA TPA TPA TPA TPA TPA TPA	2,676	3,112	5,000 415 1,000 80 15,215		521					196 647 81		627 81	628 101	102	10	12 10	25 10	05 1	25	105		118	118 1	118	188 -5 628 -3 118 4 1,066 3	4.7% Under Bud 7.2% Under Bud 7.5% Over Bud 8.5% Over Bud	net Completes est Completes et Completes et Completes	No No No			No No No No		j. Budget: The cost increase is due to material cost escalation for bid items
Second Control	SR 18 101813F	1018115	SR 18/SE 304th t PIN MCOPODS)	o SR 516 - Median Cross Over Prote		TPA	-	•	830	250		25	0	•	•	•	•	•	-	-						-	-	-	-	-				No			No		Schedule: The project was delayed 1 quarter. Budget: The cost decrease is due to construction savings. Schedule: The project was delivered 1 year early as a result of bundling.
SILENEX SILE	101813F	MCOPOOS	MCOPODS) SR 18 /SE 304th t	s SR 516 - Median Cross Over Protec	ction	TPA	2.741	(2) 172 97,859	415		61.504 127,317	25 68.50 128,81	0 H GI. S 128/		68 129 127,991	67.978 127,900	67,944 127,899	127,181	127,230	127,241	127,21	11 127,24	10 127,24	40 -		-	-	-		- 6	415	I.7% Over Budy 9.6% Over Budy	et Completes	No.			No No	-	Budget: The cost increase is due to construction everruns in erosion control, wedard mitigation, are throw's (securation & disposal), traffic control, commission construction controls, control disposal, traffic controls, commission constitution controls, control increase above estimated
	101820C				2018MVA)	Nickel S	7,769	97,859	106,239	115,429	127,317	128,81	5 128)	,061 :	127,991	127,900	127,899	127,181	127,230	127,241	127,21	11 127,241	10 127,24	40						- 12	7,240								Schedule: The project was delivered over 1 year late due to the lissues associated with the above overrun.
1000042 1000012 10000012 10000012 10000012 10000012 10000012 10000012 10000012 10000012 1	101822A	101822A 101822A	SR 18/hssaquah/h 1018MVB) SR 18/hssaquah/h 1018MVB)	Nobert Rd to Tigergate - Add Lanes (Nobert Rd to Tigergate - Add Lanes (Nobert Rd to Tigergate - Add Lanes (Nobert Road to Tigergate	(aka PIN aka PIN	Nickel	22	3,022	3,022	3,022	1,022	3,00	2 1)	,022	3,023	3,025	3,025	3,022	3,022	3,022	3,02	22 3,025	25 3,02	26 3,0	26 1	,026 3,				026	1,026								
from them.	101826A	101826A	SR 18/Timereste t	1-90 - Add Lanes Jaka PIN 1018MV	(C)	Notel Notel	19													3.019	3.01	19 1.023	23 3.02	23 3.0	21 2	.982					2.982	1.2% On Bude	t Completed	No				1	
1000TC 10			SR 18 Eastbound SR 20/Ducken Rd	Off-Ramp to Rosario Rd - Add Turn Lanes		CW Nickel 4	4,393	4,979	6,349	6,427	8,237	8,50	5 8/	,438	8,398	8,407	8,407	-		15,000	15,00	3 15,000	15,00	00 15,0	30 15	. 15,	- 15)	. 15	5,000 15,0		1,407 9	0.0% On Budg	t Underway et Completeo	No No	Yes		No No		from them.
Untiling any pulsage can run an caregor (a.e., real-control to a run and control to a run and	102027C	102027C	SR 20/Quiet Cove	Rd Vicinity to SR 30 Spur - Wildening		Michel 12	2,281	13,068	16,920	16,920	25,694	32,25	4 30/	,662	30,667	29,224	29,231	29,112	29,216	-	-		-	-		-	-	-	-	- 3	3,116 13	7.1% Over Budy	et Completed	No	Yes; Local funded work added	No	No	-	Achieved The Proceedings of the Contract Contrac

Project	Project Title R 20/Thompson Road - Add Signal	Rev Packag TPA	e 03LEGF®	O4LEGF19	N OSLEGFIN	e ostegn	FIN (07)	TLEGRIN 1,038	OBLEGFIN 1,038	09LEGFIN 1,038	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR	16LEGRN	17LEGFIN	18LEGFIN	19LEGFIN	20CONF 21	LEGFIN	22FINCL	23LEGCOR 24DO	East Li Budge 97001 0	egislative t/Current % Ch Cost Init	range from Init tial Budget 34.0%	ial Budget Status (± 5%) Over Budget	Delivery Status Completed	(b) Can the Scope be Reduced? No	Scope Change? Red	(c) If Previously creased, can it luce Back Down?	(d) Lost Local or Regional Funding? No	(e) Estimated Contingency	Comments Sudget: The cost increase is due to underestimating designing prices, and signal interconnect work.
2039A SI	R 20/Fredonia to I-5 - Add Lanes	Nickel	83,311	5 83,3	797 84,71	798 83	3,780	109,894	118,165	118,151	105,648	102,737	102,717	102,623	102,596	102,549	102,549		-	-	-	-	-	-	-	102,549		Over Budget	Completed	No	Yes; Increase	No	No	-	Budget: The continenses is due to underestimating designing and spile interconnect control. Studied The original 2003 brazing and on a process for the proces
	R 20/Winthrop Area - Construct Bike Path	TPA	51:	1 1	512 1,1	171 1	1,241	1,958	1,958	1,958	1,959	1,959	1,959	1,959	-	-	-	-	-		-	-	-	-		1,959		N/A	Completed	No			No	-	Scope: The funding was increases in recent years to p for the construction phase of the project. Schedule: This project is being delivered 2 quarters lab This project was transferred to Highways & Local Progras budget.
000112 SI 000169 SI	R 20/Sharoes Corner Vicinity Intersection R 20/Cak Harbor to Swantown Roundabout	CW					:			- :	- :		- :			13.400 30.000	11.400 30.000	11.400 20.000	13.400 30.000	13.400 30.000	13.303 30.000	13.303	13.168 30.000	13.168 30.000	13.168 30.000	13.168 20.000	-0.7% 0.0%	On Budget On Budget	Underway Future Start	No No	No No		No No	512 1.200	
22010 9	R 22/1-82 to Toppenish - Safety Improvements	Nichel	7,151	1 6,5	903 6,90	103 6 ₁	5,903	10,115	4,906	5,428	5,088	4,929	4,547	4,812	•	-		-	•	-	-	-		-		4,812	-32.7%	Under Budget	Completed	No	Yes; Reduction		No	-	Budget: The reduction is the result of a reduced acceptable project included replacement of a bridge at the respect term. During colours in the project term. During colours in two districts of the reduced respect terms of the reduced results of the results of the reduced results of the results of the reduced results of the results of the reduced results of the reduced results of the reduced results of the results of the results of the reduced results of the r
24025 59	R 34/I-82 to Keys Rd - Add Lanes	Nickel	38,963	3 38,5	905 45,63	525 50	0,234	53,692	52,692		50,498	50,533	50,522	50,506	50,506	50,506	50,506	50,524	50,524	50,524	50,526	-		-		50,526	29.7%	Over Sudget	Completed	No	Yes; Local funded work added	No	No		backet. The project received an additional \$3.2 mills come design element changes given Yolken Blos gives the design element changes given Yolken Blos gives the foot policy in a result of the verification in addition, comity \$4.5 million of bood faring where in addition, comity \$4.5 million of bood faring when the contraction and the project. Increases to do to translessic cost acceptation and with the contraction and with said of the contraction and with the contraction and with the contraction and with the contraction and the co
24031 SI 2601E SI	R 24/SR 241 to Cold Creek Rd - Add Passine Lanes R 25/Othello Vicinity - Install Lighting	TPA TPA			- 1.80 - 1	170	4.268 170	5.145 191	5.145 258		4.433 182	4.153 147	4.151 147								- :			-		4.153	9.3% -13.5%	Over Budget Under Budget	Completed	No No			No No		
26011 SI 100057 SI	R 26/Othello Vicinity - Install Liahtine R 26/W of Othello - Add Passine Lane R 26/Dusty to Colfax - Add Climbing Lanes	TPA CW	1		. 1.2		1.352	1.561	1.678	1.870	1.694	1.002	1.021	-	÷	11,150	11,150	11,150	11,150	11,150	11,150	11,150	11,150	16,652	16,652	16,652	-17.2% 0.0%	Under Budget On Budget	Completed Completed Underway	No No	No		No No	446	Increased to add a fourth climbing lane. The origina lanes, but the existing funding only allowed for 3 so requested for a fourth.
	R 27/Pine Creek Bridge - Replace Bridge R 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Align R 28/It Wenatchee - Access Control	TPA TPA			4,00	000 4	4,000 1,742	4,000	4,000	4,000	4,000	3,883	3,581	1,579	3,578 54 658	54 115	40.087	40.094	40.025	40.075	40.075					3,578	-10.6%	Under Budget	Completed	No No			No No	=	
801J SI	R 28/T Wenatchee - Access Control	TPA	-		- 1,0	HO 1	3,040	3,040	3,040	3,940	3,040	3,043	3,041	3,041	3,041	3,041	1,041	3,041	3,041	3,041	3,041	6,008	6,008	6,741	6,741	6,741	97.0%	Over Budget	Underway				No	240	Increased costs for ROW acquisition. Increase due to a traffic analysis showing the need about with a four lane roadway section as oppose roundabout. Expenditure delay is due to additional
00061 SI	R 28/SR 285. North Wenatchee Area Improvements R 28 East Wenatchee Conidor Improvements	CW					:		-	-		- :			- :	21.000 58.500	21.000 58.500	21.000 58.500	21.000 58.500	21.000 58.500	23.000 58.500	23.012 58.500	23.012 61.500	25.773 61.497	25.773 61.497	25.773 61.497	0.1% 0.0%	On Budget On Budget	Underway	No No	No No		No No		Increase is due to inflation and increased consulta
199A SI 2010 I-	R 31/Metaline Falls to Canadian Border - All Weather 82/Valley Mail Blvd Interchanse - Rebuild Interchans	Road Nickel	17.150	0 17.3	274 18.80 - 24.90	162 18 125 30	0.118	12.406	17.392 34.313	38.555	33.148	34.207	14.514	14.785	34.786	34.784	34.784	14.802	34.803	34.801	34.803	34.903	14.801	34.803	34.001	17.392 34.803	1.4% 19.6%	On Budget Over Budget	Completed	No No			No No	1.392	No issues to report on this project.
00123 I- 4000 I- 100R I-	82/Vallev Mail Blud Interchanse - Rebuild Interchans 82/ EB WB On and OH Ramos 82 West Richland - Red Mountain Interchanse 82 Yakima - Union Gap Economic Development Impr	CW CW overnents CW	-					-		- :	- 1	- :				34.400 28.400 64,413	34.400 28.400 64,413	34.802 34.400 28.400 64,413	34.803 34.400 28.400 64,413	34.400 28.400 64,413	34.803 34.400 3.860 64,413	34.400 34.400 64,413	24.803 24.400 72,413		24.371 72,413	24.371 3.860 72,413	0.0% N/A 0.0%	Over Budnet On Budnet N/A On Budget	Completed Deleted Underway	No No No	No No		No No No	1.376 2,577	Re-aging due to a change in the design solution th time to finding
140Q P	90/Two Way Transit - Transit and HOV - Stage 1 50/Seattle to Mercer Island - Two Way Transit/HOV 50/Two Way Transit - Transit and HOV Improvement	Nickel/1 TPA ts - Stage 2 & TPA	PA 15,000	0 15,7	745 47,13 - 30,00	177 50		49,965 32,170	50,832 30,328	33,600 - 13,600	42,729 - 42,729		41,161 - 41,161	41,215	:	:	- :	-	- :	- :	:	-	-	:	:	41,215 30,000 41,215	-12.6%	Under Budget	Completed	No	Yes	No No	No	- :	Budget/Scope: Funding was transferred from the
	SQ/Two Way Transit - Transit and HOV - Stage 1	Nickel/T	PA 15,000	0 15,7	745 17,1	177 50	0,445	17,795	20,504						-	-	-	-		-	-	-	-	-	-	20,504					Increase Yes; Change	NU			Single 1 sope - Save and the second s
061S P	90/lissaquah to North Bend - Route Development Si IN 10908CSI	tudy (aka TPA			- 2,00		2,000	2,000	2,000		2,000		1,902	1,900	•		•		•	-		-	-		-	1,900	-5.0%	On Budget	Completed	No			No		in selection of the preferred alternative for the promision on LGD
10615 I- 10605 I- 10700 I-	90/Itsaquah to North Bend - Route Development 51 N 100eCts - SQRIssaquah to North Bend - Route Development Sta 00eCts) QQC Battagle to 459th Comidor Study QQC Battagle to 459th Comidor Study QQC Battagle to 58 18 - Add Signal and Turn Lanes	dy (ska PIN TPA TPA Nickel	3,354	4 3,3	- 2,00 314 3,19	200	2,000 - 1,300	5,012	2,000 - 5,012	5,012	2,000 - 4,835	2,002 4,837	1,902	1,900	:	-	-		-	-	-	-	-	-	-	2,000 4,837	44.2%	Over Budget	Completed	No			No		Budget-The increases are a result of additional cos environmental permitting, drainage deales, consulta- change in site considers, and infalsion adjustment in materialized during construction. Schedule: This project was delivered 1 year early so contractor taking less time than articipated to com- lative. The contract taking less time than articipated to com-
1079A I-	9Q/EB Ramps to SR 202 - Construct Roundabout	Nickel	933	2 5	940 9	140	940	1,832	1,843	1,843	1,843	1,847	1,847	1,843	1,842		-		-	-	-	-	-	-	-	1,842	97.6%	Over Budget	Completed	No			No		drainage work, new retaining walls added, higher estimated, and construction material cost escalation Schedule: This project was delivered 1.5 years ear
DOA P	90/Silca Road to East of Adams Road - Median Cros rotection (pks PIN 0390881)	is Over TPA			- 1,21	100	322																			322	-73.2%	Under Budget	Completed	No			No		Budget: The initial estimate was based on historica the low tension cable median barrier. The contract low and proposed the installation of a high tension which has now become the statewise standard and at a substantial savings. Schedule: The project was delivered 3 quarters ea
Pi	SQ/Silica Road to East of Adams Road - Median Cross rotection SQ/Silica Road to East of Adams Road - Median Cross				- 1,21		322	-	-	-	- 1	- :	-	-	-	- 1	-	-	-	-		-	-	-	-	1,200								- :	WOLDOW.
ISCORE IN	SQUSIAE Road to East of Adams Road - Median Cross options in Jan 1970 (2005889) 8QUSE 17 to Grant/Adams County Line - Median Cros options (a) A PIN 00900881) 9QUSE 17 to Grant/Adams County Line - Median Crostection (a) A PIN 00900881)	oss Over TPA			- 1,2i	100	787	•	•		•	•	•	٠		•		•		•	•	•	•	•		787	-34.4%	Under Budget	Completed	No			No	•	Budget: The initial estimate was based on historica the low tension cable median barrier. The contract low and proposed the installation of a high tension which has now become the statewish standard an at a substantial savings. Schedular: The project was delivered 3 quarters ear workforce.
1000 I-	rotection 90/5R 17 to Grant/Adams County Line - Median Cros rotection (aka PIN 009088E)	s Over TPA	-			-	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	787								-	
214A I-	90/Potato Hill Bridee - Add Pedestrian Access 90/Moses Lake Area - Replace Bridges	TPA Nickel	7,930	0 7,5	959 7,96	164 B	750 8,056		7,931	- :		-		-	-	-	-				-			-		750 7,931	0.0%	On Budget On Budget	Completed Completed	No No			No No		Schedule: This project was completed I quarter ex Budget: Cost savings occurred due to a combinati efficiency gained from combining this project with 90/Postoo Hill Bridge Bloycle and Pedestrian Bridge Charlet or Combine
0020	SQ/Cle Elum River Bridge	Nickel	712	2 1,3	272 -	-	-	-	-	-	•	-	-	-		-	-		-	-	-	-			-	1,272	78.6%	Over Budget	Completed	No			No		Schoolse: The project was between 1 quarter ear Budget: The 2004 increase was the result of a con to be built and removed for construction of this pr included some construction savings as a result of a steel, the availability of a source of construction of
	SQ/Nightine Canal to Elk Heights SQ/Ryegrass Summit to Vantage	Nickel	4,200				-	-	•	-	·	-	•	•	-	-	•	-	-	•	-	-	•	-	-	4,666 9,316	11.1%	Over Budget On Budget	Completed	No.			No No	-	the ability to leave part of the detour in place. Budget: The cost increase is due to a substantial an saturated clay soil encountered during construction work to address.
0098 P		- Corridor TPA		9,3		100 387			-	-			-	-					-		564,921		-		564,921	564,921		Over Budget		NO.			No No		saturated day los recounteres during controverso work to address. Budget: The cost increase is due to additional survi type of earthwork involved (silver fills and cust), and second construction season because of a mid-sum Cashiflow adjustment to reflect updated aging plan.
in the	nprovement	Corridor TPA			- 387,71	100 387	7,700	525,000	545,000	595,296	571,121	551,410	551,410	551,410	551,413	551,390	564,859	564,900	564,921	564,921	564,921	564,921	564,921	564,921 1		564,921			Underway				NO		Cashflow adjustment to reflect updated aging plan
1001 H 1001 H 007T H	90/Snoqualmie Pass East - Hyak to Keechelus Dam - I nprovement 90/Concrete Rehabilitation (Nickeli) 90/Concrete Rehabilitation (Nickeli) 90/Caks Ave I/C to Elk Heights Rd Vic Will - Replace/R	Nickel Nickel Nickel	-					48.896 19,850	50.651 - 20,609	\$4.774 \$4.774	54.636 54.636	52.250 52.250	52.265 52.265	52.262 52.262	52.264 52.264	\$2.055 \$2.055	52.262 52.262	\$2.275 \$2.275	52.065 52.065	- :	:	-	-	- :		52.065 52.065 20,609	6.5%	Over Budget	Underway				No	- :	Project consolidated into budget item 06P1003.
007U I- 907Z I-	SQ/Carks Ave I/C to Elt Heights Rd Vic WB - Replace/8 SQ/Falkins River to Golf Course Rd Vicinity WB - Con- pplacement SQ/Easton to Sig Creek EB - Concrete Replacement SQ/Pines Rd to Sullivan Rd - Add Lanes	rete Nickel				-		14,950 14,095	15,416	-	-	-	-	-		-	-		-	-	-	-	-		-	15,436								-	
029I I- 029V I-	PQ/Pines Rd to Sullivan Rd - Add Lanes PQ/Argonne Rd to Pines Rd - Add Lanes	Nickel Nickel				194 17 189 18	7,894		15,821	-				-	-			-	-		-				-	14,606 15,821 18,468		Under Budget On Budget	Completed Completed	No No			No No		Budget: The bids came in significantly lower than a construction savings. Budget: The bids came in significantly lower than a
	SQ/Geiger Rd to US 2 - Median Barrier	Nickel			781 -	-	-		-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	781		On Budget	Completed	No			No	•	construction savines. Budget: Project costs came in lower than anticipat Schedule: The project was completed 3 quarters es early in order to complete the work prior to a wint
3049A I-	90)Harvard Rd Pedestrian Bridge - Construct Bridge	TPA	-		- E	132	332	1,333	1,337		-	-	-	-		-		-	-	-		-	-		-	1,337	303.4%	Over Budget	Completed	No			No		Budget: The cost increase is associated 1) with the that increased by 24%; 2) rewarding of a existing the Common Sorow term increased by 2500,000 and Wall increased by \$100,000. In addition to these 1 of factors significantly affected costs for this proje material cost uncertainties, smaller quantities, and bidding climats. A combination of these factors will exceed the contraction of the project of the proj
3049D I-	90/Sullivan Rd to Idaho State Line - Install Cable Guar declan	rdrall in Nickel	1,043	2 1,6	040 B	947	817		-	-	•		-	-	-	-	•		•	•		-	-	-	-	817	-21.6%	Under Budget	Completed	No			No	-	Budget: The bids came in significantly lower than an contraction savings. The original estimate was bas standalone project. The work was cerebined into a may have added to the cost savings. Quarters ea accelerating the advertisement date in order to corn to a winter shutdown.

State Stat	BIN 1	Project	Project Title FFQ/SR 18 Interchange improvements	Rev Package CW	OBLEGEN	G4LEGFIN	OSLEGFIN	OGLEGFIN .	OTLEGRIN	OBLEGFIN	09LEGFIN	10LEGFIN	13LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	1SLEGBAR 150,000	161EGRN 150,000	17LEGFIN 150,000	18LEGEN 150,000	19LEGFIN 150,000	20CONF 21LEGFIN 150,527 210,5	225INCL 17 210,52	23LEGCOR 7 210,527	24007001 210,527	Last Legislative Budget/Current Cost 210,527	% Change from Initial Budget 40.4%	initial Budget Status (± 5%) Over Budget	Delivery Status Underway	(b) Can the Scope be Reduced? No	Scope Change? 5	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding? No	(e) Estimated Contingency 8,421	Comments Increase is due to additional fish passage shackness identified within the project limits that must addressed as passage to the project, as well as additional interneutine addressed as passage and additional interneutine must be observable mental. Interneutine addressed as passage and additional interneutine addressed as additional interneutine and deep addressed and a
# 1	12000093 125 12000094 125 12000122 120	1000094	I-90/Medical Lake & Geleer Interchances I-90 Banker Rd I/C to Harvard Rd. I/C - Improve Interchange	CW CW es and CW			:	-			-	:		-	-	:	26.400 26.600	26,400	26,400	26,600 26,900	26,600 26,900	27.285 27.2 26,900 24,0			27,907 24,050			N/A On Budget Under Budget	N/A Underway Underway	No No No	No No Yes			1.116	Detector is the control of book front. Of and Different be conferred by
Part	L2000124 L20 L2000200 L20 M00500R M0	1000124 1000201 100500R	I-60/Front Street IIR -60/Entrate to SR 900 - Cerridor Improvements -60 Snoqualinie Pass - Wilden to Easton	CW CW		-					-			-	-	-	2.300 73.200 426,400	2.300 71.200 426,400	2.300 73.200 426,400	2.300 73.200 426,400	2.300 73.200 426,400	2.300 2.3 73.200 73.2 426,400 426,6	00 2.30 00 73.03 00 605,15	0 2.300 5 73.035 0 605,150	2.300 73.035 605,150	2.300 73.035 605,150	0.0% -0.2% 41.9%	On Budget On Budget Over Budget	Underway Underway Underway	No No No	No Yes No		No No No	92 2.928 17,056	cost increases for this project's scope is due to structural design and
March	209700A 209	29700A I	US 97/Ellensburg Vic to Tonasket Vic - Roadside Safety Improvement (aka PIN 0097995)	TPA		•	1,000	1,000	-		-			·		•	•			•						1,000	0.0%	On Budget	Completed	No			No	·	No issues to report on this project.
Column	209700A 209	9700A I	Improvement US 97/Ellensburg Vic to Tonasket Vic - Roadside Safety		-	-	1,000	1,000	-	-			-	-	-		-		-	-			-	-	-										
State Stat	2097038 200 209703E 200 209703F 200	997038 99703E 99703F	US 97/Brewster Vicinity - Install Lighting US 97/Brewster Vicinity - Install Lighting US 97/Brewst Pass - Passing Lane US 97/S of Chelan Falls - Add Passing Lane	TPA TPA TPA		- 1	1,680	155 1,846 1,098	185 2,133 1,269	196 2,311 1,368	2,509 1,571	195 2,311 1,570	172 1,512 893	173 1,683 894	170 1,680										:	170 1,680 894	13.5% 0.0% -10.6%	Over Budget On Budget Under Budget	Completed Completed Completed	No No No			No No No		
Mathematical Content of the conten					13,304	195	15,396	15,393	15,404	15,404	15,153	14,931	14,790	14,653	14,629	-	-	-	-	•				-		196				No No					Budget: This project was sited to a paving project resulting in significant efficiencies and consequent cost savings. Schedule: This project was tele to the US 97A/Wenatchee North - Paving project and was delivered 1 year early. Budget: The cost increased due additional design to meet updated hydraulic standards, construction material cost escalation, and inflation.
The content will be content					3,313	3,301		2,851	-	-	-	-	-	-	-	-	-	-	-	-	-				-				N/A					-	This project was transferred to Highways & Local Programs in the 2006
State Stat	50.00			CW		-	-					•		•		•		3,100	3,909	3,919	3,919	3,920 -				1,920	26.5%	Over Budget	Completed	No	No		No	•	Increase due to added local funding. CWA expenditures were within legislative budget.
Mathematical Content of the conten				sction TPA			380	380	-	435		-			-			-								435	14.5%	Over Budget	Completed	No			No	-	Budget: The cost increase is due to replacing regular cobis barrier with more costly high-resion cable barrier. Scheduler: This project was delivered 1 year early as a result of bundling with other similar projects under one contract.
Mathematical Content of the conten	109918G 109 109926D 109	9918G :	SR 99/SR 599 to Holden Street - Median Cross Over Protect (aks PIN 009988A) SR 99/Duwamish River/First Ave S Bridge - Intersection	tion TPA		153,900		380		435			-	-			-			-			-		-		-0.7%	On Budget	Completed	No			No		Schedule: This project was delayed 2 years. This project is WSDOT's
State Stat	109935A 109	29935A !	SR 99/Spokane Street Overcrossing (aks PIN 099555A)	TPA		•			13,594	13,780	13,659	14,069	14,037	14,471	11,296	11,273	11,272	10,672	10,491	10,481					•		249.4%	Over Budget	Completed	No			No	•	correction was identified and incorporated into the 2006 budget. Budget The increase is the result of incorrect calculations used when distensining the initial budget estimate during project scoping, the wrong length was used to calculate the square footage of the approach span. The correction was identified and incorporated into the 2006 budget.
State Stat			1099MID)	Nickel/Ti	N 10,026	10,000	20,000	20,026							11.295	-	11.272	10.672	10.491	10.481	-				-	10.481 20,026	99.7%	Over Sudget	Completed	No	Yes; locrease	No	No	•	Budget: The funding provided represents a fixed correlation in a City Showshire project. An additional resolvent on tags of the Nobel funding same made by the Landshire as part of the Pilov Revenue package in family passage and the project. Soops, The project appears was expanded when the Langshire funded Soops, The project appears was opposed on the tag Landshire funded Soops, The project appears are compared to them the Landshire funded which is a passage of the City Compared to the Compared Marchine of the Compared to the Compared Marchine for the Compared to the Compared Scheduler. The project was delegated 55 years from the Initial Nobel section for the Landshire of chances.
Marie Mari				99WID) Nicke(/TF TPA TPA	A 10,026	10,000					20,026	20,026	20,026	20,026		- :							-	-	-		67.3%	Over Budget	Completed	No			No		Budget: The cost increase due to underestimated design and construction
State Stat				Nickel/TI		179,259	2,179,979	2,413,690	2,400,667	2,400,667	2,400,667	2,400,667	2,401,393	3,144,432	3,145,031	3,545,032	3,137,432	3,137,432	3,214,671	3,290,726	3,325,774	3,350,788 3,350,7	18 3,359,78	8 3,324,618	3,324,618	3,324,618							No	134,032	(concrete) costs. A grant was received that covered most of the cost increase. Eachding the grant funds, this project is approximately 27% over the initial budget. Schedule: The project was delivered 3 quarters early. Increase to closeout the AWV Program in 2021-25 biennium due to pandemic challenges, higher bids from local market conditions, legal
Marie Mari	809936Z 100	29936ZA	Alaskan Way Vladuct - DS	Nickel	15,000							-				-		-								15.000									challenges, King County Sand and Gravel strike, and demolition of the 1053 building. See folio for additional detail.
Marie Mari	809936Z 100 809936Z 800 809936Z 800	9936ZC (9936S (9936K (Alaskan Wav Vladuct - Design and Early ROW SR 99/Central Waterfront Construction Missation SR 99/Alaskan Wav Vladuct and Seawall - Replacement EIS	Nickel/TF Nickel/TF Nickel	132,000 A .		16.987																			112.000									
The content of the	809936Z 800	29936Z :	Skravikassan was viadoct and Saswall - Reducement over \$7.99\Maskan Way Viadoct and Saswall - Replacement Con Design \$8.99\Maskan Way Viadoct and Seawall	vidor Nickel Nickel/TF	ч -	142,000			2,400,667	2,400,667	2,400,667	2,400,667	2,401,393	3,144,432	3,145,031	3,545,032	3,137,432	3,137,432	3,214,671	1,290,726	3,325,774	3,350,788 3,350,7	3,359,78	B 3,324,618	3,324,618									134,032	Increase to closeout the AWV Program in 2021-25 bienclum due to pandemic challenges, higher bids from local market conditions, legal challenges, Xing County Sand and Gravel strike, and demolition of the 105 wildfow. See folio for editional deline.
Marie Mari	310101F 310	09940B	SR 99/Viladuct Project - Construction Mitiration US 101/Dawley Rd Vic to Blvn Hishway - Add Climbine Lane	TPA Nickel	2.472	2.472	2.682	2.682	1456	1.545	1.545	1211	1.222	1,222	1211	1211	26.000 3.211	26.000 3.211	18.501 3.211	35.170 3.218	38.170 3.218	38.170 37.8 3.218 -	37.83	7 37,837	37.837	37.837 3.218	45.5% N/A	Over Budget N/A	Underway Deferred/Deleted				No	129	
The content of the	3101160 310 310126C 310	10126C	US 101/SR 3 On Ramo to US 101 NB - Add New Ramo US 101/MP 341 to Vicinity Lilliwaup (aka PIN 3101LLW)	TPA TPA TPA	-	2.101	1.000 1.000 500	1.000 1.284 500	1.000 1.000 499	1.000 4.240 509		1.000 1.004 523	1.002 1.867 566	1.003 1.009 548	1,000 1,665 541	1.000	1.000	1.000	1.004	1.005	1.005	1.005				1.005 1.015 541	0.5% 29.6% 8.6%	On Budget Over Budget Over Budget	Completed Completed Completed	No No No			No No No		
Marie Mari	310126C 316 310126C 316 310126C 316 310134A 316 310134B 316	1011LW 1012EC 10134A 101349	US 101/MP 341 to Vicinity Liftwaco US 101/MP 341 to Vicinity Liftwaco US 101/MP 341 to Vicinity Liftwaco (aka PIN 3101LUW) US 101/W Fork Hooulam Blow Bridge - Feedace Bridge US 101/W 104 Hooulam Blow Bridge - Peedace Bridge US 101/W 104 Mynapla Access Eduty (alsa PM STUDY)	TPA		976 977	3.147	500 3.155	439 3.165	509 1.165	584	. 521		548 3.117	543	-	-	:	-	-						3.117	-1.0%	On Budget	Cornelated	No.	Yes;	No	No No No	:	Budget: The City of Olympia added local funds to expaind the acope of
Part						-		965	618	618	·	665	737	736	- :	:	- :	<u>:</u>	- :		÷	: :	- :	:	:	736 500					Local funded work added			-	
Second Content of Co																												Under Budget	Completed	No			No		sugget: the estimate is much lower train the original estimate due to the design element change. Construction now consist of one continuous log cribwall instead of seven individual los lams.
Part	3101558 310	101558	US 101/Corries Rd Vicinity to Zaccardo Rd - Slope Flattening	g Nickel	428	1,106		1,136						9,618	9,616	9,616	5,122	- 4,817	4,812	4,810	*		-	-	-		N/A		Deferred/Deleted				No		The project has been moved out to the 2021-23 blennium.
State Stat					2015	2.004				2,197	÷	2,074		3310	•	:		:	-					:	•	2,074	-17.0%	Under Budget	Completed	No No			No	•	ladget. The sateroids was increased in 2007 by \$1 million as a result of generaterized findings that identified a result or add a retaining wall. generated findings that identified a result or add a retaining wall adjustments concluded that the wall would not be required. Schedule: The project was delivered 5 quarter late.
Second Column Col							2.500	2,500	1,550								:	4077							- 1			Ouar Profess	Completed	N-			N-		
1985 1985				TPA TPA	1,116	- :	4.000	4,000	4,000	4,000	5,564	5,355	5,617	5,615	4,887	4,883	4,858	4,951	4,947	4,947								Own acogne	- Completed						
1997 1997	410194A 410 12000161 120	0194A 1000161	US 101/Bone River Bridge - Replace Bridge US 101/Lynch Road Intersection Improvements	TPA CW	5,670	5.912	12.800	11.591	11.596	11.596	13.191	11.662	13.297	12.912	1,130	E.952	9.150 5.000	9.031 5.000	5,000	5.000	5,000	5.000 2.6	16 2.63	6 2616	2.636	2.636	-47.2%	Under Budget	Completed	No	No		No No	105	
1	310407B 310 310407D 310	104079 :	SR 104/Mood Carul Srider - Replace E Half SR 104/Port Angeles Graving Dock Settlement and Remed	Slation TPA	273,460	274.244	453.412	470,130	470.013 6,840																					No No					
## 1500 1500	50 105 4105 10A 410	10510A	SR 105/Smith Creek Bridge Replacement Jaka PIN 010555	SWI TPA																	2,000		0,48	u,487	-					No			No		
1500.54 1500	410510A 010 410510B 410 410510B 010	10510A : 10510B : 10555X :	ok zoskamen streek SR 1055/Smitch Bilder Replacement (aka PIN 010555W SR 1055/North River Bridge (aka PIN 010555X) SR 1055/North River				23.000 21.000	12.000 23.000	12.000 23.000	12.000 23.000		12.161 23.159	12.169 23.163	-	9.941 13.074	9.941 13.066	9.941 13.067	9.818 12.942	9.825 13.221	9.806					:	12.000 9.805 13.139 23.000	-42.9%	Under Budget	Completed	No			No		
1972 1972	4105108 410 58409 310503A 310	10503A	SR 106/Skobob Creek - Improve Fish Passage	Nickel	1,280		1,779	23.000 1,777	23.000	23.000		23.159	23.163		13.074	13.066	13.067	12.942	11.221	13.139			+ -	1	-	13.139	38.9%	Over Budget	Completed	No			No		Budget: The increase is a result of construction increases and material cost excelsion.
## 1991/44 199	58 107 12000116 120	1000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approx Rail Reo	ach and CW		-	-			-		-	-				12,500	12,500	12,500	12,500	21,848	21,848 21,8	18 21,84	21,848	21,848						No		No	874	Telephone.
10011A 10	310918A 310	1091EA :	SR 109/Mocilys River Bridge 109/023 - Replacement (aka 010900A) SR 109, Mocilos River	a PIN TPA	3,654	3,501	2,630 2.630	2,630	2,630	6,057	6,057	6,129	6,110	6,130	6,069	6,070	6,070	6,070	6,070	6,071	6,071	6,071 -						N/A	Deferred/Deleted						
	310918A 310	1091EA	SR 109/Woclips River Bridge 109/022 - Raplacement (aka Pl 010900A)	IN TPA	3,654	3,508		2,630	2,630	6,057	6,057	6,129	6,130	6,130	6,069	6,070	6,070	6,070	6,070	6,071	6,071	6,071			-	6,071								243	

3025581586 Sentem 312 Report

BIN 21122EB	Project SR 112/Voko-Ozel		Rev Package Nickel	OSLEGEN 2,518	OALEGEIN 1,592	OSLEGFIN 1,500	OGLEGFIN 1,592	OTLEGRIN 464	OBLEGFIN -	OSITGEN .	10LEGFIN	13LEGFIN	12LEGFIN	Budget H	istory (a) Dollars in 1	Thousands 15LEGBAR	16LEGRN	17LEGFIN	18LEGFIN	19LEGFIN -	20CONF	21LEGFIN	22FINCL .	23LEGCOR	24007001	Last Legislative lodget/Current % Cost I	Change from Initial Budget	relivery Performan ial Budget Status (±SN) Under Budget	Delivery Status Completed	(b) Can the Scope be Reduced? No	Scope Status & Options (c) If Previously Increased, can Yes; Reduction	(d) Lost total or Regional Purcling? No	(e) Estimated Contingency	Ludget Implementing a low cast observations resoluted in overall project entitings and alternate accompanied functional adulations as the tribital Copper. Not count operational for two subjects depressed in loss of the original project scope.
311237A 311237A	011200A SR 112, Hoke/Pysh 211237A SR 112/Hoke/Pysh 5124010 SR 124/East at US 2150048 SR 150/Wo See-Us	12 - Reconstruction in - Install Lighting in Road Intersection - Realizament	TPA TPA Nickel TPA CW	348	223	250	250 250 - 250 317 217	10.173 250	250 - 250 200 200 200	286	208		174				7,300	7,580		5.493		5.493			8.421	8.421	-10.7% -15.1% 29.6%	Under Budeet Under Budeet Over Budeet	Completed Completed Completed Completed Completed Underway	No No No	No.	No No No No	340	No house to report on this project Soldwet The contrastre was due to assessable bids.
12000203 58 160 3160008 58 161 316300C	12000203 SR 155/Omak Brid 3160068 SR 150/SR 16 to Lo 116100C SR 161/Jovits Bhrid	onelisise Rd Vicinity - Widenine to 5 3 600th St, Stage 2 - Wilden to Five Lanes.	Nickel Nickel	5.182	5.171	5.171	5.170 30,164	1.407 25,495	E.525 26,159	8.957 26,159	10.096 26,091	9.774	9.774 26,048	9,765 26,037	26,038	11,000	11,000 - 26,012	11,000	11,000	11,000	11,000	13,754	15,800	30,576	30,576	9.765 9.765 26,012	43.6% 88.4%	Over Budget Over Budget Under Budget	Underway Completed Completed	No No	No.	No No		Occases in the funding good identified in the most current project estimate. Budget: The extent contributions and data bright of wavy swings of speciments (5.1 million and construction swinting of 5.3 million as a result of a law contribute that, Localiforum wave added in 2005 is provide for where in the local systems withouth of purchase in 2005 is provide for where in the local systems withouth of purchase in a did the structure. Localization procurrents and the project not encountering any major in treas Admitted procurrents and the project not encountering any major in treas Admitted contributions.
31611BA	316100A SR 1615/SR 167 EB 316114A SR 261/2040-52 to 316118A SR 261/240-52 to 316118A SR 261/240-52 to 316118C SR 261/360-to Vic 316119A SR 261/2340-52 to	o Jovita - Add Lanes	Nickel Nickel Nickel Nickel Nickel	21,570	2.041 16,499 21,575	2.041 16,754 21,575 - 17,060	26,575	31,999	12,545	34,267	37,600	2,800 - 29,866 31,386	39,993	42,790	46,719	47,719	50,782 31,386	52,197	52,068 31,386	52,068 31,386	51,874 51,874 31,386	-	-		-	51,874	140.5%	Over Budget	Completed Completed Completed Completed Completed Completed	No No No	Yes; Change	No No No No	-	Budget-Project savings are the result of low bids. Schedule: The project was completed 2 quarters early due. Budget-The Initial increase was due to a Legislative direction for possible for possible an emergine and enhancements within the CHy of Edgewood. Subsequent increases are the result of malerania cost escalation, right on way increases, and of fastion.
316218A 316218A	Improvements 316218A SR 162/Orting Bri 316218A SR 162/Orting Bri	N Rd to Tanwas Creek - Spot Safety dge For Kids - Safety (aka PR EVAC) dee For Kids - Safety (aka PR EVAC) dee For Kids - Safety (aka PR EVAC) Kids Liver Ending 162/000 - Replacement (aka PR	TPA TPA TPA TPA TPA TPA TPA	-	•	3,000 850 850 15,000	3,411 850 850	4,127 - - - 15,004	4,454 850 850 850	4,794	4,572 850 852 15,004	4,717 852 852 15,007	4,837 852 852 15,008	1,609 850 850 152 15,561	2,006 850 850 15,665	2,051 850 850 850	2,051 850 850 10,602			854 854	E54 E54	854 854	829 829	829 829	829 829	2,051 829 829 820 820 10,669	-31.6% -2.5%		Completed Underway Completed	No No		No No	34 34	using parts to the conference shawing violence. He is part for the project was continued with arrother project (2011)64 for efficiency in change.
316219A 316219A 12000107 593167 1167000	316219A St 25/Poyalko R ORTING SR SR 152 Payalko B 12000107 SR 162 Sada/Dari 12000107 SR 162 Sada/Dari 1167000 SR 167/Kilingson R Tura Lane SR 167/1004 SS 167/ISS SS 167/ISS SS N 1167000 SR 167/ISS SS N 1167000 SR 167/ISS SS N	över Bridge 162/006 - Replacement (aka PIN Iver Briden Im Id Informange NB OH Bamp - Add Signal and Id Informange NB OH Bamp - Add Signal and Id Informange NB OH Bamp - Add Signal and Id Informange NB OH Bamp - Add Signal and	TPA TPA CW Nickel Nickel	918	922	923 40,360	15,000 - - 869 40,360	15,004	15,004 	17,298	15,004	15,007	15,008	15,561	15,565	15,563	10,602 - 450 -	10,607	306	205	200					10,469 15,000 395 854 43,680		Under Budget Under Budget Over Budget	Completed Completed	No No	No	No No		Budget: The cost decrease is due to continuation cost savings. Mades: The privary does for the cost increase was the ceretricipated west of deep reviews due to specify project of the shalf and prepared for ceretricipated with cost of the cost increase was the ceretricipated with ceretricipated project of the shalf and prepared schedule. The project on endowed 5 quarter on the cost of the ceretricipated project of the cere
1162035	1167HOV)	V to 15th 1stNW - Add HOV Lanes (sike PIN Vas 15th 1stNW - HOV W N Ramp N-E Ramp Overcrossing - Selamic SR 18 - Congestion Management	Michael	39.600	40,360	40,360	40,360	40,375 - 278	41,491	42,112	44,088 - 310	43,706	43,681	43,680	310	302	-	-	20,019	129,200	129,200	129,200	129,451	129,451	135,231	43,680 39,600 302 135,231	8.4% 0.2%		Completed Underway	No		No	-	This project is hudgeted within a programmatic BIX. This project is hudgeted within a programmatic BIX. Topic faccionary Central directable This STATE This Topic in Ligaritable project wave cold hasted on liquid his health this quiposit for Central stitute. An increase in shown as a 462 Tof faction stores. There is do as discussed in 44 455 shake BIXEN to Representable TO, LIGHT, bit in the preservation program, as the STATE of Ligrated project alless is come Tof system preservation provision glowned to This XIX to a longer in excession.
216718A		SR 161-115 1-5, Stage One - New Free way (aka PIN 1-5, Stage One - New Free way (aka PIN 1-5, Stage One - New Freeway (aka PIN 1-5, Stage One - Ne	Nickel/TPA Nickel/TPA Nickel/TPA Nickel	17.748 23,758 520	45,360	18.921 113,416	19.187 124,568 124,568	19.900 307,622 107,622	114,720	114,546	19.879 114,547	111,362	10,006	111,358	111,358	111,358	111,509	111,573	111,573		:	-		:	-	19.896 111,573 111,573		Over Budget On Budget	Completed Completed	No	Yes; bscrease	No Yes		Suiget: The Initial Processe is the result of developing a desirate project estimate to deliver the certifice. P. 2002, the Legislative added beforeign to separate the work to except deal of the production between the estimate and state (and site reservoid) to land construction from the factoring level. See Association for the Section of the Cooper. Additional funding was provided in 2005 to expend the work to be correlated on the artises.
	31671BC SR 167/I-5 to SR 1 31671BC SR 367/II-5 to SR 1 31671BC SR 367/II-5 to SR 1 31671BCW SR 367/II-5 to SR 1 31672BCW SR 367/II-5 to SR 1 31672BCW SR 167/II-5 to SR 1 31672BC SR 167/II-5 to SR 1		Nickel Nickel Nickel Nickel Nickel TPA	21,238 40,063 - 2,263 37,800	18,463	19,087 19.087	17,365 17,365 - -	20,595	25,440 25,440 - - 487	25,738	25,914	25,918 25,918 - -	:	25,659			-	-		-		-	:		:	25,659 25,659 25,659 2,651 17,800 487		Under Budget On Budget	Underway Completed	No	Yes; Change	Yes	- :	Surject. The reductions are the result of the edigring blotting belowers they replect and the SACO 200 to 16 project below on product project makes an appropriate belowing makes in the currier. The increases are the water of feeder and the sacro of the control of the control of the sacro of the sacro of the control of the control of the Scope. The scope was reduced as a result of the federal exemptate devolve) and later increased in 2005 as a result of the federal exemptate section of the sacro of the sacro of the sacro of the Scheduler. This project was delivered 1 quarter late.
316723A 816700U 816700U 816700U		Pierce/Ning County Line - Median Cross Over ent Projects - Cornidor Mobility Improvementady ent Projects - Cornidor Mobility Improvemen		10,104	10,102 500 9,602	500 9,602 - 9,602 13,780	487 9,602 - 9,602 15,384	9,602 - 9,602 17,877	487 9,602 - 9,602 17,877	9,602 - 9,602 18,817	9,601 - 9,601 18,809	9,604 9,604 18,814	8,928 - 8,928 28,814	- 18,806	- - - - 18,807	- - - - - 18,787	- 18,797	-	-	-		-			-	487 8,928 500 8,928 18,787	-11.6% I	Under Budget Over Budget	Completed Completed	No No		No No	-	Budget The 2005 increase was due to added professionary angineering conti- mination of the complete of this path proper. The 2007 crease was executed with the complete of this path proper. The 2007 crease was the waster continued to path and content. The 2007 crease was the
816701C	B16701C SR 167/8th St E V (pks 900 B167012 SR 167-58 41019 B167012 SR 167-58 41019 B16701C SR 167/8th St E Ve (pks 910 B16701C SR 167/8th) S E Ve (pks 910 B16701C SR 167/8th St E Ve (pks 910 B16701C SR 167/8th St E Ve (pks 910 B16701C SR 167/8th) S E Ve (pks 910 B16701C SR 167/8th St E Ve (pks 910 B16701C SR 167/8th) S E Ve (pks 910 B16701C SR 167/8th)	15th St SW - HOV	TPA TPA TPA TPA	-	•	80,000 80,000	80,000 - 80,000	80,000 - 80,000	80,000 - 80,000	82,000 - 82,000	82,000 - 82,000	82,005 - 82,005	82,010 - 82,010	82,005 82,005	82,005 - 82,005	81,924 - 81,924	83,927 83,927			83,931 - 83,931	83,931 - 83,931	83,931 - 83,931	83,931 - 83,931	83,931 - 83,931	83,931 - 83,931	83,931 80,000 83,931	4.9%	On Budget	Underway			No		result of additional traffic control due to the many span are locations of the light structures not taken into account in the attentax and for need to add temporary stipping in order to meet the committed open to traffic date. Schedule: The project was completed 1 year early.
816719A 816719A 816719A MODECCR 159109 1169911	#16710A SR 167/5 180th St #16710A SR 167/5 180th St #80300S SR 167/1-4805 TO MC0000R SR 167/58 500 Pul #16801D SR 168/56 436th- #16801D SR 168/56 436th- #16801D SR 168/56 201e SR 168/56 436th-	to 1-405 - 59 Widemine faks PRI 84050051 to 1-405 - 58 Widemine faks PRI 84050051 55 180m 54 et Sound Gateway Internection Incorporation 14 Wideling (Formerly SC 288m Street) - Add		2,152	2,026	\$0.000 \$0.000 \$.050 3,631	\$0.000 \$0.000 - - - 5.050 2,519	17.810 17.810	17.381 17.381 - - - 2.549 2,669	29.048	18.993 18.993	18.844 18.844 -	18.843	18.837	18.837	18.837 18.837 18.837 1,875,500	18.837 18.837 1,875,500	1,875,500	1,875,500	1,953,900	1,953,900	1,958,700	2,191,600	2,654,706	2,654,706	18,837 18.837 50.000 2,654,706 2,438	27.5%	Over Budget Under Budget Under Budget Over Budget	Completed Underway Completed Completed	No	No No	No No No	-	Nocessed of \$3.5M in Feli/State MANI due to Inchinical corrections. Tocresse of \$5.5M in Feli/State MANI due to Inchinical corrections. Tocresse of \$5.5M in Processed State Manifest Processed State Office of \$5.5M inchinical particles of Processed in State State Office (inchinical particles) in Processed in Processe
116912C 116912C 116927B	Turn Lanes (das PI 016900A S 2005/E 22811 116911T SR 1505/E 22811 116911T SR 1505/E 29111 116912C SR 1505/SR 216 (Fo CCCCC1) SR 1505/SR 216 (Fo	NO SESSONA Street Vicinity - Safety EVICINITY (Erromety SE 288th Street) - Add Tur CODONA Jour Corners) Vicinity - Add Lanes (aka PIN Jour Corners) Vicinity - Add Lanes (aka PIN JOE CORNERS) 55 to SR 900 - Add Lanes	TPA TPA TPA TPA TPA TPA TPA	2,152	2,026	2,500 2,100	2,519 2,500 2,500	2,606	2,669	2,669	2,646	2,446	2,447	2,438	•	-		-	•	-	-	-	-	-		2,500 2,500	0.0%	On Budget		No		No No	-	Schedule: The project was delivered 1 quarter late.
	019555X SR 195/Spring Flat 619501X US 193/Spring Flat L2000058 US 193/Colfax to S	t Creek Bridge Replacement (aka PIN 01950 Creek Creek Bridge Replacement (aka PIN 019555	TPA K) TPA CW	118	1,030	4,000 4,000	4,000 - 4,000	4,000 - 4,000				4,000						1,102 1,302 11,650		3,302 3,302 11,000	3,302 - 3,302 11,550	11,650	11.650	11.550	11.639	3,302 4,000 3,302 11,650	N/A 0.0%	N/A On Budget Over Budget	Completed Deferred/Deleted Completed Completed	No No	No	No No No	132 - 132 466	2 G Budget: The project increase is due to an underestimation of the design
1202165	1202165 SR 202/ict 292nd i		Nickel	1,305	1,307	488	586	-	602	-	•	-		-	-	-	-	-	-	•		-	•	•	-	602		Under Budget	Completed	No		No No		medid and to higher contrivictions cann moded for including temporary write speel, write, count of weathers for the changes. Schoolast Propriet was delivered 12 quarter early due to contracter whiches inspruments. As the contraction of the changes of the cha
1202194 1202205 1202205 1202205	1202194 SR 202/kt SR 202 1202205 SR 202/Sahalee W Study Jaka PN 121 1202205 SR 202/Sahalee W Ska PN 12025 12025CS SR 202/Sahalee to	- Construct Roundabout Jay NK to 292nd Ave SE (Duthie) - Contidor 025CS) Isy NK to 292nd Ave SE (Duthie) - Contidor Sta Duthie Corridor Study	Nickel TPA TPA TPA	2,803	2,893	2,893 500 - 500	2,893 500 500	3,950 500 500	3,950 500 500	-	3,161	3,169	3,169	-	•		•	•		•		-	-		-	3,169 500 500 500	13.1% 0.0%	Over Budget On Budget	Completed Completed	No No		No No		Scholuber This project was debreed 2 quarters early as a result of the stope change.

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Rev		Budget strategy ig users in nounces	Lant Linghillers Schaper Comment Schaper Schap
BN Project Project Title Package CALCOTN CAL	FIRM OGLICIFN CHILDRIN OBLICIFN ODLICIFN 10LECFIN 11LECFIN 12LECFIN 12LECFI	NN 1145GFN 144GGFN 1545GBA 144GFN 1715GRN 1845GFN 1945GFN 20CONF 2145GFN 22FNCL 22FNCL 22EGCR 24007001	Cost Initial Budget LITSS Delivery Status Reduced? Scope Change? Reduced Back Down? Funding? Contingency Contingency Connecteds 3.751 N/A
120105G 120101A SR 2017folt HB Rd NE Vic - Passing Shoulder TPA 2.0	2.006		2.004
200006 120006 90 2007 tel 14 Nr. Vicenir (asa Pril 12002A) 17A 1. 120111C 12011C 91 202 (M. 124th) Novelly - Centrus Roundstood Notes 2,811 3,454 3,7	- 2.222 2.227 2.333 2.531 4.055 2.09 2.577 2.777 2.643	355 387 150 · · · · · · · · · · · · · · · · · · ·	1.000 In Aug Text Engine Completed to the August Text Engine Completed August Text Engine Complete Com
1201116 1201116 120206/cmider defect improvement - Sorbinshi County 170 -	- 1,076 4,271 1,001 2,001 3,102 1,004 1,811 542 633 - 779	188 1271 138 1278 1271	173 dat 61 Under Staget Completed 80 No - Budget Tills project nor school and obspect date to project nor school and obspect date to project nor school and obspect date to project normal power of the Staget Tills project normal school and to project normal power obspect of the Staget Tills project normal school and to project normal power obspect to the Staget Tills project normal power obspect to the Staget Tills project normal school and to project normal power obspect to the Staget Tills project normal school and to project normal power obspect to the Staget Tills project normal school and to project normal school
1205(C1)	12.000 12.000 12.000 12.072 12.528 12.750 11.133 11.056 10.656,000 85,003 85,003 85,003 82,404 92,409 94,175 94,175	2011. 1,075 94,379 64,584 64,386 64,686 64,684 64,284 80,284 30,785 34,385 34,275 34,275 34,275 31,275	Solida Tapport our amplified Taylor or with Solida Taylo
A20011A 22054C1 2007 MR Plan Interchance In 2205 Mr Type 1 77A 15.6 C 2007 MR Plan Interchance In 2205 Mr Type 1 77A 15.6 C 2007 MR 20	. 58,000 85,933 85,933 92,484 92,430 94,175 94,17		94.000
State 2 (also 3PM 1205/CE1		25,000 24,200 34,500 30,000 30,000	20,000 2.2% On Budget Future Start Representation of the Control o
SR 240	14,500 16,540 16,872 16,872 12,622 9,048 9,490 9,48 12,141 23,140 22,603 22,638 22,538 22,562 22,580 22,48	9,880 9,692	9,692 -34.5% Under Budget Completed No No -
		1,133 41,233 41,066 41,066 41,066 41,060 41,021 41,021 41,021 41,021 41,021 41,021 41,021 41,021	22,407 2.6.4% Under Budget Cemplified No No - Budget Novel officencies revealing the point of the construction of the Construc
			in 2004 and 2005. Additionally, material cost as eclaration and inflation in costant construction estimate in 2005. Schedule: This project was delivered it quarter early.
\$24000G \$24000G \$2.4000 \$4.2000G \$2.4000 \$4.2000G \$4.2000	3,223 43,194 43,181 43,184 43,159 41,239 41,226 41,12	1,133 41,232 41,008 41,008 41,008 41,008 41,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 5,000 7,384 7,394	41,021 1,641 7,294 0.0% On Sudget Underway No No No No 200 Inviconmental permitting requirements required additional noise analysis which has delayed the project and date.
		740	740 43.0% On Sudget Completed No No -
\$24000	. 2,200 · · · · · · · · · · · · · · · · · ·	760	2000 760 2,000 30.75. Over Budget Underway No No No No No Section Sec
2243048 2243048 SR 24375 of Mattews - install Liebting 77A 2	10 10 10 11 11 11	56 37	needed to complete the design studion and workforce constraints.
2,810916 33,910-0 36,910-0 50,910-0	180 196 239 244 253 246 252 27 10,603 20,603 31,188 31,188 - 31,189 31,198 31,18	78) 25	225 2.5. In Over States Controlled No No - Sudget Major cost of lower were the result of the design changes Indiget Major cost of lower were the result of the design changes Indiget Major cost of lower were the result of the design changes Indiget Major cost of lower were the result of the design changes Indiget Major cost of lower were the result of the design changes.
			\$1,187 LSR Conduster Completed No Seeign Region and Seeign Configure on Seeign Conf
220505A 231505A 95.29E/George Selnir Bridge - Additional ES Leav 99A - 6,6	6,000 6,000 10,941 13,491 16,440 18,855 11,423 12,51	7,559 12,549 12,540 12,540 12,540 · · · · · · · · · · · · · ·	11,502 1825 Over Budget Completed to the Season Sea
228501X 228501X St 285/W End of George Sellar Bridge - Intersection TPA 6,0	6,000 9,400 15,785 16,180 18,458 20,828 22,393 22,31	2,046 18,180 18,029 17,584 17,585 17,442 17,437 17,437 17,437 17,437 17,437 17,435 17,435 17,435 17,435	
	14,000 34,000 37,080 37,080 37,080 27,085 27,085	7,015 27,000 10,215 10,515 10,841 10,865 10,871 10,871 23,523 25,786 25,786 25,786 25,786	Dn WYTC. 25,785 -24.25 Under Budget Underway No 1,931 Sudget Project cost decrease due to revised estimate.
0290501 0290502 0290	H.000 :	7,085 17,080 19,515 19,515 19,841 19,865 19,871 19,871 23,523 25,786 25,786 25,786 25,786	25,786
53-802 230215A 230215A 5R 202/Key Peninsula Highway to Purdy Vic - Safety & Congresion TPA 5,0	5,000 6,512 7,301 8,002 7,511 7,362 6,665 6,51	5,527 6,538 5,522 4,663 4,839 4,766 4,766 · · · · · ·	4,764 -4.7% On Budget Completed No No -
320344 320346 52030ec Orbon 64 in 9 8 L Coreion Stude 17A	1000 1,000 1,000 2	200 200 200 200 200 200	2.07 data. Grant Section Contraction on the Section Contraction of the Section Contraction Contract
\$3.00 N30000R N30500R SR 305 Construction - Safety Improvements CW		16,800 36,800 16,800 36,800 36,800 16,800 36,800 16,800 36,800 40,30	reflects the construction wholeful that further that addition of landscape when the state contraction wholeful that further that additions of landscape when the state of
59 207			due to work force constraints and real estate acquisition issues.
200766.A 130766.d 1307676.d 136 foliety Contribut Study - Spot Improvements (als TA		2,000 · · · · · · · · · · · · · · · · · ·	2,00
5395020 5395020 US 395/Kenneukk Variable Message Sign Nickel 400 357 - 5395021 5395021 US 395/Celumbia for in SR 240, Behalf Interchange 704 176	17,000 15,028 22,509 22,724 15,974 15,974 15,984 15,074,000 128,481 100,651 120,460 129,477 225,475 209,882 209,882		272 24.7% Under Balget Compined No
Algoritet 600010A 600010A US 395/North Spokene Corridor Nickel/TPA 152.6	2.000 204.000 203.678 203.768 259.768 259.768 409.796 409.71	250,005 250,00	222.843 46.6% Over Budnet Underway No 17.828
	22,000 204,000 203,678 203,768 259,768 409,795 409,79		132,000
L3000128 L3000128 US 994/safety Corridor Improvements CW		- · · 11,000 13,000 15,	
12000138 12000138 U.S. 1991/S Metry Carridor Improvements CW		11,000 11,	eappy constructed, natives, constructed, some way construction and
	15,540 137,440 130,850 142,798 143,346 143,737 142,494 142,515	- 53,116 - 53,116 - 41,611 41,612 41,611 41,612 - 72,905 27,905 72,905 7	
#4070003 14070004 1405.70km Valles Hildware to Media Valles Villateurus Michael 115.840 155.00 1405.70km 1505.00km 1	5,540 137,440 130,950 142,798 143,346 143,777 142,694 142,51 10,000 10,000 19,819 19,782 22,381 22,614 23,991 23,991		123,840
B40500A B405001 I-405/I-5 to 5R 181 TPA 20.0			A_ACO
		21.000 21.000 21.000 21.000 21.000 2	1.100 N/A Deferred/Geneal No
MARCHAE MARC	150,000 150,000 150,000 150,000 150,000 140,999 150,007 150,007 150,000 160,000 150,00	2006 100 000 110 000 140 000 5 885 5 885 5 5 5 5 5 5 5 5 5 5 5	5.005 10.005
867350A 860250A I-R05/312th New St to 190 - NB Wideline 77A 860361F 860541F I-R05/51 St ht to 190 (South Bellevue) (sks PNN 14050058) Nickel 185,480 185,480 187,480	- 20,000 19,978 10,955 20,955 19,956 19,957 10,957 27,568 187,766 187,860 189,871 179,565 179,865 179,866 179,873 179,886	1257 1355 - 1555 1355 1355 1355 1355 1356 137,866 137,	
	17,660 187,680 189,471 179,595 179,895 179,895 179,895 179,873 179,873 179,873 179,873 224,471 <td< td=""><td>,049 179,061 179,063 179,063 179,060 179,008 179,016 1</td><td>187,465</td></td<>	,049 179,061 179,063 179,063 179,060 179,008 179,016 1	187,465
## ## ### ### ### ### ### ### ### ###	0.000		20,000
	77,000 69,200 63,607 63,822 63,901 64,907 63,305 63,31 77,500 · · · · · · · · · · · · · · · · · ·		C1,202 -5.5% Under Sudget Completed No No
BROSCHA DECOMA 1440/08 (2010-10 state Orderlog BROSCHA 1440/08 (2010-10 state Orderlog Note: 1	97,705 164,535 87,293 81,763 81,445 81,762 81,212 81,101		C 320 E 1,331 Solds Under Sulppt Completed No
BADSEIA 14000000C 140051953201659322 Nickel 1637353 HADDEN BADSEIA BADSEIA BADSEIA BADSEIA 1400519532016593222-Widenium Nickel 1637355 163735 1637355 1637355 1637355 1637355 1637355 1637355 1637355 1637355 1637355 1637355 1637355	33.755 164.335 87.203 83.763 83.445 83.762 81.212 83.175 48.500 48.500 48.500 48.500 48.500 48.500 48.500	1.195	161.735
200 200	00.000		164,001 24,401 Over Buttert Completed No No No
March Marc		1836 1837 1838 1838 1838 1838 1838 1838 1838	.5861 5.892 131,869

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Project	Project Title -405/Ninkland Vicinity Stage 2 - Widening (Nickel/1794) -405/Ninkland Vicinity Stage 2 - Widening (Nickel/1794)	Rev Package Obligation Nicke(TTA	N OHLEGFIN	05LEGFIN 275,000 170,000 60,000	06LEGFIN 275,000	07LEGRN 337,272	OBLEGFIN 344,850	09LEGEN 273,393	10LEGFIN 427,399	11LEGFIN 423,485	12LEGFIN 422,869	Budget 13LEGFIN 382,735	History (a) Dollars in 14LEGFEN 382,735	Thousands 15LEGBAR 282,629	16LEGRN 382,682	17LEGFIN 376,636	18LEGFIN 377,741	19LEGFIN 377,741	20CONF 21LES 342,741 3	SFIN 22FINCL 12,701 142,7	23LEGCOR 737 342,73	24DOT001 17 342,737	Last Legislative Budget/Current Cost 242,737		Delivery Perform initial Budget Status (± 5%) Over Budget	Delivery Status Completed	(b) Can the Scope be Reduced? No	Scope Status & Options (c) If Previous Increased, ca Scope Change? Reduce Back Do	(d) Lost Local or Regional ven? Funding? No	(e) Estimated Contingency 13,709	SASS of LOC combot book transferred to BASCRES cover reserved to the Combot book transferred to BASCRES cover reserved to the Combot book transferred to BASCRES to the Cover reserved to the Cover to Bascres to
R035013 14 R035013 14 R035013 14 R035013 14 R035014 14 R035	cell J ME 318-04 to 51-32 - 400 J ME 318-05 - 400 J M	TPA. TPA. TPA. TPA. TPA. TPA. TPA. Nickel/TPA. Nickel/TPA. Nickel/TPA. TPA. TPA. TPA. TPA. TPA. TPA. TPA.		45,000	\$0,000 	28.748 	-	373.223	- 1	- :	- :	- :	382.735 	- :	21.625		21.656	- :	242.741 3 342.741 3 2 21.556 21.556 83,000	21,656 21.6			104.438 173.924 38.744 21.656	26.9X	Over Budget Over Budget	Completed Underway	No No	No		13,709 	Devision and Blatch of Way only. Construction not funded. Be-eging due to an updated contractor's chanded and aging risk later construction plane of the project. 2019 budget request for \$8 million in 12-23 to hund the replacement of the chander impacted by the CWA funded project.
	-405/28 522 to 1-5 Capacity Improvements -405/28 522 to 1-5 Capacity Improvements -405 Renton to Lynnwood - Carridor Wildening	TPA CW			•	-	-	-		-	•	•	-	1,225,200	1,225,200	1,225,200	1,225,337	1,225,337	1,271,420 1,2	71,625 1,272,5	655,03 655,03 1,280,97			3.8%	On Budget	Underway	No	No.	No		2334 Supplemental local bundle placedoes in congruent 80 year of better South Park (1994) Secretary Secretary (1994) Secretary (1994) Secretary Secretary (1994
141060G S	IR 410/White River - Stablize Slopes (aka PIN 041000A	A) TPA		16,800	16,800	16,800	16,800																16,800	N/A	N/A	Deleted	No		No		
041000A SP 141000G SF	IR 410. White River IR 410. White River - Stablize Sloces IR 410. V214th Aus Etn 214th - Add Lense	TPA TPA Nickel/TDA	140 11 073	16.800 - 34.573	16.800 27.550	16.800 28.681	16.800 29.340 245	11 547	77.477	11.454	19.099	19 176	19.767	10.714	19734		- :		- :				16.800 16.800 19.714	.21.6%	Under Budest	Completed	No		No		
	IR 410/234th Ave E to 234th - Add Lanes IR 410/Traffic Ave. to 166th Ave East - Median Cross C Protection (aka PIN 041000C)			24.573 300	245		245									•			•				19.214 245		Under Budget Under Budget	Completed	No		No		Schedule: This project was completed 1 quarter late.
	IR 410/Traffic Ave. to 166th Ave East - Median Cross Ov Protection IR 410/Traffic Ave. to 166th Ave East - Median Cross Ov Dontarrion	WET TPA		300	245	•	245	-	-	-	-	-	-	•	-	-	-	-	-			-	245							-	
5410021 SR	IR 410/Rattlesnake Creek - Stabilize Slopes (ska PIN D IR 410 Rattlesnake Creek	17A		250 250	281	331	331	332	270	255	252		•	-	•								252		On Budget	Completed	No		No		
\$41002L 58	IR 410/Rattlesnake Creek - Stabilize Slooes IR 412 Lonaview Grade Crossins	TPA CW			281	221	331	332	270	255	252			85.000	85 000	85.000	85,000	85,000	E5.000	15.000 98.4	120 7.45	12 8.262	252 8.262	15.8N	Over Budget	Underway	No	No	No	3,917	Increase is due to inflation.
450000A 58 450008A 59	IR 500/55 Johns Blvd - Build Interchance IR 500/1-205 Interchance - Extend Merce Lane	TPA TPA		28.926 975	30,373 1,003	48.347 981	49.959 1.002	57,599	57.241 670	56.961	48,070	47,029	46.014	44.965	44.955	45.021	45.098	45.098	45.098				45.098 670	55.9% -31.3%	Over Budget Under Budget	Completed Completed	No No		No No		
7 12000117 S	IR 500/NE 112th Ave - Build interchance	Nickel 26 CW	712 26.321		26.035	-	26.130						-	6.000	6,000	7,000	7,000	7,000	7.000	7,000 7,0	7.00	0 7,000	7,000	-2.2% 16.7%	On Budget Over Budget	Underway	No No	No	No No	280	No issues to report on this project.
450201A SR	operation that Over 11 No. 22/2/10th Ave to 72nd Ave - Safety improvements	TPA 4	130 4,007	1,215	1,215	1,786	736	:	:	-				2.768	-				-	-	- //		736	-39.5%	DVA Under Budget	Completed	No	Yes; reduced	No No	-	Model to Zeromin. Stopic: The cost was reduced as a result of the scope change. Scope: The project was been dose-scoped to avoid throw wany so obligate the continuous phase being incided on the \$4.500/15 to in Cloud project. Once out takely enhancements were implemented and 2000 content places and the 2009 have been as the Continuous while deferred about all other contents with the 25th and 16.500 have been as the Continuous while deferred to have incident on with the existence places and the 25th Auroritation was the Scope and 16.500 have been as the Continuous while deferred and the scope and
450208W SR 5 L2000065 SF	ER 502/h-5 to Battle Ground - Add Lanes ER 502 Main Street Project/Widenine	CW	000 15.000	65.000	57.772	87.778	87.779	87.778	87.779	87.786	87.786	87.779	86.780	84.424 7.700	84.329	84.149	82.799	82.799	82.844	2.133 81.7	765 81.76 7.70	5 81.765 00 7.700	81.765 7.700	25.8% N/A	Over Budget N/A	Underway N/A	No No	No	No No	3.314	Moved to Z oromam.
4503058 SR 450306A SF 450393A SF	IR 503/4th Plain/SR 500 Intersection - Add Turn Lane IR 503/Gabriel Rd Intersection IR 503/Lewisville Park Vicinity - Add Climbine Lane	TPA TPA TPA	917 894 574 572	950 773 5.000	1.046 877 5.985	871 432 7.753	889 501 7.753	810 501 8.511	780 501 7.806	811 460 6.566	753 660 6.223	658 6217											658 460 6.217	-28.2% -19.9% 24.2%	Under Budget Under Budget Over Budget	Completed Completed Completed	No No No		No No No		
850901F S8	IR 509/I-5 to Sea-Tac Freight & Congestion Relief	TPA		30,000	30,000	123,400	29,500	29,436	29,437	26,541	26,542	31,538	31,538	31,537	31,334	31,340	31,347	31,347	31,347			-	31,347	4.5%	On Budget	Completed	No		Yes		Budget: The 2007 increase reflects the Legislatures budget investmen the Freight Congestion Relief Account. Lost Funding: The RTID package included funding for completion of th through construction (\$200 or million).
A BS0902A SR	ER SD9/I-S/SeaTac to I-S - Design and Critical R/W [aka	PIN Nickel 33	000 25,000	35,000	35,000	35,000	35,000		34,994	34,996	34,996	34,993		-					-							Completed			No		through construction (\$870 million).
150900AA SE 850902A SE	NR 5001/-5/348181 to 5-5 - Design and Critical R/W (BAS 50900AAB RR 5090 Design & critical R/W RR 50901-5/5/Barfar to 1-5 - Design and Critical R/W RR 50915/5/B Interchance RR 50915/5/B Interchance	Nickel 31 Nickel TPA	. 15.000	35.000	35.000	35.000 7.932	15.000 5.841		34.994	14.996 5.831	34.996	14.591 5.826	5.876	5.892	5.962											Completed			No		
		TPA TPA		6.250 3.518	10.618	7.912	5.841 5.841		5.890	5.831	5.831	5.826	5.876 5.876	5.892 5.892	5.962								6.250 5.962	-11.05	Oncor Degret	COMBRESS	-40		No		
351025A SR T32700R SR	IR 510/Yelm Loop - New Allenment IR 510/Yelm Loop Phase 2	TPA CW		34.200	36.200	35.913	15.911	36.125	36.001	36.006	35.944	35.832	35.832	35.827 58,500	29.340 58,500	29.348 58,500	29.349 58,500	29.349 58,500	29.347 58,500	58,500 58,5	100 75,00	75,000	29.347 75,000	-14.2% 0.0%	Under Budeet On Budget	Completed Underway	No No	No	No No	2,340	Increase is due to added work, ITS, utility relocation, and market conditions.
	IR 515/5E 182nd St. to SE 176th St. Vic. (aka PIN 05150 IR 515/5E 182nd St. to SE 176th St.		,102 1,079	1,863	1,080	1,593	1,701	•	1,532	1,534	•	•	•	-	•	•		•	•				1,534		Under Budget	Completed	No		No		
1515059 58	IR 515/5E 182nd St. to SE 17/6th St. IR 515/5E 182nd St. to SE 17/6th St. Vic.	TPA TPA	102 1.079	963	1.000	1.591	1,701		1.532	1.514	1 200								•				900 1.534	77.W	Over Brakent	Completed					
						-																		-		,	-				treatment requirements, real estate costs and delays in relocatin and inclement weather. Schedule: This project was delivered 2 years late due to weather
851808A SI	IR 518/SeaTac Airport to I-S - Eastbound Widening IR 518 Des Moines Interchange Improvement	TPA		30,000	35,589	11,989	15,611	35,910	35,824	35,831	35,832	36,474	37,026	37,026	36,918	16,929	16,925	13.00				. 1149	36,925	23.1%	Over Budget	Completed	No.		No.		Impacts and delays caused by utility relocations.
851902A SR	IR S19/ I-90 to SR 99 Intermodal Access Project - I/C	Nickel 121	148 131,336	126,613	137,310	74,400	165,714	84,467	84,006	84,015	82,771	82,774	82,770	82,770	82,716	13,455	11,515	11,515	-	- 11,426	. 11,43	11,426	82,716	-36.0%	Under Budget	Completed	No No	NO.	No.	-	
151902A SR 851902A SP	improvements (aka PIN 151902A) IR 519 Intermodal Access Project IR 519 1-90 to SR 99 Intermodal Access Project - I/C incrovements	Nickel 125 Nickel	148 131.336	136.613	94.750 42,550	74,400	91.314 74,400	84,467	84,005	84,015	82,771	82,774	82,770	82,770	82,716	- :	- :	- :	- :	-		-	91.314 82,716							-	
. 152040A SF	SR 520/W Lake Sammamish Parkway to 5R 202, Stage 3 Midening		320 102,300	102,300	102,300	102,372	105,051	105,047	85,320	79,397	78,969	78,665	78,665	78,665	77,652	-							77,652	-24.1%	Under Budget	Completed	No		No		
	Widerbig RR TOM Stridge Replacement and HOV (Nickel/TPA) RR TOD Environmental Impact Statement RR TOD Environmental Impact Statement RR TOD Environ Environment Statement RR TOD Environ Construction RR TOD Environ Construction RR TOD Statement and HOV (Nickel/TPA) RR TOD Statement and HOV (Nickel/TPA)	Nickel/FPA \$2 Nickel 11 Nickel 6 Nickel 21 TPA	250 52,500 250 - 250 -	553,242	553,240	867,816	2,025,514	1,933,641	2,641,226	2,478,632	2,580,347	2,580,236	2,735,037	2,735,806	2,735,837	2,680,828	2,681,389	2,679,890	2,679,890 2,6	2,677,6	2,677,68	2,677,790	2,677,790 11.250 6.000 35.000		Over Budget	Underway			No	107,107	Schedule: The project is taking longer than anticipated to address close out terms with the contract and property disposal. Project been updated to reflect this charge, additionally, the project reduction is due to feature environmental mitigation costs being tr to the programmatic line item 0844TNV.
152000TA SR 152000TB SR 152000TC SR 852003A SR 881003 SR 852000T SR	IR 520 Pontoon Construction IR 520/ Bridge Replacement and HOV (Nickel/TPA) IR 520/ It to Bellinous - Bridge Benjacement and HOV	TPA Nickel/TPA TPA		500,000	500,000	12.085 - 797,626	12.085 - 1,955,359	1.993.641	2.641.226	2.478.632	2.580.347	2.580.236	2.735.037	2.735.808	2.735.837	2.680.828	2.681.389	2.679.890	2.679.890 2.6	78.187 2.677.6	187 2.677.68	17 2.677.790							Yes	107.107	Budget: Additional investments on this project were added in 20
FF20200 FB	TO EAC Contrator Community Studentials - Laboration between	to I-405 - TPA				5,000	4,964	-		-	-	-	-	-	-	-	-	-	-				4,964								the antire risk need furefure is near associated with this revier!
852002G SR 852002H SR 852002H SR 852002H SR 15000033 Lai 15000033 Lai	A STOCK OF THE PROPERTY OF T	IS Nickel Nickel Iesign Nickel	- 11,500 - 6,000 - 35,000	11,250 6,000 35,992	11,250 6,000 35,990	19,850 6,000 27,255	19,850 6,000 27,255																19,850 6,000 27,255								
1 L1000033 La 1 L1000033 La 8 L1000038 9	iake Washington Congestion Management lake Washington Congestion Management IR 520/124th St Interchange (Design and Right of Way)	Insign Nickel TPA TPA CW			- :	-		87,261 87,261	87,263 87,263	87,386 87,386	87,310 87,310	87,867 87,867	-	87,302 87,302 40,900	87,302 87,302 40,900	87,320 87,320 40,900	86,931 86,931 40,900	86,931 86,931 40,900	86,931 86,931 40,900	16,931 86,5 16,931 86,5 10,900 40,5	931 86,93 931 86,93 900 40,90	85,931 11 86,931 00 40,900	86,931 86,931 40,900	-0.4% 0.0%	On Budget On Budget	Underway	No No	Yes	No No	3,477 3,477 1,636	The PE phase delivery schedule has been extended to support a
																															The PE phase delivery schedule has been extended to support a progress for the project and ensures that the design and environ documentation do not become obsolete prior to receiving const handing. Title and scope change approved 1/18/2018. See 2019 CIPP.
£ 1100101 5#	SR 520/148th Ave NE Overlake Access Ramp	CW		-		-	-		-	-	-	-	-	68,000	68,000	68,000	68,000	68,000	68,000 1,643,315 1,6	59,000 68,5	75,26	14 75,264			On Budget	Underway	No No	No	No No		Title and scope change approved 1/18/2018. See 2019 CIPP. Increase due to most recent project estimate showing a need for risk fundine. Increase is local funding for utility work. Re-aging is due to an up
	SR 520 Seattle Corridor Improvements - West End SR 522/1-5 to 1-405 - Multimodal Improvements		681 6,891	20,859	21,199	22,581	22,573	22,487	22,461	22,561	22,562	22,541	22,540	22,541	1,642,500 22,541		1,642,500 22,566	1,643,315 22,566		13,315 2,050,0 22,566 22,5					Over Budget Over Budget		No No	NO NO	No No		project schedule.
			000	N. A.	Mary	N. W.	A	gr	ga ma	£	r.m.	44.00	<i>p</i> . 32.	45 375	45 340									***	Our Protect	Engineer	N-		No		usage: In this major norises in a result of the stopp change noted Other adjustments reflect invision change in local funding [15]. In federal searmant being added to the projects. Based on the 200 and funding provided and excluding the increase in local and fed fundinglycope, this project is X5 over the 2005 studget. Soop: The scope was increased in 2005 she that legislature for \$13 million contribution improvements within the City of Kenno.
1522104	iR 522/University of Washinston Boths II - Bull 4 Library	change Nickel/TPA	-,000	27,627	30.120	31.367	47.127	41.127	48.830	47.054	46.917	46.835	46.735	46.769	46.769				-				46.769 8.000			Completed					
152219A SR (a) 152219A SR 152210WB SR	IR 522/University of Washington Bothell - Build Interclains 904 1522/UNIV BR 322/University of Washington Bothell - Build Intercha Brothell - UK Camous Access	change Nickel/TPA 8 anne Nickel/TPA Nickel	- 8.000 000 -				271	-			152 132	145.181	145.516	145.521	145.571	145.631	145.630 10.750	145.630	145.637 1 23.625	45.637 145.6 21.625 23.6	537 145.63 524 34.62	17 145.637 17 34.627	46.769 8.000 271 145.617	-16.2% 34.0%	Under Budget Over Budget	Completed Completed Underway	No No		No No	5.825	Sudget: The cost decrease is due to construction savines.
152210A 55 64 152210A 56 152220W 50 152221C 59 152221C 59 152224C 59 152224C 59	IR 522/University of Washington Sothall - Build Interchain Ann PM 1272/W60 Ann PM 1272/W60 Weishelmen Sothall - Build Interchain Sothall - Build Interchain Sothall - Build Interchain Sothall - Build Interchain Access IN 227/W60-2004 to Bear Conde Vic - Install Cabils Barrio IN 227/W60-2004 to Bear Conde Vic - Install Cabils Barrio IN 227/W60-2004 to Bear Conde Vic - Add Lanes IN 227/W60-2004 to Bear Interchain Sothall Sothall Sothall IN 227/W60-2004 to Bear Interchain Sothall IN 227/W60-2004 to Bear Interchain Sothall IN 227/W60-2004 t	change Nickel/TPA 8 anne Nickel/TPA 1 Nickel Nickel 1 ier TPA Nickel 10 mel CW Nickel 10	. 8.000 .685 110.621	323 110.637	271 110.761	169.106	176.510	182.405	182.406	110.443	-			10.000	10,000	10.750								0.2%	On Budget	Underway	No	No	No	945	Increase due to adding funds from L4000031.
. 152210A 55 6 152210A 56 152220W 86 1522216 58 1522216 58 NPARADO 55 NS2600R 56	IS 222/University of Washington Rothell - Build States Also PM 1212/W891 TO 272/Orienza May Washinston Schull - Build States Bothell - UMC General Access Bothell - UMC General - Umc General - Umc General - Umc General Bothell - UMC General - Umc Gen	thange Nickel/TPA 8 Anne Nickel/TPA 1 Nickel 1 Ine TPA Nickel 1 Nickel 1 OW CW	- 8.000 .000	123 120.637	271 110.761	169.106	176.510	182.405	182.406	102.441			-	10.000 47,197	10.000 47,197	10.750 47,197	47,197	47,197	47,197	17,197 47,1	197 47,19	17 47,197	34.627 47,197	0.3%		Underway	No No	No No	No No	945	Increase due to adding funds from L4000011. Re-gring due to additional time needed to complete environments
R N52600R SR	IR 522/belvenity of Washington Rothell - Build Heres Alex PM 1222/bWH SECTIONS - Washington Dark II. Build Heres Handle Little Common Mann. Handle Little Little Little Little Little Little Handle Little Little Little Little Handle Little Little Little Handle Little Little Handle Little Little Handle br>Handle Handle	CW	- 8.000 000	223 223 220.637 -	271 110.761	169.106	176.520	182.405	20,133	20,120	20,072	-	:				47,197		47,197	17,197 47,1	47,25	47,197	34,627 47,197 20,072	0.3%	On Budget On Budget Under Budget		No No	No No	No No	1,888	Increase due to addins funds from L4000031. Re-aging due to additional time needed to complete environmental documentation and to complete a Value Engineering study to conforciet scope and cost.
R N52600R SR	IR 526 Corridor Improvements	CW					-	•	•	-		-	-				47,197		47,197	17,197 47,1	47,15	47,197	20,072	0.3%	On Budget	Underway	No No	No	No No	1,888	Increase due to adding funds from L4000011. Re-aging due to additional time needed to complete environment

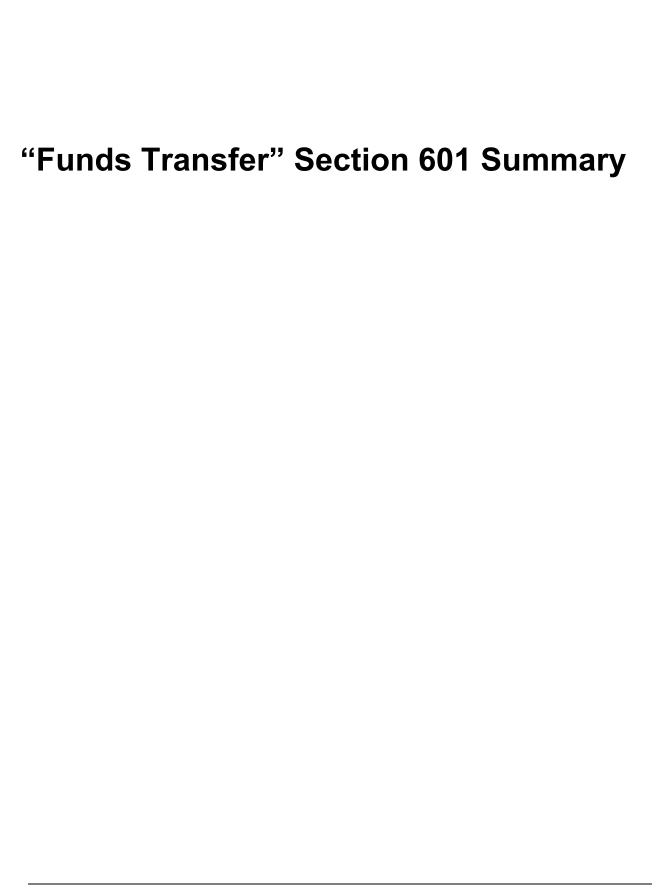
BIN Project Project Project Title Project Title SISSUES SISSUES (Now File of 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	Rev Package OSLEGFRN OSLEGFRN TSA	05LEGFIN 06LEGFIN 3,750 3,750	07LEGFIN 08LEGFIN 3,642 3,335			12LEGFIN 13LEGFIN 3,250 3,236		AAR 162EGRN :	77LEGFIN 18LEGFIN 19LEG	IN 20CONF 21LEGFIN	I 22FINCL 23LEGCOR	24D07001 Last Legislative Budget/Current Cost . 3,29		tus Delivery Status : Completed	(b) Can the Scope be Reduced?	Scope Status & Options (c) (d) (d) (d) (d) (e) (d) (e) (e) (e) (f) (f) (f) (f) (f) (f) (f) (f) (f) (f	(d) Lost Local or Regional Estimated Funding? Contingency No	Comments
1,50,00 1,50	77A	1,750 1,092 1,092 1,092 460 660	1,642 3,335 1,704 1,699 705 703	4,518 2,096 8		3,250 1,236 5,231 4,020 	- 3	4,552 4,815 				- 1,23 - 4,811 - 70 - 29,477 29,47	5 55.7% Over Budget 1 52.9% Over Budget	Completed Completed Underway	No No	No	No	Budget: The cost increase due to under estimating design work to correlate unity coordination and obtaining environmental purents and Scholards and Control of the Control
202156 2	TPA	51,305 - 59,305 - 59,305 - 18,000 - 18,000 - 18,000	4,747 4,747 19,134 19,551 14,272 14,681 21,280 23,734 18,905 19,452	19,450 15	. 122,180 	122,280 173,400	6 173,408 17 - - - - 0 18,819 1	13,210 172,704	172,640 172,882 1:	163,220 163,220 163,3 	18,825 18,826		4.6% On Budget	Underway	No		6,521	
15310 15310A 1531	TPA	85,577 85,577 5,440 5,440 - 5,440	101,635 206,733 6,823 6,823 6,823 6,823	106,748 101 - 7,670 2 7,670 :	19,454 (729 103,733 - 7,725 (670 7,725	18,881 18,825 103,674 103,644 5,977 5,853 5,977 5,853		18,820 18,821 13,646 - 40,000 5,824 5,824 5,824	18,826 18,826 102,761 102,760 102,761 102,760 40,000 40,000 5,829 5,826 5,829 5,826			- 102,70 48,050 48,05 - 5,82 - 5,82	0 11.3% Over Budget 0.0% On Budget 5 7.3% Over Budget	Future Start	No No	No .	No	DO Project added by larghiture is 2016.
154230	TPA 1,667 1,646	5,440 . 1,000 1,000 1,000 6,025 6,054 11,275 11,275	1,000 1,000 7,264 7,256 16,196 16,574 - 16,196 16,574	7,247 6		6,085 6,065 14,649 13,833 		22,043 20,515	20,524 20,465 			- 5,48 - 1,000 - 6,00 - 20,400 - 11,17 - 20,40	0 0.7% On Budget S 52.6% Over Budget	Completed Completed Completed	No No		No -	So have the report on the project. So have the construction malerial cost excitation, sidentificate excitation, sidentificate excitation, sidentification this project was delibered 3 question early as a result of agreetive scheduling.
051002	Nickel/TPA 15,000 15,000 Nickel/TPA - 15,000		49,013 50,790 42,954 42,934 42,954 42,934		1,082 41,091 1,082 41,091	50,527 50,500 40,903 40,893 40,903 40,893		10,886 40,886 10,886 40,886		.,900 40,500 -		- 40,00		Completed Completed	No No		No	
TORSIA Control Contr	794 794	7,200 7,766 - 7,766 7,200 - 765	8,569 8,569		1,031 9,310	9,311 9,100	9,104	9,099 9,094 9,094				- 40,90 - 15,00 - 8,00 - 9,00 - 7,20 - 99	4 24.6% Over Budget	Completed Completed	No No		No -	Indiget. The exports of the authorizance is INFE due to design changes the office and flight of they. The initial estimate of our an dequality reflection and flight of they. The initial estimate of our and equality reflection and flight of the second out and traverse for a manufactor and efficient. Scholide: The proport is being delivered if you find due to correction performs of the second output
25.000 (2000) 55.000/or 78th 31/9 to 50/9 - Wideling and PCV	Nidael 25,483 24,620	26,953 34,304	45,946 45,941	46,057 44	1,902 43,822	43,666 43,866	S 43,829 4	13,829 43,793	43,805			- 43,50	5 73.9% Over Budget	Completed	No	Yes; No Local funded work added	No -	Rudget. The cost increase is due to redesign work for geolectrical and attent make control issues, and costs associated with softwaring was for the control of the control of the control of the control was fast doors make design changes, local valueface was fast, and executation of makes cased peaks, cores, seal & Sanja, Additional control of the control of the control of the control of the control utilities. Excluding the increase in local toning provided, the project is 50% over the small SCOOI famileg lovel. and only the project is 50% over the small scOOI famileg lovel. and only the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the control of the project is 50% over the small scool of the small scool of the project is 50% over the small scool of the small scool of the small scool of the small scoo
500,000 500,	17A	500 500 500 - - 500 55 89	726 741 726 741 104 105	817 - 817 117	816 558 816 558 121 83	558 - - - - - - - - -						· 50	S -7.0% Under Budget	Completed	No		No -	
	Maked	500 .										. 50	1 -4.7% On Budget	Correlated N/A	No.		No -	
2004012 2004	Nickel	100 (6,752) (7,752) (7,752) (7,752) (7,752) (7,752) (7,752) (7,752) (7,66) (7,752) (7,66) (7,752) (7,7	16,500 16,500 16,500 16,500				- Xt		35,000 27,038 30,000 16				N/A N/A N/A N/	Deleted		No. No. No.	NS	Considered into 800001, No 2010 height resents. Separating respectively and preparation activities to the second separation activities to the second separation activities as the second separation activities are second separation activities.
1,000 1,00	Mode/UR	9,846 16,754 1,000		6,000 6		15.522 15.725 15.522 15.725			15.000 12.000 1.00	201 1208 3728 3727 3728 3728 3728 3728 3728 372		- (16 - (116.29 - 2.29 - 6,00 - 6,00 - 21.29 27,038 37,01	D N/A	Underway Underway Underway Underway	No. No. No.	. No	N/A	Consideration State Constitution of Constitution State Constitution St
A	No. No.	1,000 1,000	16,500 16,500 	6,000 6					3.000 3.000 1.000	2. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.		- 100 - 100	MA	Underway Underway Underway Underway	No. No. No.	300 300 500 500	N/A -	Formidation on SIGNED in Str. 2013 before repeat. Separation of the Str. 2013 before the Str
A	No. No.	1,1500	18.000 18.0000 18.0000 18.000 18.000 18.000 18.000 18.000 18.000 18.000	\$600 is \$1,000 i	2800	16.022 16.78:	3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -		1.00	1200 1200 1200 1200 1200 1200 1200 1200			MA	Diletted Lindersez Lindersez Lindersez Congeleted	No. No. No. No.	700 - 700 -	No	Consideration Co
A	No. No.	1,1500 1	18.000 18.0000 18.0000 18.000 18.000 18.000 18.000 18.000 18.000 18.000	\$600 is \$1,000 i	2800	16.022 16.78:	3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 - 3 -		35000 35000 C	200 120 120 120 120 120 120 120 120 120			MA	Diletted Lindersez Lindersez Lindersez Congeleted	No. No. No. No.	No.	No	Formillation (Cont. 2000) List for 2010 Authorize report. Annual Cont.

10 of 11

2002 508 5164 Section 312 Report

ject Project Title	Rev Packag	e O3LEGEN	O4LEGFIN	OSLEGFIN	OSLEGFIN	OTLEGRIN	GELEGFIN	09LIGFIN	10LEGFIN	11LEGFIN 12LEG	GFIN 13LEG	FIN 14LEG	SFIN 15LEC	BAR 1616G	IN 17LEGFIN	18LEGFIN 19LE	FIN 2000NF	21LEGFIN 22FING	L 23LEGCOR 24	Last Legisla Budget/Cur (4DOT001 Cost	tive rent % Change fro Initial Budg	m Initial Budget Statu et (±5%)	Delivery Status	(b) Can the Scope be Reduced?	(c) If Previously Increased, car Scope Change? Reduce Back Do	(d) Lost Local or it Regional rwn? Funding?	(e) Estimated Contingency	Comments
6F SR 142/Bowman Creek Fish Passage Removal	al TPA	641	635	974	974	86,688	86,688	87,965	82,796							51,387	51,387 51,387			. 51	974 387 -40.7	N Under Budget	Completed	No		No		
Marchine Centrol (see Not 18 and 18 a	n TPA																									_	-	
:1 Bridge Seismic Retrofit - High Risk Zone :2 Bridge Seismic Retrofit - Moderate Risk Zone	TPA TPA	-		57,000 29,688						-	-	-	-	-			1 1			· 57	688 ,000 688						-	
SH Seismic Bridges Program - High & Med. Risk (1 GA Roadside Safety	(TPA) TPA	-		36,620	57,000 36,042	36,680	16,688 36,710	87,965 30,415	12,795 31,616	99,684 29,754	53,106 S 29,465 S	3,106 5 9,392	51,581	41,852 5	1,570	51,387 29,415	51,387 51,387	-	-				Completed	No		No	-	
CP State Highways in Adams and Franklin Countie Improvemen	ties Roadside Safety TPA	-		1,000	-		-			-	-		-					-		- 1	,000							
DQ State Highways in East Clailarn, Jefferson, Kits.	tsap and Mason TPA		-	2,900	-					-			-					-			,900							
CR State Highways in East Yakima County Roadsio	side Safety TPA			1,100	-													-			,100							
CS State Highways in Grays Harbor, East Jefferso	on and Clallam TPA			2,000	-		-			-	-	-	-					-			,000							
OT State Highways in Lincoln County Roadside Sa	Safety Improvements TPA		-	1,010	-					-			-			-		-		- 1	.010							
OU State Highways in North Stevens and Ferry Co	Counties Roadside TPA			900	-							-						-		-	900							
DV State Highways in Pierce and Thurston Counti	ties Roadside Safety TPA			1,000	-		-				-	-	-			-		-		- 1	,000						-	+
State Highways in North Stevens and Ferry Co. State Highways in North Stevens and Ferry Co. State Highways in Pierce and Thurston Courtising Co. State Highways in Spokans, Stevens and Pend Montal Courtising Co. State Highways in Spokans, Stevens and Pend Montal Co. State Highways in West Yakima County Floods Exportation Co. State Highways in West Yakima County Floods State Highways in West Yakima and South Spokan Safety Ing.	nd Orelle Counties TPA	-		1,010	-		-	-	-	-		-	-					-		- 1	.010						-	
Roadside Sa OX State Highways in West Yakima County Roads	duide Safety TPA			1,900								-						-		- 1	,900						-	
Improvements OY State Highways in Whitman and South Spoker	ane Counties Roadside TPA			1,000	-			-	-			-				-		-		. 1	,000						+	+
Safety Imp SQ US 2 & SR 92 Roadside Safety Improvement	TPA	-		1,200	-	-	-					-				-		-		- 1	200						-	
GR US 2 Roaduide Safety Improvements SR 4 and SR 401 Roaduide Safety Improvement	TPA TPA	-			- :					- :	-	-	-	-							800 700							
SN SR 9, SR 11 and SR 20 Roadside Safety Improv SA SR 11. SR 525 and SR 900 Roadside Safety Imp	ovement TPA	-		1,400			-			- :	-		-					- :		- 1	400 800						-	
6P US 12 Waitsburg to Asotin Roadside Safety Im 6C SR 14 Benton County Boardside Safety Improve	improvements TPA	-	- :	1,900	- :	- :	- :		- :	- :			-	-						. 1	,900						-	
SF SR 20 and SR 530 Roadside Safety Improveme	nent TPA			1,000			- 1				-		-	-						1	000 200						-	
\(\) 20 Vale trighways in Wildman and Gooth Spokes Selfey into Selfey i	TPA	-	-	700	- :	- :	- 1	- :		- :	-	-	-	-				- :			700					\pm	=	1
90 SR 92, SR 520, SR 530 and SR 534 Roadside Sa	Safety Improvement TPA			1,000				-	- 1		-	-	-	-						- 1	700 ,700 ,000					_	T :	1
9T US 97 Klickitat County Roadside Safety Impro-	exements TPA			1,000						-	-															\pm		
97 US 97 Kilckhat County Roadside Safety Improvements 98 SR 112 Roadside Safety Improvements 90 SR 142 Roadside Safety Improvements 90 SR 169, 58410, SRS25, SR800 and SR 520 Roa	overnents TPA TPA TPA toadside Safety TPA			1,000 1,800 1,900 1,200	- :	- :	-	-	- :		-	-		-				- :		- 1	.000 .000 .900 .200					_	<u> </u>	
9E SR169, SR410, SR525, SR900 and SR 520 Ross Improvement	padside Safety TPA	1					-			-	-	-	-	-														
GR SR 203 and SR 522 Roadside Safety Improvem GK SR 410 and SR 164 Roadside Safety Improvem	ment TPA	-		500 1,200			-				-	-	-	-	-	1 : :				- 1	200						+	+
OA SR 432 Roadside Safety Improvements SL SR 542 and SR 547 Roadside Safety Improvements	TPA TPA	-		600 1,300	-:-	- : 1			- :	- :	-	-	-	-				- :			600 300					_	-	
\$65 SEL69, 58410, 58235, 58500 and \$6,530 Ros Improvement 694 SP, 203 and \$6,922 Roadside Safety Improvem 694 SR, 203 and \$6,922 Roadside Safety Improvements 604 SR 212 Roadside Safety Improvements 605 SR 212 Roadside Safety Improvements 606 SR 212 SR 225 and 58,920 Roadside Safety Improvements 607 SR 212 SR 225 and 58,900 - Roadside Safety III 608 SR 212 SR 225 and 58,900 - Roadside Safety III 608 SR 212 SR 225 and 58,900 - Roadside Safety III 609 SR 201 SR 2	rogram (TPA) TPA		- : -		800	36,680	36,710	30,415	31,616	29,754	29,465	9,392	-	-		29,435		- : -		- 29	800 300 435 800						—	
94 SR 169, SR 410, SR 525, SR 900 and SR 520 Ro 96 SR 169, SR 410, SR 525, SR 900 and SR 520 Ro	Improvements (axa IVA			-1	1,200		- 1				_					1	. '				200	-					<u>. </u>	
Improvement (aka PIN 0169991) SR 20 and SR 530 Roadside Safety Improveme	need fals DIN T24			- 1	1,000		- 1			- 1		-						- 1			,000						<u> </u>	
59 SR 20 and SR 520 Roadside Safety Improveme 002099F) SR 203 and SR 522 Roadside Safety Improvem	ment (aka PIN TPA				500					- 1				•				-			600							
SR 203 and SR 522 Roadside Safety Improvem 020399H) SR 410 and SR 164 Roadside Safety Improvem				-			-			-	-	-	•	-		•		-										
9K SR 410 and SR 164 Roadside Safety Improvem 041099K) 9L SR 542 and SR 547 Roadside Safety Improvem	ment (aka PIN TPA			-	1,200		-			-	-	-	•	-		•		-			.200							
 SR 542 and SR 547 Roadside Safety Improvem 054299L) 	ement (aka PIN TPA		-	-	1,300	-				-	-		-					-			.300							
054299L) SN 9, SR 11, and SR 20 Roadside Safety Impro- 000099N)				-	1,400		-			-	-	-	-			-		-			,400						-	
9Q US 2 and SR 92 Roadside Safety Improvement	nt (aka PIN 000299Q) TPA		-	-	1,200		-			-	-		-					-		- 1	.200							The 2009 dollar amount is displayed solely for pur delivery performance against original legislative ex
9T SR 92, SR 520, SR 530, and SR 534 - Roadvide	le Safety TPA			-	1,000							_			_						,000			-			-	delivery performance against original legislative es no longer separately identified in the proposed bu
Improvements (aka PIN C092990) IM US 2/Roadside Safety Improvements - Safety	y (aka PIN 000299R) TPA			- 1	800	- 1				- 1											800						<u> </u>	
US 2/Noadside Sarety Improvements - Sarety I OB SR 20/W of Okanogan - Roadside Safety Impro				- 1	1,200		- 1			•		-						-			200						<u> </u>	
DC SR 26/Roadside Safety Improvements (aka PII	provements (aka PIN					- 1				- 1				•				-										
DC SR 26/Roadside Safety Improvements (aka PII	PIN 002659() TPA			-	700					-	*						-	-			700							
7X State Highways in E. Clallam, Jefferson, Kitsap. Safety (aka PIN 0000000)	sp & Mason Co TPA			-	2,900		-			-	-	-	-			-		-			,900							
OX State Highways in E. Clallam, Jefferson, Kitsap Safety (aka PIN 0000000) OY W Olympic Peninsula - Roadway Safety Impro 0000003) 72 State Highways in Pierce and Thurston Countil Imp. (aka PIN 0000000)	rovernents (aka PIN TPA			-	2,000		-		-	-	-							-			,000							
7Z State Highways in Pierce and Thurston Counti	ties - Roadside Safety TPA		-		1,000	-							-					-		- 1	,000							The 2009 dollar amount is displayed solely for pur delivery performance against original legislative ex
68 SR 112/Sekiu Vicinity to US 101 - Install Guard	edrall (aka PIN TPA				1,800							_	_								.000						-	no longer separately identified in the proposed bu
0112990) SR 4 and SR 401 Roadside Safety Improvemen	ents (aka PIN 000499J) TPA																				700							
SR 7/Lewis County Roadside Safety Improvement					1,700	- 1				- 1				•				-			700							
6R SR 7/Lewis County Roadside Safety Improver 000799M) 6A US 97/Klickitat County Roadside Safety Impro	ments (aka PIN TPA rovements aka PIN TPA		-		1,700					-						-		-			,700							
 US 97/Klickitat County Roadside Safety Impro 009799T) 	rovements aka PIN TPA			-			-			-	-	-	-	•		•		-										
CO9790T) OR 3R 142/Roadside Safety - Roadside Improvem O14290D) OA SR 432/Roadside Safety Improvements (aka P	ements (aka PIN TPA			-	1,900	-	-			-	-		-				-	-	-		,900							
				-	600	-	-			-	-	-	-			-		-			600							
ISO US 12/Waltsburg to Tucannon River - Roadsid 001299P)		-		•	166	-	-		-	-	-	-	-	-		-		-		-	166						-	The 2009 dollar amount is displayed solely for put delivery performance against original legislative er no longer separately identified in the proposed buildings of the proposed buildings of the proposed program group.
EP US 12/Fucannon River to Asotin C/L - Roadsid 001299P)		-			207	-	-		-	-	-	-	-	-				-		-	207						-	The 2009 dollar amount is displayed solely for put delivery performance against original legislative or no longer separately identified in the proposed buildings Budget/Scope: Funding and scope was reduced to needs at other locations following a review and are related to again on the route to as till being and are
EQ. US 12/Wildcat Creek to Naches River - Roadols 000000X)		-		*	507	-	-		-	-	-		*	-	-		-	-		-	507							The 2000 define amount is displayed solely for puddivivey performance against original deplicative to longer superinfress (settled in the project plantitude) to longer superinfress (settled in the project performance against copie was reduced to displayed (settled in the project per settle and a priority reach so this project are still being adar priority reach so this project are still being adar performance against eight along labor performance against eight along being a being a settle and a
IX SR 14/Senton County Roadside Safety Improv 001499C) SR 241/Sunnyside to SR 24 - Roadside Safety (overnents (aka PIN TPA			-	1,710				- 1	-	-	-	-	-							.710							
					1,665					- [-	•	-			-	-	-			.665							The 2009 dollar amount is displayed solely for pu delivery performance against original legislative in no longer separately identified in the proposed Budget/Scope: Funding and scope was increased within the program group in order to address hig location.
SR 410/Morse Creek to US 12 - Roadside Safer (aka PIN 000000X)					692	-	•		•	-	-					-	-	-		-	692							The 2000 distinct amounts in displayed solely for purious distinct performance agents or ging displayed solely in publishers of the control o
15 SR 821/Selah to Ellenaburg - Roadside Safety i PIN 000000XI)		-			175	-	-	-	-	-	-		-	-		-		-		-	175							The 2009 dollar amount is displayed solely for pu- delivery performance against original legislative e- no longer separately identified in the proposed bu- Budget/Scope: Project was furded from other re- program group in order to address high priority m
DA State Highways in Adams & Franklin Counties Improvements (aka PIN 0000000P)	rs Roadside Safety TPA	-		-	1,000	.	-			-	-	-	-	-		- 1	- -		- -	- 1	,000							The 2009 dollar amount is displayed solely for pu delivery performance against original legislative no longer separately identified in the proposed b
	Safety Improvements TPA	-			1,010		-				-	-	-	-		-				- 1	.010					+	-	no longer separately identified in the proposed bu
CG State Highways in Lincoln County Roadside Sa	unties Roadside Safety TPA		-	-	900		-	-	-		-	-	-	-		-				-	900		-			+	-	+
CG State Highways in Lincoln County Roadside Sa (aka PIN 000000T) OC State Highways in North Stevens & Ferry Coun					1,010					-	-	-	-	-							.010	+	-	-		+		+
COI State Highways in Lincoln County Roadside Sa (aka PIN 000000T) CC State Highways in North Sevens & Ferry Count improv. (aka PIN 000000U) CO State Highways in Sonitana Sassana. ** Touck	Oneille Co's Roprisida															1 1	1 1	1									1	1
CO State Highways in Lincoln County Roadside Sa (aka PIN 000000T) CC State Highways in North Stevens & Ferry Count Improv. (aka PIN 000000U) CO State Highways in Spokane, Stevens, & Pend C Safety (aka PIN 000000W) CO Wittman and S Spokane Co. Bowlesid Informa-	S Oreille Co's Roadside TPA ty Improvements (also TPA			- 1	1,000		- 1		-												000						_	The 2009 dollar amount is disclosed solet-for-
CO State Highways in Lincoin County Roadside Se As PN 00000007) CC State Highway in North Sarvers & Ferry County Framerow, (als PN 0000000) CD State Highways in Spokanes, Earwens, & Peed Of Salarity (also PN 0000000) Whitemas and Signicane Co - Roadside Safety PN 00000007)	f Oreille Co's Roadside TPA by Improvements (ska TPA		-				-		-	-	-	-	-	-	-	-		-			.000						T .	The 2009 dollar amount is displayed solely for put delivery performance against original legislative e no longer separately identified in the recovered by
State Highways in Lincoln County Roadside Sa Las PN 00000007) CS State Highways in North Stevens & Ferry Coun- ingrov. (als PN 0000000) State Highways in Spokane, Stevens, & Pend G Safety (ski PN 0000000) Withman and S Spokane Co - Roadside Safety PIN 00000007) IV Environmental Mitigation Reserve - Nickel/N	Corelle Co's Roadside TPA TPA Nickel/1 TPA Nickel/1						-			9,938	11,552	1,491 1	11,973	12,643 1	3,003 10,5	. 10,160	11,997 12,802	14,502 1				s N/A	Underway	No		No	645	The 2009 dollar amount is displayed solely for put delivery performance against original legislative en no longer separately identified in the proposed b Future environmental miligation costs from the S Replacement project have been transferred to th

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2024 Supplemental - Section 601 Transfers Summary

Projects requiring funding	CWA	TPA	Total	Description	Projects providing funds	Nickel	TPA	Total Description
2021-23 Quarter 1 (ending Sept 2021)								
No transfer requests during this time.								
2021-23 Quarter 2 (ending Dec 2021)								
No transfer requests during this time.								
2021-23 Quarter 3 (ending Mar 2022)								
No transfer requests during this time.								
2021-23 Quarter 4 (ending June 2022)								
Projects requiring additional funds	CWA	TPA	Total	Description	Projects providing additional funds	CWA	TPA	Total Description
I-82/South Union Gap Interchange - Construct Ramps (L2000123)	500	0	500	I-82 South Union Gap interchange is currently a partial interchange with only a westbound off-ramp and an eastbound on-ramp. This project will complete the interchange by	US 395/Ridgeline Intersection (L2000127)	(500)	-	(500) Constructs a new intersection in Kennewick
				constructing a westbound on-ramp and eastbound off-ramp to provide full access to South Union Gap.				
2021-23 Quarter 5 (ending Sept 2022)								
No transfer requests during this time.								
2021-23 Quarter 6 (ending Dec 2022)								
Projects requiring additional funds	CWA	TPA	Total	Description	Projects providing additional funds	CWA	TPA	Total Description
SR 28/SR 285 North Wenatchee Area	600	0	600	·	I-405/Renton to Bellevue - Corridor Widening	(600)	-	(600) Continues widening of the I-405
Improvements (L2000061)				The project will relieve congestion and provide safety enhancements through intersection improvements, access revisions, pedestrian and transit improvements, ITS solutions and environmental work.	(M00900R)			corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL) and rebuilding impacted interchanges.
2021-23 Quarter 7 (ending Mar 2023)								interchanges.
No transfer requests during this time.								
2021-23 Quarter 8 (ending June 2023)					2021-23 Quarter 8 (ending June 2023)			
	0144					0144		
Projects requiring additional funds	CWA	TPA		Description	Projects providing additional funds	CWA	TPA	Total Description
Puget Sound Gateway Program (M00600R)	7,330		7,330	Advance funds from 23-25, to 21-23, for construction of the SR 167 Stage 1b and the SR 509 Stage 1b projects progressed a little faster than forecasted.	I-405 Renton to Bellevue - Corridor Widening (M00900R)	(7,330)		(7,330) Lower than expected biennial expenditures.
I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements (L2000229)	4,636		4,636	Advance funds from 23-25, to 21-23, for unanticipated change orders.	I-405 Renton to Bellevue - Corridor Widening (M00900R)	(4,636)		(4,636) Lower than expected biennial expenditures.
•	4,636 4,186			-	_	(4,636) (4,186)		•
Interchange Improvements (L2000229) I-5 Federal Way - Triangle Vicinity Improvements			4,186	unanticipated change orders. Updated aging based on the consultant task	(M00900R) I-405 Renton to Bellevue - Corridor Widening			expenditures. (4,186) Lower than expected biennial
Interchange Improvements (L2000229) I-5 Federal Way - Triangle Vicinity Improvements (T20400R)	4,186		4,186 1,234	unanticipated change orders. Updated aging based on the consultant task order deliverables. Construction increase is due to adjusted work by change orders, bid item overruns, and a	(M00900R) I-405 Renton to Bellevue - Corridor Widening (M00900R) I-405 Renton to Bellevue - Corridor Widening	(4,186)		expenditures. (4,186) Lower than expected biennial expenditures. (1,234) Lower than expected biennial
Interchange Improvements (L2000229) I-5 Federal Way - Triangle Vicinity Improvements (T20400R) US 395/Ridgeline Intersection (L2000127) SR 240/Richland Corridor Improvements	4,186 1,234	384	4,186 1,234 606	unanticipated change orders. Updated aging based on the consultant task order deliverables. Construction increase is due to adjusted work by change orders, bid item overruns, and a Construction Engineering increase. The contractor's schedule for the SR 240 Roundabout Project resulted in the project	(M00900R) I-405 Renton to Bellevue - Corridor Widening (M00900R) I-405 Renton to Bellevue - Corridor Widening (M00900R) I-405 Renton to Bellevue - Corridor Widening	(4,186) (1,234)	(384)	expenditures. (4,186) Lower than expected biennial expenditures. (1,234) Lower than expected biennial expenditures. (606) Lower than expected biennial

2024 Supplemental - Section 601 Administrative Transfers Summary

Projects requiring additional funds	CWA	TPA	Total	Description	Projects providing additional funds	CWA	TPA	Total	Description
2021-23 Quarter 1 (ending Sept 2021)									
no transfers									_
2021-23 Quarter 2 (ending Dec 2021)									
no transfers									_
2021-23 Quarter 3 (ending Mar 2022)									
no transfers									_
2021-23 Quarter 4 (ending June 2022)									
No transfers									_
2021-23 Quarter 5 (ending Sept 2022)									
No transfers									
2021-23 Quarter 6 (ending Dec 2022)									
No Transfers									
2021-23 Quarter 7 (ending Mar 2023)									
No transfers									
2021-23 Quarter 8 (ending June 20223)									
Projects requiring additional funds	CWA	TPA	Total	Description	Projects providing additional funds	CWA	TPA	Total	Description
I-5/Marvin Road/SR 510 Interchange (L1100110)	238		238	Higher than anticipated expenditures at biennium closure.	I-405 Renton to Bellevue - Corridor Widening (M00900R)	-238		-238	Lower than expected biennial expenditures.
SR 125/9th Street Plaa - Intersection Improvements (L2000170)	122		122	Higher than anticipated expenditures at biennium closure.	I-405 Renton to Bellevue - Corridor Widening (M00900R)	-122		-122	Lower than expected biennial expenditures.
I-5/Northbound on-ramp at Bakerview (L2000119)	1		1	Higher than anticipated expenditures at biennium closure.	I-405 Renton to Bellevue - Corridor Widening (M00900R)	-1		-1	Lower than expected biennia expenditures.
US 2 Trestle IJR (L1000158)		153	153	Higher than anticipated expenditures at	SR 99/Alaskan Way Viaduct - Replacement		-153	-153	Lower than expected biennia
				biennium closure.	(809936Z)				expenditures.
SR 3/Belfair Area - Widening and Safety		55	55	Higher than anticipated expenditures at	SR 99/Alaskan Way Viaduct - Replacement		-55	-55	Lower than expected biennia
Improvements (300344D)				biennium closure.	(809936Z)				expenditures.
Total	361	208	569		Total	(361)	(208)	(569	

Practical Design Report

Annual Practical Design Savings Report

Submitted with WSDOT's 2024 Agency Budget Request

On behalf of the Washington State Department of Transportation (WSDOT), this report is the one of a series of annual reports summarizing practical design savings to date on Connecting Washington (CW) funded projects. This report was prepared in a manner consistent with the requirements outlined in RCW 47.01.480 (1)(c).

This report provides information to the Office of Financial Management and the Legislature regarding how practical design has been applied to CW projects and savings remaining at the completion of a CW project.

Since the last annual report, several projects have been fully completed and closed out with the identified final savings:

•	SR 520 Trail Grade Separation at 40th Street- G2000013	\$0
•	Orchard Street Connector – L2000120	\$2,032,668
•	Issaquah-Fall City Road – L1000094	\$0
•	I-5/Port of Tacoma Road Interchange – Stage 1 – L1000087	\$0
•	South Lander Street – L2000181	\$4,500,518

At the department's request, through the semi-annual reporting process, the above savings were transferred by the State Treasurer into the Transportation Future Funding Program Account.

Background

As part of the CW revenue funding package passed by the Legislature and signed by the Governor in July 2015, Engrossed Substitute House Bill (ESHB) 2012 was enacted and codified as RCW 47.01.480 and RCW 47.01.485. This law provides direction on performance and reporting expectations on implementing practical design for CW-funded projects. The law requires two reports to be completed on a recurring basis, the first report was sent on July 1, 2016 and is due every six months thereafter identifying any practical design savings, retired risk and unused contingencies. This report can be found on the department's website by searching for "legislative reporting." The second report is required to be submitted annually with the department's budget.

This annual report, due with the budget submittal, requires information on practical design savings, scope changes and associated impacts on risk savings, cost of materials savings, unused contingency, and retired risk savings. The specific language for the annual report is as follows:

RCW 47.01.480 (1)(c) -Each year as a part of its annual budget submittal, the department must include a detailed summary of how practical design has been applied and the associated savings gained. The annual summary must also include for each project: Details regarding any savings gained specifically through changes in the cost of materials, changes in the scope of a project and associated impacts on risk, the retirement of any risk reserves, and unused contingency funds.

Furthermore, the law outlines the basic methodology associated with how the practical design savings element of the report should be calculated. The following is an excerpt from the law:

RCW 47.01.480 (1)(c) - To determine the savings attributable to practical design, each connecting Washington project must be evaluated. For design-bid-build projects, the evaluation must occur at the end of the project design phase. For design-build projects, the evaluation must occur at the completion of thirty percent design...

Given the above direction, the reporting requirements associated with this annual report includes elements which are to be reported at the completion of the project design phase (savings attributable to practical design), changes in scope and associated impacts on risk and project construction (materials cost, retired risk and unused contingency funding). Since WSDOT often delivers legislative line-item projects using multiple construction contracts, the final reporting element (savings available to transfer) will not be available until the last construction contract to deliver the legislative line-item project has been completed.

Furthermore, this report does not convey a complete summary of events associated with the quality, efficiency, and/or challenges of project delivery. For example, the report does not include information comparing the winning project bid to the engineer's estimate at contract award and the risks which are either mitigated or realized. WSDOT assumes that other existing reporting mechanisms will provide this additional information on project delivery.

The report includes Connecting Washington line-item projects in the following programs: Highway Construction Improvement and Preservation, Washington State Ferries Capital, Rail Capital, Facility Capital and Local Programs Capital as reflected on the latest legislative project list once design is completed.

Programmatic items included in the legislative project list such as the Highway System Preservation, fish barrier removal, ferry vessel and terminal preservation, grant programs for bicycle/pedestrian, and transit and rail projects are assumed to be fixed levels of investment intended to be delivered over the 16-year period. Therefore, programmatic entries will not be included in this report.

Additionally, to effectively capture the savings attributable to practical design decisions, WSDOT will remove the impact of inflation from the calculation of project savings. The detailed information in these reports will capture practical design savings based on a constant dollar comparison between the original (uninflated) legislative project budget and the (uninflated) project estimate at the time of advertisement.

Furthermore, WSDOT assumes that the issuance of the Request for Proposal (RFP) represents completion of 30 percent design for calculating the savings attributable to practical design on design-build projects. Additional assumptions associated with this report include:

- Projects that have already been designed using non-CW funding and have only construction funded through CW will not have any practical design savings reported. Savings from these projects will be reflected in other currently required reporting elements.
- Changes in scope and associated impacts on risk will be reported when the project is advertised.

- Projects where CW does not fully complete the design of a project will be reported on at the
 end of the design phase or when available funding is used, whichever comes first. Other
 required reporting elements will not be reported on until construction funding becomes
 available.
- Planning studies for which there is unused funding will be included in this report at the conclusion of the study.
- Local projects will be "self-reported" by the local jurisdiction to WSDOT's Local Programs Office and will be compared to the most recent available project cost estimate.

Report Details

Attachment A provides a summary of the practical design savings calculation and description of practical design applications on each project. At this stage of CW project delivery, only the savings attributable to practical design can be reported. Through June 30th, 2023, \$65,793,000 of practical design savings have been identified on projects included in the report.

Attachment B provides a summary of the CW projects actual project savings. To date, \$12,283,523 has been identified as project savings and deposited into the Transportation Future Funding Program Account.

Where a project has not finished delivery, the remainder of the savings identified on Attachment B: cost of material savings, unused contingency, and retired risk savings will be determined when the project completes construction and is closed out.

Yellow highlights within attachments A and B indicate that projects are new to the report or are being adjusted from a previous report.

Implementing Practical Solutions throughout WSDOT

Practical solutions strategies (which include practical design) are applied throughout the project development and delivery process. Where practical solution refinements are identified in the process will determine whether savings are due to cost avoidance (i.e. an initial lower project estimate to be funded than otherwise anticipated) or a reduction to a project budget (i.e. project savings which occurred after the initial project estimate was funded).

Practical design applications begin during the scoping and pre-design stage of project development. During this stage, agency pre-design efforts are funded from non-project resources rather than from a specific project budget. Practical design savings through cost avoidance are removed from the project estimate prior to establishing the initial project budget. After the initial project budget is established and design begins on that project, practical design can result in reduced costs to deliver the project. Assuming no inflationary increases on the project over its delivery schedule, and assuming no unforeseen project challenges, the reduced delivery cost should result in project savings.

It is important to recognize that greater savings are often generated through practical solution and practical design efforts during the earlier stages of project development, prior to the project receiving funding. This concept has been documented, in part, in the 2010 JLARC report on WSDOT

scoping and cost estimating for highway construction projects. As WSDOT continues to refine its approach to implementing practical solutions and practical design, we expect to observe a diminishing level of savings. This is due to future projects being developed from their inception utilizing these principles. In other words, we will not have potentially over-designed projects to compare to those projects that were developed using practical design. This will result in fewer savings being available over time from funded projects. Although some of the projects in this annual report have modest practical design savings to report and others have no practical design savings to report, these and many other projects have utilized practical design in the scoping and implementation of projects to avoid costs and provide value for the taxpayers. Below are some highlights of WSDOT led projects in this report that have implemented practical design as follows:

- I-405 Renton to Lynwood Corridor Widening (M00900R/140509A/I-405)
 I-405/Lakehurst Creek Culvert Emergency Repair
 The original design had 2 intermediate launching pits for the jack and bored pipe beneath the Park & Ride lot. The contractor proposed to eliminate 1 of them and install longer runs of pipe, ultimately reducing impact to the lot and eliminating another ~50-60' deep manhole. This required permission from maintenance to deviate from the standard 300' between structures. Maintenance agreed and the contractor was successful in installing the longer pipe runs.
- SR 28/SR 285, North Wenatchee Area Improvements (L2000061/200208U/NCR) US 2/97 Easy Street Roundabout
 This project applied practical design by staging the construction to minimize impacts to the traveling public while also reducing the use of flagging personnel. In addition, early partnership with our local transit agency and the City of Wenatchee allowed for the addition of underground infrastructure along with multi-modal items. WSDOT was also able to partner with the local transit agency to transport pedestrians around the work zone using existing bus routes during construction.
- I-5 JBLM Corridor Improvements − (M00100R/300504T/OR)
 I-5/Mounts Rd to Steilacoom-DuPont Rd Corridor Improvements
 I-5 lane and shoulder widths were reduced using Practical Design principles to maintain safe and efficient operations while avoiding impact to JBLM Military Family Housing areas (two-year time savings) and avoiding the need to widen the Laundry Spur railroad bridge (\$3.7M savings). The Exit 119 interchange was re-designed to accommodate queues to the JBLM DuPont security gate without re-construction of the entire gate checkpoint, saving \$25M. The D-B contractor submitted an Alternative Technical Concept (ATC) to construct a single bridge over I-5 instead of two bridges, resulting in \$7.8M in savings.
- US 395 North Spokane Corridor (M00800R/600015J/ER)
 US 395/NSC Spokane River Crossing
 As part of the overall Phase 1 NSC project, this sub-project builds two vehicular bridges, and one pedestrian bridge over the Spokane River. The project closes the gap between two previous NSC projects. Practical Design has been applied to the NSC corridor, and previous decisions have carried forward onto this project. The most significant is the extension of design work from PIN 600015M, which developed a larger inlet with 8" drainpipes instead of the standard 6". Other considerations for drainage were to limit the

number of inlets on the bridge decks by utilizing more of the roadway shoulder for conveyance instead of installing multiple inlets align the shoulder – again to reduce maintenance activities on the deck. Lastly, the downspouts drainpipes were increased to 10" and remained constant for this section of projects keeping construction and long-term maintenance items uniform. All drainage decisions were done with input from Region Maintenance on the struggles they have endured on the existing viaduct section through I-90. A more sustainable approach has been developed.

The projects above are good examples that illustrate WSDOT's commitment to use practical design not only to reduce the cost of constructing projects, but also to reduce long-term costs of operating and maintaining our transportation system. While modest practical design savings have been identified on CW projects, practical design continues to play an important role in defining and delivering transportation projects.

The department has prepared a document titled "Practical Solutions for Washington's Transportation System" July 1, 2016, which provides additional information about efforts within WSDOT to implement practical solutions.

Please contact Mike Gribner, Assistant Secretary of Engineering and Regional Operations at (360) 705-7032 or gribnem@wsdot.wa.gov regarding the implementation of Practical Solutions within WSDOT. For questions on the funding and financial information contained in this document, please contact Troy Suing, Director of Capital Program Development and Management at (360) 705-7121 or suingt@wsdot.wa.gov.

Annual Summary of Practical Design Savings

Leg BIN ¹	Project Title ²	Legislative Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
Highway	SR 14 Access Improvements	7,500,000	6,857,000	6,663,000	194,000	At 32nd St., the roundabout design was optimized to meet the needs of the Port hauling vehicles, resulting in a costeffective low profile central island with removable signs. Also included strategic use of dynamic signing with vehicle detection to address congestion related to at-grade train crossing backups nearby, in lieu of more expensive options. Used a temporary roundabout during construction in lieu of a temporary signal, reducing cost and improving operations. At 15th St., collaborated with the City of Washougal to have pedestrians use the existing multiuse path that crosses through a tunnel under SR 14 just east of the intersection, rather than providing facilities for pedestrians to cross SR 14 at grade. This resulted in increased safety for pedestrians and cost savings. Also, built in geometrically accurate joint details in splitter island, and strategic striping to allow for a low-cost retrofit of the roundabout in the future. A future retrofit would add a lane by removing a portion of the splitter island in approximately 10 years when traffic volumes grow, extending the life of the roundabout for another 10+ years.
L1100110	I-5/Marvin Road/SR 510 Interchange	72,000,000	66,437,000	42,949,000	23,488,000	The Legislative Description proposed construction of a Single Point Urban Interchange (SPUI) and a slip-ramp to the business district. This statement meets the project needs, but requires extensive improvements to the ramps and bridge. Olympic Region conducted a VE study and it was found that a Diverging Diamond Interchange (DDI) also meets

the needs of the project while costing much less than a SPUI.

Engineers

Los DINI ¹	Project Title ²	Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	_	,	Detailed Common on Application of Prostred Design
Leg BIN ¹ L2000061	SR 28/SR 285, North Wenatchee Area Improvements	23,000,000	18,591,209	\$ (uninflated)	Savings ^b	Detailed Summary on Application of Practical Design
	US 2/97 Easy Street - Roundabout		4,261,000	5,930,000	0	This project applied practical design by staging the construction to minimize impacts to the traveling public while also reducing the use of flagging personnel. In addition early partnership with our local transit agency and the City of Wenatchee allowed for the addition of underground infrastructure along with multi-modal items. WSDOT was also able to partner with the local transit agency to transport pedestrians around the work zone using existing bus routes during construction.
	SR 28/SR 285, North Wenatchee Area Improvements		14,330,209			
L2000074	SR 14/ Wind River Junction	5,150,000	4,735,000	7,294,000	0	This project will reconstruct the intersection at Wind River Road and SR 14, so that Wind River Road will operate most efficiently. The scope for this project was not fully known when this project was originally assigned a budget by the

legislature as part of the 2015 CWA package. The project team implemented practical design and was able to reduce costs in several areas. However, the total project cost was still over the original budget resulting in WSDOT requesting additional funds.

An in-depth alternatives analysis was performed to determine whether a modified t-intersection or a roundabout was the most viable option to meet the project needs and manage the many constraints at this particular location. Constructing a roundabout at this location best met the project needs and resulted in reducing the footprint allowing for smaller excavation needs, helping keep costs as low as possible. Implementing proactive communication early in the design process and nurturing a spirit of partnership between WSDOT and the property owner(s) helped streamline one of the most complex acquisitions faced by Southwest Region's Real Estate Services Office, keeping the project schedule on track and avoiding potential costs associated with a lengthy acquisition

WSDOT collaborated with Skamania County to establish a 30 day detour via Hot Springs Avenue. This strategy minimized impacts to the community of Carson by allowing the contractor to perform this work unimpeded and restoring access sooner

Project Cost Engineers
Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
	I-90/Barker to Harvard - Improve Interchanges and Local Roads		3,053,000	3,496,000	0	This is a Connecting Washington project to enhance mobility, increase level of service, and improve safe operations on Interstate 90 and local roads. Through analysis and the IJR process, this project has reduced to an overpass bridge only. Bridge and associated roadway will connect Appleway and Mission thus providing additional connectivity without adding access and congestion to I-90.
	I-90/Barker to Harvard - WB on-Ramp Improvement		3,133,000	2,675,000	458,000	The configuration of the Harvard Rd I/C delivers westbound traffic on to I-90 with two separate ramps that merge on to I-90 separately, but close together. This condition creates conflict and congestion. This project will improve the ramp geometry and acceleration length to provide a better level of service and merge opportunities. Design modification have allowed for a footprint that is less expensive to construct and requires no additional right of way. At the same time the enhanced functionality desired is obtained.
	I-90/Barker to Harvard - Add Lane Harvard Rd Bridge		3,621,000	3,949,000	0	The Harvard Rd bridge is currently a two lane structure. Northbound traffic volumes are driving the need for an additional northbound lane in order to prevent the northbound traffic queue from impacting the function of the Harvard Rd/Appleway I/S that is located immediately south of I-90. This project adds an additional northbound lane from the intersection north across bridge 90/589 to the westbound on ramp. This added capacity will reduce congestion and the I/S conflict. Design modifications to the fill on the south side of the bridge have eliminated the need for right of way purchasing.
	I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local Roads		8,903,000	10,626,740	0 ⁷	This project provides for a new local crossing of I-90 in the vicinity of Harvard Rd Interchange in Liberty Lake. WSDOT partnered with the City of Liberty Lake in the design and right of way purchase. To decrease the project impact on the surrounding residential and commercial properties, the project was design with retaining wall instead of fill slopes decreasing t4he footprint. This in turn created a saving in right of way of approximately \$3 million but was offset in an increase in construction of \$1 million dollars. The design of the fill and retaining walls were optimized to provide a hybrid approach, part wall and part slope, decreasing the overall construction cost even further.

I-90/Barker to Harvard - Improve Interchanges & Local Roads (Additional construction packages yet to be advertised) 0

Leg BIN ¹	Project Title ²	Legislative Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	_	Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
L2000102	SR 14/I-205 to SE 164th Avenue-Auxiliary Lanes	25,000,000	22,288,000	23,816,000	0	This segment of SR 14 between I-205 and SE 164th Avenue experiences congestion associated with the high volumes of entering and exiting traffic. Constructing auxiliary lanes both directions between the interchanges and modifying the I-205 ramps to SR 14 will reduce delays and improve safety. Community, Multimodal, and Environmental engagement occurred practical solution implementation was applied to include safety and operational considerations.
L2000123	I-82/ EB WB On and Off Ramps	34,400,000	30,871,000	22,102,000	8,769,000	The engineering team redesigned the eastbound off-ramp to eliminate the need for additional right of way. The team further refined the design to reduce the height and length of a retaining wall needed along the eastbound off-ramp. The team also reduced the width of bridge needed over I-82 for the westbound on-ramp.

Engineers

Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design Leg BIN1 Project Title² \$ (inflated)³ 2014 \$ (uninflated)⁴ \$ (uninflated)⁵ Savings⁶ **Detailed Summary on Application of Practical Design** L2000170 SR 125/9th Street Plaza - Intersection 3,900,000 3,579,000 **Improvements** SR 125/Plaza Way - Intersection Improvements 3,177,000 4,864,187 This project will complete the intersection improvements by placing a roundabout at the intersection of SR 125 and Plaza Way/Dalles Military Rd as well as rehabilitating a portion of Plaza Way in the City of Walla Walla. This project utilized Federal, State and Local Agency funds to improve the intersection safety, connectivity as well as continuing to connect active transportation routes across railroad crossings to adjacent city street crossings. During the Design, engineers determined that an asphalt roundabout built on top of the existing roadway would save significant materials and construction time. To further decrease impacts to public, the contractors and engineers worked to adjust duration and timing of impacts of the construction through alternate traffic control methods and commitments for reduced impacts and portions to be open to traffic during identified significant community/regional events.

691,361

0

SR 125/Plaza Way Vic Stage 2 - Sidewalk	179,000
Improvements	
SR 125/9th Street Plaza - Intersection	223,000
Improvements	
(Additional construction packages yet to be	
determined)	

Project Cost Engineers

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
L2000117	SR 501/I-5 to Port of Vancouver	6,000,000	5,372,000	5,543,845	0	The project office coordinated extensively with the Port of Vancouver, the City of Vancouver, and C-Tran to develop two contracts that are fulfilling several needs in the corridor. This CWA project addresses freight mobility and ADA ramp improvements in one contract. The project incorporated the City of Vancouver's "Complete Streets" vision for the downtown Vancouver area and addressed their biggest concern for pedestrian and bicycle safety between I-5 and the Port of Vancouver. One of several improvements included providing a parking-buffered bike lane which protected inexperienced bicyclists who did not feel comfortable riding on SR 501 due to the large volume of vehicular and freight traffic. A separate paver, following right behind in the same season and including contributions from the City of Vancouver, will resurface the roadway and modify the striping. To maximize our existing infrastructure and optimize corridor operations, the lanes and parking were reconfigured to add the dedicated bike lane within the existing roadway cross section so the needs of all modes, automobiles, bicycles, pedestrians, freight, and transit, were met.
L2000119	I-5/Northbound on-ramp at Bakerview	10,000,000	8,805,000	9,142,933	0	This project has no practical design savings. The Legislative budget is being supplemented by City contributions in order to complete the project.
L2000127	US 395/Ridgeline Intersection	21,000,000	18,625,000	16,665,844	07	This project will complete an interchange where Ridgeline Rd intersects US 395. This project improves safety and operations through the high speed divided section of US 395. Through coordination with multiple private and local utilities, the engineering team reduced utility conflicts points access locations, footprints, and design constraints by consolidating utilities into a common trench to cross under US 395. This consolidated practical design will assist with increased construction and inspection activities as well as access and maintenance efficiencies in the future.
L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	73,200,000	67,304,000	57,831,000	9,473,000	Through the practical design process, this project refined the scope to restriping of the westbound and eastbound mainline of I-90 to create an additional auxiliary lane in each direction between Eastgate and West Lake Sammamish Parkway. As a result of this refinement, the ITS elements were reduced resulting cost reduction.

Project Cost Engineers Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN1	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
M00400R	SR 520 Seattle Corridor Improvements - West	1,642,500,000	1,376,192,000			
	End					
	SR 520/Montlake to Lake Washington - I/C and Bridge Replacement		517,888,000	515,620,000	2,268,000	The engineering team re-designed the merge and acceleration zones which shorten the on-ramps and reduced the size of the bridge structure. The RFP development team has included in the General Provisions of the Contract that the Design-Builder will perform a Practical Design Workshop with WSDOT prior to Notice-To-Proceed.
	SR 520/I-5 Interchange - Improvement		78,239,000	96,175,310	0	An existing morning off ramp was repurposed to be reversible and function as an afternoon on ramp for HOV and transit. This approach increases the efficiency use of an existing infrastructure and avoids the need to build a brandnew infrastructure. The plans and specifications have incorporated this design to be constructed by the contractor.
	SR 520 Seattle Corridor Improvements - West End (Additional construction packages yet to be advertised)		780,065,000			
M00800R	US 395 North Spokane Corridor	878,900,000	713,567,000			
	US 395/NSC Columbia to Freya		18,676,000	20,153,000	0	Northbound 2-lane off ramp was reduced to a single-lane off ramp. Slip lane was eliminated at the intersection of the northbound off ramp with Freya Street. \$10.5M in savings from TPA and Nickel accounts were used to construct the Freya Structures. These structures were a part of the original scope of work for the CW project.
	US 395/NSC BNSF - 2nd Railroad Realignment		44,348,000	63,639,000	0	The purpose of this project is to realign the BNSF rail line to make room for construction of the NSC. The original planned alignment of the NSC traversed over the "Black Tank" contaminated site. Through a three-party effort including DOE, BNSF and WSDOT, we revised the alignment to allow the necessary cleanup work at the Black Tank site and the placement of the NSC to be co-located. A Railroad shoofly was designed to allow accelerated construction, including simultaneous removal of the existing RR bridge over Wellesley Ave and construction of the replacement bridge and a 30" waterline, both which conflicted with the existing RR bridge.

Project Cost Engineers Estimate in VOE Legislative Cost in Est at AD in 2014 Practical Design

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN1	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
	US 395/NSC Wellesley Ave Improvements		25,148,000	31,993,199	0	This project provides for full access Interchange from the North Spokane Corridor (NSC) to Wellesley Ave. within the City of Spokane's Hillyard Neighborhood which includes new bridges, retaining walls, city streets, mainline roadway, and utility relocation. As noted through the corridor, the median shoulders were narrowed from 10' to 4' minimizing the footprint, initial cost and reducing longer term maintenance cost.
	US 395/NSC Spokane River to Columbia		31,987,000	41,011,000	0	This project will complete a portion of North Spokane Corridor (New Construction) through the urban area of NE Spokane. The project includes required noise mitigation. The engineering team was able to eliminate approximately 600 L.F. of noise wall and barrier by constructing an earth embankment noise berm with excess roadway excavation material. The median shoulders were narrowed from 10' to 4' minimizing the footprint, initial cost and reducing longer term maintenance cost.
	US 395/NSC Spokane River to Columbia - Shared Use Path		13,898,000	11,433,000	2,465,000	The project will complete a portion of the North Spokane Corridor(NSC) Shared Use Path. There has been a significant amount of public engagement and Placemaking completed for the project. This effort resulted in a prioritized list of features and amenities desired by the public along with identification of special places in and around the NSC. The RFP was developed to continue the public engagement and incentivized through technical credits the number of features and amenities included in Proposals and the reduction of long-term maintenance and operation cost.

(Additional construction packages yet to be

advertised)

Project Cost Engineers

Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design Leg BIN¹ **Project Title²** \$ (inflated)³ 2014 \$ (uninflated)⁴ \$ (uninflated)⁵ Savings⁶ **Detailed Summary on Application of Practical Design** US 395/NSC Spokane River Crossing 49,505,000 67,998,000 0 As part of the overall Phase 1 NSC project, this sub-project builds two vehicular bridges, and one pedestrian bridge over the Spokane River. The project closes the gap between two previous NSC projects. Practical Design has been applied to the NSC corridor, and previous decisions have carried forward onto this project. The most significant is the extension of design work from PIN 600015M, which developed a larger inlet with 8" drainpipes instead of the standard 6". Other considerations for drainage were to limit the number of inlets on the bridge decks by utilizing more of the roadway shoulder for conveyance instead of installing multiple inlets align the shoulder – again to reduce maintenance activities on the deck. Lastly, the downspouts drainpipes were increased to 10" and remained constant for this section of projects keeping construction and long-term maintenance items uniform. All drainage decisions were done with input from Region Maintenance on the struggles they have endured on the existing viaduct section through I-90. A more sustainable approach has been developed. US 395/NSC Sprague Ave to Spokane River -32,084,000 51,870,000 As part of the overall Phase 1 NSC project, this sub-project Phase 1 builds two, 1500-foot-long bridges carrying north and southbound traffic of the NSC across the Spokane Community College parking lot on a viaduct. Knowing the existing bridge drains on the current I-90 viaduct section through downtown Spokane frequently clog, the overall design team was able to develop a larger inlet with 8" drainpipes instead of the standard 6". Other considerations for drainage were to limit the number of inlets on the bridge decks by utilizing more of the roadway shoulder for conveyance instead of installing multiple inlets align the shoulder – again to reduce maintenance activities on the deck. Lastly, the downspouts drainpipes were increased to 10" and remained constant for this section of projects keeping construction and long term maintenance items uniform. All drainage decisions were done with input from Region Maintenance on the struggles they have endured on the existing viaduct section through I-90. A more sustainable approach has been developed. 487.000 487.000 I-90/Magnolia Pedestrian Bridge - Emergency The poor condition of the pedestrian structure required this Removal projects work to be completed earlier than the original project provided. The scope on this project was removed from the original project. 497,921,000 US 395 North Spokane Corridor

Engineers

		Project Cost		Engineers		
. 51	2 2	Estimate in YOE		_		
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
M00500R	I-90 Snoqualmie Pass - Widen to Easton	426,400,000	350,652,000			
	I-90/Cabin Cr I/C to W Easton I/C Phase 3 - Add Lanes/Wildlife Bridges		224,996,000	294,207,895	0	This project will reconstruct I-90 on a new alignment and add a third lane in each direction to add capacity, improve sight distance, provide a smoother ride, and replace rapidly deteriorating pavement. The project will also address unstable slopes to reduce rock fall and construct new wildlife crossings to improve habitat connectivity and reduce collisions with wildlife. The original concrete pavement on this section of I-90 east of Snoqualmie Pass is severely deteriorated and needs to be replaced. Unstable slopes result in rock and debris falling onto the highway. Drivers also experience stop-and-go traffic conditions due to increasing traffic volumes and collisions, including collisions with wildlife.
	I-90/Easton Hill to W Easton I/C WB - Replace Bridge and Build Detour		16,145,000	12,656,154	0 ⁷	This project is intended to complete improvements within the 15-mile project corridor from Hyak to Easton. The corridor was partially funded by TPA funds, which were used to complete the first 8 miles of the corridor. WSDOT originally intended to divide the remaining corridor into 3 sections for delivery under corresponding contracts. WSDOT conducted a VE analysis that recommended using only 2 phases to reduce time, reduce conflicts with adjacent contracts, and to improve the efficiency of earthwork movement between sections. WSDOT reorganized the project into two main contracts, the first of which is scheduled to advertise in Spring 2021. WSDOT also advertised and awarded an advanced contract to Selland Construction in the Spring of 2020 that widens rock cuts and constructs a detour route that facilitates the construction of the permanent improvements.
	I-90/Stampede Pass I/C EB - Replace Concrete Panels		379,392	379,392	0	This project addressed rapidly deteriorating concrete panels and shoulder in the vicinity of the I-90 Stampede Pass Interchange. Through evaluation on this emergent project, the design/construction team worked with region materials and HQ pavements and determined that a reinforced subgrade with asphalt overlay would provide the needed roadway life with reduce costs and impacts to traveling public by accelerating construction timelines. Additional traffic control efforts reduced additional construction duration by detouring traffic on the ramp to allow the contractor full access to both lanes to expedite removal and replacement of the roadway under the bridge.

		Legislative Project Cost Estimate in YOE	Legislative Cost in	Engineers Est. at AD in 2014	Practical Design	1
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
	I-90/Cabin Creek I/C EB - Replace Concrete Panels		270,000	364,333		This project addressed rapidly deteriorating concrete panels and shoulder in the vicinity of the I-90 Cabin Creek Interchange. The design/construction team worked with region materials staff and determined that enough of the remaining concrete panels in the section were structurally sound enough to leave and only remove and replace select broken, rocking or dipping panels. This resulted in reduced costs and an expedited construction timeline.
	I-90 Snoqualmie Pass - Widen to Easton (Additional construction packages yet to be		333,857,608			

determined)

1,875,500,000

1,474,652,000

M00600R SR 167/SR 509 Puget Sound Gateway

Engineers

Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design Leg BIN¹ Project Title² \$ (inflated)³ 2014 \$ (uninflated)⁴ \$ (uninflated)⁵ Savings⁶ **Detailed Summary on Application of Practical Design** L1000110 I-405/NE 132nd Interchange - Totem Lake 75,000,000 64,450,000 70,467,547 This project will construct a new half diamond interchange at Northeast 132nd Street to and from northbound I-405. construct new fish passable culverts, and improve local roadways within the project vicinity. The engineering team redesigned the interchange to use the existing I-405 structures, and to replace existing signalized intersections to multilane roundabouts at each new ramp terminal. This allowed the team to eliminate the need for bifurcating lanes under the freeway, allow space for fish passage and nonmotorized improvements, and avoid significant right of way impacts. The team worked closely with stakeholders, especially the City of Kirkland, and some of the early coordination allowed for early acquisition of a parcel before redevelopment. Coordination with the Muckleshoot Tribe and utilities was also key to design refinements and advancement. The team further refined the design to optimize fish passage design and reduce the height and length of retaining walls under the existing mainline structures with little clearance and different types of foundations, while allowing for significant utility relocation. L1000112 SR 20/Sharpes Corner Vicinity Intersection 13,400,000 12,341,000 10,399,000 1,942,000 This project at Sharpes Corner intersection in Anacortes relieves congestion and improves safety. A value engineering study in 2007 looked at six design options to improve the intersection and concluded that a modified roundabout would be the best solution. CW funding in 2015 fixed the budget at \$13.4M. Another informal VE workshop in 2017 refined the scope and budget which helped to deliver the CN project within 3 months' time, opening in June 2018 by closing the intersection for 2 weeks giving the contractor full access to the intersection which accelerated construction resulting in less cost for traffic control. Other cost saving measures include using asphalt instead of cement, optimizing the roundabout foot print to minimize earthwork and not repaying between the roundabouts because the pavement was in good condition.

reduce the bridge span. These decisions reduced the size of

the structure needed, thus reducing the cost.

Engineers

Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design Leg BIN¹ **Project Title²** \$ (inflated)³ 2014 \$ (uninflated)⁴ \$ (uninflated)⁵ Savings⁶ **Detailed Summary on Application of Practical Design** SR 167/I-5 to SR 509 - Stage 1A 51,092,000 51,092,000 0 SR 509 Stage 1a includes the SR 99 bridges, two retaining walls that are common with Sound Transit Federal Way Link Extension (FWLE), and associated earthwork. While not part of the Stage 1a Project, the team moved the braided bridge north taking advantage of the roadway profiles, eliminating a major excavation section for the original braided ramp location and reducing impacts to the PSE substation by narrowing up the project footprint in the Stage 1a vicinity. Changed section of SR 509 for the whole Phase 1 limit to a four-lane section, from six-lane section, also using a 4-foot wide inside shoulder rather than 10ft. Since award of the Sound Transit FWLE Design-Build contract, the Sound Transit Design-Build Contractor has further refined the design, relocating a drainage pond, potentially eliminating the need for one of the two retaining walls common with Sound Transit federal Way Link. SR 509/28th/24th Ave S - City of SeaTac Lead 3,340,000 3,340,000 When the SR 509 Completion Project received funding in 2015, the City of SeaTac was finalizing plans for constructing the connecting 28th/24th Avenue South arterial improvement project. To minimize impacts to the travelling public, the City of SeaTac partnered with WSDOT to incorporate a bridge for the future SR 509 and a tunnel for a future South Airport Access Expressway into their connecting 28th/24th Avenue South project. This involved close coordination and development of an accelerated bridge and tunnel design. This was a major concern because if the bridge and tunnel were not built in the arterial improvement project, then a 45ft high embankment would have been constructed across the SR 509 alignment. The coordination avoided significant costs and impacts where the new arterial would have had to be closed, open cut, and then repaired during the follow-on SR 509 highway project. With limited funding to address the need for a bridge that was forward compatible with the SR 509 Phase 2 including the South Access Expressway, WSDOT coordinated with FHWA to reduce the inside shoulder from 10vft to 4 ft and the HOV lane from 12 ft to 11 ft. In addition, the safety barrier is combined with the bridge abutment instead of being separate which requires less thickness and helps to

Additional SR 167/SR 509 Puget Sound Gateway

construction packages yet to be advertised

T20700SC I-5/116th Street and 88th Street Interchanges -

Improvements

Project Cost Engineers
Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

SR 509/I-S & SR 516 I/C to 28th/Z4th Ave S - SR 366,671,000 415,367,000 415,367,000 0 This program completes the SR 167 corridor by constructing a new four lane alignment on SR 150 between 15 in Trea and SR 161 in Puyallup, and completes the SR 509 corr constructing a new four lane alignment on SR 509 between 15 in Trea and SR 161 in Puyallup, and completes the SR 509 corr constructing a new four lane alignment on SR 509 between 15 in Trea and SR 161 in Puyallup, and completes the SR 509 corr constructing a new four lane alignment on SR 509 between 15 in Trea and SR 161 in Puyallup, and completes the SR 509 corridor, the design team refined it design of the Stage 10 design-build contract to replace planned tunnel under 1-5 that required costly fire life. Within the SR 509 corridor, the design team refined it design of the Stage 10 design-build contract to replace planned tunnel under 1-5 that required costly fire life systems with bridges that do not require those system addition, the team partnered with the Stage 1a components within one contract, which both reduces overall costs as well as temporary construction impacts on the community. The team also partnered to both Sound Transit and City of Sea Tac to reduce right expenditures by utilizing property trades for SR 509 s properties. SR 509/King County Trail (WSDOT Contribution) 8,922,000 8,548,000 0 4 Contribution to Local project. No Practical Design Savi calculated for contribution only projects. SR 509/ST Stage 1 Elements (WSDOT 43,614,000 422,388,000 0 A practical design project. No Practical Design Savi calculated for contribution only projects. SR 167/I-S to SR 509 - Stage 1B 410,336,000 422,388,000 0 A practical design project. No Practical Design Savi calculated for contribution only projects. Adds preliminary engineering and NEPA/environms documentation for the removal of the existing fish ba and replacement of a new Tacoma Railroad bridge: 2. Removes the requirement of a new Tacoma Railroad bridge: 2. Removes the requirement of a	Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
design of the Stage 1b design-build contract to replace planned tunnel under I-5 that required costly fire life: systems with bridges that do not require those system addition, the team partnered with the Sound Transit F Way Link Extension design-build contract to build the Stage 1a components within one contract, which both reduces overall costs as well as temporary construction impacts on the community. The team also partnered both Sound Transit and City of SeaTac to reduce right expenditures by utilizing property trades for SR 509 st properties. SR 509/King County Trail (WSDOT Contribution) SR 509/ST Stage 1 Elements (WSDOT 43,614,000 43,614,000 514 Contribution to Local project. No Practical Design Savi calculated for contribution only projects. Contribution) SR 167/I-5 to SR 509 - Stage 1B 410,336,000 422,388,000 0 A practical design workshop identified 5 elements of a added, eliminated or altered for overall improvement project, for a net savings of S40K. The items include: 1. Adds preliminary engineering and NEPA/environm documentation for the removal of the existing fish ba and replacement of a new Tacoma Railroad bridge; 2. Removes the requirement of a peer review for the geometric design of a roundabout; 3. Allow removal of guardrail at the back of the ITS maintenance pullouts: roadside safety design allows, 4. Allow the D8 to reloc				366,671,000	415,367,000		improvements on I-5 from SeaTac to S. 272nd Street in
calculated for contribution only projects. SR 509/ST Stage 1 Elements (WSDOT 43,614,000 43,614,000 614 Contribution to Local project. No Practical Design Savical Culated for contribution only projects. SR 167/I-5 to SR 509 - Stage 1B 410,336,000 422,388,000 0 A practical design workshop identified 5 elements of a added, eliminated or altered for overall improvement project, for a net savings of \$40K. The items include: 1. Adds preliminary engineering and NEPA/environme documentation for the removal of the existing fish bai and replacement of a new Tacoma Railroad bridge; 2. Removes the requirement of a peer review for the geometric design of a roundabout; 3. Allow removal of guardrail at the back of the ITS maintenance pullouts roadside safety design allows; 4. Allow the DB to reloce							Within the SR 509 corridor, the design team refined the base design of the Stage 1b design-build contract to replace a planned tunnel under I-5 that required costly fire life safety systems with bridges that do not require those systems. In addition, the team partnered with the Sound Transit Federal Way Link Extension design-build contract to build the SR 509 Stage 1a components within one contract, which both reduces overall costs as well as temporary construction impacts on the community. The team also partnered with both Sound Transit and City of SeaTac to reduce right of way expenditures by utilizing property trades for SR 509 surplus properties.
Contribution) SR 167/I-5 to SR 509 - Stage 1B 410,336,000 422,388,000 0 A practical design workshop identified 5 elements of a added, eliminated or altered for overall improvement project, for a net savings of \$40K. The items include: 1. Adds preliminary engineering and NEPA/environmed documentation for the removal of the existing fish bar and replacement of a new Tacoma Railroad bridge; 2. Removes the requirement of a peer review for the geometric design of a roundabout; 3. Allow removal of guardrail at the back of the ITS maintenance pullouts roadside safety design allows; 4. Allow the DB to reloce		SR 509/King County Trail (WSDOT Contribution)		8,922,000	8,548,000	0 ¹⁴	Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.
added, eliminated or altered for overall improvement project, for a net savings of \$40K. The items include: 1. Adds preliminary engineering and NEPA/environment documentation for the removal of the existing fish bar and replacement of a new Tacoma Railroad bridge; 2. Removes the requirement of a peer review for the geometric design of a roundabout; 3. Allow removal of guardrail at the back of the ITS maintenance pullouts roadside safety design allows; 4. Allow the DB to reloce				43,614,000	43,614,000	0 ¹⁴	Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.
5. Allow a four-sided box culvert in lieu of a pile support		SR 167/I-5 to SR 509 - Stage 1B		410,336,000	422,388,000	0	A practical design workshop identified 5 elements of areas added, eliminated or altered for overall improvement of the project, for a net savings of \$40K. The items include: 1. Adds preliminary engineering and NEPA/environmental documentation for the removal of the existing fish barrier and replacement of a new Tacoma Railroad bridge; 2. Removes the requirement of a peer review for the geometric design of a roundabout; 3. Allow removal of guardrail at the back of the ITS maintenance pullouts where roadside safety design allows; 4. Allow the DB to relocate or reuse sign structures from the project limits; 5. Allow a four-sided box culvert in lieu of a pile supported structure for the new drainage channel proposed in the
							,

590,677,000

45,762,000

50,000,000

		Legislative Project Cost		Engineers			
		Estimate in YOE	Legislative Cost in	Ū	Practical Desig	gn	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶		Detailed Summary on Application of Practical Design
	I-5/116th St NE Interchange - Tulalip Tribe Lead		15,639,000	15,661,000		0	Through the practical design process, the Tulalip Tribe identified \$2.3M in practical design savings by reducing the shoulder and lane widths of four ramps. This reduces the overall footprint and need for stormwater treatment, substantial reduction of a retaining wall, and the elimination of a noise wall. A scope change was requested by WSDOT on behalf of the Tulalip Tribe consistent with the requirements and process outlined in RCW 47.01.480(1)(a) and Section 607. The request was approved on August 13, 2019
	I-5/116th Street and 88th Street Interchanges - Improvements (Additional construction packages yet to be		30,123,000				

advertised)

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oiect Title ²	\$ (inflated) ³	2014 \$ (uninflated)4	\$ (uninflated) ⁵	Savings ⁶	
	Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
	Project Cost		Engineers		
	Legislative				
		Project Cost Estimate in YOE	Project Cost Estimate in YOE Legislative Cost in	Project Cost Engineers Estimate in YOE Legislative Cost in Est. at AD in 2014	Project Cost Engineers Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

3,000,000

5,000,000

2,856,000

4,638,000

2,856,000

1,857,000

2,781,000

L2000175 SR 16/Corridor Congestion Study

L2000161 US 101/Lynch Road Intersection Improvements

The project team evaluated the existing operational performances and safety of all intersections along the corridor to define the project need. Alternatives were developed and feedback was solicited from the community and stakeholders through public and individual meetings. Through this practical design process, a prioritized list of intersection improvements was developed. The project team used the prioritized list to define the scope of a contract that would stay within the allotted budget with some allowance for bidding uncertainties.

Detailed Summary on Application of Practical Design

The SR 16 Corridor Study was one of Olympic Region's first planning studies to implement the philosophies of Practical Solutions. Stakeholders participated in this study and together we developed a series of short, mid and long-term solutions. The planning study underspent due to focusing the working group and consultants on practical solutions. Many impractical solutions were screened out, and therefore remained unanalyzed.

The 2015 Connecting Washington (CWA) provided \$5.0M to use least cost planning principles to identify and implement countermeasures that have the potential to reduce the frequency and severity of collisions at this intersection. The project team evaluated the existing operational performances and safety of the intersection to define the project need. Five alternatives were developed and feedback was solicited from the community and stakeholders through public and individual meetings. Through this practical design process, it was determined that a northbound and southbound acceleration lane will not only reduce the potential for collisions, but will help reduce congestion.

advertised)

Project Cost Engineers Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design Leg BIN¹ **Project Title²** \$ (inflated)³ 2014 \$ (uninflated)⁴ \$ (uninflated)⁵ Savings⁶ **Detailed Summary on Application of Practical Design** L2000202 SR 240/Richland Corridor Improvements 7,394,000 5,422,000 48,000 SR 240/Duportail Rd Intersection Improvements 48.000 This project originally included acceleration and deceleration lanes at major intersections along the SR240 Corridor in Richland. Past improvement projects had already constructed accel/decel lanes to accommodate the highest volume movements thus limiting the return on investment for these improvements. WSDOT engaged the community and stakeholders through an Integrated Scoping process and developed a suite of other options to reduce congestion and reach community desired outcomes, with recommendations on short term to long term strategies. The project budget will address short-term investment options identified through the Integrated Scoping process. SR 240/SR 225 Intersection - Construct 1,501,000 1,411,000 07 Roundabout SR 240/Richland Corridor Improvements 3,873,000 (Additional construction packages yet to be advertised) T104000 I-82 West Richland - Red Mountain Interchange 28,400,000 25,076,000 SR 224/SR 225 - Benton City - Construct 3,236,000 3,236,000 The foot print was reduced and all but one of the slip ramps Intersection Improvements were eliminated. Low cost storm water treatment was incorporated reducing on-going maintenance cost. T20900R **US-12/Walla Walla Corridor Improvements** 168,807,000 147,277,000 US-12/Nine Mile Hill to Frenchtown Vic - Build 120,238,000 127,827,000 This project widens to four lanes a portion of the remaining US12 Corridor between Tri-cities and Walla Walla. WSDOT **New Highway** utilized the Design Build delivery method for the Nine Mile Hill to Frenchtown (Phase 7) segment to encourage innovation and cost savings in proposals from selected contractor/designer teams. The budget also provides for design and right of way acquisition on the final Wallula to Nine Mile Hill (Phase 8) segment. WSDOT selected the best value proposal from Atkinson Construction and design work is underway on the Phase 7 project. 27.039.000 US-12/Walla Walla Corridor Improvements (Additional construction packages yet to be

ct Cost Engineers

		Project Cost		Engineers		
1	2	_	Legislative Cost in	_		
g BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
00900R	I-405 Renton to Lynwood - Corridor Widening	1,225,000,000	1,048,940,000			
	SR 167 Toll Upgrade		36,969,000	36,969,000	0	
	SR 167/SR 516 to S 277th St - Southbound Aux Lane		13,074,000	13,347,000	0	
	I-405/Springbrook Creek Mitigation Bank - Long Term Management		87,000	87,000	0 ⁷	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
	I-405/SR 167 Direct Connector - Widening		274,444,000	274,444,000	0 ⁷	The project foot print was reduced, construction of a new wall was significantly reduced, avoided widening of an overcrossing and incorporated LED lighting.
	I-405/NE 30th St & NE 44th St - Ramp Improvements		1,056,000	1,056,000	0 ⁷	The widened ramp shoulder is used as a traffic lane during peak traffic periods, significantly reducing the ramp footprint Existing drainage conveyance and ITS infrastructure were used. Walls and striping are forward compatible with a future project. Paving overlay is deferred to a future project eliminating re-work.
	I-405 Corridor - Wetland Mitigation Credits		584,000	608,000	07	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
	I-405/Toll Vendor for Renton to Bellevue - Toll System		33,722,000	31,125,000	07	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
	I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)		597,079,000	712,209,000	0	The projects. The project footprint was reduced, including mainline lane width and widened ramp shoulders are used for ramp meter storage during peak traffic periods, significantly reducing the ramp footprint. Existing drainage conveyance and ITS infrastructure were re-used as practical. Walls and striping are forward compatible with a future project. Incorporated LED lighting and reduced continuous illumination in places. Installing roundabouts at select ramp terminal interchanges instead of signals. THis project utilized savings from good bid on the Direct Connector - Widening project.
	I-405/SR 167 Interchange Catch Basins - Drainage Repair		2,097,000	2,104,000	0	Repair catch basins to prevent further deterioration of drainage structures, eliminate long term associated maintenance costs, and eliminate associated safety issues du to ponding of water on shoulder.

Project Cost Engineers

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated)⁵	Savings ⁶	Detailed Summary on Application of Practical Design
	I-405/Lakehurst Creek Culvert - Emergency Repair		5,558,000	5,558,000	0	Original design had 2 intermediate launching pits for the jack and bored pipe beneath the Park & Ride lot. The contractor proposed to eliminate 1 of them and install longer runs of pipe, ultimately reducing impact to the lot and eliminating another ~50-60′ deep manhole. This required permission from maintenance to deviate from the standard 300′ between structures. Maintenance agreed and the contractor was successful in installing the longer pipe runs.
	I-405/Renton to Bellevue - Corridor Widening (Additional construction packages yet to be advertised)		84,270,000			
N01200R	Schouweiler Road Improvements	1,550,000	1,489,000	1,539,000	0 ¹¹	Reduced the project to 4 traffic movements that met the community's needs. \$62,600 in savings, mainly from un-used contingency, were reported to the State Treasurer. 15
N92040R	SR 9/SR 204 Intersection - Improvements	69,500,000	61,621,000	57,686,000	3,935,000	The intersection of SR 9 and SR 204 is the economic center of the City of Lake Stevens and traffic volumes are projected to increase substantially in the future. Using the practical solutions process, the WSDOT project team put together a Stakeholders Advisory Group (SAG) comprised of the City of Lake Stevens, Snohomish County, and local business owners. Out of 16 configurations developed, the alternative chosen by the SAG was a tight diamond interchange with SR 9 being depressed under SR 204; this configuration improves thruput on SR 9 by eliminating the need for SR 9 traffic to stop at a traffic signal. Working with WSDOT traffic groups it was discovered that in addition to constructing a roundabout at the SR 9/SR 204 intersection, adding a series of roundabouts at SR 9 and Vernon Road intersection would improve SR 9 thruput and greatly enhance pedestrian connectivity, bike routing, and slow traffic down for improved business visibility. Additional improvements in the corridor include: relocating a mini roundabout on Davies road to make room for the new roundabout at SR 9/Vernon Rd, improving the intersection of 91st Ave NE/Vernon Rd with a dog-bone roundabout for improved local traffic connectivity, and upgrading intersections at SR 9/Market Place and SR 9/ 4th St NE by adding a right turn lane from SR 9 to Market Place to improve SR 9 thruput and a right-in right-out improvement

from 4th St NE to increase safe movement at the intersection.

Project Cost Engineers

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN1	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
L1100069	I-5/JBLM to S. 38th St HOV lane Feasibility Study	200,000			N/A ^{9,11}	Project has been completed \$14,400 under budget. The savings have been reported to the State Treasurer for transfer to the Transportation Future Funding Program account.
L1100101	SR 520/148th Ave NE Overlake Access Ramp	68,000,000	53,090,000	53,836,922	0	This project creates a new offramp for eastbound SR520 to the Overlake area of Bellevue. The engineering team coordinated with local business and government leaders to design a unique "compact roundabout" in the ramp terminal vicinity that saved the need for additional real estate and preserved local business freight access. The team also developed an innovative underground stormwater vault design that improves safety for maintenance personnel and eliminated the need for costly additional right-of-way purchase.
M00100R	I-5 JBLM Corridor Improvements	494,400,000	439,261,000			
	I-5/Mounts Rd to Center Dr - Auxiliary Lane Extension		13,113,000	12,629,000	484,000	This project is intended to be an interim configuration to provide early congestion relief prior to the full corridor improvements completion. A practical design approach led to reduced lane widths and inside shoulder widths to avoid impacting the existing weigh station and associated ramps. The project replaces existing guardrail that does not meet current safety standards.
	I-5/Steilacoom-DuPont Rd to Thorne Ln - Corridor Improvements		282,000,000	298,809,000	0	This design build contract was awarded for \$59 million under the engineers estimate. The contractor submitted an alternative technical concept (ATC) for two interchanges and two miles of I-5 mainline that WSDOT accepted, which reduced the cost of the project. The contractor proposed narrower bridges at Thorn and Berkeley interchanges and installing a barrier separated southbound auxiliary lane so there would be no traffic entering or exiting southbound I-5 between the interchanges. Wetland impacts were also reduced.
	I-5/Mounts Rd to Steilacoom-DuPont Rd - Corridor Improvements		166,338,000	168,050,000	0	I-5 lane and shoulder widths were reduced using Practical Design principles to maintain safe and efficient operations while avoiding impact to JBLM Military Family Housing areas (two-year time savings) and avoiding the need to widen the Laundry Spur railroad bridge (\$3.7M savings). The Exit 119 interchange was re-designed to accommodate queues to the JBLM DuPont security gate without re-construction of the entire gate checkpoint, saving \$25M. The D-B contractor submitted an Alternative Technical Concept (ATC) to construct a single bridge over I-5 instead of two bridges, resulting in \$7.8M in savings.

Project Cost Engineers Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

1			Legislative Cost in		_	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
	I-5/Mounts Rd vicinity - VMS		669,000	670,000	0 ¹¹	This contract is part of the I-5/JBLM Corridor Improvements project. The VMS was installed prior to the initiation of construction for the I-5, Steilacoom-DuPont Rd. to Thorne Lane – Corridor Improvement project to provide traveler information regarding traffic conditions ahead and provide options to travelers.
	I-5JBLM Corridor Improvements (Additional construction packages yet to be advertised)		(22,859,000)			
T32800R	SR 518 Des Moines Interchange Improvement	13,455,000	12,532,000	12,273,000	259,000	WSDOT identified \$259,000 in practical design savings. The cost saving items: reduced amount of soils removed, eliminated unneeded fencing under a bridge, replaced a raised truck apron with pavement markings, removed guide signs on SR 509, and removed temporary striping to the new off-ramp.
L2200092	SR 150/No-See-Um Road Intersection - Realignment	6,500,000	6,154,000	6,201,000	0	The design minimized the project's footprint to fit within the existing topography of the area. The roundabout design provides for one access point onto SR 150, improved intersection mobility, improved safety benefits, minimal annual maintenance cost, environmental benefits, and less impact to private property.
L2000176	SR 3/SR 304 Interchange Modification	4,200,000	3,923,000	1,938,000	1,985,000 ¹¹	A Planning/Community engagement effort lead to a low cost striping solution estimated at \$4.2 million, rather than rebuilding the interchange estimated at \$60 million. The planning level estimate was funded through the CWA package. The project estimate was refined to \$2.5 million during the PS&E phase and bids were solicited for the low cost solution.
L2000094	I-90/Medical Lake & Geiger Interchanges	26,600,000	24,645,000			
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction		16,431,000	16,037,000	394,000	Original scope called for widening the bridge over I-90 to accommodate the shared use pathway. It was determined during the design phase that replacing the bridge was less expensive than widening the existing structure.

Leg BIN ¹	Project Title ²	Legislative Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴		Practical Design Savings ⁶
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction - Phase 2		8,214,000	6,219,000	1,995,000
	I-90/Medical Lake & Geiger Interchanges		0		
	(Additional construction packages yet to be advertised)				

Detailed Summary on Application of Practical Design This project will handle near-term traffic increases on the West Plains of Spokane due to ongoing commercial and residential development. Roundabouts are being built at the EB and WB I-90 Ramp terminals and at the Geiger Rd/Grove Rd intersection. Ramp meters are being installed on the EB on ramps. Implementing the ramp meters and decreasing the I-90 speed from 70 mph to 60 mph avoided the need to reconstruct the existing on and off ramp connections.

Engineers Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

		Estimate in YOE	Legislative Cost in	Est. at AD in 2014	Practical Design	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
L2000223	I-5/Rebuild Chamber Way Interchange Improvements	75,000,000	61,984,000			
	I-5/Chamber Way Bridge - Emergency Repair and Replacement ¹⁰		6,957,000	9,011,000	0 ⁷	Reduced the lane widths on the replacement bridge from 12' wide to 11' wide. A practical design workshop with the Design Builder identified 2 potential practical design ideas: reuse the existing signal system and eliminate the retention pond. The contractor will provide more information for these 2 ideas as they continue into final design. A contract change order will be issued if these ideas can be implemented.
	I-5/Rebuild Chamber Way Interchange Improvements (Additional construction packages yet to be advertised)		55,027,000			
L2000163	Dolarway Intersection Improvements	3,101,000	2,953,000	2,945,000	8,000	The original design concept was a 2-lane roundabout with slip ramps. Final design was a single lane roundabout with additional slip lanes to manage the high volume movement, eliminating the need for additional right of way and reducing overall construction costs. Local funds were added to the Connecting Washington funding that allowed WSDOT to connect the bike and pedestrian facilities adjacent to the intersection. The lowest responsive bid came in 13.7% over the Engineers Estimate and without the inclusion of additional local funding, this project may not have been awarded.
L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	11,150,000	8,496,000	9,382,000	0	This project provides for the construction of truck climbing lanes in both the eastbound and westbound direction on SR 26. Efficiencies at advertisement were attempted by providing a tip over price to the bidders. However, no bidders provided a price for the extra work which will result in a legislative ask for the remaining work elements.
L2000058	US 195/Colfax to Spangle - Add Passing Lane	11,650,000	10,806,000			
	US 195/Colfax to Spangle - Add Passing Lane - Stage 1		5,632,000	5,627,000	5,000	Reduced the length of passing lanes, reduced shoulders, revised corresponding drainage. The project also will avoid disposal costs of unsuitable material by incorporating it into the nonstructural part of the roadway shoulder.
	US 195/Colfax to Spangle - Add Passing Lane - Stage 2		5,174,000	5,149,000	25,000	Reduced the length of passing lanes, reduced shoulders, revised corresponding drainage. The project also will avoid disposal costs of unsuitable material by incorporating it into the nonstructural part of the roadway shoulder.

Project Cost Engineers

		Froject Cost	tradition of the	Eligilieers	December 15 1	
	2	•	Legislative Cost in	_	,	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings⁵	Detailed Summary on Application of Practical Design
Highway	Construction - Preservation Program					
G2000055	Land Mobile Radio (LMR) Upgrade	35,000,000	31,817,000	31,818,000	0	Conducted a consolidation study to look at the feasibility and cost savings of combining the WSDOT and WSP wireless systems. Co-locating and sharing is a big part of the success of the WSDOT wireless program. Seventy-nine percent of the sites that provide infrastructure support for the LMR system are shared with other public safety partners and the number is growing. In 2015-17, WSDOT has expanded its partnership with Okanogan County Sheriff Office by co-locating at 10 additional sites that provide service in the County.
L2000075	US 12/Wildcat Bridge Replacement	12,000,000	10,807,000	8,408,000	2,399,000	Design-Build delivery method was chosen to foster innovation and goals were set to minimize impacts to traffic and the environment. Two of the three proposers provided Alternative Technical Concepts that constructed a precast buried arch structure in 2-3 weeks by utilizing a county road detour. This proposed short time frame reduced the risk concerns we had with impacts to traffic, reduced the environmental footprint and provided a \$2 million savings by eliminating the need for a detour bridge.
L2000116	SR 107/Chehalis River Bridge - Structural Rehabilitation	12,500,000	11,646,000	17,063,000	0	Two months prior to the Ad Date, the Bridge Office discovered that with the new elements being added to the existing truss structure, the need for a weight restriction would be required. The Design Office worked with the Bridge Office to determine which elements of added weight could be removed to eliminate the need for a weight restriction. The project eliminated the proposed conduit, the bridge drainage structures, and replaced the HMA overlay and waterproof membrane with a modified concrete overlay this reduced future maintenance costs over the life time of the structure and traffic impacts related to HMA maintenance.
L2000174	SR 241/Mabton Vicinity - Retrofit Bridges	12,000,000	10,885,000	15,316,000	0	
<u>Ferry - C</u> L2000109	apital Program #4 - 144 capacity vessel	122,000,000	111,585,000	111,585,000	0 ⁷	Reduced construction costs by taking advantage of the shipyards experience by continuing with the 4th vessel. Reduced WSDOT oversight by using design-build and reducing the number of inspectors needed. Reduced long-term maintenance and operating costs by standardizing vessels.

Leg BIN ¹	Project Title ²	\$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
L2000166	Clinton Tml Road Improvements	3,000,000	2,797,770	2,941,517	0	Focused on the improvement of the pedestrian access route along SR 525, versus improving all existing crosswalks per the design manual. We developed this practical solution by coordinating with the headquarters ADA coordinator and the Assistant State Construction Engineer through a Maximum Extent Feasable process. Also, eliminated the pick-up/dropoff shelter cover, which is non-essential component of the facility.
900010L	Seattle Tml Preservation ¹²	316,807,000	287,244,000	315,830,000		
	SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement		244,246,000	273,391,000	0 ¹³	Refocused the project on preservation of existing assets and multimodal integration. Worked closely with community partners to include new passenger-only facility, improve pedestrian and bicycle facilities in support of mode-shift, and integrate with other projects. Conducted extensive space planning effort to right-size the new terminal facilities; reconfigured the vehicle holding and circulation to minimize increase of trestle footprint while
						improving operational efficiency.
						Selected alternative delivery (GC/CM) and implemented operational strategies (temporary changes to sailing schedule remote holding) to improve constructability and minimize us of temporary construction.
	SR 519/Seattle Trm Slip 3 - OHL & Transfer Span Replacement		25,078,000	24,500,000	578,000	
	SR 519/Seattle Trm - Passenger-Only Ferry Facilities Replacement		17,920,000	17,939,000	0	
952515P	Mukilteo Tml Improvement	150,085,000	143,449,000	156,930,000	0 ¹³	Reduced construction costs by removing a 2nd story supervisor building from atop the toll booths and providing needed functions in the Passenger and Maintenance Buildings; \$1.782M. Further reduced construction costs by removing 75% of the solar panels from the Passenger Building roof; \$750,000

t Cost Engineers

		Project Cost		Engineers		
	•	_	Legislative Cost in	_	. •	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
Facilities	s - Capital Program					
L1000151	Olympic Region Maintenance and Administration Facility	40,000,000	36,923,869	52,951,101	N/A ¹⁵	Through the procurement and design process, WSDOT and Graham Construction have collaboratively found ways to streamline the design of the facility to reduce the scope of the project, all without losing the required functionality of the new facility. The following are some ways the facility design has been made more efficient. Reduced costs by designing for the modern work environment by reducing the number of assigned workstations in the administration building by approximately 25% and provided smaller shared drop-in stations for staff that will telework or are predominantly in the field – Reduced square footage of the building by 5,000 SF. Reduced cost by combining Trades Building 2 and Shops Building 3 into one combined building. Reduced the amount of common spaces such as restrooms, breakrooms and circulation spaces (10,000 SF) Reduced the area required to run on generator power to only the areas needed for emergency operations. This greatly reduced the size of the generators and allowed for the use of existing generators already owned by WSDOT.
L2000079	Euclid Ave Administration Facility Consolidation Project	12,000,000	11,478,000	11,478,000	0	Reduced office and archival storage space sizes and the number of conference rooms, reduced the quality of trim, countertops and doors, reduced landscaping and parking spaces
Rail - Ca	pital Program					
L1100083	Port of Warden Rail Infrastructure Expansion	2,000,000	1,858,000	1,912,000	0	The project was originally going to be construction of a loop track. However, the funding provided was not sufficient for that scope. Instead, a new siding was designed and will construct nearly a mile of new rail storage that can be constructed within budget. The siding is also forward compatible with the original loop track concept.
L2000112	Palouse Rail Loadout Improvements	300,000	287,000	287,000	0 ¹¹	Reduced the length of the siding so that an at-grade crossing on SR 272 was removed. Then coordinated with Eastern Region to repave this section of SR 272 under a Chip Seal contract which is more efficient than using a separate contract for this small section.
L1000113	I-90/SR 18 I/C to Deep Creek - Interchange Improvements & Widening	128,597,634	109,959,000	124,603,000	0	
L1000144	Point Defiance Rail Bypass - Lakewood Safety	2,000,000	1,926,000	1,926,000	0 ^{7,11}	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.

Project Cost Engineers

		Project Cost	Legislative Cost in	Engineers Fet at AD in 2014	Practical Design	
Leg BIN1	Project Title ²	\$ (inflated) ³	2014 \$ (uninflated) ⁴		Savings ⁶	Detailed Summary on Application of Practical Design
L1000146	Grays Harbor Rail Corridor Safety Study	300,000	278,000	270,000	09	Study only. No practical design savings are applicable to studies.
L1000147	South Kelso Railroad Crossing	25,000,000	21,832,000	21,780,000	52,000	
L1100080	Port of Moses Lake	20,900,000	18,401,000	17,905,000	496,000	
L1100082	West Vancouver Freight Access	1,900,000	1,779,000	1,779,000	0 ^{7,11}	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
L2000172	West Whitman Railroad Improvement District	280,000	270,000	270,000	0 ¹¹	Savings were realized by executing a grant with the City of Palouse to include this work in their TIB funded street reconstruction project.
Leg BIN ¹	Project Title ²	Legislative Project Contribution			Local Jurisdiction Self- Reported Savings ⁸	
Local Pro	8					
	41st St Rucker/Ave Freight Corridor in Everett	1,500,000			011	
N52400R	SR 524: 48th Ave W - 37th Ave W Widening	10,000,000			0	
G2000013	SR 520 Trail Grade Separation at 40th Street	1,820,000			0	
L2000080	SR-203/Coe-Clemons Culvert Replacement	500,000			011	
L2000164	Brady Way	6,000,000			0	
L2000066	Lewis Street Bridge	13,600,000			0	
L2000120	Orchard Street Connector	9,700,000			0	
L2000200	28th/24th Street Sea-Tac	2,000,000			0	
L2000205	I-5/Mellen Street Connector	10,000,000			0	
L1000133	Lyon Creek Culvert	875,000			0	
L2000104	Covington Connector	15,000,000			0	
L2000218	Jovita Seismic Wall	1,000,000			0 ¹¹	
L2000228	Thornton Road Overpass	16,170,000			0	
L1000092	SR 99/Burlington N Overpass Replacement	2,000,000			0	
L1000094	Issaquah-Fall City Road	3,500,000			0	

ect Cost Engineers

		Froject Cost	Logiclative Cost in	Engineers	Practical Design	
Leg BIN ¹	Project Title ²	\$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	_	Savings ⁶	
	228th & Union Pacific Grade Separation	15,000,000		y (amminute)		
	(City of Kent)	,,				
	228th & Union Pacific Grade Separation - Stage 1	1,200,000			0	
	228th & Union Pacific Grade Separation - Stage 2	420,000			0	
	228th & Union Pacific Grade Separation - Stage 4	2,750,000			0	
	228th & Union Pacific Grade Separation - Stage 5	4,895,000			0	
L2000065	SR 502 Main Street Project/Widening	7,700,000				
	SR 502 Main Street Project/Widening - Stage 1	1,560,000			0	
	SR 502 Main Street/Widening Stage 2	130,000			0	
	SR 502/SR 503 Turn Lanes	7,700,000			0	
L2000064	Ridgefield Rail Overpass	7,768,000			0	
L2000136	Harbour Reach Extension	13,460,000			0	
L2000137	Sammamish Bridge Corridor	7,300,000			0	
L2000182	Street Improvements near School for the Blind	50,000			0	
L2000171	35th Street Mill Creek	4,750,000			0	
L1000132	SR 163/N 46th St. to N 54th St.	2,500,000			0	
L1000081	Community Facilities District Improvements (Redmond)	5,000,000				
	Community Facilities District Improvements - Stage 1	1,520,000			0	
	Community Facilities District Improvements - Stage 2	605,980			0	
L1000087	I-5/Port of Tacoma Road Interchange	23,300,000				
	I-5/Port of Tacoma Road Interchange - Stage 1	2,600,000			0	
L2000132	Duportail Street Bridge - Stage 1	20,000,000			0	
	Duportail Street Bridge - Stage 2	3,600,000			0	
L2000181	South Lander Street	7,000,000			0	
	SR 516/Jenkins Creek to 185th Avenue -	12,600,000			0	
NEDMOND	SR 99 Revitalization in Edmonds	16,500,000			0	

Engineers

Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

	Estimate in TOE Legislativ	e Cost III Est. at AD III 2014	Practical Design	
Leg BIN ¹ Project Title ²	\$ (inflated) ³ 2014 \$ (un	inflated) ⁴ \$ (uninflated) ⁵	Savings ⁶	Detailed Summary on Application of Practical Design
Cumulative Practical Design Savings by Program				
Highway Improvement			62,268,000	
Highway Preservation			2,399,000	
Ferry - Capital			578,000	
Facilities - Capital			0	
Rail - Capital			548,000	
Local Programs			0	

^{*}Project data as of 4/30/2023; Each annual report will reflect cumulative project delivery information as of the report date. Projects will begin showing on this report following construction advertisement.

Engineers

Estimate in YOE Legislative Cost in Est. at AD in 2014 Practical Design

Leg BIN¹ Project Title² \$ (inflated)³ 2014 \$ (uninflated)⁴ \$ (uninflated)⁵

Savings⁶ **Detailed Summary on Application of Practical Design**

Projects that are new to the report or are being adjusted from a previous report.

¹This is the legislative project identification number.

² Project title as portrayed in the 2015 legislative project list is shown in bold. In many instances, the legislative project is delivered using multiple construction contracts. Where applicable, the more detailed agency project is shown below the bolded legislative project. Each of the more detailed construction projects within a legislative project is reported on as construction contracts are advertised.

³ Total project cost as portrayed in the 2015 Legislative project list in Year of Expenditure (YOE) dollars.

⁴ Legislative project cost portrayed in 2014 dollars.

⁵ Engineers estimate of total project cost at advertisement portrayed in 2014 dollars.

⁶ Practical design savings are reported following construction advertisement in nominal dollars; prior to the completion of construction. Savings are calculated by comparing the legislative uninflated project cost estimate with the uninflated project estimate at advertisement or release of a Request for Proposal (RFP) for design-build projects. The two uninflated project estimates are stated in the same year dollars for calculating the practical design savings exclusive of inflationary impacts.

⁷ Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.

⁸ Information on Connecting WA projects managed by local jurisdictions reflect information as self-reported by the respective local jurisdiction.

⁹ Study only. No practical design savings are applicable to studies.

¹⁰ Project was changed in the 2017 Legislative session. \$4.9m of MVA state and federal ER funds were added to the project and \$10.5m of CW funds were advanced into the 15-17 and 17-19 bienniums.

¹¹ Project is complete.

¹² Total project cost from the 2016 Legislative project list in Year of Expenditure (YOE) dollars.

¹³The larger than normal difference is due to additional costs and budget increases in FY's 16, 17 and 18.

¹⁴ Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.

¹⁵ The Legislature originally provided funding in the 2015 Legislative budget. In the 2018 Legislative Budget additional funding was provided to fully fund the project. Therefore no Practical Design Savings are available for this project.

Attachment B 31-Aug-23 Annual Summary of

Final Project Savings

RCW 47.01.480 (1)(c) requires the department to submit a report annually with the submittal of the agency proposed budget that identifies the amount of savings attributable to practical design, retired risk, cost of materials, scope changes and associated impacts on risk and un-used contingencies on Connecting Washington projects. RCW 47.01.480 (1)(c) also directs the department to include a detailed summary of how practical design has been applied and the associated savings gained.

Leg BIN ¹	Project Title ²	Practical Design Savings ³	Scope Changes & Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵	Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
Highway	Construction - Improvemen	t Program					
T10400O	I-82 West Richland - Red Mountain Interchange SR 224/SR 225 - Benton City - Construct Intersection Improvements	0 ⁸	0	0	0	0	012
M00900R	I-405 Renton to Lynwood - Corridor Widening						
	SR 167 Toll Upgrade	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 167/SR 516 to S 277th St - Southbound Aux Lane	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Springbrook Creek Mitigation Bank - Long Term	0 8	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/NE 30th St & NE 44th St - Ramp Improvements	0 8	0	0	0	0	0 ¹²
	I-405/SR 167 Direct Connector - Widening	0 8	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405 Corridor - Wetland Mitigation Credits	0 8	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Toll Vendor for Renton to Bellevue - Toll System	0 8	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/SR 167 Interchange Catch Basins - Drainage Repair	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Lakehurst Creek Culvert - Emergency Repair	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
N01200R	Schouweiler Road Improvements	0	0	0	37,937	0	62,648 ¹¹
N92040R	SR 9/SR 204 Intersection - Improvements	3,935,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1100069	I-5/JBLM to S. 38th St HOV lane Feasibility Study	0 ¹⁵	0	0	0	0	14,400 ¹¹
L1100101	SR 520/148th Ave NE Overlake Access Ramp	0	04	TBD ⁹	TBD ⁹	TBD ⁹	

Leg BIN ¹ L1100110	Project Title ² I-5/Marvin Road/SR 510 Interchange	Practical Design Savings ³ 23,488,000	Scope Changes & Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵ TBD ⁹	Unused Contingency ⁶ TBD ⁹	Retired Risk Savings ⁷	Actual Project Savings ¹¹
L2000061	_						
L2000061	SR 28/SR 285, North Wenatchee US 2/97 Easy Street -	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	Roundabout		U	160	160	160	
L2000074	SR 14/ Wind River Junction	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000094	I-90/Medical Lake & Geiger Interchanges I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction	394,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction - Phase 2	1,995,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000107	SR 162 Study/Design	0	0	0	0	0	141,300 ¹¹
L2000102	SR 14/I-205 to SE 164th Avenue- Auxiliary Lanes	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000123	I-82/ EB WB On and Off Ramps	8,769,000	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
L2000128	US 395/Safety Corridor Improvements	1,340,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000161	US 101/Lynch Road Intersection Improvements	2,781,000	0	0	0	0	2,365,597 ¹¹
L2000122	I-90/Barker to Harvard - Improve Interchanges & Local I-90/Barker to Harvard Phase 2 -	08	O^4	TBD ⁹	TBD ⁹	TBD ⁹	
	Improve Interchanges and Local	U					
	I-90/Barker to Harvard - Improve Interchanges and Local Roads	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Barker to Harvard - WB on-	458,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
	Ramp Improvement I-90/Barker to Harvard - Add Lane Harvard Rd Bridge	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000170	SR 125/9th Street Plaza - Intersection Improvements SR 125/Plaza Way - Intersection Improvements	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 125/Plaza Way Vic Stage 2 - Sidewalk Improvements	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	9,473,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
M00100R	I-5 JBLM Corridor Improvements						
	I-5/Mounts Rd to Center Dr - Auxiliary Lane Extension	484,000	0	0	0	0	012

1		Practical Design	Scope Changes & Associated Impacts on	Cost of Materials	Unused	Retired Risk	Actual Project
Leg BIN ¹	Project Title ² I-5/Steilacoom-Dupont Rd to	Savings ³	Risk Savings ⁴	Savings ⁵	Contingency ⁶	Savings ⁷	Savings ¹¹
	Thorne Ln - Corridor	Ü	0.	TBD ⁹	TBD ⁹	TBD ⁹	
	I-5/Mounts Rd to Steilacoom- DuPont Rd - Corridor	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-5/Mounts Rd vicinity - VMS	0	0	0	0	0	012
	I-5/Steilacoom-DuPont Rd to Thorne Ln - Corridor Improvements	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
T32800R	SR 518 Des Moines Interchange Improvement	259,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2200092	SR 150/No-See-Um Road Intersection - Realignment	0	0	0	0	0	011
L2000175	SR 16/Corridor Congestion Study	015	0	0	0	0	822,783 ¹¹
L2000176	SR 3/SR 304 Interchange Modification	1,985,000	0	0	54,600	0	1,803,248 ¹¹
L2000117	SR 501/I-5 to Port of Vancouver	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000119	I-5/Northbound on-ramp at Bakerview	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000127	US 395/Ridgeline Intersection	08	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000223	I-5/Rebuild Chambers Way Interchange Improvements I-5/Chamber Way Bridge - Emergency Repair and Replacement	08	0	0	0	0	0 ¹²
L2000163	Dolarway Intersection Improvements	8,000	0	0	0	0	012
L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000058	US 195/Colfax to Spangle - Add Passing Lane						
	US 195/Colfax to Spangle - Add Passing Lane - Stage 1	5,000	0	0	0	0	0 ¹²
	US 195/Colfax to Spangle - Add Passing Lane - Stage 2	25,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000202	SR 240/Richland Corridor Improvements						
	SR 240/Duportail Rd Intersection Improvements	0 ¹⁵	04	0	0	0	0
	SR 240/SR 225 Intersection - Construct Roundabout	08	04	TBD ⁹	TBD ⁹	TBD ⁹	

Leg BIN ¹	Project Title ²	Practical Design Savings ³	Scope Changes & Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵	Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
M00400R	SR 520 Seattle Corridor						
	Improvements - West End SR 520/Montlake to Lake Washington - I/C and Bridge SR 520/I-5 Interchange -	2,268,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	Improvement	Ü	U	טפו	IBD	טפו	
M00500R	I-90 Snoqualmie Pass - Widen to Easton I-90/Cabin Cr I/C to W Easton I/C	0	O^4	TBD ⁹	TBD ⁹	TBD ⁹	
	Phase 3 - Add Lanes/Wildlife I-90/Easton Hill to W Easton I/C	08	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
	WB - Replace Bridge and Build I-90/Stampede Pass I/C EB -	0	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
	Replace Concrete Panels I-90/Cabin Creek I/C EB - Replace	0	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
	Concrete Panels		Ü	100	100	100	
M00800R	US 395 North Spokane Corridor						
	US 395/NSC Columbia to Freya	0	O^4	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC BNSF - 2nd Railroad Realignment	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Wellesley Ave Improvements	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Spokane River to Columbia	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Spokane River to Columbia - Shared Use Path	2,465,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Spokane River Crossing	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Sprague Ave to Spokane River - Phase 1	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Magnolia Pedestrian Bridge - Emergency Removal	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1000110	I-405/NE 132nd Interchange - Totem Lake	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1000112	SR 20/Sharpes Corner Vicinity Intersection	1,942,000	0	0	0	79,464	134,464 ¹⁷
L1000113	I-90/SR 18 I/C to Deep Creek - Interchange Improvements &	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1000157	SR 14 Access Improvements	194,000	0	0	0	0	35,190
M00600R	SR 167/SR 509 Puget Sound Gateway						
	SR 509/28th/24th Ave S - City of SeaTac Lead	08	0	0	0	0	012
	SR 167/I-5 to SR 509 - Stage 1A	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 509/I-5 & SR 516 I/C to 28th/24th Ave S - SR 509	0	04	TBD ⁹	TBD ⁹	TBD ⁹	

		Practical Design	Scope Changes & Associated Impacts on	Cost of Materials	Unused	Retired Risk	Actual Project
Leg BIN ¹	Project Title ²	Savings ³	Risk Savings ⁴	Savings ⁵	Contingency ⁶	Savings ⁷	Savings ¹¹
	SR 509/King County Trail (WSDOT Contribution)	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 509/ST Stage 1 Elements (WSDOT Contribution)	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 167/I-5 to SR 509 - Stage 1B	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements I-5/116th St NE Interchange - Tulalip Tribe Lead	0 ¹⁶	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
T20900R	US-12/Walla Walla Corridor Improvements US 12/Nine Mile Hill to Frenchtown Vic - Build New Highway	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
Highway	Construction - Preservation	Program					
G2000055	Land Mobile Radio (LMR) Upgrade	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000075	US 12/Wildcat Bridge	2,399,000	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
L2000116	SR 107/Chehalis River Bridge - Structural Rehabilitation	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000174	SR 241/Mabton Vicinity - Retrofit Bridges	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
Ferry - C	apital Program						
L2000109	#4 - 144 capacity vessel	0 8	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000166	Clinton Tml Road Improvements	0	TBD ⁹	TBD ⁹	TBD ⁹	TBD ⁹	
900010L	Seattle Tml Preservation						
	SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 519/Seattle Trm Slip 3 - OHL & Transfer Span Replacement	578,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 519/Seattle Trm - Passenger- Only Ferry Facilities Replacement	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
952515P	Mukilteo Tml Improvement	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
Facilities L1000151	- Capital Program Olympic Region Maintenance and Administration Facility	N/A ¹³	TBD ⁹	TBD ⁹	TBD ⁹	TBD ⁹	
L2000079	Euclid Ave Administration Facility Consolidation Project	0	0	0	0	0	23,018 ¹¹
Rail - Car	oital Program						
L1100083	Port of Warden Rail Infrastructure Expansion	0 ¹⁴	0	0	0	0	35,349

		Practical Design	Scope Changes & Associated Impacts on	Cost of Materials	Unused	Retired Risk	Actual Project
Leg BIN ¹	Project Title ²	Savings ³	Risk Savings ⁴	Savings ⁵	Contingency ⁶	Savings ⁷	Savings ¹¹
L2000112	Palouse Rail Loadout Improvements	0	0	0	0	0	011
L1000144	Point Defiance Rail Bypass - Lakewood Safety	0 8	0	0	115,664	0	115,664 ¹¹
L1000146	Grays Harbor Rail Corridor Safety Study	015	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1000147	South Kelso Railroad Crossing	52,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1100080	Port of Moses Lake	496,000	04	TBD ⁹	TBD ⁹	TBD ⁹	
L1100082	West Vancouver Freight Access	0	0	0	0	0	011
L2000172	West Whitman Railroad Improvement District	0	0	0	0	0	76,263 ¹¹
Local Pro	ograms ¹⁰						
G2000013	SR 520 Trail Grade Separation at 40th Street	0	0	0	0	0	0
L2000065	SR 502 Main Street Project/Widening SR 502 Main Street Project/Widening - Stage 1 SR 502 Main Street/Widening	0	0 0 ⁴	0 TBD ⁹	0 TBD ⁹	0 TBD ⁹	0 ¹²
	Stage 2 SR 502/SR 503 Turn Lanes	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000064	Ridgefield Rail Overpass	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000120	Orchard Street Connector	0	0	0	0	0	2,032,668
L2000104	Covington Connector	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000164	Brady Way	0	0	0	0	0	0 ¹¹
L2000182	Street Improvements near School for the Blind	0	0	0	0	0	011
L2000066	Lewis Street Bridge	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000228	Thornton Road Overpass	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
NRUCKER	41st St Rucker/Ave Freight Corridor in Everett	0	0	0	0	0	011
N52400R	SR 524: 48th Ave W - 37th Ave W Widening	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
NEDMOND	SR 99 Revitalization in Edmonds	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000080	SR-203/Coe-Clemons Culvert Replacement	0	N/A	N/A	N/A	N/A	011
L2000200	28th/24th Street Sea-Tac	0	0	0	0	0	011

Leg BIN ¹	Project Title ² I-5/Mellen Street Connector	Practical Design Savings ³	Scope Changes & Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵ TBD ⁹	Unused Contingency ⁶ TBD ⁹	Retired Risk Savings ⁷	Actual Project Savings ¹¹
L1000133	Lyon Creek Culvert	0	0	0 18D	0 IRD	TBD ⁹	104,444 ¹¹
L2000218	Jovita Seismic Wall	0	0	0	0	0	
L1000092	SR 99/Burlington N Overpass Replacement	0	0	0	0	0	14,095 ¹¹ 0 ¹¹
L1000094	Issaquah-Fall City Road	0	0	0	0	0	0
L2000133	228th & Union Pacific Grade Separation (City of Kent)						
	228th & Union Pacific Grade Separation - Stage 1	0	0	0	0	0	012
	228th & Union Pacific Grade Separation - Stage 2	0	0	0	0	0	012
	228th & Union Pacific Grade Separation - Stage 4	0	0	0	0	0	012
	228th & Union Pacific Grade Separation - Stage 5	0	0	0	0	0	012
L2000171	35th Street Mill Creek	0	0	0	0	0	1,874
L1000132	SR 163/N 46th St. to N 54th St.	0	0	0	0	0	0 ¹¹
L1000087	I-5/Port of Tacoma road Interchange						
	I-5/Port of Tacoma Road Interchange - Stage 1	0	0	0	0	0	0
L1000081	Community Facilities District Improvements (Redmond)						
	Community Facilities District	0	0^4	TBD ⁹	TBD ⁹	TBD ⁹	
	Improvements - Stage 1 Community Facilities District Improvements - Stage 2	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000132	Duportail Bridge						
	Duportail Bridge - Stage 1	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
	Duportail Bridge - Stage 2	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000136	Harbour Reach Extension	0	O^4	TBD ⁹	TBD ⁹	TBD ⁹	
L2000137	Sammamish Bridge Corridor	0	04	TBD ⁹	TBD ⁹	TBD ⁹	
L2000181	South Lander Street	0	0	0	0	0	4,500,518
L2220059	SR 516/Jenkins Creek to 185th Avenue - Widening	0	O ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
		c= =00 000					40.000.500

Total 65,793,000 12,283,523

				Scope Changes			
Actual	Retired		Cost of	& Associated	Practical		
Project	Risk	Unused	Materials	Impacts on	Design		
Savings ¹¹	Savings ⁷	Contingency ⁶	Savings ⁵	Risk Savings ⁴	Savings ³	Project Title ²	Leg BIN1

^{*}Project data as of 4/30/2023; each annual report will reflect cumulative project delivery information as of the report date. Projects will begin showing on this report following construction advertisement.

Projects that are new to the report or are being adjusted from a previous report.

¹This is the legislative project identification number.

²Project title as portrayed in the 2015 legislative project list is shown in bold. In many instances, the legislative project is delivered using multiple construction contracts. Where applicable, the more detailed agency project is shown below the bolded legislative project. Each of the more detailed construction projects within a legislative project is reported on as construction contracts are ³Practical design savings are reported shortly following construction advertisement; prior to the completion of construction. Practical design savings are calculated by comparing the legislative uninflated project cost estimate with the uninflated project estimate at advertisement or release of a Request for Proposal (RFP) for design-build projects. The two uninflated project estimates are stated in the same year current dollars for calculating the practical design savings exclusive of inflationary impacts. Full details of uninflated estimates will be included in the report that accompanies the annual agency budget request.

⁴Scope changes and associated impacts on risk will be calculated as the changes are approved by legislature. Actual savings will be known when the project is completed.

⁵Changes in the cost of materials will be calculated and reported at the completion of the project.

⁶Contingency funds established with each construction project consistent with WSDOT policy and standard industry practice. Unused contingency funds will be reported at the completion of the project.

⁷Risk reserves are established for larger construction projects for identified potential construction delivery risks, consistent with WSDOT policy and standard industry practice. Risks that are unrealized are retired and the funding remains on the legislative identified project until completion of the entire legislative scope of work is completed. Unused risk reserves will be reported at the completion of the project.

⁸Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.

⁹The project is currently in construction. Actual savings for unused contingency, unused risk, materials cost and scope changes will be known when project is completed.

¹⁰Information on Connecting WA projects managed by local jurisdictions reflect information as self-reported by the respective local jurisdiction.

¹¹Project is complete and closed out. Savings calculated by comparing costs against current Legislative budget when the project was closed out.

¹² Project phase is closed. When all phases are closed total project savings will be calculated.

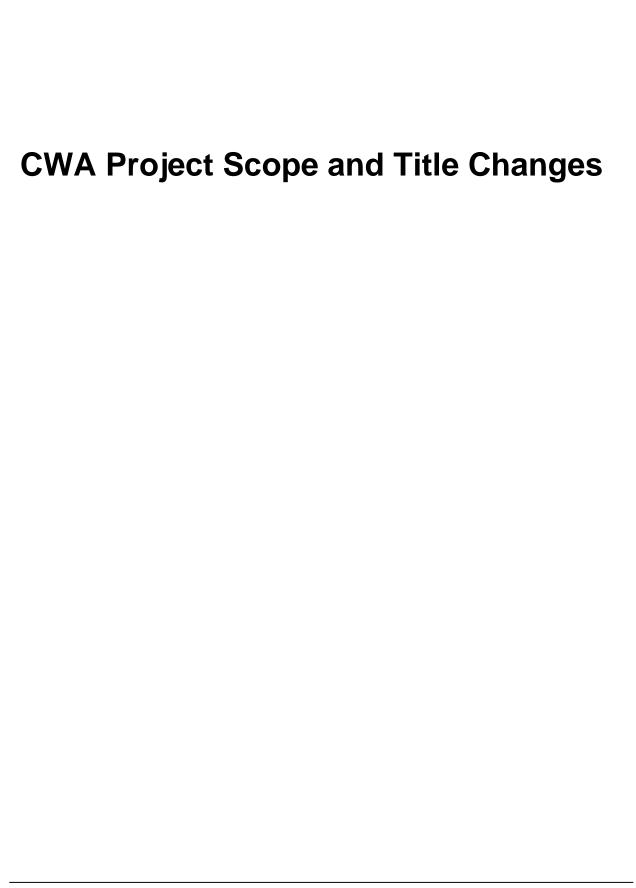
¹³The Legislature originally provided funding in the 2015 Legislative budget. In the 2018 Legislative Budget additional funding was provided to fund the project. Therefore no Practical Design Savings are available for this project.

¹⁴ Previously reported in the 2018 Annual Practical Design Savings Report. The uninflated Engineers Estimate at Advertisement had been incorrectly calculated which resulted in a reported practical design savings. This report corrects that error.

¹⁵Study only. Practical Design Savings are not calculated for studies.

¹⁶Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.

¹⁷After the July 2021 report was created an additional \$55 thousand was realized within the Right-of-Way phase of the SR 20/Sharpes Corner Vicinity Intersection project (L1000112). The original total project savings reported was \$79,464. The new Total Project Savings for this project is now \$134,464.



Connecting Washington Project Title and Scope Change Approvals

Process Pursuant to RCW 47.01.4810(1)(a): Implementing Practical Design Connecting Washington Project Title and Scope Change Requests

2024 Supplemental

No requests for this reporting period

Below please find summary of our most recent request

Enacted Budget Version:	BIN#	Enacted Budget Project Title	Enacted Budget Project Description	Agency Proposed Title Change	Agency Proposed Project Description	Agency Submitted Request		Date
21LEGFIN	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	Rebuilds Chamber Way Interchange (\$40M) and builds auxiliary lanes between Chamber Way and Mellen Street (\$35M).	Improvements	Remove and replace the damaged Chamber Way Bridge structure over 1-5. Improve mobility and safety in the 1-5 corridor in the vicinity of Chamber Way by installing ramp meters at the 1-5 onramps between SR 6 and Harrison Avenue, construct intersection improvements at the Chamber Way and SR 6 interchanges including improving pedestrian and bicycle connectivity, and widening I-5 southbound from Chamber Way to SR 6 which includes replacing the West Street undercrossing and addressing a fish passage barrier on I-5 within the project limits.		Approved, updated to 22LEGCOR	Apr-22

National Highway Freight Project (NHFP) Report

SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2023-24	Anacortes	R Avenue Long-Term Improvements Project	3,484,000	Underway	The purpose of this project is to obtain funding to construct the improvements in Phase 3 and Phase 5 of the overall project, which include a non-traversable median, transit pull-outs, adding/improving sidewalks/walkways, bicycle wayfinding, signal or roundabout, traffic calming measures, additional street lighting, bicycle lanes, and a physical buffer between pedestrian and walkway.
2022	Northwest Seaport Alliance	Terminal 5 Truck Gate Complex	1,750,000	Transfer to MARAD	This project is designed to reduce truck queuing on SW Spokane Street and its bridge across the Duwamish River and includes a new inbound truck gate infrastructure further away from the Terminal 5 entrance, twelve inbound gate lanes with the communications infrastructure and scanning equipment necessary to process inbound trucks, eight new scales, and the infrastructure to support four more scales, new restrooms for truckers, associated utilities and stormwater infrastructure to support improvements, pavement striping for a new "Trouble Area" outside the queuing area for trucks without adequate credentials to prevent backups in the queue, demolition of the current gate complex, including 6 inbound lanes with scales, and 6 without scales.
2023	Port of Everett	Bulkhead Segment E Replacement	385,000	Approved	This project rebuilds the aging and decaying bulkhead that is supporting the southbound lanes of SR 529/West Marine View Drive (FGTS T-3 Corridor.)
2021	Seattle	15th Ave W/NW	5,000,000	Approved	Mill and overlay, pavement repair, crack seal, curb ramp upgrades, and replacement of asphalt surface on Ballard Bridge.
2023 & 2025	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	5,580,000	Underway	The proposed improvements include adding a travel lane to the Intersate-5 / Cook Road Interchange (Exit 232) and signalizing the on/off ramps to reduce collisions and alleviate congestion.
2021	Snohomish Co	164th Street SW Overlay	327,000	Underway	Asphalt overlay, pavement repair, and curb ramp upgrades.
2022-23	East Wenatchee	Grant Rd Preservation	785,000	Underway	The project includes a grind and HMA overlay along with minor pavement repair sections throughout the corridor.
2022	Fife	I-5 and 54th Avenue E Interchange Improvement Project - Interstate project w/match @ 9.33% & WSDOT oversight	3,995,000	Underway	This project relocates the existing southbound slip on-ramp to 51st Avenue, and constructs a second off ramp also at 51st Avenue, doubling the southbound off-ramp capacity. These southbound ramps will be connected by a collector distributor lane.
2023	Pierce County	Canyon Rd. E Asphalt Overlay	1,000,000	Underway	This project will provide for the preservation and restoration of unincorporated Pierce County's busiest freight corridor, Canyon Road East, by grinding and overlaying the existing asphalt pavement roadway between the concrete curbs and replace non-compliant ADA curb ramps.
2024	Sumner	Stewart Road Corridor Completion: White River Bridge	7,000,000	Approved	The project will replace the existing two lane bridge over the White River at Stewart Road to accommodate four lanes of traffic and a separated shared use path, as well as modifying the adjacent intersections to accommodate the new roadway grade and lane configurations.
2023	Tacoma	Tacoma Tideflats-Port of Tacoma Strategic Emergency Response/ITS Improvements	1,000,000	Underway	This project will establish an interconnected intelligent transportation system (ITS) network across the Tacoma Tideflats/Port of Tacoma area.
2023 & 2025	Clark County	NE Delfel Road (NE 179th Street - NE 184th Street)	4,000,000	Approved	The project includes realignment of NE Delfel Road north between NE 179th Street and NE 184th Street to connect with the south leg of NE Delfel Road at an existing intersection which will be reconstructed from a traffic signal-controlled intersection to a multilane roundabout controlled intersection.
2022-23	Lewis County	Railroad Switch Upgrades	216,000	Underway	The project will upgrade two manual railroad turnouts on the Washington Royal Line to Dual-Tone, Multi-Frequency power switches to reduce railroad and roadway freight delay times at the Blakeslee Junction rail crossing where it intersects Reynolds Avenue (N46.735472, W122.974978).
2022, 2023-24	Lewis County	Railroad Track Extension & Road Crossing Closure	1,657,000	Underway	The project will extend Puget Sound & Pacific yard tracks 1 and 2 by 2,300', providing for the minimum capacity of over 6,000' of storage on each track.

NHFP- SSB 5165, Sec 312 (2)(b)

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SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2025	Port of Longview	Industrial Rail Corridor Expansion (IRCE)	2,000,000	Approved	This project will expand the existing two track rail corridor to an eight-track rail corridor with inspection roadways, which includes the construction of the full six track rail bed embankment and two of the six tracks at 8,500' in length and extend the corridor's existing two tracks by another 1,000' for this phase of the project.
2021	Vancouver	Fourth Plain Blvd - Main to Fort Vancouver Way	420,000	Underway	Mill and inlay, pavement repair, upgrade curb ramps, and replace damaged signal detection.
2023	Port of Benton	White Bluff Rail SR240 Rail Crossing Project	865,000	Approved	The project involves reconstructing existing rail crossings, which includes replacing concrete rail panels, ties, and rail, replacing and relocating signal arms and lights, as well as widening the crossing for widening of SR 240 and construction of City of Richland Bike/Ped path north of SR 240.
2023	Prosser	Old Inland Empire (OIE) Highway Improvements – W. City Limits to Wine Country Road (WCR)	883,000	Underway	The project includes full depth reconstruction and widening to the north; curb, gutter and sidewalk on the north side of OIE Highway; regrade to superelevated roadway to slope south to roadside ditch; 4" HMA to accommodate truck traffic; and street lights at intersection only.
2025	Walla Walla	Pine Street TBD Project	1,200,000	Approved	This project replaces the roadway section on Pine Street from 2nd Avenue intersection to N 9th Avenue and Cayuse Street intersection, which will enhance pedestrian safety, add multimodal facilities and intersection operational improvements (new signal and local roadway alignments), optimize roadway alignment, and establish new stormwater treatment facilities.
2023	Yakima	34th Avenue & Fruitvale Boulevard and 34th and River Road Roundabouts	228,000	Approved	This project improves the functionality and safety of the Fruitvale Boulevard and 34th Avenue Intersection by constructing dual roundabouts and realigning the connection of River Road with Fruitvale Boulevard, south of Fruitvale Boulevard and west of 34th Avenue.
2021	Yakima	North 1st Street - Phase 3	2,090,000	Underway	Reconstruct and widen roadway, bike lanes, curb and gutter, sidewalks, curb ramps, illumination, and signals.
2021	Spokane	Market/Monroe/29th	2,300,000	Underway	Grind and overlay, pavement repair, crack seal and curb ramp upgrades.
2023-24	Spokane	Wellesley Avenue: Freya to Havana	120,000	Underway	The Wellesley Ave Improvements project will rehabilitate the existing arterial roadway by fully replacing roadway pavement and adding pedestrian and bicycle infrastructure along the segment between Freya and Havana Avenues.
2023	Spokane County	Argonne Road and Upriver Drive Intersection Improvement (PE Only)	300,000	Underway	The proposed project is a preliminary engineering project to improve the intersection of Argonne Road and Upriver Drive and increase the performance of this intersection, which will increase freight circulation, improve capacity and travel time reliability, and reduce delay and air pollution from idling motors.
2022	Spokane County	Bigelow Gulch Corridor Safety and Mobility Project 2	6,000,000	Underway	This project improves the winding narrow roadway into a divided four lane roadway with 12-foot lanes in each direction, a 12-foot median, and 8-foot shoulders, and will also reduce grades to a maximum of 6%, add center turn lanes where warranted, add intersection lighting, and include roadway realignment, where needed, to improve horizontal and vertical curves.
2023-24	Spokane Valley	Bigelow-Sullivan Corridor: Sullivan/SR290 Interchange (PE Only)	2,552,000	Underway	The project reconstructs the Sullivan Rd. interchange at SR 290, including its on/off ramps, to restore the long-term capacity of the interchange.
2021	WSDOT	I-90/Lacey V Murrow Bridge - 109024S -	4,125,270	Underway	Anchor Cable Replacement: Replace select anchor cables in order to maintain the operating integrity of the bridge
2021-22	WSDOT	I-90/S Cle Elum Rd Bridges - Deck Rehabilitation - 509016R	8,553,730	Underway	Repair and resurface the existing bridge decks to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2022	WSDOT	l-5/SB Lake Washington Ship Canal Bridge - Deck Overlay & Rehab - 100524Y	2,500,000	Underway	Replace Existing Mainline Deck & Rehab Lower/Upper Decks on Bridge 5/570
2022	WSDOT	I-5/NB Ship Canal to NE 117th St - Concrete Pavement & Expansion Joints - 100526G	2,000,000	Underway	Replace the concrete pavement, adjusting the concrete panel longitudinal joint to match with the existing lane lines while maintaining the elevation of the drainage features. Other work includes replacing the silicone joint strips on three bridges.

NHFP- SSB 5165, Sec 312 (2)(b)

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SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2022	WSDOT	I-5/E Fork Lewis River Bridge NB - Replace Bridge - 400512R	2,000,000	Underway	This project replaces the existing bridge with a new structure reducing the potential for catastrophic failure and preserving the functional integrity of the roadway.
2022	WSDOT	I-5/SB Denny Way-Lakeview Viaduct- Deck Overlay & Expansion Joint - 100522T	1,500,000	Underway	The bridge deck is showing signs of deterioration from normal wear and the expansion joints have reached the end of their usable service life. By repairing and resurfacing the existing bridge deck and rehabilitating the expansion joints, the structural integrity will be preserved and the service life of the structure extended.
2022	WSDOT	I-5/NB Lake Washington Ship Canal Bridge - Deck Overlay - 100524P	1,000,000	Underway	By repairing and resurfacing the existing bridge deck a and rehabilitating the expansion joints and headers, the structural integrity will be preserved and the service life of the structure extended.
2022	WSDOT	I-5/SB Ship Canal to NE 117th St - Concrete Pavement Replacement - 100526H	1,000,000	Underway	Replacing the concrete pavement, adjusting the concrete panel longitudinal joints to match with the existing lane lines while maintaining the elevation of the drainage features. This will rehabilitate the existing pavement and preserve the integrity of the roadway structure.
2023	WSDOT	I-90/Vantage Bridge - Replace Bridge Deck - 509018V	1,000,000	Underway	This project will remove and replace the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2023	WSDOT	I-90/EB Mercer Slough Bridge - Rehabilitation - 109029A	2,000,000	Design underway	The eastbound I-90 bridge over the Mercer Slough is experiencing movement that will accelerate deterioration of the structure. By stabilizing the bridge, the structural integrity of the bridge will be preserved.
2023	WSDOT	I-5/N Fork Lewis River Bridge SB - Rehabilitation - 400520B	2,000,000	Design underway	This project will repair damaged steel truss elements and address shear deficiency on concrete approach spans to extend the service life of the bridge.
2023	WSDOT	I-90/1.8 Miles E of Tinkham Rd to Denny Cr Viaduct - Stormwater Retrofit - 509018S	2,000,000	Design underway	Construct drainage improvements to increase the water quality of stormwater runoff leaving the right of way.
2023	WSDOT	I-90/Lacey V. Murrow and Homer M. Hadley Bridges - Electrical Rehab - 109024Q	2,000,000	Completed	Replace the electrical switchgears and five pairs of transformers, separating the neutral and grounding conductors on the Lacey V Murrow Bridge. Reinstall the three submersible fuses. Perform fault current and arc flash hazard analyses on all medium voltage equipment.
2023	WSDOT	I-90/Franklin Falls Bridge WB - Bridge Painting - 509015K	2,000,000	Design underway	Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.
2024	WSDOT	I-5/Skagit River Bridge - Bridge Painting - 100568T	1,500,000	Design underway	Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.
2024	WSDOT	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation - 609048S	2,000,000	Design underway	Rehabilitate bridge deck with preparation, repair and new wearing surface, work to preserve structural integrity, asset utility and extend the life of the bridge.
2024	WSDOT	I-5/NB Ridgefield to La Center Vicinity - Reconstruction - 400517C	2,000,000	Design underway	This project will remove the panels in right lane and replace with asphalt to improve the integrity of the roadway structure.
2024	WSDOT	I-5/S 375th St to S 178th St - Seismic Retrofit - 100501L	2,000,000	Design underway	Seismically retrofit the bridges to bring them up to current seismic design standards and reduce the risk of catastrophic failure during an earthquake.
2024	WSDOT	I-90/Peoh Road Bridge EB - Deck Replacement - 509016U	2,000,000	Design underway	Replace the bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2024	WSDOT	I-90/Peoh Rd Bridge WB - Deck Replacement - 509019F	1,500,000	Design underway	Replace the bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2025	WSDOT	I-5/SB King/Pierce County Line to S 221st St - Concrete Pavement Rehab - 100500B	2,000,000	Approved	The Portland Cement Concrete Panels (PCCP) within these sections of Interstate 5 are near or have exceeded their design life. Rehabilitate the concrete pavement through the combination of several strategies such as select concrete panel replacement, diamond grinding, milling and inlaying of HMA road surfaces to match the concrete pavement, which includes the ramps; and cracking, seating, and overlaying (CSOL) the concrete pavement. Perform work incidental to CSOL such as filling slopes, beam guardrail replacement, sign & post adjustment/replacement light standard replacement, and adjusting drainage.

NHFP- SSB 5165, Sec 312 (2)(b)

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SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2025	WSDOT	l-5/SB Ebey Slough/SR 529/Railroad Bridge- Pier Column Repair - 100545F	2,000,000	Approved	The support columns of this structure are showing signs of corrosion in the reinforcing steel. Reinforce the columns by constructing full height steel jackets around the damaged columns to inhibit corrosion, preserve the structural integrity and extend the service life of this bridge.
2025	WSDOT	I-5/0.5 Miles N of SR 504 to SR 505 Vicinity - Paving - 400525T	2,000,000	Approved	Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.
2025	WSDOT	I-5/N Kelso Ave to 1.5 Mile S of Toutle Park Rd with Exceptions - Paving - 400522Z	2,000,000	Approved	Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.
2025	WSDOT	I-5/Duwamish River BN & UP RR Overcrossing Bridge - Painting - 100512H	2,000,000	Approved	Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.
2025	WSDOT	I-5/NB Steamboat Slough Bridge - Special Bridge Repair - 100545G	2,000,000	Approved	Reinforce bridge columns by constructing full height steel jackets around damaged columns to inhibit corrosion, preserve the structural integrity and extend the bridge service life.
		Total	111,816,000		

NHFP- SSB 5165, Sec 312 (2)(b)

Toll Credit Report

Washington State Ten year plan for use of toll credits in federal fiscal years (FFY) 2023 - 2032 June 2023

		Fed	eral fisc	cal year	plannec	usage	(dollars	in millio	ons)		10 FFYs
	FFY 2									FFY 32	(rounded)
Toll credit beginning balance (running balance, rounded)	\$3,377	\$3,271	\$3,163	\$3,054	\$2,945	\$2,837	\$2,727	\$2,618	\$2,618	\$2,509	
Estimated (or actual) additional toll credits earned through certification process with FHWA [1]	-	-	-	-	-	-	-	-	-	-	
Total estimated toll credits (rounded)	\$3,377	\$3,271	\$3,163	\$3,054	\$2,945	\$2,837	\$2,727	\$2,618	\$2,618	\$2,509	
WSDOT's Capital Construction Program ^[2]	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$370.00
Toll credits needed to match future WSDOT federal discretionary funds [3]	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$50.00
Toll credits for SR 520 Bridge Replacement and HOV Program GARVEE & HCB [4]	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$200.00
Toll credits for Local Programs ^[5]	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$220.00
T Program, subprograms T2 (Planning & data) and T3 (Research) activities for WSDOT ^[6]	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$6.00
T Program, subprogram T6 (activities for metropolitan planning organizations (MPOs)) [7]	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Z Program activities for metropolitan planning organizations (MPOs) [8]	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$1.50
Ferries FTA program funds ^[9]	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$130.00
Public Transportation Program [10]	\$5.00	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$72.50
Kitsap Transit capital projects, including passenger only ferry service (local project) [11]	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$25.00
Federal Land Access (WFL) Program grants [12] and Recreation & Conservation Office (RCO) Program [13]	\$0.90	\$0.30	\$1.30	\$0.90	\$0.80	\$1.70	\$1.70	\$1.70	\$1.70	\$1.70	\$12.70
Total toll credit usage (rounded)	\$106	\$108	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$1,088
Toll credit ending balance (rounded)	\$3,271	\$3,163	\$3,054	\$2,945	\$2,837	\$2,727	\$2,618	\$2,509	\$2,509	\$2,399	

Notes:

- 1. This will happen in future years yet to be determined.
- 2. WSDOT's capital construction program includes the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W) Programs. Match assumed to be 13.5%.
- 3. Federal discretionary projects in the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W & X) Programs. Match assumed to be 20%.
- 4. Toll credits needed to match the SR 520 Bridge Replacement and HOV Program GARVEE (Grant Anticipation Revenue Vehicles) debt and Hood Canal Bridge debt. Fed Share for SR 520 Bridge Replacement is limited to 80%, as required for toll facilities.
- 5. Toll credits for local projects through Program (Z), Local Programs.
- 6. Program T activities (planning, study, training, research, etc.) began using toll credits in federal fiscal year 2017.
- 7. Program T activities (planning, study, etc.) for Metropolitan Planning Organizations (MPOs) are eligible to use toll credits, as requested in 2022. Requests for usage have not yet been received. MPOs will report usage to WSDOT.
- 8. Program Z activities (planning, study, etc.) for Metropolitan planning organizations (MPOs).
- 9. Ferries (Programs W & X) projects funded by Federal Transit Administration (FTA), and funds transferred from FHWA to FTA.
- 10. Toll credits were set-aside for the Public Transportation Program (V) beginning in federal fiscal year 2017 for planning and safety oversight by WSDOT staff and transit agency programs.
- 11. Beginning with the 2013-15 Transportation Budget, the Legislature began allowing Kitsap Transit to use up to \$3 million in toll credits each biennium for passenger-only ferry projects. This was revised in the 2023-25 biennium to \$5 million and toll credits are allowed for other capital projects besides passenger-only ferry projects.
- 12. Federal Land Access Program allows toll credit usage beginning federal fiscal year 2013 for projects administered by Western Federal Lands. They report usage to WSDOT.
- 13. Washington State Recreation & Conservation Office received authorization of WSDOT's toll credits usage beginning June 2020 on Recreational Trail Program. They report usage to WSDOT.

Washington State History of Certified Toll Credits Usage and Remaining Balance

as of October 1, 2022

Federal Fiscal Year	Certified Toll Credits	WSDOT [1] [3] [5] [9]	Local Programs [4]	Ferries Projects (FTA) [2]	Kitsap Transit [6]	Public Transportation [7]	Western Federal Lands [8]	Recreation & Conservation Office [10]	TOTAL Toll Credits Used (Expenditures)	Balance
1992	67,185,000	-	-	-	-	-	-	-	-	67,185,000
1993	52,052,405	-	-	-	-	-	-	-	-	119,237,405
1994	57,074,132	-	-	-	-	-	-	-	-	176,311,537
1995	52,639,290	-	-	-	-	-	-	-	-	228,950,827
1996	78,119,000	-	-	-	-	-	-	-	-	307,069,827
1997	80,438,000	2,884,072	-	-	-	-	-	-	2,884,072	384,623,755
1998	81,079,000	7,598,023	-	-	-	-	-	-	7,598,023	458,104,732
1999	-	23,558,370	-	-	-	-	-	-	23,558,370	434,546,362
2000	91,649,000	23,707,001	-	-	-	-	-	-	23,707,001	502,488,361
2001	-	10,019,994	-	-	-	-	-	-	10,019,994	492,468,367
2002	-	5,009,080	-	-	-	-	-	-	5,009,080	487,459,287
2003	124,630,645	1,860,464	-	-	-	-	-	-	1,860,464	610,229,468
2004	293,406,134	24,984,942	1,024,247	-	-	-	-	-	26,009,189	877,626,413
2005	255,959,167	48,565,953	2,600,390	-	-	-	-	-	51,166,343	1,082,419,237
2006	274,905,358	37,143,644	7,761,956	-	-	-	-	-	44,905,600	1,312,418,995
2007	216,732,756	47,827,282	9,272,562	-	-	-	-	-	57,099,844	1,472,051,907
2008	202,809,151	44,095,000	14,430,000	-	-	-	-	-	58,525,000	1,616,336,058
2009	176,135,217	35,797,353	10,880,601	-	-	-	-	-	46,677,954	1,745,793,321
2010	149,690,023	35,093,759	10,796,020	-	-	-	-	-	45,889,779	1,849,593,565
2011	151,211,629	44,291,567	6,691,346	4,057	-	-	-	-	50,986,970	1,949,818,224
2012	325,797,726	37,870,377	7,050,386	1,040,574	-	-	-	-	45,961,337	2,229,654,613
2013	524,552,966	42,738,945	5,372,961	1,647,735	966,172	-	47,684	-	50,773,497	2,703,434,082
2014	-	57,141,668	7,288,208	1,618,822	966,172	-	896,553	-	67,911,423	2,635,522,659
2015	-	56,153,586	448,211	2,951,554	740,145	-	420,798	-	60,714,294	2,574,808,365
2016	-	40,792,045	5,546,271	4,658,509	740,145	-	290,540	-	52,027,510	2,522,780,855
2017	-	45,386,519	9,455,579	6,010,819	374,283	74,180	418,408	-	61,719,788	2,461,061,067
2018	333,619,040	59,301,066	6,420,667	12,979,624	297,703	312,167	218,198	-	79,529,425	2,715,150,682
2019	229,960,303	61,302,087	3,894,477	12,470,561	216,483	220,619	1,552,693	-	79,656,920	2,865,454,065
2020	357,733,359	46,273,116	4,097,854	11,894,357	1,028,820	217,473	1,167,776	4,051	64,683,447	3,158,503,977
2021	240,574,698	40,190,431	5,221,896	9,612,432	21,932	162,633	436,928	159,503	55,805,755	3,343,272,920
2022	199,630,093	49,394,686	12,597,079	7,797,942	46,458	168,368	458,831	160,569	70,623,933	3,472,279,080
Special Adj 2022 [11]	-	-	-	-	-	-	-	-	94,972,881	3,377,306,198
Totals	\$ 4,617,584,092	\$ 928,981,030	\$ 130,850,711	\$ 72,686,986	\$ 5,398,313	\$ 1,155,440	\$ 5,908,409	\$ 324,123	\$ 1,240,277,894 \$	3,377,306,198

Foot Notes:

- 1. WSDOT's capital construction program includes the Improvement (I), Preservation (P), Traffic Operationss (Q), and Ferry (W & X) Programs.
- 2. Ferries projects funded by Federal Transit Administration (FTA), and funds transferred from FHWA to FTA.
- 3. Federal discretionary projects in the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W&X) Programs.
- 4. \$22 million of toll credits per year are set-aside for Local Programs for use in managing the delivery of the Federal Aid Program.
- 5. Toll credits needed to match the SR 520 Bridge Replacement and HOV Program GARVEE (Grant Anticipation Revenue Vehicles) debt and Hood Canal Bridge Debt.
- 6. The 2011-2021 Transportation Budgets have provided Kitsap Transit up to \$3,000,000 in toll credits each biennium for their passenger-only ferry and ferry corridor-related projects.
- 7. \$1 million of toll credits per year are set-aside for the Public Transportation Program (V) beginning federal fiscal year 2016.
- 8. Federal Land Access Program allows toll credit usage beginning federal fiscal year 2013 for projects administered by Western Federal Lands.
- 9. Program T activities (planning, study, training, research, etc.) uses toll credits starting in federal fiscal year 2017.
- 10. Washington State Recreation & Conservation Office received authorization of WSDOT's toll credits usage beginning June 2020 on Recreational Trail Program.
- 11. Toll credit adjustments to federal aid agreements associated with projects on toll roads. Additional toll credits were added to six federal aid agreements to adjust the federal share to 80%. See Tab "SpecialAdj toll roads" for specific projects and adjustments by project.

Funds Management Report (Section 314)

Project Name	Grant Name	Grant descirption	Office/Region	Funding Request	Application due date	Comments
Reconnecting I-90 Communities	2022 National Infrastructure Investments (FY22 RAISE Grants)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	WSDOT HQ	\$ 8,360,000	4/14/2022	
US 12 - Heron St Bridge Rehabilitation	2022 National Infrastructure Investments (FY22 RAISE Grants)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	WSDOT Olympic Region	\$ 15,200,000	4/14/2022	
US 97 - Heritage Connectivity Trail	2022 National Infrastructure Investments (FY22 RAISE Grants)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	WSDOT South Central Region	\$ 1,000,000	4/14/2022	
SALMON BAY BRIDGE REHABILITATION PROJECT	2022 Multimodal Project Discretionary Grant	The grant provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	WSDOT Northwest Region	\$ 25,000,000	5/23/2022	
State Route 4 Scenic Byway Corridor Management Plan	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 100,000	6/20/2022	
Marketing Plan for State of Washington Scenic Byways	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 450,000	6/20/2022	
Orcas Road Scenic Byway Rest Area	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 174,200	6/20/2022	
Cascade Loop Corridor Management Plan Update	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 528,197	6/20/2022	
SR 105 Scenic Byway Corridor Management Plan	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 40,000	6/20/2022	
Pacific Coast Scenic Byway Corridor Management Plan	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 200,000	6/20/2022	
Clallam Transit System (Clallam County Public Transportation Benefit Area)	Grants for Buses and Bus Facilities	To support projects to replace, rehabilitate, purchase, or lease buses and related equipment and facilities.	WSDOT HQ	\$ 5,422,168	5/31/2022	
Mukilteo-Clinton Electrification Project	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 4,900,000	9/6/2022	Terminal Electricfication -Clinton Terminal
Washington State Ferries (WSF) Credit Card Security Enhancement Project	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 1,700,000	9/6/2022	Payment Card Industry Scope reducation (PCI)

Project Name	Grant Name	Grant descirption	Office/Region	Funding Request	Application due date	Comments
Southworth Ferry Terminal Multimodal Project	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 5,000,000	9/6/2022	Southworth Multimodal Terminal
WSF Seattle and Bainbridge Island Ferry Terminals Project	America's Marine Highway Program	The purpose of this program is to make grants available to previously designated Marine Highway Projects that support the development and expansion of documented vessels or port and landside infrastructure.	WSDOT Ferries	\$ 4,000,000	6/12/2022	
Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Rout	Congestion Mitigation and Air Quality	Provides federal funding for transportation projects and programs to help meet the requirements of the Clean Air Act.	WSDOT Ferries	\$ 4,900,000	6/10/2022	PSRC
Pacific Northwest Rail Corridor Reliability - Landslide Mitigation Phase IV	Consolidated Rail Infrastructure and Safety Improvements Grant Program	This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	WSDOT HQ	\$ 3,837,000	11/29/2021	Submitted prior to passage of ESSB 5689 on 3/25/22
Washington State Ferries Terminal Wait Times Traveler Information System	Advanced Transportation and Congestion Management Technologies Deployment	To make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.	WSDOT Ferries	\$ 5,122,345	8/23/2021	Submitted prior to passage of ESSB 5689 on 3/25/22
WSDOT SR 542 Glacier Creek Bridge Replacement	FEMA Hazard Mitigation Assurance	Intended to fund HMGP-eligible activities that reduce the impacts of climate change. WA State Emergency Management Division (WA EMD) is responsible for coordinating with FEMA to administer this grant round	HQ: Other	\$ 20,000,000	4/14/2022	
Graveyard Spit Restoration and Resilience Project	National Fish and Wildlife Foundation – National Coastal Resilience Fund 2022,	Funds are used to enhance protections for coastal communities from the impacts of storms, floods, and other natural coastal hazards and to improve habitats for fish and wildlife.	Southwest Region	\$ 10,000,000	6/1/2022	\$9,900,000 awarded
SR411 Lexington Corridor Vision and Active Transportation Plan	Reconnecting Communities Pilot Discretionary Grant Program	Provides runds toadvance and support reconnection of communities divided by transportation infrastructure—with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation)	Southwest Region	\$ 240,000	10/13/2022	
Washington State Rural Rail Rehabilitation Phase II: Improving Supply Chain Efficiency & Resiliency	FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program	Provides funds to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors.	Rail	\$ 72,800,000	12/1/2022	
FY 2023 HP-ITD Grant, Support Technician	FMCSA FY 2023 High Priority Program – Innovative Technology Deployment Grant Application	Funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	HQ: Other	\$ 713,207	4/3/2023	
Community, Habitat, and Infrastructure: A Triple-Bottom-Line Framework for Climate	National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023	Invests in planning, design, and restoration of natural and nature-based solutions to help protect coastal communities from the impacts of storms, floods, and other natural hazards and enable them to recover more quickly and enhance habitats for fish and wildlife.	HQ: Other	\$ 850,000	6/28/2023	
Safe Passage 97 Project Phase 2: Building Crossings in WA State's Highest Collision Corridor	Fiscal Years 2022-2023 Wildlife Crossings Pilot Program (WCPP)	Funds are to be awarded for projects that seek to reduce the number of wildlife- vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.	HQ: Other	\$ 11,116,900	8/1/2023	
Ensuring Wildlife Connectivity by Studying Reptiles	Fiscal Years 2022-2023 Wildlife Crossings Pilot Program (WCPP)	Funds are to be awarded for projects that seek to reduce the number of wildlife- vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.	HQ: Other	\$ 300,703	8/1/2023	
I-5 Corrridor Truck Parking Information Management System (TPIMS) Project	2023 Multimodal Project Discretionary Grant	The grant provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	HQ: Other	\$ 6,071,000	8/21/2023	
I-5 Interstate Bridge Replacement Program	2023 Multimodal Project Discretionary Grant	The grant provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	Southwest Region	\$ 600,000,000	8/21/2023	

Project Name	Grant Name	Grant descirption	Office/Region	Funding Request	Application due date	Comments
CMS Sorting Signs	FMCSA FY 2022 High Priority Program – Innovative Technology Deployment Grant Application	Funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	HQ: Other	\$ 1,189,979	3/31/2022	
CMS Open-Closed	FMCSA FY 2022 High Priority Program – Innovative Technology Deployment Grant Application	Funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	HQ: Other	\$ 634,979	3/31/2022	
Using LCA to Reduce Embodied Carbon in Pavement Infrastructure at WSDOT and MnDOT	FHWA Climate Challenge - Quantifying Emissions of Sustainable Pavements	Funds are used to implement projects that quantify the environmental impacts of pavements using life cycle assessment (LCA) and environmental product declarations (EPDs).	HQ: Other	\$ 500,000	10/10/2022	\$312,000 awarded
Fibridge: Fiber Integrated Bridge Real-time Intelligent Evaluation	Advanced Technology Grants to Improve Safety and Reduce Travel Times	Funds eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	HQ: Other	\$ 2,800,000	11/18/2022	
Graveyard Spit Restoration & Resilience Project	Coastal Zone Management (CZM) Habitat Protection and Restoration Infrastructure Investment and Jobs Act (IIJA).	Provides funding for coastal habitat restoration; coastal habitat restoration planning, engineering, and design; and land conservation projects that support the goals and intent of the Coastal Zone Management Act (CZMA), the Coastal and Estuarine Land Conservation Program (CELCP).	Southwest Region	\$ 3,976,787	10/28/2022	
Southworth Ferry Terminal	Joint Ferry Programs Disc. Grant	Provides funding to expand ferry services and transition to lower emission water transportation options.	Ferries	\$ 5,000,000	9/6/2022	
Virtual Coordination Center Governance, Expansion, and Enhancement	Strengthening Mobility and Revolutionizing Transportation	Provides funding to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	HQ: Other	\$ 2,000,000	11/18/2022	
Port Security Grants -FEMA-DHS	Vessel Physical Security Infrastructure	This program funds projects that improve the security , of Terminal and Vessels.	WSDOT Ferries	\$ 3,503,987	6/13/2022	
Sea-Bainbridge Electrification -FTA	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 7,000,000	7/17/2023	
Vessel Passenger Spaces Refurbishment	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 4,800,000	7/17/2023	
Port Security Grants -FEMA-DHS	To provide and enhace security on vessels and terminals	This program funds projects that improve the security , of Terminal and Vessels.	WSDOT Ferries	\$ 994,933	5/18/2023	Security Server Infastructure Replacement
Port Security Grants -FEMA-DHS	To provide and enhace security on vessels and terminals	This program funds projects that improve the security , of Terminal and Vessels.	WSDOT Ferries	\$ 998,250	5/18/2023	Passenger Security and Safety

Any grant not applied for was due to either a) not having projects that met the criteria or b) not having projects that were far enough along in development to apply.

Puget Sound Action Agenda

Puget Sound Action Agenda

RCW 90.71.320 requires state agencies that are responsible for implementing elements of the Action Agenda for Puget Sound (Action Agenda) to provide to the Puget Sound Partnership (PSP) their estimates of the actions and budget resources needed to implement their portion of the Action Agenda. The department has three budget requests that are relevant to the statutory requirements.

WSDOT is working to comply with a U.S. District Court injunction, which requires correction of culverts that prevent fish passage in portions of Western Washington. The department is requesting \$1.041 billion for the Fish Passage Barrier projects (#0BI4001). The Puget Sound portion, estimated to be 90%, is simply those sites selected for the 2023-25 biennium that affect Puget Sound. It is not yet determined if this percentage will apply in future biennia as the funding level changes the department is required by statute to work through specific prioritization processes to determine next projects.

In 1991, regulations took effect that requires WSDOT to treat highway runoff to remove pollutants and control peak flows. As most of Washington's highways predate regulations, the water running off these highways is not treated. This lack of treatment results in large amounts of dirty storm water leaving the highway system in a thousand places, called outfalls. The water from these outfalls potentially degrades receiving water bodies used for drinking, recreation, fish habitat, and other beneficial uses. While highway improvement projects address these stormwater issues, this category of the Environmental Retrofit program addresses high priority stand-alone stormwater improvements. Many of these projects are in the Puget Sound Region. The department requested \$24.2 million through the Stormwater & Mitigation Site Improvements projects (#0BI4003, #L4000040).

The Seattle Colman terminal was originally built with a creosote treated timber dock structures and is largely outdated, obsolete, and is space constrained to meet current operational and safety needs as well as projected growth and service levels at its current location and configuration. One element of the project is removal of the creosote treated timber dock structures and associated buildings. All in water removals were completed in 21-23 biennium.

Funding will remove creosote on the Bainbridge Island OHL and CAB Replacement. The removals are primary supports for the 300' walkway connecting the Terminal Building to the Overhead Loading ramps providing access to the vessels. Eagle Harbor Slip removals for a portion of existing timber pier and aging dolphins and wingwalls. Most of the removals will be in 21-23 biennium, some into 23-25.

The Eagle Harbor Slip F replacement project began in 21-23 and will be completed with funding in 23-25. The project removes a 67' Timber Trestle with 53 creosote piles and 13 timber bents. Addition creosote removals on the project include four 35-pile dolphins. The timber removals are required to preserve and enhance the function of the aging dolphins and trestle, that will remove roughly 210 tons of creosote timber.

Funding in 21-23 and 23-25 will replace the aging slip 3 outer dolphin at the Vashon Terminal. Slip 3 is currently used as a tie-up slip, and the dolphin replacement will remove 35 creosote timber piles each 70' in length.