



November 7, 2022

SENT VIA EMAIL

Director David Schumacher
Office of Financial Management

Senator Marko Liias, Chair
Senate Transportation Committee

Representative Jake Fey, Chair
House Transportation Committee

Dear Director Schumacher, Senator Liias, and Representative Fey:

This letter transmits to you the quarterly project delivery status reports for the second, third, and fourth quarters of the 2021-23 biennium, as required in Chapter 333, Laws of 2021 (SSB 5165, Section 313) and Chapter 186, Laws of 2022 (ESSB 5689, Section 311). A copy of each of the Section 313 and 311 language is attached. The reports provide status on scope, schedule, and budget through the quarters ending December 2021, March 2022, and June 2022 for all capital projects. These reports include new projects added using programmatic funding provided by the Legislature. Not included in the reports 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 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.

These reports align with the LEAP Transportation Document 2021-2 ALL PROJECTS as developed April 23, 2021. The format for these reports were 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.

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

Ch. 186
WASHINGTON LAWS, 2022
IMPLEMENTING PROVISIONS

Sec. 601. 2021 c 333 s 601 (uncodified) is amended to read as follows: **MANAGEMENT OF TRANSPORTATION FUNDS WHEN THE LEGISLATURE IS NOT IN SESSION**

- (1) The 2005 transportation partnership projects or improvements and 2015 connecting Washington projects or improvements are listed in the LEAP Transportation Document ((2021-1)) 2022-1 as developed ((April 23, 2021)) March 9, 2022, which consists of a list of specific projects by fund source and amount over a sixteen-year period. Current fiscal biennium funding for each project is a line-item appropriation, while the outer year funding allocations represent a sixteen-year plan. The department of transportation is expected to use the flexibility provided in this section to assist in the delivery and completion of all transportation partnership account and connecting Washington account projects on the LEAP transportation document referenced in this subsection. For the 2021-2023 project appropriations, unless otherwise provided in this act, the director of the office of financial management may provide written authorization for a transfer of appropriation authority between projects funded with transportation partnership account appropriations or connecting Washington account appropriations to manage project spending and efficiently deliver all projects in the respective program under the following conditions and limitations:
- (a) Transfers may only be made within each specific fund source referenced on the respective project list;
 - (b) Transfers from a project may not be made as a result of the reduction of the scope of a project or be made to support increases in the scope of a project;
 - (c) Transfers from a project may be made if the funds appropriated to the project are in excess of the amount needed in the current fiscal biennium;
 - (d) Transfers may not occur for projects not identified on the applicable project list;
 - (e) Transfers to a project may not occur if that project is a programmatic funding item described in broad general terms on the applicable project list without referencing a specific state route number;
 - (f) Transfers may not be made while the legislature is in session;
 - (g) Transfers to a project may not be made with funds designated as attributable to practical design savings as described in RCW 47.01.480;
 - (h) Except for transfers made under (l) of this subsection, transfers may only be made in fiscal year 2023;
 - (i) The total amount of transfers under this section may not exceed \$50,000,000;
 - (j) Except as otherwise provided in (l) of this subsection, transfers made to a single project may not cumulatively total more than \$20,000,000 per biennium;
 - (k) Each transfer between projects may only occur if the director of the office of financial management finds that any resulting change will not hinder the completion of the projects as approved by the legislature; and
 - (l) Transfers between projects may be made by the department of transportation without the formal written approval provided under this subsection (1), provided that the transfer

amount to a single project does not exceed two hundred fifty thousand dollars or ten percent of the total project per biennium, whichever is less. These transfers must be reported quarterly to the director of the office of financial management and the chairs of the house of representatives and senate transportation committees.

- (2) The department of transportation must submit quarterly all transfers authorized under this section in the transportation executive information system. The office of financial management must maintain a legislative baseline project list identified in the LEAP transportation documents referenced in this act, and update that project list with all authorized transfers under this section, including any effects to the total project budgets and schedules beyond the current biennium.
- (3) At the time the department submits a request to transfer funds under this section, a copy of the request must be submitted to the chairs and ranking members of the transportation committees of the legislature.
- (4) Before approval, the office of financial management shall work with legislative staff of the house of representatives and senate transportation committees to review the requested transfers in a timely manner and address any concerns raised by the chairs and ranking members of the transportation committees.
- (5) No fewer than ten days after the receipt of a project transfer request, the director of the office of financial management must provide written notification to the department of any decision regarding project transfers, with copies submitted to the transportation committees of the legislature.
- (6) The department must submit annually as part of its budget submittal a report detailing all transfers made pursuant to this section, including any effects to the total project budgets and schedules beyond the current biennium.
- (7)(a) If the department of transportation receives federal funding not appropriated in this act, the department shall apply such funds to any of the following activities in lieu of state funds, if compliant with federal funding restrictions, and in the order that most reduces administrative burden and minimizes the use of bond proceeds:
 - (i) Projects on LEAP Transportation Document ((2021-2)) 2022-2 ALL PROJECTS as developed ((April 23, 2021)) March 9, 2022; or
 - (ii) Other department of transportation operating or capital expenditures funded by appropriations from state accounts in this act.
- (b) However, if the funds received may not be used for any of the purposes enumerated in this section and must be obligated before the next regular legislative session, then the department may program the funds for other transportation-related activities, provided that these actions do not initiate any new programs, policies, or expenditure levels requiring additional one-time or ongoing state funds that have not been expressly authorized by the legislature. The department shall follow the existing unanticipated receipt process to notify the legislative standing committees on transportation and the office of financial management of the amount of federal funds received in addition to those appropriated in this act and the projects or activities receiving funding through this process.

WASHINGTON LAWS, 2021
Ch. 333

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

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

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

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5166, Section 313
2021-23 Biennium Quarter 2

W2	944499D	MV Tacoma Preservation	15,714,000	19,446,000	3,732,000	152,753,000	155,356,000	2,603,000					7/28/2020	2,993,287	X	The Carry Forward (remaining balance in 19-21) for MV Tacoma Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23. Increase provides the Tacoma portion of the Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade contract.
W2	944499E	MV Wenatchee Preservation	16,850,000	14,432,000	(2,418,000)	120,801,000	115,769,000	(5,032,000)					10/23/2020	3,460,023	X	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to support necessary preservation. Estimate for Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade Contract is lower than prior estimate.
W2	944499F	MV Puyallup Improvement	2,000	26,000	24,000	2,568,000	2,579,000	11,000							X	
W2	944499G	MV Tacoma Improvement	429,000	466,000	37,000	4,430,000	4,245,000	(185,000)					3/12/2019	400,694	X	
W2	944499H	MV Wenatchee Improvement	6,000	6,000		2,318,000	2,694,000	376,000							X	
W2	990040W	MV Chimacum Preservation	1,579,000	3,001,000	1,422,000	43,599,000	43,601,000	2,000					2/19/2020	1,765,878	X	Funding increased to accommodate COVID-19 delays.
W2	990041W	MV Chimacum Improvement	16,000	25,000	9,000	1,302,000	1,327,000	25,000							X	
W2	990051A	MV Suquamish Improvement	18,000	794,000	776,000	157,000	811,000	654,000							X	21-23 Increase due to Shipyard Contract Increase of \$345K and increase in funds carry forward from 19-21
W2	98951A	WSF/Administrative Support - Allocated to W2	5,133,000	3,988,000	(1,145,000)	86,071,000	84,449,000	(1,622,000)							X	The allocation between W1 and W2 for the Admin Support has a different split (based on the total W1 and W2) between these TEIS Versions.
W2	98951F	Security System Upgrades Placeholder for W2	2,132,000	2,535,000	403,000	6,373,000	6,809,000	436,000							X	
W2	98951P	New CMAQ Grants Placeholders	2,800,000		(2,800,000)	2,943,000		(2,943,000)							X	CMAQ Grants applied to Vessel Projects This BIN is Not used in 21-23 These funds were transferred to the Issaquah Vessels for Propeller, Fuel and power meter Purchase
W2	G200080	Electric Vessel RFP				601,000	374,000	(227,000)							X	
W2	G200084	Electric Ferry - Conversion	24,750,000	52,404,000	27,654,000	43,526,000	84,941,000	41,415,000							X	Programming error. The amount of State and State REIM was double accounted.
W2	L1000006	MV Tokitae Preservation	1,607,000	1,615,000	8,000	24,392,000	24,404,000	12,000							X	
W2	L1000007	MV Samish Preservation	2,158,000	2,295,000	137,000	32,453,000	32,452,000	(1,000)							X	
W2	L1000008	MV Tokitae Improvement	15,000	41,000	26,000	1,095,000	1,070,000	(25,000)							X	
W2	L1000009	MV Samish Improvement	19,000	21,000	2,000	1,289,000	1,256,000	(33,000)							X	
W2	L1000063	#3 - 144-Capacity Vessel (MV Chumacum)				122,191,000		(122,191,000)					2/24/2005	44,487,228	X	Project has been completed
W2	L2000006	Vessel Project Support	4,210,000	4,228,000	18,000	51,757,000	53,152,000	1,395,000							X	18k variance in 21-23. Variance is under 500k and less than 10%
W2	L2000109	#4 - 144 capacity vessel				122,935,000	122,795,000	(140,000)							X	
W2	L2000301	Maintenance Management System				400,000	412,000	12,000							X	
W2	L2000329	#1 New Vessel - 144 Hybrid Electric	152,453,000	45,467,954	(106,985,046)	218,000,000	244,202,000	26,202,000							X	Variance is an estimated cost increase which will be finalized once the cost is negotiated with Vigor
W2	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)				123,159,000		(123,159,000)					2/24/2005	44,487,228	X	Project has been completed
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)				119,338,000		(119,338,000)					2/24/2005	44,487,228	X	Project has been completed
W3	999910K	Emergency Repair	5,000,000	12,785,000	7,785,000	66,427,000	69,869,000	3,442,000					2/8/2021	1,135,991	X	The Wenatchee experienced an engine room fire. The estimated cost to repair is \$5 million which will completely use the funding set aside for emergencies with a full biennium left. This means that other emergencies will need to be funded from the program and use funding needed to preserve other vessels. This request will leave the emergency funding intact. It is expected that insurance will cover all but \$1 million of the cost and that \$1 million may be recovered through the contractor.
Y4	700000E	ARRA Program Management				51,903,000		(51,903,000)							X	ARRA Program closed out
Y4	700001C	New Locomotives (8) (ARRA)		177,000	177,000	59,697,000	59,700,000	3,000							X	
Y4	700010C	Passenger Rail Equipment Replacement - Insurance	71,464,000	70,496,000	(968,000)	75,495,000	75,496,000	1,000							X	Cash flow adjustment to align with delivery assumptions.
Y4	770220A	Seattle - King Street Station Track Upgrades (ARRA)				28,382,000		(28,382,000)							X	Project has been completed
Y4	HSR001	State Corridor Safety and Positive Train Control Compliance	1,500,000	1,500,000		1,500,000									X	
Y4	HSR002	Locomotive Service Equipment and Overhaul		3,369,000	3,369,000	4,001,000	4,001,000								X	Updated plan on using some of this funding for future locomotive overhauls in this biennium
Y4	HSR004	Point Defiance Bypass Revenue Service		3,616,000	3,616,000	9,000,000	9,002,000	2,000							X	2022 Supplemental reappropriation
Y4	HSR005	Operational Modifications after new Service Launch	1,000,000	1,000,000		1,000,000	1,000,000								X	
Y4	HSR006	HSR Program Closeout				501,000		(501,000)							X	Program has been closed out
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							X	Project has been completed
Y4	P02001A	Cascades Train Sets - Overhaul				7,396,000		(7,396,000)							X	Project has been completed
Y5	700401A	W&I Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)		21,000	21,000	780,000	781,000	1,000							X	
Y5	700602A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)		354,000	354,000	812,000	813,000	1,000							X	
Y5	720201A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)		36,000	36,000	312,000	313,000	1,000							X	
Y5	720311A	Port of Mend Occille - US to Newport Track Rehab (2019 FRAP)				624,000		(624,000)							X	
Y5	721410A	Port of Benton - Yakima & Berry Bridges & Jadin Ave Xing (2019 FRIB)				250,000		(250,000)							X	
Y5	721410B	Port of Benton - Yakima & Berry Bridges & Jadin Ave Xing (2019 FRAP)				1,560,000		(1,560,000)							X	
Y5	723814A	Port of Everett - South Terminal Modernization Project (2019 FRIB)		754,000	754,000	6,157,000	6,158,000	1,000							X	2022 Supplemental reappropriation
Y5	725910A	Ridgefield Rail Overpass		143,000	143,000	909,000	913,000	4,000					6/1/2017		X	
Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)				400,000		(400,000)							X	
Y5	726813A	Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP)		16,000	16,000	1,144,000	1,145,000	1,000							X	
Y5	726821A	Tacoma Rail - Maeda Siding Upgrade (2019 FRIB)		8,000	8,000	240,000	242,000	2,000							X	
Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)		17,000	17,000	728,000	729,000	1,000							X	
Y5	744210A	Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP)		875,000	875,000	874,000	875,000	1,000							X	
Y5	750101A	Rainier Rail - Blakeslee to Chehalis Bridges (2019 FRAP)				458,000		(458,000)							X	2022 Supplemental reappropriation
Y5	750210A	Snohomish Co - 240th St/SR9 Grade Crossing Improvements (2015 FRAP)				185,000	185,000								X	
Y5	757111A	Central Washington RR - Sunnyside to Granger Track Rehab (2019 FRAP)				676,000		(676,000)							X	
Y5	F01002A	Statewide - Freight Rail Investment Bank	438,000		(438,000)	45,181,000	41,743,000	(3,438,000)							X	Funds for 21-23 have been allocated to successful projects
Y5	F01001A	Statewide - Emergent Freight Rail Assistance Projects	223,000		(223,000)	42,793,000	42,570,000	(223,000)							X	Funds have been allocated to projects
Y5	F01111B	Palouse River and Coulee City RR - Rehabilitation	550,000	1,338,000	788,000	12,346,000	12,806,000	460,000							X	2022 Supplemental reappropriation
Y5	L1000146	Grays Harbor Rail Corridor Safety Study		46,000	46,000	301,000	302,000	1,000							X	
Y5	L1000147	South Kelso Railroad Crossing	14,335,000	21,980,000	7,645,000	25,001,000	25,003,000	2,000							X	2022 Supplemental reappropriation
Y5	L1000167	Bridge 12 (Salmon Creek) Replacement				205,000		(205,000)							X	
Y5	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs				9,000		(9,000)							X	
Y5	L1000180	West Plains/Spokane International Airport Rail Development				2,001,000		(2,001,000)							X	
Y5	L1000191	PV Hooper Track Improvements		192,000	192,000	3,801,000	3,802,000	1,000							X	
Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation		1,478,000	1,478,000	1,500,000	1,501,000	1,000							X	2022 Supplemental reappropriation
Y5	L1000235	Port of Moses Lake Northern Columbia Basin Railroad Feasibility Study				250,000		(250,000)							X	
Y5	L1000239	Grade Separation at Bell Road						(1)							X	
Y5	L1000242	Spokane Airport Transload Facility		500,000	500,000	500,000		(500,000)							X	2022 Supplemental reappropriation
Y5	L1100280	Port of Moses Lake	15,406,000	15,406,000		20,901,000	20,903,000	2,000							X	Project was delayed while the City competed for additional federal funds
Y5	L1100083	Port of Warden Rail Infrastructure Expansion				2,002,000		(2,002,000)							X	Practical Design Savings of \$38K transferred to the Transportation Futures Account.
Y5	L2000173	Connell Rail Interchange	9,552,000	9,553,000	1,000	10,001,000	10,002,000	1,000							X	The total cost of completing the scope of work is well beyond the funding provided. Unless additional funding is provided, this project is not likely to be constructed
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000		7,337,000	7,339,000	2,000							X	
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)							X	2022 Supplemental reappropriation
Y5	L2000289	Rail Crossing Improvements at 6th Ave and South 19th St		1,102,000	1,102,000	1,151,000		(1,151,000)							X	2022 Supplemental reappropriation

Notes:
1. Represents final legislative TEIS versions (2116GFIN)

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.

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5165, Section 313
2021-23 Biennium Quarter 3

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk(2)	Schedule				Awarded Contracts(5) and (6)				Status			Comments 21-23 Q3		
			21-23 21LEGCOR(1)	21-23 Plan 22ME03(7)	21-23 Difference	Total 21LEGCOR(1)	Total Plan 22ME03(7)	Total Difference		Advertisement 21LEGCOR	Advertisement Variance (months)	Operationally Complete 21LEGCOR	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Complete d	In Progress	Future			
D3	888899M	Dayton Ave RHQ - Purchase Furniture		886	886	1,565,000	1,565,000														X		
D3	D300701	Statewide Administrative Support	1,028,000	1,028,000		15,498,000	11,685,195	(3,812,805)												X		Bien Note - 31-33, Not showing in 22ME03, 33-35 & 35-37 plan not in yet. \$1,269,000. each bien; \$5K 21-23 reapprop	
D3	D309701	Preservation and Improvement Minor Works Projects	4,673,000	6,555,771	1,882,771	53,140,000	37,600,195	(15,539,805)						1,434,650	6/24/2019	1,348,000	4			X		Bien Note - Dayton Ave charges to complete project funded from the minor BIN due to lack of Dayton Ave funding in BIN L2000287.	
D3	D311701	NPDES Facilities Projects	250,000	499,955	249,955	2,772,000	2,749,134	(22,866)												X			
D3	D398898	Existing Facilities Building Codes Compliance		11,983	11,983	2,063,000	32,422	(2,030,578)						2/18/2015	273,374				X			Project has been completed.	
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	576,000	576,000		6,053,000	6,053,000													X			
D3	L1000151	Olympic Region Maintenance and Administration Facility	3,289,000	3,665,638	376,638	61,053,000	61,051,043	(1,957)						47,665,000	2/12/2019	47,999,000	3			X			
D3	L2000287	Northwest Region Headquarters Renovation		1,200,203	1,200,203	45,032,000	13,056,702	(31,975,298)						37,987,085	3/13/2019	37,999,999	2			X		Funding is required to complete sidewalk improvements directed by the City of Shoreline. COPS are removed from program.	
I1	L1000110	I-405/NE 132nd Interchange - Totem Lake	63,226,000	56,953,264	(6,272,736)	83,000,000	83,398,483	398,483	5,519,275	1/15/2021	3	12/15/2023	55,000,000	7/29/2021	50,444,111	3			X		Reappropriation/Re-Aging primarily due to a decrease in RW phase costs that were offset by an increase in CN phase costs that were aged in the 21-23 biennium.		
I1	OBI1002	Pedestrian & Bicycle Improvements	228,000	228,000		3,719,000	3,719,000													X			
I1	OBI100A	Mobility Reappropriation for Projects Assumed to be Complete				14,136,000	14,136,000													X			
I1	OBI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures				616,000	616,000													X			
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor		100,001	100,001	756,000	871,773	115,773												X			
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2				1,943,000	1,943,000													X			
I1	100521W	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			12/3/2018		9/30/2022	17,015,628	1/21/2021	15,754,516	4			X			Reappropriation/Re-Aging.	
I1	100904B	SR 9/176th Street SE to SR 96 - Widening	11,289,000	10,322,992	(966,008)	21,922,000	21,943,835	21,835												X		Reappropriation/Re-Aging.	
I1	140511A	I-405 South Downtown Access Study Support		1,583	1,583	209,000	159,139	(49,861)												X			
I1	152201C	SR 522/I-5 to I-405 - Multimodal Improvements		31,618	31,618	22,566,000	22,541,408	(24,592)		6/26/2006		10/17/2007		4,037,658	9/8/2006	4,037,653	4		X				
I1	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes		1,681	1,681	145,637,000	145,597,041	(39,959)		4/12/2010		12/15/2014		22,322,279	6/1/2010	15,514,435	8		X				
I1	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening				1,879,000	1,868,000	(11,000)		9/22/2014		12/19/2014								X		Project is completed	
I1	153915A	SR 539/Lynden-Aldergerve Port of Entry Improvements		149,963	149,963	7,501,000	7,593,486	92,486		3/31/2014		11/20/2014		3,803,077	5/7/2014	3,262,709	7		X				
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements				17,437,000	17,426,264	(10,736)		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		290,211	290,211	26,485,000	26,567,013	82,013		4/13/2015		8/31/2017		9,809,649	5/29/2015	10,255,073	6		X				
I1	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	37,418,000	39,266,318	1,848,318	1,347,949,000	1,347,630,016	(318,984)		3/28/2005		10/15/2023		103,100,763	6/10/2014	98,175,444	6			X		Reappropriation/Re-Aging due to updated contractor schedule.	
I1	310107B	US 101/Shore Rd to Kitchen Rd - Widening				51,059,000	51,036,191	(22,809)		9/17/2012		10/5/2015		33,989,673	11/21/2012	27,069,690	9		X				
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development		74,754	74,754	30,000	85,466													X			
I1	316706C	SR 167/SR 410 to SR 18 - Congestion Management	30,929,000	30,929,000		129,200,000	129,200,000			12/31/2028		12/31/2028		21,630,896	4/2/2021	22,799,719	4			X			
I1	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange				85,548,000	85,548,000			5/2/2011		8/27/2014		20,598,245	6/22/2011	19,949,910	5		X				
I1	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes				152,376,000	152,370,000	(6,000)		2/16/2010		8/24/2016		28,025,230	4/15/2010	19,730,515	8		X				
I1	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges				34,913,000	34,903,000	(10,000)		9/28/2009		11/1/2011		30,928,999	12/15/2009	20,528,756	8		X				
I1	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane		16,987	16,987		3,991,678	3,991,678						3,583,203	5/14/2020	3,156,783	3			X		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	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange				48,777,000	48,762,756	(14,244)		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				38,275,000	38,267,101	(7,899)		8/18/2014		7/20/2016		29,675,858	10/2/2014	24,309,057	7		X				
I1	450208W	SR 502/I-5 to Battle Ground - Add Lanes				82,133,000	81,765,000	(368,000)		4/23/2012		6/27/2016								X			
I1	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes		99,137	99,137	51,652,000	51,640,715	(11,285)		12/17/2007		7/23/2010		43,457,428	2/4/2008	33,732,740	8		X				
I1	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	10,000	3,152	(6,848)	5,371,000	5,360,828	(10,172)												X			
I1	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges				2,003,000	2,009,944	6,944												X			
I1	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes		4,207	4,207	41,021,000	41,007,675	(13,325)		12/20/2004		8/31/2012		32,815,309	2/23/2005	30,473,331	3		X				
I1	524003S	SR 240/Kingsgate Way - Signalize Intersection				950,000	950,000							477,984	1/22/2018	430,761	2			X			
I1	600010A	US 395/North Spokane Corridor				222,853,000	222,808,520	(44,480)		4/16/2012		11/16/2018		18,733,358	9/13/2013	15,368,730	10		X				
I1	609049B	I-90/Spokane to Idaho State Line - Corridor Design		1,332,444	1,332,444	10,074,000	10,287,784	213,784						3,454,368	6/16/2020	3,398,398	3		X			Reappropriation/Re-Aging due to additional time needed to refine project scope.	
I1	809936Z	SR 99/Alaskan Way Viaduct - Replacement	63,692,000	166,709,610	103,017,610	3,350,788,000	3,350,768,551	(19,449)	1,999,116	8/6/2007		1/17/2023		16,039,797	7/14/2008	17,039,595	4			X		Reappropriation/Re-Aging due to the January 2021 OFM Directed advertisement pause.	
I1	809940B	SR 99/Viaduct Project - Construction Mitigation		0	0	37,837,000	37,828,315	(8,685)												X			
I1	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	110,000	351,312	241,312	83,931,000	83,823,765	(107,235)		8/20/2014		12/17/2016		53,172,330	12/9/2014	53,999,888	3		X				
I1	840502B	I-405/SR 181 to SR 167 - Widening		78,613	78,613	140,084,000	140,073,011	(10,989)		2/16/2007		12/11/2009		87,501,003	6/20/2007	91,500,005	3		X				
I1	840541F	I-405/I-90 to SE 8th St - Widening				179,816,000	179,807,414	(8,586)		10/6/2006		9/22/2009		125,000,000	2/16/2007	124,000,000	3		X				
I1	8B11001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)				164,275,000	164,243,672	(31,328)		2/19/2008		8/13/2012		109,999,985	2/24/2009	83,599,000	3		X				
I1	8B11002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)		1,553	1,553	342,701,000	342,697,194	(3,806)		5/6/2009		10/31/2015		249,999,996	1/11/2012	155,500,001	4		X				
I1	8B11003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	250,000	1,492,198	1,242,198	2,678,187,000	2,677,695,610	(491,390)		4/23/2007		11/16/2018		834,214	9/8/2009	766,504	4		X			\$500K transferred to OBI4ENV for long-term mitigation site monitoring.	
I1	8B11006	I-405/Renton to Bellevue Widening and Express Toll Lanes				21,656,000	21,656,000													X			
I1	8B11009	SR 520/Repayment of Sales Tax for Bridge Replacement	15,940,000	15,940,000		159,400,000	159,400,000															X	
I1	L1000033	Lake Washington Congestion Management		210,714	210,714	86,931,000	86,842,506	(88,494)		6/15/2009		12/29/2011								X			
I1	L1000098	SR 520/124th St Interchange (Design and Right of Way)	36,070,000	20,743,000	(21,043,523)	40,900,000	40,900,000			10/10/2022		1/20/2026											

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5165, Section 313
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I1	L1000240	SR 9/South Lake Stevens Road Roundabout	3,009,000	6,741,239	3,732,239	4,155,000	8,577,138	4,422,138		1/19/2021	4	10/15/2021		5,137,676	12/8/2021	5,273,174	5	X	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	843,095	(71,905)	1,000,000	896,666	(103,334)										X	
I1	L1000280	I-405/North 8th Street Direct Access Ramp in Renton				250,000,000	20,000,000	(230,000,000)										X	Total project cost is still planned for \$250M 2022 supplemental budget submittal was for the \$250M
I1	L1100048	31st Ave SW Overpass - Improvements		18,811	18,811	1,102,000	1,166,466	64,466					395,079	5/27/2020	381,218	2	X		
I1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	43,238,000	48,086,167	4,848,167	69,000,000	68,243,736	(756,264)	639,623	3/1/2019	11	10/1/2021	12	28,820,645	6/1/2021	27,996,994	8	X	\$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	1,002,562	452,562	72,268,000	72,268,000			4/9/2018		12/30/2020		32,593,625	9/6/2018	25,935,935	9	X	
I1	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	8,825,000	9,089,635	264,635	11,150,000	11,150,000			3/10/2025		11/14/2025		4,425,420			3	X	
I1	L2000058	US 195/Coffax to Spangle - Add Passing Lane		1,983	1,983	11,650,000	11,284,663	(365,337)		4/24/2017		11/29/2018		2,945,302	6/20/2017	3,199,999	2	X	
I1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	6,004,000	6,715,000	711,000	23,012,000	23,012,000			5/30/2023		12/20/2026						X	Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.
I1	L2000094	I-90/Medical Lake & Geiger Interchanges	7,637,000	6,979,844	(657,156)	27,285,000	27,907,000	622,000		3/25/2019	(7)	11/30/2020	22	10,840,925	5/13/2019	9,688,216	8	X	Reappropriation/Re-Aging. Total \$622K increase of local contribution.
I1	L2000099	I-5/Mill Plain Boulevard				97,700,000	97,700,000			2/17/2026		10/8/2028						X	
I1	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	16,570,000	11,718,426	(4,851,574)	25,400,000	28,400,000	3,000,000	134,927	6/15/2020	15	7/26/2022	16	18,191,935			3	X	Additional Reappropriation/Re-Aging due to higher bids than the expected legislative budget. During advertisement, all bids came in above the legislative budget. Additional funding is required to re-advertise the project.
I1	L2000118	SR 539/Guide Meridian				40,000,000	40,000,000			1/20/2026		12/31/2027						X	
I1	L2000119	I-5/Northbound on-ramp at Bakerview	3,467,000	3,339,580	(127,420)	10,915,000	10,913,512	(1,488)		10/12/2020		10/15/2021		3,691,665	12/15/2020	2,585,000	4	X	
I1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	17,706,000	14,786,912	(2,919,088)	24,050,000	24,050,000			5/11/2020		7/15/2022		3,454,368	6/16/2020	3,398,398	3	X	Reappropriation/Re-Aging to align with updated contractor schedule due to Ad delay.
I1	L2000123	I-82/ EB WB On and Off Ramps	150,000	122,549	(27,451)	34,400,000	34,400,000			7/30/2018		6/30/2020	2	15,949,437	11/15/2018	14,128,990	3	X	
I1	L2000124	I-90/Front Street IJR				2,300,000	2,083,488	(216,512)										X	
I1	L2000127	US 395/Ridgeline Intersection	10,320,000	13,677,000	3,357,000	19,339,000	19,339,000			10/19/2020	1	12/30/2021	10	13,802,804	2/23/2021	12,331,611	8	X	Reappropriation/Re-Aging to align with updated contractor schedule.
I1	L2000139	I-5/156th NE Interchange in Marysville				42,000,000	42,000,000			9/18/2028		5/15/2030						X	
I1	L2000170	SR 125/9th Street Plaza - Intersection Improvements	2,914,000	3,269,874	355,874	5,725,000	5,958,889	233,889		12/9/2019		10/25/2020		2,902,656	2/23/2021	2,937,290	2	X	
I1	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	12,779,000	21,518,009	8,739,009	73,200,000	73,035,201	(164,799)	2,771,612	1/28/2019	1	12/31/2020		50,573,965	5/28/2019	46,898,047	4	X	\$165K transferred to OBI4ENV for long-term mitigation site monitoring. Biennial increase due to supply chain and labor issues delaying expenditures from 19-21 to 21-23.
I1	L2000202	SR 240/Richland Corridor Improvements	3,789,000	3,176,672	(612,328)	5,000,000	5,740,319	740,319		10/14/2019		5/28/2021						X	Reappropriation/Re-Aging due to workforce constraints.
I1	L2000204	I-5/North Lewis County Interchange	1,000,000	2,500,000	1,500,000	50,500,000	52,000,000	1,500,000		2/20/2029		11/30/2030						X	Added \$1.5M CWA funds to the PE phase of this project per the approved 2022 New Law budget (Move Ahead Washington) and aged in the 21-23 biennium. Total project cost increase \$1.5M
I1	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	9,250,000	5,685,467	(3,564,533)	98,686,000	98,678,674	(7,326)		2/14/2017		11/20/2024		10,929,951	5/4/2017	10,930,002	3	X	Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.
I1	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	49,919,000	43,612,620	(6,306,380)	92,433,000	122,877,458	30,444,458		4/15/2019	12	8/4/2022	4	80,941,000			3	X	During advertisement, project bids came in above the legislative budget.
I1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	14,827,000	67,181,844	52,354,844	605,018,000	655,012,358	49,994,358						30,425	11/30/2020	19,955	2	X	21-23 Reappropriation/Re-Aging primarily due to additional time needed to finalize and execute the agreements with locals and an updated RW acquisition plan. 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 cost increase is primarily due to inflation and to backfill \$35 million that was previously removed and has been communicated in previous 313 reports.
I1	L2000246	SR 104 Realignment for Ferry Traffic		15,853	15,853	500,000	500,000			11/5/2018	(2)	6/28/2019						X	
I1	L2000255	I-5/Exit 274 Interchange	2,200,000	1,829,816	(370,184)	2,750,000	3,580,087	830,087										X	The project's cost increase is due to adding federal grant funding from Whatcom Council Of Government (WCOG) that the City of Blaine received and has made WSDOT the lead agency on federalizing this project. The federal grant funds were added to the preliminary engineering phase and the State - MVA funding was transferred to the construction phase causing an increase to the project.
I1	L2000370	I-5 Interstate Bridge Replacement	28,599,000	71,791,814	43,192,814	44,000,000	90,000,000	46,000,000		12/3/2018		9/30/2022						X	The project's available budget has increased by \$46,000,000 (\$36M ODOT & \$10M WSDOT) from \$44,000,000 to \$90,000,000. This increase fully funds the project's Supplemental Environmental Impact Statement that will identify a preferred alternative strategy.
I1	M00100R	I-5 JBLM Corridor Improvements	100,756,000	33,978,856	(66,777,144)	494,400,000	508,029,413	13,629,413		11/21/2016		6/20/2025		9,677,122	12/28/2016	7,878,788	9	X	Reappropriation/Re-Aging primarily due to the COVID-19 temporary construction stoppage.
I1	M00400R	SR 520 Seattle Corridor Improvements - West End	492,704,000	430,357,404	(62,346,596)	1,643,315,000	2,049,287,603	405,972,603		2/28/2018		4/1/2027		389,859,195	10/24/2018	455,349,888	3	X	The increase and delay are mainly due to additional structural modeling and analysis for the Roanoke structure due to soil conditions, fire and life safety, Trail Connections/Multimodal, additional in-depth urban design effort, 42" water main relocation services, staging/phasing exercised, and the navigation channel study.
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	487,714,000	473,235,500	(14,478,500)	1,958,700,000	2,308,885,112	350,185,112	47,937,416	8/30/2017		6/18/2030		315,825,964	12/11/2020	263,975,895	3	X	Overall increase is due to the CEVP increase and for unanticipated receipts for utility work. Additional carryforward from 19-21 to 21-23. King county trail contribution delayed. Sound transit noise wall construction change order work moved out, shift from 21-23 to 23-25. SR 167 Stage 1b, Construction delayed two plus months, primarily due to permitting issues. Updated aging model for the initial Federal Finance Plan.

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5165, Section 313
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I1	M00800R	US 395 North Spokane Corridor	193,699,000	187,307,422	(6,391,578)	880,238,000	880,238,000			3/26/2018		6/30/2029		8,888,669	5/14/2018	8,217,203	2			X	Reappropriation/Re-Aging. 600015C (2nd Railroad Realignment) experienced delays in procurement of a steel girder as a result of the pandemic, which resulted in slower than anticipated expenditures. Two additional PINs were dependent on 600015C being completed. As this took longer than anticipated, these projects saw significant expenditure delays in 19-21. Additionally, there were expenditure delays due to additional time needed to complete an agreement for work performed by the City of Spokane.		
I1	M00900R	I-405/Renton to Bellevue - Corridor Widening	442,516,000	429,835,569	(12,680,431)	1,271,625,000	1,292,844,944	21,219,944	28,336,940	12/30/2015		12/28/2028		763,428	9/9/2016	818,133	5			X	Reappropriation/Re-Aging due to updated contractor schedule.		
I1	N00900R	SR 9/Snohomish River Bridge Replacement	23,800,000	21,122,193	(2,677,807)	142,100,000	142,100,000			2/14/2022		11/30/2026	(24)								X	Reappropriation/Re-Aging due to significant delays in the geotechnical schedule associated with the restrictions on field work due to COVID-19.	
I1	N52600R	SR 526 Corridor Improvements	12,443,000	13,280,167	837,167	47,197,000	47,203,616	6,616		1/11/2021	21	11/26/2022	23								X		
I1	N92040R	SR 9/SR 204 Interchange	36,516,000	33,519,735	(2,996,265)	69,430,000	69,207,199	(222,801)	8,738,018	1/25/2021	12	10/22/2022	12	17,157,416			5				X	\$286K transferred to OBI4ENV 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	2,946,491	(18,296,509)	23,625,000	23,625,000														X	Reappropriation/Re-Aging.	
I1	T10300R	SR 28 East Wenatchee Corridor Improvements	19,679,000	8,865,639	(10,813,361)	58,500,000	58,500,000			6/10/2024		12/20/2026									X	Reappropriation/Re-Aging due to additional time required for the preferred alternative's risk analysis and project prioritization within the corridor.	
I1	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	10,000,000	10,521,247	521,247	85,000,000	85,000,000			12/11/2023		10/30/2026										X	
I1	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	6,664,000	4,621,000	(2,043,000)	49,729,000	49,729,000			9/13/2017		10/28/2022										X	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			8/19/2019		12/6/2024		108,510,000	4/13/2020	113,995,875	3				X	Expenditure delay is due to the I-976 pause and to align with the contractor's schedule.	
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	5,900,000	6,254,506	354,506	64,413,000	64,383,150	(29,850)		2/5/2024		11/20/2026										X	
I1	T30400R	SR 3 Freight Corridor	16,000,000	12,160,334	(3,839,666)	66,910,000	66,910,000	0		5/23/2022	19	10/24/2024	19									X	Reappropriation/Re-Aging due to additional time required for Environmental documentation.
I1	T32700R	SR 510/Yelm Loop Phase 2	4,693,000	4,724,941	31,941	58,500,000	58,686,208	186,208		11/12/2019	37	6/30/2022	33									X	
I1	T32800R	SR 518 Des Moines Interchange Improvement				13,426,000	12,809,972	(616,028)		4/10/2017	(1)	10/1/2018		9,273,461	6/2/2017	8,230,000	5	X					Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
I2	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,081,000	3,619	(1,077,381)	81,560,000	80,407,298	(1,152,702)		10/13/2008		5/5/2016		12,379,302	6/16/2014	11,718,295	6	X					Reappropriation. Savings at project completion. \$131K transferred to Stormwater & Mitigation Site Improvements (OBI4003) to comply with stormwater mitigation requirements.
I2	0BI2010	Collision Prevention	40,954,000	40,954,000		306,492,000	306,492,000																
I2	0BI2011	Collision Reduction	36,175,000	36,175,000		169,302,000	169,302,000																
I2	201701G	SR 17/Adams Co Line - Access Control		35,000	35,000	118,000	149,935	31,935															
I2	202801J	SR 28/E Wenatchee - Access Control	4,036,000		(4,036,000)	6,008,000	6,008,001	1		12/2/2019		11/20/2020											As of March 2022: This project has a possible delay mainly due to added required time for alternative analysis.
I2	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing				854,000	829,000	(25,000)														X	
I2	501212I	US 12/SR 124 Intersection - Build Interchange				21,317,000	21,317,000			10/18/2010		5/23/2012										X	
I2	L100011Z	SR 20/Sharpes Corner Vicinity Intersection				13,303,000	13,168,000	(135,000)		11/13/2017	(1)	8/30/2018		6,182,783	12/22/2017	7,224,164	3	X					
I2	L100017Z	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway				244,000		(244,000)														X	
I2	L1000247	US 101/Morse Creek Safety Barrier	1,378,000	1,455,000	77,000	3,606,000	3,606,000							2,215,250	10/27/2020	2,069,069	2					X	
I2	L2000074	SR 14/ Wind River Junction	487,000	66,792	(420,208)	8,993,000	8,239,000	(754,000)		4/1/2019		7/15/2020		3,497,847	5/28/2019	3,399,639	3				X	\$146K administrative Sec 601 transfer in 19-21. \$754K transferred to OBI4ENV for long-term mitigation site monitoring.	
I2	L2000091	SR 432 Longview Grade Crossing	20,715,000	10,943,008	(9,771,992)	85,000,000	98,420,000	13,420,000		5/24/2021	20	10/1/2023	20									X	Proposed \$13.4M project cost increase. The two alternatives in the draft Environmental Impact Statement that was published in 2018 exceeded the available funding provided by the 2015 Connecting Washington funding package. This was followed by a series of concept revisions in an effort to find a more affordable preferred solution. This effort did significantly reduce the project's cost. However, the updated estimate was still above the available funding. The Local partners, led by the City of Longview, applied for several grants to bridge the funding gap needed, which have not been successful. In addition, the uncertainty of the project funding has delayed the construction delivery schedule. Reappropriation/Re-Aging due to additional time required for project coordination with stakeholders to select a preferred alternative and additional coordination delays due to COVID-19 pandemic.
I2	L2000128	US 395/Safety Corridor Improvements				15,000,000	15,000,000			2/11/2019		11/27/2019	10	11,888,332	6/13/2019	12,195,889	3	X					
I2	L2000161	US 101/Lynch Road Intersection Improvements				2,636,000	2,636,000			3/18/2019	(9)	11/19/2019	(13)	1,399,197	7/13/2018	1,823,870	3	X					
I2	L2000169	SR 20/Oak Harbor to Swantown Roundabout				30,000,000	30,000,000			10/8/2029		3/31/2031											X
I2	L2000236	SR 26 & US 195 Safety Improvements		6,131	6,131	416,000	416,000			9/18/2017		12/4/2017	(1)	97,981	10/5/2017	115,662	3	X					
I2	L2000238	SR 900 Pedestrian Safety	298,000	687,000	389,000	333,000	833,000	500,000														X	\$500K of additional local contribution added to this project. This change is mainly the result of WSDOT being awarded a Puget Sound Regional Council STP grant funds for its construction phase as listed on the King County's adopted contingency list.
I2	L2000252	SR 525 Improvements - Freeland Vicinity				900,000	859,000	(41,000)		10/22/2018	1	4/22/2019	3	317,090	12/17/2018	371,435	2	X					Project is completed
I2	L2000279	US 101/Lower Hoh Road Intersection Improvements				600,000	589,000	(11,000)						242,375	12/10/2019	222,493	7				X		
I2	L2200042	SR 20 Race Road to Jacob's Road	9,000	19,128	10,128	3,678,000	3,647,876	(30,124)		10/19/2015		9/15/2016	1	1,999,561	11/25/2015	2,245,556	4	X					
I2	L2200092	SR 150/No-See-Um Road Intersection - Realignment				8,493,000	8,421,000	(72,000)		12/19/2016		11/21/2017		4,801,002	3/16/2017	5,283,745	6	X					
I2	N00200R	US Hwy 2 Safety	6,581,000	7,231,378	650,378	19,000,000	19,000,000			12/9/2018		10/15/2022		11,398,101	2/1/2019	11,870,667	2				X	Reappropriation/Re-Aging due to COVID restrictions delaying local stakeholder coordination and inability to complete survey work.	
I2	N30500R	SR 305 Construction - Safety & Mobility Improvements	20,688,000	16,232,000	(4,456,000)	36,800,000	36,800,000			12/23/2019		3/21/2023										X	Reappropriation/Re-Aging. Multiple PINs are being delivered in this BIN and are contributing to the delay. One project is in active delivery and funding was deferred to align with an updated contractor schedule(330528D). 330528F is in design and experienced pandemic related delays in appraising and acquiring RW parcels.
I3	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes				3,026,000	3,022,748	(3,252)														X	
I3	508201O	I-82/Valley Mall Blvd - Rebuild Interchange				34,803,000		(34,803,000)		11/23/2009		10/21/2011										X	Project is completed
I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis		1,291,939	1,291,939	3,456,000	3,447,193	(8,807)														X	Reappropriation/Re-Aging. Project has been deferred by 2 years due to workforce issues.
I3	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	1,769,000	3,913,516	2,144,516	564,921,000	564,921,000			2/17/2009		11/28/2031		5,173,835	3/30/2009	3,298,002	18				X	Reappropriation/Re-aging	

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I3	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	113,000	235,901	122,901	722,000	918,014	196,014					334,092	12/11/2020	385,385	7		X			
I3	L200017	SR 501/I-5 to Port of Vancouver	3,567,000	3,730,568	163,568	7,000,000	7,000,000			6/29/2020	9	5/6/2022	1	5,952,577	3/29/2021	5,137,445	3		X		
I3	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	1,237,490	147,490	1,290,000	1,290,000												X		
I3	L2220062	SR 14/Bingen Underpass	15,750,000	5,356,333	(10,393,667)	26,000,000	28,000,000	2,000,000		3/22/2021		10/31/2023							X	\$2M project cost increase and schedule delay. These changes are mainly due to BNSF requiring trains to bypass the work zone uninterrupted while the railroad bridges are constructed on the mainline and siding tracks, which added two shoofly tracks. In addition, this project proposes to discharge treated stormwater to Bingen Lake in order to meet flow control requirements. This may require an upgrade to the existing Bingen Lake pump system and the Port of Klickitat is currently analyzing these impacts.	
I3	M00500R	I-90 Snoqualmie Pass - Widen to Easton	116,159,000	84,717,211	(31,441,789)	426,400,000	426,400,000		28,200,000	4/6/2020		10/14/2029		239,029,529			5		X	There are two drivers for the schedule adjustment: (1) an updated contractor's schedule and (2) the COVID-19 stay home order and the construction suspension delayed the Geotech's ability to complete needed work for structural analysis and design of the project's retaining walls.	
I4	OBI4001	Fish Passage Barrier	726,385,000	726,385,000		1,340,055,000	1,340,055,000												X		
I4	OBI4002	Noise Wall & Noise Mitigation Improvements	1,126,000	1,126,000		4,906,000	4,906,000												X		
I4	OBI4003	Stormwater & Mitigation Site Improvements	7,543,000	7,543,000		33,519,000	33,519,000												X		
I4	OBI4004	Chronic Environmental Deficiency Improvements	2,030,000	2,030,000		62,361,000	62,361,000												X		
I4	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA	2,185,000	2,185,000		14,502,000	14,502,000												X		
I4	L200016O	I-5/Ship Canal Noise Wall	3,064,000	2,647,129	(416,871)	3,500,000	3,500,000			11/12/2024		1/30/2026							X	X	
P1	OBP1001	Chip Seal Roadways Preservation	35,852,000	35,852,000		339,129,000	339,129,000												X		
P1	OBP1002	Asphalt Roadways Preservation	162,584,000	162,584,000		2,471,463,000	2,471,463,000												X		
P1	OBP1003	Concrete Roadways Preservation	61,861,000	61,861,000		1,453,424,000	1,453,424,000												X		
P1	L1000198	Preservation Activities	10,000,000	10,000,000		90,000,000	90,000,000												X		
P1	L1100071	Highway System Preservation	150,167,000	150,167,000		1,090,962,000	1,090,962,000												X		
P2	OBP2001	Bridge Replacement Preservation	12,565,000	12,565,000		336,460,000	336,460,000												X		
P2	OBP2002	Bridge Repair Preservation	145,290,000	145,290,000		2,079,486,000	2,079,486,000												X		
P2	OBP2003	Bridge Scour Prevention Preservation	2,921,000	2,921,000		35,250,000	35,250,000												X		
P2	OBP2004	Bridge Seismic Retrofit Preservation	26,943,000	26,943,000		193,473,000	193,473,000												X		
P2	109947B	SR 99/Aurora Bridge - Painting				44,404,000	44,404,000			3/2/2015		10/30/2020		27,318,728	12/19/2017	30,851,133	4		X		
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	1,891,000	2,143,000	252,000	498,550,000	498,550,000			10/3/2016		6/30/2053							X		
P2	152908E	SR 529/Ebey Slough Bridge - Replace Bridge		11,030	11,030	33,056,000	33,045,948	(10,052)		4/26/2010		3/11/2013		28,057,110	6/16/2010	21,541,000	8	X	X		
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	74,000		(74,000)	18,826,000	18,742,094	(83,906)		10/13/2008		11/29/2010		53,746,892	1/29/2009	50,415,851	4	X	X		
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation		142,908	142,908	6,095,000	6,478,764	383,764		2/19/2008		7/31/2008						X	X		
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge				10,000,000	10,000,000			2/2/2026		6/1/2028							X		
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge				10,386,000	10,386,000			12/16/2013		9/17/2015						X	X	Project is completed	
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			8/13/2018	15	11/15/2020	23	18,428,247	1/31/2020	20,149,777	4		X	19-21 \$6.5M Aging into 21-23. This increase is due to underspending the 19/21 biennium that resulted from the means and methods pursued by the Contractor. Total cost did not increase.	
P2	L1000068	Structurally Deficient and At Risk Bridges				53,303,000	53,303,000														
P2	L2000075	US 12/ Wildcat Bridge Replacement		303,816	303,816	8,300,000	8,251,797	(48,203)		10/1/2018	(10)	11/22/2019	(13)	5,896,872	3/28/2018	4,799,336	3	X	X		
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep		473,389	473,389	21,848,000	21,848,000			11/5/2018		1/15/2020		18,112,215	2/1/2019	19,530,453	10		X		
P2	L2000174	SR 241/Mabton Bridge	10,955,000	5,057,354	(5,897,646)	14,606,000	14,606,000		192,686	1/28/2019	34	11/27/2019	46						X	Reappropriation/Re-Aging.	
P2	L2000203	SR 155/Omak Bridge Rehabilitation	2,593,000	1,076,831	(1,516,169)	13,754,000	13,754,000			1/6/2025		6/30/2027						X	X	Reappropriation/Re-Aging.	
P2	TNPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	9,730,000	9,448,380	(281,620)	22,917,000	22,639,225	(277,775)		4/18/2016		10/12/2016		1,007,710	5/24/2016	999,186	3		X		
P3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	1,410,000	1,410,000		8,159,000	8,159,000														
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000		4,505,000	4,505,000												X		
P3	OBP3001	Emergency Relief Preservation	5,538,000	5,538,000		66,536,000	66,536,000			7/1/2017		6/30/2027							X		
P3	OBP3002	Unstable Slopes Preservation	8,588,000	8,588,000		180,197,000	180,197,000			7/1/2017		6/30/2027							X		
P3	OBP3003	Major Electrical Preservation	6,812,000	6,812,000		110,866,000	110,866,000			7/1/2017		6/30/2027							X		
P3	OBP3004	Major Drainage Preservation	7,183,000	7,183,000		144,488,000	144,488,000			7/1/2017		6/30/2027							X		
P3	OBP3005	Rest Areas Preservation	1,839,000	1,839,000		18,488,000	18,488,000			7/1/2017		6/30/2027							X		
P3	OBP3006	Weigh Stations Preservation	5,000,000	5,000,000		50,003,000	50,003,000			7/1/2017		6/30/2027							X		
P3	OBP3007	Preservation of Highway Safety Features	16,763,000	16,763,000		255,124,000	255,124,000			7/1/2017		6/30/2027							X		
P3	1405RRT	I-405/Bellevue to Lynnwood R&R - Preservation	26,039,000	8,652,529	(17,386,471)	1,272,884,000	1,272,884,000												X	Reappropriation/Re-Aging due to an updated R&R schedule.	
P3	G2000055	Land Mobile Radio (LMR) Upgrade	5,166,000	8,534,375	3,368,375	37,038,000	37,037,999			9/6/2016		5/30/2019							X	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	249,148	(64,852)	460,008,000	460,008,000													X	
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	1,286,000		(1,286,000)	64,533,000	10,104,147	(54,428,853)											X	Reserve bucked for federal funds and match.	
Q3	000009Q	Challenge Seattle	1,000,000	2,992,889	1,992,889	1,500,000	4,924,361	3,424,361											X	\$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)		47,623	47,623	135,000	132,300	(2,700)		12/21/2015		4/30/2018	14						X		
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements		54,224	54,224	254,000	252,023	(1,977)		11/26/2018	6	4/30/2019	5						X		
Q3	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters				308,000	302,753	(5,247)		7/2/2018	13	4/30/2019	12						X		
Q3	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation				416,000		(416,000)		8/14/2017		12/30/2017	3					X	X		
Q3	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters				826,000		(826,000)		3/26/2018	4	10/30/2018	8	478,420	9/21/2018	659,929	2		X	Project is complete	
Q3	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems				167,000		(167,000)		10/4/2010		9/30/2015						X	X		
Q3	109025Q	I-90/EB E Mercer Way - ITS		6,516	6,516	250,000	249,282	(718)						930,635	6/28/2019	1,198,330	1		X		
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension	780,000	316,651	(463,349)	855,000	840,996	(14,004)						129,598,934	1/26/2022	125,688,000	3		X	X	
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters		26,061	26,061	799,000	798,624	(376)						930,635	6/28/2019	1,198,330	1		X		
Q3	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements		15	15	129,000	128,517	(483)		6/2/2016		12/30/2017	(2)					X	X		
Q3	200212Q	US 2 Vicinity Variable Message Signs				214,000		(214,000)												X	
Q3	202000W	SR20/Wauconda Summit - RWIS and Camera				366,000		(366,000)		3/6/2017		8/1/2017						X	X		
Q3	202400Q	NCR Basin ITS Phase 3				553,000		(553,000)		9/18/2017		5/30/2018						X	X	Project is complete	
Q3	228500Q	SR 285/Wenatchee Area - ITS Conduit	259,000	298,755	39,755	451,000	478,350	27,350												X	
Q3	300519Q	I-5/Olympia Area Southbound - Congestion Management				797,000		(797,000)						873,704	4/9/2019	927,777	2		X	Project is complete	
Q3	316706Q	SR 167/SR 410 to SR 18 - ITS	900,000	900,000		1,000,000	1,000,000			1/4/2021		10/15/2021	86	21,630,896	4/2/2021	22,799,719	4		X	X	
Q3	351207R	SR 512/I-5 to SR 7 EB - Congestion Management		55,993	55,993	681,000	679,365	(1,635)		11/5/2018	8	3/30/2019	9	395,876	2/25/2020	406,736	7		X		
Q3	400016T	Vancouver Urban ITS Device Infill				876,000		(876,000)		4/18/2016		3/24/2017		611,170	5/26/2016	648,115	3	X	X	Project is complete	
Q3	400019R	I-5/I-205 Urban Ramp Meter - Phase 1		322	322	452,000	446,535	(5,465)		6/3/2019									X	X	
Q3	400019R	I-5/I-205 Urban Ramp Meter - Phase 1				669,000	667,514	(1,486)		2/5/2018		5/19/2019	15	597,832	7/31/2018	539,913	2	X	X		
Q3	400019V	Regional Video Sharing				142,000		(142,000)											X	X	

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Q3	401417Q	SR 14 ATIS Infill; I-5 to Evergreen				1,085,000		(1,085,000)		9/24/2018	1	6/21/2019		732,719	12/12/2018	640,307	2		X		Project is complete	
Q3	414119Q	SR 141/Flashing School Zone Signs				18,000		(18,000)											X			
Q3	420520Q	I-205/NB Mill Plain On-Ramp - Ramp Meter	391,386	391,386	466,000	707,690	241,690			10/19/2020		4/30/2021		370,494	2/23/2021	372,949	2			X		
Q3	420522Q	I-205/SB Mill Plain and SB 18th St On-Ramps - Ramp Meters	0	0	61,000	59,753	(1,247)													X		
Q3	509019Q	I-90/SR 18 Interchange Vic EB - Install VMS	123,000	451,567	328,567	401,000	505,665	104,665						586,870	6/28/2021	586,704	3			X		
Q3	518203Q	I-182/Argent Rd Vicinity EB - Install VMS	158,000	364,874	206,874	521,000	427,182	(93,818)						586,870	6/28/2021	586,704	3			X		
Q3	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras				237,000		(237,000)		2/27/2017		10/27/2017	1	5,860,553	4/13/2017	6,157,323	2	X				
Q3	600024Q	Eastern Region CCTV Systems - New Installs				271,000		(271,000)		4/9/2018	6	11/16/2018	7	85,294	11/16/2018	115,134	3	X				
Q3	609004Q	I-90/Sprague Rest Area Traveler Information				133,000		(133,000)		1/29/2014		7/31/2015							X			
Q3	609006Q	Spokane Area Traffic Volume Collection				388,000		(388,000)												X		
Q3	609007Q	Spokane Area Traffic Volume Collection		50,126	50,126	351,000	350,000	(1,000)		2/5/2018	9	11/16/2018	7							X		
Q3	609047Q	I-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	286,000	775,131	489,131	550,000	900,021	350,021						592,013	10/27/2021	667,184	3			X		
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements				953,000		(953,000)		4/18/2016		9/21/2016		434,694	5/17/2016	398,578	2	X			Project has been completed.	
Q3	L2000338	SR 99 Aurora Bridge ITS	579,000	579,423	423	700,000	700,000														X	
W1	900001G	Point Defiance Tml Preservation				12,512,000	12,502,265	(9,735)													X	
W1	900001H	Point Defiance Tml Improvement				665,000	200,000	(465,000)						251,465	8/8/2017	218,868	2	X				
W1	900002G	Tahlequah Tml Preservation				18,551,000	32,330,269	13,779,269													X	22ME03 contains future preservation work in 33-35 (\$8.5m) and 35-37 (\$5.2m). These dollars were in the 2021 DOT budget submittal, but 21LEGCOR has those two biennia as 0 dollars. That work is still planned in the future and will be represented in the 2022 budget submittal.
W1	900002H	Tahlequah Tml Improvement	295,000	1,115,438	820,438	1,068,000	1,512,756	444,756						328,148	5/14/2021	465,115	3			X	The 21-23 variance was due to a 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	8,043,046	(638,954)	104,869,000	109,021,473	4,152,473	7,830,935											X	The -\$640k 21-23 Variance includes approximately a \$900k deferral of dollars to 23-25 due slower than planned design progress on the Fauntleroy Trestle project, and 21-23 also had a \$260k increase with the addition of a Maritime Security project at Fauntleroy from a Systemwide Maritime Security PIN. Total variance of \$4.15 million is due to the addition of Future Preservation Placeholder dollars (\$3.75m in 31-33, and \$0.4m in 33-35)	
W1	900006S	Vashon Tml Preservation	1,029,000	2,877,988	1,848,988	22,111,000	29,264,835	7,153,835												X	The \$1.85m increase in 21-23 represents erroneously placed Homeland Security dollars shown in a Maritime Preservation project. That money has now been removed from the program and specifically the Vashon Terminal Preservation BIN. The Total variance \$7.2 million is comprised of the \$1.85m increase in 21-23 of erroneous funds (now removed), as well as future preservation placeholder dollars in 33-35 (\$690k), and 35-37 (\$4.8m). 21LEGCOR did not include any dollars in years 13-16 of the 16 year plan.	
W1	900006T	Vashon Tml Improvement				33,000	32,984	(16)												X		
W1	900010L	Seattle Tml Preservation	100,201,000	131,588,232	31,387,232	467,981,000	468,800,276	819,276						24,079,470	4/20/2017	24,079,471	1			X	The 21-23 variance was funding reappropriated into 21-23 do to slower than projected contract spending in 19-21. The total increase of around \$820k is a false number, and is a remnant of how a workorder overrun is reflected in CPMS.	
W1	900010M	Seattle Tml Improvement		3,205,115	3,205,115	5,399,000	5,392,097	(6,903)													X	Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal.
W1	900012K	Port Townsend Tml Preservation	293,000	263,000	(30,000)	21,909,000	23,356,389	1,447,389	440,000											X	The Total variance of \$1.45 million is entirely in within a 22ME03 Future Preservation Placeholder PIN in 35-37. That work was part of the 2021 budget submittal, but 21LEGCOR has no dollars in that biennium.	
W1	900012L	Port Townsend Tml Improvement		1	1	3,000	47	(2,953)												X		
W1	900022I	Lopez Tml Preservation	274,000	381,423	107,423	11,144,000	26,233,069	15,089,069													X	The Total variance of \$15 million is entirely in within a 22ME03 Future Preservation Placeholder PIN in 33-35 (\$6.4m) and 35-37 (\$8.7m). That work was part of the 2021 budget submittal, but 21LEGCOR has no dollars in those bienniums.
W1	900022J	Lopez Tml Improvement		232	232	534,000	459,643	(74,357)													X	
W1	900024F	Shaw Tml Preservation				3,356,000	9,639,823	6,283,823													X	The Total variance of \$5.28 million is entirely in within a 22ME03 Future Preservation Placeholder PIN in 33-35 (\$5.1m) and 35-37 (\$1.2m). That work was part of the 2021 budget submittal, but 21LEGCOR has no dollars in those bienniums.
W1	900026P	Orcas Tml Preservation	492,000	594,719	102,719	13,251,000	13,506,274	255,274													X	
W1	900026Q	Orcas Tml Improvement	922,000	1,050,738	128,738	2,335,000	1,103,050	(1,231,950)						584,369	9/1/2016	759,415	3			X	The Total variance of -\$1.23 million can be attributed to the fact 22ME03 shows a -\$1.27 million in the Prior columns than 21LEGCOR. This was due to the historical Orcas phase 1 ADA project being finally closed and removed (\$1.29 million) from the CPMS plan.	
W1	900028U	Friday Harbor Tml Preservation	408,000	500,000	92,000	11,128,000	22,111,488	10,983,488													X	The Total variance of \$10.98 million is mostly from \$12.2 million of future preservation dollars showing in 33-35 and 35-37 that 21LEGCOR has no dollars at all. That amount is offset by a decrease of \$1.29 million removed from priors.
W1	900040N	Eagle Harbor Maint Facility Preservation	371,000	370,803	(197)	42,062,000	53,417,435	11,355,435													X	The Total Variance of \$11.36 million includes \$2.69 million of future preservation work in 33-35 and 35-37 not show in 21LEGCOR. An additional \$8.46 million increase occurs in 25-27 as assets needing preservation were added to the Future Preservation Placeholder PIN.
W1	900040O	Eagle Harbor Maint Facility Improvement	5,245,000	6,655,538	1,410,538	20,585,000	20,887,992	302,992						279,707	4/10/2012	225,999	5			X	Funding was re-appropriated into 21-23 (\$1.29 million) along with a roughly \$245k increase to the Slip F Drive-on Slip estimate.	
W1	902017K	Coupeville (Keystone) Tml Preservation	265,000	265,000		16,319,000	17,958,464	1,639,464													X	The Total variance increase is due to \$1.65 million of Future Preservation dollars in 35-37 showing in 22ME03, in a biennium that 21LEGCOR has no program dollars.
W1	902017M	Coupeville (Keystone) Tml Improvement	244,000	633,216	389,216	339,000	724,339	385,339													X	

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W1	902020C	Anacortes Tml Preservation	7,015,000	6,435,185	(579,815)	68,266,000	91,053,085	22,787,085	2,300,000					3,541,410	4/20/2015	3,436,409	5		X	The 21-23 variance of -\$580k consists of changes on 4 PIN's. A deferral of -\$1.55 million of design work on the Slip 1 Timber Trestle, a \$159k increase in the DHS/CBP Compound Canopies Replacement, a \$580k increase in the Tollbooth Replacement project due to cost increases, and the additional of a \$266k Maritime Security project from the Systemwide Maritime Security Placeholder PIN. The \$22.8 million increase to the Totals is mainly due to the fact that 21LEGCOR has no program dollars in 33-35 and 35-37, where 22ME03 has Future Preservation dollars totaling approximately \$23.8 million in those two biennia. That increase is offset by a -\$489k variance in 19-21 due to the removal of a completed upland project, and a -\$579k reduction to the Slip 1 trestle costs within the 23-25 biennium.
W1	902020D	Anacortes Tml Improvement		92,141	92,141	7,337,000	6,815,540	(521,460)						576,529	8/22/2019	787,922	2		X	\$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		85,887	85,887	57,235,000	75,594,662	18,359,662	2,997,030										X	The Total variance increase of \$18.4 million is mainly in the 33-35 and 35-37 Future Preservation dollars (\$17.3 million) shown in 22ME03, and not in 21LEGCOR that shows no W1 program dollars for those biennia. An added Total increase of \$1.2 million shows in 27-29, where asset costs in need of preservation increased.
W1	910413R	Edmonds Tml Improvement	311,000	516,495	205,495	27,722,000	27,699,040	(22,960)						201,704	11/19/2018	271,054	6		X	
W1	910414P	Kingston Tml Preservation	3,145,000	3,993,723	848,723	65,044,000	84,878,382	19,834,382						502,703	12/26/2019	439,803	2		X	Delayed work in 19-21 into 21-23. New preservation work added to end of the 16 year plan. The 20LEGCOR budget related to 19LEGFIN did not contain any Preservation dollars in 33-35, so in the latest budget request we actually added 4 years to the list. Kingston has a large amount of preservation needs coming due in 33-35 and 35-37.
W1	916008R	Southworth Tml Preservation	11,261,000	12,594,301	1,333,301	40,710,000	41,940,221	1,230,221											X	For the 21-23 variance, \$284k was re-appropriated from 19-21, and \$1.08 million was advanced from 23-25. The Total variance (\$1.23 million) shows up in 22ME03 in 33-35 and 35-37 as Future Preservation work that 21LEGCOR shows no program dollars for.
W1	930410T	Bremerton Tml Preservation	3,256,000	3,299,703	43,703	46,863,000	55,101,938	8,238,938											X	The Total variance is due to the added \$8.20 million 22ME03 shows in 33-35 and 35-37, which 21LEGCOR has no W1 program totals for.
W1	930410U	Bremerton Tml Improvement		58,210	58,210	1,276,000	1,262,812	(13,188)											X	
W1	930513G	Bainbridge Island Tml Preservation	28,685,000	30,319,438	1,634,438	65,248,000	100,976,833	35,728,833	90,000					17,354,888	2/3/2022	21,534,079	9		X	The 21-23 variance increase of \$1.6 million is due to design delays and scope changes for the OHL project/s going to AD in 21-23. For the Total variance increase of \$35.7 million, \$1.6 million is from the OHL cost increases in 21-23, another \$930k increase on the OHL project/s in 23-25, an addition of \$7.3 million of asset preservation now prioritized in 27-29, and 33-35 and 35-37 contain \$26.1 million of Future Preservation work not shown in 21LEGCOR.
W1	930513H	Bainbridge Island Tml Improvement		31,919	31,919	121,000	119,133	(1,867)							12/4/2015	145,115			X	
W1	952515P	Mukilteo Tml Improvement	142,000	12,670,447	12,528,447	188,333,000	193,466,716	5,133,716						9,221,762	1/30/2015	8,158,480	6		X	The 21-23 variance of \$12.5 million consists of a 2021 budget adjustment of approx. \$1 million of extra Ded-FED-FER that was not truly available for the project, \$7.4 million of re-approps as contract delays pushed into 21-23, and finally around \$6.1 million of erroneous dollars from an O-line associated with delays in work order processing. The Total variance of \$5.1 million is all from 21-23, specifically the \$1.0 million reduction of unsupported grant dollars and the \$6.1 million of overstated needs associated with an O-line.
W1	952516R	Clinton Tml Preservation		145,304	145,304	18,129,000	41,204,170	23,075,170											X	The Total variance is all associated with asset preservation within the Future Preservation Placeholder project. In 29-31 there has been an additional \$9.4 million of preservation prioritized at the Clinton Terminal, the remaining \$13.7 million is distributed in 33-35 and 35-37 within 22ME03, which are not biennia that 21LEGCOR has any W1 dollars programmed.
W1	952516S	Clinton Tml Improvement		9,365	9,365	34,025,000	34,020,500	(4,500)	5,900,000										X	
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System		2,258	2,258	403,000	337,865	(65,135)											X	
W1	998521B	Life Extension of Electronic Fare System (EFS)				1,182,000	1,169,281	(12,719)											X	
W1	998602A	WSF/IT Terminal Telecommunications	275,000	550,007	275,007	775,000	1,294,997	519,997											X	Accelerated the 2nd phase of the project from 21-23 to 19-21 due to favorable equipment costs and resource opportunities. The \$500k increase is from re-approp savings associated with the Clinton Passenger Drop-off completed in 19-21. Telecommunications funding in 21-23 will be repurposed to a project with emergent funding needs.
W1	998603A	WSF/Systemwide - Ladder Safety		221,880	221,880	222,000	221,880	(120)											X	
W1	998604A	WSF/IT EFS Preservation	67,000	196,455	129,455	611,000	611,000												X	
W1	998901J	WSF/Administrative Support - Allocated to W1	4,822,000	8,682,031	3,860,031	41,050,000	45,646,538	4,596,538											X	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		460	460	2,753,000	482,492	(2,270,508)											X	This Total variance is due specifically to the Priors, where 22ME03 shows a \$2.27 million reduction due to the closing/elimination of completed projects.
W1	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	2,878,000	796,021	(2,081,979)	10,815,000	19,834,385	9,019,385											X	The 21-23 variance of -\$2.08 million represents dollars that were re-distributed out of the placeholder BIN into 6 separate preservation BIN's to support Maritime Security projects in the 21-23 biennium. The Improvement BIN's the dollars were distributed to include FA, SO, VA, PT, CO and SE. Some fund type availability changed, increasing the negative variance from last quarter. The total variance of a positive \$9.0 million increase is due to \$11.9 million showing in 33-35 and 35-37 that is not show in 21LEGCOR, which is offset by the roughly \$2.08 million decrease described from 21-23.
W1	G2000087	Electric Ferry Planning Team		1,963	1,963	495,000	517,900	22,900											X	

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W1	L1000016	Primavera Project Management System	361,000	727,835	366,835	2,351,000	2,674,775	323,775										X	
W1	L1000168	Seattle Tml - Slip 2 and LCCM	447,000	445,949	(1,051)	43,111,000	65,555,125	22,444,125										X	The Total variance is all associated with asset preservation within the Future Preservation Placeholder project. In 25-27 there has been an additional \$2.9 million of preservation prioritized at the Seattle Terminal, the remaining \$19.7 million is distributed in 33-35 and 35-37 within 22ME03, which is not biennia that 21LEGCOR has any W1 dollars programmed.
W1	L2000007	Terminal Project Support	7,136,000	8,173,873	1,037,873	88,292,000	88,044,213	(247,787)										X	The 21-23 increase is unspent re-appropriation dollars from 19-21 delayed costs on non-project specific efforts.
W1	L2000110	Ferry Vessel and Terminal Preservation	6,400,000	6,400,000		23,173,000	21,087,500	(2,085,500)										X	The Total Decrease of \$2.1 million from this 'Preservation Placeholder BIN' is the shifting of funds in 23-25 to the Bainbridge Island OHL project to cover a higher than expected low bid in early 2022.
W1	L2000166	Clinton Tml Road Improvements	5,000	3,165	(1,835)	4,001,000	3,261,031	(739,969)			1,697,806	11/5/2018	1,833,755	5				X	The Total decrease represents 21LEGCOR additional program dollars were added to the project to cover re-appropriated dollars arriving later in FY2 of 19-21. This Total decrease is the removal of those added remaining re-appropriated dollars from the completed pedestrian enhancement project, which were re-prioritized across multiple evolving W1 program needs.
W1	L2000300	ORCA Card Next Generation	1,277,000	2,383,256	1,106,256	3,501,000	3,500,000	(1,000)										X	The 21-23 variance is re-appropriated dollars from 19-21 due to delayed billing/progress from project partners.
W1	L2200083	ADA Visual Paging Project		693	693	1,477,000	1,514,157	37,157										X	
W2	944401D	MV Issaquah Preservation	8,895,000	6,982,775	(1,912,225)	56,859,000	55,518,815	(1,340,185)				5/11/2021	3,673,482					X	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	751,119	710,119	2,469,000	3,108,241	639,241										X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944402D	MV Kittitas Preservation	6,941,000	7,388,542	447,542	48,696,000	48,625,293	(70,707)				6/8/2017	2,534,600					X	
W2	944402E	MV Kittitas Improvement	54,000	749,829	695,829	2,165,000	2,770,212	605,212										X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944403D	MV Kitsap Preservation	5,668,000	732,001	(4,935,999)	37,198,000	32,037,007	(5,160,993)										X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944403E	MV Kitsap Improvement	38,000	712,229	674,229	2,251,000	2,904,421	653,421										X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944404D	MV Cathlamet Preservation	4,216,000	12,415,792	8,199,792	45,085,000	52,698,911	7,613,911				9/27/2019	1,070,999					X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944404E	MV Cathlamet Improvement	32,000	726,873	694,873	2,199,000	2,856,813	657,813										X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944405D	MV Chelan Preservation	8,565,000	9,992,352	1,427,352	61,120,000	63,825,475	2,705,475				3/6/2015	4,021,872					X	The Carry Forward (remaining balance in 19-21) for MV Chelan Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds and scope carry forward for additional scope in 21-23 on other vessels
W2	944405F	MV Chelan Improvement	54,000	460,850	406,850	2,071,000	2,417,228	346,228				11/19/2015	1,391,290					X	
W2	944406D	MV Sealth Preservation	7,538,000	10,655,894	3,117,894	53,702,000	56,204,561	2,502,561				9/22/2021	5,982,880					X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan
W2	944406E	MV Sealth Improvement	33,000	954,223	921,223	2,024,000	2,883,318	859,318										X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944413B	MV Tillikum Preservation		0	0	1,894,000	1,911,969	17,969				6/12/2020	840,671					X	
W2	944413C	MV Tillikum Improvement				1,516,000	1,496,621	(19,380)										X	
W2	944432G	MV Elwha Preservation				29,954,000	29,416,894	(537,106)										X	Vessel is retired and the unspent 19-21 funding is carried forward to support additional scope on other vessels in 21-23
W2	944432H	MV Elwha Improvement		222	222	295,000	239,266	(55,734)										X	
W2	944433D	MV Kaleetan Preservation	2,254,000	3,446,986	1,192,986	25,740,000	26,232,317	492,317				6/2/2015	3,959,033					X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944433E	MV Kaleetan Improvement	18,000	176,872	158,872	2,333,000	2,438,370	105,370										X	
W2	944434D	MV Yakima Preservation		200,573	200,573	39,140,000	32,378,574	(6,761,426)				5/22/2015	366,428					X	This 23-25 Project will start at the end of the 21-23 biennium and needs an additional \$4,100,000 to begin construction in 21-23
W2	944434E	MV Yakima Improvement		90,038	90,038	2,425,000	2,613,612	188,612										X	
W2	944441B	MV Walla Walla Preservation	10,983,000	16,637,094	5,654,094	38,439,000	40,212,725	1,773,725				8/27/2021	4,415,632					X	The Carry Forward (remaining balance in 19-21) for MV Walla Walla Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23. Vessel requires Propulsion Control system. The system is outdated and reaching the point of failure.
W2	944441C	MV Walla Walla Improvement	89,000	481,829	392,829	2,329,000	2,686,443	357,443										X	
W2	944442B	MV Spokane Preservation	3,706,000	10,069,270	6,363,270	67,765,000	67,692,995	(72,005)				8/18/2020	3,614,993					X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944442C	MV Spokane Improvement	46,000	128,280	82,280	1,895,000	1,967,217	72,217										X	
W2	944471A	MV Chetzemoka Preservation	3,389,000	682,081	(2,706,919)	46,964,000	43,537,342	(3,426,658)										X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944476B	MV Chetzemoka Improvement	25,000	373,374	348,374	2,077,000	2,093,368	16,368										X	
W2	944477A	MV Salish Preservation	2,120,000	461,000	(1,659,000)	52,757,000	50,349,522	(2,407,478)										X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944477B	MV Salish Improvement	12,000	128,968	116,968	2,158,000	1,945,757	(212,243)										X	
W2	944478B	MV Kennewick Preservation	3,518,000	4,116,546	598,546	54,573,000	55,063,129	490,129										X	Increased funding to support shaft seal replacement
W2	944478C	MV Kennewick Improvement	26,000	360,709	334,709	3,420,000	3,544,612	124,612										X	
W2	944499C	MV Puyallup Preservation	1,063,000	2,111,570	1,048,570	89,150,000	85,375,775	(3,774,225)										X	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	19,595,349	3,881,349	152,753,000	122,595,428	(30,157,572)				3/15/2012	1,432,265					X	The Carry Forward (remaining balance in 19-21) for MV Tacoma Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional scope in 21-23. Increase provides the Tacoma portion of the Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade contract.
W2	944499E	MV Wenatchee Preservation	16,850,000	17,964,051	1,114,051	120,801,000	119,394,215	(1,406,785)				10/23/2020	3,460,023					X	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to support necessary preservation. Estimate for Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade Contract is lower than prior estimate.
W2	944499F	MV Puyallup Improvement	2,000	99,552	97,552	2,568,000	2,648,189	80,189										X	

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W2	944499G	MV Tacoma Improvement	429,000	547,051	118,051	4,430,000	4,329,219	(100,781)								3/12/2019	400,694			X			
W2	944499H	MV Wenatchee Improvement	6,000	89,292	83,292	2,318,000	2,779,922	461,922												X			
W2	990040W	MV Chimacum Preservation	1,579,000	361	(1,578,639)	43,599,000	40,598,896	(3,000,104)								2/19/2020	1,765,878			X	Funding increased to accommodate COVID-19 delays.		
W2	990041W	MV Chimacum Improvement	16,000	74,034	58,034	1,302,000	1,375,282	73,282												X			
W2	990051A	MV Suquamish Improvement	18,000	465,163	447,163	157,000	481,177	324,177													X		
W2	998951A	WSF/Administrative Support - Allocated to W2	5,133,000	5,294,186	161,186	86,071,000	85,751,452	(319,548)													X		
W2	998951F	Security System Upgrades Placeholder for W2	2,132,000	2,624,578	492,578	6,373,000	6,891,201	518,201													X	Increased funding to procure and install SuperLan and 5G technology on all vessels.	
W2	998951P	New CMAQ Grants Placeholders	2,800,000		(2,800,000)	2,943,000		(2,943,000)													X	CMAQ Grants applied to Vessel Projects This BIN is Not used in 21-23 These funds were transferred to the Issaquah Vessels for Propeller, Fuel and power meter Purchase	
W2	G2000080	Electric Vessel RFP				601,000	373,504	(227,496)													X		
W2	G2000084	Electric Ferry - Conversion	24,750,000	38,805,036	14,055,036	43,526,000	47,981,215	4,455,215													X	Programming error. The amount of State and State REIM was double accounted.	
W2	L1000006	MV Tokitae Preservation	1,607,000	3,883,426	2,276,426	24,392,000	26,668,513	2,276,513													X	Increased funding for contract Adjust to Award - Bid higher than expected	
W2	L1000007	MV Samish Preservation	2,158,000	2,294,204	136,204	32,453,000	32,449,324	(3,676)													X		
W2	L1000008	MV Tokitae Improvement	15,000	391,083	376,083	1,095,000	1,419,843	324,843													X		
W2	L1000009	MV Samish Improvement	19,000	74,012	55,012	1,289,000	1,306,120	17,120													X		
W2	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)				122,191,000		(122,191,000)								2/24/2005	44,487,228				X	Project has been completed	
W2	L2000006	Vessel Project Support	4,210,000	5,657,739	1,447,739	51,757,000	54,578,322	2,821,322													X	Increased to provide project support for standard specifications	
W2	L2000109	#4 - 144 capacity vessel		0	0	122,935,000	122,792,512	(142,488)													X		
W2	L2000301	Maintenance Management System		0	0	400,000	411,926	11,926														X	
W2	L2000329	#1 New Vessel - 144 Hybrid Electric	152,453,000	48,089,601	(104,363,400)	218,000,000	218,000,000														X	Variance is an estimated cost increase which will be finalized once the cost is negotiated with Vigor	
W2	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)				123,159,000		(123,159,000)								2/24/2005	44,487,228				X	Project has been completed	
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)				119,338,000		(119,338,000)								2/24/2005	44,487,228				X	Project has been completed	
W3	999910K	Emergency Repair	5,000,000	14,584,674	9,584,674	66,427,000	61,187,245	(5,239,755)								1,036,060	5/1/2017	1,110,948	4		X	The Wenatchee experienced an engine room fire. The estimated cost to repair is \$5 million which will completely use the funding set aside for emergencies with a full biennium left. This means that other emergencies will need to be funded from the program and use funding needed to preserve other vessels This request will leave the emergency funding intact. It is expected that insurance will cover all but \$1 million of the cost and that \$1 million may be recovered through the contractor.	
Y4	700000E	ARRA Program Management				51,903,000		(51,903,000)													X	ARRA Program closed out	
Y4	700001C	New Locomotives (8) (ARRA)		175,136	175,136	59,697,000	59,694,920	(2,080)													X		
Y4	700010C	Passenger Rail Equipment Replacement - Insurance	71,464,000	42,577,459	(28,886,541)	75,495,000	75,495,000															X	Cash flow adjustment to align with delivery assumptions.
Y4	770220A	Seattle- King Street Station Track Upgrades (ARRA)				28,382,000		(28,382,000)													X	Project has been completed.	
Y4	HSR001	State Corridor Safety and Positive Train Control Compliance	1,500,000	1,500,000		1,500,000	1,500,000															X	
Y4	HSR002	Locomotive Service Equipment and Overhaul		3,368,480	3,368,480	4,001,000	4,000,000	(1,000)														X	Updated plan on using some of this funding for future locomotive overhauls in this biennium
Y4	HSR004	Point Defiance Bypass Revenue Service		311,178	311,178	9,000,000	9,000,000															X	2022 Supplemental reappropriation
Y4	HSR005	Operational Modifications after new Service Launch	1,000,000	1,000,000		1,000,000	1,000,000															X	
Y4	HSR006	HSR Program Closeout				501,000		(501,000)														X	Program has been closed out
Y4	L2220057	Cascades Corridor Slide Prevention and Repair	8,286,000	8,888,376	602,376	38,755,000	35,034,759	(3,720,241)														X	Project has been completed.
Y4	P02001A	Cascades Train Sets - Overhaul				7,396,000		(7,396,000)														X	Project has been completed.
Y5	700401A	W&I Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)		20,750	20,750	780,000	780,000																
Y5	700602A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)		353,700	353,700	812,000	812,000																
Y5	720201A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)		1,787	1,787	312,000	278,512	(33,488)															
Y5	720311A	Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP)				624,000		(624,000)															
Y5	721410A	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRIB)				250,000		(250,000)															
Y5	721410B	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP)		480	480	1,560,000	1,558,905	(1,095)															
Y5	722814A	Port of Everett - South Terminal Modernization Project (2019 FRIB)				6,157,000		(6,157,000)															
Y5	725910A	Ridgefield Rail Overpass		104,908	104,908	909,000	872,642	(36,358)								6/1/2017						X	
Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)		481	481	400,000	397,780	(2,220)															
Y5	726813A	Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP)		2,196	2,196	1,144,000	1,131,116	(12,884)															
Y5	726821A	Tacoma Rail - Mazda Siding Upgrade (2019 FRIB)				240,000		(240,000)															
Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)				728,000	711,448	(16,552)															
Y5	744210A	Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP)		873,576	873,576	874,000	874,000																
Y5	750101A	Rainier Rail - Blakeslee to Chehalis Bridges (2019 FRAP)		85	85	458,000	457,711	(289)															
Y5	750210A	Snohomish Co - 240th St/SR9 Grade Crossing Improvements (2015 FRAP)				185,000		(185,000)															
Y5	757111A	Central Washington RR - Sunnyside to Granger Track Rehab (2019 FRAP)		763	763	676,000	674,391	(1,609)															
Y5	F01000A	Statewide - Freight Rail Investment Bank	3,438,000	3,084,514	(353,486)	45,181,000	30,775,726	(14,405,274)														X	Funds for 21-23 have been allocated to successful projects
Y5	F01001A	Statewide - Emergent Freight Rail Assistance Projects	223,000		(223,000)	42,793,000	42,571,096	(221,904)														X	
Y5	F01111B	Palouse River and Coulee City RR - Rehabilitation	550,000	890,322	340,322	12,346,000	12,303,295	(42,705)														X	2022 Supplemental reappropriation
Y5	L1000146	Grays Harbor Rail Corridor Safety Study		44,624	44,624	301,000	300,000	(1,000)														X	
Y5	L1000147	South Kelso Railroad Crossing	14,335,000	15,494,975	1,159,975	25,001,000	25,000,000	(1,000)														X	2022 Supplemental reappropriation
Y5	L1000167	Bridge 12 (Salmon Creek) Replacement				205,000		(205,000)														X	
Y5	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs		106	106	8,000	13,067	5,067														X	
Y5	L1000180	West Plains/Spokane International Airport Rail Development				2,001,000		(2,001,000)														X	Project has been completed.
Y5	L1000191	PV Hooper Track Improvements		191,132	191,132	3,801,000	3,800,000	(1,000)														X	
Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation		1,478,523	1,478,523	1,500,000	1,500,000															X	2022 Supplemental reappropriation
Y5	L1000235	Port of Moses Lake Northern Columbia Basin Railroad Feasibility Study		622	622	250,000	248,550	(1,450)														X	
Y5	L1000239	Grade Separation at Bell Road				1		(1)														X	
Y5	L1000242	Spokane Airport Transload Facility		500,000	500,000	500,000	500,000															X	2022 Supplemental reappropriation
Y5	L1100080	Port of Moses Lake		8,240,151	8,240,151	20,901,000	20,900,000	(1,000)														X	Project was delayed while the City competed for additional federal funds
Y5	L1100083	Port of Warden Rail Infrastructure Expansion				2,002,000		(2,002															

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5165 , Section 313
2021-23 Biennium Quarter 3

1. al 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.
7. The programmatic BIN's are updated to the latest budget appropriations.

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5689, Section 311
2021-23 Biennium Quarter 4

SubProg	BIN	Project Title	Funding Variance						Schedule				Awarded Contracts(5) and (6)					Status			Comments 21-23 Q4 (3) and (4)	
			21-23 21LEGCOR(1)	21-23 Plan 22ME06	21-23 Difference	Total 21LEGCOR(1)	Total Plan 22ME06	Total Difference	Amount Reserved for Risk(2)	Advertisement 21LEGCOR	Advertisement Variance (months)	Operationally Complete 21LEGCOR	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future		
D3	888899M	Dayton Ave RHQ - Purchase Furniture				1,565,000	1,564,114	(886)												X		
D3	D300701	Statewide Administrative Support	1,028,000	1,033,000	5,000	15,498,000	15,497,195	(805)												X		
D3	D309701	Preservation and Improvement Minor Works Projects	4,673,000	7,301,153	2,628,153	53,140,000	42,919,344	(10,220,656)						430,000	7/15/2019	479,000	3			X	\$2.5M overrun in 21-23 was due to lack of funding for BIN L2000287. In 22LEGCOR we received \$2,584,000 for BIN L2000287 and expenditures were transferred, resolving this overrun.	
D3	D311701	NPDES Facilities Projects	250,000	500,324	250,324	2,772,000	1,703,978	(1,068,022)							6/8/2018	106,400	3			X	Projects have been identified in the 10 year plan that are not yet showing expenditures in the current file.	
D3	D398898	Existing Facilities Building Codes Compliance		11,983	11,983	2,063,000	32,422	(2,030,578)						1,346,471	3/12/2018	1,352,000	2	X		X	Project has been completed.	
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	576,000	504,250	(71,750)	6,053,000	5,834,978	(218,022)														
D3	L1000151	Olympic Region Maintenance and Administration Facility	3,289,000	3,668,595	379,595	61,053,000	61,054,000	1,000						47,665,000	2/12/2019	47,999,000	3			X		
D3	L2000287	Northwest Region Headquarters Renovation	2,584,000	2,653,203	69,203	45,032,000	14,509,702	(30,522,298)						37,987,085	3/13/2019	37,999,999	2			X		
I1	L1000110	I-405/NE 132nd Interchange - Totem Lake	63,226,000	56,031,223	(7,194,777)	83,000,000	83,398,483	398,483	5,519,275	1/15/2021	3	12/15/2023		55,000,000	7/29/2021	50,444,111	3			X	The \$32.5M COP expenditure transfer was processed 08/10/21. Reappropriation/Re-Aging primarily due to a decrease in RW phase costs that were offset by an increase in CN phase costs that were aged in the 21-23 biennium.	
I1	0B11002	Pedestrian & Bicycle Improvements	228,000	228,000		3,719,000	3,719,000							357,820	8/17/2016	492,498	5			X		
I1	0B1100A	Mobility Reappropriation for Projects Assumed to be Complete				14,136,000	14,136,000			7/1/2017		6/30/2027		11,453,754	6/19/2006	14,886,809	2			X		
I1	0B1100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures				616,000	616,000							118,438	5/5/2015	198,466	2			X		
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor		100,001	100,001	756,000	871,773	115,773													X	
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2				1,943,000		(1,943,000)											X		PE is completed, CN yet to be funded.	
I1	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	20,582,000	22,946,531	2,364,531	27,400,000	26,902,435	(497,565)		12/3/2018		9/30/2022		17,015,628	1/21/2021	15,754,516	4			X	Reappropriation/ Re-Aging	
I1	100904B	SR 9/176th Street SE to SR 96 - Widening	11,289,000	5,049,400	(6,239,600)	21,922,000	21,943,835	21,835												X	Reappropriation/ Re-Aging	
I1	140504C	I-405/SR 167 Interchange - Direct Connector		(2,483)	(2,483)		27,898,253	27,898,253		7/7/2025		6/30/2027									Administrative Sec 601 transfer in 19-21. This project was removed by the Legislature in the 2021 session. However, there were minor expenditures in 19-21. Project cost decreased by \$13.7 M (TPA) from \$41.6 to \$27.8 M due to removal of \$13.816M TPA savings from the I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements project (840551A) that were transferred to this PIN within the 2014 Supplemental Budget to help fund the CN phase of the I-405/SR 167 Direct Connector - Widening project (held on CN Savings WIN A40504S). However, these TPA savings were not used on the Direct Connector project since the CN phase was later fully funded by the 2015 Connecting Washington Account (CWA) funding package.	
I1	140511A	I-405 South Downtown Access Study Support		1,583	1,583	209,000	159,139	(49,861)													X	
I1	152201C	SR 522/I-5 to I-405 - Multimodal Improvements		31,618	31,618	22,566,000	22,541,408	(24,592)		6/26/2006		10/17/2007		4,037,658	9/8/2006	4,037,653	4	X			Project Completed	
I1	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes		1,681	1,681	145,637,000	145,597,041	(39,959)		4/12/2010		12/15/2014		22,322,279	6/1/2010	15,514,435	8	X			Project Completed	
I1	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening				1,879,000		(1,879,000)		9/22/2014		12/19/2014								X	Project Completed	
I1	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements		149,963	149,963	7,501,000	7,593,486	92,486		3/31/2014		11/20/2014		3,803,077	5/7/2014	3,262,709	7	X			Project Completed	
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements				17,437,000	17,426,264	(10,736)		4/30/2012		10/25/2013		10,182,525	6/18/2012	9,787,325	6	X			Project Completed	
I1	300344D	SR 3/Belfair Area - Widening and Safety Improvements		267,407	267,407	26,485,000	26,544,209	59,209		4/13/2015		8/31/2017		9,809,649	5/29/2015	10,255,073	6	X			Project Completed	
I1	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	37,418,000	39,260,730	1,842,730	1,347,949,000	1,347,636,425	(312,575)		3/28/2005		10/15/2023		155,410,996	7/23/2018	159,875,295	3			X	Reappropriation/Re-Aging due to updated contractor schedule.	
I1	310107B	US 101/Shore Rd to Kitchen Rd - Widening				51,059,000	51,036,191	(22,809)		9/17/2012		10/5/2015		33,989,673	11/21/2012	27,069,690	9	X			Project Completed	
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development		594,288	594,288	30,000	605,000	575,000												X	This increase of \$575k and spending plan changes are mainly due to relocation and acquisition costs, along with work leading up to Right-of-Way Plan approval.	
I1	316706C	SR 167/SR 410 to SR 18 - Congestion Management	30,929,000	32,000,905	1,071,905	129,200,000	129,947,541	747,541		12/31/2028		12/31/2028		21,630,896	4/2/2021	22,799,719	4			X	The decrease and advancement is mainly due to transferring the tolling equipment upgrade scope of work from this project to the new PIN 316707C - SR 167/SR 410 to SR 18 - Toll Equipment Upgrade project.	
I1	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange				85,548,000		(85,548,000)		5/2/2011		8/27/2014		20,598,245	6/22/2011	19,949,910	5	X			Project is completed	
I1	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes				152,376,000		(152,376,000)		2/16/2010		8/24/2016		27,943,653	4/30/2012	21,596,150	9	X			Project is completed	
I1	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges				34,913,000		(34,913,000)		9/28/2009		11/1/2011		30,928,999	12/15/2009	20,528,756	8	X			Project is completed	
I1	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane		16,987	16,987		3,991,678	3,991,678					x	3,583,203	5/14/2020	3,156,783	3				Project is Completed	
I1	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange				48,777,000	48,762,756	(14,244)		3/7/2011		10/23/2012		34,500,833	4/18/2011	28,618,804	9	X			Project is completed	
I1	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2				38,275,000	38,267,101	(7,899)		8/18/2014		7/20/2016		29,675,858	10/2/2014	24,309,057	7	X			Project is completed	
I1	450208W	SR 502/I-5 to Battle Ground - Add Lanes				82,133,000		(82,133,000)		4/23/2012		6/27/2016								X	Project is completed	
I1	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes		99,137	99,137	51,652,000	51,640,715	(11,285)		12/17/2007		7/23/2010		43,457,428	2/4/2008	33,732,740	8	X			Project is completed	
I1	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	10,000	2,161	(7,839)	5,371,000	5,360,828	(10,172)													X	
I1	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges				2,003,000	2,009,944	6,944													X	
I1	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes		4,207	4,207	41,021,000	41,007,675	(13,325)		12/20/2004		8/31/2012		32,815,309	2/23/2005	30,473,331	3	X			Project is completed	
I1	524003S	SR 240/Kingsgate Way - Signalize Intersection				950,000		(950,000)						477,984	1/22/2018	430,761	2	X			Project is completed	
I1	600010A	US 395/North Spokane Corridor				222,853,000	222,808,520	(44,480)		4/16/2012		11/16/2018		142,969	12/5/2017	139,800	5	X			Project is completed	
I1	609049B	I-90/Spokane to Idaho State Line - Corridor Design		1,377,444	1,377,444	10,074,000	10,332,784	258,784						3,454,368	6/16/2020	3,398,398	3	X			Reappropriation/Re-Aging due to additional time needed to refine project scope.	
I1	809936Z	SR 99/Alaskan Way Viaduct - Replacement	63,692,000	117,692,622	54,000,622	3,350,788,000	3,379,742,385	28,954,385	59,480,238	8/6/2007		1/17/2023		83,803,960	6/1/2018	93,749,999	4			X	Reappropriation/Re-Aging due to the January 2021 OFM Directed advertisement pause.	
I1	809940B	SR 99/Viaduct Project - Construction Mitigation		0	0	37,837,000	37,828,315	(8,685)													X	
I1	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	110,000	351,312	241,312	83,931,000	83,823,765	(107,235)		8/20/2014		12/17/2016		53,172,330	12/9/2014	53,999,888	3	X			Project is completed	
I1	840502B	I-405/SR 181 to SR 167 - Widening		78,613	78,613	140,084,000	140,073,011	(10,989)		2/16/2007		12/11/2009		87,501,003	6/20/2007	91,500,005	3	X			Project is completed	
I1	840541F	I-405/I-90 to SE 8th St - Widening				179,816,000	179,807,414	(8,586)		10/6/2006		9/22/2009		125,000,000	2/16/2007	124,000,000	3	X			Project is completed	
I1	8B11001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)				164,275,000	164,243,672	(31,328)		2/19/2008		8/13/2012		109,999,985	2/24/2009	83,599,000	3	X			Project is completed	
I1	8B11002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)		1,553	1,553	342,701,000	342,697,194	(3,806)		5/6/2009		10/31/2015		249,999,996	1/11/2012	155,500,001	4	X			Project is completed	
I1	8B11003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	250,000	1,492,198	1,242,198	2,678,187,000	2,677,695,610	(491,390)		4/23/2007		11/16/2018		1,346,471	3/12/2018	1,352,000	2	X			21-23 biennium total of \$1.476M to close out this project. The two remaining issues to resolve are (i) ROW settlement with a property owner on the Eastside with HQ RES and AGO support, and (ii) Medina shoreline repair where the area was constructed under the FB&L contract.	
I1	8B11006	I-405/Renton to Bellevue Widening and Express Toll Lanes				21,656,000		(21,656,000)												X	Project is completed	
I1	8B11009	SR 520/Repayment of Sales Tax for Bridge																				

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I1	L1000098	SR 520/124th St Interchange (Design and Right of Way)	36,070,000	15,107,571	(20,962,429)	40,900,000	40,900,000			10/10/2022		1/20/2026						X	Expenditure delay is due to a revised project schedule. This project is currently not funded for CN phase, so a slower start will mitigate the design and environmental documentation becoming obsolete too soon.
I1	L1000099	I-5/Slater Road Interchange - Improvements	8,129,000	1,501,375	(6,627,625)	20,969,000	45,858,054	24,889,054		10/10/2022		10/5/2024						X	Reappropriation/Re-Aging.
I1	L1000111	I-5/179th St Interchange				50,500,000	86,492,454	35,992,454		5/26/2026		10/1/2028						X	2018 Supplemental Budget - Legislature provided additional funding
I1	L1000113	I-90/SR 18 Interchange Improvements	86,449,000	71,145,284	(15,303,716)	210,527,000	210,461,018	(65,982)	12,784,306	9/8/2020		10/30/2023		129,598,934	1/26/2022	125,688,000	3	X	Pandemic-related delays caused delays in completing the environmental documentation and delayed the advertisement date.
I1	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	12,695,000	1,647,203	(11,047,797)	39,310,000	39,476,980	166,980		10/10/2022		1/15/2025						X	In response to the COVID-19 pandemic, the Governor issued a stay-at-home order, Directive 20-05 to freeze hiring, personal service contracts, and equipment purchases, and Directive 20-08 Directive 20-08 – Furloughs. This caused delays with completing the environmental permit process, which may delay the construction delivery.
I1	L1000120	SR 18 Eastbound Off-Ramp	13,771,000	561,036	(13,209,964)	15,000,000	15,000,000			10/7/2019		10/15/2020						X	Reappropriation/Re-Aging.
I1	L1000157	SR 14 Access Improvements		2,646	2,646	7,726,000	7,440,205	(285,795)		4/29/2019		8/30/2020		4,424,319	4/9/2019	4,594,489	5	X	
I1	L1000158	US 2 Trestle IJR		115,073	115,073	3,501,000	3,500,000	(1,000)										X	
I1	L1000163	I-405 NB Hard Shoulder Running -- SR 527 to I-5				11,586,000	11,584,858	(1,142)		9/19/2016		4/24/2017		7,200,000	11/28/2016	7,290,000	3	X	Project is completed
I1	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	18,914,000	17,018,461	(1,895,539)	26,000,000	36,000,000	10,000,000										X	Reappropriation/Re-Aging due to COVID related consultant hiring freeze.
I1	L1000223	I-5/Rush Road Interchange Improvements				24,000		(24,000)										X	Project is completed
I1	L1000231	I-5 Corridor from Mounts Road to Tumwater		1,553,621	1,553,621	2,250,000	2,250,000											X	Reappropriation/Re-Aging due to an updated schedule.
I1	L1000240	SR 9/South Lake Stevens Road Roundabout	3,009,000	6,840,088	3,831,088	4,155,000	8,589,985	4,434,985		1/19/2021	4	10/15/2021		5,137,676	12/8/2021	5,273,174	5	X	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	779,962	(135,038)	1,000,000	896,666	(103,334)										X	
I1	L1000280	I-405/North 8th Street Direct Access Ramp in Renton				250,000,000	15,000,000	(235,000,000)										X	Total project reduction to reflect the toll funds authorized in ESSB 5825.
I1	L1100048	31st Ave SW Overpass - Improvements		18,811	18,811	1,102,000	1,166,466	64,466						395,079	5/27/2020	381,218	2	X	
I1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	43,238,000	48,084,290	4,846,290	69,000,000	68,243,736	(756,264)		3/1/2019	11	10/1/2021	12	28,820,645	6/1/2021	27,996,994	8	X	\$83K transferred to OB4ENV for long-term mitigation site monitoring. Expenditure delay due to changing the delivery method from Design-Build to Design-Bid-Build and a slower than anticipated ROW acquisition.
I1	L1100110	I-5/Marvin Road/SR 510 Interchange	550,000	1,002,562	452,562	72,268,000	46,772,351	(25,495,649)		4/9/2018		12/30/2020		32,593,625	9/6/2018	25,935,935	9	X	Reappropriation. Local funding added.
I1	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	8,825,000	8,658,613	(166,387)	11,150,000	10,137,665	(1,012,335)		3/10/2025		11/14/2025		4,425,420	4/28/2022	5,548,000	3	X	Reappropriation/Re-Aging due to additional time needed to secure the Right of Way and resolve utility relocation issues.
I1	L2000058	US 195/Colfax to Spangle - Add Passing Lane		1,983	1,983	11,650,000	11,284,663	(365,337)		4/24/2017		11/29/2018		4,073,203	10/2/2017	4,073,200	5	X	Project is completed
I1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	6,004,000	7,671,377	1,667,377	23,012,000	24,318,960	1,306,960		5/30/2023		12/20/2026						X	Increase is due to the inflation. Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.
I1	L2000094	I-90/Medical Lake & Geiger Interchanges	7,637,000	6,979,844	(657,156)	27,285,000	26,883,211	(401,790)		3/25/2019	(7)	11/30/2020	22	6,735,342	12/10/2020	4,983,653	3	X	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.
I1	L2000099	I-5/Mill Plain Boulevard				97,700,000	97,700,000			2/17/2026		10/8/2028						X	
I1	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	16,570,000	10,909,407	(5,660,593)	25,400,000	27,731,989	2,331,989	800,000	6/15/2020	15	7/26/2022	16	18,191,935	5/9/2022	17,122,824	3	X	Additional Reappropriation/Re-Aging due to higher bids than the expected legislative budget. During advertisement, all bids came in above the legislative budget. Additional funding is required to re-advertise the project.
I1	L2000118	SR 539/Guide Meridian				40,000,000	40,000,000			1/20/2026		12/31/2027						X	
I1	L2000119	I-5/Northbound on-ramp at Bakerview	3,467,000	3,422,353	(44,647)	10,915,000	10,996,286	81,286		10/12/2020		10/15/2021		3,691,665	12/15/2020	2,585,000	4	X	
I1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	17,706,000	14,831,912	(2,874,088)	24,050,000	21,049,381	(3,000,619)		5/11/2020		7/15/2022		10,595,402	7/2/2021	10,773,152	6	X	Reappropriation/Re-Aging to align with updated contractor schedule due to Ad delay.
I1	L2000123	I-82/ EB WB On and Off Ramps	150,000	374,565	224,565	34,400,000	24,243,187	(10,156,813)		7/30/2018		6/30/2020	2	15,949,437	11/15/2018	14,128,990	3	X	Project is completed
I1	L2000124	I-90/Front Street IJR				2,300,000	2,083,488	(216,512)										X	
I1	L2000127	US 395/Ridgeline Intersection	10,320,000	11,985,629	1,665,629	19,339,000	17,646,150	(1,692,850)		10/19/2020	1	12/30/2021	10	13,802,804	2/23/2021	12,331,611	8	X	Reappropriation/Re-Aging to align with updated contractor schedule.
I1	L2000139	I-5/156th NE Interchange in Marysville				42,000,000	42,000,000			9/18/2028		5/15/2030						X	
I1	L2000170	SR 125/9th Street Plaza - Intersection Improvements	2,914,000	3,320,488	406,488	5,725,000	6,009,503	284,503		12/9/2019		10/25/2020		2,902,656	2/23/2021	2,937,290	2	X	
I1	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	12,779,000	21,518,009	8,739,009	73,200,000	73,035,201	(164,799)	2,771,612	1/28/2019	1	12/31/2020		50,573,965	5/28/2019	46,898,047	4	X	\$165K transferred to OB4ENV for long-term mitigation site monitoring.
I1	L2000202	SR 240/Richland Corridor Improvements	3,789,000	1,911,660	(1,877,340)	5,000,000	6,944,342	1,944,342		10/14/2019		5/28/2021						X	Reappropriation/Re-Aging due to workforce constraints.
I1	L2000204	I-5/North Lewis County Interchange	1,000,000	2,500,000	1,500,000	50,500,000	52,000,000	1,500,000		2/20/2029		11/30/2030						X	Added \$1.5M CWA funds to the PE phase of this project per the approved 2022 New Law budget (Move Ahead Washington) and aged in the 21-23 biennium. Total project cost increase \$1.5M
I1	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	9,250,000	5,685,467	(3,564,533)	98,686,000	98,678,674	(7,326)		2/14/2017		11/20/2024		10,929,951	5/4/2017	10,930,002	3	X	Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.
I1	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	49,919,000	27,775,271	(22,143,729)	92,433,000	122,803,658	30,370,658	13,912,054	4/15/2019	12	8/4/2022	4	80,941,000	4/28/2022	67,785,885	3	X	21-23 expenditure delay happened due to pandemic and during advertisement, project bids came in above the legislative budget.
I1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	14,827,000	59,977,053	45,150,053	605,018,000	656,756,894	51,738,894						30,425	11/30/2020	19,955	2	X	21-23 Reappropriation/Re-Aging primarily due to additional time needed to finalize and execute the agreements with locals and an updated RW acquisition plan. 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 cost increase is primarily due to inflation and to backfill \$35 million that was previously removed and has been communicated in previous 313 reports.
I1	L2000246	SR 104 Realignment for Ferry Traffic		15,853	15,853	500,000	500,000			11/5/2018	(2)	6/28/2019						X	Project is completed
I1	L2000255	I-5/Exit 274 Interchange	2,200,000	740,433	(1,459,567)	2,750,000	3,135,222	385,222										X	The delay and project's cost increase is due to adding federal grant funding from Whatcom Council Of Government (WCOG) that the City of Blaine received and has made WSDOT the lead agency on federalizing this project. The federal grant funds were added to the preliminary engineering phase and the State - MVA funding was transferred to the construction phase causing an increase to the project.

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I1	L2000370	I-5 Interstate Bridge Replacement	28,599,000	71,791,814	43,192,814	44,000,000	90,000,000	46,000,000		12/3/2018		9/30/2022							X	The project's available budget has increased by \$46,000,000 (\$36M ODOT & \$10M WSDOT) from \$44,000,000 to \$90,000,000. This increase fully funds the project's Supplemental Environmental Impact Statement that will identify a preferred alternative strategy.
I1	M00100R	I-5 JBLM Corridor Improvements	100,756,000	22,870,706	(77,885,294)	494,400,000	517,060,386	22,660,386		11/21/2016		6/20/2025		249,269,601	5/17/2018	180,895,595	3		X	Reappropriation/Re-Aging primarily due to the COVID-19 temporary construction stoppage.
I1	M00400R	SR 520 Seattle Corridor Improvements - West End	492,704,000	381,973,392	(110,730,608)	1,643,315,000	2,049,287,614	405,972,614		2/28/2018		4/1/2027		72,557,259	5/21/2021	68,052,247	6		X	The CEVP is done in 2021. OC delayed for five years due to additional structural modeling and analysis for the Roanoke structure due to soil conditions, fire and life safety, Trail Connections/Multimodal, additional in-depth urban design effort, 42" water main relocation services, staging/phasing exercised, and the navigation channel study.
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	487,714,000	428,849,639	(58,864,361)	1,958,700,000	2,388,420,303	429,720,303	42,174,647	8/30/2017		6/18/2030		335,677,742	12/7/2021	375,988,856	2		X	Section 601 transfer. Reappropriation of local funding. Additional carryforward from 19-21 to 21-23, King county trail contribution delayed. Sound transit noise wall construction change order work moved out, shift from 21-23 to 23-25. SR 167 Stage 1b, Construction delayed two plus months, primarily due to permitting issues. Updated aging model for the initial Federal Finance Plan.
I1	M00800R	US 395 North Spokane Corridor	193,699,000	173,880,640	(19,818,360)	880,238,000	881,870,180	1,632,180		3/26/2018		6/30/2029		9,533,491	1/14/2021	9,493,333	3		X	Reappropriation/Re-Aging. 600015C (2nd Railroad Realignment) experienced delays in procurement of a steel girder as a result of the pandemic, which resulted in slower than anticipated expenditures. Two additional PINs were dependent on 600015C being completed. As this took longer than anticipated, these projects saw significant expenditure delays in 19-21. Additionally, there were expenditure delays due to additional time needed to complete an agreement for work performed by the City of Spokane.
I1	M00900R	I-405/Renton to Bellevue - Corridor Widening	442,516,000	347,205,774	(95,310,226)	1,271,625,000	1,293,981,094	22,356,094	18,533,939	12/30/2015		12/28/2028		710,000,000	10/5/2019	704,975,000	3		X	Reappropriation/Re-Aging due to updated contractor schedule.
I1	N00900R	SR 9/Snohomish River Bridge Replacement	23,800,000	10,630,693	(13,169,307)	142,100,000	142,100,000			2/14/2022		11/30/2026	(24)						X	Reappropriation/Re-Aging due to significant delays in the geotechnical schedule associated with the restrictions on field work due to COVID-19.
I1	N52600R	SR 526 Corridor Improvements	12,443,000	5,759,295	(6,683,705)	47,197,000	47,203,616	6,616		1/11/2021	21	11/26/2022	23						X	The expenditure delay is due to project delays associated with adding nearly all of the SR 526 corridor to the project, additional stakeholder engagement to reach a preferred alternative, and mitigation for congestion on I-5. The Ad and OC delays are mainly due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases.
I1	N92040R	SR 9/SR 204 Interchange	36,516,000	31,057,105	(5,458,895)	69,430,000	69,262,724	(167,276)	12,124,509	1/25/2021	12	10/22/2022	12	17,157,416	5/26/2022	14,088,088	5		X	\$286K transferred to OBI4ENV 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	1,222,983	(20,020,017)	23,625,000	33,624,417	9,999,417											X	Reappropriation/Re-Aging.
I1	T10300R	SR 28 East Wenatchee Corridor Improvements	19,679,000	8,877,629	(10,801,371)	58,500,000	61,494,729	2,994,729		6/10/2024		12/20/2026							X	Reappropriation/Re-Aging due to additional time required for the preferred alternative's risk analysis and project prioritization within the corridor.
I1	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	10,000,000	5,647,190	(4,352,810)	85,000,000	115,000,000	30,000,000		12/11/2023		10/30/2026							X	
I1	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	6,664,000	704,713	(5,959,287)	49,729,000	49,789,670	60,670		9/13/2017		10/28/2022							X	Reappropriation/Re-Aging.
I1	T20900R	US-12/Walla Walla Corridor Improvements	92,928,000	83,628,603	(9,299,397)	183,208,000	185,641,660	2,433,660		8/19/2019		12/6/2024		108,510,000	4/13/2020	113,995,875	3		X	Expenditure delay is due to the I-976 pause and to align with the contractor's schedule.
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	5,900,000	1,641,448	(4,258,552)	64,413,000	73,253,000	8,840,000		2/5/2024		11/20/2026							X	Reappropriation/Re-Aging due to COVID consultant freeze which delayed bringing on a design consultant as planned.
I1	T30400R	SR 3 Freight Corridor	16,000,000	12,160,086	(3,839,914)	66,910,000	66,910,000	0		5/23/2022	19	10/24/2024	19						X	Reappropriation/Re-Aging due to additional time required for Environmental documentation.
I1	T32700R	SR 510/Yelm Loop Phase 2	4,693,000	6,210,740	1,517,740	58,500,000	68,991,754	10,491,754		11/12/2019	37	6/30/2022	33						X	Reappropriation/Re-Aging due to additional time required for Environmental documentation.
I1	T32800R	SR 518 Des Moines Interchange Improvement				13,426,000	12,809,972	(616,028)		4/10/2017	(1)	10/1/2018		9,273,461	6/2/2017	8,230,000	5	X		Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
I2	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,081,000	3,619	(1,077,381)	81,560,000	80,407,298	(1,152,702)		10/13/2008		5/5/2016		12,379,302	6/16/2014	11,718,295	6	X		Reallocation and Savings at project completion. \$131K transferred to Stormwater & Mitigation Site Improvements (OBI4003) to comply with stormwater mitigation requirements.
I2	OBI2010	Collision Prevention	40,954,000	40,954,000		306,492,000	306,492,000							1,511,740	5/12/2022	1,599,375	3			
I2	OBI2011	Collision Reduction	36,175,000	36,175,000		169,302,000	169,302,000							1,611,384	3/15/2022	2,348,352	2			
I2	201701G	SR 17/Adams Co Line - Access Control				118,000		(118,000)											X	Project Completed
I2	202801J	SR 28/E Wenatchee - Access Control	4,036,000	272	(4,035,728)	6,008,000	6,737,699	729,699		12/2/2019		11/20/2020							X	This project has a possible delay mainly due to added required time for alternative analysis.
I2	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing				854,000		(854,000)											X	This funds advancement was submitted to OFM as a Section 601 request in April, 2018. The City of Orting is requesting that the remaining balance of the WSDOT contribution for the Bridge for Kids project be moved to the current biennium which will facilitate the search for funding opportunities for project construction. The total construction cost is estimated to be \$5-10 million.
I2	501212I	US 12/SR 124 Intersection - Build Interchange				21,317,000		(21,317,000)		10/18/2010		5/23/2012							X	Project is completed
I2	L1000112	SR 20/Sharpes Corner Vicinity Intersection				13,303,000		(13,303,000)		11/13/2017	(1)	8/30/2018		6,182,783	12/22/2017	7,224,164	3	X		Project is completed
I2	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway				244,000		(244,000)											X	
I2	L1000247	US 101/Morse Creek Safety Barrier	1,378,000	521,448	(856,552)	3,606,000	2,674,053	(931,947)						2,215,250	10/27/2020	2,069,069	2		X	Funding increased to fully fund the project in 2019 Leg session by \$1.0M (State funds) in the 19-21 biennium for this \$4.8M safety project.
I2	L2000074	SR 14/ Wind River Junction	487,000	67,689	(419,311)	8,993,000	8,304,613	(688,387)		4/1/2019		7/15/2020		3,497,847	5/28/2019	3,399,639	3		X	\$146K administrative Sec 601 transfer in 19-21. \$754K transferred to OBI4ENV for long-term mitigation site monitoring.

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I2	L2000091	SR 432 Longview Grade Crossing	20,715,000	10,943,012	(9,771,988)	85,000,000	110,768,050	25,768,050		5/24/2021	20	10/1/2023	20						X	Additional Increase is due to the inflation. 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.	
I2	L2000128	US 395/Safety Corridor Improvements				15,000,000	13,620,871	(1,379,129)		2/11/2019		11/27/2019	10	11,888,332	6/13/2019	12,195,889	3	X	Project is completed		
I2	L2000161	US 101/Lynch Road Intersection Improvements				2,636,000		(2,636,000)		3/18/2019	(9)	11/19/2019	(13)	1,399,197	7/13/2018	1,823,870	3	X	Project is completed		
I2	L2000169	SR 20/Oak Harbor to Swantown Roundabout				30,000,000	30,000,000			10/8/2029		3/31/2031							X		
I2	L2000236	SR 26 & US 195 Safety Improvements		6,131	6,131	416,000	415,987	(13)		9/18/2017		12/4/2017	(1)	97,981	10/5/2017	115,662	3	X	Project is completed		
I2	L2000238	SR 900 Pedestrian Safety	298,000	1,305,324	1,007,324	333,000	1,350,151	1,017,151											X	\$500K of additional local contribution added to this project. This change is mainly the result of WSDOT being awarded a Puget Sound Regional Council STP grant funds for its construction phase as listed on the King County's adopted contingency list.	
I2	L2000252	SR 525 Improvements - Freeland Vicinity				900,000		(900,000)		10/22/2018	1	4/22/2019	3	317,090	12/17/2018	371,435	2	X	Project is completed		
I2	L2000279	US 101/Lower Hoh Road Intersection Improvements				600,000		(600,000)						242,375	12/10/2019	222,493	7		X		
I2	L2200042	SR 20 Race Road to Jacob's Road	9,000	17,374	8,374	3,678,000	3,647,876	(30,124)		10/19/2015		9/15/2016	1	1,999,561	11/25/2015	2,245,556	4	X	Project is completed		
I2	L2200092	SR 150/No-See-Um Road Intersection - Realignment				8,493,000		(8,493,000)		12/19/2016		11/21/2017		4,801,002	3/16/2017	5,283,745	6	X	Project is completed		
I2	N00200R	US Hwy 2 Safety	6,581,000	4,242,500	(2,338,500)	19,000,000	19,530,505	530,505		12/9/2018		10/15/2022		11,398,101	2/1/2019	11,870,667	2		X	Reappropriation/Re-Aging due to COVID restrictions delaying local stakeholder coordination and inability to complete survey work.	
I2	N30500R	SR 305 Construction - Safety & Mobility Improvements	20,688,000	9,435,150	(11,252,850)	36,800,000	31,418,477	(5,381,523)		12/23/2019		3/21/2023							X	The title and scope descriptions are updated to remove specific intersection location and clarify that both safety and mobility improvements are intended as part of the overall corridor improvement description. Reappropriation/Re-Aging. Multiple PINs are being delivered in this BIN and are contributing to the delay. One project is in active delivery and funding was deferred to align with an updated contractor schedule(330528D). 330528F is in design and experienced pandemic related delays in appraising and acquiring RW parcels.	
I3	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes				3,026,000	3,022,748	(3,252)											X	Project Completed	
I3	508201O	I-82/Valley Mall Blvd - Rebuild Interchange				34,803,000		(34,803,000)		11/23/2009		10/21/2011							X	Project is completed	
I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis		1,291,939	1,291,939	3,456,000	3,447,193	(8,807)											X		
I3	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	1,769,000	3,904,811	2,135,811	564,921,000	562,401,773	(2,519,227)		2/17/2009		11/28/2031		2,134,973	3/6/2019	2,818,862	2		X	Reappropriation/Re-aging	
I3	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	113,000	235,901	122,901	722,000	918,014	196,014						334,092	12/11/2020	385,385	7		X		
I3	L2000117	SR 501/I-5 to Port of Vancouver	3,567,000	3,730,568	163,568	7,000,000	6,361,150	(638,850)		6/29/2020	9	5/6/2022	1	5,952,577	3/29/2021	5,137,445	3		X	Reappropriation/Re-Aging.	
I3	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	147,490	(942,510)	1,290,000	1,290,000												X		
I3	L2220062	SR 14/Bingen Underpass	15,750,000	5,356,335	(10,393,665)	26,000,000	28,000,000	2,000,000		3/22/2021		10/31/2023							X	\$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 Kllickit is currently analyzing these impacts.	
I3	M00500R	I-90 Snoqualmie Pass - Widen to Easton	116,159,000	55,638,616	(60,520,384)	426,400,000	605,359,277	178,959,277	28,200,000	4/6/2020		10/14/2029		688,255	6/4/2021	990,000	2		X	\$100K administrative Sec 601 transfer in 19-21. There are two drivers for the schedule adjustment: (1) an updated contractor's schedule and (2) the COVID-19 stay home order and the construction suspension delayed the Geotech's ability to complete needed work for structural analysis and design of the project's retaining walls.	
I4	0BI4001	Fish Passage Barrier	726,385,000	726,385,000		1,340,055,000	1,340,055,000			7/1/2017		6/30/2027		79,733,806	5/24/2022	74,795,000	3		x		
I4	0BI4002	Noise Wall & Noise Mitigation Improvements	1,126,000	1,126,000		4,906,000	4,906,000			7/1/2017		6/30/2027		581,318	3/3/2022	2,844,134	2		X		
I4	0BI4003	Stormwater & Mitigation Site Improvements	7,543,000	7,543,000		33,519,000	33,519,000			7/1/2017		6/30/2027		382,497	3/11/2021	384,460	5		X		
I4	0BI4004	Chronic Environmental Deficiency Improvements	2,030,000	2,030,000		62,361,000	62,361,000			7/1/2017		6/30/2027		284,251	10/27/2021	248,914	2		X		
I4	0BI4ENV	Environmental Mitigation Reserve - Nickel/TPA	2,185,000	2,185,000		14,502,000	14,502,000												X		
I4	L2000160	I-5/Ship Canal Noise Wall	3,064,000	723,681	(2,340,319)	3,500,000	6,500,000	3,000,000		11/12/2024		1/30/2026							X	X	The updated engineer's estimate for this project is \$3M over the current CWA budget. Concurred by WSDOT Exec Management Team
P1	0BP1001	Chip Seal Roadways Preservation	35,852,000	35,852,000		339,129,000	339,129,000			7/1/2017		6/30/2027		1,499,432	6/15/2022	1,463,180	3		X		
P1	0BP1002	Asphalt Roadways Preservation	162,584,000	162,584,000		2,471,463,000	2,471,463,000			7/1/2017		6/30/2027		1,110,872	6/15/2022	1,179,938	2		X		
P1	0BP1003	Concrete Roadways Preservation	61,861,000	61,861,000		1,453,424,000	1,453,424,000			7/1/2017		6/30/2027		8,598,995	5/19/2022	8,655,673	2		X		
P1	L1000198	Preservation Activities	10,000,000		(10,000,000)	90,000,000		(90,000,000)												X	Reapp/reaging, Additional preservation funding by legislatures
P1	L1100071	Highway System Preservation	150,167,000		(150,167,000)	1,090,962,000		(1,090,962,000)		7/1/2017		6/30/2027								X	
P2	0BP2001	Bridge Replacement Preservation	12,565,000	12,565,000		336,460,000	336,460,000			7/1/2017		6/30/2027		2,105,893	11/12/2020	2,087,957	4		X		
P2	0BP2002	Bridge Repair Preservation	145,290,000	145,290,000		2,079,486,000	2,079,486,000			7/1/2017		6/30/2027		5,571,902	6/15/2022	5,532,855	3		X		
P2	0BP2003	Bridge Scour Prevention Preservation	2,921,000	2,921,000		35,250,000	35,250,000			7/1/2017		6/30/2027		1,926,843	4/3/2019	1,638,803	3		X		
P2	0BP2004	Bridge Seismic Retrofit Preservation	26,943,000	26,943,000		193,473,000	193,473,000			7/1/2017		6/30/2027		4,552,743	4/8/2022	5,296,238	7		X		
P2	109947B	SR 99/Aurora Bridge - Painting		1	1	44,404,000	50,511,945	6,107,945		3/2/2015		10/30/2020		27,318,728	12/19/2017	30,851,133	4		X	The original cost decreases was due to updated engineers estimate, The CN phase was decreased due to underruns and unused contingencies. Additional decrease was due to the project cost savings	
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	1,891,000	703,466	(1,187,534)	498,550,000	497,509,388	(1,040,612)		10/3/2016		6/30/2053								X	The project's total cost has decreased by \$3.2 M for 27-29 biennium.
P2	152908E	SR 529/Ebey Slough Bridge - Replace Bridge				33,056,000		(33,056,000)		4/26/2010		3/11/2013		28,057,110	6/16/2010	21,541,000	8		X	Project Completed	
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	74,000		(74,000)	18,826,000		(18,826,000)		10/13/2008		11/29/2010		53,746,892	1/29/2009	50,415,851	4		X	Project Completed	
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation		154,313	154,313	6,095,000	6,478,764	383,764		2/19/2008		7/31/2008							X	Project Completed	
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge				10,000,000	10,000,000			2/2/2026		6/1/2028							X		
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge				10,386,000		(10,386,000)		12/16/2013		9/17/2015							X	Project is completed, RW is at the final closing stage.	
P2	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	8,329,000	14,788,648	6,459,648	25,786,000	25,761,952	(24,048)		8/13/2018	15	11/15/2020	23	18,428,247	1/31/2020	20,149,777	4		X	Cost change. The 21/23 spending plan has increased by \$6,460,960, from \$8,327,687 to \$14,788,648. This increase is due to underspending the 19/21 biennium that resulted from the means and methods pursued by the Contractor.	
P2	L1000068	Structurally Deficient and At Risk Bridges				53,303,000		(53,303,000)		5/2/2016		2/14/2022		17,143,690	3/26/2018	13,999,349	6				
P2	L2000075	US 12/ Wildcat Bridge Replacement				8,300,000	7,947,982	(352,018)		10/1/2018	(10)	11/22/2019	(13)	5,896,872	3/28/2018	4,799,336	3		X	Project is completed	

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Q3	609047Q	I-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	286,000		(286,000)	550,000		(550,000)				592,013	10/27/2021	667,184	3			X	This Q3 project has been rolled up into programmatic BIN 000005Q to report similarly to Preservation and Facility programs.
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements				953,000		(953,000)		4/18/2016		434,694	5/17/2016	398,578	2	X			This Q3 project has been rolled up into programmatic BIN 000005Q to report similarly to Preservation and Facility programs.
Q3	L2000338	SR 99 Aurora Bridge ITS	579,000	579,423	423	700,000	700,000											X	
W1	900001G	Point Defiance Tml Preservation				12,512,000	6,545,482	(5,966,518)										X	The dollars allocated for the future preservation placeholder were temporarily removed during budget building (as reflected in 22ME06) in an effort to reprioritize them towards actual projects.
W1	900001H	Point Defiance Tml Improvement				665,000	200,000	(465,000)				251,465	8/8/2017	218,868	2	X			
W1	900002G	Tahlequah Tml Preservation				18,551,000	28,281,303	9,730,303										X	21LEGCOR did not have any appropriations for the 33-35 and 35-37 biennia. 22ME06 has dollars programmed for both the biennia. In addition, reprioritization of preservation work has eliminated the need for \$14M in 29-31 biennium from 21LEGCOR.
W1	900002H	Tahlequah Tml Improvement	295,000	1,310,012	1,015,012	1,068,000	1,707,329	639,329				328,148	5/14/2021	465,115	3		X	The 21-23 variance was due to a 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	4,033,443	(4,648,557)	104,869,000	94,753,277	(10,115,723)	7,830,935									X	The dollars for the Fauntleroy Trestle Preservation project have been aged to match the proposals being developed by the project team. The project is still in the early phases of identifying the alternative that satisfies the needs of all the stakeholders. This is a delay from what was initially planned due to COVID related challenges and workforce availability. The dollars allocated for the future preservation placeholder were temporarily removed during budget building (as reflected in 22ME06) in an effort to reprioritize them towards actual projects - causing a \$10M variance.
W1	900006S	Vashon Tml Preservation	1,029,000	1,412,758	383,758	22,111,000	9,608,592	(12,502,408)										X	The Vashon Island slip 3 timber dolphin project was originally programmed for a complete replacement with all new materials. WSF was able to salvage an existing dolphin from the old Mukilteo terminal and this reduced the project costs for Vashon dolphin significantly reducing the need by \$1.1M. In addition, the dollars allocated for the future preservation placeholder were temporarily removed during budget building (as reflected in 22ME06) in an effort to reprioritize them towards actual projects - causing a \$11.4M variance.
W1	900006T	Vashon Tml Improvement				33,000	32,984	(16)										X	
W1	900010L	Seattle Tml Preservation	100,201,000	128,352,934	28,151,934	467,981,000	481,988,900	14,007,900	833,120			24,079,470	4/20/2017	24,079,471	1		X	The 21-23 Reduction represents planned underspending in 21-23 due to project slow downs on the large Colman Dock replacement project, with the money moved into 23-25. The total increase is a combination of Slip 3 increased estimated project costs, realized risk on the Colman project and funding for pending risk projected prior to project completion. Effectively the \$14 million is part of an added funding request.	
W1	900010M	Seattle Tml Improvement		4,124,001	4,124,001	5,399,000	6,310,983	911,983										X	The 21-23 increase represents \$3.2 million of money that was re-appropriated from the 19-21 biennium for the Seattle Electrification Connection PIN. The remaining increase was \$918k of CER dollars on that same PIN, but those dollars have since been removed and placed in a different Legislative Electrification BIN. The total variance is the addition of those \$918k of CER dollars just described.
W1	900012K	Port Townsend Tml Preservation	293,000	282,757	(10,243)	21,909,000	22,738,534	829,534	447,859									X	The total variance change is due to a combination of 3 changes. Increase in cost and inflation adjustments to a Trestle Pavement Rehabilitation project (\$1.12 million) and the Slip 2 Vehicle Transfer Span (\$2.59 million), offset by an \$2.95 million reduction to the Future Preservation Placeholder PIN as some asset replacement needs have been re-prioritized outside the 16 year plan.
W1	900012L	Port Townsend Tml Improvement		1	1	3,000	47	(2,953)										X	
W1	900022I	Lopez Tml Preservation	274,000		(274,000)	11,144,000	26,007,470	14,863,470										X	The Total variance of \$15 million is entirely in within a Future Preservation Placeholder PIN in 33-35 (\$6.4m) and 35-37 (\$8.7m). That work was part of the 2021 budget submittal, but 21LEGCOR has no dollars in those bienniums.
W1	900022J	Lopez Tml Improvement		232	232	534,000	459,643	(74,357)										X	
W1	900024F	Shaw Tml Preservation				3,356,000	8,824,383	5,468,383										X	The Total variance of \$5.28 million is entirely in within a 22ME03 Future Preservation Placeholder PIN in 33-35 (\$5.1m) and 35-37 (\$1.2m). That work was part of the 2021 budget submittal, but 21LEGCOR has no dollars in those bienniums.
W1	900026P	Orcas Tml Preservation	492,000	594,719	102,719	13,251,000	8,181,416	(5,069,584)										X	The dollars allocated for the future preservation placeholder were temporarily removed during budget building (as reflected in 22ME06) in an effort to reprioritize them towards actual projects. This caused a temporary reduction.
W1	900026Q	Orcas Tml Improvement	922,000	1,030,489	108,489	2,335,000	1,082,802	(1,252,198)				584,369	9/1/2016	759,415	3		X	Plan total does not include the completed Orcas ADA Compliance Improvement project whereas LEGCOR total includes it. This variance is from the resulting variance in Priors.	
W1	900028U	Friday Harbor Tml Preservation	408,000	500,000	92,000	11,128,000	16,077,433	4,949,433										X	The Total variance is mostly from future preservation dollars showing in 33-35 and 35-37 that 21LEGCOR has no dollars at all.
W1	900040N	Eagle Harbor Maint Facility Preservation	371,000	392,958	21,958	42,062,000	9,082,319	(32,979,681)										X	The total reduction is completely due to the re-prioritization of Future Preservation Placeholder assets beyond the 16 year plan.
W1	900040O	Eagle Harbor Maint Facility Improvement	5,245,000	6,458,737	1,213,737	20,585,000	20,913,920	328,920				283,291	1/14/2021	256,180	4		X	Funding was re-appropriated into 21-23 (\$1.29 million) along with a roughly \$245k increase to the Slip F Drive-on Slip estimate.	
W1	902017K	Coupeville (Keystone) Tml Preservation	265,000	350,852	85,852	16,319,000	10,516,681	(5,802,319)										X	The dollars allocated for the future preservation placeholder were temporarily removed during budget building (as reflected in 22ME06) in an effort to reprioritize them towards actual projects. This caused a temporary reduction.
W1	902017M	Coupeville (Keystone) Tml Improvement	244,000	506,965	262,965	339,000	1,492,969	1,153,969										X	The agents office costs estimates are higher now compared to 22LEGCOR. The costs for the structural consultant in the project are higher than anticipated. The design also calls for added scope for electrical work such as an additional transformer and electric panel.

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W1	902020C	Anacortes Tml Preservation	7,015,000	5,268,539	(1,746,461)	68,266,000	66,112,922	(2,153,078)	2,300,000					3,541,410	4/20/2015	3,436,409	5		X	The variance in totals is due to the increase in cost for the tollbooth replacement project.
W1	902020D	Anacortes Tml Improvement		2,024,941	2,024,941	7,337,000	32,217,940	24,880,940						576,529	8/22/2019	787,922	2		X	The Anacortes Terminal Building replacement project is a new addition to 22ME06. The increase in 21-23 is to support the design efforts and the remainder in 23-25 biennium is for the construction of the building.
W1	910413Q	Edmonds Tml Preservation		128,456	128,456	57,235,000	60,543,258	3,308,258	2,997,030										X	The Total variance is mostly from future preservation dollars showing in 33-35 and 35-37 that 21LEGCOR has no dollars at all.
W1	910413R	Edmonds Tml Improvement	311,000	516,495	205,495	27,722,000	27,699,040	(22,960)						201,704	11/19/2018	271,054	6		X	
W1	910414P	Kingston Tml Preservation	3,145,000	2,816,136	(328,864)	65,044,000	55,841,978	(9,202,022)						502,703	12/26/2019	439,803	2		X	The dollars allocated for the future preservation placeholder were temporarily removed during budget building (as reflected in 22ME06) in an effort to reprioritize them towards actual projects. This caused a temporary reduction.
W1	916008R	Southworth Tml Preservation	11,261,000	5,481,874	(5,779,126)	40,710,000	28,445,865	(12,264,135)											X	The total variance is due to a temporary reduction in future preservation placeholder for budget building efforts and a \$4.4M planned increase in the Trestle and Terminal Building replacement project cost. The variance in 21-23 biennium is due to updated aging for the trestle project.
W1	930410T	Bremerton Tml Preservation	3,256,000	2,261,388	(994,612)	46,863,000	40,972,008	(5,890,992)											X	The 21-23 reduction represents the delayed starts of Slips 1 & 2 Vehicle Transfer Span (VTS) (\$358k) and Slips 1 & 2 Dolphin Replacements (\$945k). The total decrease includes an increase of \$1.58 million for the two projects mentioned due to updated estimates and inflation. The Slip 1 Transfer Span Elec/Mech project (\$5.0 million) was combined with large Slips 1 & 2 VTS project, and an additional \$2.6 million of future preservation work was also deferred to dates outside the 16 year plan.
W1	930410U	Bremerton Tml Improvement		58,210	58,210	1,276,000	1,267,362	(8,638)											X	
W1	930513G	Bainbridge Island Tml Preservation	28,685,000	21,347,090	(7,337,910)	65,248,000	67,727,524	2,479,524	90,000					17,354,888	2/3/2022	21,534,079	9		X	The 21-23 decrease of \$7.7 million is a \$4.8 million deferral of construction work to 23-25 for the BA OHL project, and a delayed start of the large NE Parking Lot paving project to 23-25 resulting in an additional \$2.9 million moved out of 21-23 to 23-25. The \$2.5 million increase is due to higher than expected bids on the Overhead Loading project currently in construction.
W1	930513H	Bainbridge Island Tml Improvement		31,919	31,919	121,000	119,133	(1,867)							12/4/2015	145,115		X		
W1	952515P	Mukilteo Tml Improvement	142,000	13,970,390	13,828,390	188,333,000	194,765,971	6,432,971						9,221,762	1/30/2015	8,158,480	6		X	The Total increase is an accounting error that is being removed from the in the 2023 budget request in the November update. The increase in 21-23 is unspent project dollars from 19-21 that were re-appropriated into 21-23.
W1	952516R	Clinton Tml Preservation		145,304	145,304	18,129,000	17,195,624	(933,376)											X	The total reduction is a combination of a \$858k reduction of future preservation work that has been moved out of the 16 year plan, and a \$74k post Maritime Security project savings in 21-23 that was re-distributed within the program.
W1	952516S	Clinton Tml Improvement		9,365	9,365	34,025,000	35,574,512	1,549,512	5,900,000										X	The total increase represents project cost estimate adjustments for 3 projects that are programmed between 23-25 and 29-31. The Overhead Loading project was increased by \$426k, Passenger Drop off was reduced by \$743k, and the Park and Ride expansion was increased by \$1.23 million.
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System		2,258	2,258	403,000	337,865	(65,135)											X	
W1	998521B	Life Extension of Electronic Fare System (EFS)				1,182,000	1,169,281	(12,719)											X	
W1	998602A	WSF/IT Terminal Telecommunications	275,000		(275,000)	775,000	744,990	(30,010)												X
W1	998603A	WSF/Systemwide - Ladder Safety		253,679	253,679	222,000	253,679	31,679												X
W1	998604A	WSF/IT EFS Preservation	67,000	196,455	129,455	611,000	611,000													X
W1	998901J	WSF/Administrative Support - Allocated to W1	4,822,000	9,257,087	4,435,087	41,050,000	155,907,843	114,857,843											X	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		460	460	2,753,000	482,492	(2,270,508)											X	This Total variance is due specifically to the Priors, where 22ME03 shows a \$2.27 million reduction due to the closing/elimination of completed projects.
W1	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	2,878,000	796,021	(2,081,979)	10,815,000	19,834,385	9,019,385											X	The reduction in 21-23 represents the dispersal of those dollars to seven actual Maritime Security projects within the system. The transfer included \$900k of grant money and \$524k of State-PSCC. The total increase is from the replenishment of the placeholder in 33-35 and 35-37 that is not represented in 22LEGCOR. The increase in those two biennium's is roughly \$11.9 million that is offset by the dispersion of the \$1.4 million in 21-23.
W1	G2000087	Electric Ferry Planning Team		1,963	1,963	495,000	517,900	22,900											X	
W1	L1000016	Primavera Project Management System	361,000	436,000	75,000	2,351,000	5,619,940	3,268,940											X	The Total variance is mostly from future preservation dollars showing in 33-35 and 35-37 that 21LEGCOR has no dollars at all.
W1	L1000168	Seattle Tml - Slip 2 and LCCM	447,000	443,364	(3,636)	43,111,000	40,545,123	(2,565,877)											X	The total decrease is due to the re-prioritization of approximately \$10.6 million of future preservation work outside of the 16 year plan, but includes \$8.1 million in 33-35 that is not represented in 22LEGCOR.
W1	L2000007	Terminal Project Support	7,136,000	8,574,658	1,438,658	88,292,000	152,265,120	63,973,120											X	The total increase is represented by the adding of inflation to all biennia in the 16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR.
W1	L2000110	Ferry Vessel and Terminal Preservation	6,400,000	3,053,019	(3,346,981)	23,173,000	18,887,500	(4,285,500)											X	The Total Decrease of \$2.1 million from this 'Preservation Placeholder BIN' is the shifting of funds in 23-25 to the Bainbridge Island OHL project to cover a higher than expected low bid in early 2022. The 21-23 decrease is a portion (\$1.15 m) of the \$2.1 million decrease to Bainbridge, with the remainder of the \$2.1 m being shifted in the 23-25 biennium.
W1	L2000166	Clinton Tml Road Improvements	5,000	3,165	(1,835)	4,001,000	3,261,031	(739,969)						1,697,806	11/5/2018	1,833,755	5		X	The Total decrease represents additional program dollars were added to 21LEGCOR on the project to cover re-approped dollars arriving later in FY2 of 19-21. This Total decrease is the removal of those added remaining re-appropriated dollars from the completed pedestrian enhancement project, which were re-prioritized across multiple evolving W1 program needs.

Quarterly Reporting on Capital Projects
Pursuant to ESSB 5689 , Section 311
2021-23 Biennium Quarter 4

W1	L2000300	ORCA Card Next Generation	1,277,000	2,383,256	1,106,256	3,501,000	3,500,000	(1,000)											X	The 21-23 variance is re-appropriated dollars from 19-21 due to delayed billing/progress from project partners.
W1	L2200083	ADA Visual Paging Project		693	693	1,477,000	1,514,157	37,157											X	
W2	944401D	MV Issaquah Preservation	8,895,000	6,982,775	(1,912,225)	56,859,000	57,253,970	394,970				5/11/2021	3,673,482					X		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	751,119	710,119	2,469,000	2,812,246	343,246											X	
W2	944402D	MV Kittitas Preservation	6,941,000	8,178,585	1,237,585	48,696,000	40,127,746	(8,568,254)				6/8/2017	2,534,600					X		21-23 variance result of funding increase for OFE procurement required for shipyard. Total Variance result of funding decrease for 23-25 shipyard and minor preservation projects.
W2	944402E	MV Kittitas Improvement	54,000	749,829	695,829	2,165,000	2,476,217	311,217											X	
W2	944403D	MV Kitsap Preservation	5,668,000	732,001	(4,935,999)	37,198,000	28,732,166	(8,465,834)											X	21-23 variance result of cancelled shipyard. Total variance result of cancelled 21-23 shipyard and funding decrease for 23-25 shipyard and minor preservation projects.
W2	944403E	MV Kitsap Improvement	38,000	712,229	674,229	2,251,000	2,608,426	357,426											X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944404D	MV Cathlamet Preservation	4,216,000	7,521,054	3,305,054	45,085,000	48,866,113	3,781,113				10/28/2021	5,494,762					X		21-23 variance result of funding increase for shipyard. Total variance result of funding increase for 21-23 shipyard and 23-25 shipyard and minor preservation projects.
W2	944404E	MV Cathlamet Improvement	32,000	696,219	664,219	2,199,000	2,497,164	298,164											X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944405D	MV Chelan Preservation	8,565,000	9,995,339	1,430,339	61,120,000	65,430,400	4,310,400				12/22/2021	5,036,103					X		The Carry Forward (remaining balance in 19-21) for MV Chelan Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds and scope carry forward for additional scope in 21-23 on other vessels
W2	944405F	MV Chelan Improvement	54,000	460,850	406,850	2,071,000	2,088,233	17,233				11/19/2015	1,391,290						X	
W2	944406D	MV Sealth Preservation	7,538,000	10,655,894	3,117,894	53,702,000	56,858,585	3,156,585				9/22/2021	5,982,880						X	21-23 variance result of shipyard funding increase. Initial funding was insufficient. Total variance result of 21-23 shipyard funding increase and minor preservation funding increase in support of propeller hubs.
W2	944406E	MV Sealth Improvement	33,000	954,223	921,223	2,024,000	2,587,323	563,323											X	
W2	944413B	MV Tillikum Preservation		0	0	1,894,000	1,911,969	17,969				6/12/2020	840,671						X	
W2	944413C	MV Tillikum Improvement				1,516,000	1,200,626	(315,375)											X	
W2	944432G	MV Elwha Preservation				29,954,000	29,416,894	(537,106)											X	Vessel is retired and the unspent 19-21 funding is carried forward to support additional scope on other vessels in 21-23
W2	944432H	MV Elwha Improvement		222	222	295,000	239,266	(55,734)											X	
W2	944433D	MV Kaleetan Preservation	2,254,000	3,446,986	1,192,986	25,740,000	21,849,098	(3,890,902)				7/20/2021	2,960,671						X	Total variance result of 23-25 cancelled shipyard.
W2	944433E	MV Kaleetan Improvement	18,000	176,872	158,872	2,333,000	2,141,375	(191,625)											X	
W2	944434D	MV Yakima Preservation		200,573	200,573	39,140,000	30,156,212	(8,983,788)				2/16/2021	2,630,363						X	Total variance result of 21-23 cancelled shipyard and 23-25 minor preservation funding decrease.
W2	944434E	MV Yakima Improvement		550,038	550,038	2,425,000	2,707,617	282,617											X	21-23 variance result of emergency dockside repair
W2	944441B	MV Walla Walla Preservation	10,983,000	10,588,010	(394,990)	38,439,000	28,279,720	(10,159,280)				8/27/2021	4,415,632						X	21-23 variance result of shipyard actuals below estimates. Total variance result of 21-23 shipyard actuals below estimates and 23-25 shipyard and minor preservation funding decrease.
W2	944441C	MV Walla Walla Improvement	89,000	196,114	107,114	2,329,000	2,070,733	(258,267)											X	
W2	944442B	MV Spokane Preservation	3,706,000	10,078,643	6,372,643	67,765,000	49,444,368	(18,320,632)				8/18/2020	3,614,993						X	Total variance result of 23-25 cancelled shipyard.
W2	944442C	MV Spokane Improvement	46,000	128,280	82,280	1,895,000	1,967,217	72,217											X	
W2	944471A	MV Chetzemoka Preservation	3,389,000	732,081	(2,656,919)	46,964,000	43,579,347	(3,384,653)											X	21-23 and Total variance result of cancelled shipyard.
W2	944476B	MV Chetzemoka Improvement	25,000	373,374	348,374	2,077,000	2,093,368	16,368											X	
W2	944477A	MV Salish Preservation	2,120,000	461,000	(1,659,000)	52,757,000	52,360,767	(396,233)											X	21-23 variance result of cancelled shipyard.
W2	944477B	MV Salish Improvement	12,000	128,968	116,968	2,158,000	1,649,762	(508,238)											X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2	944478B	MV Kennewick Preservation	3,518,000	4,434,588	916,588	54,573,000	55,096,176	523,176				4/18/2022	2,255,837						X	21-23 and Total variance result of funding increase to support rudder overhaul
W2	944478C	MV Kennewick Improvement	26,000	267,349	241,349	3,420,000	3,451,252	31,252											X	
W2	944499C	MV Puyallup Preservation	1,063,000	4,933,372	3,870,372	89,150,000	106,138,839	16,988,839											X	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to support necessary preservation. Estimate for Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade Contract is higher than prior estimate.
W2	944499D	MV Tacoma Preservation	19,446,000	19,871,380	425,380	155,356,000	140,595,218	(14,760,782)				7/28/2020	2,993,287						X	Total variance is the result of programming error in developing estimates
W2	944499E	MV Wenatchee Preservation	16,850,000	19,539,991	2,689,991	120,801,000	141,324,319	20,523,319				10/23/2020	3,460,023						X	19-21 Updated to reflect actuals, and funds rolled forward into 21-23 to support necessary preservation. Estimate for Propulsion Control System for the Jumbo Mark II Class Ferries Propulsion Control System and Hybrid Upgrade Contract is lower than prior estimate.
W2	944499F	MV Puyallup Improvement	2,000	99,552	97,552	2,568,000	2,523,689	(44,311)											X	
W2	944499G	MV Tacoma Improvement	429,000	547,051	118,051	4,430,000	4,329,219	(100,781)				3/12/2019	400,694						X	
W2	944499H	MV Wenatchee Improvement	6,000	89,292	83,292	2,318,000	2,779,922	461,922											X	
W2	990040W	MV Chiacum Preservation	1,579,000	361	(1,578,639)	43,599,000	46,402,277	2,803,277				2/19/2020	1,765,878						X	21-23 variance result of shipyard cancelled Total variance result of 21-23 cancelled shipyard shifted to 23-25 and minor preservation funding increase.
W2	990041W	MV Chiacum Improvement	16,000	74,034	58,034	1,302,000	1,375,282	73,282											X	
W2	990051A	MV Suquamish Improvement	18,000	465,163	447,163	157,000	481,177	324,177											X	
W2	998951A	WSF/Administrative Support - Allocated to W2	5,133,000	3,043,307	(2,089,693)	86,071,000	82,331,323	(3,739,677)											X	Funding is based on actual spending between W1 and W2
W2	998951F	Security System Upgrades Placeholder for W2	2,132,000	2,753,356	621,356	6,373,000	7,019,980	646,980											X	Increased funding to procure and install SuperLan and 5G technology on all vessels.
W2	998951P	New CMAQ Grants Placeholders	2,800,000		(2,800,000)	2,943,000		(2,943,000)											X	CMAQ Grants applied to Vessel Projects This BIN is Not used in 21-23 These funds were transferred to the Issaquah Vessels for Propeller, Fuel and power meter Purchase
W2	G2000080	Electric Vessel RFP				601,000	373,504	(227,496)											X	
W2	G2000084	Electric Ferry - Conversion	24,750,000	48,647,920	23,897,920	43,526,000	156,912,579	113,386,579											X	Programming error. The amount of State and State REIM was double accounted.

