



December 14, 2021

SENT VIA EMAIL

Director David Schumacher
Office of Financial Management

Senator Marko Liias, Chair
Senate Transportation Committee

Representative Jake Fey, Chair
House Transportation Committee

Dear Director Schumacher, Senator Liias, and Representative Fey:

This letter transmits to you the quarterly project delivery status reports for the eighth quarter of the 2019-21 biennium and the first quarter of the 2021-23 biennium, as required in Section 313 of Chapter 333, Laws of 2021 (Substitute Senate Bill No. 5165). A copy of the Section 313 is attached. In both documents, the first report provides status on scope, schedule, and budget through the quarters ending June 2021 and September 2021 for all capital projects. This report includes new projects added using programmatic funding provided by the Legislature. Not included in the report are public transportation projects funded through the department's operating program or projects being constructed for Sound Transit under a reimbursable agreement. Brief explanations for variances have been provided according to the following:

- **Cost:** An estimated cost increase or decrease greater than \$500,000 of the project's total cost or 2019-21 or 2021-23 appropriation.
- **Schedule:** A milestone delay that extends the project in excess of one quarter.
- **Scope:** A proposed change in the nature of the work included in the project that deviates from the legislative intent of the project.

This report aligns with the LEAP Transportation Document 2021-2 ALL PROJECTS as developed April 23, 2021. This project list does not reflect the reductions of certain appropriations the legislature included in the 2020 supplemental budget that were based on an assumption of under expenditures at the program level.

The second report is a list of projects charging to the environmental mitigation reserve (OBI4ENV) funded by the 2003 Nickel, 2005 Transportation Partnership, and 2015 Connecting Washington Accounts. The format for these reports was designed to provide the information as directed in the proviso and was developed in cooperation with staff from the Office of Financial Management and Legislative transportation committees.

Director Schumacher, Senator Lias, and Representative Fey

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If you have questions on the attached material or need additional information, please contact me at (360) 705-7121 or alexanja@wsdot.wa.gov.

Sincerely,

[Signature on File]

Jay Alexander, Director Capital Program Development and Management Division

WASHINGTON LAWS, 2021
Ch. 333

NEW SECTION. Sec. 313. QUARTERLY REPORTING REQUIREMENTS FOR CAPITAL PROGRAM

On a quarterly basis, the department of transportation shall provide to the office of financial management and the legislative transportation committees a report for all capital projects, except for ferry projects subject to the reporting requirements established in section 309 of this act, that must include:

- (1) A TEIS version containing actual capital expenditures for all projects consistent with the structure of the most recently enacted budget;
- (2) Anticipated cost savings, cost increases, reappropriations, and schedule adjustments for all projects consistent with the structure of the most recently enacted budget;
- (3) The award amount, the engineer's estimate, and the number of bidders for all active projects consistent with the structure of the most recently enacted budget; and
- (4) Risk reserves and contingency amounts for all projects consistent with the structure of the most recently enacted budget.

**Quarterly Reporting on Capital Projects
Pursuant to ESHB 2322, Section 311
2019-21 Biennium Quarter 8**

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk ⁽²⁾	Schedule				Awarded Contracts ^{(3) and (6)}				Status			Comments 19-21 Q8 ^{(3) and (4)}			
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future				
D3	888899M	Dayton Ave RHQ - Purchase Furniture	1,565,000	3,130,000	1,565,000	1,565,000	3,130,000	1,565,000													X	Increase needed to provide WSDOT personnel with furnishings to fit in a smaller footprint within the Dayton Avenue building.		
D3	D300701	Statewide Administrative Support	979,000	979,000		14,229,000	15,498,000	1,269,000														X		
D3	D309701	Preservation and Improvement Minor Works Projects	4,521,000	4,521,000		48,012,000	53,140,000	5,128,000							430,000	7/15/2019	479,000	3				X		
D3	D311701	NPDES Facilities Projects	250,000	250,000		2,522,000	2,772,000	250,000								6/8/2018	106,400	3				X		
D3	D398898	Existing Facilities Building Codes Compliance				2,063,000	2,063,000								1,346,471	3/12/2018	1,352,000	2				X		
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	575,000	575,000		6,053,000	6,053,000															X		
D3	L1000151	Olympic Region Maintenance and Administration Facility	51,523,000	50,746,000	(777,000)	58,541,000	61,053,000	2,512,000							47,665,000	2/12/2019	47,999,000	3				X	\$1,982M in 21-23 is for contract payments due to delays from the pandemic suspension work, restart preparation and remediation. Increase in 21-23 of \$1,307M to cover cost of Fuel Island \$1.1M and Radio Tower \$206K that was previously down scoped.	
D3	L2000287	Northwest Region Headquarters Renovation	43,297,000	41,357,000	(1,940,000)	46,502,000	47,462,000	960,000							37,987,085	3/13/2019	37,999,999	2				X	\$2.7M in 21-23 for contract payments due to delays from the pandemic suspension work, restart preparation and remediation, \$1.5M in roofing work being deferred to a 7/21 start date, and \$200K for project mgmt. through the roofing work and closeout. Not shown but communicated in early February is an increase of \$470k in 19-21 for COVID related expenditures.	
I1	0811002	Pedestrian & Bicycle Improvements		405,000	405,000	3,436,000	5,025,000	1,589,000							357,820	8/17/2016	492,498	5				X	New project added to this BIN: SR 525/Clinton Ferry Terminal Vic - Pedestrian Connectivity. Funded by locally secured grants and local match.	
I1	081100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures		616,000	616,000		616,000	616,000														X	This is a proposed budget line item to address completed projects that have minor RW activities that may take several years to resolve.	
I1	140511A	I-405 South Downtown Access Study Support		209,000	209,000		209,000	209,000														X	New project funded entirely by City of Bellevue. The I-405 corridor program Master Plan approved in 2002 includes a new half interchange south of Northeast 4th Street in Bellevue to improve access to/from the south. Amazon's recent announcement of its expansion to Bellevue has spurred a new wave of developments in and around the proposed project area. This has created a pressing need for the City to identify a preferred alternative location and configuration to provide greater certainty to support and guide future development. Bellevue is funding the I-405 South Downtown Access Study (Study) and has partnered/hired WSDOT to assist the city in this effort. WSDOT's contribution in reviewing the engineering and cost estimates supports the Study, ensuring the preferred alternative is consistent with the I-405 Master Plan.	
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development		30,000	30,000		30,000	30,000														X	New project. 100% local funding for right of way acquisition.	
I1	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane		4,417,000	4,417,000		4,417,000	4,417,000							3,583,203	5/14/2020	3,156,783	3				X	New project. This project is funded by C-TRAN, a local transit agency and is using funds the local agency obtained through WSDOT's Regional Mobility Grant program. The Regional Mobility Grant that funds this project is listed and appropriated in the V program as line item 20190015. The expenditures for this work will be incurred by the V program. Because of this, the project will be removed from the I program.	
I1	L1000223	I-5/Rush Road Interchange Improvements		24,000	24,000		24,000	24,000														X	Project cancelled by the 2020 legislature. These are the actual expenditures for the biennium.	
I1	081100A	Mobility Reappropriation for Projects Assumed to be Complete	8,000	8,000		14,136,000	14,136,000								7/1/2017									
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor	200,000	200,000		756,000	756,000																X	
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	1,000	1,000		1,943,000	1,943,000																X	
I1	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	3,146,000	7,034,195	3,888,195	27,400,000	23,848,165	(3,551,835)							12/3/2018								X	Reduced to reflect projected savings due to favorable bids. \$3.8M increase in 19-21 biennium reflects an updated contractor's spending plan.
I1	100536D	I-5/SR 525 Interchange Phase				20,010,000	20,010,000								2/9/2026								X	
I1	100904B	SR 9/176th Street SE to SR 96 - Widening	17,162,000	1,663,773	(15,498,227)	21,979,000	21,922,000	(57,000)															X	Reduced SR 9 corridor funding to offset increases to 100914G, 100916G, and 100922G. RW expenditure delay due to COVID-19 pandemic related directives. In response to potential revenue impacts from the pandemic, the Governor ordered a suspension of all new consultant contracts and task orders beginning in April 2020. OFM created a process where agencies could request that OFM review specific contracts and be provided an exemption to allow the contract to move forward. In response to this, WSDOT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is critical to WSDOT's mission and if WSDOT should formally request exemption from OFM. If the project/contract was not deemed to be critical, the ASRB did not move the request forward. For projects that did receive exemption approval, there are delays associated with the added time needed.
I1	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	1,000		(1,000)	29,540,000		(29,540,000)							1/7/2008								X	Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 081100B.
I1	100921G	SR 9/SR 528 - Improve Intersection				2,847,000	2,847,000								7/6/2033								X	

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2019-21 Biennium Quarter 8**

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			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
11	100922G	SR 9/84th St NE (Getchell Road) Improve Intersection	11,000		(11,000)	6,745,000		(6,745,000)		11/18/2013		11/21/2014		5,021,873	2/26/2014	5,699,005	3	X			Project completed but still has minor ongoing expenditures to complete documentation for final closure. Moved to 0B1100B.
11	140504C	I-405/SR 167 Interchange - Direct Connector	34,000	34,000		41,618,000	41,618,000			7/7/2025		6/30/2027							X		
11	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	34,000	34,000		22,566,000	22,566,000			6/26/2006		10/17/2007		4,037,658	9/8/2006	4,037,653	4	X			
11	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	149,000	149,000		145,637,000	145,637,000			4/12/2010		12/15/2014		22,322,279	6/1/2010	15,514,435	8	X			
11	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	17,000	17,000		1,879,000	1,879,000			9/22/2014		12/19/2014						X			
11	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	84,000	84,000		7,501,000	7,501,000			3/31/2014		11/20/2014		3,803,077	5/7/2014	3,262,709	7	X			
11	202800D	SR 28/Ict US 2 and US 97 to 9th St, Stage 1 - New Alignment	215,000		(215,000)	40,075,000		(40,075,000)		9/21/2009		9/24/2015		118,438	5/5/2015	198,466	2	X			Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 0B1100B.
11	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	3,000	3,000		17,437,000	17,437,000			4/30/2012		10/25/2013		10,182,525	6/18/2012	9,787,325	6	X			
11	300344D	SR 3/Belfair Area - Widening and Safety Improvements	267,000	267,000		26,485,000	26,485,000			4/13/2015		8/31/2017		9,809,649	5/29/2015	10,255,073	6	X			
11	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	154,215,000	148,169,264	(6,045,736)	1,478,546,000	1,347,949,000	(130,597,000)		3/28/2005		10/15/2023		155,410,996	7/23/2018	159,875,295	3		X		Reduced to reflect projected savings due to favorable bids. 19-21 expenditures are updated due to the design-builder recently submitting an innovative staging plan that makes up for slower than expected construction progress due to COVID-19. 1) It is not uncommon on Design-Build projects to receive better bids than anticipated because the Design-Builder's proposal provides an innovative solution for staging and/or design efficiencies. That was the case with the HOV Connectors Project (300566A). The Design-Builder came up with a very innovative solution for staging and developed some design innovations as a part of their proposal which were different than WSDOT's conceptual plan. In addition, the WSDOT project team used a conservative Engineer's Estimate. When the project was advertised, there were a number of other projects underway and some that were out for bids at the same time. The project team anticipated that due to the large number of competing projects, bids would come in high. That was not the case as each of the three proposers provided WSDOT with competitive bids for the HOV Connectors project. 2) The savings on this project were released and were not shifted to other projects.
11	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane				3,218,000	3,218,000			7/6/2033		7/14/2034								X	
11	310102F	US 101/Gardiner Vicinity - Add Climbing Lane				2,560,000	2,560,000			7/6/2026		1/20/2027									X
11	310107B	US 101/Shore Rd to Kitchan Rd - Widening	10,000	10,000		51,059,000	51,059,000			9/17/2012		10/5/2015		33,989,673	11/21/2012	27,069,690	9	X			
11	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes				31,386,000	31,386,000			1/4/2027		6/30/2027									X
11	316706C	SR 167/SR 410 to SR 18 - Congestion Management	17,642,000	4,747,162	(12,894,838)	129,200,000	129,200,000			12/31/2028		12/31/2028		21,630,896	4/2/2021	22,799,719	4		X		WSDOT is working with our consultants to update a post-COVID T&R forecast. Once we've completed this forecast, we can work with OST to complete a comprehensive financial analysis for the I-405/SR 167 corridor, including any updates to the timing of projects. This analysis will help inform how much and when bonds may be sold.
11	370401A	SR 704/Cross Base Highway - New Alignment				40,900,000	40,900,000			3/31/2008		8/26/2009		8,684,673	6/16/2008	7,350,281	8	X			
11	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	151,000	1,000	(150,000)	85,698,000	85,548,000	(150,000)		5/2/2011		8/27/2014		20,598,245	6/22/2011	19,949,910	5	X			Release of project savings. Project complete.
11	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	800,000	38,000	(762,000)	153,138,000	152,376,000	(762,000)		2/16/2010		8/24/2016		27,943,653	4/30/2012	21,596,150	9	X			Release of project savings. Project complete.
11	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	14,000	14,000		34,913,000	34,913,000			9/28/2009		11/1/2011		30,928,999	12/15/2009	20,528,756	8	X			
11	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	38,000	38,000		48,777,000	48,777,000			3/7/2011		10/23/2012		34,500,833	4/18/2011	28,618,804	9	X			
11	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	103,000	13,000	(90,000)	38,365,000	38,275,000	(90,000)		8/18/2014		7/20/2016		29,675,858	10/2/2014	24,309,057	7	X			Release of project savings. Project complete.
11	450208W	SR 502/I-5 to Battle Ground - Add Lanes	1,511,000	800,000	(711,000)	82,844,000	82,133,000	(711,000)		4/23/2012		6/27/2016		7,151,301	6/6/2012	5,194,043	4	X			Completed Nic/TPA project reduction to funding needed for final project closure.
11	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	123,000	123,000		51,652,000	51,652,000			12/17/2007		7/23/2010		43,457,428	2/4/2008	33,732,740	8	X			
11	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	16,000	6,000	(10,000)	5,371,000	5,371,000													X	
11	502402E	SR 24/I-82 to Keys Rd - Add Lanes	4,000		(4,000)	50,526,000		(50,526,000)		2/28/2005		6/28/2007		29,863,188	4/25/2005	33,963,845	3	X			Completed.
11	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges	438,000	438,000		2,003,000	2,003,000													X	
11	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	4,000	4,000		41,021,000	41,021,000			12/20/2004		8/31/2012		32,815,309	2/23/2005	30,473,331	3	X			
11	524003S	SR 240/Kingsgate Way - Signalize Intersection	75,000	(26,000)	(101,000)	1,051,000	950,000	(101,000)						477,984	1/22/2018	430,761	2	X			Accounting correction.
11	600010A	US 395/North Spokane Corridor	6,974,000	117,000	(6,857,000)	229,710,000	222,853,000	(6,857,000)		4/16/2012		11/16/2018		142,969	12/5/2017	139,800	5	X			Anticipated savings at project completion includes \$5 million of unneeded Special Cat C funds.
11	609049B	I-90/Spokane to Idaho State Line - Corridor Design	1,581,000	3,632,000	2,051,000	8,023,000	10,074,000	2,051,000					3,454,368	6/16/2020	3,398,398	3	X			This project is operationally complete. This increase is due to binning I-90/Barker Rd Intersection Improvements (609049M) with this project as was originally intended. 609049M was moved from 0B12011.	
11	800502K	I-5/SR 161/SR 18 - Interchange Improvements				88,098,000		(88,098,000)		4/12/2010		10/2/2015		1,427,615	1/21/2015	1,332,012	10	X			Completed.
11	809936Z	SR 99/Alaskan Way Viaduct - Replacement	271,725,000	253,214,260	(18,510,740)	3,350,788,000	3,350,788,000		3,717,332	8/6/2007		1/17/2023		83,803,960	6/1/2018	93,749,999	4		X		Expenditure delay from 19-21 to 21-23 biennium due to an OFM directed advertisement date delay of the SR 99/Tunnel Alternative - South Access Surface Street Connections contract.
11	809940B	SR 99/Viaduct Project - Construction Mitigation	3,000,000	3,000,000		38,170,000	38,170,000													X	
11	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	539,000	429,000	(110,000)	83,931,000	83,931,000			8/20/2014		12/17/2016		53,172,330	12/9/2014	53,999,888	3	X			

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2019-21 Biennium Quarter 8**

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			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
11	840502B	I-405/SR 181 to SR 167 - Widening	98,000	138,000	40,000	140,044,000	140,084,000	40,000		2/16/2007		12/11/2009		87,501,003	6/20/2007	91,500,005	3	X			Increase is a transfer of funds from 840561D (Kirkland Stage 2) to cover overrun on plant establishment. The Springbrook Wetlands Mitigation bank site had phased acceptance. Towards the end of the plant establishment period, there were unforeseen environmental circumstances requiring additional mitigation costs to complete the project. To account for this overrun, WSDOT was able to balance this need within the Program and moved funds from the Kirkland Stage 2 Project, which had contingency funds available.
11	840541F	I-405/I-90 to SE 8th St - Widening	5,000,000	5,000,000		179,816,000	179,816,000			10/6/2006		9/22/2009		125,000,000	2/16/2007	124,000,000	3	X			
11	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	5,000		(5,000)	31,347,000		(31,347,000)		6/5/2006		9/30/2009						X			Completed.
11	8811001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	12,000	12,000		164,275,000	164,275,000			2/19/2008		8/13/2012		109,999,985	2/24/2009	83,599,000	3	X			
11	8811002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	4,112,000	1,946,098	(2,165,902)	342,741,000	342,701,000	(40,000)		5/6/2009		10/31/2015		249,999,996	1/11/2012	155,500,001	4	X			\$40K of I-405 corridor funds transferred to 840502B to cover overrun. Expenditure delay is associated with the cashflow needs for the development of operational improvement alternatives associated with the express toll lanes at SR 522 Vicinity to SR 527 in order to provide a coordinated approach to congestion relief of both express toll and general purpose lanes
11	8811003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	28,977,000	27,027,000	(1,950,000)	2,679,890,000	2,678,190,000	(1,700,000)		4/23/2007		11/16/2018		1,346,471	3/12/2018	1,352,000	2	X			Variance is a transfer to environmental mitigation BIN 0814ENV..
11	8811006	I-405/Renton to Bellevue Widening and Express Toll Lanes	29,000			21,656,000	21,656,000											X			
11	8811009	SR 520/Repayment of Sales Tax for Bridge Replacement				159,400,000	159,400,000												X		
11	G2000088	I-5/Columbia River Bridge	35,000,000	15,401,000	(19,599,000)	35,000,000	44,000,000	9,000,000											X		Additional \$9M is local/ODOT contribution. Biennial variance is an expenditure delay from 19-21 due to the need for additional time to finalize program office establishment, continue planning work, and start the draft EIS effort. The Interstate Bridge Replacement (IBR) program is currently advancing on schedule. ODOT and WSDOT executed an intergovernmental agreement that established the IBR program office as directed by Governors Brown and Inslee in November of 2019. The IBR program office consists of a Program Administrator, staff from ODOT and WSDOT and support from a General Engineering Consultant. Hiring a program administrator and selecting a GEC took a little longer than initially scheduled while the program team was finalizing contracts but both are on board now and the program is moving forward on schedule. The IBR program team has delivered several milestones that were outlined in ESHB1160, including re-engaging the program stakeholders, submittal of progress reports in 2019 and 2020 and submittal of a conceptual finance plan on December 1, 2020. The IBR program team is currently in the process of working with the community, program partners and recently formed advisory groups to re-evaluate the purpose and need and make progress towards advancing the NEPA process for the program.
11	L1000033	Lake Washington Congestion Management	287,000	287,000		86,931,000	86,931,000			6/15/2009		12/29/2011						X			
11	L1000098	SR 520/124th St Interchange (Design and Right of Way)	19,800,000	4,830,000	(14,970,000)	40,900,000	40,900,000			10/10/2022		1/20/2026							X		Expenditure delay is due to a revised project schedule. This project is currently not funded for CN phase, so a slower start will mitigate the design and environmental documentation becoming obsolete to soon.
11	L1000099	I-5/Slater Road Interchange - Improvements	2,000,000	1,320,000	(680,000)	20,969,000	20,969,000			10/10/2022		10/5/2024							X		This delay is mainly due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. This caused delays in completing the environmental documentation.
11	L1000110	I-405/NE 132nd Interchange - Totem Lake	56,376,000	10,650,000	(45,726,000)	83,000,000	83,000,000			1/15/2021	3	12/15/2023							X		The original schedule for the I-405, Northeast 132nd Street Interchange Project (132nd Project) included \$37M for construction in the 2019-21 biennium. In spring 2019, WSDOT determined there could be contractual efficiencies by combining the 132nd Project with the I-405, Northeast 85th Street Interchange Project (85th Project). When these project scopes were combined, the aging was adjusted to better match the delivery schedule for the 85th Project, moving construction to the 2021-23 biennium. The projects have since been separated while the Sound Transit Board of Directors realigns its Sound Transit (ST3) program to meet the reduction in revenue due to COVID-19. The 132nd Ad date was February 12, 2021 with an anticipated award in summer 2021.

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Pursuant to ESHB 2322, Section 311
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SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk ⁽²⁾	Schedule				Awarded Contracts ^{(3) and (6)}				Status			Comments 19-21 Q8 ^{(3) and (4)}	
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future		
I1	L1000111	I-5/179th St Interchange	67,000	67,000		50,500,000	50,500,000			5/26/2026		10/1/2028							X		Though the project was several years out, it was recognized at a very high level that the Preliminary Engineering (PE), Right of Way (RW) and Construction (CN) phases could not be completed within one biennium. At that time, a rough schedule was created based on experience with this type of project and limited knowledge of the existing conditions. It was assumed the project would start PE early in the 23-25 biennium and it would take approximately 3 years to get to advertisement. The PE phase includes time for community engagement to identify the affected project area footprint which allows the environmental analysis to begin so environmental documentation and permitting could be completed. Right of Way needs would be identified and appraisals completed so once environmental documentation was complete RW acquisition could take place. It was estimated the project would be advertised for CN in 2026. Construction was assumed to take two seasons to complete which provided an Operationally Complete (OC) date in Fall 2028. The funds were aged in CPMS according to this rough schedule in July 2015 as shown below. 21DOT001 picked up this aging for the first time in October 2020. (Note: In 2018, the legislature provided an additional \$500K MVA funds to start early coordination efforts and scoping to determine how this project ties in with future Clark County projects in the area.)	
I1	L1000113	I-90/SR 18 Interchange Improvements	73,821,000	11,797,000	(62,024,000)	150,527,000	210,527,000	60,000,000		9/8/2020		10/30/2023							X		Increase is due to additional fish passage structures identified within the project limits that must be addressed as part of the project, as well as additional storm water retrofit requirements. The 19-21 expenditure delay is mainly due to the current COVID-19 pandemic and increased storm water retrofit requirements; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. This caused delays in completing the environmental documentation and has delayed the advertisement date.	
I1	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	4,898,000	1,102,000	(3,796,000)	39,300,000	39,310,000	10,000		10/10/2022		1/15/2025							X		Adding local funds to the project per reimbursable agreement with Snohomish County Public Works. These funds are Traffic Impact Mitigation funds collected for roadway improvements in Snohomish County. To date, no agreement is made with this developer in regard to mitigation. The \$10,000 local funds shown is not from this large development. It is funds collected by Snohomish County from smaller developers in the area. Increased project coordination is required due to required time for Federal Aviation Administration (FAA) and Burlington Northern Santa Fe (BNSF) review and design approval, additional work for utility relocation, and additional wetland impacts be mitigated in the Quil Ceda watershed instead of using a mitigation bank. In addition, due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. All of this has caused delays in completing the environmental documentation.	
I1	L1000120	SR 18 Eastbound Off-Ramp	14,196,000	425,000	(13,771,000)	15,000,000	15,000,000			10/7/2019		10/15/2020							X		This Non-State lead project is experiencing delays due to the current COVID-19 pandemic; which has delayed tribal coordination and selecting a preferred alternative.	
I1	L1000157	SR 14 Access Improvements	5,770,000	5,770,000		7,726,000	7,726,000			4/29/2019		8/30/2020			4,424,319	4/9/2019	4,594,489	5		X		
I1	L1000158	US 2 Trestle IJR	1,029,000	1,030,000	1,000	3,501,000	3,501,000													X		
I1	L1000163	I-405 NB Hard Shoulder Running -- SR 527 to I-5	36,000	36,000		11,586,000	11,586,000			9/19/2016		4/24/2017			7,200,000	11/28/2016	7,290,000	3	X			
I1	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	8,985,000	7,071,000	(1,914,000)	27,000,000	27,000,000													X		This project's delay is mainly due to the current COVID-19 pandemic, additional time required to study/design the preferred solution and for the consultant to select a conceptual alternative for the widening of SR 18 between Issaquah-Hobart Road and Deep Creek in King Co. The design effort was delayed in the 19-21 biennium due to additional time needed to look at options for reducing cost and developing alternate staging/phasing. Yes, this project is potentially impact by changes to the I-90/SR 18 project. The I-90/SR 18 interchange project has a funding shortfall of \$60M. If that shortfall is not funded, then the widening between Raging River bridge and Deep Creek will need to be added to this project.
I1	L1000231	I-5 Corridor from Mounts Road to Tumwater	2,250,000	740,897	(1,509,103)	2,250,000	2,250,000													X		Expenditure delay from 19-21 to 21-23 biennium reflects an updated preliminary engineering delivery schedule.
I1	L1000240	SR 9/South Lake Stevens Road Roundabout	4,000,000	1,146,000	(2,854,000)	4,000,000	4,155,000	155,000		1/19/2021	4	10/15/2021								X		Increased local contribution. Delayed AD and Award 4 months per update from PED during confidence report. Due to the need for HQ Hydraulics to finalize the Tech Memos, Environmental will not be able to submit permits until after analysis is completed.

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11	L1000276	SR 162/410 Interchange Design and Right of Way Project	1,000,000	85,000	(915,000)	1,000,000	1,000,000														X	PE start was paused due to the passage of I-976 and further delayed by COVID-19 pandemic related directives. This I-1 project is not funded for construction. In order to see how the impacts of I-976 and the reduced revenue due to COVID-19 impact the transportation budget, region workforce was prioritized according to agency philosophies of prioritizing state of good repair, fish passage, and safety projects. This project is delayed until after the 2021 legislative session to see how the budget shortfall will be addressed.	
11	L1000280	I-405/North 8th Street Direct Access Ramp in Renton				250,000,000	250,000,000															X	
11	L1100048	31st Ave SW Overpass - Improvements	712,000	712,000		1,102,000	1,102,000							395,079	5/27/2020	381,218	2				X		
11	L1100101	SR 520/148th Ave NE Overlake Access Ramp	61,312,000	19,028,396	(42,283,605)	68,000,000	69,000,000	1,000,000		3/1/2019	11	10/1/2021	12								X	Expenditure delay from 19-21 due to a schedule delay from changing the delivery method from Design-Build to Design-Bid-Build and a slower than anticipated ROW acquisition. Ad and OC dates have been further delayed due to the start of geotechnical work being delayed. Total increase is \$1M local contribution. The \$1M local funds (place holder) is for water line relocation cost for the city of Bellevue and additional work that city of Redmond wants added to the project.	
11	L1100110	I-5/Marvin Road/SR 510 Interchange	44,489,000	17,547,000	(26,942,000)	72,268,000	72,268,000			4/9/2018		12/30/2020		32,593,625	9/6/2018	25,935,935	9				X	Anticipated practical design savings are moved to "Future". Upon final closure of the project any savings will be transferred to the futures account.	
11	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	11,150,000	1,653,541	(9,496,459)	11,150,000	11,150,000			3/10/2025		11/14/2025									X	Expenditure delay from 19-21 due to a delayed RW acquisition schedule. The real estate negotiations for all parcels are active. However, several of the property owners have requested full appraisals. This has delayed the right of way phase.	
11	L2000058	US 195/Colfax to Spangle - Add Passing Lane	845,000	845,000		11,650,000	11,650,000			4/24/2017		11/29/2018		4,073,203	10/2/2017	4,073,200	5	X					
11	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	1,300,000	897,116	(402,884)	23,000,000	23,017,300	17,300		5/30/2023		12/20/2026									X	These are developer funds that will be contributing to the funding of the design phase. This is not an increase to the I&P fund source as the funds are being furnished by a developer through a reimbursable agreement. Expenditure delay from 19-21 to 21-23 biennium is due to additional time needed for stakeholder engagement.	
11	L2000094	I-90/Medical Lake & Geiger Interchanges	23,928,000	16,121,000	(7,807,000)	27,285,000	27,285,000			3/25/2019	(7)	11/30/2020	22	6,735,342	12/10/2020	4,983,653	3				X	Expenditure delay from 19-21, primarily due to the change from a one to a two construction season delivery assumption. Additionally, there are delays associated with the I-976 pause. Project total reduction is Anticipated project savings. A 2018 I-90 Operations Study recommended a speed limit reduction to 60 MPH and installation of ramp meters at select locations. These operational changes eliminated the need to rebuild the interchange ramps previously part of the project scope.	
11	L2000099	I-5/Mill Plain Boulevard				97,700,000	97,700,000			2/17/2026		10/8/2028										X	
11	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	19,631,000	2,230,000	(17,401,000)	25,000,000	25,400,000	400,000		6/15/2020	15	7/26/2022	16								X	Expenditure delay from 19-21 due to multiple reasons: additional time needed for community engagement on noise mitigation, additional time needed for time needed to acquire environmental permits and ROW, and COVID-19 delays. This project's total cost has increased by \$400K from \$25,000,000 to \$25,400,000. This increase is due to long term environmental mitigation needs. The initial Construction phase schedule and cost estimate did not account for the long-term environmental mitigation needs. During design, the Regional Landscape Architect performed a project review and identified that this project needs 5 years of environmental establishment work. This includes environmental mitigation, planting area maintenance and establishment, weed control and removal, planting, traffic control, bark mulch, seeding, trees, shrubs, emergent or wildflowers (Forb Plugs) and irrigation system management. This has extended the expenditures into future biennia.	
11	L2000107	SR 162 Study/Design	86,000		(86,000)	396,000		(396,000)													X	Completed.	
11	L2000118	SR 539/Guide Meridian				40,000,000	40,000,000			1/20/2026		12/31/2027										X	The original legislative expenditure plan / schedule is not realistic. The legislative schedule assumed beginning and completing the design, R/W acquisition, and starting the construction phase all in one biennium and all funds were programmed in two biennia. This is a large mobility project. Our proposed delivery schedule is based on 12 months for a pre-design phase to complete the Basis of Design (BOD) and getting design approval, followed by 18 months for final design and Right-of-Way acquisition. We can then advertise for bids. Construction will take about two years and another 6 months for project close out. The total time is expected to be about 5 years.
11	L2000119	I-5/Northbound on-ramp at Bakerview	8,616,000	6,736,648	(1,879,352)	9,915,000	10,974,384	1,059,384		10/12/2020		10/15/2021		3,691,665	12/15/2020	2,585,000	4				X	Increase is due to an updated ROW estimate based on the most recent appraisals. The expenditure delay from 19-21 is due to additional time needed for ROW acquisition due to a parcel going through the condemnation process and the I-976 pause.	

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11	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	23,022,000	5,366,000		26,900,000	24,050,000			5/11/2020		7/15/2022		4,736,809	8/18/2020	2,968,834	4		X		The total cost reduction represents the realignment of local contributions to the project, including the removal of local funds for PE and RW which will be performed by City of Liberty Lake and the addition of local funds for construction. The expenditure delay from 19-21 to 21-23 is due to re-aging the project to a more realistic delivery schedule. The Henry Rd (Kramer) project was delayed due to issues with consultant acquisition and COVID. These delays push some spending into the next biennium. There are anticipated practical design savings, currently estimated at \$4.9 million, that will be released and transferred to the futures account upon project final closure.
11	L2000123	I-82/ EB WB On and Off Ramps	17,572,000	11,968,000		34,400,000	34,400,000			7/30/2018		6/30/2020		15,949,437	11/15/2018	14,128,990	3	X			There are anticipated practical design savings, currently estimated at \$10 million, that will be released and transferred to the futures account upon project final closure.
11	L2000124	I-90/Front Street IJ	395,000	395,000		2,300,000	2,300,000												X		
11	L2000127	US 395/Ridgeline Intersection	21,000,000	7,467,789		21,000,000	17,639,023			10/19/2020		12/30/2021		13,802,804	2/23/2021	12,331,611	8		X		The 2021 budget request included a reduction of \$6M of local and addition of \$1.945M of federal NHFP funds that the City of Kennewick received and contributed. The City of Kennewick will perform PE and RW. Recently, \$2.4 million of local funds have been added back due to design element changes and the inclusion of city funded water line extension as well as the inclusion of utility relocations (cable, fiber, gas, and electric) funded by reimbursable agreement. Any additional funds above the State CW funds (\$13,150,000) and Fed NHFP funds (\$1,944,259) to be provided through reimbursable agreements with Kennewick. There was an additional project reduction due to favorable bids. Any savings at project closure will transferred to the transportation futures account. Expenditure delay from 19-21 to 21-23 to align with the city of Kennewick's schedule for the PE phase of the project.
11	L2000139	I-5/156th NE Interchange in Marysville				42,000,000	42,000,000			9/18/2028		5/15/2030								X	
11	L2000163	Dolarway Intersection Improvements	129,000			3,920,000				1/17/2017		10/27/2017		2,364,058	3/31/2017	2,687,607	3	X			Completed. There were savings that resulted from doing some work in-house. The savings are local funding that were added to fully fund the construction. None of the savings were available for transfer to TFF.
11	L2000170	SR 125/9th Street Plaza - Intersection Improvements	3,488,000	3,821,095		3,900,000	5,725,000			12/9/2019		10/25/2020		2,902,656	2/23/2021	2,937,290	2		X		Increase is local contribution.
11	L2000175	SR 16/Corridor Congestion Study	822,000			3,000,000												X			Completed.
11	L2000176	SR 3/SR 304 Interchange Modification	1,801,000			4,200,000				4/24/2017		11/6/2017		1,271,110	6/2/2017	1,593,152	2	X			Completed.
11	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	65,554,000	46,201,996		73,200,000	73,200,000	5,361,081		1/28/2019		12/31/2020		50,573,965	5/28/2019	46,898,047	4		X		Project is under construction. In response to the Governor's COVID-19 stay at home order, WSDOT directed a temporary construction suspension on most projects throughout the state. This caused construction delays in the project's delivery. A large portion of the cost for this contract is the noise walls which were to be installed in 2020, per the contractor's schedule. The contractor requested a suspension due to weather conditions during the winter months of 2019/2020 and 2020/2021 resulting in less spending for that time period.
11	L2000202	SR 240/Richland Corridor Improvements	5,000,000	2,219,705		5,000,000	5,000,000			10/14/2019		5/28/2021								X	In response to the current COVID-19 pandemic, the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. This has caused delivery delays due to workforce constraints and project prioritization. In addition, the project requires a noise study that will require additional time to complete and is staging construction for the Dupontail Rd intersection.
11	L2000204	I-5/North Lewis County Interchange				50,500,000	50,500,000			2/20/2029		11/30/2030								X	Though the project was several years out, it was recognized at a very high level that a different level of biennial spending would be needed to complete the Preliminary Engineering (PE), Right of Way (RW) and Construction (CN) phases. At that time, a rough schedule was created based on experience with this type of project and our limited knowledge of the existing conditions. It was assumed the project would start PE early in the 25-27 biennium and it would take approximately 3 ½ years to get to advertisement. The PE phase includes time for community engagement to identify the affected project area footprint which allows the environmental analysis to begin so environmental documentation and permitting could be completed. Right of Way needs would be identified and appraisals completed so once environmental documentation was complete RW acquisition could take place. It was estimated the project would be advertised for CN in early 2029. This means a majority of the CN funds wouldn't be spent until the 29-31 biennium. Construction was assumed to take two seasons to complete which provided an Operationally Complete (OC) date in Fall 2030. The funds were aged in CPMS according to this rough schedule in July 2015 as shown below. 21DOT001 picked up this aging for the first time in October 2020.

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11	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	4,628,000	4,509,000	(119,000)	76,100,000	98,686,000	22,586,000		2/14/2017		11/20/2024		10,929,951	5/4/2017	10,930,002	3		X		This increase and delay are mainly due to recently identified additional work for fish barrier that is within the junction area and additional work to incorporate the south bound auxiliary lanes. During pre-design, the Project Engineer's office performed a project review an identified a fish barrier that is within the project limits. This fish barrier is located within the junction area on I-5 at MP 78.11 and crossing I-5 at the SR 6 ramps. In addition, during the project review, the Project Engineer's office identified that the additional South Bound auxiliary lanes will shift the freeway east and impact the two existing North Bound lanes. This further delayed the project and increases the project's construction cost.
11	L2000229	I-5/NB Marine View Dr to SR 529 – Corridor & Interchange Improvements	50,494,000	13,406,000	(37,088,000)	84,233,000	99,240,000	15,007,000		4/15/2019	12	8/4/2022	4						X		Increase is due to increased market conditions, a community engagement process that resulted in a preferred alternative to build a permanent fourth lane, and additional environmental permitting requirements. The expenditure delay is due to delays with completing environmental documentation and permitting. Local funding increase. The Freight Mobility Strategic Investment Board (FMSIB) contributed local funding for environmental mitigation of impacts to estrian wetlands. In addition, the Tulalip Tribes contributed local funding for the redesign of the I-5 off ramp.
11	L2000234	I-405/SR 522 to I-5 Capacity Improvements	82,991,000	29,187,000	(53,804,000)	605,002,000	640,018,000	35,016,000						30,425	11/30/2020	19,955	2		X		The overall project cost for L2000234 is \$640M; this estimate has not changed. There were favorable bids on the I-405 Bellevue to Lynnwood BIN, resulting in \$35M in Nickel/TPA savings in the 17-19 biennium. In early 2019, WSDOT used the legislative budget authority to use these savings within the corridor by moving the savings to the Renton to Bellevue BIN in 17-19. The 2019 legislative budget moved those funds off RTB and to this project as part of the initial funding of \$640 in the 19-21 biennium. The governor vetoed that expenditure and the funds were moved back to RTB, making the project total \$605M. We have been communicating since that time that there is a need to backfill the additional \$35M in 23-25. The governor's budget moved funding associated with bonded toll revenue out to the 2023-25 biennium. The expenditure delay covers preliminary engineering and right of way required between now, through the 2023-25 biennium. The \$35M is part of the total need (\$640M) to design and construct the project (L2000234).
11	L2000246	SR 104 Realignment for Ferry Traffic	463,000	463,000		500,000	500,000			11/5/2018	(2)	6/28/2019							X		
11	L2000255	I-5/Exit 274 Interchange	482,000	482,000		550,000	1,550,000	1,000,000												X	Shift of funds from the Y program.
11	L2000259	Replacement Bridge on Interstate 5 across the Columbia River				179,000		(179,000)												X	Completed.
11	L2000280	SR 241/Sunnyside Vicinity Improvements	1,500,000		(1,500,000)	1,500,000	500,000	(1,000,000)												X	The city of Sunnyside is the lead on this project. The \$1M of local funds was removed from the proposed budget to only show WSDOT's \$500k contribution to this city lead project. No reduction to WSDOT's portion of the project is anticipated. The city is currently working on refining the scope and establishing the proposed project schedule.
11	M00100R	I-5 JBLM Corridor Improvements	197,055,000	165,103,000	(31,952,000)	494,400,000	494,400,000			11/21/2016		6/20/2025		249,269,601	5/17/2018	180,895,595	3		X		A requested exemption to the consultant hiring freeze was not approved and required certain project elements to be delayed. In response to potential revenue impacts from the pandemic, the Governor ordered a suspension of all new consultant contracts and task orders beginning in April 2020. OFM created a process where agencies could request that OFM review specific contracts and be provided an exemption to allow the contract to move forward. In response to this, WSDOT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is critical to WSDOT's mission and if WSDOT should formally request exemption from OFM. If the project/contract was not deemed to be critical, the ASRB did not move the request forward. For projects that did receive exemption approval, there are delays associated with the added time needed. A CEVP was conducted for I-5/Mounts Rd to Stellacoom-Dupont Rd (300504T) in November 2019. Over the period of time that the CEVP results were being defined and updated in CPMS, the project was delayed several months due to the evaluation/decision to implement HOV lanes. This resulted in revising the schedule which adjusted the spending plan.

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			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
11	M00400R	SR 520 Seattle Corridor Improvements - West End	422,615,000	356,467,000	(66,148,000)	1,643,315,000	1,643,315,000			2/28/2018		4/1/2027		389,859,195	10/24/2018	455,349,888	3		X		Expenditure delay is primarily due to the I-976 pause. The SR 520/I-5 Express Lanes Connection Project was originally scheduled to begin construction in 2020. Following the passage of I-976, WSDOT was directed to pause contract procurement for projects including the SR 520/I-5 Express Lanes Connection Project. This pause, in addition to budget and revenue effects of the ongoing COVID-19 pandemic, have delayed the start of construction into spring/summer 2021, postponing project construction expenditures largely into the 2021-23 biennium. We will continue to review our construction spending and evaluate potential changes to our delivery plans as needed, as the Legislature considers the Governor's proposed 2021 supplement and 2021-2023 biennial transportation budget.
11	M00600R	SR 167/SR 509 Puget Sound Gateway	310,469,000	164,418,785	(146,050,215)	1,953,900,000	2,036,156,000	82,256,000		8/30/2017		6/18/2030		315,825,964	12/11/2020	263,975,895	3		X		Increase is the funding gap identified in the most recently completed CEVP and due to inflation. The expenditure delay is primarily due to the I-976 pause. 19-21 decrease is due to a delay in receiving the King County trail local contribution and a Sound Transit noise wall construction change order that moved work out of the biennium. The 21-23 decrease is due to the SR 167 Stage 1B having a permit delay and also updated the aging model to comply with the recently submitted federal finance plan.
11	M00800R	US 395 North Spokane Corridor	170,445,000	149,007,791	(21,437,209)	879,638,000	880,238,000	600,000		3/26/2018		6/30/2029		9,533,491	1/14/2021	9,493,333	3		X		The \$600K local increase is the BNSF portion of the cost for the hazardous material cleanup on the US 395/NSC DNSF - 2nd Railroad Realignment contract. Expenditure delay is due to the I-976 pause and a more lengthy environmental permitting process for the selected river crossing structure on the US 395/NSC Spokane River Crossing project. One of the projects was recently awarded and the contractor provided an updated schedule.
11	M00900R	I-405/Renton to Bellevue - Corridor Widening	470,002,000	220,771,780	(249,230,220)	1,271,420,000	1,326,640,000	55,220,000	26,500,000	12/30/2015		12/28/2028		710,000,000	10/5/2019	704,975,000	3		X		Increase is the funding gap identified in the most current project estimate. Additional funding is needed for newly identified fish barriers and newly identified risk items. The expenditure delay is due to an updated contractor's schedule. Expenditure delay from 19-21 to 21-23 biennium due to updated contractor's spending plan.
11	N00900R	SR 9/Snohomish River Bridge Replacement	5,210,000	4,169,000	(1,041,000)	142,100,000	142,100,000			2/14/2022		11/30/2026	(24)						X		Expenditure delay due to COVID-19 pandemic related directives. OC date advanced 2 years as it was determined that the construction could be completed in 2, rather than 4, construction seasons.
11	NS2600R	SR 526 Corridor Improvements	7,557,000	1,941,000	(5,616,000)	47,197,000	47,197,000			1/11/2021	21	11/26/2022	23						X		The expenditure delay is due to project delays associated with adding nearly all of the SR 526 corridor to the project, additional stakeholder engagement to reach a preferred alternative, and mitigation for congestion on I-5. The Ad and OC delays are mainly due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases.
11	N92040R	SR 9/SR 204 Interchange	34,620,000	11,716,969	(22,903,031)	69,430,000	69,430,000			1/25/2021	12	10/22/2022	12						X		Expenditure delay is due to additional time needed to find in-budget alternatives, which delayed project advertisement. This is a change that has been in the works for a while based on the previous legislative scope change and has only recently been requested in the agency budget request. The project addressed the legislative change in scope to include most of the SR 526 corridor. The project engineering office worked with stakeholders for almost a year to come to agreement on project need and alternatives, and were ready to recommend a preferred alternative when concerns were raised regarding potential impacts the project would have on an already congested I-5. To address these concerns, metering the EB SR 526 to NB I-5 on-ramp will be included in the project. Confirming the impact to I-5 and identifying mitigation added further delays to the schedule. Advertisement date delayed 1 year due to the time needed to complete Right of Way/Access Hearing, Right of Way Acquisition, and relocation of one business.

**Quarterly Reporting on Capital Projects
Pursuant to ESHB 2322, Section 311
2019-21 Biennium Quarter 8**

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk ⁽²⁾	Schedule				Awarded Contracts ^{(3) and (6)}				Status			Comments 19-21 Q8 ^{(3) and (4)}
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
11	NPARAD1	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	12,916,000	777,000	(12,139,000)	23,625,000	23,625,000												X		Expenditure delay due to COVID-19 pandemic related directives. In response to potential revenue impacts from the pandemic, the Governor ordered a suspension of all new consultant contracts and task orders beginning in April 2020. OFM created a process where agencies could request that OFM review specific contracts and be provided an exemption to allow the contract to move forward. In response to this, WSDOT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is critical to WSDOT's mission and if WSDOT should formally request exemption from OFM. If the project/contract was not deemed to be critical, the ASRB did not move the request forward. For projects that did receive exemption approval, there are delays associated with the added time needed. We are currently working on completing PHDs for 12 fish bearing culverts. The project design is estimated at 5% completed as of now. The PE & RW are estimated to be fully funded based on the current 5% design.
11	T10300R	SR 28 East Wenatchee Corridor Improvements	4,105,000	1,428,246	(2,676,754)	58,500,000	58,500,000		6/10/2024		12/20/2026								X		Expenditure delay is mainly due to COVID-19 related impacts which delayed the development of the preferred alternative. The initial Right-of-way start date was established assuming that the footprint from the Environmental Impact Statement (EIS) would be utilized on this project. The original Right-of-way schedule originally programmed was unrealistic due to the number of parcels being acquired and the uncertainty of the construction limits. Additional time is required to complete the right-of-way acquisition.
11	T104000	I-82 West Richland - Red Mountain Interchange	493,000		(493,000)	3,860,000		(3,860,000)	10/5/2015		11/1/2021			2,676,720	11/9/2015	2,517,478	7		X		Completed.
11	T20400R	I-5 Federal Way - Triangle Vicinity Improvements				85,000,000	85,000,000		12/11/2023		10/30/2026									X	
11	T207005C	I-5/116th Street and 88th Street Interchanges - Improvements	11,590,000	2,198,000	(9,392,000)	49,729,000	49,729,000		9/13/2017		10/28/2022								X		Expenditure delay is due to aligning with the Tribal-led delivery schedule. In 2019 the Tribe made the request to the Legislature, through WSDOT, to split the remaining funding in BIN T207005C between the 88th St NE I/C (100551K) and the SR 528/Marine Drive I/C (100551S). This decision delayed the Tribe in issuing the notice to proceed (NTP) to their design consultant. The NTP was issued in October 2019, and per the consultant schedule, the AD Date is 11/21/2022.
11	T20900R	US-12/Walla Walla Corridor Improvements	118,595,000	53,297,740	(65,297,260)	168,807,000	183,208,000	14,401,000	8/19/2019		12/6/2024			108,510,000	4/13/2020	113,995,875	3		X		Increase is the funding gap identified to complete the legislative scope of completing PE and RW for Stage 8. Expenditure delay is due to the I-976 pause and to align with the contractor's schedule. Design-Build delivery method. The scope of the original appropriation of \$168.8 million was to fund both the completion of Phase 7 and the design and right of way acquisition for Phase 8. The increased cost of Phase 7 used up most of the original appropriation, but the full amount was not known until the Phase 7 design-build contract was awarded last spring. The \$14.4 million additional appropriation now requested would be to complete the scope associated with the original appropriation - Phase 8 design and right of way. The cost increase for the Phase 7 portion is generally a result of the uncertainty of programming a project out in the future.
11	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	2,000,000	322,605	(1,677,395)	64,413,000	64,413,000		2/5/2024		11/20/2026								X		Expenditure delay is due to additional time needed to complete the pre-design phase of the project and COVID-19 related impacts.
11	T30400R	SR 3 Freight Corridor	9,981,000	2,343,000	(7,638,000)	66,910,000	66,910,000		5/23/2022	19	10/24/2024	19							X		The Ad was delayed to Dec. 2023 due to environmental documentation and permitting process. Because of COVID-19, WSDOT was not able to go out in the field to do the work needed for the cultural survey and wetland delineation. This caused a domino effect of pushing back everything else for the project.
11	T32700R	SR 510/Yelm Loop Phase 2	33,606,000	3,082,000	(30,524,000)	58,500,000	58,500,000		11/12/2019	37	6/30/2022	33							X		Expenditure delay is due to additional time needed to satisfy new environmental mitigation requirements necessary to protect endangered pocket gopher. Contract Freeze Exemption request was denied due to inability to accelerate AD date to June 2021. Result is consultant agreement limited to current approved budget. Based on this, design work has been stopped.
11	T32800R	SR 518 Des Moines Interchange Improvement	732,000	119,236	(612,764)	13,426,000	12,809,972	(616,028)	4/10/2017	(1)	10/1/2018			9,273,461	6/2/2017	8,230,000	5	X			Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
12	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,272,000	191,000	(1,081,000)	81,560,000	81,560,000		10/13/2008		5/5/2016			12,379,302	6/16/2014	11,718,295	6	X			
12	0812010	Collision Prevention	59,749,000	51,749,000	(8,000,000)	328,492,000	306,492,000	(22,000,000)						5,952,577	3/29/2021	5,137,445	3		X		Rebalancing between 0812010 and 0812011 to reflect the 2020 update to the Project Delivery Plan.
12	0812011	Collision Reduction	26,900,000	33,673,000	6,773,000	149,907,000	169,302,000	19,395,000						1,989,824	8/26/2020	2,082,000	3		X		Rebalancing between 0812010 and 0812011 to reflect the 2020 update to the Project Delivery Plan.
12	154205G	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	1,000		(1,000)	5,826,000		(5,826,000)	1/31/2011		10/15/2011			3,485,513	3/7/2011	2,740,818	7	X			Completed.

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Pursuant to ESHB 2322, Section 311
2019-21 Biennium Quarter 8**

SubProg	BIN	Project Title	Funding Variance					Amount Reserved for Risk ⁽²⁾	Schedule				Awarded Contracts ^{(3) and (6)}				Status			Comments 19-21 Q8 ^{(3) and (4)}	
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN		Total Difference	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress		Future
I2	2002011	US 2/East Wenatchee N - Access Control	54,000		(54,000)	359,000												X			Completed.
I2	201701G	SR 17/Adams Co Line - Access Control	22,000	35,000	13,000	105,000	118,000											X			Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to OBI100B.
I2	2028011	SR 28/E Wenatchee - Access Control	2,763,000	951,054	(1,811,946)	3,041,000	5,328,101	2,287,101		12/2/2019		11/20/2020							X		Increase due to a traffic analysis showing the need to do a 2-lane round about with a four lane roadway section as opposed to a single lane roundabout. Expenditure delay is due to additional time needed for design.
I2	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	250,000	250,000		854,000	854,000												X		
I2	450000A	SR 500/St Johns Blvd - Build Interchange	20,000		(20,000)	45,098,000		(45,098,000)		1/10/2011		9/12/2012		33,403,983	4/29/2011	27,237,397	9	X			Completed.
I2	501208J	US 12/Old Naches Highway - Build Interchange				38,439,000	38,439,000			7/7/2042		10/23/2043								X	
I2	501212I	US 12/SR 124 Intersection - Build Interchange	57,000	57,000		21,317,000	21,317,000			10/18/2010		5/23/2012		15,614,038	2/7/2011	11,478,643	15	X			
I2	L1000112	SR 20/Sharpes Corner Vicinity Intersection	843,000	843,000		13,303,000	13,303,000		79,464	11/13/2017	(1)	8/30/2018		6,182,783	12/22/2017	7,224,164	3	X			
I2	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	10,000	1,000	(9,000)	253,000	244,000	(9,000)												X	
I2	L1000247	US 101/Morse Creek Safety Barrier	1,000,000	1,662,175	662,175	1,000,000	2,674,053	1,674,053						2,215,250	10/27/2020	2,069,069	2			X	Federal funds added to fully fund the project.
I2	L2000074	SR 14/ Wind River Junction	5,121,000	4,478,000	(643,000)	8,736,000	8,993,000	257,000		4/1/2019		7/15/2020		3,497,847	5/28/2019	3,399,639	3		X		Correction to the amount of local contribution. Increase is needed for long term environmental mitigation. If this increase is approved it would then be transferred to to OBI4ENV in the 2022 Supplemental budget request. During construction, the South West region's Landscape Architect reviewed the environmental mitigation and plant establishment for the two permit planting areas. They identified that the initial estimate did not account for the long term success of the site meeting the permit performance standards overall. The permit performance standards require a more intensive work on the front end of the plant establishment period. This work will include maintaining the mitigation site for 10 years per permit requirements
I2	L2000091	SR 432 Longview Grade Crossing	18,203,000	8,088,000	(10,115,000)	85,000,000	85,000,000			5/24/2021	20	10/1/2023	20						X		Expenditure delay is due to additional time needed to coordinate with local stakeholders and agree on a preferred alternative. The cost decreases in 19-21 and 21-23 reflect a more realistic delivery schedule. The project's AD date is delayed due to it taking longer than expected to select a preferred alternative within budget. While WSDOT and the local stakeholders continue to discuss viable options for this area, a preferred alternative has not been selected that improves operations, is agreeable to the stakeholders, and adheres to budgetary constraints. Some of the delay has been due to COVID-19.
I2	L2000128	US 395/Safety Corridor Improvements	14,072,000	12,690,802	(1,381,199)	15,000,000	13,618,360	(1,381,640)		2/11/2019		11/27/2019	10	11,888,332	6/13/2019	12,195,889	3	X			Anticipated savings at project completion where scope refinement and community engagement eliminated the need for RW acquisition. The operationally complete date was delayed by 10 months due to the number of working days and to allow time for procurement of the illumination poles, which will require a 2nd CN season to complete. Any savings at project closure will be transferred to the transportation futures account.
I2	L2000161	US 101/Lynch Road Intersection Improvements	2,374,000	10,000	(2,364,000)	5,000,000	2,636,000	(2,364,000)		3/18/2019	(9)	11/19/2019	(13)	1,399,197	7/13/2018	1,823,870	3	X			Completed. This reduction reflects the transfer to TFF.
I2	L2000169	SR 20/Oak Harbor to Swantown Roundabout				30,000,000	30,000,000			10/8/2029		3/31/2031								X	
I2	L2000236	SR 26 & US 195 Safety Improvements	29,000	29,000		416,000	416,000			9/18/2017		12/4/2017	(1)	97,981	10/5/2017	115,662	3	X			
I2	L2000238	SR 900 Pedestrian Safety	32,000	32,000		333,000	333,000													X	
I2	L2000252	SR 525 Improvements - Freeland Vicinity	93,000	93,000		900,000	900,000			10/22/2018	1	4/22/2019	3	317,090	12/17/2018	371,435	2	X			
I2	L2000279	US 101/Lower Hoh Road Intersection Improvements	467,000	467,000		600,000	600,000							242,375	12/10/2019	222,493	7		X		
I2	L200042	SR 20 Race Road to Jacob's Road	106,000	43,000	(63,000)	3,678,000	3,678,000			10/19/2015		9/15/2016	1	1,999,561	11/25/2015	2,245,556	4	X			
I2	L200092	SR 150/No-See-Um Road Intersection - Realignment	72,000	72,000		8,493,000	8,493,000			12/19/2016		11/21/2017		4,801,002	3/16/2017	5,283,745	6	X			
I2	N00200R	US Hwy 2 Safety	3,012,000	634,140	(2,377,860)	19,000,000	19,000,000			12/9/2018		10/15/2022		11,398,101	2/1/2019	11,870,667	2		X		PE start delayed to allow time for early stakeholders to identify and approve the final scope of work. In Summer 2019, project stakeholders helped WSDOT identify the project's purpose of reducing various crash types for all modes of transportation. In Fall 2019, WSDOT met with Snohomish County, the impacted cities/towns, and received input from a community town hall meeting to develop a list of 31 potential projects. WSDOT analyzed these improvements and prioritized the improvements within the available budget. In Summer 2020, 16 independent improvements were selected. The selected improvements vary in size and complexity. 4 of these improvements require further coordination with the communities of Monroe, Sultan, Startup, and Gold Bar to assist with placement based on the individual community's needs. We anticipate this coordination occurring in Q2 2021. Because the improvements require 2 years to design and obtain permits, advertisement of this project has been delayed from Fall 2021 until Fall 2022 with construction expected to begin early 2023. In order to realize the safety benefits from these improvements as soon as possible, WSDOT is exploring opportunities to deliver some of the smaller enhancements prior to the 2023 construction season.

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			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
I2	N30500R	SR 305 Construction - Safety & Mobility Improvements	26,447,000	8,280,320	(18,166,680)	36,800,000	36,800,000			12/23/2019		3/21/2023							X		Expenditure delay is due to additional time needed to complete stakeholder work and prioritize projects within the corridor. Coordinating R/W issues with the Squamish Tribe is necessary. The CWA project (N30500R/330528C) is divided into individual safety projects. Specific project information is as follows: SR 305/Johnson Rd – Roundabout (330528D): this project is funded out of the Connecting Washington/SR 305 Safety Corridor project and is being constructed by the City of Poulsbo as part of their improvement project. The contract was awarded in 2020. SR 305/Day Rd – Roundabout (330528E): Environmental Complete has been delayed from Q4 2020 to Q3 2021. Right of Way Completion is delayed from Q1 2021 to Q4 2022. This delay aligns this project with current SR 305 corridor safety project priorities. SR 305/Port Madison, Agatewood Rd, Adas Will Ln – Roundabouts (330528F): Environmental was completed in Q3 2020. Right of Way Completion is delayed from Q4 2020 to Q2 2021. The Ad Date is delayed from Q4 2020 to Q2 2021. The Operationally Complete Date is delayed from Q4 2021 to Q2 2022. SR 305/Squamish Way – Roundabout (330528G): The PE start has been delayed from Q4 2020 to Q3 2021. Discussions with Squamish Tribe are taking longer, which is delaying the project. SR 305/Totten Rd – Roundabout (330528H): Environmental Complete has been delayed from Q1 2021 to Q3 2021. In addition, stakeholder input has impacted the design of the roundabout twice, stormwater issues developed during the design process, and this project is on an easement with the tribe, which increases coordination and planning with the tribe.
I3	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	9,000	9,000		3,026,000	3,026,000											X			
I3	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	21,000	21,000		34,803,000	34,803,000			11/23/2009		10/21/2011		23,320,934	2/19/2010	19,079,870	12	X			
I3	508201S	I-82/South Union Gap I/C - Improvements	2,000		(2,000)	3,219,000		(3,219,000)										X		Completed.	
I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	1,510,000	211,330	(1,298,670)	3,456,000	3,456,000												X	Expenditure delay from 19-21 to 21-23 biennium is due workforce constraints resulted from COVID-19	
I3	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	17,639,000	16,713,147	(925,853)	564,921,000	564,921,000		2,548,211	2/17/2009		11/28/2031		2,134,973	3/6/2019	2,818,862	2		X	Expenditure delay from 19-21 to 21-23 biennium is due to an updated spending plan for the plant establishment work being performed by the United States Forest Service.	
I3	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	714,000	601,000	(113,000)	722,000	722,000							334,092	12/11/2020	385,385	7		X		
I3	L2000117	SR 501/I-5 to Port of Vancouver	6,516,000	2,949,000	(3,567,000)	7,000,000	7,000,000			6/29/2020	9	5/6/2022	1	5,952,577	3/29/2021	5,137,445	3		X	Expenditure delay is due to I-976 pause.	
I3	L2000343	US 101/East Sequim Corridor Improvements	622,000	200,000	(422,000)	1,290,000	1,290,000												X		
I3	L2220062	SR 14/Bingen Underpass	19,083,000	6,400,000	(12,683,000)	26,000,000	26,000,000			3/22/2021		10/31/2023							X	This delay is due to coordination issues with Burlington Northern Santa Fe (BNSF) on reviewing the agreement and alignment plans. During design, the project timelines for BNSF reviews have exceeded the timelines laid out in BNSF's Guidelines for Railroad Grade Separation Projects. The initial project schedule assumptions were based upon the Union Pacific Railroad BNSF Railway's Guidelines for Railroad Grade Separation Projects. This project requires additional time to complete multiple reviews by BNSF. Several reviews are required as the railroad bridge and shoofly designs progress.	
I3	M00500R	I-90 Snoqualmie Pass - Widen to Easton	55,577,000	20,657,107	(34,919,893)	426,400,000	549,248,037	122,848,037	28,200,000	4/6/2020		10/14/2029		372,555	8/6/2020	242,333	5		X	Increase is due to the recently completed CEVP in which the inflation and unit bid item costs were updated to reflect the current market conditions, which had seen a fair amount of escalation since the 2015 initial scoping estimate. The refinement of the project's estimate indicated that the main cost increases for this project's scope is due to structural design and construction on this project. There are two drivers for the schedule adjustment: (1) an updated contractor's schedule and (2) the COVID-19 stay home order and the construction suspension delayed the Geotech's ability to complete needed work for structural analysis and design of the project's retaining walls.	
I4	0B14001	Fish Passage Barrier	275,000,000	275,000,000		1,340,055,000	3,775,367,000	2,435,312,000		7/1/2017		6/30/2027		1,484,319	4/12/2021	1,425,520	6		X	Full funding proposal in 2021 budget submittal.	
I4	0B14002	Noise Wall & Noise Mitigation Improvements	3,582,000	3,344,000	(238,000)	4,905,000	4,906,000	1,000		7/1/2017		6/30/2027		6,334,836	12/6/2004	5,817,222	7		X		
I4	0B14003	Stormwater & Mitigation Site Improvements	4,879,000	5,879,000	1,000,000	33,519,000	33,519,000			7/1/2017		6/30/2027		382,497	3/11/2021	384,460	5		X	The advance is for a combination of both Stormwater (\$600K) and Mitigation Sites (\$400K).	
I4	0B14004	Chronic Environmental Deficiency Improvements	5,145,000	5,145,000		62,361,000	62,361,000			7/1/2017		6/30/2027		1,804,201	5/13/2019	1,811,798	3		X		
I4	0B14ENV	Environmental Mitigation Reserve - Nickel/TPA	2,894,000	3,049,000	155,000	12,802,000	14,502,000	1,700,000											X	Additional Nickel/TPA/CWA transfers. Transfer is from 8B11003.	
I4	310918A	SR 109/Moclips River Bridge - Replace Bridge				6,071,000	6,071,000			1/4/2035		6/30/2035							X		
I4	L200016O	I-5/Ship Canal Noise Wall	400,000	436,000	36,000	3,500,000	3,500,000			11/12/2024		1/30/2026							X		

**Quarterly Reporting on Capital Projects
Pursuant to ESHB 2322, Section 311
2019-21 Biennium Quarter 8**

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk ⁽²⁾	Schedule				Awarded Contracts ^{(3) and (6)}				Status			Comments 19-21 Q8 ^{(3) and (4)}
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
P1	OBP1001	Chip Seal Roadways Preservation	68,342,000	53,342,000	(15,000,000)	302,418,000	339,129,000	36,711,000		7/1/2017		6/30/2027		1,404,571	4/14/2021	1,089,924	3		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added. The distribution between asphalt, chip seal and concrete is a byproduct of investment strategy, not an investment strategy itself. See Project Delivery Plan Assumptions (https://wsdot.wa.gov/construction-planning/project-delivery-plan).
P1	OBP1002	Asphalt Roadways Preservation	112,116,000	127,998,000	15,882,000	2,554,078,000	2,471,463,000	(82,615,000)		7/1/2017		6/30/2027		792,668	4/6/2021	1,013,488	4		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added. The distribution between asphalt, chip seal and concrete is a byproduct of investment strategy, not an investment strategy itself. See Project Delivery Plan Assumptions (https://wsdot.wa.gov/construction-planning/project-delivery-plan).
P1	OBP1003	Concrete Roadways Preservation	59,324,000	62,404,000	3,080,000	515,344,000	1,453,424,000	938,080,000		7/1/2017		6/30/2027		7,235,057	1/23/2020	5,777,777	3		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added. The distribution between asphalt, chip seal and concrete is a byproduct of investment strategy, not an investment strategy itself. See Project Delivery Plan Assumptions (https://wsdot.wa.gov/construction-planning/project-delivery-plan).
P1	L1000198	Preservation Activities	9,369,000	9,369,000		90,000,000	90,000,000												X		
P1	L1100071	Highway System Preservation	123,930,000	123,930,000		1,090,962,000	1,090,962,000			7/1/2017		6/30/2027							X		
P2	OBP2001	Bridge Replacement Preservation	3,607,000	14,249,000	10,642,000	369,881,000	338,056,000	(31,825,000)		7/1/2017		6/30/2027		2,105,893	11/12/2020	2,087,957	4		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added. The rebalancing has less to do with delivery, and more due to the fact that bridge preservation (repair) is far more cost effective than bridge replacement. Additionally, the largest challenges in delivery have been in bridge replacement, so bridge repair is easier to fill capacity if/when bridge replacements, which are high dollar, are deferred.
P2	OBP2002	Bridge Repair Preservation	136,715,000	151,715,000	15,000,000	1,647,597,000	2,079,486,000	431,889,000		7/1/2017		6/30/2027		432,704	3/2/2021	456,404	9		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added. The rebalancing has less to do with delivery, and more due to the fact that bridge preservation (repair) is far more cost effective than bridge replacement. Additionally, the largest challenges in delivery have been in bridge replacement, so bridge repair is easier to fill capacity if/when bridge replacements, which are high dollar, are deferred.
P2	OBP2003	Bridge Scour Prevention Preservation	1,721,000	1,721,000		35,307,000	35,250,000	(57,000)		7/1/2017		6/30/2027		1,926,843	4/3/2019	1,638,803	3		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P2	OBP2004	Bridge Seismic Retrofit Preservation	37,980,000	12,182,000	(25,798,000)	193,473,000	193,473,000			7/1/2017		6/30/2027		2,636,168	2/19/2020	2,227,531	8		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P2	100934R	SR 9/Pichuck Creek - Replace Bridge	145,000		(145,000)	15,534,000		(15,534,000)		7/30/2012		6/10/2015	(13)	12,204,446	10/9/2012	8,891,324	12	X			Completed.
P2	109947B	SR 99/Aurora Bridge - Painting	10,934,000	4,024,000	(6,910,000)	51,314,000	50,904,000	(410,000)		3/2/2015		10/30/2020		27,318,728	12/19/2017	30,851,133	4		X		
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	326,000	395,000	69,000	426,910,000	498,550,000	71,640,000		10/3/2016		6/30/2053							X		Updated R&R plan. Future bienniums added.
P2	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	1,000	12,000	11,000	33,045,000	33,056,000	11,000		4/26/2010		3/11/2013		28,057,110	6/16/2010	21,541,000	8	X			Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to OBI100B.
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	87,000	13,000	(74,000)	18,826,000	18,826,000			10/13/2008		11/29/2010		53,746,892	1/29/2009	50,415,851	4	X			
P2	200201K	US 2/Wenatchee River Bridge - Replace Bridge	1,000		(1,000)	8,547,000		(8,547,000)		4/18/2011		9/15/2013		8,838,513	6/24/2011	8,485,707	9	X			Completed.
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	76,000	76,000		6,095,000	6,095,000			2/19/2008		7/31/2008							X		
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge				10,000,000	10,000,000			2/2/2026		6/1/2028							X		
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge	50,000	191,000	141,000	10,245,000	10,386,000	141,000		12/16/2013		9/17/2015		11,692,593	2/3/2014	11,612,612	12	X			Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to OBI100B.
P2	400612B	SR 6/Rock Creek Br W - Replace Bridge	44,000		(44,000)	7,261,000		(7,261,000)		12/16/2013		9/17/2015		11,692,593	2/3/2014	11,612,612	12	X			Completed.
P2	400694A	SR 6/Willapa River Br - Replace Bridge	2,000		(2,000)	6,960,000		(6,960,000)		3/25/2013		7/3/2014		4,620,716	4/29/2013	4,077,490	8	X			Completed.
P2	619503K	US 195/Spring Flat Creek - Bridge Replacement				3,302,000	3,302,000			10/18/2027		10/16/2029							X		While he structure is load restricted for the heaviest of load, it can handle regular truck traffic. And even if something comes up there are many other measures that could be taken to strengthen the bridge. At this time, we would not advocate for the replacement of this bridge within the next ten years.

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			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
P2	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	14,405,000	15,239,000	834,000	23,523,000	25,786,000	2,263,000		8/13/2018	15	11/15/2020	23	18,428,247	1/31/2020	20,149,777	4		X		The low bid was 9.34% above the engineer's estimate. The driving factors for that were: The Contract Plans required the Contractor to construct a Work Access bridge next to the existing bridge in order to create a work platform to remove the old bridge, and construct the new one. This bridge came with environmental and hydraulics constraints that would become the Contractor's to manage. The Engineer's Estimate for that item was \$1.32M, and Contractor bid \$2.73M, for an increase of \$1.41M.
P2	L1000068	Structurally Deficient and At Risk Bridges	22,129,000	22,129,000		53,303,000	53,303,000			5/2/2016		2/14/2022		17,143,690	3/26/2018	13,999,349	6		X		
P2	L2000075	US 12/ Wildcat Bridge Replacement	487,000	487,000		8,300,000	8,300,000			10/1/2018	(10)	11/22/2019	(13)	5,896,872	3/28/2018	4,799,336	3	X			
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	18,268,000	15,613,415	(2,654,585)	21,848,000	21,848,000			11/5/2018		1/15/2020		18,112,215	2/1/2019	19,530,453	10		X		Expenditure delay from 19-21 to 21-23 biennium due to updated contractor's spending plan resulted from COVID-19 impacts.
P2	L2000174	SR 241/Mabton Bridge	11,262,000	610,000	(10,652,000)	11,970,000	14,606,000	2,636,000	580,000	1/28/2019	34	11/27/2019	46						X		Expenditure delay due to COVID-19 pandemic related directives. Advertisement date delayed another year. The original project estimate was based on only replacing the existing superstructure on Bridge 241/2 over the Yakima River Slough and performing repairs on Bridge 241/5 over the Yakima River. A more detailed analysis performed during design determined the existing bridge piers and piles on the Slough bridge would not support a new superstructure and a full bridge replacement would be required in order to accommodate legal loads. The \$2.6 million increase is mostly due to the added cost for replacing the entire Slough bridge instead of just the existing superstructure. The cost for repairing Bridge 241/5 over the Yakima River has also contributed to a minor portion of the increase as the required repairs are more complex than previously estimated. The planned advertisement is fall 2021 with completion anticipated in late summer 2023. The schedule has been delayed due to additional time needed to evaluate alternatives for addressing the Yakima River Slough Bridge, complete geotechnical subsurface investigations, and environmental documentation and permitting.
P2	L2000203	SR 155/Omak Bridge Rehabilitation	11,000,000	546,000	(10,454,000)	11,000,000	13,754,000	2,754,000		1/6/2025		6/30/2027								X	Increase is the funding gap identified in the most current project estimate. The original legislative scope for this project removes existing sidewalks and railings from the bridge, adds structural support members and constructs a
P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	8,350,000	1,078,000	(7,272,000)	23,520,000	22,917,000	(603,000)		4/18/2016		10/12/2016		1,007,710	5/24/2016	999,186	3		X		Updated R&R plan.
P3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	423,000	423,000		5,909,000	8,159,000	2,250,000												X	
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000		4,155,000	4,505,000	350,000												X	Future bienniums added.
P3	OBP3001	Emergency Relief Preservation	713,000	15,134,000	14,421,000	64,837,000	68,123,000	3,286,000		7/1/2017		6/30/2027		1,243,550	4/22/2021	975,440	4		X		Increase to address Emergency Relief projects funded by 099960K.
P3	OBP3002	Unstable Slopes Preservation	4,590,000	13,590,000	9,000,000	136,953,000	180,197,000	43,244,000		7/1/2017		6/30/2027		269,358	2/12/2021	309,912	2		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added. Current biennium increases are primarily due to unexpected slope failures of increased risk of failures. The US 101/N of SR 107 - Stabilize Slope in the vicinity of Artic was the most significant project in 19-21.
P3	OBP3003	Major Electrical Preservation	4,931,000	4,931,000		25,608,000	110,866,000	85,258,000		7/1/2017		6/30/2027		1,306,225	4/1/2021	1,575,423	4		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	OBP3004	Major Drainage Preservation	5,345,000	3,345,000	(2,000,000)	27,488,000	144,488,000	117,000,000		7/1/2017		6/30/2027		1,010,381	4/15/2020	895,634	5		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	OBP3005	Rest Areas Preservation	2,996,000	2,996,000		16,988,000	18,488,000	1,500,000		7/1/2017		6/30/2027		2,085,000	4/15/2019	1,509,065	5		X		Future bienniums added.
P3	OBP3006	Weigh Stations Preservation	9,423,000	4,423,000	(5,000,000)	34,894,000	50,003,000	15,109,000		7/1/2017		6/30/2027		535,353	11/3/2020	837,753	2		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	OBP3007	Preservation of Highway Safety Features	10,122,000	8,122,000	(2,000,000)	230,900,000	255,124,000	24,224,000		7/1/2017		6/30/2027		2,165,253	3/8/2021	2,469,363	3		X		Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	1405SRR	I-405/Bellevue to Lynnwood R&R - Preservation	3,018,000	1,457,000	(1,561,000)	474,722,000	1,272,884,000	798,162,000												X	Updated R&R plan. Future bienniums added.
P3	G2000055	Land Mobile Radio (LMR) Upgrade	26,683,000	20,067,056	(6,615,944)	37,038,000	37,038,000			9/6/2016		5/30/2019								X	Updated expenditure plan.
P3	L2000291	SR 99 Tunnel R&R - Preservation	10,000	79,000	69,000	311,300,000	460,008,000	148,708,000												X	Updated R&R plan. Future bienniums added.
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	6,149,000	4,195,000	(1,954,000)	37,095,000	64,533,000	27,438,000												X	The reserve has been reduced to fund projects identified for delivery through Q3 subprogram.
Q3	000009Q	Challenge Seattle		500,000	500,000		1,500,000	1,500,000												X	The funding provided is to establish The Virtual Coordination Center (VCC) a multi-agency tool designed to support the integrated management of the Seattle I-5 corridor. This project funding includes state match required for federal funds provided by FHWA.
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)	106,000	106,000		135,000	135,000			12/21/2015		4/30/2018	14							X	

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			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future			
W1	900022J	Lopez Tml Improvement	87,000	87,000		534,000	534,000												X				
W1	900024F	Shaw Tml Preservation				5,915,000	3,356,000	(2,559,000)												X		Deferred some preservation work outside the 16 year project list.	
W1	900026P	Orcas Tml Preservation	275,000	104,000	(171,000)	14,886,000	13,251,000	(1,635,000)												X		Deferred some preservation work outside the 16 year project list.	
W1	900026Q	Orcas Tml Improvement	137,000	132,000	(5,000)	2,045,000	2,335,000	290,000						584,369	9/1/2016	759,415	3			X		Added a Visual Paging project to 21-23.	
W1	900028U	Friday Harbor Tml Preservation	243,000	92,000	(151,000)	10,395,000	11,128,000	733,000												X		Delayed preservation work in 21-23, and added new preservation work at the end of the 16 year plan.	
W1	900040N	Eagle Harbor Maint Facility Preservation	8,000	1,000	(7,000)	49,394,000	42,062,000	(7,332,000)												X		Deferral of preservation work outside the 16 year window.	
W1	900040O	Eagle Harbor Maint Facility Improvement	1,368,000	2,449,000	1,081,000	15,839,000	20,585,000	4,746,000							283,291	1/14/2021	256,180	4			X		Cost increase and scope change on Slip F project. As the 30% design and estimate were being completed a geotech report was included that showed soils far worse than expected. This drove up the costs of all in-water structures which is a large percent of the project. Additionally Alternative B in the pre-design report was selected which reduces long term maintenance costs due to side access to the vessel, which is an update to the project scope.
W1	902017K	Coupeville (Keystone) Tml Preservation				17,203,000	16,319,000	(884,000)													X		Deferral of preservation work outside the 16 year window.
W1	902017M	Coupeville (Keystone) Tml Improvement	199,000	93,000	(106,000)	201,000	339,000	138,000													X		Scope change and cost increase for new Agents Office project. Project scope and funding was originally associated with a plan to re-locate the Southworth agents office that would be replaced with planned Southworth Trestle replacement project. That project has been delayed, and the new solution at Coupeville is to construct a new office increasing the costs.
W1	902020C	Anacortes Tml Preservation	2,386,000	897,000	(1,489,000)	76,639,000	68,266,000	(8,373,000)	2,300,000						3,541,410	4/20/2015	3,436,409	5			X		Delayed work in 19-21 into 21-23. Deferred some preservation work outside the 16 year project list.
W1	902020D	Anacortes Tml Improvement	1,832,000	1,873,000	41,000	7,296,000	7,337,000	41,000							576,529	8/22/2019	787,922	2			X		
W1	910413Q	Edmonds Tml Preservation	355,000	398,000	43,000	60,409,000	57,235,000	(3,168,000)	2,997,030												X		Deferred some preservation work outside the 16 year project list.
W1	910413R	Edmonds Tml Improvement	522,000	318,000	(204,000)	27,723,000	27,722,000	(1,000)							201,704	11/19/2018	271,054	6			X		
W1	910414P	Kingston Tml Preservation	3,100,000	2,161,000	(939,000)	48,019,000	65,044,000	17,025,000							502,703	12/26/2019	439,803	2			X		Delayed work in 19-21 into 21-23. New preservation work added to end of the 16 year plan. The 20LEGCOR budget related to 19LEGFIN did not contain any Preservation dollars in 33-35, so in the latest budget request we actually added 4 years to the list. Kingston has a large amount of preservation needs coming due in 33-35 and 35-37.
W1	916008R	Southworth Tml Preservation	2,576,000	324,000	(2,252,000)	46,906,000	40,710,000	(6,196,000)													X		Reduction due to program balancing. The terminal costs will have to be addressed in the future.
W1	930410T	Bremerton Tml Preservation	446,000	437,000	(9,000)	47,036,000	46,863,000	(173,000)	1,453,000												X		
W1	930410U	Bremerton Tml Improvement	654,000	559,000	(95,000)	1,371,000	1,275,000	(95,000)													X		
W1	930513G	Bainbridge Island Tml Preservation	11,124,000	3,388,000	(7,736,000)	64,463,000	65,248,000	785,000	500,000												X		Delay in 19-21 preservation work. Cumulative increase in out biennia preservation work. The overhead loading and CAB replacement projects were combined and delayed due to late design code changes, potentially delaying advertisement and risking contractor parts and equipment not being available for the entire first fish window. Missing that window would have lengthened the construction duration and increased costs. Also, this delay helped to balance workforce needs for construction management at Terminal Engineering, allowing for construction at the large Mukilteo Terminal relocation project to be completed before the Bainbridge Island project starts.
W1	930513H	Bainbridge Island Tml Improvement	32,000	32,000		121,000	121,000														X		
W1	952515P	Mukilteo Tml Improvement	84,478,000	85,464,000	986,000	187,347,000	188,333,000	986,000							9,221,762	1/30/2015	8,158,480	6			X		Addition of IT Network Infrastructure project in 19-21 with Federal Grant Dollars.
W1	952516R	Clinton Tml Preservation	400,000	403,000	3,000	15,886,000	18,129,000	2,243,000													X		Increase in new preservation work at the end of the 16 year plan.
W1	952516S	Clinton Tml Improvement	25,000	25,000		35,919,000	34,025,000	(1,894,000)	5,900,000												X		
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System	153,000	154,000	1,000	402,000	403,000	1,000													X		
W1	998521B	Life Extension of Electronic Fare System (EFS)	11,000	26,000	15,000	1,167,000	1,182,000	15,000													X		
W1	998602A	WSF/IT Terminal Telecommunications	500,000	500,000		500,000	775,000	275,000													X		Added funding for the second step of the Telecommunications upgrade in 21-23.
W1	998603A	WSF/Systemwide - Ladder Safety	260,000	222,000	(38,000)	260,000	222,000	(38,000)													X		Reduced scope change. Certain elements of the project have been completed with maintenance funding in program X, so the scope and cost estimate for program W have been reduced.
W1	998604A	WSF/IT EFS Preservation	450,000	544,000	94,000	450,000	611,000	161,000													X		Increase in EFS preservation requirements.
W1	998901J	WSF/Administrative Support - Allocated to W1	7,937,000	7,463,000	(474,000)	41,686,000	41,212,000	(474,000)													X		
W1	998925A	Security System Upgrades Placeholder for W1	404,000	64,000	(340,000)	3,093,000	2,753,000	(340,000)													X		Dollars moved to terminal specific projects from placeholder BIN.
W1	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs		798,000	798,000	10,940,000	10,815,000	(125,000)													X		Dollars moved to terminal specific projects from placeholder BIN.
W1	G2000087	Electric Ferry Planning Team	495,000	495,000		495,000	495,000														X		
W1	L1000016	Primavera Project Management System	348,000	348,000		2,351,000	2,351,000														X		
W1	L1000168	Seattle Tml - Slip 2 and LCCM				46,210,000	43,111,000	(3,099,000)													X		Addition of Life Cycle preservation work to the end of the 16 year plan.
W1	L2000007	Terminal Project Support	7,501,000	7,415,000	(86,000)	88,378,000	88,292,000	(86,000)													X		
W1	L2000110	Ferry Vessel and Terminal Preservation				20,964,000	8,386,000	(12,578,000)													X		Moved dollars into specific Seattle Terminal Electrification, and Bainbridge Terminal Electrification BINs.
W1	L2000166	Clinton Tml Road Improvements	796,000	1,767,000	971,000	3,030,000	4,001,000	971,000							1,697,806	11/5/2018	1,833,755	5			X		Increase to the project is \$100k, the remainder is being double counted and will be reduced this biennium.
W1	L2000300	ORCA Card Next Generation	2,300,000	2,224,000	(76,000)	3,500,000	3,501,000	1,000													X		
W1	L2200083	ADA Visual Paging Project	102,000	161,000	59,000	1,418,000	1,477,000	59,000													X		

**Quarterly Reporting on Capital Projects
Pursuant to ESHB 2322, Section 311
2019-21 Biennium Quarter 8**

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk ⁽²⁾	Schedule				Awarded Contracts ^{(3) and (6)}				Status			Comments 19-21 Q8 ^{(3) and (4)}
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
W2	944401D	MV Issaquah Preservation	2,736,000	388,000	(2,348,000)	52,224,000	56,859,000	4,635,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944401E	MV Issaquah Improvement	121,000	178,000	57,000	2,441,000	2,469,000	28,000										X			
W2	944402D	MV Kittitas Preservation	2,696,000	3,150,000	454,000	51,894,000	48,696,000	(3,198,000)						6/8/2017	2,534,600			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944402E	MV Kittitas Improvement	2,000	129,000	127,000	2,232,000	2,165,000	(67,000)										X			
W2	944403D	MV Kitsap Preservation	2,934,000	280,000	(2,654,000)	36,846,000	37,198,000	352,000										X			
W2	944403E	MV Kitsap Improvement	608,000	1,740,000	(1,132,000)	2,717,000	2,251,000	(466,000)										X			
W2	944404D	MV Cathlamet Preservation	1,418,000	3,348,000	1,930,000	47,682,000	45,085,000	(2,597,000)						9/27/2019	1,070,999			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944404E	MV Cathlamet Improvement	664,000	165,000	(499,000)	2,736,000	2,199,000	(537,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944405D	MV Chelan Preservation	5,248,000	5,026,000	(222,000)	62,016,000	61,120,000	(896,000)						11/9/2017	1,710,796			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944405F	MV Chelan Improvement	274,000	140,000	(134,000)	2,221,000	2,071,000	(150,000)						11/19/2015	1,391,290			X			
W2	944406D	MV Sealth Preservation	223,000	629,000	406,000	52,652,000	53,702,000	1,050,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944406E	MV Sealth Improvement	168,000	95,000	(73,000)	2,134,000	2,024,000	(110,000)										X			
W2	944413B	MV Tillikum Preservation	322,000	993,000	671,000	1,223,000	1,894,000	671,000						6/12/2020	840,671			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944413C	MV Tillikum Improvement	81,000	44,000	(37,000)	1,623,000	1,516,000	(107,000)										X			
W2	944432G	MV Elwha Preservation	1,695,000	1,868,000	173,000	29,781,000	29,954,000	173,000										X			
W2	944432H	MV Elwha Improvement	266,000	84,000	(182,000)	2,000,000	295,000	(1,705,000)										X		Ship has been retired due to excessive corrosion. These funds were reprogrammed to highest priority need.	
W2	944433D	MV Kleeblatt Preservation	2,823,000	2,211,000	(612,000)	32,841,000	25,740,000	(7,101,000)						6/2/2015	3,959,033			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944433E	MV Kleeblatt Improvement	473,000	304,000	(169,000)	2,555,000	2,333,000	(222,000)										X			
W2	944434D	MV Yakima Preservation	5,543,000	5,790,000	247,000	46,562,000	39,140,000	(7,422,000)						2/16/2021	2,630,363			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944434E	MV Yakima Improvement	186,000	119,000	(67,000)	2,562,000	2,425,000	(137,000)										X			
W2	944441B	MV Walla Walla Preservation	1,051,000	1,446,000	395,000	37,839,000	38,439,000	600,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944441C	MV Walla Walla Improvement	63,000	90,000	27,000	2,284,000	2,329,000	45,000										X			
W2	944442B	MV Spokane Preservation	8,650,000	9,702,000	1,052,000	64,792,000	67,765,000	2,973,000						8/18/2020	3,614,993			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944442C	MV Spokane Improvement	455,000	68,000	(387,000)	2,307,000	1,895,000	(412,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944471A	MV Chetzemoka Preservation	1,110,000	715,000	(395,000)	45,762,000	46,964,000	1,202,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944476B	MV Chetzemoka Improvement	156,000	478,000	322,000	1,799,000	2,077,000	278,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944477A	MV Salish Preservation	1,199,000	744,000	(455,000)	56,168,000	52,757,000	(3,411,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944477B	MV Salish Improvement	296,000	404,000	108,000	2,107,000	2,158,000	51,000										X			
W2	944478B	MV Kennewick Preservation	558,000	137,000	(421,000)	53,721,000	54,573,000	852,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944478C	MV Kennewick Improvement	215,000	373,000	158,000	3,305,000	3,420,000	115,000										X			
W2	944499C	MV Puyallup Preservation	4,847,000	1,265,000	(3,582,000)	87,455,000	89,150,000	1,695,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944499D	MV Tacoma Preservation	17,467,000	14,058,000	(3,409,000)	141,160,000	152,753,000	11,593,000						7/28/2020	2,993,287			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944499E	MV Wenatchee Preservation	16,104,000	12,766,000	(3,338,000)	113,430,000	120,801,000	7,371,000						10/23/2020	3,460,023			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944499F	MV Puyallup Improvement	190,000	51,000	(139,000)	2,776,000	2,568,000	(208,000)										X			
W2	944499G	MV Tacoma Improvement	152,000	1,081,000	929,000	3,143,000	4,430,000	1,287,000						3/12/2019	400,694			X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	944499H	MV Wenatchee Improvement	411,000	234,000	(177,000)	2,560,000	2,318,000	(242,000)										X			
W2	990040W	MV Chumacum Preservation	1,177,000	3,162,000	1,985,000	41,480,000	43,599,000	2,119,000						2/19/2020	1,765,878			X		Funding increased to accommodate COVID-19 delays.	
W2	990041W	MV Chumacum Improvement	255,000	526,000	271,000	1,569,000	1,302,000	(267,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	990051A	MV Suquamish Improvement	120,000	139,000	19,000	120,000	157,000	37,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	998951A	WSF/Administrative Support - Allocated to W2	2,893,000	2,776,000	(117,000)	86,351,000	86,234,000	(117,000)										X			
W2	998951F	Security System Upgrades Placeholder for W2	259,000	118,000	(141,000)	4,382,000	6,373,000	1,991,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	998951P	New CMAQ Grants Placeholder	2,843,000	143,000	(2,700,000)	2,843,000	2,943,000	100,000											X		
W2	G2000080	Electric Vessel RFP	228,000			601,000	601,000											X			
W2	G2000084	Electric Ferry - Conversion	43,000,000	18,776,000	(24,224,000)	43,000,000	72,026,000	29,026,000										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	L1000006	MV Tokitae Preservation	333,000		(333,000)	28,917,000	24,392,000	(4,525,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	L1000007	MV Samish Preservation	290,000	167,000	(123,000)	35,102,000	32,453,000	(2,649,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	
W2	L1000008	MV Tokitae Improvement	192,000	102,000	(90,000)	1,725,000	1,095,000	(630,000)										X		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.	

**Quarterly Reporting on Capital Projects
Pursuant to ESHB 2322, Section 311
2019-21 Biennium Quarter 8**

SubProg	BIN	Project Title	Funding Variance					Amount Reserved for Risk ⁽⁷⁾	Schedule				Awarded Contracts ^{(5) and (6)}				Status			Comments 19-21 O&G ^{(3) and (4)}	
			19-21 20CONF ⁽¹⁾	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF ⁽¹⁾	Total Plan LEGFIN		Total Difference	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress		Future
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000		7,337,000	7,337,000												X		
Y5	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	16,357,057	16,357,057		53,007,057	53,007,057							8,664,667	1/13/2020	9,184,032	3		X		
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	1,149,000	1,149,000		1,151,000	1,151,000												X		

**Quarterly Reporting on Capital Projects
Pursuant to SSB 5165, Sec. 313
2021-23 Biennium Quarter 1**

I1	8B1006	I-405/Renton to Bellevue Widening and Express Toll Lanes	0	0	0	21,656,000	21,656,000	0		1/0/1900	0	1/0/1900	0					X	0	0		
I1	8B1009	SR 520/Repayment of Sales Tax for Bridge Replacement	15,940,000	15,940,000	0	159,400,000	159,400,000	0		1/0/1900	0	1/0/1900	0					0	0	X		
I1	L1000033	Lake Washington Congestion Management	0	287,000	287,000	86,931,000	86,931,000	0		6/15/2009	0	12/29/2011	0					X	0	0		
I1	L1000098	SR 520/124th St Interchange (Design and Right of Way)	36,070,000	20,743,000	(15,327,000)	40,900,000	40,900,000	0		10/10/2022	0	1/20/2026	0					0	X	0	Expenditure delay is due to a revised project schedule. This project is currently not funded for CN phase, so a slower start will mitigate the design and environmental documentation becoming obsolete too soon.	
I1	L1000099	I-5/Slater Road Interchange - Improvements	8,129,000	6,313,000	(1,816,000)	20,969,000	20,969,000	0		10/10/2022	0	10/5/2024	0					0	X	0	Reappropriation/Re-Aging.	
I1	L1000110	I-405/NE 132nd Interchange - Totem Lake	63,226,000	65,994,000	2,768,000	83,000,000	83,399,000	399,000	0	1/15/2021	3	12/15/2023	0	55,000,000	7/29/2021	50,444,111	3	0	X	0	Reappropriation/Re-Aging primarily due to a decrease in RW phase costs that were offset by an increase in CN phase costs that were aged in the 21-23 biennium.	
I1	L1000111	I-5/179th St Interchange	0	0	0	50,500,000	50,500,000	0		5/26/2026	0	10/1/2028	0					0	X	0		
I1	L1000113	I-90/SR 18 Interchange Improvements	86,449,000	61,438,000	(25,011,000)	210,527,000	210,638,000	111,000		9/8/2020	0	10/30/2023	0					0	X	0	\$98K administrative Sec 601 transfer in 19-21. Pandemic-related delays caused delays in completing the environmental documentation and delayed the advertisement date.	
I1	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	12,695,000	12,756,000	61,000	39,310,000	39,316,000	6,000		10/10/2022	0	1/15/2025	0					0	X	0		
I1	L1000120	SR 18 Eastbound Off-Ramp	13,771,000	4,954,000	(8,817,000)	15,000,000	15,000,000	0		10/7/2019	0	10/15/2020	0					0	X	0	Reappropriation/Re-Aging.	
I1	L1000157	SR 14 Access Improvements	0	149,000	149,000	7,726,000	7,590,000	(136,000)		4/29/2019	0	8/30/2020	0	4,424,319	4/9/2019	4,594,489	5	0	X	0	Reappropriation/Re-Aging. \$136K transferred to OB4ENV for long-term mitigation site monitoring.	
I1	L1000158	US 2 Trestle IJR	0	115,000	115,000	3,501,000	3,501,000	0		1/0/1900	0	1/0/1900	0					0	X	0		
I1	L1000163	I-405 NB Hard Shoulder Running -- SR 527 to I-5	0	0	0	11,586,000	11,586,000	0		9/19/2016	0	4/24/2017	0	7,200,000	11/28/2016	7,290,000	3	X	0	0		
I1	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	18,914,000	18,915,000	1,000	26,000,000	26,000,000	0			0		0						0	X	0	
I1	L1000231	I-5 Corridor from Mounts Road to Tumwater	0	1,553,000	1,553,000	2,250,000	2,250,000	0											0	X	0	Reappropriation/Re-Aging due to an updated schedule.
I1	L1000240	SR 9/South Lake Stevens Road Roundabout	3,009,000	7,049,000	4,040,000	4,155,000	8,501,000	4,346,000		1/19/2021	4	10/15/2021		0	1/0/1900	0	0	0	X	0	Section 601 transfer. During design, the City of Lake Stevens requested that WSDOT complete the design and construction of a fish-passable culvert, which is located under the eastern leg of the roundabout, on South Lake Stevens Road. This added work, and other cost increases, increased the local contribution by \$4,845,000 (state funding is capped at \$2,000,000) and lengthened the preliminary engineering duration to allow adequate time to complete the required permits. This change has delayed the construction delivery and impacted the cash flow of the preliminary engineering phase.	
I1	L1000276	SR 162/410 Interchange Design and Right of Way Project	915,000	1,000,000	85,000	1,000,000	1,000,000	0											0	0	X	
I1	L1000280	I-405/North 8th Street Direct Access Ramp in Renton	0	0	0	250,000,000	250,000,000	0											0	0	X	
I1	L1100048	31st Ave SW Overpass - Improvements	0	31,000	31,000	1,102,000	1,186,000	84,000		1/0/1900		1/0/1900		395,079	5/27/2020	381,218	2	0	X	0	Additional federal funds added to the project to cover minor overrun. Project is in the closure process.	
I1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	43,238,000	48,797,000	5,559,000	69,000,000	68,917,000	(83,000)	2,301,778	3/1/2019	11	10/1/2021	12	28,820,645	6/1/2021	27,996,994	8	0	X	0	\$83K transferred to OB4ENV for long-term mitigation site monitoring. Expenditure delay due to changing the delivery method from Design-Build to Design-Bid-Build and a slower than anticipated ROW acquisition.	
I1	L1100110	I-5/Marvin Road/SR 510 Interchange	550,000	250,000	(300,000)	72,268,000	72,268,000	0		4/9/2018		12/30/2020	0	32,593,625	9/6/2018	25,935,935	9	0	X	0		
I1	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	8,825,000	9,670,000	845,000	11,150,000	11,150,000	0		3/10/2025	0	11/14/2025	0						0	X	0	Reappropriation/Re-Aging due to additional time needed to secure the Right of Way and resolve utility relocation issues.
I1	L2000058	US 195/Colfax to Spangle - Add Passing Lane	0	363,000	363,000	11,650,000	11,650,000	0		4/24/2017	0	11/29/2018	0	4,073,203	10/2/2017	4,073,200	5	X	0	0		
I1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	6,004,000	6,715,000	711,000	23,012,000	23,012,000	0		5/30/2023	0	12/20/2026	0						0	X	0	Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.
I1	L2000094	I-90/Medical Lake & Geiger Interchanges	7,637,000	7,729,000	92,000	27,285,000	27,907,000	622,000		3/25/2019	(7)	11/30/2020	22	6,735,342	12/10/2020	4,983,653	3	0	X	0	\$188K administrative Sec 601 transfer and local funds increase in 19-21. Overall \$622K increase of local contribution.	
I1	L2000099	I-5/Mill Plain Boulevard	0	0	0	97,700,000	97,700,000	0		2/17/2026	0	10/8/2028	0						0	0	X	
I1	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	16,570,000	11,741,000	(4,829,000)	25,400,000	28,400,000	3,000,000		6/15/2020	15	7/26/2022	16						0	X	0	Reappropriation/Re-Aging.
I1	L2000118	SR 539/Guide Meridian	0	0	0	40,000,000	40,000,000	0		1/20/2026	0	12/31/2027	0						0	0	X	
I1	L2000119	I-5/Northbound on-ramp at Bakerview	3,467,000	3,339,000	(128,000)	10,915,000	10,915,000	0		10/12/2020		10/15/2021		3,691,665	12/15/2020	2,585,000	4	0	X	0	\$125K administrative Sec 601 transfer in 19-21.	
I1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	17,706,000	17,827,000	121,000	24,050,000	24,050,000	0		5/11/2020		7/15/2022	0	4,736,809	8/18/2020	2,968,834	4	0	X	0		
I1	L2000123	I-82/ EB WB On and Off Ramps	150,000	75,000	(75,000)	34,400,000	34,400,000	0		7/30/2018	0	6/30/2020	2	15,949,437	11/15/2018	14,128,990	3	X	0	0	\$74K administrative Sec 601 transfer in 19-21.	
I1	L2000124	I-90/Front Street IJR	0	216,000	216,000	2,300,000	2,300,000	0		1/0/1900	0	1/0/1900	0						0	X	0	
I1	L2000127	US 395/Ridgeline Intersection	10,320,000	13,677,000	3,357,000	19,339,000	19,339,000	0		10/19/2020	1	12/30/2021	10	13,802,804	2/23/2021	12,331,611	8	0	X	0	Reappropriation/Re-Aging to align with updated contractor schedule.	
I1	L2000139	I-5/156th NE Interchange in Marysville	0	0	0	42,000,000	42,000,000	0		9/18/2028	0	5/15/2030	0						0	0	X	
I1	L2000170	SR 125/9th Street Plaza - Intersection Improvements	2,914,000	3,199,000	285,000	5,725,000	5,891,000	166,000		12/9/2019	0	10/25/2020	0	2,902,656	2/23/2021	2,937,290	2	0	X	0	Cost increase. The City of Walla Walla secured a federal Surface Transportation Block Grant and transferred it to the project to fund additional sidewalk improvements.	
I1	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	12,779,000	21,516,000	8,737,000	73,200,000	73,035,000	(165,000)	5,361,081	1/28/2019	1	12/31/2020	0	50,573,965	5/28/2019	46,898,047	4	0	X	0	\$165K transferred to OB4ENV for long-term mitigation site monitoring.	
I1	L2000202	SR 240/Richland Corridor Improvements	3,789,000	4,594,000	805,000	5,000,000	5,000,000	0		10/14/2019		5/28/2021							0	0	X	Reappropriation/Re-Aging due to workforce constraints.
I1	L2000204	I-5/North Lewis County Interchange	1,000,000	1,000,000	0	50,500,000	50,500,000	0		2/20/2029	0	11/30/2030	0						0	0	X	
I1	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	9,250,000	5,694,000	(3,556,000)	98,686,000	98,686,000	0		2/14/2017	0	11/20/2024	0	10,929,951	5/4/2017	10,930,002	3	0	X	0	Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.	
I1	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	49,919,000	33,833,000	(16,086,000)	92,433,000	92,281,000	(152,000)		4/15/2019	12	8/4/2022	4	0	1/0/1900	0	0	0	X	0	\$194K administrative Sec 601 transfer and reappropriation of local funds in 19-21. \$152K transferred to OB4ENV for long-term mitigation site monitoring.	
I1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	14,827,000	32,969,000	18,142,000	605,018,000	605,018,000	0		1/0/1900	0	1/0/1900	0	30,425	11/30/2020	19,955	2	0	X	0	Reappropriation/Re-Aging primarily due to additional time needed to finalize and execute agreements with locals and an updated RW acquisition plan.	

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I1	L200246	SR 104 Realignment for Ferry Traffic	0	15,000	15,000	500,000	500,000	0		11/5/2018	(2)	6/28/2019	0					X	0	0	
I1	L200255	I-5/Exit 274 Interchange	2,200,000	2,406,000	206,000	2,750,000	2,750,000	0		1/0/1900	0	1/0/1900	0					0	X	0	
I1	M00100R	I-5 JBLM Corridor Improvements	100,756,000	92,569,000	(8,187,000)	494,400,000	494,400,000	0		11/21/2016	0	6/20/2025	0	249,269,601	5/17/2018	180,895,595	3	0	X	0	Reappropriation/Re-Aging primarily due to the COVID-19 temporary construction stoppage.
I1	M00400R	SR 520 Seattle Corridor Improvements - West End	492,704,000	424,080,000	(68,624,000)	1,643,315,000	1,643,580,000	265,000		2/28/2018	0	4/1/2027	0	72,557,259	5/21/2021	68,052,247	6	0	X	0	Reappropriation/Re-Aging primarily due to the COVID-19 temporary construction stoppage.
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	487,714,000	502,421,000	14,707,000	1,958,700,000	1,968,175,000	9,475,000	0	8/30/2017		6/18/2030	0	315,825,964	12/11/2020	263,975,895	3	0	X	0	Reappropriation of local funding and adding \$8.4 million of appropriation authority from the Puget Sound Gateway Toll Account in the 21-23 biennium to allow the project to spend the proceeds of surplus property.
I1	M00800R	US 395 North Spokane Corridor	193,699,000	204,945,000	11,246,000	880,238,000	880,239,000	1,000		3/26/2018	0	6/30/2029	0	9,533,491	1/14/2021	9,493,333	3	0	X	0	Reappropriation/Re-Aging. 600015C (2nd Railroad Realignment) experienced delays in procurement of a steel girder as a result of the pandemic, which resulted in slower than anticipated expenditures. Two additional PINs were dependent on 600015C being completed. As this took longer than anticipated, these projects saw significant expenditure delays in 19-21. Additionally, there were expenditure delays due to additional time needed to complete an agreement for work performed by the City of Spokane.
I1	M00900R	I-405/Renton to Bellevue - Corridor Widening	442,516,000	490,500,000	47,984,000	1,271,625,000	1,271,625,000	0	28,501,857	12/30/2015	0	12/28/2028	0	710,000,000	10/5/2019	704,975,000	3	0	X	0	Reappropriation/Re-Aging due to updated contractor schedule.
I1	N00900R	SR 9/Snohomish River Bridge Replacement	23,800,000	22,432,000	(1,368,000)	142,100,000	142,100,000	0		2/14/2022	0	11/30/2026	(24)					0	X	0	Reappropriation/Re-Aging due to significant delays in the geotechnical schedule associated with the restrictions on field work due to COVID-19.
I1	N52600R	SR 526 Corridor Improvements	12,443,000	12,666,000	223,000	47,197,000	47,197,000	0		1/11/2021	21	11/26/2022	23					0	X	0	
I1	N92040R	SR 9/SR 204 Interchange	36,516,000	39,229,000	2,713,000	69,430,000	69,144,000	(286,000)		1/25/2021	12	10/22/2022	12					0	X	0	\$286K transferred to 0BI4ENV for long-term mitigation site monitoring. Expenditure delay due to additional time needed to find in-budget alternatives, which delayed project advertisement.
I1	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	21,243,000	21,356,000	113,000	23,625,000	23,625,000	0		1/0/1900	0	1/0/1900	0					0	X	0	Reappropriation/Re-Aging.
I1	T10300R	SR 28 East Wenatchee Corridor Improvements	19,679,000	8,944,000	(10,735,000)	58,500,000	58,500,000	0		6/10/2024	0	12/20/2026	0					0	X	0	Reappropriation/Re-Aging due to additional time required for the preferred alternative's risk analysis and project prioritization within the corridor.
I1	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	10,000,000	10,000,000	0	85,000,000	85,000,000	0		12/11/2023	0	10/30/2026	0					0	0	X	
I1	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	6,664,000	4,621,000	(2,043,000)	49,729,000	49,729,000	0		9/13/2017	0	10/28/2022	0					0	X	0	Reappropriation/Re-Aging.
I1	T20900R	US-12/Walla Walla Corridor Improvements	92,928,000	86,781,000	(6,147,000)	183,208,000	183,208,000	0		8/19/2019		12/6/2024		108,510,000	4/13/2020	113,995,875	3	0	X	0	Expenditure delay is due to the I-976 pause and to align with the contractor's schedule.
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	5,900,000	6,821,000	921,000	64,413,000	64,413,000	0		2/5/2024	0	11/20/2026	0					0	X		Reappropriation/Re-Aging due to COVID consultant freeze which delayed bringing on a design consultant as planned.
I1	T30400R	SR 3 Freight Corridor	16,000,000	12,635,000	(3,365,000)	66,910,000	66,910,000	0		5/23/2022	19	10/24/2024	19					0	X	0	Reappropriation/Re-Aging due to additional time required for Environmental documentation.
I1	T32700R	SR 510/Yelm Loop Phase 2	4,693,000	5,318,000	625,000	58,500,000	58,500,000	0		11/12/2019	37	6/30/2022	33					0	X	0	Reappropriation/Re-Aging due to additional time required for Environmental documentation.
I1	T32800R	SR 518 Des Moines Interchange Improvement	0	611,000	611,000	13,426,000	13,426,000	0		4/10/2017	(1)	10/1/2018	0	9,273,461	6/2/2017	8,230,000	5	X	0	0	Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
I2	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,081,000	1,137,000	56,000	81,560,000	81,560,000	0		10/13/2008	0	5/5/2016	0	12,379,302	6/16/2014	11,718,295	6	X	0	0	
I2	0BI2010	Collision Prevention	40,954,000	53,642,000	12,688,000	306,492,000	308,876,000	2,384,000		1/0/1900	0	1/0/1900	0	1,290,336	7/7/2021	1,235,309	3	0	X	0	Reappropriation/Re-aging. Additional local contributions to projects in this programmatic BIN.
I2	0BI2011	Collision Reduction	36,175,000	36,924,000	749,000	169,302,000	169,302,000	0		1/0/1900	0	1/0/1900	0	545,111	6/23/2021	422,207	4	0	X	0	Reappropriation/Re-Aging.
I2	201701G	SR 17/Adams Co Line - Access Control	0	34,000	34,000	118,000	153,000	35,000		1/0/1900	0	1/0/1900	0					X	0	0	
I2	202801J	SR 28/E Wenatchee - Access Control	4,036,000	0	(4,036,000)	6,008,000	6,008,000	0		12/2/2019	0	11/20/2020	0					0	X	0	Reappropriation/Re-Aging due to additional required time to align with the SR 28 corridor safety and mobility priorities.
I2	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	0	0	0	854,000	829,000	(25,000)		1/0/1900	0	1/0/1900	0					0	X	0	
I2	501212I	US 12/SR 124 Intersection - Build Interchange	0	55,000	55,000	21,317,000	21,317,000	0		10/18/2010	0	5/23/2012	0	15,614,038	2/7/2011	11,478,643	15	X	0	0	
I2	L1000112	SR 20/Sharpes Corner Vicinity Intersection	0	0	0	13,303,000	13,168,000	(135,000)	0	11/13/2017	(1)	8/30/2018	0	6,182,783	12/22/2017	7,224,164	3	X	0	0	Project completed. Practical Design Savings of \$135K transferred to the Transportation Futures Account.
I2	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	0	0	0	244,000	244,000	0		1/0/1900	0	1/0/1900	0					0	X	0	
I2	L1000247	US 101/Morse Creek Safety Barrier	1,378,000	1,455,000	77,000	3,606,000	3,606,000	0						2,215,250	10/27/2020	2,069,069	2	0	0	X	
I2	L2000074	SR 14/ Wind River Junction	487,000	0	(487,000)	8,993,000	8,240,000	(753,000)		4/1/2019	0	7/15/2020	0	3,497,847	5/28/2019	3,399,639	3	0	X	0	\$146K administrative Sec 601 transfer in 19-21. \$754K transferred to 0BI4ENV for long-term mitigation site monitoring.

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I2	L2000091	SR 432 Longview Grade Crossing	20,715,000	10,943,000	(9,772,000)	85,000,000	98,420,000	13,420,000		5/24/2021	20	10/1/2023	20					0	X	0	Proposed \$13.4M project cost increase. The two alternatives in the draft Environmental Impact Statement that was published in 2018 exceeded the available funding provided by the 2015 Connecting Washington funding package. This was followed by a series of concept revisions in an effort to find a more affordable preferred solution. This effort did significantly reduce the project's cost. However, the updated estimate was still above the available funding. The Local partners, led by the City of Longview, applied for several grants to bridge the funding gap needed, which have not been successful. In addition, the uncertainty of the project funding has delayed the construction delivery schedule. Reappropriation/Re-Aging due to additional time required for project coordination with stakeholders to select a preferred alternative and additional coordination delays due to COVID-19 pandemic.	
I2	L2000128	US 395/Safety Corridor Improvements	0	1,378,000	1,378,000	15,000,000	15,000,000	0		2/11/2019	0	11/27/2019	10	11,888,332	6/13/2019	12,195,889	3	X	0	0	Anticipated savings at project completion where scope refinement and community engagement eliminated the need for RW acquisition. The operationally complete date was delayed by 10 months due to the number of working days and to allow time for procurement of the illumination poles, which will require a 2nd CN season to complete. Any savings at project closure will be transferred to the transportation futures account.	
I2	L2000161	US 101/Lynch Road Intersection Improvements	0	0	0	2,636,000	2,636,000	0		3/18/2019	(9)	11/19/2019	(13)	1,399,197	7/13/2018	1,823,870	3	X	0	0		
I2	L2000169	SR 20/Oak Harbor to Swantown Roundabout	0	0	0	30,000,000	30,000,000	0		10/8/2029	0	3/31/2031	0					0	0	X		
I2	L2000236	SR 26 & US 195 Safety Improvements	0	5,000	5,000	416,000	416,000	0		9/18/2017	0	12/4/2017	(1)	97,981	10/5/2017	115,662	3	X	0	0		
I2	L2000238	SR 900 Pedestrian Safety	298,000	687,000	389,000	333,000	833,000	500,000		1/0/1900	0	1/0/1900	0					0	X	0	\$500K of additional local contribution added to this project.	
I2	L2000252	SR 525 Improvements - Freeland Vicinity	0	0	0	900,000	859,000	(41,000)		10/22/2018	1	4/22/2019	3	317,090	12/17/2018	371,435	2	X	0	0		
I2	L2000279	US 101/Lower Hoh Road Intersection Improvements	0	0	0	600,000	589,000	(11,000)		1/0/1900	0	1/0/1900	0	242,375	12/10/2019	222,493	7	0	X	0		
I2	L2200042	SR 20 Race Road to Jacob's Road	9,000	38,000	29,000	3,678,000	3,678,000	0		10/19/2015	0	9/15/2016	1	1,999,561	11/25/2015	2,245,556	4	X	0	0		
I2	L2200092	SR 150/No-See-Um Road Intersection - Realignment	0	0	0	8,493,000	8,421,000	(72,000)		12/19/2016	0	11/21/2017	0	4,801,002	3/16/2017	5,283,745	6	X	0	0		
I2	N00200R	US Hwy 2 Safety	6,581,000	7,185,000	604,000	19,000,000	19,000,000	0		12/9/2018	0	10/15/2022	0	11,398,101	2/1/2019	11,870,667	2	0	X	0	Reappropriation/Re-Aging due to COVID restrictions delaying local stakeholder coordination and inability to complete survey work.	
I2	N30500R	SR 305 Construction - Safety & Mobility Improvements	20,688,000	16,232,000	(4,456,000)	36,800,000	36,800,000	0		12/23/2019	0	3/21/2023	0					0	X	0	Reappropriation/Re-Aging. Multiple PINs are being delivered in this BIN and are contributing to the delay. One project is in active delivery and funding was deferred to align with an updated contractor schedule(330528D). 330528F is in design and experienced pandemic related delays in appraising and acquiring RW parcels.	
I3	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	0	0	0	3,026,000	3,026,000	0		1/0/1900	0	1/0/1900	0					0	X	0		
I3	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	0	19,000	19,000	34,803,000	34,803,000	0		11/23/2009	0	10/21/2011	0	23,320,934	2/19/2010	19,079,870	12	X	0	0		
I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	0	1,292,000	1,292,000	3,456,000	3,456,000	0		1/0/1900	0	1/0/1900	0					0	X	0	Reappropriation/Re-Aging. Project has been deferred by 2 years due to workforce issues.	
I3	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	1,769,000	4,784,000	3,015,000	564,921,000	564,921,000	0	2,548,211	2/17/2009	0	11/28/2031	0	2,134,973	3/6/2019	2,818,862	2	0	X	0	Reappropriation/Re-Aging.	
I3	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	113,000	364,000	251,000	722,000	1,048,000	326,000			0		0	334,092	12/11/2020	385,385	7	0	X	0	Cost increase due to COVID-19 related delays.	
I3	L2000117	SR 501/I-5 to Port of Vancouver	3,567,000	4,368,000	801,000	7,000,000	7,000,000	0		6/29/2020	9	5/6/2022	1	5,952,577	3/29/2021	5,137,445	3	0	X	0	Reappropriation/Re-Aging.	
I3	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	1,237,000	147,000	1,290,000	1,290,000	0										0	X	0	Reappropriation/Re-Aging.	
I3	L2220062	SR 14/Bingen Underpass	15,750,000	5,355,000	(10,395,000)	26,000,000	28,000,000	2,000,000		3/22/2021		10/31/2023						0	X	0	\$2M project cost increase and schedule delay. These changes are mainly due to BNSF requiring trains to bypass the work zone uninterrupted while the railroad bridges are constructed on the mainline and siding tracks, which added two shoofly tracks. In addition, this project proposes to discharge treated stormwater to Bingen Lake in order to meet flow control requirements. This may require an upgrade to the existing Bingen Lake pump system and the Port of Klickitat is currently analyzing these impacts.	
I3	M00500R	I-90 Snoqualmie Pass - Widen to Easton	116,159,000	91,025,000	(25,134,000)	426,400,000	426,400,000	0	28,200,000	4/6/2020	0	10/14/2029	0	688,255	6/4/2021	990,000	2	0	X	0	There are two drivers for the schedule adjustment: (1) an updated contractor's schedule and (2) the COVID-19 stay home order and the construction suspension delayed the Geotech's ability to complete needed work for structural analysis and design of the project's retaining walls.	
I4	OBI4001	Fish Passage Barrier	726,385,000	625,000,000	(101,385,000)	1,340,055,000	1,345,255,000	5,200,000		7/1/2017	0	6/30/2027	0	9,544,125	8/24/2021	9,444,088	5	0	X	0	Reappropriation/Re-Aging. Reduction of CWA funds based on the assumption that \$400M of ARPA funds are eligible for use on fish passage projects. The total includes a \$5.2M increase of local contributions to projects within this BIN.	
I4	OBI4002	Noise Wall & Noise Mitigation Improvements	1,126,000	4,246,000	3,120,000	4,906,000	4,906,000	0		7/1/2017	0	6/30/2027	0	6,334,836	12/6/2004	5,817,222	7	0	X	0	Reappropriation/Re-Aging.	
I4	OBI4003	Stormwater & Mitigation Site Improvements	7,543,000	8,375,000	832,000	33,519,000	34,204,000	685,000		7/1/2017	0	6/30/2027	0	382,497	3/11/2021	384,460	5	0	X	0	Additional local contributions to projects in this programmatic BIN.	
I4	OBI4004	Chronic Environmental Deficiency Improvements	2,030,000	3,838,000	1,808,000	62,361,000	62,361,000	0		7/1/2017	0	6/30/2027	0	1,804,201	5/13/2019	1,811,798	3	0	X	0	Reappropriation/Re-Aging.	
I4	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA	2,185,000	4,348,000	2,163,000	14,502,000	16,628,000	2,126,000		1/0/1900	0	1/0/1900	0					0	X	0	Additional TPA and CWA transfers into this BIN as noted in this report.	
I4	L2000160	I-5/Ship Canal Noise Wall	3,064,000	3,384,000	320,000	3,500,000	3,500,000	0		11/12/2024	0	1/30/2026	0					0	0	X	0	Reappropriation/Re-Aging.
P1	OBI1001	Chip Seal Roadways Preservation	35,852,000	46,061,000	10,209,000	339,129,000	339,129,000	0		7/1/2017	0	6/30/2027	0	3,805,141	6/22/2021	3,331,468	2	0	X	0	Reappropriation/Re-Aging.	

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W1	952516S	Clinton Tml Improvement	0	10,000	10,000	34,025,000	34,026,000	1,000	5,900,000	1/0/1900	0	1/0/1900	0				0	X	0		
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System	0	0	0	403,000	340,000	(63,000)		1/0/1900	0	1/0/1900	0				0	X	0	The planned work was completed for less than the available budget. The BIN was balanced to actuals and the savings was not re-purposed to a specific project.	
W1	998521B	Life Extension of Electronic Fare System (EFS)	0	0	0	1,182,000	1,172,000	(10,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W1	998602A	WSF/IT Terminal Telecommunications	275,000	552,000	277,000	775,000	1,297,000	522,000									0	0	X	Accelerated the 2nd phase of the project from 21-23 to 19-21 due to favorable equipment costs and resource opportunities. The \$500k increase is from re-approp savings associated with the Clinton Passenger Drop-off completed in 19-21. Telecommunications funding in 21-23 will be repurposed to a project with emergent funding needs.	
W1	998603A	WSF/Systemwide - Ladder Safety	0	222,000	222,000	222,000	222,000	0									0	0	X		
W1	998604A	WSF/IT EFS Preservation	67,000	198,000	131,000	611,000	613,000	2,000									0	0	X		
W1	998901J	WSF/Administrative Support - Allocated to W1	4,822,000	5,934,000	1,112,000	41,050,000	42,903,000	1,853,000		1/0/1900	0	1/0/1900	0				0	X	0	The allocation between W1 and W2 for the Admin Support has a different split (based on the total W1 and W2) between these TEIS Versions.	
W1	998925A	Security System Upgrades Placeholder for W1	0	0	0	2,753,000	2,686,000	(67,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W1	998926A	WSF/Systemwide Terminals - Out Bienna Security LCCM Preservation Needs	2,878,000	2,222,000	(656,000)	10,815,000	9,361,000	(1,454,000)		1/0/1900	0	1/0/1900	0				0	0	X	The \$1.45 million represents dollars that were re-distributed out of the placeholder BIN into 6 separate preservation BIN's to support Maritime Security projects in the 21-23 biennium. The Improvement BIN's the dollars were distributed to include FA, SO, VA, PT, CO and SE.	
W1	G2000087	Electric Ferry Planning Team	0	0	0	495,000	518,000	23,000									0	X	0		
W1	L1000016	Primavera Project Management System	361,000	414,000	53,000	2,351,000	2,364,000	13,000		1/0/1900	0	1/0/1900	0				0	X	0		
W1	L1000168	Seattle Tml - Slip 2 and LCCM	447,000	447,000	0	43,111,000	43,111,000	0		1/0/1900	0	1/0/1900	0				0	X	0		
W1	L2000007	Terminal Project Support	7,136,000	8,145,000	1,009,000	88,292,000	88,021,000	(271,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W1	L2000110	Ferry Vessel and Terminal Preservation	6,400,000	6,400,000	0	23,173,000	23,173,000	0		1/0/1900	0	1/0/1900	0				0	0	X		
W1	L2000166	Clinton Tml Road Improvements	5,000	747,000	742,000	4,001,000	4,008,000	7,000		1/0/1900	0	1/0/1900	0	1,697,806	11/5/2018	1,833,755	5	0	X	0	
W1	L2000300	ORCA Card Next Generation	1,277,000	2,385,000	1,108,000	3,501,000	3,502,000	1,000									0	0	X		
W1	L2200083	ADA Visual Paging Project	0	0	0	1,477,000	1,516,000	39,000		1/0/1900	0	1/0/1900	0				X	0	0		
W2	944401D	MV Issaquah Preservation	8,895,000	8,986,000	91,000	56,859,000	57,527,000	668,000		1/0/1900	0	1/0/1900	0	0	5/11/2021	3,673,482	0	0	X	0	19-21 increase due to 19-21 Shipyard Contract update from estimate to actual based on schedule shift. Contract was re-awarded to Dakota Creek Industries (DCI) because Vigor Marine was not able to perform due to a damaged drydock. DCI's bid exceeded Vigor's bid.
W2	944401E	MV Issaquah Improvement	41,000	710,000	669,000	2,469,000	3,071,000	602,000		1/0/1900	0	1/0/1900	0				0	X	0	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade	
W2	944402D	MV Kittitas Preservation	6,941,000	7,390,000	449,000	48,696,000	48,711,000	15,000		1/0/1900	0	1/0/1900	0	0	6/8/2017	2,534,600	0	0	X	0	
W2	944402E	MV Kittitas Improvement	54,000	743,000	689,000	2,165,000	2,767,000	602,000		1/0/1900	0	1/0/1900	0				0	X	0	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade	
W2	944403D	MV Kitsap Preservation	5,668,000	5,719,000	51,000	37,198,000	37,028,000	(170,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944403E	MV Kitsap Improvement	38,000	658,000	620,000	2,251,000	2,852,000	601,000		1/0/1900	0	1/0/1900	0				0	X	0	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade	
W2	944404D	MV Cathlamet Preservation	4,216,000	4,759,000	543,000	45,085,000	45,056,000	(29,000)		1/0/1900	0	1/0/1900	0	0	9/27/2019	1,070,999	0	0	X	0	
W2	944404E	MV Cathlamet Improvement	32,000	669,000	637,000	2,199,000	2,801,000	602,000		1/0/1900	0	1/0/1900	0				0	X	0	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade	
W2	944405D	MV Chelan Preservation	8,565,000	10,495,000	1,930,000	61,120,000	61,952,000	832,000		1/0/1900	0	1/0/1900	0	0	11/9/2017	1,710,796	0	0	X	0	The Carry Forward (remaining balance in 19-21) for MV Chelan Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds and scope carry forward for additional scope in 21-23 on other vessels
W2	944405F	MV Chelan Improvement	54,000	113,000	59,000	2,071,000	2,074,000	3,000		1/0/1900	0	1/0/1900	0	0	11/19/2015	1,391,290	0	0	X	0	
W2	944406D	MV Sealth Preservation	7,538,000	7,660,000	122,000	53,702,000	53,213,000	(489,000)		1/0/1900	0	1/0/1900	0	0	9/22/2021	5,982,880	0	0	X	0	
W2	944406E	MV Sealth Improvement	33,000	1,127,000	1,094,000	2,024,000	3,058,000	1,034,000		1/0/1900	0	1/0/1900	0				0	X	0	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade	
W2	944413B	MV Tillikum Preservation	0	43,000	43,000	1,894,000	1,959,000	65,000		1/0/1900	0	1/0/1900	0	0	6/12/2020	840,671	0	0	X	0	
W2	944413C	MV Tillikum Improvement	0	0	0	1,516,000	1,501,000	(15,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944432G	MV Elwha Preservation	0	0	0	29,954,000	29,421,000	(533,000)		1/0/1900	0	1/0/1900	0				0	X	0	Vessel is retired and the unspent 19-21 funding is carried forward to support additional scope on other vessels in 21-23	
W2	944432H	MV Elwha Improvement	0	0	0	295,000	241,000	(54,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944433D	MV Kaleetan Preservation	2,254,000	3,068,000	814,000	25,740,000	25,859,000	119,000		1/0/1900	0	1/0/1900	0	0	7/20/2021	2,960,671	0	0	X	0	
W2	944433E	MV Kaleetan Improvement	18,000	511,000	493,000	2,333,000	2,778,000	445,000		1/0/1900	0	1/0/1900	0				0	X	0	7.28.2021 Dates changed to reflect dry dock schedule (USCG mandated). Increased costs due to lack of shipyard competition.	
W2	944434D	MV Yakima Preservation	0	4,100,000	4,100,000	39,140,000	36,284,000	(2,856,000)		1/0/1900	0	1/0/1900	0	0	2/16/2021	2,630,363	0	0	X	0	This 23-25 Project will start at the end of the 21-23 biennium and needs an additional \$4,100,000 to begin construction in 21-23
W2	944434E	MV Yakima Improvement	0	0	0	2,425,000	2,527,000	102,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944441B	MV Walla Walla Preservation	10,983,000	11,853,000	870,000	38,439,000	37,888,000	(551,000)		1/0/1900	0	1/0/1900	0	0	8/27/2021	4,415,632	0	0	X	0	The Carry Forward (remaining balance in 19-21) for MV Walla Walla Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23. Vessel requires Propulsion Control system. The system is outdated and reaching the point of failure.
W2	944441C	MV Walla Walla Improvement	89,000	310,000	221,000	2,329,000	2,518,000	189,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944442B	MV Spokane Preservation	3,706,000	10,054,000	6,348,000	67,765,000	67,686,000	(79,000)		1/0/1900	0	1/0/1900	0	0	8/18/2020	3,614,993	0	0	X	0	
W2	944442C	MV Spokane Improvement	46,000	58,000	12,000	1,895,000	1,900,000	5,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944471A	MV Chetzemoka Preservation	3,389,000	4,112,000	723,000	46,964,000	46,975,000	11,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944476B	MV Chetzemoka Improvement	25,000	311,000	286,000	2,077,000	2,029,000	(48,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944477A	MV Salish Preservation	2,120,000	2,864,000	744,000	52,757,000	52,763,000	6,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944477B	MV Salish Improvement	12,000	343,000	331,000	2,158,000	2,163,000	5,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944478B	MV Kennewick Preservation	3,518,000	3,616,000	98,000	54,573,000	54,573,000	0		1/0/1900	0	1/0/1900	0				0	X	0		

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W2	944478C	MV Kennewick Improvement	26,000	206,000	180,000	3,420,000	3,392,000	(28,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944499C	MV Puyallup Preservation	1,063,000	4,097,000	3,034,000	89,150,000	87,320,000	(1,830,000)		1/0/1900	0	1/0/1900	0				0	X	0	The Carry Forward (remaining balance in 19-21) for MV Puyallup Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23	
W2	944499D	MV Tacoma Preservation	15,714,000	19,446,000	3,732,000	152,753,000	155,356,000	2,603,000		1/0/1900	0	1/0/1900	0	0	7/28/2020	2,993,287	0	0	X	0	The Carry Forward (remaining balance in 19-21) for MV Tacoma Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23. Increase provides the Tacoma portion of the Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade contract.
W2	944499E	MV Wenatchee Preservation	16,850,000	14,432,000	(2,418,000)	120,801,000	115,769,000	(5,032,000)		1/0/1900	0	1/0/1900	0	0	10/23/2020	3,460,023	0	0	X	0	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to support necessary preservation. Estimate for Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade Contract is lower than prior estimate.
W2	944499F	MV Puyallup Improvement	2,000	26,000	24,000	2,568,000	2,579,000	11,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	944499G	MV Tacoma Improvement	429,000	466,000	37,000	4,430,000	4,245,000	(185,000)		1/0/1900	0	1/0/1900	0	0	3/12/2019	400,694	0	0	X	0	
W2	944499H	MV Wenatchee Improvement	6,000	6,000	0	2,318,000	2,694,000	376,000		1/0/1900	0	1/0/1900	0				0	X	0	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to support necessary preservation.	
W2	990040W	MV Chimacum Preservation	1,579,000	3,001,000	1,422,000	43,599,000	43,601,000	2,000		1/0/1900	0	1/0/1900	0	0	2/19/2020	1,765,878	0	0	X	0	
W2	990041W	MV Chimacum Improvement	16,000	25,000	9,000	1,302,000	1,327,000	25,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	990051A	MV Suquamish Improvement	18,000	794,000	776,000	157,000	811,000	654,000			0		0				0	0	X		21-23 Increase due to Shipyard Contract Increase of \$345K and increase in funds carry forward from 19-21
W2	998951A	WSF/Administrative Support - Allocated to W2	5,133,000	3,988,000	(1,145,000)	86,071,000	84,449,000	(1,622,000)		1/0/1900	0	1/0/1900	0				0	X	0	The allocation between W1 and W2 for the Admin Support has a different split (based on the total W1 and W2) between these TEIS Versions.	
W2	998951F	Security System Upgrades Placeholder for W2	2,132,000	2,535,000	403,000	6,373,000	6,809,000	436,000		1/0/1900	0	1/0/1900	0				X	0	0		
W2	998951P	New CMAQ Grants Placeholders	2,800,000	0	(2,800,000)	2,943,000	0	(2,943,000)		1/0/1900	0	1/0/1900	0				0	0	X		CMAQ Grants applied to Vessel Projects This BIN is Not used in 21-23 These funds were transferred to the Issaquah Vessels for Propeller, Fuel and power meter Purchase
W2	G2000080	Electric Vessel RFP	0	0	0	601,000	374,000	(227,000)		1/0/1900	0	1/0/1900	0				0	X	0		Project was for pre-design studies and RFP Development. The work will continue under G2000084 Electric Ferry Conversion
W2	G2000084	Electric Ferry - Conversion	24,750,000	37,207,000	12,457,000	43,526,000	46,385,000	2,859,000									0	X	0	The Carry Forward (remaining balance in 19-21) for Electric Ferry - Conversion represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23	
W2	L1000006	MV Tokitae Preservation	1,607,000	1,615,000	8,000	24,392,000	24,404,000	12,000		1/0/1900	0	1/0/1900	0				0	X	0		
W2	L1000007	MV Samish Preservation	2,158,000	2,295,000	137,000	32,453,000	32,452,000	(1,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	L1000008	MV Tokitae Improvement	15,000	41,000	26,000	1,095,000	1,070,000	(25,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	L1000009	MV Samish Improvement	19,000	21,000	2,000	1,289,000	1,256,000	(33,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)	0	0	0	122,191,000	0	#####		1/0/1900	0	1/0/1900	0	0	2/24/2005	44,487,228	0	0	X	0	
W2	L2000006	Vessel Project Support	4,210,000	4,228,000	18,000	51,757,000	53,152,000	1,395,000		1/0/1900	0	1/0/1900	0				0	X	0		The 19-21 increase was due to mischarges.
W2	L2000109	#4 - 144 capacity vessel	0	0	0	122,935,000	122,795,000	(140,000)		1/0/1900	0	1/0/1900	0				0	X	0		
W2	L2000301	Maintenance Management System	0	0	0	400,000	412,000	12,000									0	0	X		
W2	L2000329	#1 New Vessel - 144 Hybrid Electric	152,453,000	177,793,000	25,340,000	218,000,000	218,002,000	2,000									0	0	X		This error was not corrected by the 19-21 biennial close.
W2	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)	0	0	0	123,159,000	0	#####		1/0/1900	0	1/0/1900	0	0	2/24/2005	44,487,228	0	0	X	0	
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)	0	0	0	119,338,000	0	#####		1/0/1900	0	1/0/1900	0	0	2/24/2005	44,487,228	0	0	X	0	
W3	999910K	Emergency Repair	5,000,000	12,785,000	7,785,000	66,427,000	69,869,000	3,442,000		1/0/1900	0	1/0/1900	0	0	2/8/2021	1,135,991	0	0	X	0	The Wenatchee experienced an engine room fire. The estimated cost to repair is \$5 million which will completely use the funding set aside for emergencies with a full biennium left. This means that other emergencies will need to be funded from the program and use funding needed to preserve other vessels this request will leave the emergency funding intact. It is expected that insurance will cover all but \$1 million of the cost and that \$1 million may be recovered through the contractor.
Y4	700000E	ARRA Program Management	0	0	0	51,903,000	0	(51,903,000)		1/0/1900	0	1/0/1900	0				X	0	0		
Y4	700001C	New Locomotives (8) (ARRA)	0	177,000	177,000	59,697,000	59,700,000	3,000		1/0/1900	0	1/0/1900	0				X	0	0		
Y4	700010C	Passenger Rail Equipment Replacement - Insurance	71,464,000	75,496,000	4,032,000	75,495,000	75,496,000	1,000									0	0	X		
Y4	770220A	Seattle- King Street Station Track Upgrades (ARRA)	0	0	0	28,382,000	0	(28,382,000)		1/0/1900	0	1/0/1900	0				X	0	0		
Y4	HSR001	State Corridor Safety and Positive Train Control Compliance	1,500,000	1,500,000	0	1,500,000	1,500,000	0		1/0/1900	0	1/0/1900	0				0	0	X		
Y4	HSR002	Locomotive Service Equipment and Overhaul	0	3,369,000	3,369,000	4,001,000	4,001,000	0		1/0/1900	0	1/0/1900	0				0	0	X		
Y4	HSR004	Point Defiance Bypass Revenue Service	0	3,616,000	3,616,000	9,000,000	9,002,000	2,000		1/0/1900	0	1/0/1900	0				0	X	0		
Y4	HSR005	Operational Modifications after new Service Launch	1,000,000	1,000,000	0	1,000,000	1,000,000	0		1/0/1900	0	1/0/1900	0				0	0	X		
Y4	HSR006	HSR Program Closeout	0	0	0	501,000	0	(501,000)		1/0/1900	0	1/0/1900	0				0	X	0		
Y4	L2220057	Cascades Corridor Slide Prevention and Repair	8,286,000	13,203,000	4,917,000	38,755,000	38,794,000	39,000		1/0/1900	0	1/0/1900	0				0	X	0		
Y4	P02001A	Cascades Train Sets - Overhaul	0	0	0	7,396,000	0	(7,396,000)		1/0/1900	0	1/0/1900	0				0	X	0		
Y5	700401A	W&I Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)	0	21,000	21,000	780,000	781,000	1,000									0	0	0		
Y5	700602A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)	0	354,000	354,000	812,000	813,000	1,000									0	0	0		
Y5	720201A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)	0	36,000	36,000	312,000	313,000	1,000									0	0	0		
Y5	720311A	Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP)	0	0	0	624,000	624,000	0									0	0	0		
Y5	721410A	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRIB)	0	0	0	250,000	250,000	0									0	0	0		

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Y5	721410B	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP)	0	0	0	1,560,000	1,560,000	0			0					0	0	0		
Y5	722814A	Port of Everett - South Terminal Modernization Project (2019 FRIB)	0	754,000	754,000	6,157,000	6,158,000	1,000			0					0	0	0		
Y5	725910A	Ridgefield Rail Overpass	0	143,000	143,000	909,000	913,000	4,000		1/0/1900	0	6/1/2017	0			0	X	0		
Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)	0	0	0	400,000	400,000	0			0					0	0	0		
Y5	726813A	Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP)	0	16,000	16,000	1,144,000	1,145,000	1,000			0					0	0	0		
Y5	726821A	Tacoma Rail - Mazda Siding Upgrade (2019 FRIB)	0	8,000	8,000	240,000	242,000	2,000			0					0	0	0		
Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)	0	17,000	17,000	728,000	729,000	1,000			0					0	0	0		
Y5	744210A	Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP)	0	875,000	875,000	874,000	875,000	1,000			0					0	0	0		
Y5	750101A	Rainier Rail - Blakeslee to Chehalis Bridges (2019 FRAP)	0	0	0	458,000	458,000	0			0					0	0	0		
Y5	750210A	Snohomish Co - 240th St/SR9 Grade Crossing Improvements (2015 FRAP)	0	0	0	185,000	185,000	0		1/0/1900	0	1/0/1900	0			X	0	0		
Y5	757111A	Central Washington RR - Sunnyside to Granger Track Rehab (2019 FRAP)	0	0	0	676,000	676,000	0			0					0	0	0		
Y5	F01000A	Statewide - Freight Rail Investment Bank	3,438,000	3,438,000	0	45,181,000	45,181,000	0		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	F01001A	Statewide - Emergent Freight Rail Assistance Projects	223,000	0	(223,000)	42,793,000	42,570,000	(223,000)		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	F01111B	Palouse River and Coulee City RR - Rehabilitation	550,000	1,338,000	788,000	12,346,000	12,805,000	459,000		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	L1000146	Grays Harbor Rail Corridor Safety Study	0	46,000	46,000	301,000	302,000	1,000		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	L1000147	South Kelso Railroad Crossing	14,335,000	21,980,000	7,645,000	25,001,000	25,003,000	2,000		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	L1000167	Bridge 12 (Salmon Creek) Replacement	0	0	0	205,000	212,000	7,000		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs	0	0	0	8,000	14,000	6,000		1/0/1900	0	1/0/1900	0			0	0	X		
Y5	L1000180	West Plains/Spokane International Airport Rail Development	0	0	0	2,001,000	2,001,000	0		1/0/1900	0	1/0/1900	0			0	X	0		
Y5	L1000191	PV Hooper Track Improvements	0	192,000	192,000	3,801,000	3,802,000	1,000		1/0/1900	0	1/0/1900	0			0	0	X		
Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation	0	1,478,000	1,478,000	1,500,000	1,501,000	1,000								0	0	X		
Y5	L1000235	Port of Moses Lake Northern Columbia Basin Railroad Feasibility Study	0	0	0	250,000	250,000	0								0	0	X		
Y5	L1000239	Grade Separation at Bell Road	0	0	0	1	0	(1)								0	0	X		
Y5	L1000242	Spokane Airport Transload Facility	0	500,000	500,000	500,000	500,000	0								0	0	X		
Y5	L1100080	Port of Moses Lake	0	15,406,000	15,406,000	20,901,000	20,903,000	2,000								0	X	0		
Y5	L1100083	Port of Warden Rail Infrastructure Expansion	0	0	0	2,002,000	0	(2,002,000)								X	0	0	Project completed. Practical Design Savings of \$35K transferred to the Transportation Futures Account.	
Y5	L2000173	Connell Rail Interchange	9,552,000	9,553,000	1,000	10,001,000	10,002,000	1,000								0	X	0		
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000	0	7,337,000	7,339,000	2,000								0	X	0		
Y5	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	6,696,000	9,095,000	2,399,000	53,007,057	52,804,000	(203,057)						8,664,667	1/13/2020	9,184,032	3	0	X	0
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	0	1,102,000	1,102,000	1,151,000	1,152,000	1,000								0	X	0		

Notes:

1. Represents final legislative TEIS versions (21LEGFIN)
2. In addition to risk reserves established to mitigate known risks, each project includes an amount for unknown risk or contingency. This amount may vary, but department guidelines state that it should typically be 4% of the contract amount.
3. Explanations are provided for variances greater than \$500,000/biennium or \$500,000/total project cost when compared to the latest legislative final TEIS version.
4. Explanations are provided for variances greater than 3 months in Advertisement Date or in Operationally Complete Date when compared to the latest legislative final TEIS version.
5. There may be more than one contract associated with a PIN or BIN. Also, the award amount will be different than the construction amount (sales tax, construction engineering, and contingency, etc.). Additionally, a contract may be associated with more than one BIN and the same information will be shown for each BIN.
6. Individual contract information in the programmatic BIN is not included in this report.