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December 14, 2021

SENT VIA EMAIL

Director David Schumacher Office of Financial Management

Representative Jake Fey, Chair House Transportation Committee Senator Marko Liias, Chair Senate 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 Liias, and Representative Fey December 14, 2021 Page 2
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.

Part						Fi	unding Variance				Sched	ule			Awarded Contr	racts <sup>(5) and (6)</sup>		Stat	us	
Part																				Comments 19-21 Q8 <sup>(3)</sup> and <sup>(4)</sup>
March   Marc	SubProg	BIN	Project Title		Plan		rotai	Plan			Variance	Complete	Complete Variance		Award Date			Completed	Future	
March   Marc	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										Х	
Column   C	D3	D300701	Statewide Administrative Support	979,000	979,000		14,229,000	15,498,000	1,269,000									X		smaller rootprint within the Dayton Avenue building.
Column   C	D3	D309701		4,521,000	4,521,000		48,012,000	53,140,000						430,000	7/15/2019		3			
March   Marc				250,000	250,000				250,000		_			1 246 471			3			
August   Company   Compa				575,000	575,000				-		-			1,340,471	3/12/2010	1,332,000				
1						(777,000)		61,053,000	2,512,000					47,665,000	2/12/2019	47,999,000	3	×		suspension work, restart preparation and remobilization. Increase in 21-23 of \$1,307M to cover cost of Fuel Island \$1.1M and Radio Tower \$206K that was
Strategy	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	х		suspension work, restart preparation and remobilization, \$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
	I1	0BI1002	Pedestrian & Bicycle Improvements		405,000	405,000	3,436,000	5,025,000	1,589,000					357,820	8/17/2016	492,498	5	х		New project added to this BIN: SR 525/Clinton Ferry Terminal Vic -
C	I1	0BI100B			616,000	616,000		616,000	616,000									х		
1	11	140511A	I-405 South Downtown Access Study Support		209,000	209,000		209,000	209,000									×		New project funded entirely by City of Bellevue. The I-4DS 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. Believue is funding the I-dOS 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-
Line					,	,		,	,											
1   100980   19-40	11		I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane											3,583,203	5/14/2020	3,156,783	3	X		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
13   0811000   Modelly Repreparation for Projects Assumed to the Complete   8,000   8,000   14,18,00	I1	L1000223	I-5/Rush Road Interchange Improvements		24,000	24,000		24,000	24,000									х		Project cancelled by the 2020 legislature. These are the actual expenditures
Commission   Com				·						7/1/2017		6/30/2027		11,453,754	6/19/2006	14,886,809	2	х		To the berman.
13   100521W   1-5/N8 Senece \$t to \$8 50 - Mobility improvements   3,146,000   23,948,165   (3,553,885)   12/3/2018   9/30/2022   17,015,628   14/21/2021   15,754,516   4   X   Indicated the representation of the production of	I1		Corridor	200,000	200,000			756,000												
11 105968   15/58 25 Interchange Phase   2,0010,000   2,97006   10/31/2027   1		100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2			2 000 105			(2.554.025)	12/2/2010		0 /20 /2022		17.015.630	1/21/2021	45 754 546				Deduced to sellent assistant assistant design of the Asia Company
Reduced SR 9 (1974 the Street SE to SR 96 - Widening 17,162,000 1,663,773 (15,488,227) 21,979,000 21,979,000 (197,000)    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000 1,663,773 (15,488,227) 21,979,000 (197,000)    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000 1,663,773 (15,488,227)    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street SE to SR 96 - Widening 17,162,000    X Reduced SR 9 (197,616 Street St	11	100521W	1-5) NB Seneca St to SK 520 - Mobility Improvements	3,146,000	7,034,195	3,888,195	27,400,000	23,848,105	(3,551,835)	12/3/2018		9/30/2022		17,015,628	1/21/2021	15,754,516	4	^		
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 2009 (Affice and as prices where agencies could request that priming in April 2009 (Affice and as prices where agencies could request that priming in April 2009 (Affice and as prices where agencies could request that priming in April 2009 (Affice and as prices where agencies could request that contract to move by the price and a several price was price and a several price with the several price was price and a several price with the price sent price from the price sent price and t				47 462 000	4.660.770	(45, 400, 227)			(57.000)	2/9/2026		10/31/2027							_	
of way activities. Moved to 0BI100B.	(1	1009048	אר אל I roun street se to sk פי א widening	17,162,000	1,065,775	(15,498,227)	21,979,000	21,922,000	(57,000)									×		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, WSDDT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is contial to WSDDT's mission and if WSDDT 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
	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		11/25/2009		25,270,756	2/25/2008	18,877,586	7	х		
	I1	100921G	SR 9/SR 528 - Improve Intersection				2,847,000	2,847,000		7/6/2033		10/1/2034							х	

					Fi	unding Variance					Schedu	ıle			Awarded Contr	acts <sup>(5) and (6)</sup>		Stat	lus	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	Future	Comments 19-21 Q8 <sup>(3) and (4)</sup>
I1	100922G	SB 0/94th St NE /Catchall Board) 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	2	_		Broject completed but still has miner engaing expenditures to complete
11	1009226	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	2/20/2014	5,099,005	3	^		Project completed but still has minor ongoing expenditures to complete documentation for final closure. Moved to 0BI100B.
I1		I-405/SR 167 Interchange - Direct Connector	34,000	34,000		41,618,000	41,618,000			7/7/2025		6/30/2027						Х		
11   11		SR 522/I-5 to I-405 - Multimodal Improvements	34,000 149,000	34,000 149.000		22,566,000 145,637,000	22,566,000			6/26/2006		10/17/2007		4,037,658	9/8/2006	4,037,653 15.514.435	4 8	X		
11	152234E 153160A	SR 522/Snohomish River Bridge to US 2 - Add Lanes SR 531/43rd Ave NE to 67th Ave. NE - Widening	17,000	17,000		1,879,000	145,637,000 1,879,000			4/12/2010 9/22/2014		12/15/2014 12/19/2014		22,322,279	6/1/2010	15,514,435		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		
I1	202800D	SR 28/Jct 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	Х		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 0BI100B.
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection	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		
I1	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	Х		
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 progess 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 are 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							х	projects.
I1	310102F	US 101/Gardiner Vicinity - Add Climbing Lane				2,560,000	2,560,000			7/6/2026		1/20/2027							Х	
11   11	310107B 316118C	US 101/Shore Rd to Kitchen Rd - Widening	10,000	10,000		51,059,000 31,386,000	51,059,000 31,386,000			9/17/2012		10/5/2015 6/30/2027		33,989,673	11/21/2012	27,069,690	9	Х		
II		SR 161/36th to Vicinity 24th St E - Widen to 5 lanes SR 167/SR 410 to SR 18 - Congestion Management	17,642,000	4,747,162	(12,894,838)	129,200,000	129,200,000			1/4/2027 12/31/2028		12/31/2028		21,630,896	4/2/2021	22,799,719	4	х		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 1405/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	2704014	CD 704/C Describing the March Alice and				40.900.000	40,900,000			2/24/2000		8/26/2009		8,684,673	6/16/2008	7,350,281	0	X		
11	400506H	SR 704/Cross Base Highway - New Alignment 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)		3/31/2008 5/2/2011		8/27/2014		20,598,245	6/22/2011		- 8 - 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	Х		
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		
I1	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.
I1	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	х		Completed Nic/TPA project reduction to funding needed for final project closure.
I1	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	Х		
I1	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.
I1	5082080	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges	438,000	438,000	(1,000)	2,003,000	2,003,000	[30,320,000]		2,20,2003		5/25/2007		23,003,100	7, 23, 2003	55,503,045	,	^ x		
I1	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	х		
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	Х		Accounting correction.
I1	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	х		Anticipated savings at project completion includes \$5 million of unneeded
l1	609049B	1-90/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	х		Special Cat C funds. This project is operationally complete. This increase is due to binning I- 90/Barker Rd Intersection Improvements (609049M) with this project as was
14	8005036	L-5/SP 161/SP 19 - Interchange Improvements				88 000 000		(88 000 000)		4/12/2010		10/2/2015		1 427 615	1/21/2015	1 222 012	10	x		originally intended. 609049M was moved from 0BI2011.
11  11	809936Z	I-5/SR 161/SR 18 - Interchange Improvements SR 99/Alaskan Way Viaduct - Replacement	271,725,000	253,214,260	(18,510,740)	88,098,000 3,350,788,000	3,350,788,000	(88,098,000)	3,717,332	4/12/2010 8/6/2007		10/2/2015 1/17/2023		1,427,615 83,803,960	1/21/2015 6/1/2018	1,332,012 93,749,999	4	X		Completed.  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.
I1	809940B	SR 99/Viaduct Project - Construction Mitigation	3,000,000	3,000,000		38,170,000	38,170,000											Х		
11	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed	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	х		
		Lane	L						L	l		l .		IL	1	1	l	1 1		

					Fı	unding Variance					Schedu	le			Awarded Contr	acts <sup>(5) and (6)</sup>		S	latus	
															/ war aca com	dots				Comments 19-21 Q8 <sup>(3)</sup> and (4)
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	
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	х		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		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	х		
11		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  1	8BI1001 8BI1002	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA) I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	12,000 4,112,000	12,000 1,946,098	(2,165,902)	164,275,000 342,741,000	164,275,000 342,701,000	(40,000)		2/19/2008 5/6/2009		8/13/2012 10/31/2015		109,999,985 249,999,996	2/24/2009 1/11/2012	83,599,000 155,500,001	4	X		\$40K of I-405 corridor funds transferred to 840502B to cover overrun.
		3	,,,,		(3)3,3,			(14,144,144)		<i>5, 7,</i>										Exppenditure 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		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 OBI4ENV
11  11		I-405/Renton to Bellevue Widening and Express Toll Lanes SR 520/Repayment of Sales Tax for Bridge Replacement	29,000	29,000		21,656,000 159,400,000	21,656,000 159,400,000											X		1
11	G200098	1-5/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. DODT and WSDOT executed an intergovernmental agreement that established the IBR program office as directed by Governors Brown and Insidee 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 is moving forward on schedule. The IBR program team has delivered several milestones that were outlined in ESHBI160, 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.
I1	11000022	Lake Washington Congestion Management	287,000	287,000		86,931,000	86,931,000			6/15/2009		12/29/2011						х		
I1	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							х	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.
I1	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							х	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							х	The original schedule for the 1-405, Northeast 132nd Street Interchange Project (132nd Project) included \$37M for construction in the 2019-21 biennium. In spring 2019, WSD0T determined there could be contractual efficiencies by combining the 132nd Project with the 1-405, 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.

					Fu	unding Variance					Schedu	le			Awarded Contr	acts <sup>(5) and (6)</sup>		SI	atus	
																				Comments 19-21 Q8 <sup>(3) and (4)</sup>
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	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	11000111	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. 21DOTOO1 picked up this aging for the first time in October 2020. (Note: In 2018, the legislature provided an additional \$5000 KMVA funds to start early coordination efforts and scoping to determine how this project ties in with future Clark County projects in the area.)
11	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							х	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.
11	L1000114	SR S31/43rd 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 Awaiton 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							х	This Non-State lead project is experiancing delays due to the current COVID- 19 pandemic; which has delayed tribal coordination and selecting a preferred
11	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		х	alternative.
I1	L1000158	US 2 Trestle IJR	1,029,000	1,030,000	1,000	3,501,000	3,501,000												Х	
11	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	Х		
11		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 perferred 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 1-90/SR 18 project. The 190/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.
11	L1000231	I-5 Corridor from Mounts Road to Tumwater	2,250,000	740,897	(1,509,103)	2,250,000	2,250,000												х	Expenditure delay from 19-21 to 21-23 biennium reflects an updated
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							х	preliminary engineering delivery schedule.  Increased local contribution. Delayed AD and Award 4 months per updatefrom PEO 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.

					Fi	unding Variance					Schedu	ile			Awarded Contr	acts <sup>(5) and (6)</sup>		S	atus	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Comments 19-21 Q8 <sup>(3) and (4)</sup>
I1	L1000276	SR 162/410 Interchange Design and Right of Way Project	1,000,000	85,000	(915,000)	1,000,000	1,000,000													PE start was paused due to the passage of I-976 and further delayed by     COVID-19 pandemic related directives.
11	11000280	I-405/North 8th Street Direct Access Ramp in Renton				250,000,000	250,000,000													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		31st Ave SW Overpass - Improvements	712,000	712,000		1,102,000	1,102,000							395,079	5/27/2020	381,218	2		Х	
I1		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						х	Expenditure delay from 19-21 due to a schedule delay from changing the delivery method from Design-Build to Design-Bild-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.
I1	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		х	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							х	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.
I1		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	Х		
I1	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 IAP 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.
I1	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		х	Expenditure delay from 19-21, primarily due to the change from a one to a two construction season deliwery assumption. Additionally, there are delays associated with the 1976 pause. Project total reduction is Anticipated project savings. A 2018 1-90 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.
I1		I-5/Mill Plain Boulevard				97,700,000	97,700,000			2/17/2026		10/8/2028								
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.
I1		SR 162 Study/Design	86,000		(86,000)	396,000		(396,000)											х	Completed.
11	L2000118	SR 539/Guide Meridian				40,000,000	40,000,000			1/20/2026		12/31/2027								(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 (8DD) 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 dose out. The total time is expected to be about 5 years.
I1	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		Х	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.

					Fu	nding Variance					Schedu	la			Awarded Contra	ote(5) and (6)		Status	ic
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed In Progress	Comments 19-21 Q6 <sup>(3) and (4)</sup>
11		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	х	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.
I1	L2000124	I-90/Front Street IJR	395,000	395,000		2,300,000	2,300,000											х	
11		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	х	\$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 CV 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
11	12000129	I-5/156th NE Interchange in Marysville				42,000,000	42,000,000			9/18/2028		5/15/2030							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.
		Dolarway Intersection Improvements	129,000			3,920,000	42,000,000			1/17/2017		10/27/2017		2,364,058	3/31/2017	2,687,607	3	Х	Completed. There were savings that resulted from doing some work in-
			3.488.000			3.900.000													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  11		SR 125/9th Street Plaza - Intersection Improvements SR 16/Corridor Congestion Study	3,488,000 822.000	3,821,095		3,000,000	5,725,000			12/9/2019		10/25/2020		2,902,656	2/23/2021	2,937,290	2	X	Increase is local contribution.  Completed.
I1		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		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	х	
		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 Duportal 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 star 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 completed Wa couguistion 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 where 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.

					Fi	unding Variance					Schedu	ule			Awarded Contra	acts (5) and (6)		Status	s	
SubProg	BIN	Project Title	19-21	19-21 Plan	19-21	Total	Total Plan	Total	Amount Reserved	Advertisement	Advertisement Variance	Operationally Complete	Operationally Complete	Engineers	Award Date	Award	No. of	pleted	Future	Comments 19-21 Q8 <sup>(3) and (4)</sup>
, and the second			20CONF <sup>(1)</sup>	LEGFIN	Difference	20CONF <sup>(1)</sup>	LEGFIN	Difference	for Risk <sup>(2)</sup>	20CONF	(months)	20CONF	Variance (months)	Estimate		Amount	Bidders	Com In Pre	2	
I1	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 injunction 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 injunction 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.
I1	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					х		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	х		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 \$339M 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 of 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 \$650M. 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						х		
I1   I1	L2000255 L2000259	I-5/Exit 274 Interchange Replacement Bridge on Interstate 5 across the Columbia River	482,000	482,000		550,000 179,000	1,550,000	1,000,000 (179,000)										X	_	Shift of funds from the Y program. Completed.
I1	L2000280	SR 241/Sunnyside Vicinity Improvements	1,500,000		(1,500,000)	1,500,000	500,000	(1,000,000)										х		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-S 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	х		establishing the proposed project schedule.  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 ASB 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 Steilacoom-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.

					Fi	unding Variance					Schedu	ile			Awarded Cont	acts(5) and (6)			Status		
													0								Comments 19-21 Q8 <sup>(3)</sup> and (4)
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	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 S20 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		х		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 2021-29 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		х		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 18 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		х		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 1-976 pause and a more lengthily 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.
I1	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		х		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)						х		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	N52600R	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						х		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 1-5.  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						х		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-S. To address these concerns, metering the EB SR 526 to NB I-S on-ramp will be included in the project. Confirming the impact to I-S 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.

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11		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												х	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 ASR8 did not move the request forward. For projects that did receive exemption approval, there are delay 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							х	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.
I1		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		Х	Completed.
11	T20400R T20700SC	I-S Federal Way - Triangle Vicinity Improvements I-S/116th Street and 88th Street Interchanges - Improvements	11,590,000	2,198,000	(9,392,000)	85,000,000 49,729,000	85,000,000 49,729,000			12/11/2023 9/13/2017		10/30/2026 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 TOZOROS Cebeven the 88th St NE IV (1005S1S) and the SR 528/Marine Drive I/C (1005S1S). 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 1-976 pause and to 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.
I1	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							х	Expenditure delay is due to additional time needed to complete the pre- design phase of the project and COVID-19 related impacts.
I1	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						х	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						х	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.
I1		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	х		Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
12		SR 532/Camano Island to I-5 Corridor Improvements (TPA) Collision Prevention	1,272,000 59,749,000	191,000 51,749,000	(1,081,000)	81,560,000 328,492,000	81,560,000 306,492,000	(22,000,000)		10/13/2008		5/5/2016		12,379,302 5,952,577	6/16/2014 3/29/2021	11,718,295 5,137,445	6 3	х	х	Rebalancing between 0BI2010 and 0BI2011 to reflect the 2020 update to the Project Delivery Plan.
12	0BI2011	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		х	Rebalancing between 0Bi2010 and 0Bi2011 to reflect the 2020 update to the Project Delivery Plan.
12		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	х		Completed.

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				LEGFIN			LEGFIN		10.100		(months)	20CONF	(months)					ပိ	=	
12	200201J 201701G	US 2/East Wenatchee N - Access Control SR 17/Adams Co Line - Access Control	54,000 22,000	35,000	(54,000) 13,000	359,000 105,000	118,000	(359,000) 13,000										X X		Completed.  Project completed but still has minor ongoing expenditures to complete right
12	202801J	SD 20/5 Marshall Assess Control		054.054	(1.011.046)	3.041.000	5.328.101	2.287.101		12/2/2019		11/20/2020							x	of way activities. Moved to 0BI100B.
12	202801)	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							*	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.
12	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	250,000	250,000		854,000	854,000												х	
12		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	Х		Completed.
12	501208J 501212I	US 12/Old Naches Highway - Build Interchange US 12/SR 124 Intersection - Build Interchange	57,000	57,000		38,439,000 21,317,000	38,439,000 21,317,000			7/7/2042 10/18/2010		10/23/2043 5/23/2012		15,614,038	2/7/2011	11,478,643	15	х	Х	
12	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			Х		
12	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	10,000	1,000	(9,000)	253,000	244,000	(9,000)											х	
12		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		Х	Federal funds added to fully fund the project.
12	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		х	Correction to the amount of local contribution.
																				Increase is needed for long term evironmental mitigation. If this increase is approved it would then be transferred to to 08H4ENV 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.
12	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 isdealyed due 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.
12	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	х		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.
12 12		US 101/Lynch Road Intersection Improvements	2,374,000	10,000	(2,364,000)	5,000,000 30,000,000	2,636,000 30,000,000	(2,364,000)		3/18/2019 10/8/2029	(9)	11/19/2019 3/31/2031	(13)	1,399,197	7/13/2018	1,823,870	3	Х	×	Completed. This reduction reflects the transfer to TFF.
12	L2000169	SR 20/Oak Harbor to Swantown Roundabout 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	х	^	
12 12	L2000238	SR 900 Pedestrian Safety	32,000	32,000		333,000	333,000			10/22/2010	1	4/22/2010	2	217.000	42/47/2010	274 425	2	x	Х	
12		SR 525 Improvements - Freeland Vicinity US 101/Lower Hoh Road Intersection Improvements	93,000 467,000	93,000 467,000		900,000	900,000 600,000			10/22/2018	1	4/22/2019	3	317,090 242,375	12/17/2018 12/10/2019		7	X	х	
12		SR 20 Race Road to Jacob's Road	106,000	43,000	(63,000)	3,678,000 8.493.000	3,678,000 8.493.000			10/19/2015		9/15/2016	1	1,999,561	11/25/2015	2,245,556 5.283.745	4	X		
12		SR 150/No-See-Um Road Intersection - Realignment US Hwy 2 Safety	72,000 3,012,000	72,000 634,140	(2,377,860)	19,000,000	19,000,000			12/19/2016 12/9/2018		11/21/2017 10/15/2022		4,801,002 11,398,101	3/16/2017 2/1/2019	11,870,667	6 2	Х	х	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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SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	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	
12	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							х		Expenditure delay is due to additional time needed to complete stakeholder
																					work and prioritize projects within the corridor.  Coordinating R/W issues with the Suquamish 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 AD Date is delayed from Q4 2020 to Q2 2021. The AD Date is delayed from Q4 2020 to Q2 2021. The AD Date is delayed from Q4 2020 to Q3 2021. SR 305/Suquamish Way – Roundabout (330528G): The PE start has been delayed from Q4 2020 to Q3 2021. Discussions with Suquamish Tribe are taking longer, which is delaying the project.  SR 305/Totten Rd – Roundabout (330528H): Environmental Complete has been delayed from Q1 2021 to Q2 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.
13	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	9,000	9,000		3,026,000	3,026,000											x			
13		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			
13		I-82/South Union Gap I/C - Improvements	2,000		(2,000)	3,219,000		(3,219,000)										Х			Completed.
13	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	1,510,000	211,330	(1,298,670)	3,456,000	3,456,000												х		Expenditure delay from 19-21 to 21-23 biennium is due workforce constraints resulted from COVID-19
13	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		х		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.
13	5090160	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		х		
13	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		Х		Expenditure delay is due to I-976 pause.
13		US 101/East Sequim Corridor Improvements	622,000	200,000	(422,000)	1,290,000	1,290,000												Х		
13		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							х		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 alimay'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.
13	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 anaylsis and design of the project's retaining walls.
14		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		1,425,520	6		Х		Full funding proposal in 2021 budget submittal.
14	0BI4002	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		Х		
14	0BI4003	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		х		The advance is for a combination of both Stormwater (\$600K) and Mitigation Sites (\$400K).
14		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		Х		
14	0BI4ENV 310019A	Environmental Mitigation Reserve - Nickel/TPA SR 109/Moclips River Bridge - Replace Bridge	2,894,000	3,049,000	155,000	12,802,000 6.071.000	14,502,000 6,071,000	1,700,000		1/4/2035		6/30/2035						<del>                                     </del>	X		Additional Nickel/TPA/CWA transfers. Transfer is from 8BI1003.
14	L2000160	I-5/Ship Canal Noise Wall	400,000	436,000	36,000	3,500,000	3,500,000			11/12/2024		1/30/2026							^	Х	
			,000	,000	22,000	-,,000	-,,000			,, 2027		-,,									

					Fi	unding Variance					Schedu	le			Awarded Contr	acts <sup>(5) and (6)</sup>		Sta	tus	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	Future	Comments 19-21 Q8 <sup>(3) and (6)</sup>
P1	0BP1001	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	,	(	Rebalancing between preservaton 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	0BP1002	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	)	(	Rebalancing between preservaton 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	0BP1003	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	,	(	Rebalancing between preservaton 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 P1		Preservation Activities	9,369,000 123,930,000	9,369,000 123,930,000		90,000,000	90,000,000			7/1/2017		6/30/2027						)	(	
P1 P2		Highway System Preservation  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	,		Rebalancing between preservaton 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	0BP2002	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	,		Rebalancing between preservaton 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	0BP2003	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	,	(	Rebalancing between preservaton programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P2	0BP2004	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	,	(	Rebalancing between preservaton programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P2	100934R	SR 9/Pilchuck Creek - Replace Bridge	145,000	4.004.000	(145,000)	15,534,000	50.004.000	(15,534,000)		7/30/2012		6/10/2015	(13)	12,204,446	10/9/2012		12	х	,	Completed.
P2 P2		SR 99/Aurora Bridge - Painting SR 520/Evergreen Point Floating Bridge R&R - Preservation	10,934,000 326,000	4,024,000 395,000	(6,910,000) 69,000	51,314,000 426,910,000	50,904,000 498,550,000	(410,000) 71,640,000		3/2/2015 10/3/2016		10/30/2020 6/30/2053		27,318,728	12/19/2017	30,851,133	4	)	(	Updated R&R plan. Future bienniums added.
P2		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	х		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 0BI100B.
P2		SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge		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	Х		
P2 P2		US 2/Wenatchee River Bridge - Replace Bridge SR104/Port Angeles Graving Dock Settlement and Remediation	1,000 76,000	76,000	(1,000)	8,547,000 6,095,000	6,095,000	(8,547,000)		4/18/2011 2/19/2008		9/15/2013 7/31/2008		8,838,513	6/24/2011	8,485,707	9	X		Completed.
P2 P2	400411A 400612A	SR 4/Abernathy Creek Br - Replace Bridge SR 6/Rock Creek Br E - Replace Bridge	50,000	191,000	141,000	10,000,000 10,245,000	10,000,000 10,386,000	141,000		2/2/2026 12/16/2013		6/1/2028 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 0811008.
P2		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		11,612,612	12	X		Completed.
P2 P2	400694A 619503K	SR 6/Willapa River Br - Replace Bridge US 195/Spring Flat Creek - Bridge Replacement	2,000		(2,000)	6,960,000 3,302,000	3,302,000	(6,960,000)		3/25/2013 10/18/2027		7/3/2014 10/16/2029		4,620,716	4/29/2013	4,077,490	8	X	х	Completed.  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.

					Fi	Inding Variance					Schedu	ıle			Awarded Contr	acts <sup>(5) and (6)</sup>		Sta	lus	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	Future	Comments 19-21 Q8 <sup>(3) and (4)</sup>
P2		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	,		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 P2		Structurally Deficient and At Risk Bridges	22,129,000 487,000	22,129,000 487.000		53,303,000 8.300,000	53,303,000 8,300,000			5/2/2016 10/1/2018	(10)	2/14/2022	(13)	17,143,690 5.896.872	3/26/2018 3/28/2018		6	x )		
P2		US 12/ Wildcat Bridge Replacement 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	(10)	11/22/2019 1/15/2020	(13)	18,112,215	2/1/2019	19,530,453	10	^ >		Expenditure delay from 19-21 to 21-23 biennium due to updated contractor's
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					,		spending plan resulted from COVID-19 impacts.  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 \$26. 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
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							х	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.  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		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			Updated R&R plan.
Р3		Safety Rest Areas with Sanitary Disposal - Preservation Program	423,000	423,000		5,909,000	8,159,000	2,250,000										)		
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000		4,155,000	4,505,000	350,000										)		Future bienniums added.
Р3		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		975,440	4	)		Increase to address Emergency Relief projects funded by 099960K.
P3	0BP3002	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	,		Rebalancing between preservaton 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	0BP3003	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	,		Rebalancing between preservaton programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	0BP3004	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	'		Rebalancing between preservaton programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	0BP3005	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	)		Future bienniums added.
P3		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	)		Rebalancing between preservaton programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
Р3		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	,		Rebalancing between preservaton programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P3	1405RRT G2000055	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		0/6/2010		E /20/2010								Updated R&R plan. Future bienniums added.
P3		Land Mobile Radio (LMR) Upgrade SR 99 Tunnel R&R - Preservation	26,683,000 10,000	20,067,056 79,000	(6,615,944) 69,000	37,038,000 311,300,000	37,038,000 460,008,000	148,708,000		9/6/2016		5/30/2019						<del>      '</del>	X	Updated expenditure plan. 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										)		The reserve has been reduced to fund projects identified for delivery through Q3 subprogram.
Q3	000009Q	Challenge Seattle  SR 527 & SR 96 Adaptive Signal Control System (County lead)	106,000	106,000	500,000	135,000	1,500,000	1,500,000		12/21/2015		4/30/2018	14					,		The funding provided is to establish The Virtual Coordination Center (VCC) a multiagency tool designed to support the integrated management of the Seattle 1-5 corridor. This project funding includes state match required for federal funds provided by FHWA.
			,				,000			,,,,		.,,								

					Fi	unding Variance					Schedu	ile			Awarded Contr	acts(5) and (6)		Sta	his	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	sted	Future	Comments 19-21 $Q8^{(3) \text{ and } (0)}$
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements	215,000	129,000	(86,000)	340,000	254,000	(86,000)		11/26/2018	6	4/30/2019	5	930,635	6/28/2019	1,198,330	1	>		The original project scope included work for ramp meter on I-90 EB at SR 900 and I-90 EB at Rainer. Both ramps were prioritized lower than other locations in the project. The CN costs were much higher than anticipated due to the work being spread around the region and due to a shortage of electrical contractors in the area. Available budget was not sufficient to cover the costs for these two ramps in addition to the other locations, so they were removed from the project.
Q3 Q3	100515Q 100516Q	I-5/Northbound vicinity Marysville - Ramp Meters I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation	13,000 41,000	15,000 7,000	2,000 (34,000)	866,000 450,000	308,000 416,000	(558,000) (34,000)		7/2/2018 8/14/2017	13	4/30/2019 12/30/2017	12 3					X		Project cancelled due to local community opposition to the project.
Q3 Q3	100517Q 100522Q	Installation  1-5/58 NE 45th St to NE 130th St - Ramp Meters  1-5/Mercer Street NB and SB Ramp Meter Systems	50,000 30,000	50,000 1,000	(29,000)	826,000 196,000	826,000 167,000	(29,000)		3/26/2018 10/4/2010	4	10/30/2018 9/30/2015	8	478,420	9/21/2018	659,929	2	X		The NB and SB meters were constructed and are in operation, however, some modifications are needed to avoid impacts to another project. The additional funds are being used to move the NB meter futher downstream where it will function better with the new I-5 Mercer ramp layout.
Q3		I-90/EB E Mercer Way - ITS	197,000	197,000		250,000	250,000							930,635	6/28/2019	1,198,330	1	>		
Q3 Q3		I-90/Highpoint to SR 18 - Fiber Extension	840,000 731.000	75,000 731.000	(765,000)	840,000 799,000	855,000 799.000	15,000						930.635	6/20/2010	1.198.330	1		X	
Q3	152233Q 152711Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	58,000	58,000		129,000	129,000			6/2/2016		12/30/2017	(2)	930,033	6/28/2019	1,198,330	1	x		
Q3	200212Q	US 2 Vicinity Variable Message Signs	167,000	166,000	(1,000)	215,000	214,000	(1,000)										)		
Q3		SR20/Wauconda Summit - RWIS and Camera	166,000	166,000	400.000	366,000	366,000	400.000		3/6/2017		8/1/2017						X		71
Q3	202400Q	NCR Basin ITS Phase 3	397,000	520,000	123,000	430,000	553,000	123,000		9/18/2017		5/30/2018						X		The cost increase was due to higher costs for steel due to tariffs and increased construction bids nationwide during the delivery timeframe of this project.
Q3		SR 285/Wenatchee Area - ITS Conduit	450,000	192,000	(258,000)	450,000	451,000	1,000											Х	
Q3 Q3		I-5/Olympia Area Southbound - Congestion Management SR 167/SR 410 to SR 18 - ITS	797,000 100.000	797,000 189.000	89.000	797,000 1.000.000	797,000 1,089,000	89.000		1/4/2021		10/15/2021	86	873,704 21.630.896	4/9/2019 4/2/2021	927,777 22.799.719	2	)		
Q3	351207R	SR 512/I-5 to SR 7 EB - Congestion Management	474,000	659,000	185,000	496,000	681,000	185,000		11/5/2018	8	3/30/2019	9	395,876	2/25/2020	406,736	7	>	: ^	Newly programmed project as part of Q3 Subprogram's Six-Year Delivery Plan
Q3		Vancouver Urban ITS Device Infill	24,000		(24,000)	900,000	876,000	(24,000)		4/18/2016		3/24/2017		611,170	5/26/2016	648,115	3	Х		
Q3 Q3		Centralized Signal System Enhancements I-5/I-205 Urban Ramp Meter - Phase 1	446,000 36,000	446,000 27,000	(9,000)	452,000 678,000	452,000 669,000	(9,000)		6/3/2019 2/5/2018		5/19/2019	15	597,832	7/31/2018	539,913	2	v )		
Q3	400019V	Regional Video Sharing	9,000	27,000	(9,000)	151,000	142,000	(9,000)		2/3/2010		3/13/2013	13	337,632	7/31/2010	333,313		^ >	:	
Q3	401417Q	SR 14 ATIS Infill; I-5 to Evergreen	691,000	668,000	(23,000)	1,108,000	1,085,000	(23,000)		9/24/2018	1	6/21/2019		732,719	12/12/2018	640,307	2	)		
Q3	414119Q 420520Q	SR 141/Flashing School Zone Signs	1,000 466,000	466,000	(1,000)	19,000	18,000 466,000	(1,000)		10/10/2020		4/20/2024		270 404	2/22/2024	272.040	2	Х		
Q3 Q3	420520Q 420522Q	I-205/NB Mill Plain On-Ramp - Ramp Meter I-205/SB Mill Plain and SB 18th St On-Ramps - Ramp Meters	26,000	16.000	(10.000)	466,000 71.000	61.000	(10,000)		10/19/2020		4/30/2021		370,494	2/23/2021	372,949		,		PE Phase completed under budget
Q3	509019Q	I-90/SR 18 Interchange Vic EB - Install VMS	400,000	278,000	(122,000)	400,000	401,000	1,000											х	,
Q3	518203Q 524001Q	I-182/Argent Rd Vicinity EB - Install VMS	520,000	363,000	(157,000)	520,000	521,000	1,000		2/27/2017		10/27/2017		F 000 FF2	4/42/2047	C 457 222	2	v	Х	
Q3 Q3		SR 240/Jadwin Ave to I-182 - Install Traffic Cameras Eastern Region CCTV Systems - New Installs	24,000 45,000	5.000	(24,000)	261,000 311.000	237,000 271.000	(24,000)		2/27/2017 4/9/2018	6	10/27/2017 11/16/2018	7	5,860,553 85,294	4/13/2017 11/16/2018		3	X		Project completed under budget.
Q3	609004Q	I-90/Sprague Rest Area Traveler Information	23,000	23,000		133,000	133,000			1/29/2014		7/31/2015		,				Х		
Q3 Q3	609006Q 609007Q	Spokane Area Traffic Volume Collection	18,000 337.000		(18,000)	406,000	388,000 351.000	(18,000)		2/5/2042		44 /45 /2040	7					)		
Q3	609047Q	Spokane Area Traffic Volume Collection I-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	510,000	337,000 264,000	(246,000)	351,000 550,000	550,000			2/5/2018	9	11/16/2018	/					,	X	
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements	5,000	5,000		953,000	953,000			4/18/2016		9/21/2016		434,694	5/17/2016	398,578	2	Х		
Q3 W1	L2000338 900001G	SR 99 Aurora Bridge ITS Point Defiance Tml Preservation	700,000	700,000		700,000 12,361,000	700,000 12,512,000	151,000											X	
W1		Point Defiance Tml Improvement	304,000	304,000		665,000	665,000	131,000						251,465	8/8/2017	218,868	2	х		
W1 W1	900002G 900002H	Tahlequah Tml Preservation Tahlequah Tml Improvement	782,000	704,000	(78,000)	18,470,000 851,000	18,551,000 1,068,000	81,000 217,000										>		Project cost on slope stabilization project has increased due to extend PE costs and delays associated with the coordination with King County on a solution for this unique slope, which is more of a berm. Some CN increase
W1	900005M	Fauntleroy Tml Preservation	6,786,000	2,312,000	(4,474,000)	109,393,000	104,869,000	(4,524,000)	7,830,935									)		was also realized as feasible option became more apparent.  Defered preservation work in the 31-33 biennium outside the 16 year project  list. Cash flow adjustment between 19-21 and 21-23.
W1	900006S	Vashon Tml Preservation	582,000	219,000	(363,000)	19,238,000	22,111,000	2,873,000										)		Future Preservation Placeholder assets were added as evaluations and inspection change preservation priorities
W1	900006T	Vashon Tml Improvement	68,000		(68,000)	101,000	33,000	(68,000)									-	Х		Removed and re-prioritized unused portion of POF agreement dollars from 19- 21
W1	900010L	Seattle Tml Preservation	154,816,000	146,829,000	(7,987,000)	466,415,000	467,981,000	1,566,000						24,079,470	4/20/2017	24,079,471	1	,		Increase from federal grant associated with bike facility at colman dock.  The delay is due to some work that was not completed within the fish window which delayed other work coming after the window. Additionally, the elevated pedestrian connection and entryway building cost negotiations are taking longer than expected. The schedule has also slipped due to the COVID work stoppage last March and April.
W1		Seattle Tml Improvement	3,711,000	3,711,000		5,399,000	5,399,000											)		
W1 W1	900012K	Port Townsend Tml Preservation  Port Townsend Tml Improvement	1,000	1,000		18,982,000 3,000	3,000	2,927,000	440,000									x ,		Added Security Preservation from Security Placeholder, and programed Trestle Rehabilitation project starting in 27-29.
W1		Lopez Tml Preservation	406,000	239,000	(167,000)	10,888,000	11,144,000	256,000										)		

					Fi	unding Variance					Sched	ule			Awarded Contra	acts <sup>(5) and (6)</sup>		Statu	S	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	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	Comments 19-21 Q8 <sup>(3) and (4)</sup>
W1	900022J	Lopez Tml Improvement	87,000	87,000		534,000	534,000											х		
W1		Shaw Tml Preservation			(	5,915,000	3,356,000	(2,559,000)										X		Deferred some preservation work outside the 16 year project list.
W1 W1	900026P 900026O	Orcas Tml Preservation	275,000 137.000	104,000 132,000	(171,000)	14,886,000 2,045,000	13,251,000 2.335.000	(1,635,000) 290.000						584.369	0/1/2016	759.415	2	X		Deferred some preservation work outside the 16 year project list.
W1	900028U	Orcas Tml Improvement Friday Harbor Tml Preservation	243,000	92.000	(151,000)	10,395,000	11.128.000	733,000						584,369	9/1/2016	759,415	3	X		Added a Visual Paging project to 21-23.  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		Deferal of preservation work outside the 16 year window.
W1	9000400	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	×		Cost increase and scope change on Sip 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 predesign 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		Coupeville (Keystone) Tml Preservation	400.000	02.000	(405,000)	17,203,000	16,319,000	(884,000)										X		Deferal of preservation work outside the 16 year window.
W1		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		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	х		Delayed work in 19-21 into 21-23. Deferred some preservation work outside the 16 year project list.
W1 W1	902020D 910413Q	Anacortes Tml Improvement Edmonds Tml Preservation	1,832,000 355,000	1,873,000 398,000	41,000 43,000	7,296,000 60,403,000	7,337,000 57,235,000	41,000 (3,168,000)	2,997,030					576,529	8/22/2019	787,922	2	X		Deferred some preservation work outside the 16 year project list.
W1		Edmonds Tml Improvement	522,000	318,000	(204,000)	27,723,000	27,722,000	(1,000)	2,557,030					201,704	11/19/2018	271,054	6	X		beferred some preservation work outside the 16 year project list.
W1		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	х		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)										х		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 W1	930410U 930513G	Bremerton Tml Improvement Bainbridge Island Tml Preservation	654,000 11.124.000	559,000 3.388.000	(95,000) (7,736,000)	1,371,000 64,463,000	1,276,000 65,248,000	(95,000) 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 Regineering, allowing for construction at the large Mukilteo Terminal relocation project to be completed before the Bainbridge Island project starts.
W1 W1	930513H 952515P	Bainbridge Island Tml Improvement  Mukilteo Tml Improvement	32,000 84,478,000	32,000 85,464,000	986.000	121,000 187,347,000	121,000 188,333,000	986,000						9.221.762	12/4/2015	145,115 8,158,480	6	X		Addtion of IT Network Infrastructure project in 19-21 with Federal Grant
VVI	332313F	Mukiteo IIII Improvement	84,478,000	83,404,000	980,000	187,347,000	100,333,000	980,000						9,221,762	1/30/2013	0,130,400	0	^		Dollars.
W1		Clinton Tml Preservation	400,000	403,000	3,000	15,886,000	18,129,000	2,243,000										Х		Increase in new preservation work at the end of the 16 year plan.
W1	9525165	Clinton Tml Improvement	25,000	25,000	1.000	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 W1	998521B 998602A	Life Extension of Electronic Fare System (EFS) WSF/IT Terminal Telecommunications	11,000 500,000	26,000 500,000	15,000	1,167,000 500,000	1,182,000 775,000	15,000 275,000										X	х	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)											х	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 W1		WSF/IT EFS Preservation WSF/Administrative Support - Allocated to W1	450,000 7,937,000	544,000 7,463,000	94,000 (474,000)	450,000 41,686,000	611,000 41,212,000	161,000 (474,000)										x		Increase in EFS preservation requirements.
W1		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	13.7,222	798,000	798,000	10,940,000	10,815,000	(125,000)											Х	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 W1		Primavera Project Management System Seattle Tml - Slip 2 and LCCM	348,000	348,000		2,351,000 46,210,000	2,351,000 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	_	reduction of the Cycle preservation work to the end of the 10 year plan.
W1	L2000110	Ferry Vessel and Terminal Preservation		, , , , , , , , , , , , , , , , , , , ,		20,964,000	8,386,000	(12,578,000)											х	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	х		Increase to the project is \$100k, the remainder is being double counted and will be reduced this biennium.
W1 W1		ORCA Card Next Generation ADA Visual Paging Project	2,300,000 102,000	2,224,000 161,000	(76,000) 59,000	3,500,000 1,418,000	3,501,000 1,477,000	1,000 59,000										х	Х	

					E.	unding Variance					Sched	ulo			Awarded Contr	anto(5) and (6)		Status		
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	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	Comments 19-21 Q6 <sup>(3) and (9)</sup>
W2	944401D	MV Issaquah Preservation	2,736,000	388,000	(2,348,000)	52,224,000	56,859,000	4,635,000										х		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		MV Issaquah Improvement	121,000	178,000	57,000	2,441,000	2,469,000	28,000										Х		
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		х		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)										х		nepair goals of reset management rain.
W2	944403D	MV Kitsap Preservation	2,934,000	280,000	(2,654,000)	36,846,000	37,198,000	352,000										Х		
W2		MV Kitsap Improvement	608,000	174,000	(434,000)	2,717,000	2,251,000	(466,000)							0/27/2010	4 070 000		X	-	From the control with a control in control and also the base of Control
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		х		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)										х		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		х		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		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										х		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)										х		nepair godis or risset management rain.
W2	944413B	MV Tillikum Preservation	322,000	993,000	671,000	1,223,000	1,894,000	671,000							6/12/2020	840,671		х		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		MV Tillikum Improvement	81,000	44,000	(37,000)	1,623,000	1,516,000	(107,000)										X		
W2 W2	944432G 944432H	MV Elwha Preservation MV Elwha Improvement	1,695,000 266,000	1,868,000 84,000	173,000 (182,000)	29,781,000 2,000,000	29,954,000 295,000	173,000 (1,705,000)										X		Ship has been retired due to excessive corrosion. These funds were
W2		MV Kaleetan 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		reprogrammed to hghest priority need.
W2		MV Kaleetan Improvement	473.000	304.000	(169.000)	2,555,000	2.333.000	(222,000)							6/2/2013	3,333,033		×		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		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		Х		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		MV Yakima Improvement	186,000	119,000	(67,000)	2,562,000	2,425,000	(137,000)										Х		
W2	944441B	MV Walla Walla Preservation	1,051,000	1,446,000	395,000	37,839,000	38,439,000	600,000										х		Funding aligned with capital investment plan to best meet State of Good
W2	9444410	MV Walla Walla Improvement	63,000	90,000	27,000	2,284,000	2,329,000	45,000										х	-	Repair goals of Asset Management Plan.
W2		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		MV Spokane Improvement	455,000	68,000	(387,000)	2,307,000	1,895,000	(412,000)										х		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		MV Chetzemoka Preservation	1,110,000	715,000	(395,000)	45,762,000	46,964,000	1,202,000										Х		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										х		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)										Х		Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		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										х		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										Х		
W2	944499C	MV Puyallup Preservation	4,847,000	1,265,000	(3,582,000)	87,455,000	89,150,000	1,695,000										х		Funding aligned with capital investment plan to best meet State of Good
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		Х		Repair goals of Asset Management Plan. Funding aligned with capital investment plan to best meet State of Good
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		х	-	Repair goals of Asset Management Plan. Funding aligned with capital investment plan to best meet State of Good
	3444332		10,10-1,000	12,7 00,000	(5,550,000)	113,430,000	120,002,000	7,572,000							25/25/2520	2,400,023		^ ~	$\perp$	Repair goals of Asset Management Plan.
W2		MV Puyallup Improvement	190,000	51,000	(139,000)	2,776,000	2,568,000	(208,000)										Х		
W2	944499G	MV Tacoma Improvement	152,000	1,081,000	929,000	3,143,000	4,430,000	1,287,000				1			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)										х		
W2	990040W	MV Chimacum 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		Х		Funding increased to accommodate COVID-19 delays.
W2	990041W	MV Chimacum Improvement	255,000	526,000	271,000	1,569,000	1,302,000	(267,000)										х		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											х	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2		WSF/Administrative Support - Allocated to W2	2,893,000	2,776,000	(117,000)	86,351,000	86,234,000	(117,000)										Х	_	
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 W2		New CMAQ Grants Placeholders Electric Vessel RFP	2,843,000 228,000	143,000 228,000	(2,700,000)	2,843,000 601,000	2,943,000 601,000	100,000										х	Х	
W2		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
W2	L1000006	MV Tokitae Preservation	333,000		(333,000)	28,917,000	24,392,000	(4,525,000)										х		Repair goals of Asset Management Plan. 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)										х		Funding aligned with capital investment plan to best meet State of Good
W2	L1000008	MV Tokitae Improvement	192,000	102,000	(90,000)	1,725,000	1,095,000	(630,000)										х		Repair goals of Asset Management Plan.  Funding aligned with capital investment plan to best meet State of Good  Repair goals of Asset Management Plan.
		L	1	1					1	I.					1	L.				nepon Boots or reset Management Flan.

Part						Fu	nding Variance				Schedu	ıle		Awarded Contr	acts <sup>(5) and (6)</sup>		Statu	tus	
1.44	SubProg	BIN	Project Title		Plan	19-21	Total	Plan			Advertisement Variance	Operationally Complete	Complete Variance	Engineers Award Date	Award		SSa	G Cc	mments 19-21 (08 <sup>(1) and (4)</sup>
1985   Company of the Company of t	W2	L1000009	MV Samish Improvement	133,000	88,000	(45,000)	1,869,000	1,289,000	(580,000)								х		
The content of the	W2	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)	470,000	467,000	(3,000)	122,194,000	122,191,000	(3,000)					2/24/2005	44,487,228		Х		
Column   C	W2	L2000006	Vessel Project Support	4,117,000	4,117,000		46,156,000	51,757,000	5,601,000								х		ded on-going items approved in 19-21 to the 21-23 amount. Items added
March   Control   Contro	W2	12000109	#4 - 144 capacity vessel	157.000	157.000		122,935,000	122.935.000									x		e salary increases and the deputy director position.
Part																		x	
To compare   Control of Control	W2	L2000329	#1 New Vessel - 144 Hybrid Electric	99,000,000	35,547,000	(63,453,000)	188,000,000	223,500,000	35,500,000									de	te to additional design requirements, the construction schedule has been ferred which has moved some construction costs from the 21-23 biennium the 23-25 biennium.
March   Marc																		(	
1									10 000 000										
1									10,000,000					10/10/2019	249,000	,			
1			New Locomotives (8) (ARRA)	-,															
1.555    100   1	Y4	700010C	Passenger Rail Equipment Replacement - Insurance	10,000,000	4,031,000	(5,969,000)			47,749,000									PC	2001A to match the federal funds. Update the amount estimated to be
1.000			Seattle- King Street Station Track Upgrades (ARRA)		1,000											3			
Section   Sect					3 360 000	(1,500,000)												X	
1.500   1.50					3,309,000	(10,500,000)		4,001,000	(10,500,000)										nds moved to 700010C to cover the match for the BUILD grant.
1.58600						( ,,,,,													
1980    1980					4,351,000	(1 000 000)											X		sh flow adjustment to align with delivery assumptions
1.00   1.00					86,000	(1,000,000)											Х		an now adjustment to angh with derivery assumptions.
1			Cascades Corridor Slide Prevention and Repair	7,645,000			35,036,000	38,755,000									Х	(	
10   10   10   10   10   10   10   10						(1,608,000)			(1,608,000)								Х	( Fu	nds moved to 700010C to cover the match for the BUILD grant.
Process			· · ·																
Fig.			FRAP)																
Transfer	Y5		FRAP)																
19							,,,,,	. ,											
Page			(2019 FRIB)				,												
Part			(2019 FRAP)																
175   77,8811			FRIB)																
Yes   77,												6/1/2017					Х	(	
Yes																			
15   74110A   Colombia Basin Railmost A-Wheeler to Mores Like Rehab (2019   78,000	Y5						240,000												
YS   75010A   Rainer Rail - Illakscie to Chehalis Bridges (2019 FAMP)   458,000   458,000   458,000   185,000   18	Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019	728,000	728,000		728,000	728,000											
Y5   7502110A   Snohmanis Co - 240th SCR89 Grade Cossing improvements   34,000   34,000   185,000   185,000   185,000     18	Y5																		
Color FAAP    Fig. 12																			
Color   FAAP     Color   FAAP     Color   FAAP   Color   FAAP   Color   FAAP   Color			(2015 FRAP)													,			
Y5	Y5	757111A		676,000	676,000		676,000	676,000											
FOILIB   Palouse River and Coulee City RR - Rehabilitation   798,000   728,000   213,450,000   213,450,000   301,0				89,000		(89,000)													
YS				709 000	709 000				1,763,000										
1.000167   South Kelos Raliroad Crossing   11,678,000   9,843,000   12,800,000   25,001,000					,														
YS   L1000167   Bridge 12 (Salmon Creek) Replacement   2,605,000   2,605,000   2,801,000	Y5	L1000147	South Kelso Railroad Crossing	11,678,000	9,843,000	(1,835,000)	25,001,000	25,001,000									Х	( Ca	sh flow adjustment to align with delivery assumptions.
Y5	Y5	L1000167	Bridge 12 (Salmon Creek) Replacement	2,605,000	2,605,000		2,801,000	2,801,000									Х	(	
YS   L1000191   PV Hooper Track Improvements   3,718,000   3,718,000   3,801	Y5		Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs	150,000														х	
Y5																	х		
Y5				0): 20)000	0): 20)000			0,000,000											
Y5         L1000242         Spokene Airport Transload Facility         500,000         500,000         500,000         500,000         500,000         X           Y5         L110088         Port of Moses Lake         17,247,000         17,247,000         20,901,000         20,901,000         1         1         1         1         1         X         X         1           Y5         L110088         Port of Warder Rail Infrastructure Expansion         29,000         29,000         2,002,000         1         1         X         X         1																			
Y5         L1000242         Spokane Airport Transload Facility         500,000         500,000         500,000         500,000         500,000         X           Y5         L110088         Port of Moses Lake         17,247,000         17,247,000         20,901,000         20,901,000         1			Study			4													
Y5         L1100080         Port of Moses Lake         17,247,000         17,247,000         20,901,000         20,901,000         20,901,000         20,000,000         X           Y5         L1100083         Port of Warden Rail Infrastructure Expansion         29,000         29,000         2,002,000         X         X         X						(999,999)			(999,999)								-	X	
YS L1100083 Port of Warden Rail Infrastructure Expansion 29,000 29,000 2,002,000 2,002,000 X																	Х	- ^	
YS   12000173   Connell Rail Interchange   9.554,000   2,000   (9.552,000)   10,001,000   10,001,000	Y5	L1100083	Port of Warden Rail Infrastructure Expansion	29,000	29,000		2,002,000	2,002,000											
A Cost now equipment to eight with defined a sound to the cost now expect the cost now expect to the cost now expe	Y5	L2000173	Connell Rail Interchange	9,554,000	2,000	(9,552,000)	10,001,000	10,001,000							l		Х	Ca	sh flow adjustment to align with delivery assumptions.

				Funding Variance							Sched	ıle			Awarded Conti	acts <sup>(5) and (6)</sup>			Status	
SubProg	BIN	Project Title	19-21 20CONF <sup>(1)</sup>	19-21 Plan LEGFIN	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan LEGFIN	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Comments 19-21 Q6 <sup>[3] and (6)</sup>
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000		7,337,000	7,337,000												х	
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		Х	
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	1,149,000	1,149,000		1,151,000	1,151,000												Х	

					Funding	g Variance					Sch	iedule			Awarded Cont	racto (5) and (6)			Status		
					rununi	yanance			+ +		301	ledule	Operation		Awarded Cont	lacis			Status		
			21.22	21-23	04.00	Total	Total	<b>.</b>	Amount A	Advertiseme	Advertise	Operationally	ally					ted	ess	Ф	
SubProg	BIN	Project Title	21-23	Plan	21-23 Difference		Plan	Total Difference	Reserved	nt	ment Variance	Complete	Complete	Engineers Estimate	Award Date	Award Amount	No. of Bidders	ed.	Progr	Ę	Comments 21-23 Q1 (3) and (4)
			21LEGFIN <sup>(1)</sup>	22DOT002	Difference	21LEGFIN <sup>(1)</sup>	22DOT002	Dillerence	for Risk <sup>(2)</sup>	21LEGFIN	(months)	21LEGFIN	Variance	Estillate		Amount	Diudeis	S	n Pı	Œ	
			_	_	_						(11011115)		(months)								
D3	888899M D300701	Dayton Ave RHQ - Purchase Furniture	1,028,000	1,033,000	0	1,565,000 15,498,000	1,565,000 15,499,000	0										0	0 X	X 0	_
D3	D300701	Statewide Administrative Support  Preservation and Improvement Minor Works Projects	4,673,000	4,764,000	5,000 91,000	53,140,000	53,142,000	1,000 2,000						430.000	7/15/2019	479.000	3	0	X	0	_
D3	D311701	NPDES Facilities Projects	250,000	500,000	250,000	2,772,000	2,772,000	0						37,987,085	3/13/2019		2	0	X	0	=
D3	D398898	Existing Facilities Building Codes Compliance	0	0	0	2,063,000	0	(2,063,000)						1,346,471	3/12/2018		2	0	Х	0	Prior Expenditures. Work is completed.
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	576,000	576,000	0	6,053,000	6,053,000	0										0	Х	0	
D3	L1000151	Olympic Region Maintenance and Administration Facility	3,289,000	3,667,000	378,000	61,053,000	61,054,000	1,000						47,665,000	2/12/2019	47,999,000	3	0	Х	0	
D3	L2000287	Northwest Region Headquarters Renovation	0	4,034,000	4,034,000	45,032,000	47,935,000	2,903,000						37,987,085	3/13/2019	37,999,999	2	0	Х	0	Funding is required to complete sidewalk improvements directed by the City
																					of Shoreline.
I1	0BI1002	Pedestrian & Bicycle Improvements	228,000	1,366,000	1,138,000	3,719,000	4,998,000	1,279,000						357,820	8/17/2016	492,498	5	0	Х	0	SR 525/Clinton Ferry Terminal Pedestrian Improvements project added. This
I1	0BI100B	Niekol/TDA Projects Completed with Miner Ongoing Evnenditures	0	295,000	295,000	616,000	616,000	0						118,438	5/5/2015	198,466	2	0	Х	0	project is 100% Fed/Local funded.  This line item concellidates appropriations transferred from completed TDA
11	OBITOOR	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	0	295,000	293,000	616,000	616,000	U						110,450	3/3/2013	190,400	2	U	^	U	This line item consolidates appropriations transferred from completed TPA and Connecting Washington projects that have Right of Way issues, such as
																					property turnback negotiations, that have taken or may take several years to
																					resolve.
I1	140511A	I-405 South Downtown Access Study Support	0	51,000	51,000	209,000	209,000	0										0	Х	0	
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development	0	19,000	19,000	30,000	30,000	0										0	Х	0	_
I1	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane	0	17,000	17,000	0	3,992,000	3,992,000						3,583,203	5/14/2020	3,156,783	3	0	Х	0	This project is funded by C-TRAN to add a bus lane on SB I-5. The majority of
																					the expenditures occurred in 19-21.
I1	L1000223	I-5/Rush Road Interchange Improvements	0	0	0	24,000	24,000	0										Х	0	0	
11	0BI100A	Mobility Reappropriation for Projects Assumed to be Complete	0	7,000	7,000	14,136,000	14,136,000	0		7/1/2017	0	6/30/2027	0	11,453,754	6/19/2006	14,886,809	2	X	0	0	Alberta to the state of the sta
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor	0	80,000	80,000	756,000	856,000	100,000		1/0/1900	0	1/0/1900	0					0	Х	0	Additional federal funds provided to continue investment in IMTC's work.
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	0	0	0	1,943,000	1,943,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
I1	100502B	I-5/NB Seneca St to SR 520 - Mobility Improvements	20,582,000	23,582,000	3,000,000	27,400,000	27,400,000	0		12/3/2018	0	9/30/2022	U	17.015.628	1/21/2021	15.754.516	4	0	X	0	Reappropriation/Re-Aging.
I1	L2000370	I-5 Interstate Bridge Replacement	28,599,000	25,791,000	(2,808,000)	44,000,000	44,000,000	0		12/3/2018		9/30/2022				., . , .			Х		Funding advanced from 21-23 to 19-21. Guidance from FHWA required the
					, , , ,																project to focus on design options instead of environmental documentation,
																					which resulted in sooner than anticipated expenditures in 19-21.
I1	100904B	SR 9/176th Street SE to SR 96 - Widening	11,289,000		(1,809,000)		21,922,000	0		1/0/1900	0	1/0/1900	0					0	Х		Reappropriation/Re-Aging.
I1	140504C	I-405/SR 167 Interchange - Direct Connector	0	0	0	0	27,905,000	27,905,000		7/7/2025	0	6/30/2027	0					0	Х	0	\$36K administrative Sec 601 transfer in 19-21. This project was removed by
																					the Legislature in the 2021 session. However, there were minor
I1	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	0	31,000	31,000	22,566,000	22,566,000	0		6/26/2006	0	10/17/2007	0	4,037,658	9/8/2006	4,037,653	4	Х	0	n	expenditures in 19-21.
11	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	0	28,000	28,000	145,637,000	145,637,000	0		4/12/2010	0	12/15/2014		22,322,279	6/1/2010	15,514,435	8	X	0	0	
11	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	0	0	0	1.879.000	1,868,000	(11,000)		9/22/2014	0	12/19/2014		LL,SLL,L73	0/1/2010	10,011,100		X	0	0	
I1	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	0	150,000	150,000	7,501,000	7,605,000	104,000		3/31/2014	0	11/20/2014		3,803,077	5/7/2014	3,262,709	7	Х	0	0	Additional federal funds added to project for pending RW settlement.
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	0	0	0	17,437,000	17,435,000	(2,000)		4/30/2012	0	10/25/2013	0	10,182,525	6/18/2012	9,787,325	6	Х	0	0	
I1	300344D	SR 3/Belfair Area - Widening and Safety Improvements	0	199,000	199,000	26,485,000	26,485,000	0		4/13/2015	0	8/31/2017	0	9,809,649	5/29/2015	10,255,073	6	Х	0	0	
I1	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	37,418,000	40,265,000	2,847,000	1,347,949,000		0		3/28/2005	0	10/15/2023		155,410,996	7/23/2018			0	Х	0	Reappropriation/Re-Aging due to updated contractor schedule.
I1	310107B	US 101/Shore Rd to Kitchen Rd - Widening	0	4,000	4,000	51,059,000	51,059,000	0		9/17/2012	0	10/5/2015		33,989,673	11/21/2012		9	X	0	0	
I1 I1	316706C 400506H	SR 167/SR 410 to SR 18 - Congestion Management	30,929,000	34,902,000	3,973,000	129,200,000 85.548.000	129,200,000 85,548,000	0		12/31/2028 5/2/2011	0	12/31/2028		21,630,896	4/2/2021	22,799,719 19,949,910	4	0 X	X 0	0	Reappropriation/Re-Aging due to updated contractor schedule.
11	400506H 400508W	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	0	0	0	152,376,000	,,	(6,000)		2/16/2010	0	8/27/2014 8/24/2016		20,598,245 27,943,653	6/22/2011 4/30/2012	//	9	X	0	0	
11	400508W 400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	0	0	0	34,913,000	34,903,000	(10,000)		9/28/2009	0	11/1/2011	0	30,928,999	12/15/2009		8	X	0	0	
11	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	0	0	0	48,777,000	48,772,000	(5,000)		3/7/2011	0	10/23/2012	0	34,500,833	4/18/2011	28,618,804	9	X	0	0	
I1	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	0	0	0	38,275,000	38,275,000	0		8/18/2014	0	7/20/2016	_	29,675,858		24,309,057	7	X	0	0	
I1	450208W	SR 502/I-5 to Battle Ground - Add Lanes	0	16,000	16,000	82,133,000	81,765,000	(368,000)		4/23/2012	0	6/27/2016		7,151,301	6/6/2012	5,194,043	4	Х	0	0	
I1	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	0	99,000	99,000	51,652,000	51,652,000	0		12/17/2007	0	7/23/2010	0	43,457,428	2/4/2008	33,732,740	8	Х	0	0	
I1	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	10,000	4,000	(6,000)	5,371,000	5,371,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
11	5082080	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges	0	0	0	2,003,000	2,013,000	10,000		1/0/1900	0	1/0/1900	0	22.045.200	2/22/2005	20 472 224	2	0 X	X	0	
I1 I1	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	0	4,000	4,000	41,021,000	41,021,000	0	ļ ,	12/20/2004	0	8/31/2012	0	32,815,309 477,984	2/23/2005	30,473,331	2	X	0	0	
11	524003S 600010A	SR 240/Kingsgate Way - Signalize Intersection US 395/North Spokane Corridor	0	0	0	950,000 222,853,000	950,000 222,843,000	(10,000)		4/16/2012	0	11/16/2018	0	142,969	1/22/2018 12/5/2017	430,761 139,800	5	X	0	0	
11	609049B	I-90/Spokane to Idaho State Line - Corridor Design	0	1,257,000	1,257,000	10,074,000	10,226,000	152,000		1/0/1900	0	1/0/1900	0	3,454,368	6/16/2020	3,398,398	3	X	0	0	Reappropriation/Re-Aging due to additional time needed to refine project
			-	,,,,	.,,		,,			, -,		1, 2, 22 30	_	1,,,	,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		••	-	-	scope.
I1	809936Z	SR 99/Alaskan Way Viaduct - Replacement	63,692,000	166,664,000	102,972,000	3,350,788,000	3,350,795,000	7,000	2,431,906	8/6/2007	0	1/17/2023	0	83,803,960	6/1/2018	93,749,999	4	0	Х	0	Reappropriation/Re-Aging due to the January 2021 OFM Directed
		<u> </u>																			advertisement pause.
l1	809940B	SR 99/Viaduct Project - Construction Mitigation	0	7,000	7,000	37,837,000	37,837,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
I1	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	110,000	452,000	342,000	83,931,000	83,931,000	0		8/20/2014	0	12/17/2016		53,172,330		53,999,888	3	Х	0	0	Reappropriation/Re-Aging.
11	840502B	I-405/SR 181 to SR 167 - Widening	0	79,000	79,000	140,084,000	140,084,000	0		2/16/2007	0	12/11/2009	0	87,501,003	6/20/2007	91,500,005	3	X	0	0	
I1   I1	840541F 8BI1001	I-405/I-90 to SE 8th St - Widening	0	0	0	179,816,000	179,816,000 164,268,000	(7,000)		10/6/2006 2/19/2008	0	9/22/2009 8/13/2012	0	125,000,000	2/16/2007	124,000,000 83,599,000	3	X	0	0	
I1 I1	8BI1001 8BI1002	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA) I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	0	15,000	15,000	342,701,000	. , ,	(7,000) 40,000		5/6/2009	0	8/13/2012 10/31/2015		249,999,985	1/11/2012	83,599,000 155,500,001	3	X	0	0	\$36K administrative Sec 601 transfer in 19-21.
I1 I1	8BI1002	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	250,000	1.392.000	1.142.000		2.677.687.000			4/23/2009	0	11/16/2018		1.346.471	3/12/2018		2	X	0		\$500K transferred to 0BI4ENV for long-term mitigation site monitoring.
12	55.1005	and any indicate and the virtue of the control of t	255,000	1,002,000	1,1.2,000		,,,	(500,000)	- '	., 23, 2007		12,10,2010	, J	1,0.0,7/1	0,12,2010	1,002,000	1		J	- 0	The state of the s

	0014000	1.405/0				24 555 000	24 555 000	•	4.00	4000	4 /0 /4 000	•						_	_	
11	8BI1006	I-405/Renton to Bellevue Widening and Express Toll Lanes	0	0	0		21,656,000	0		1900 0	, .,						X 0	0	0	
I1 I1	8BI1009 L1000033	SR 520/Repayment of Sales Tax for Bridge Replacement	15,940,000	15,940,000 287,000	0 287,000	159,400,000 86,931,000	159,400,000 86,931,000	0		1900 0 /2009 0							X	0	X 0	
11	L1000033	Lake Washington Congestion Management	36,070,000	20,743,000	(15,327,000)		40,900,000	0		72009 0							0	X	0	Expanditure delay is due to a revised project cohedule. This project is
11	11000098	SR 520/124th St Interchange (Design and Right of Way)	36,070,000	20,743,000	(15,527,000)	40,900,000	40,900,000	U	10/1	1/2022 0	1/20/2020	U					0	^	U	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	10/1	0/2022 0	10/5/2024	0					0	х	0	
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		/2021 3	12/15/2023		55,000,000 7/29/2	2021 50,444	1,111 3		-	X	0	Reappropriation/Re-Aging.  Reappropriation/Re-Aging primarily due to a decrease in RW phase costs
	11000110	1 405/NE 15210 Interendinge Totelli Edike	03,220,000	03,334,000	2,700,000	03,000,000	03,333,000	333,000	0 1/1.	,2021	12/13/202		33,000,000 172372	30,444	*,111	<b>'</b>		^	U	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	Х	Λ	25 definition.
I1	L1000111	I-90/SR 18 Interchange Improvements	86,449,000	61,438,000	(25,011,000)			111,000		2020 0							0	Х	0	\$98K administrative Sec 601 transfer in 19-21. Pandemic-related relays
	22000113	1 30/3/120 merendinge improvements	00,115,000	01,150,000	(23,011,000)	210,527,000	210,050,000	111,000		2020	10,50,202							^	•	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	10/1	0/2022 0	1/15/2025	0					0	Х	0	
11	L1000120	SR 18 Eastbound Off-Ramp	13,771,000	4.954.000	(8,817,000)	15,000,000	15,000,000	0		/2019 0							0	X	0	Reappropriation/Re-Aging.
11	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		4,424,319 4/9/2	019 4,594,	.489 5	5	0	х	0	Reappropriation/Re-Aging. \$136K transferred to OBI4ENV 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	Х	0	
I1	L1000163	I-405 NB Hard Shoulder Running SR 527 to I-5	0	0	0	11,586,000	11,586,000	0		/2016 0		0	7,200,000 11/28/	2016 7,290,	,000 3		Х	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	Х	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	Х	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	10/15/202		0 1/0/1	900 0	(	)	0	Х	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	Х	
I1	L1000280	I-405/North 8th Street Direct Access Ramp in Renton	0	0	0	250,000,000	250,000,000	0									0	0	Χ	
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 5/27/2	2020 381,2	218 2	2	0	Х	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 6/1/2	021 27,996	5,994 8	3	0	Х	0	\$83K transferred to OBI4ENV 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		2018	12/30/2020		32,593,625 9/6/2	018 25,935	5,935		0	Х	0	
I1	L2000057									/2025 0										
		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	11/14/202	0					0	Х	0	Reappropriation/Re-Aging due to additional time needed to secure the Right
																			0	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	11/29/201	3 0	4,073,203 10/2/2	2017 4,073,	,200 5	i	X	0	0	of Way and resolve utility relocation issues.
I1 I1	L2000058 L2000061								4/24		11/29/201	3 0	4,073,203 10/2/2	2017 4,073,	,200 5	i			0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local
I1	L2000061	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements	0 6,004,000	363,000 6,715,000	363,000 711,000	11,650,000 23,012,000	11,650,000 23,012,000	0	4/2 <sup>2</sup> 5/30	/2017 0 /2023 0	11/29/2018	3 0 5 0				j	X 0	0 X	0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.
		US 195/Colfax to Spangle - Add Passing Lane	0	363,000	363,000	11,650,000	11,650,000	0	4/2 <sup>2</sup> 5/30	/2017 0	11/29/2018	3 0 5 0		2017 4,073,		j	X	0	0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.
11	L2000061 L2000094	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges	0 6,004,000 7,637,000	363,000 6,715,000 7,729,000	363,000 711,000 92,000	11,650,000 23,012,000 27,285,000	11,650,000 23,012,000 27,907,000	0 0 622,000	4/24 5/30 3/25	/2017 0 /2023 0 /2019 (7	11/29/2013 12/20/2020 11/30/2020	3 0 5 0				i	X 0	0 X	0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.
11   11	L2000061 L2000094 L2000099	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard	0 6,004,000 7,637,000	363,000 6,715,000 7,729,000	363,000 711,000 92,000	11,650,000 23,012,000 27,285,000 97,700,000	11,650,000 23,012,000 27,907,000 97,700,000	0 0 622,000	4/2 <sup>2</sup> 5/30 3/2! 2/1:	/2017 0 /2023 0 /2019 (7 /2026 0	11/29/2013 12/20/2020 11/30/2020 10/8/2028	0 22 0				3	X 0 0 0 0	0 X X	0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.
11	L2000061 L2000094 L2000099 L2000102	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements  I-90/Medical Lake & Geiger Interchanges  I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	0 6,004,000 7,637,000 0 16,570,000	363,000 6,715,000 7,729,000 0 11,741,000	363,000 711,000 92,000 0 (4,829,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000	0 0 622,000 0 3,000,000	3/2! 2/1: 6/1!	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022	0 22 0 16				3	X 0 0 0 0 0 0 0	0 X X 0 X	0 0 0 x 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.
11   11   11   11   11	L2000061 L2000094 L2000099 L2000102 L2000118	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements  I-90/Medical Lake & Geiger Interchanges  I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian	0 6,004,000 7,637,000 0 16,570,000 0	363,000 6,715,000 7,729,000 0 11,741,000 0	363,000 711,000 92,000 0 (4,829,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000	0 0 622,000 0 3,000,000 0	4/2- 5/30 3/2! 2/1: 6/1! 1/20	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022 12/31/202:	0 22 0 16 0 0	6,735,342 12/10/	2020 4,983,	,653 3	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X 0 X	0 0 0 X 0 X	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.
11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000	0 0 622,000 0 3,000,000 0	4/2: 5/3( 3/2: 2/1: 6/1: 1/2( 10/1	/2017 0 /2023 0 /2023 (7 /2026 0 /2020 15 /2026 0 /2020 0 /202	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022 12/31/202: 10/15/202:	0 22 0 16 0 0	6,735,342 12/10/ 3,691,665 12/15/	/2020 4,983, /2020 2,585,	,653 3	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X 0 X 0 X	0 0 0 X 0 X	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.
11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000	0 0 622,000 0 3,000,000 0 0	4/2: 5/3( 3/2: 2/1: 6/1: 1/2( 10/1	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0 2/2020 0	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 7/26/2022 12/31/202: 10/15/202: 7/15/2022	0 22 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/2	2020 4,983, 2020 2,585, 2020 2,968,	,653 3 ,000 4 ,834 4	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X 0 X 0 X X X	0 0 0 X 0 X 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.
11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements  I-90/Medical Lake & Geiger Interchanges  I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 339/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000	0 0 622,000 0 3,000,000 0 0	4/2: 5/30 3/2: 2/1: 6/1: 1/2: 10/1 5/1: 7/30	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0 2/2020 /2020 /2020 /2018 0	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 12/31/202: 10/15/202: 7/15/2022 6/30/2020	0 22 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/2	/2020 4,983, /2020 2,585,	,653 3 ,000 4 ,834 4	5	X 0 0 0 0 0 0 0 X	0 X X 0 X 0 X X X 0 0	0 0 0 X 0 X	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.
11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Sclude Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street UR	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 0	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000 2,300,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000 2,300,000	0 0 622,000 0 3,000,000 0 0 0	4/22 5/33 3/2! 2/1: 6/1! 1/2! 10/1 5/1: 7/33	/2017 0 /2023 0 /2019 (7) /2026 0 /2020 15 /2026 0 /2020 /2020 /2020 /2020 /2020 /2020 /2020	11/29/2011 12/20/2021 11/30/2021 11/30/2021 10/8/2022 12/31/202 10/15/202 7/15/2022 6/30/2020 1/0/1900	0 22 0 16 0 0 2 2 0 0 0 2 2 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/	72020 4,983, 72020 2,585, 72020 2,968, 72018 14,128	,000 4 ,834 4 3,990 3	i i i i i i i i i i i i i i i i i i i	X 0 0 0 0 0 0 0 X 0 0 0 X	0 X X 0 X X X 0 X X X X 0 X X	0 0 0 x 0 x 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.
11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/ EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection	0 6,004,000 7,637,000 0 16,570,000 17,706,000 150,000 0 10,320,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 13,677,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000 2,300,000 19,339,000	0 0 622,000 0 3,000,000 0 0 0 0	4/22 5/30 3/2: 2/1: 6/1: 1/2( 10/1) 5/1: 7/30 1/00	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0 /2020 /2020 /2020 /2020 /2018 0 1900 0 0/2020 1	11/29/2011 12/20/2021 11/30/2021 11/30/2021 10/8/2022 12/31/202 10/15/2022 7/15/2022 1/0/1900 12/30/2020	0 22 0 16 0 0 16 0 0 2 0 0 10	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/	2020 4,983, 2020 2,585, 2020 2,968,	,000 4 ,834 4 3,990 3	3	X 0 0 0 0 0 0 0 X 0 0 0 0 0 0 0 0 0 0 0	0 X X O X X X O X X X X X	0 0 0 x 0 x 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.
11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127  L2000139	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street UR US 339/SRidgeline Intersection I-5/156th NE Interchange in Marysville	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 0 150,000 0 10,320,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 0 13,677,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 0	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000	0 0 622,000 0 3,000,000 0 0 0 0	4/22 5/36 3/2! 2/1: 6/1: 1/2( 10/n! 5/1: 7/36 1/0 10/1 9/11	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2020 0 /2020 /2020 /2020 /2020 /2018 0 /2020 1 /2020 0 /2020 1 /2020 0 /2020 1 /2020 0 /2020 1 /2020 0 /2020 0 /2	11/29/201: 12/20/202( 11/30/202( 10/8/2028 7/26/2022 12/31/202: 10/15/2022 6/30/2020 1/0/1900 12/30/202: 5/15/2030	0 22 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18// 15,949,437 11/15/ 13,802,804 2/23//	(2020 4,983, (2020 2,585, 2020 2,968, (2018 14,128) (2021 12,331	,000 4,834 4,839 3	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X 0 X X X X X 0 0 X X X X X 0 0 X X X X X 0 0 0 X X X X X 0 0 0 X X X X X X 0 0 0 X X X X X X X 0 0 X	0 0 0 X 0 X 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.
11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/ EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection	0 6,004,000 7,637,000 0 16,570,000 17,706,000 150,000 0 10,320,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 13,677,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000 2,300,000 19,339,000	0 0 622,000 0 3,000,000 0 0 0 0	4/22 5/36 3/2! 2/1: 6/1: 1/2( 10/n! 5/1: 7/36 1/0 10/1 9/11	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0 /2020 /2020 /2020 /2020 /2018 0 1900 0 0/2020 1	11/29/201: 12/20/202( 11/30/202( 10/8/2028 7/26/2022 12/31/202: 10/15/2022 6/30/2020 1/0/1900 12/30/202: 5/15/2030	0 22 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/	(2020 4,983, (2020 2,585, 2020 2,968, (2018 14,128) (2021 12,331	,000 4,834 4,839 3	3	X 0 0 0 0 0 0 0 X 0 0 0 0 0 0 0 0 0 0 0	0 X X O X X X O X X X X X	0 0 0 x 0 x 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  Cost increase. The City of Walla Walla secured a federal Surface
11 11 12 12 13 14 15 16 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127  L2000139	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street UR US 339/SRidgeline Intersection I-5/156th NE Interchange in Marysville	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 0 150,000 0 10,320,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 0 13,677,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 0	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000	0 0 622,000 0 3,000,000 0 0 0 0	4/22 5/36 3/2! 2/1: 6/1: 1/2( 10/n! 5/1: 7/36 1/0 10/1 9/11	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2020 0 /2020 /2020 /2020 /2020 /2018 0 /2020 1 /2020 0 /2020 1 /2020 0 /2020 1 /2020 0 /2020 1 /2020 0 /2020 0 /2	11/29/201: 12/20/202( 11/30/202( 10/8/2028 7/26/2022 12/31/202: 10/15/2022 6/30/2020 1/0/1900 12/30/202: 5/15/2030	0 22 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18// 15,949,437 11/15/ 13,802,804 2/23//	(2020 4,983, (2020 2,585, 2020 2,968, (2018 14,128) (2021 12,331	,000 4,834 4,839 3	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X 0 X X X X X 0 0 X X X X X 0 0 X X X X X 0 0 0 X X X X X 0 0 0 X X X X X X 0 0 0 X X X X X X X 0 0 X	0 0 0 X 0 X 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  Cost increase. The City of Walla Walla secured a federal Surface Transportation Block Grant and transferred it to the project to fund
11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127  L2000139  L2000170	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street J/B US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 0 150,000 0 0 2,914,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 13,677,000 0 3,199,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,313,000 42,000,000 5,725,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 24,050,000 34,400,000 2300,000 19,313,000 42,000,000 5,891,000	0 0 0 3,000,000 0 0 0 0 0 0 0	4/22 5/36 3/2: 2/1: 6/1: 1/2( 10/1) 5/1: 7/33 1/00 10/1 12/5	/2017 0 0 //2023 0 0 //2023 0 0 //2023 0 0 //2029 (7) //2026 0 //2020 15 //2026 0 //2020 //2020 //2020 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 //2020 0 //2020 0 //2020 0 //202	11/29/201: 12/20/2020 11/30/2020 10/8/2028 7/26/2022 12/31/202: 10/15/2022 6/30/2020 12/30/202 12/30/202 12/30/202	0 0 22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 13,802,804 2/23/: 2,902,656 2/23/:	(2020 4,983, (2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937,	,000 4,834 4,8390 3 ,611 8,290 2	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X O X X X O X X X X O X X X X O X X X X O X X X X O X X X X O X X X X O X X X X O X X X X O X X X X O X X X X X O X X X X X O X X X X X O X X X X X O X X X X X X O X X X X X X O X	0 0 0 x 0 x 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127  L2000139  L2000170	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Sclude Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 0 10,320,000 0 2,914,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 0 3,199,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 0 0 285,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000 2,300,000 42,000,000 5,725,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000 5,891,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000	4/22 5/30 3/2: 2/1: 6/1: 1/2: 10/n: 7/30 1/0 10/n: 12/s 5,361,081 1/2i	/2017 0 //2023 0 //2023 0 //2029 (7) //2020 15 //2020 15 //2020 (7) //2020 (7) //2020 (7) //2020 1 //2020 1 //2020 0 //2020 0 //2020 0 //2020 0 //2020 0 //2020 0 //2020 1 //2020 0 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1 //2020 1	11/29/2011 12/20/2026 11/30/2026 10/8/2028 7/26/2022 12/31/202 10/15/2022 6/30/2020 1/0/1900 12/30/2022 5/15/2020 10/25/2026	0 22 0 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 13,802,804 2/23/: 2,902,656 2/23/:	(2020 4,983, (2020 2,585, 2020 2,968, (2018 14,128) (2021 12,331	,000 4,834 4,8390 3 ,611 8,290 2	5	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X O X X X X X X X X X X X X X X X	0 0 0 0 x 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 08I4ENV for long-term mitigation site monitoring.
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127  L2000170  L2000170	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 150,000 0 0 10,320,000 0 2,914,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000 0 3,199,000 21,516,000 4,594,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000	4/22 5/30 3/2: 2/1: 6/1! 1/20 10/1 5/1: 10/1 10/1 10/1 12/9 5,361,081 1/2!	/2017 0 0 //2023 0 0 //2023 0 0 //2026 0 0 //2026 0 0 //2026 0 0 //2026 0 0 //2020 0 //2020 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 1 //2020 0 0 //2020 1 //2020 0 //2020 1 //2020 0 //202	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 12/31/202: 10/15/202: 7/15/2022 6/30/2020: 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021	0 22 0 16 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 13,802,804 2/23/: 2,902,656 2/23/:	(2020 4,983, (2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937,	,000 4,834 4,8390 3 ,611 8,290 2	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 X 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000124  L2000127  L2000170  L2000201  L2000201  L2000202  L2000204	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street JIR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 150,000 0 0 2,914,000 12,779,000 3,789,000 1,000,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000 13,677,000 0 3,199,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000 5,725,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000 5,891,000 5,000,000 5,500,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000	4/22 5/3( 3/2: 2/1: 6/1: 1/2( 10/1) 5/1: 7/3( 1/0( 10/1) 9/11 12/5 5,361,081 1/28	/2017 0 0 //2023 0 0 //2023 0 0 //2023 0 0 //2020 1.5 //2026 0 0 //2020 //2020 0 //2020 0 0 //2020 0 //2020 0 0 //2020 0 //2028 0 0 //2029 0 0 //2029 0 1 1 //2029 0 0 //2029 0 //20	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022 12/31/202: 7/15/2022 6/30/2020 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/15/2030 10/25/202:	0 0 22 0 16 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/; 15,949,437 11/15/ 13,802,804 2/23/; 2,902,656 2/23/; 50,573,965 5/28/;	72020 4,983, 72020 2,585, 72020 2,585, 72020 2,968, 72018 14,128 72021 12,331 72021 2,937, 72019 46,898	,,000 4,834 4,3,990 3 1,611 8,290 2	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X O X X X X X X X X X X X O O O O	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0Bl4ENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000123  L2000124  L2000127  L2000170  L2000170	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 150,000 0 0 10,320,000 0 2,914,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000 0 3,199,000 21,516,000 4,594,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000	4/22 5/3( 3/2: 2/1: 6/1: 1/2( 10/1) 5/1: 7/3( 1/0( 10/1) 9/11 12/5 5,361,081 1/28	/2017 0 0 //2023 0 0 //2023 0 0 //2026 0 0 //2026 0 0 //2026 0 0 //2026 0 0 //2020 0 //2020 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 1 //2020 0 0 //2020 1 //2020 0 //2020 1 //2020 0 //202	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022 12/31/202: 7/15/2022 6/30/2020 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/15/2030 11/30/202: 12/31/202:	0 0 22 0 16 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 13,802,804 2/23/: 2,902,656 2/23/:	72020 4,983, 72020 2,585, 72020 2,585, 72020 2,968, 72018 14,128 72021 12,331 72021 2,937, 72019 46,898	,,000 4,834 4,3,990 3 1,611 8,290 2	3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 X 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0BI4ENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.
	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000123  L2000124  L2000127  L2000170  L2000201  L2000201  L2000202  L2000204  L2000203	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82 / EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange I-5/Rebuild Chamber Way Interchange Improvements	0 6,004,000 7,637,000 0 16,570,000 17,706,000 17,706,000 0 0 10,320,000 0 2,914,000 12,779,000 3,789,000 1,000,000 9,250,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 0 3,199,000 21,516,000 4,594,000 1,000,000 5,694,000	363,000 711,000 92,000 0 (4,829,000) 121,000 (75,000) 216,000 3,357,000 0 285,000 805,000 0 (3,556,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000 73,200,000 5,000,000 98,686,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000 5,000,000 98,686,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000 (165,000) 0	4/22 5/30 3/2: 2/1: 6/1: 1/2: 10/1 5/1: 1/3: 1/0 10/1 10/1 12/: 5,361,081 1/2: 10/1 2/2( 2/1-	/2017 0 0 //2023 0 0 //2023 0 0 //2026 0 0 //2026 0 15/2026 0 0 //2020 0 //2020 0 //2020 0 //2020 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 //	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 12/31/202: 10/15/202: 7/15/2022 6/30/2020: 1/0/1900 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021 11/30/203:	0 22 0 16 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 2,902,656 2/23/: 50,573,965 5/28/: 10,929,951 5/4/2	2020 4,983, 2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937, 2019 46,898 017 10,930	,,000 4,834 4,834 4,3,990 3 1,611 8,290 2	3 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X O X X X X O O X X X X X O O X X X X X O O O X X X X O O O X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X X O O O X	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$155K transferred to BulkENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.  Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000122  L2000124  L2000127  L2000170  L2000201  L2000201  L2000202  L2000204	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82/EB WB On and Off Ramps I-90/Front Street JIR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange	0 6,004,000 7,637,000 0 16,570,000 0 3,467,000 17,706,000 150,000 0 0 2,914,000 12,779,000 3,789,000 1,000,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000 13,677,000 0 3,199,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000 73,200,000 5,000,000 98,686,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 24,050,000 34,400,000 2,300,000 19,339,000 42,000,000 5,891,000 5,000,000 5,500,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000	4/22 5/30 3/2: 2/1: 6/1: 1/2: 10/1 5/1: 1/3: 1/0 10/1 10/1 12/: 5,361,081 1/2: 10/1 2/2( 2/1-	/2017 0 0 //2023 0 0 //2023 0 0 //2023 0 0 //2020 1.5 //2026 0 0 //2020 //2020 0 //2020 0 0 //2020 0 //2020 0 0 //2020 0 //2028 0 0 //2029 0 0 //2029 0 1 1 //2029 0 0 //2029 0 //20	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 12/31/202: 10/15/202: 7/15/2022 6/30/2020: 1/0/1900 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021 11/30/203:	0 0 22 0 16 0 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/; 15,949,437 11/15/ 13,802,804 2/23/; 2,902,656 2/23/; 50,573,965 5/28/;	2020 4,983, 2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937, 2019 46,898 017 10,930	,,000 4,834 4,834 4,3,990 3 1,611 8,290 2	3 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X O X X X X X X X X X X X O O O O	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0BI4ENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.  Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.  \$194K administrative Sec 601 transfer and reappropriation of local funds in
	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000123  L2000124  L2000127  L2000170  L2000201  L2000201  L2000202  L2000204  L2000203	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82 / EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange I-5/Rebuild Chamber Way Interchange Improvements	0 6,004,000 7,637,000 0 16,570,000 17,706,000 17,706,000 0 0 10,320,000 0 2,914,000 12,779,000 3,789,000 1,000,000 9,250,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 0 3,199,000 21,516,000 4,594,000 1,000,000 5,694,000	363,000 711,000 92,000 0 (4,829,000) 121,000 (75,000) 216,000 3,357,000 0 285,000 805,000 0 (3,556,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000 73,200,000 5,000,000 98,686,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000 5,000,000 98,686,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000 (165,000) 0	4/22 5/30 3/2: 2/1: 6/1: 1/2: 10/1 5/1: 1/3: 1/0 10/1 10/1 12/: 5,361,081 1/2: 10/1 2/2( 2/1-	/2017 0 0 //2023 0 0 //2023 0 0 //2026 0 0 //2026 0 15/2026 0 0 //2020 0 //2020 0 //2020 0 //2020 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 //	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 12/31/202: 10/15/202: 7/15/2022 6/30/2020: 1/0/1900 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021 11/30/203:	0 22 0 16 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 2,902,656 2/23/: 50,573,965 5/28/: 10,929,951 5/4/2	2020 4,983, 2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937, 2019 46,898 017 10,930	,,000 4,834 4,834 4,3,990 3 1,611 8,290 2	3 3 3 3 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X O X X X X O O X X X X X O O X X X X X O O O X X X X O O O X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X X O O O X	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0BI4ENV for long-term mitigation site monitoring.  Reappropriation/Re-Aging due to workforce constraints.  Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.  \$194K administrative Sec 601 transfer and reappropriation of local funds in 19-21. \$152K transferred to 0BI4ENV for long-term mitigation site
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000121  L2000122  L2000123  L2000124  L2000127  L2000139  L2000170  L2000201  L2000202  L2000202  L2000203  L2000203	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82 / EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange I-5/Rebuild Chamber Way Interchange Improvements I-5/NB Marine View Dr to SR 529 – Corridor & Interchange Improvements	0 6,004,000 7,637,000 0 16,570,000 17,706,000 17,706,000 0 0 10,320,000 0 2,914,000 12,779,000 3,789,000 1,000,000 9,250,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000 0 3,199,000 21,516,000 4,594,000 1,000,000 5,694,000 33,833,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000 0 (3,556,000) (16,086,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000 73,200,000 5,000,000 98,686,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000 5,000,000 98,686,000	0 0 0 3,000,000 0 0 0 0 0 166,000 (165,000) 0 (152,000)	4/22 5/30 3/2: 2/1: 6/1* 1/2/2 10/1 5/1: 1/3 1/0 10/2 1	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 1 /2018 0 19900 0 19000 0 /2020 1 /202	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022 12/31/202: 7/15/2022 6/30/2020 1/0/1900 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021 11/30/203: 11/20/202:	0 22 0 16 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,691,665 12/15/ 4,736,809 8/18/2 15,949,437 11/15/ 2,902,656 2/23/2 50,573,965 5/28/2 0 1/0/1	2020 4,983, 2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937, 2019 46,898 017 10,930 900 0	,000 4,834 4,834 4,990 5 1,611 8,290 2	3 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0Bl4ENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.  Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.  \$194K administrative Sec 601 transfer and reappropriation of local funds in 19-21. \$152K transferred to 0Bl4ENV for long-term mitigation site monitoring.
	L2000061  L2000094  L2000099  L2000102  L2000118  L2000119  L2000123  L2000124  L2000127  L2000170  L2000201  L2000201  L2000202  L2000204  L2000203	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82 / EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange I-5/Rebuild Chamber Way Interchange Improvements	0 6,004,000 7,637,000 0 16,570,000 17,706,000 17,706,000 0 0 10,320,000 0 2,914,000 12,779,000 3,789,000 1,000,000 9,250,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 216,000 0 3,199,000 21,516,000 4,594,000 1,000,000 5,694,000	363,000 711,000 92,000 0 (4,829,000) 121,000 (75,000) 216,000 3,357,000 0 285,000 805,000 0 (3,556,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000 73,200,000 5,000,000 98,686,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 40,000,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000 5,000,000 98,686,000	0 0 0 3,000,000 0 0 0 0 0 0 166,000 (165,000) 0	4/22 5/30 3/2: 2/1: 6/1* 1/2/2 10/1 5/1: 1/3 1/0 10/2 1	/2017 0 0 //2023 0 0 //2023 0 0 //2026 0 0 //2026 0 15/2026 0 0 //2020 0 //2020 0 //2020 0 //2020 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 0 //2020 0 //	11/29/201: 12/20/202: 11/30/202: 11/30/202: 10/8/2022 12/31/202: 10/15/202: 7/15/2022 6/30/2020: 1/0/1900 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021 11/30/203:	0 22 0 16 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,735,342 12/10/ 3,691,665 12/15/ 4,736,809 8/18/: 15,949,437 11/15/ 2,902,656 2/23/: 50,573,965 5/28/: 10,929,951 5/4/2	2020 4,983, 2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937, 2019 46,898 017 10,930 900 0	,000 4,834 4,834 4,990 5 1,611 8,290 2	3 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 X X X O X X X X O O X X X X X O O X X X X X O O O X X X X O O O X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X O O O X X X X X X O O O X	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  S188K administrative Sec 601 transfer and local funds increase in 19-21. Overall S622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0BI4ENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.  Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.  \$194K administrative Sec 601 transfer and reappropriation of local funds in 19-21. \$152K transferred to 0BI4ENV for long-term mitigation site monitoring.  Reappropriation/Re-Aging primarily due to additional time needed to finalize a monitoring.
11 11 11 11 11 11 11 11 11 11 11 11 11	L2000061  L2000094  L2000099  L2000102  L2000118  L2000121  L2000122  L2000123  L2000124  L2000127  L2000139  L2000170  L2000201  L2000202  L2000202  L2000203  L2000203	US 195/Colfax to Spangle - Add Passing Lane SR 28/SR 285, North Wenatchee Area Improvements I-90/Medical Lake & Geiger Interchanges I-5/Mill Plain Boulevard SR 14/I-205 to SE 164th Ave - Auxiliary Lanes SR 539/Guide Meridian I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads I-82 / EB WB On and Off Ramps I-90/Front Street UR US 395/Ridgeline Intersection I-5/156th NE Interchange in Marysville SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements SR 240/Richland Corridor Improvements I-5/North Lewis County Interchange I-5/Rebuild Chamber Way Interchange Improvements I-5/NB Marine View Dr to SR 529 – Corridor & Interchange Improvements	0 6,004,000 7,637,000 0 16,570,000 17,706,000 17,706,000 0 0 10,320,000 0 2,914,000 12,779,000 3,789,000 1,000,000 9,250,000	363,000 6,715,000 7,729,000 0 11,741,000 0 3,339,000 17,827,000 75,000 216,000 0 3,199,000 21,516,000 4,594,000 1,000,000 5,694,000 33,833,000	363,000 711,000 92,000 0 (4,829,000) 0 (128,000) 121,000 (75,000) 216,000 3,357,000 0 285,000 0 (3,556,000) (16,086,000)	11,650,000 23,012,000 27,285,000 97,700,000 25,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,725,000 73,200,000 5,000,000 98,686,000	11,650,000 23,012,000 27,907,000 97,700,000 28,400,000 10,915,000 24,050,000 34,400,000 19,339,000 42,000,000 5,891,000 5,000,000 5,000,000 98,686,000	0 0 0 3,000,000 0 0 0 0 0 166,000 (165,000) 0 (152,000)	4/22 5/30 3/2: 2/1: 6/1* 1/2/2 10/1 5/1: 1/3 1/0 10/2 1	/2017 0 /2023 0 /2019 (7 /2026 0 /2020 15 /2026 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 0 /2020 1 /2018 0 19900 0 19000 0 /2020 1 /202	11/29/201: 12/20/202: 11/30/202: 10/8/2028 7/26/2022 12/31/202: 7/15/2022 6/30/2020 1/0/1900 12/30/202: 5/15/2030 10/25/202: 12/31/202: 5/28/2021 11/30/203: 11/20/202:	0 22 0 16 0 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3,691,665 12/15/ 4,736,809 8/18/2 15,949,437 11/15/ 2,902,656 2/23/2 50,573,965 5/28/2 0 1/0/1	2020 4,983, 2020 2,585, 2020 2,968, 2018 14,128 2021 12,331 2021 2,937, 2019 46,898 017 10,930 900 0	,000 4,834 4,834 4,990 5 1,611 8,290 2	3 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	X 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	of Way and resolve utility relocation issues.  Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.  \$188K administrative Sec 601 transfer and local funds increase in 19-21.  Overall \$622K increase of local contribution.  Reappropriation/Re-Aging.  \$125K administrative Sec 601 transfer in 19-21.  \$74K administrative Sec 601 transfer in 19-21.  Reappropriation/Re-Aging to align with updated contractor schedule.  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.  \$165K transferred to 0Bl4ENV for long-term mitigation site monitoring. Reappropriation/Re-Aging due to workforce constraints.  Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.  \$194K administrative Sec 601 transfer and reappropriation of local funds in 19-21. \$152K transferred to 0Bl4ENV for long-term mitigation site monitoring.

11	L2000246	SR 104 Realignment for Ferry Traffic	0	15,000	15.000	500.000	500.000	0		11/5/2018	(2)	6/28/2019	0				х	0	0	
11	L2000255	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	1-5 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	Х	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	Х	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	Х	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	Х	0	Reappropriation/Re-Aging. 600015C (2nd Railroad Realignment) experience 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 tomplete an agreement for work performed by the City of Spokane.
11	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	Х	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		0	,,	2/14/2022	0	11/30/2026	(24)	15,5,2013	2 .,2 / 3,000	-	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.
l1	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	Х	0	Schedule described With the restrictions on held work due to covid 15:
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					0	Х	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	Х	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	х	0	Reappropriation/Re-Aging due to additional time required for the preferred alternative's risk analysis and project prioritization within the corridor.
11	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	Х	
11	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	Х	0	. Expenditure delay is due to the I-976 pause and to 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	Х		Reappropriation/Re-Aging due to COVID consultant freeze which delayed
l1	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	Х	0	bringing on a design consultant as planned. Reappropriation/Re-Aging due to additional time required for Environmenta documentation.
l1	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	Х	0	Reappropriation/Re-Aging due to additional time required for Environmenta documentation.
l1	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	х	0	0	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)	1,081,000	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	Х	0	0	
12	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	Х	0	Reappropriaton/Re-aging. Additional local contributions to projects in this programmatic BIN.
12	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	Χ	0	Reappropriation/Re-Aging.
12	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				Х	0	0	
12	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	Х	0	Reappropriation/Re-Aging due to additional required time to align with the SR 28 corridor safety and mobility priorities.
12	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	Х	0	
12 12	501212I L1000112	US 12/SR 124 Intersection - Build Interchange SR 20/Sharpes Corner Vicinity Intersection	0	55,000 0	55,000	21,317,000 13,303,000	21,317,000 13,168,000	(135,000)	0	10/18/2010 11/13/2017	(1)	5/23/2012 8/30/2018	0	15,614,038 2/7/2011 6,182,783 12/22/2017	11,478,643 7,224,164	15 3	X X	0	0	Project completed. Practical Design Savings of \$135K transferred to the
13	14000472	CD 527 Dedestries Cofety Desiret. The Desire 8 Option 84 112 11	-	0	0	244.000	244.000	0		1/0/1000	0	1/0/1000	0				0	V		Transportation Futures Account.
12 12	L1000173 L1000247	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway US 101/Morse Creek Safety Barrier	1,378,000	1,455,000	77,000	244,000 3,606,000	244,000 3,606,000	0		1/0/1900	0	1/0/1900	0	2,215,250 10/27/2020	2,069,069	2	0	X 0	0 X	-
12	L2000074	SR 14/ Wind River Junction	487,000	1,455,000	(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	0	X	0	\$146K administrative Sec 601 transfer in 19-21. \$754K transferred to
12	12000074	St. 2 if Third third Junetion	407,000		(407,000)	3,555,000	5,240,000	(755,000)		., 1, 2013	J	,,13,2020		3,.37,047	3,333,033	3	Ü	^		OBI4ENV for long-term mitigation site monitoring.

12	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	Х	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.
12	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	Х	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.
12	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	Х	0	0	110000000000000000000000000000000000000
12	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	1,555,157	771372010	1,023,070		0	0	X	
12	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	
12	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	37,301	10/3/2017	115,002	,	0	Х	0	\$500K of additional local contribution added to this project.
12	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	Х	0	0	5500K Of Budicional local contribution Buded to this project.
12	L2000232	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	12/17/2018		7	0	X	0	
12	L22000273	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		4	X	0	0	
12	L2200042		9,000	38,000	0	8,493,000	-,,				0		0	4,801,002		5,283,745	6	X	0	0	
		SR 150/No-See-Um Road Intersection - Realignment	0 504 000				8,421,000	(72,000)		12/19/2016		11/21/2017			3/16/2017		_				D /D A
12	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	Х	0	Reappropriation/Re-Aging due to COVID restrictions delaying local
					(			_				- / /	_					_			stakeholder coordination and inability to complete survey work.
12	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	Х	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.
13	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					Х	0	0	
13	5082010	I-82/Valley Mall Blvd - Rebuild Interchange	0	19,000	19,000	34,803,000	. ,,	0		11/23/2009	0	10/21/2011	0	23,320,934	2/19/2010	19,079,870	12	Х	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	Х	0	Reappropriation/Re-Aging. Project has been deferred by 2 years due to
																					workforce issues.
13	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	Х	0	Reappropriation/Re-Aging.
13	5090160	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		7	0	Χ	0	Cost increase due to COVID-19 related delays.
13	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	Χ	0	Reappropriation/Re-Aging.
13	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	1,237,000	147,000	1,290,000	1,290,000	0										0	Х	0	
13	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	Х	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.
13	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	Х	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.
																					work for structural analysis and design of the project stretaming wans.
14	0BI4001	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	х	0	Reappropriation/Re-Aging. Reduction of CWA funds based on the
1	0014001	113111 assage barrier	, 20,363,000	023,000,000	(101,363,000)	1,340,033,000	1,343,233,000	3,200,000		,,1,201/	U	0/30/202/	U	3,344,123	0,24,2021	3,444,000	,	U	^	U	assumption that \$400M of ARPA funds are eligible for use on fish passage
						1															projects. The total includes a \$5.2M increase of local contributions to
						1															projects. The total includes a \$5.2M increase of local contributions to projects within this BIN.
14	0BI4002	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	Х	0	Reappropriation/Re-Aging.
14	0BI4002 0BI4003	ÿ ;	7,543,000		832.000	33.519.000				7/1/2017	0	6/30/2027	0	382 497				0			
- ''		Stormwater & Mitigation Site Improvements	,,	-,,	,	, ,	. , . ,	685,000						302,137	3/11/2021		5	-	X	0	Additional local contributions to projects in this programmatic BIN.
	0BI4004	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	Χ	0	Reappropriation/Re-Aging.
14		Environmental Militarian December NO 1 1/704	2 405 005																		
14	0BI4ENV	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.
		Environmental Mitigation Reserve - Nickel/TPA  I-5/Ship Canal Noise Wall  Chip Seal Roadways Preservation	2,185,000 3,064,000 35,852,000	3,384,000	2,163,000 320,000 10,209,000	3,500,000 339,129,000	3,500,000	2,126,000 0		1/0/1900 11/12/2024 7/1/2017	0 0	1/0/1900 1/30/2026 6/30/2027	0 0	2 005 111	c /22 /222 :	3,331,468	2	0 0	0 X	Х	

P1	0BP1002	Asphalt Roadways Preservation	162,584,000	154,299,000	(8,285,000)	2,471,463,000	2,457,865,000	(13,598,000)	7/	1/2017	0	6/30/2027	0	554,732 9/21/2021	474,474	2	0	Х	0	Rebalancing of MVA Federal and State fund sources between this programmatic BIN and the Concrete Roadways BIN (0BP1003). \$5.4M of additional local contribution to projects within this programmatic BIN.
P1	0BP1003	Concrete Roadways Preservation	61,861,000	68,463,000	6,602,000	1,453,424,000	1,472,424,000	19,000,000	7/	1/2017	0	6/30/2027	0	5,584,203 5/17/2021	5,716,127	2	0	Х	0	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21. Rebalancing of MVA Federal and State fund sources between this
																				programmatic BIN and the Asphalt Roadways BIN (0BP1002).
P1	L1000198	Preservation Activities	10,000,000	8,683,000	(1,317,000)	90,000,000	90,000,000	0		0/1900	0	1/0/1900	0				0	Х	0	Reappropriation/Re-Aging.
P1	L1100071	Highway System Preservation	150,167,000	, ,	58,791,000	,,,	,, ,	0		-,	0	6/30/2027	0				0	Х	0	
P2	0BP2001	Bridge Replacement Preservation	12,565,000	12,902,000	337,000	336,460,000	336,460,000	0	7/	1/2017	0	6/30/2027	0	2,105,893 11/12/2020	2,087,957	4	0	Х	0	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21.
P2	0BP2002	Bridge Repair Preservation	145,290,000	207,940,000	62,650,000	2,079,486,000	2,079,486,000	0	7/	1/2017	0	6/30/2027	0	7,777,711 7/27/2021	8,779,732	6	0	Х	0	Reappropriation/Re-Aging.
P2	0BP2003	Bridge Scour Prevention Preservation	2,921,000	2,630,000	(291,000)	35,250,000	35,250,000	0	7/	1/2017	0	6/30/2027	0	1,926,843 4/3/2019	1,638,803	3	0	Х	0	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21.
P2	0BP2004	Bridge Seismic Retrofit Preservation	26,943,000	29,190,000	2,247,000	193,473,000	193,473,000	0	7/	1/2017	0	6/30/2027	0	55,000,000 7/29/2021	50,444,111	3	0	Х	0	Reappropriation/Re-Aging.
P2	109947B	SR 99/Aurora Bridge - Painting	0	375,000	375,000	44,404,000	44,404,000	0	3/	2/2015	0	10/30/2020	0	27,318,728 12/19/2013	7 30,851,133	4	0	Х	0	Reappropriation/Re-Aging.
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	1,891,000	2,143,000	252,000	498,550,000	498,550,000	0	10,	/3/2016	0	6/30/2053	0				0	Х	0	
P2	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	0	0	0	33,056,000	0	(33,056,000)	4/2	26/2010	0	3/11/2013	0	28,057,110 6/16/2010	21,541,000	8	Х	0	0	Project completed.
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	74,000	77,000	3,000	18,826,000	18,826,000	0	10/	13/2008	0	11/29/2010	0	53,746,892 1/29/2009	50,415,851	4	Х	0	0	
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	0	151,000	151,000	6,095,000	6,487,000	392,000	2/:	19/2008	0	7/31/2008	0				х	0	0	\$392K cost increase. Supplement #4 to the agreement with the University of Washington was executed on 05/10/2021 in order to extend the end date to 04/05/2026 & to compensate the University of Washington for boxes and for
D2	4004114	CD 4/Ab any abby Count Da Daniera Bridge				10,000,000	10 000 000	0	2/	2/2025	0	6 /1 /2020	0				0	V	0	extension of work.
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge	0	0	0	10,000,000	10,000,000	0		2/2026 16/2013	0	6/1/2028	0	11 502 502 2/2/25:	44.642.665		0 X	X	0	
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge	0	56,000	56,000			-		,	0	9/17/2015	0	11,692,593 2/3/2014				0	-	
P2	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	8,329,000	14,808,000	6,479,000	25,786,000	25,786,000	0			15	11/15/2020	23	18,428,247 1/31/2020			0	X	0	Reappropriation/Re-Aging due to an updated contractor schedule.
P2	L1000068	Structurally Deficient and At Risk Bridges	0	0	0	53,303,000	53,303,000	0		_	0	2/14/2022	0	17,143,690 3/26/2018			0	Х	0	
P2	L2000075	US 12/ Wildcat Bridge Replacement	0	350,000	350,000	8,300,000	8,300,000	0			(10)	11/22/2019	(13)	5,896,872 3/28/2018		3	Х	0	0	
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	0	2,296,000	2,296,000	21,848,000	21,848,000	0			0	1/15/2020	0	18,112,215 2/1/2019	19,530,453	10	0	Х	0	Reappropriation/Re-Aging due to COVID shutdown for safety precautions and a weather suspension.
P2	L2000174	SR 241/Mabton Bridge	10,955,000	10,952,000	(3,000)	14,606,000	14,606,000	0			34	11/27/2019	46				0	Х	0	7
P2	L2000203	SR 155/Omak Bridge Rehabilitation	2,593,000	1,299,000	(1,294,000)	13,754,000	13,754,000	0		-,	0	6/30/2027	0				0	0		Reappropriation/Re-Aging.
P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	9,730,000	10,340,000	610,000	22,917,000	22,917,000	0			0	10/12/2016	0	1,007,710 5/24/2016	999,186	3	0	X		Reappropriation/Re-Aging.
P3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	1,410,000	1,410,000	0	8,159,000	7,736,000	(423,000)			0	1/0/1900	0				0	Х	0	
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000	0	4,505,000	4,155,000	(350,000)		-	0	1/0/1900	0				0	Х	0	
P3	0BP3001	Emergency Relief Preservation	5,538,000	14,877,000	9,339,000	66,536,000	85,370,000	18,834,000	7/	1/2017	0	6/30/2027	0	2,611,459 9/30/2021	1,470,000	1	0	Х	0	Increase is due to projects being funded by the Emergency Relief Placeholder (099960K).
Р3	0BP3002	Unstable Slopes Preservation	8,588,000	5,260,000	(3,328,000)	180,197,000	180,197,000	0	7/	1/2017	0	6/30/2027	0	701,831 6/23/2021	790,790	3	0	Х	0	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21.
Р3	0BP3003	Major Electrical Preservation	6,812,000	5,853,000	(959,000)	110,866,000	111,132,000	266,000	7/	1/2017	0	6/30/2027	0	113,414 6/22/2021	129,904	2	0	Х	0	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21.
P3	0BP3004	Major Drainage Preservation	7,183,000	8,101,000	918,000	144,488,000	144,488,000	0		1/2017	0	6/30/2027	0	116,033 9/16/2021	185,000	1	0	Х	0	Reappropriation/Re-Aging.
P3	0BP3005	Rest Areas Preservation	1,839,000	1,839,000	0	18,488,000	17,217,000	(1,271,000)	7/	1/2017	0	6/30/2027	0	2,085,000 4/15/2019	1,509,065	5	0	Х	0	Reappropriation/Re-Aging.
Р3	0BP3006	Weigh Stations Preservation	5,000,000	4,159,000	(841,000)	50,003,000	50,003,000	0	7/	1/2017	0	6/30/2027	0	520,150 7/26/2021	832,529	1	0	Х	0	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21.
P3	0BP3007	Preservation of Highway Safety Features	16,763,000	20,213,000	3,450,000	255,124,000	255,124,000	0	7/	1/2017	0	6/30/2027	0	593,625 6/23/2021		3	0	Х	0	
P3	1405RRT	I-405/Bellevue to Lynnwood R&R - Preservation	26,039,000	12,830,000	(13,209,000)	1,272,884,000	1,272,884,000	0			0		0	55,000,000 7/29/2021	50,444,111	3	0	0	Х	Reappropriation/Re-Aging due to an updated R&R schedule.
Р3	G2000055	Land Mobile Radio (LMR) Upgrade	5,166,000	8,531,000	3,365,000	37,038,000	37,038,000	0	9/	6/2016	0	5/30/2019	0				0	Х	0	Reappropriation/Re-Aging due to COVID delays, issues relating to a detailed design review delay while resolving a Coverage Testing Plan with the contractor, and negotiating with landowners for site access.
P3	L2000291	SR 99 Tunnel R&R - Preservation	314,000	391,000	77,000	460,008,000	460,008,000	0									0	0	Х	
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	1,286,000	4,942,000	3,656,000	64,533,000	64,100,000	(433,000)	1/	0/1900	0	1/0/1900	0				0	Х	0	Added an additional \$4m in federal authority for future grant requests.
Q3	000009Q	Challenge Seattle	1,000,000	3,061,000	2,061,000	1,500,000	4,927,000	3,427,000	1/	0/1900	0	1/0/1900	0				0	х	0	\$1M state funds needed for the Challenge Seattle BIN for 21-23. Added the federal grant funds to the project.
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)	0	49,000	49,000	135,000	135,000	0	12/	21/2015	0	4/30/2018	14				0	Х	0	
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements	0	54,000	54,000	254,000	254,000	0	11/	26/2018	6	4/30/2019	5				0	Х	0	
Q3	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters	0	0	0	308,000	305,000	(3,000)	7/	2/2018	13	4/30/2019	12				0	Х	0	
Q3	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation	0	0	0	416,000	0	(416,000)			0	12/30/2017	3				Х	0	0	
Q3	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters	0	0	0	826,000	780,000	(46,000)	-7	.,	4	10/30/2018	8	478,420 9/21/2018	659,929	2	0	Х	0	
Q3	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems	0	0	0	167,000	0	(167,000)	10,	/4/2010	0	9/30/2015	0				Х	0	0	
Q3	109025Q	I-90/EB E Mercer Way - ITS	0	6,000	6,000	250,000	250,000	0			0		0	930,635 6/28/2019	1,198,330	1	0	Х	0	
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension	780,000	316,000	(464,000)	855,000	841,000	(14,000)			0		0				0	0	Х	
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters	0	27,000	27,000	799,000	800,000	1,000			0		0	930,635 6/28/2019	1,198,330	1	0	Х	0	
Q3	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	0	0	0	129,000	129,000	0	6/	2/2016	0	12/30/2017	(2)				Х	0	0	
Q3	200212Q	US 2 Vicinity Variable Message Signs	0	0	0	214,000	197,000	(17,000)									0	Х	0	
Q3	202000W	SR20/Wauconda Summit - RWIS and Camera	0	0	0	366,000	342,000	(24,000)		0/201/	0	8/1/2017	0				Х	0	0	
Q3	202400Q	NCR Basin ITS Phase 3	0	0	0	553,000	499,000	(54,000)	9/1	18/2017	0	5/30/2018	0				Х	0	0	
Q3	228500Q	SR 285/Wenatchee Area - ITS Conduit	259,000	383,000	124,000	451,000	451,000	0			0		0				0	0	Х	
Q3	300519Q	I-5/Olympia Area Southbound - Congestion Management	0	0	0	797,000	797,000	0			0		0	873,704 4/9/2019		2	0	Х	0	
Q3	316706Q	SR 167/SR 410 to SR 18 - ITS	900,000	900,000	0	1,000,000	1,000,000	0			0	10/15/2021	86	21,630,896 4/2/2021		4	0	0	Х	
Q3	351207R	SR 512/I-5 to SR 7 EB - Congestion Management	0	57,000	57,000	681,000	682,000	1,000	11,	/5/2018	8	3/30/2019	9	395,876 2/25/2020	406,736	7	0	Х	0	

																	,				
Q3	400016T	Vancouver Urban ITS Device Infill	0	0	0	876,000	0	(876,000)		4/18/2016		3/24/2017		611,170	5/26/2016	648,115	3	Х	0	0	
Q3	400019Q	Centralized Signal System Enhancements	0	18,000	18,000	452,000	467,000	15,000		6/3/2019	0	1/0/1900	0					0	Х	0	
Q3	400019R	I-5/I-205 Urban Ramp Meter - Phase 1	0	0	0	669,000	669,000	0		2/5/2018	0	5/19/2019	15	597,832	7/31/2018	539,913	2	Х	0	0	
Q3	400019V	Regional Video Sharing	0	0	0	142,000	0	(142,000)										0	Х	0	
Q3	401417Q	SR 14 ATIS Infill; I-5 to Evergreen	0	0	0	1,085,000	1,085,000	0		9/24/2018	1	6/21/2019	0	732,719	12/12/2018	640,307	2	0	Х	0	
Q3	414119Q	SR 141/Flashing School Zone Signs	0	0	0	18,000	0	(18,000)			0		0					Χ	0	0	
Q3	420520Q	I-205/NB Mill Plain On-Ramp - Ramp Meter	0	255,000	255,000	466,000	573,000	107,000		10/19/2020	0	4/30/2021	0	370,494	2/23/2021	372,949	2	0	0	Х	Original bids were high and were rejected given the original budget. The need to re-advertise required increases in PE and CN budget needed.
Q3	420522Q	I-205/SB Mill Plain and SB 18th St On-Ramps - Ramp Meters	0	0	0	61,000	61,000	0			0		0					0	Х	0	
Q3	509019Q	I-90/SR 18 Interchange Vic EB - Install VMS	123,000	432,000	309,000	401,000	486,000	85,000			0		0	586,870	6/28/2021	586,704	3	0	0	Х	This project was combined with 518203Q. The combined variance is roughly \$8k.
Q3	518203Q	I-182/Argent Rd Vicinity EB - Install VMS	158,000	366,000	208,000	521,000	428,000	(93,000)			0		0	586,870	6/28/2021	586,704	3	0	0	Х	See 509019Q, these two projects are being completed under the same work order so the combined variance is roughly \$8K.
Q3	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras	0	0	0	237,000	0	(237,000)		2/27/2017	0	10/27/2017	1	5,860,553	4/13/2017	6,157,323	2	Х	0	0	
Q3	600024Q	Eastern Region CCTV Systems - New Installs	0	0	0	271,000	271,000	0		4/9/2018	6	11/16/2018	7	85,294	11/16/2018	115,134	3	Х	0	0	
Q3	609004Q	I-90/Sprague Rest Area Traveler Information	0	0	0	133,000	0	(133,000)		1/29/2014	0	7/31/2015	0					Х	0	0	
Q3	609006Q	Spokane Area Traffic Volume Collection	0	0	0	388,000	0	(388,000)		1/0/1900	0	1/0/1900	0					0	Х	0	
Q3	609007Q	Spokane Area Traffic Volume Collection	0	50,000	50,000	351,000	351,000	0		2/5/2018	9	11/16/2018	7					0	Х	0	
Q3	609047Q	l-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	286,000	775,000	489,000	550,000	900,000	350,000			0		0	592,013	1/0/1900	0	3	0	0	Х	Project delays moved CN into 21-23 biennium. Additionally, Material increases required the cost increase to cover the shortfall.
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements	0	0	0	953,000	0	(953,000)		4/18/2016	0	9/21/2016	0	434,694	5/17/2016	398,578	2	Х	0	0	
Q3	L2000338	SR 99 Aurora Bridge ITS	579,000	579,000	0	700,000	700,000	0										0	0	Х	
W1	900001G	Point Defiance Tml Preservation	0	0	0	12,512,000	12,512,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900001H	Point Defiance Tml Improvement	0	104,000	104,000	665,000	665,000	0		1/0/1900	0	1/0/1900	0	251,465	8/8/2017	218,868	2	Х	0	0	
W1	900002G	Tahlequah Tml Preservation	0	0	0	18,551,000	18,551,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900002Н	Tahlequah Tml Improvement	295,000	1,049,000	754,000	1,068,000	1,448,000	380,000		1/0/1900	0	1/0/1900	0	328,148	5/14/2021	465,115	3	0	х	0	Slope Stabilization project scope modification. This was a unique project, and after working with King County, the scope was modified to meet the functional and permit requirements. Bids also were higher than expected due to location.
W1	900005M	Fauntleroy Tml Preservation	8,682,000	9,704,000	1,022,000	104,869,000	104,872,000	3,000	7,830,935	1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900006S	Vashon Tml Preservation	1,029,000	1,175,000	146,000	22,111,000	22,108,000	(3,000)		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900006T	Vashon Tml Improvement	0	0	0	33,000	0	(33,000)		1/0/1900	0	1/0/1900	0					Х	0	0	
W1	900010L	Seattle Tml Preservation	100,201,000	130,995,000	30,794,000	467,981,000	468,228,000	247,000		1/0/1900	0	1/0/1900	0	24,079,470	4/20/2017	24,079,471	1	0	Х	0	
W1	900010M	Seattle Tml Improvement	0	3,207,000	3,207,000	5,399,000	5,398,000	(1,000)		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900012K	Port Townsend Tml Preservation	293,000	293,000	0	21,909,000	21,909,000	0	440,000	1/0/1900	0	1/0/1900	0					0	х	0	
W1	900012L	Port Townsend Tml Improvement	0	0	0	3,000	3,000	0			0		0					Х	0	0	
W1	9000221	Lopez Tml Preservation	274,000	428,000	154,000	11,144,000	11,146,000	2,000		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900022J	Lopez Tml Improvement	0	0	0	534,000	463,000	(71,000)		1/0/1900	0	1/0/1900	0					0	Х	0	The Olympic Class Dolphin was completed under budget and savings were repurposed to support cost increases on the TA Slope Stabilization project.
W1	900024F	Shaw Tml Preservation	0	0	0	3,356,000	3,356,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900026P	Orcas Tml Preservation	492,000	595,000	103,000	13,251,000	13,249,000	(2,000)		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900026Q	Orcas Tml Improvement	922,000	1,005,000	83,000	2,335,000	2,333,000	(2,000)		1/0/1900	0	1/0/1900	0	584,369	9/1/2016	759,415	3	0	Х	0	
W1	900028U	Friday Harbor Tml Preservation	408,000	500,000	92,000	11,128,000	11,128,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	900040N	Eagle Harbor Maint Facility Preservation	371,000	371,000	0	42,062,000	42,062,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	9000400	Eagle Harbor Maint Facility Improvement	5,245,000	6,528,000	1,283,000	20,585,000	20,704,000	119,000		1/0/1900	0	1/0/1900	0	283,291	1/14/2021	256,180	4	0	х	0	
W1	902017K	Coupeville (Keystone) Tml Preservation	265,000	265,000	0	16,319,000	16,319,000	0		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	902017M	Coupeville (Keystone) Tml Improvement	244,000	597,000	353,000	339,000	691,000	352,000		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	902020C	Anacortes Tml Preservation	7,015,000	5,589,000	(1,426,000)	68,266,000	64,457,000	(3,809,000)	2,300,000	1/0/1900	0	1/0/1900	0	3,541,410	4/20/2015	3,436,409	5	0	Х	0	\$476k of savings from the AN Imp. BIN was added to the CN phase of the AN Tollbooth replacement project. Cost increased due the addition of tollbooth canopies and an ADA tollbooth that was not part of the original budgeted amount.
W1	902020D	Anacortes Tml Improvement	0	1,597,000	1,597,000	7,337,000	8,327,000	990,000		1/0/1900	0	1/0/1900	0	576,529	8/22/2019	787,922	2	0	х	0	\$1.5 million was added from the AN Pres. BIN delaying the 21-23 start for design of the Slip 1 Trestle, to instead finish a partially completed design of the Anacortes Terminal Building. There was approximately \$476k of savings on the Emergency Generator project that was moved to support a CN increase on the AN Tollbooth project in the AN preservation BIN.
W1	910413Q	Edmonds Tml Preservation	0	237,000	237,000	57,235,000	57,238,000	3,000	2,997,030	1/0/1900	0	1/0/1900	0					0	Х	0	
W1	910413R	Edmonds Tml Improvement	311,000	521,000	210,000	27,722,000	27,708,000	(14,000)		1/0/1900	0	1/0/1900	0	201,704		271,054	6	0	Х	0	
W1	910414P	Kingston Tml Preservation	3,145,000	4,058,000	913,000	65,044,000	64,863,000	(181,000)		1/0/1900	0	1/0/1900	0	502,703	12/26/2019	439,803	2	0	Х	0	
W1	916008R	Southworth Tml Preservation	11,261,000	12,884,000	1,623,000	40,710,000	40,699,000	(11,000)		1/0/1900	0	1/0/1900	0					0	Х	0	
W1	930410T	Bremerton Tml Preservation	3,256,000	3,545,000	289,000	46,863,000	46,901,000	38,000	1,453,000	1/0/1900		1/0/1900	0					0	Х	0	
W1	930410U	Bremerton Tml Improvement	0	70,000	70,000	1,276,000	1,278,000	2,000		1/0/1900		1/0/1900	0					0	Х	0	
W1	930513G	Bainbridge Island Tml Preservation	28,685,000	29,001,000	316,000	65,248,000	65,251,000	3,000	500,000	1/0/1900	0	1/0/1900	0	0	1/0/1900	0	0	0	Х	0	
W1 W1	930513H 952515P	Bainbridge Island Tml Improvement  Mukilteo Tml Improvement	0 142,000	32,000 5,870,000	32,000 5,728,000	121,000 188,333,000	121,000 187,232,000	0 (1,101,000)		1/0/1900	0	1/0/1900	0	9,221,762	12/4/2015 1/30/2015	-, -	6	0 0	0 X	0	Reduced project funding levels to amount from the 2020 session of \$187.3 million. 2021 budget included approx. \$1 million of extra Ded-FED-FER that was not truly available for the project.
W1	952516R	Clinton Tml Preservation	0	219,000	219,000	18.129 000	18,132,000	3,000		1/0/1900	0	1/0/1900	0					0	х	0	and the state of the project
AAT	JJZJIUN	CHILCOL THEFT COCTABION		213,000	213,000	10,123,000	10,132,000	3,000		1,0,1300	U	1/0/1500	U		1			J	_ ^	J	

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				1	0	х	0	
W1	9525165 998521A	RFP Development and Installation of a One Account-Based Ticketing System	0	0	10,000	403.000	34,026,000	(63,000)	5,900,000	1/0/1900	0	1/0/1900	0					0	X	0	The planned work was completed for less than the available budget. The BIN
VV I	990321A	KFF Development and installation of a One Account-based Ticketing System	0	U	U	405,000	340,000	(65,000)		1/0/1900	U	1/0/1900	U					U	^	U	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	Х	0	F - 3
W1	998602A	WSF/IT Terminal Telecommunications	275,000	552,000	277,000	775,000	1,297,000	522,000		1/0/1500	0	1/0/1500	0					0	0	X	
		,	,	,	,	110,000	_,,	011,000										-	-		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					0	0	Х	
W1	998604A	WSF/IT EFS Preservation	67,000	198,000	131,000	611,000	613,000	2,000			0		0					0	0	Х	
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	Х	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	Х	0	
W1	998926A	WSF/Systemwide Terminals - Out Biennia 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	Х	
																					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 L1000016	Electric Ferry Planning Team	0 361.000	0 414.000	53,000	495,000 2.351.000	518,000 2.364.000	23,000 13,000		1/0/1000	0	1/0/1900	0					0	X	0	
W1 W1	L1000168	Primavera Project Management System	447,000	414,000	0	43,111,000	43,111,000	0		1/0/1900	0	1/0/1900	0					0	X	0	
W1	L2000007	Seattle Tml - Slip 2 and LCCM 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	L2000007	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	12000116	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		_, ,, _,		2,0,2000		2,001,000	,-,	2,000,00		0	0	Х	
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					Х	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	Х	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	Х	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	Х	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	Х	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 W2	944403E 944404D	MV Kitsap Improvement	38,000 4,216,000	658,000 4,759,000	620,000 543,000	2,251,000 45,085,000	2,852,000 45,056,000	601,000 (29,000)		1/0/1900	0	1/0/1900	0	0	9/27/2019	1,070,999	0	0	X	0	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944404D 944404E	MV Cathlamet Preservation 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	9/2//2019	1,070,999	U	0	X	0	
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	
***2	3111035	The Chican Preservation	0,505,000	10,133,000	2,550,000	01,120,000	01,552,600	032,000		1,0,1500	ŭ	1,0,1300			11/5/201/	1,710,750		Ü	,,	•	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	Х	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	Х	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	Х	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	Х	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	Χ	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	Х	0	
				-						. /. /											additional scope on other vessels in 21-23
W2 W2	944432H 944433D	MV Elwha Improvement MV Kaleetan Preservation	2.254.000	3.068.000	0 814.000	295,000 25.740.000	241,000 25.859.000	(54,000) 119.000		1/0/1900	0	1/0/1900	0	0	7/20/2021	2.960.671	0	0	X	0	
W2	944433E		, . ,	-,,		-, -,	25,859,000	445,000		, . ,	0	1/0/1900	0	0	7/20/2021	2,960,671	U		X		
W Z	944433E	MV Kaleetan Improvement	18,000	511,000	493,000	2,333,000	2,778,000	445,000		1/0/1900	U	1/0/1900	U					0	^	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	Х	0	This 23-25 Project will start at the end of the 21-23 biennium and needs an
***	3444340	WW Takina i reservation	Ŭ	4,100,000	4,100,000	33,140,000	30,204,000	(2,030,000)		1/0/1500	· ·	1,0,1300			2/10/2021	2,030,303	· ·	Ü	^	Ü	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	Х	0	additional \$ 1,120,000 to begin constitution in £1 £5
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	Х	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
							1														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	Х	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	Х	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 W2	944476B 944477A	MV Chetzemoka Improvement MV Salish Preservation	25,000 2,120,000	311,000 2.864.000	286,000 744.000	2,077,000	2,029,000 52,763,000	(48,000) 6,000		1/0/1900	0	1/0/1900	0					0	X	0	
W2	944477A 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	944477B 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	
	2		-,0,000	-,0,000	22,000	,. , 5,000	, 5,000			, -, -500		_, _, _, _	_		1			-			

															1					
W2	944478C	MV Kennewick Improvement	26,000	206,000	180,000	3,420,000	3,392,000	(28,000)	1/0/1900		1/0/1900	0					0	X	0	The Court Fernand (courtising helps on in 10, 21) for MAY Downlive
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	Х	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	Х	0	
			.,	., .,	, , , , , , , , , , , ,	, ,	, ,	,,	, , ,						,,					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	Х	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
14/2	0444005	ance II i	2.000	25.000	24.000	2.550.000	2 570 000	44.000	4 /0 /4 000	_	4 /0 /4 000						0		0	Upgrade Contract is lower than prior estimate.
W2 W2	944499F 944499G	MV Puyallup Improvement MV Tacoma Improvement	2,000 429,000	26,000 466,000	24,000 37,000	2,568,000 4,430,000	2,579,000 4,245,000	11,000 (185,000)	1/0/1900 1/0/1900		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		1/0/1900	0	- 0	3/12/2019	400,034	U	0	X	0	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to
***2	34443311	WW Wendence Improvement	0,000	0,000	Ü	2,310,000	2,034,000	370,000	1/0/1300	0	1/0/1500						Ü	^	"	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	Х	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	Х	0	
W2	990051A	MV Suquamish Improvement	18,000	794,000	776,000	157,000	811,000	654,000		0		0					0	0	Х	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	Х	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.
14/2	0000545	Consider Contains Union des Blanch alder for 1872	2 122 000	2 525 000	402.000	6 272 000	6 000 000	426,000	1/0/1000	0	1 /0 /1 000	0					х		0	
W2 W2	998951F 998951P	Security System Upgrades Placeholder for W2  New CMAQ Grants Placeholders	2,132,000 2,800,000	2,535,000	403,000 (2,800,000)	6,373,000 2,943,000	6,809,000	436,000 (2,943,000)	1/0/1900 1/0/1900		1/0/1900	0		+			0	0	X	CMAQ Grants applied to Vessel Projects This BIN is Not used in 21-23 These
VV Z	990931P	New CiviAQ Grants Placeholders	2,800,000	0	(2,800,000)	2,943,000	U	(2,943,000)	1/0/1900	U	1/0/1900	U					U	U	^	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	Х	0	
							, , , , , ,	, ,,	, , ,											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	Х	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		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		1/0/1900	0					0	X	0	
W2 W2	L1000008	MV Tokitae Improvement MV Samish Improvement	15,000 19.000	41,000 21,000	26,000 2,000	1,095,000 1,289,000	1,070,000 1,256,000	(25,000)	1/0/1900 1/0/1900		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	_	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		1/0/1900	0	Ť	2/2 1/2003	11,107,220	Ů	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		1/0/1900	0					0	Х	0	
W2	L2000301	Maintenance Management System	0	0	0	400,000	412,000	12,000									0	0	Х	
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	Х	
W2	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)	0	0	0	123,159,000	0	##########	1/0/1900		1/0/1900	0	0	2/24/2005		0	0	Х	0	
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)	0	0	0	119,338,000	0	##########	1/0/1900		1/0/1900	0	0		44,487,228		0	Х	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	Х	0	
																				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		1/0/1900						Х	0	0	
Y4	700001C	New Locomotives (8) (ARRA)	0	177,000	177,000	59,697,000	59,700,000	3,000	1/0/1900		1/0/1900	0					Х	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	4/0/:	0					0	0	Х	
Y4	770220A	Seattle- King Street Station Track Upgrades (ARRA)	1.500.000	1.500.000	0	28,382,000	1 500 000	(28,382,000)	1/0/1900	_	1/0/1900	0					X	0	0 x	
Y4 Y4	HSR001 HSR002	State Corridor Safety and Positive Train Control Compliance  Locomotive Service Equipment and Overhaul	1,500,000	3,369,000	3,369,000	1,500,000 4,001,000	1,500,000 4,001,000	0	1/0/1900 1/0/1900		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		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		1/0/1900	0					0	0	Х	
Y4	HSR006	HSR Program Closeout	0	0	0	501,000	0	(501,000)	1/0/1900		1/0/1900	0					0	Х	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		1/0/1900	0					0	Х	0	
Y4	P02001A	Cascades Train Sets - Overhaul	0	0	0	7,396,000	0	(7,396,000)	1/0/1900		1/0/1900	0					0	Х	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	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	0	0	
Y5 Y5	720201A 720311A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)  Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP)	0	36,000	36,000	312,000 624,000	313,000 624,000	1,000		0		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	0	0	+
13	, 21410M	1. O. C. O. Denton Tukina & Derry Driages & Jauwin Ave Aing (2013 FAID)	U		U	230,000	230,000	9		U		U		1	1		U	J		

Y					1	1				 					1	-	1		
1.5   72510A   Rouge-field hall Overpass   0   143,000	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	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	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	Х	0	
	Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)	0	0	0	400,000	400,000	0		0		0			0	0	0	
175   742110A   Dugstown & Pacific Ratio ad - Wheeler to Moise Salen Rehalo (2019 FRAP)   0   170,00   270,000   2	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	0	
February   February	Y5	726821A	Tacoma Rail - Mazda Siding Upgrade (2019 FRIB)	0	8,000	8,000	240,000	242,000	2,000		0		0			0	0	0	
Process   Proc	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	0	
YS   750210A   Sohomish Ca - 240th SI/SS9 Crade Crossing Improvements (2015 FRAP)   0   0   0   185,000   185,000   0   10/190	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	0	
Y5   T57111A	Y5	750101A	Rainier Rail - Blakeslee to Chehalis Bridges (2019 FRAP)	0	0	0	458,000	458,000	0		0		0			0	0	0	
YS	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			Х	0	0	
YS   F01001A   Satewide - Emergent Freight Ball Assistance Projects   223,000   0   (223,000   223,000   459,000   459,000   1/0/1900   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	0	
YS	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	Х	0	
Y5	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	Х	0	
YS   L100147   South Kelso Ralliroad Crosing   14,335,000   21,980,000   7,645,000   25,001,000   212,000   7,000   1/0/1900   0   1/0/1900	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	Х	0	
YS   L1000167   Bridge 12 (Salmon Creek) Replacement   0   0   0   205,000   212,000   7,000   1/0/1900   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	Х	0	
VS   L1000172   Chelatchie Prairie Raiiroad - Raiiroad Tunnel Emergency Repairs   O   O   0   8,000   14,000   6,000   1/0/1900   O   1/0/1900   O   1/0/1900   O   O   X	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	Х	0	
YS   L1000180   West Plains/Spokane International Airport Rail Development   0   0   0   2,001,000   0   1/0/1900   0   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	Х	0	
V5   L1000191   PV Hooper Track Improvements   0   192,000   192,000   3,801,000   3,802,000   1,000   0   1/0/1900   0   1/0/1900   0   1/0/1900   0   0   0   0   0   0   0   0   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	Х	
V5	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	Х	0	
Y5	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	Х	
Y5	Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation	0	1,478,000	1,478,000	1,500,000	1,501,000	1,000							0	0	Х	
Y5         L1000242         Spokane Airport Transload Facility         0         500,000         500,000         500,000         500,000         500,000         500,000         500,000         500,000         500,000         500,000         500,000         500,000         500,000         0         0         0         0         1,406,000         20,901,000         20,903,000         0         0         0         0         2,002,000         0         0         0         2,002,000         0         0         0         0         0         2,002,000         0	Y5	L1000235	Port of Moses Lake Northern Columbia Basin Railroad Feasibility Study	0	0	0	250,000	250,000	0							0	0	Х	
Y5	Y5	L1000239	Grade Separation at Bell Road	0	0	0	1	0	(1)							0	0	Х	
Y5	Y5	L1000242	Spokane Airport Transload Facility	0	500,000	500,000	500,000	500,000	0							0	0	Х	
Y5   L200173   Connell Rail Interchange   9,552,000   9,553,000   1,000   10,001,000   1,000   0,000   1,000   0,000   1,000   0,000	Y5	L1100080	Port of Moses Lake	0	15,406,000	15,406,000	20,901,000	20,903,000	2,000							0	Х	0	
Y5         L200173         Connell Rail Interchange         9,552,000         9,553,000         1,000         10,001,000         1,000	Y5	L1100083	Port of Warden Rail Infrastructure Expansion	0	0	0	2,002,000	0	(2,002,000)							Х	0	0	Project completed. Practical Design Savings of \$35K transferred to the
Y5         L2000179         Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)         1,467,000         0         7,337,000         7,339,000         2,000           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																			Transportation Futures Account.
Y5 L200191 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	L2000173	Connell Rail Interchange	9,552,000	9,553,000	1,000	10,001,000	10,002,000	1,000							0	Х	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	Х	0	
Y5 L2000289 Rail Crossing Improvements at 6th Ave. and South 19th St. 0 1,102,000 1,152,000 1,552,000 1,000 0 0 0 0 0 0 0 0 0 0 0 0 0 0 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	Х	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	Х	0	

#### Notes:

- 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.