

November 4, 2011

SENT VIA EMAIL

Marty Brown, Director  
Office of Financial Management

Judy Clibborn, Chair  
House Transportation Committee

Mary Margaret Haugen, Chair  
Senate Transportation Committee

Dear Director Brown, Representative Clibborn, and Senator Haugen:

This letter transmits to you the quarterly project delivery status reports for the first quarter of the 2011-2013 Biennium as directed by ESHB 1175 Section 305(2) and Section 306(2), which read as follows:

Highway Improvement Program, Section 305(2)—“The department shall, on a quarterly basis beginning July 1, 2011, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the transportation partnership account. Funding provided at a programmatic level for transportation partnership account and transportation 2003 account (nickel account) projects relating to bridge rail, guard rail, fish passage barrier removal, and roadside safety projects must be reported on a programmatic basis. Projects within this programmatic level funding must be completed on a priority basis and scoped to be completed within the current programmatic budget. Report formatting and elements must be consistent with the October 2009 quarterly project report. The department shall also provide the information required under this subsection on a quarterly basis.”

Highway Preservation Program, Section 306(2)—“The department shall, on a quarterly basis beginning July 1, 2011, provide to the office of financial management and the legislature reports providing the status on each active project funded in part or whole by the transportation 2003 account (nickel account) or the transportation partnership account. Funding provided at a programmatic level for transportation partnership account projects relating to seismic bridges must be reported on a programmatic basis. Projects within this programmatic level funding must be completed on a priority basis and scoped to be completed within the current programmatic budget. The department shall work with the office of financial management and the transportation committees of

the legislature to agree on report formatting and elements. Elements must include, but not be limited to, project scope, schedule, and costs. The department shall also provide the information required under this subsection on a quarterly basis.”

In addition, this report provides quarterly project delivery status reports for the Traffic Operations, WSF, and Rail capital programs, in part as directed by ESHB 1175 sections 308(9) and 309(5), which read as follows:

WSF Program, Section 308(9)—“The department shall provide to the office of financial management and the legislature quarterly reports providing the status on each project listed in this section and in the project lists submitted pursuant to this act and on any additional projects for which the department has expended funds during the 2011-2013 fiscal biennium. Elements must include, but not be limited to, project scope, schedule, and costs. The department shall also provide the information required under this subsection via the transportation executive information system. The quarterly report regarding the status of projects identified on the list referenced in subsection (1) of this section must be developed according to an earned value method of project monitoring.”

Rail Program, Section 309(5)—“The department shall, on a quarterly basis, provide to the office of financial management and the legislature reports providing the status on active projects identified in the LEAP transportation document described in subsection (1)(a) of this section. Report formatting and elements must be consistent with the October 2009 quarterly project report.”

The attached report provides status on scope, schedule, and budget for all active projects in the 2011-2013 biennium through the quarter ending September 30, 2011. This report identifies any variances between the 2011 Legislative project list and the current approved plan per the Section 603 process, where applicable. It also provides brief explanations of the differences or delivery concerns faced by WSDOT.

This report continues in the new abbreviated format and approach introduced in October 2009. With regard to the presentation, layouts, and notation included in the attached report, please consider the following:

- Active projects for highway construction projects are defined as all Nickel and TPA projects, and PEF projects greater than \$10 million with expenditures in the 2011-2013 Biennium. For other capital programs, all projects are included.
- Milestone dates and expenditures shown on the report are based on the 2011 LEAP list information, for reference purposes.
- Milestone dates are presented as "month/year" for projects within the 2011-2013 Biennium and as "year" for those that fall outside the current biennium.
- Color coding definitions are as follows:
  - Green: No significant or known issues that will impact the cost, scope or schedule.
  - Yellow: 1) An issue is developing that may cause a milestone to be missed or a cost increase, or 2) a scope change is being proposed through the budget process.

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- Red: An issue has occurred or will result in a milestone to be missed or a cost increase on the project.
- Change thresholds that trigger reporting are as follows:
  - Cost: An estimated cost increase greater than 5% above the budget amount.
  - Schedule: A milestone delay beyond the scheduled quarter.
  - Scope: A proposed change in the nature of the work included in the project that deviates from the legislative intent of the project.

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,



Jay Alexander  
Director  
Capital Program Development and Management

# Current Status of Active<sup>1</sup> Transportation Projects

Highway Improvement, Preservation, Traffic Operations, WSF and Rail Capital Programs

Quarterly Proviso Report: ESHB 1175, Sections 305(2), 306(2), 308(9) and 309(5)

Quarter Ending September 30, 2011

(Dollars in Thousands)

SR	Project Title	PIN	Leg District	Fund Source	Scope	Milestones		Budget	Project Phase Status			Project	Comments	
						2011 Leg Budget	2011 Leg Budget	2011 Leg Budget	PE	RW	CN	Alert <sup>3</sup>		
						Ad <sup>2</sup>	OC <sup>2</sup>	Funds						
<b>Improvement Program</b>														
000	Statewide Roadside Safety Improvements Program (TPA)	099999A	00	TPA		2006	2010	29,754						
000	Environmental Mitigation Reserve - Nickel/TPA	0BI4ENV	00	Nickel-TPA			2015	9,938						Consistent with the intent and process associated with this budget item, the cost increase is the result of transferring in budgeted mitigation funds from existing TPA and Nickel projects. These funds are planned to be spent after the construction contracts are complete.
002	US 2/Bickford Avenue - Intersection Safety Improvements	100210E	44	PEF		12/2011	2013	19,720						The schedule delay is due to additional time needed to complete the final design and two full construction seasons are needed to deliver the project.
002	US 2/East Wenatchee N - Access Control	200201J	12	TPA				364						
003	SR 3/Belfair Bypass - New Alignment	300344C	35	TPA				14,533						
003	SR 3/Belfair Area - Widening and Safety Improvements	300344D	35	TPA		07/2012	2013	18,154						
005	I-5/5th Ave NE to NE 92nd St - Noise Wall	100525P	46	TPA		2008	2010	9,088						
005	I-5/196th St (SR 524) Interchange - Build Ramps	100537B	01,21	TPA		2010	10/2011	33,775						
005	I-5/164th St SW to SR 526 - HOV and Interchange Modifications	100540F	01,21,38,44	PEF		2006	2008	41,872						
005	I-5/SR 526 to Marine View Drive - Add HOV Lanes	100543M	38,44	Nickel		2004	2008	220,118						The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
005	I-5/Marysville to Stillaguamish River Vicinity - Median Barrier	100552C	10,38,39	PEF		2009	2010	14,170						
005	I-5/172nd St NE (SR 531) Interchange - Rebuild Interchange	100553N	10	TPA		2008	2009	34,762						
005	I-5/Padden Creek Vicinity - Stormwater Drainage Improvements	100583W	40	TPA		2009	2009	222						
005	I-5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction	100585Q	40,42	TPA		2010	10/2011	22,358						
005	I-5/Blaine Exit - Interchange Improvements	100598C	42	PEF		2009	10/2012	23,284						
005	I-5/Tacoma HOV Improvements (Nickel/TPA)	300504A	25,27,29	Nickel-TPA, ARRA		2005	2022	1,477,351						
005	I-5/Queets Dr E Tanglewilde - Add Noise Wall	300518C	22	TPA		2010	07/2011	1,978						The operationally complete date was delayed to allow sufficient time for procuring the materials the contractor needed to construct the wall.
005	I-5/14th Ave Thompson PI - Add Noise Wall	300518D	22	TPA		2010	07/2011	2,798						The operationally complete date was delayed to allow sufficient time for procuring the materials the contractor needed to construct the wall.
005	I-5/Grand Mound to Maytown - Add Lanes and Replace Intersection	300581A	20	Nickel		2007	09/2012	115,335						
005	I-5/Columbia River Crossing/Vancouver - EIS	400506A	49	TPA				172,709						
005	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	400506H	18,49	Nickel		2011	2014	98,441						
005	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	400506I	18	TPA, ARRA		2009	2011	23,187						
005	I-5/Chehalis River Flood Control	400506M	20	Nickel		04/2012	2014	4,673						
005	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	400508W	20	TPA		2010	2014	199,369						
005	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	400510A	19	TPA		2009	12/2011	35,503						
005	I-5/SR 502 Interchange - Build Interchange	400599R	17,18	Nickel		2006	2008	52,521						The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
005	I-5/SR 161/SR 18 - Interchange Improvements	800502K	30	Nickel-TPA		2010	10/2012	109,495						
005	I-5/Boston St to E Shelby St - SB I-5, Westside - Noise Wall	800524H	43	TPA		2008	2009	8,403						
005	I-5/Ship Canal Bridge - Noise Mitigation Study	800524Z	43	TPA		2009	2010	5,871						
009	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	100900F	01	Nickel		2011	2013	87,295						
009	SR 9/176th St SE Vicinity to SR 96 - Add Signal and Turn Lanes	100900V	01,44	Nickel		2008	08/2011	5,277						
009	SR 9/228th St SE to 212th St SE (SR 524), Stage 2 - Add Lanes	100901B	1	Nickel		2005	2007	31,108						The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
009	SR 9/Marsh Rd Intersection - Safety Improvements	100912G	44	TPA		2008	2009	6,522						
009	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	100914G	01,44	TPA		2008	2009	30,041						
009	SR 9/Lake Stevens Way to 20th St SE - Improve Intersection	100916G	44	TPA		2008	2010	12,914						
009	SR 9/Lundeen Parkway to SR 92 - Add Lanes and Improve Intersections	100917G	44	TPA		2010	12/2012	28,482						
009	SR 9/SR 528 - Improve Intersection	100921G	44	TPA		2014	2015	19,850						
009	SR 9/84th St NE (Gethchell Road) Improve Intersection	100922G	38,39	TPA		2014	2015	16,712						
009	SR 9/SR 531-172nd St NE - Improve Intersection	100928G	39	TPA		10/2011	10/2012	15,589						
009	SR 9/268th St Intersection - Add Turn Lane	100931C	10,39	Nickel		2007	2008	2,547						

No significant issues to Cost, Scope or Schedule  
 Potential issues with Cost, Scope or Schedule  
 Risk has occurred or is imminent.

**On Time:** Milestone is within 1 quarter of the milestone in the 2011-2013 Legislative Budget.  
**On Budget:** Funds are within 5% of the budget in the 2011-2013 Legislative Budget.

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# Current Status of Active<sup>1</sup> Transportation Projects

Highway Improvement, Preservation, Traffic Operations, WSF and Rail Capital Programs

Quarterly Proviso Report: ESHB 1175, Sections 305(2), 306(2), 308(9) and 309(5)

Quarter Ending September 30, 2011

(Dollars in Thousands)

SR	Project Title	PIN	Leg District	Fund Source	Scope	Milestones		Budget	Project Phase Status			Project Alert <sup>3</sup>	Comments
						2011 Leg Budget	2011 Leg Budget	2011 Leg Budget	PE	RW	CN		
						Ad <sup>2</sup>	OC <sup>2</sup>	Funds					
009	SR 9/Nooksack Rd Vicinity to Cherry St - New Alignment	100955A	42	Nickel		2005	2006	17,772					
011	SR 11/I-5 Interchange-Josh Wilson Rd - Rebuild Interchange	101100F	10	TPA		2009	2010	10,471					
011	SR 11/Chuckanut Park and Ride - Build Park and Ride	101100G	10	TPA		2011	07/2011	11,874					
012	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	501203X	16	Nickel-TPA		2007	2010	52,002					
012	US 12/SR 124 to McNary Pool - Add Lanes	501204C	16	Nickel		2004	2005	12,098					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
012	US 12/SR 124 Intersection - Build Interchange	501212I	16	TPA		2010	10/2012	22,251					
012	US 12/Naches River N of Yakima - Stabilize Slopes	501213E	14	TPA		2007	2008	2,998					
014	SR 14/Camas Washougal - Add Lanes and Build Interchange	401409W	18	TPA		2011	11/2012	56,723					
016	SR 16/I-5 to Tacoma Narrows Bridge - Add HOV Lanes	301636A	27,28,29	Nickel		2004	2007	127,451					
017	SR 17/N of Moses Lake - Add Passing Lane	201701E	13	TPA		2009	2009	647					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
017	SR 17/Adams Co Line - Access Control	201701G	09	TPA				81					
018	SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes	101820C	05	Nickel		2003	2006	127,900					
018	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	101822A	05	Nickel				3,025					
018	SR 18/Tigergate to I-90 - Add Lanes	101826A	05	Nickel				3,022					
020	SR 20/Quiet Cove Rd Vicinity to SR 20 Spur - Widening	102027C	10,40	Nickel		2007	2009	29,224					
020	SR 20/Fredonia to I-5 - Add Lanes	102039A	10,40	Nickel		2006	2009	102,737					
022	SR 22/I-82 to Toppenish - Safety Improvements	502201U	15	Nickel		2011	11/2011	4,929					
024	SR 24/I-82 to Keys Rd - Add Lanes	502402E	13,14,15	Nickel		2005	2007	50,533					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
026	SR 26/W of Othello - Add Passing Lane	20226011	9	TPA		2009	2010	1,002					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
028	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	202800D	12	TPA		2009	10/2012	54,658					
028	SR 28/E Wenatchee - Access Control	202801J	12	TPA				3,043					
028	SR 28/E End of the George Sellar Bridge - Construct Bypass	202802V	12	PEF		2010	12/2011	29,097					The schedule delay is due to lengthy right-of-way acquisition condemnation proceedings.
082	I-82/Valley Mall Blvd - Rebuild Interchange	508201O	14	TPA, ARRA		2009	10/2011	34,207					
090	I-90/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3	109040Q	37,41	Nickel-TPA, ARRA		2006	2008	41,337					
090	I-90/Issaquah to North Bend - Route Development Study	109061S	05,41,48	TPA				2,002					The study was anticipated to be completed in 2009-2011 but final closure costs were carried forward into 2011-2013.
090	I-90/EB Ramps to SR 202 - Construct Roundabout	109079A	05	Nickel		2007	2007	1,847					
090	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	509009B	05,13	TPA		2009	2027	551,410					
090	I-90/Spokane to Idaho State Line - Corridor Design	609049B	04	PEF				10,367					
090	I-90/Sullivan Rd to Barker Rd - Additional Lanes	609049N	04	PEF		2010	10/2011	19,125					
090	I-90/Sunset I/C Modifications - Modify Facility to Full Access I/C	109061D	5	PEF		2010	2010	96,810					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
097	US 97/Blewett Pass - Add Passing Lane	209703E	13	TPA		2010	2010	1,512					The project completion was delayed due to weather impacts and wintered over for completion in 2011.
097	US 97/S of Chelan Falls - Add Passing Lane	209703F	12	TPA		2010	2010	893					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
099	SR 99/Alaskan Way Viaduct - Replacement	809936Z	11,36,37,43	Nickel-TPA		2007	2015	2,401,393					
101	US 101/Shore Rd to Kitchen Rd - Widening	310107B	24	PEF		02/2012	2013	84,304					
101	US 101/Lynch Road - Safety Improvements	310116D	35	TPA		2010	06/2012	1,002					
101	US 101/SR 3 On Ramp to US 101 NB - Add New Ramp	310124C	35	TPA		2008	2008	3,867					
101	US 101/Hoh River (Site #2) - Stabilize Slopes	310141H	24	TPA		01/2012	01/2013	9,619					The schedule delay is the result of a geotechnical study which revealed the need for alternative design elements due to constructability issues and impacts on fish habitat. The alternative approach has been identified that addresses these issues requiring additional time for design completion and acquiring permits.
161	SR 161/Jovita Blvd to S 360th St, Stage 2 - Widen to Five Lanes	116199C	25,30,31	Nickel		2004	2006	26,057					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
161	SR 161/24th St E to Jovita - Add Lanes	316118A	25,31	Nickel		2011	06/2012	39,866					

No significant issues to Cost, Scope or Schedule  
 Potential issues with Cost, Scope or Schedule  
 Risk has occurred or is imminent.

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Highway Improvement, Preservation, Traffic Operations, WSF and Rail Capital Programs

Quarterly Proviso Report: ESHB 1175, Sections 305(2), 306(2), 308(9) and 309(5)

Quarter Ending September 30, 2011

(Dollars in Thousands)

SR	Project Title	PIN	Leg District	Fund Source	Scope	Milestones		Budget	Project Phase Status			Project Alert <sup>3</sup>	Comments	
						2011 Leg Budget	2011 Leg Budget	2011 Leg Budget	PE	RW	CN			
						Ad <sup>2</sup>	OC <sup>2</sup>	Funds						
161	SR 161/Clear Lake N Rd to Tanwax Creek - Spot Safety Improvements	316130A	02	TPA			2011	06/2012	4,737					The schedule delay allows more time to develop and design the appropriate solution based on the updated accident/collision data.
162	SR 162/Orting Area - Construct Pedestrian Tunnel	316218A	02	TPA					852					
167	SR 167/SR 509 to I-5 Stage One - New Freeway	316718A	25	Nickel-TPA			2019	2020	111,362					Right-of-way costs were carried forward into 2011-2013 in order for the Department to provide property management and security for the right-of-way parcels purchased in previous biennia until future construction funding is provided.
167	SR 167/SR 509 to I-5 Stage Two - New Freeway	316118C	25	Nickel			2014	2018	25,918					Right-of-way costs were anticipated to be closed out in 2009-2011 but were carried forward into 2011-2013 due to a late receipt of a court order to pay a settlement to a parcel owner.
167	SR 167 HOT Lanes Pilot Project - Managed Lanes	816701B	11,30,33,47	TPA			2007	2008	18,814					
167	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	816701C	30,31,33,47	TPA			2013	2015	82,005					The schedule adjustment reflects the updated cash flow approved in the 2011 Legislative project list.
202	SR 202/SR 520 to Sahalee Way - Widening	120211M	45,48	PEF			2005	2008	10,548					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
203	SR 203/Corridor Safety Improvements - King County	120305G	05,45	TPA			2009	2010	2,972					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
203	SR 203/Corridor Safety Improvements - Snohomish County	120311G	39	TPA			2009	2010	1,904					
205	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	420511A	17,49	TPA			2014	2016	94,175					
240	SR 240/Richland Y to Columbia Center I/C - Add Lanes	524002G	08	Nickel			2004	2011	41,126					
243	SR 243/S of Mattawa - Install Lighting	224304B	13	TPA			2010	11/2011	262					
285	SR 285/George Sellar Bridge - Additional EB Lane	228500A	12	TPA			2009	2011	18,423					
285	SR 285/W End of George Sellar Bridge - Intersection Improvements	228501X	12	TPA			04/2012	2013	22,393					
302	SR 302/Key Peninsula Highway to Purdy Vic-Safety & Congestion	330215A	26	TPA			01/2012	06/2013	6,695					
302	SR 302/Elgin Clifton Rd to SR 16 - Corridor Study	330216A	26,35	TPA					2,501					The study was anticipated to be completed in 2009-2011 but final study costs were carried forward into 2011-2013.
395	US 395/Columbia Dr to SR 240 - Rebuild Interchange	539502L	8	Nickel			2008	2009	13,176					The project was anticipated to be closed out in 2009-2011 but final project costs were carried forward into 2011-2013.
395	US 395/NSC-Francis Ave to Farwell Rd - New Alignment	600001A	03,04,07	Nickel, ARRA			2004	06/2012	209,882					As a result of the awarded low bid for the contract completing the southbound lanes, USDOT allowed the Department to use the TIGER grant savings to complete the Parksmith Interchange. The schedule delay is due to incorporating the construction schedule for completing the Parksmith Interchange. The contract was awarded in September 2011.
395	US 395/NSC-US 2 to Wandermere and US 2 Lowering - New Alignment	600003A	03,04,07	Nickel			2008	2011	128,013					The schedule delay is the result of the contractor not resuming construction work early in 2011 as planned due to late winter snows and an unusually wet spring.
395	US 395/North Spokane Corridor	600010A	03,04,07	TPA			05/2012	2015	204,898					
405	I-405/SR 181 to SR 167 - Widening	840502B	11	Nickel-TPA			2007	2009	142,494					
405	I-405/I-5 to SR 181 - Widening	840503A	11	TPA			2007	2009	21,991					
405	I-405/I-90 to SE 8th St - Widening	840541F	41	Nickel			2006	2009	179,873					
405	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements	840551A	41,48	TPA, ARRA			2009	12/2012	224,471					
405	I-405/NE 10th St - Bridge Crossing	840552A	41	TPA			2006	2009	63,305					
405	I-405/SR 520 to SR 522 - Widening	840561A	01,41,45,48	Nickel			2005	2007	81,211					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
405	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	8B11001	11,37,47	Nickel-TPA			2008	12/2012	166,541					
405	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	8B11002	01,41,45,48	Nickel-TPA, ARRA			2009	2015	423,485					
410	SR 410/214th Ave E to 234th - Add Lanes	341015A	31	Nickel-TPA			2009	2011	18,454					
500	SR 500/St Johns Blvd - Build Interchange	450000A	49	TPA			2011	2013	56,961					

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(Dollars in Thousands)

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						Ad <sup>2</sup>	OC <sup>2</sup>	Funds					
502	SR 502/I-5 to Battle Ground - Add Lanes	450208W	18	Nickel-TPA		04/2012	2014	87,786					The schedule delay is the result of staging the project for more efficient delivery because of right-of-way acquisition issues. The first stage, which is not dependent upon right-of way acquisition, will construct storm water treatment ponds, wetlands, complete some minor utility relocations and construct a pile supported embankment. The second stage will be advertised in December 2012 and will include all the remaining scope of work.
503	SR 503/4th Plain/SR 500 Intersection - Add Turn Lane	450305B	17	TPA		2011	06/2012	811					
503	SR 503/Lewisville Park Vicinity - Add Climbing Lane	450393A	18	TPA		2010	2010	6,566					
509	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	850901F	30,33	TPA		2006	2009	26,541					
509	SR 509/SR 518 Interchange - Signalization and Channelization	850919F	33	TPA		2007	2009	5,831					
510	SR 510/Yelm Loop - New Alignment	351025A	02	TPA		2009	2010	36,006					
518	SR 518/SeaTac Airport to I-5 - Eastbound Widening	851808A	11,33	TPA		2007	2009	35,831					
520	SR 520/W Lake Sammamish Parkway to SR 202, Stage 3 - Widening	152040A	48	Nickel		2007	2010	79,397					
520	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	8B11003	43,48	Nickel-TPA		2007	2014	2,478,632					
520	Lake Washington Congestion Management	L1000033	43,48	TPA		2009	07/2011	87,386					The schedule delay reflects the additional time needed for the department to ensure all systems and reporting functions are ready, and conduct additional testing to ensure all operations are ready to implement tolling functions as recommended by both the Expert Review Panel and a WSDOT internal audit.
522	SR 522/University of Washington Bothell - Build Interchange	152219A	01	Nickel-TPA		2007	2009	47,054					
522	SR 522/Snohomish River Bridge to US 2 - Add Lanes	152234E	39	Nickel		2010	2014	182,443					
530	SR 530/Sauk River (Site #2) - Stabilize River Bank	153035G	39	TPA		2008	2008	3,250					
530	SR 530/Sauk River Bank Erosion - Realign Roadway	153037K	39	TPA		2010	07/2012	5,723					
532	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	053255C	10	TPA		2008	2010	66,090					
539	SR 539/Horton Road to Tenmile Road - Widen to Five Lanes	153902B	42	PEF		2007	2008	68,210					
539	SR 539/Tenmile Road to SR 546 - Widening	153910A	42	Nickel		2007	2010	103,733					
542	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	154205G	40,42	TPA		2011	10/2011	7,725					
542	SR 542/Nooksack River - Redirect River and Realign Roadway	154229G	42	TPA		2009	2010	16,674					
704	SR 704/Cross Base Highway - New Alignment	370401A	02,28	Nickel-TPA		2008	2009	41,091					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
823	SR 823/Selah Vicinity - Re-route Highway	582301S	14	TPA		2009	07/2012	9,310					
900	SR 900/SE 78th St Vic to I-90 Vic - Widening and HOV	190098U	41	Nickel		2008	2010	43,822					
998	Fish Passage Barriers (TPA)	099955F	00	TPA		2005	2017	40,715					
998	Fish Passage Barrier and Chronic Deficiency Improvements	0B14001	00	PEF		2005	2017	88,732					
999	Bridge Rail Retrofit Program	099903N	00	Nickel		2003	2016	16,336					
<b>Preservation Program</b>													
000	Seismic Bridges Program - High & Med. Risk (TPA)	099955H	00	TPA		2006	2017	99,684					
000	Bridge Seismic Retrofit Preservation	0BP2004	00	PEF		2007	2015	48,231					
002	US 2/Wenatchee River Bridge - Replace Bridge	200201K	12	TPA		2011	12/2012	7,963					
002	US 2/Chiwaukum Creek - Replace Bridge	200201L	12	TPA		2011	12/2012	5,543					
006	SR 6/Rock Creek Br E - Replace Bridge	400612A	20	TPA		04/2013	2014	8,592					
006	SR 6/Rock Creek Br W - Replace Bridge	400612B	20	TPA		04/2013	2014	6,849					
006	SR 6/Willapa River Br - Replace Bridge	400694A	19	TPA		01/2013	2015	9,641					
009	SR 9/Pilchuck Creek - Replace Bridge	100934R	10	TPA		01/2012	2013	19,472					The schedule delay is because the wetland impacts were not defined in time to allow timely completion of the hydraulic report and biological assessments and because of lengthy right-of-way negotiations.
012	US 12/Tieton River W Crossing - Replace Bridge	501211N	14	TPA		2009	2010	6,393					
021	SR 21/Keller Ferry Boat - Replace Boat	602110J	07	PEF		2011	10/2012	12,002					The schedule delay is because the advertisement was delayed until construction funding source issues were resolved.
026	SR 26/Grant County Line to SR 17 - Resurfacing	202600K	9	ARRA		2010	10/2011	1,999					
027	SR 27/Pine Creek Bridge - Replace Bridge	602704A	09	TPA		2009	2010	3,883					
090	I-90/Snoqualmie Summit to Hyak WB - Dowel Bar Retrofit/Concrete Rehab	509010Z	05,13	ARRA		2009	2009	3,911					

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						Ad <sup>2</sup>	OC <sup>2</sup>	Funds					
090	I-90/Lake Easton Vic to Bullfrog Rd I/C to Vic WB - Replace Concrete	509012D	13	ARRA		2009	2010	17,264					
090	I-90/Lake Easton Vic to Big Creek Br Vic EB - Replace/Rehab Concrete	509012L	13	ARRA		2010	10/2012	18,318					
090	I-90/Concrete Rehabilitation (Nickel)	5BP1001	13	Nickel		2015	2017	52,250					
090	I-90/Spokane Port of Entry - Weigh Station Relocation	609030B	04	PEF		2009	10/2011	11,858					
099	SR 99/Spokane St Bridge - Replace Bridge Approach	109935A	11	TPA		09/2011	01/2013	14,037					The schedule delay is due to delaying the construction phase to better coordinate the project with adjacent projects under construction.
099	SR 99/George Washington Bridge - Painting	109947B	36,43	PEF		2014	2016	64,235					
101	US 101/Hoodsport Vicinity - Stabilize Slope	310126C	35	TPA		2008	2009	566					
101	US 101/Purdy Creek Bridge - Replace Bridge	310133D	35	PEF		2008	2009	13,086					
101	US 101/Middle Nemah River Br - Replace Bridge	410104A	19	TPA		04/2012	2014	5,617					
101	Astoria-Megler Bridge - South End Painter	410110P	19	PEF		01/2012	2014	19,894					
101	US 101/Bone River Bridge - Replace Bridge	410194A	19	TPA		01/2012	2013	13,297					
104	SR 104/Hood Canal Bridge - Replace E Half	310407B	23,24	TPA		2003	2009	521,156					
104	SR104/Port Angeles Graving Dock Settlement and Remediation	310407D	24	TPA		2008	2008	6,333					
105	SR 105/Smith Creek Br - Replace Bridge	410510A	19	TPA		04/2012	2014	12,169					
105	SR 105/North River Br - Replace Bridge	410510B	19	TPA		04/2012	2014	23,163					
162	SR 162/Puyallup River Bridge - Replace Bridge	316219A	02	TPA		08/2012	2014	15,007					The project is being delayed in order to complete the National Historic Preservation Act Section 106 compliance process that will determine whether the existing bridge must remain or can be demolished.
167	SR 167/Puyallup River Bridge - Bridge Replacement	316725A	25	PEF		05/2013	2014	30,003					
303	SR 303/Manette Bridge Bremerton Vicinity - Replace Bridge	330311A	23	PEF		2010	01/2012	60,604					
410	SR 410/Nile Valley Landslide - Establish Interim Detour	541002R	14	PEF		2009	2009	14,562					
410	SR 410/Nile Valley Landslide - Reconstruct Route	541002T	14	PEF		10/2011	10/2012	21,187					
433	SR 433/Lewis and Clark Bridge - Superstructure Painting	443313P	19	ARRA		2010	2013	40,017					
529	SR 529/Ebey Slough Bridge - Replace Bridge	152908E	38	TPA		2010	05/2013	42,307					
530	SR 530/Skaglund Hill Slide	153034C	39	PEF		2010	08/2011	13,472					
532	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	153203D	10	TPA		2008	2010	19,454					
542	SR 542/Boulder Creek Bridge - Replace Bridge	154229A	42	TPA		2007	2008	6,084					
<b>Traffic Operations Capital Program</b>													
000	CVISN-CVISN-Deployment Stations along I-5, I-90, and I-82	000510Q	02,10,13,15,16,30,38	PEF				3,204					
000	Stage 1 - NCR Basin ITS Communications Upgrade	200004M	12,13	PEF		04/2012	10/2012	256					
000	Stage 2 - NCR Basin ITS Communications and Travelers Information	200004N	09,13	PEF				85					
000	Advanced Traveler Information System Phase II Deployment	400004Q	15,17,18,49	PEF		2010	12/2011	252					The schedule delay is due to additional time needed to coordinate with numerous stakeholders on the data collection requirements and format for the new traffic flow maps.
000	Advanced Traveler Information Freeway Improvements	400008Q	15,17,18,49	PEF		2011	12/2011	300					
005	I-5 SB Ramps Meters from Tukwila to Federal Way	100503Q	30,33	PEF		01/2012	11/2012	700					
005	I-5 NB Ramps Meters at S 272nd St, SR 516 & S 188th St - ITS	100504Q	30,33	PEF		10/2011	06/2012	735					
005	I-5 Mercer Street NB and SB Ramp Meter Systems	100522Q	43	PEF		2010	2011	175					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.
005	I-5/North Everett to SR 528 - ITS	100555Q	38	PEF		2010	10/2011	2,371					The project was delayed in order to combine with another project (100540Z) in the same vicinity for contract cost and construction workzone efficiencies. Additional time was also needed to redesign the new wall system to accommodate the ITS cabinets, revise the bridge deck drainage system and obtain a shoreline permit.
005	I-5/DuPont to Thorne Lane - Fiber and Cameras	300505Q	02,22,28	PEF		2011	09/2011	1,608					The cost increase is the result of expanding the length of the project. Bid savings from another Traffic Operations project (400009Q) were used to extend the fiber installation beyond the DuPont area.
005	I-5 Traveler Information, Incident Management and Variable Message Sign	400009Q	15,17,18,49	PEF		2011	10/2011	1,302					
090	I-90/Snoqualmie Pass to Vantage - Install VMS and Traffic Cameras	509018Q	13	PEF		02/2012	11/2012	550					

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						2011 Leg Budget	2011 Leg Budget	2011 Leg Budget	PE	RW	CN			
						Ad <sup>2</sup>	OC <sup>2</sup>	Funds						
090	I-90/Sullivan Rd East to Vic Idaho State Line - ITS	609002q	4	PEF		2009	2010	2,168					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.	
090	I-90/Sprague Rest Area Traveler Information	609004Q	07	PEF		08/2011	02/2012	175						
195	US 195/Cheney-Spokane Rd to I-90 - Congestion & Safety Management - ITS	619500Q	06	PEF		2011	06/2012	1,260						
014	SR 14/Freeway Operations and Incident Management	401401Q	17,18	PEF		2009	2010	697					The project was anticipated to be closed out in 2009-2011 but final closure costs were carried forward into 2011-2013.	
205	I-205 Traveler Information, Padden Pkwy to 134th	400014Q	17	PEF		03/2012	12/2012	1,301						
543	SR 543/I-5 to International Bndry.	100056Q	42	PEF		2005	2007	290						
<b>Ferries Capital Program</b>								<b>* Budget is 11-13 Only for Program W</b>						
000	Lopez Tml Preservation	900022I	40	PEF		10/2011	10/2012	7,593					The original scope for the Lopez Terminal wingwall project included replacement of the concrete pontoons and installation of steel batter pile wingwalls. After further review, refurbishing the existing wingwalls and related components is a better alternative since the pontoons are still in good shape. The new alternative will result in the project CN cost estimate being reduced from \$5.4M to \$1.9M. The Pre-design Study has been sent to OFM for review and approval.	
000	Friday Harbor Tml Preservation	900028U	40	PEF		04/2013	2014	497						
000	MV Issaquah Preservation	944401D	26,34	PEF		2/2012	5/2012	671						
000	MV Issaquah Improvement	944401E	26,34	PEF		2/2012	5/2012	398						
000	MV Kittitas Preservation	944402D	10,21	PEF		4/2012	7/2012	467						
000	MV Kittitas Improvement	944402E	10,21	PEF		4/2012	7/2012	392						
000	MV Kitsap Preservation	944403D	26,43	PEF		10/2011	12/2011	912						
000	MV Kitsap Improvement	944403E	26,43	PEF		10/2012	12/2012	389						
000	MV Cathlamet Preservation	944404D	10,21	PEF		11/2012	2/2012	1,505						
000	MV Cathlamet Improvement	944404E	10,21	PEF		11/2012	2/2012	392						
000	MV Chelan Preservation	944405D	40	PEF		10/2011	1/2012	697						
000	MV Chelan Improvement	944405F	40	PEF		10/2011	1/2012	393						
000	MV Sealth Preservation	944406D	40	PEF		7/2011	11/2011	400						
000	MV Sealth Improvement	944406E	40	PEF		7/2011	11/2011	389						
000	MV Evergreen St Improvement	944410G	40	PEF		1/2012	4/2012	139						
000	MV Klahowya Preservation	944412C	26,34	PEF		7/2012	10/2012	1,822						
000	MV Klahowya Improvement	944412D	26,34	PEF		7/2012	10/2012	360						
000	MV Tillikum Preservation	944413B	26,34	PEF		3/2013	6/2013	612						
000	MV Tillikum Improvement	944413C	26,34	PEF		3/2013	6/2013	360						
000	MV Hyak Preservation	944431D	26,43	PEF		12/2012	4/2013	7,160					This project was broken into multiple stages that will be advertised separately to accommodate shipyard availability and replacement vessel availability. Funds were re-appropriated into 2011-2013 to complete the rehabilitation work and purchase and install the AC generators. Additionally, a TIGER grant application has been submitted by WSDOT to upgrade the propulsion system with a hybrid propulsion system.	
000	MV Hyak Improvement	944431E	26,43	PEF		12/2012	4/2013	392						
000	MV Elwha Preservation	944432G	40	PEF		1/2012	4/2012	2,593						
000	MV Elwha Improvement	944432H	40	PEF		1/2012	4/2012	1,213						
000	MV Kaleetan Preservation	944433D	40	PEF		9/2011	4/2013	1,520						

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000	MV Kaleetan Improvement	944433E	40	PEF		9/2011	4/2013	3,777					WSDOT purchased nine higher output DC generators for \$5.3M that would allow the Kaleetan and Yakima vessels to operate on two engines instead of four and save fuel costs. Further analysis determined there is a potential electrical arc flash hazard if the new generators are used for two-engine operation. The proposed solution is to install the new DC generators and use them for four-engine operation. The proposed solution is awaiting USCG approval, and if approved, the generators will be installed in 2011-2013.
000	MV Yakima Preservation	944434D	40	PEF		5/2012	9/2012	144					WSDOT purchased nine higher output DC generators for \$5.3M that would allow the Kaleetan and Yakima vessels to operate on two engines instead of four and save fuel costs. Further analysis determined there is a potential electrical arc flash hazard if the new generators are used for two-engine operation. The proposed solution is to install the new DC generators and use them for four-engine operation. The proposed solution is awaiting USCG approval, and if approved, the generators will be installed in 2011-2013.
000	MV Yakima Improvement	944434E	40	PEF		5/2012	9/2012	2,913					
000	MV Walla Walla Preservation	944441B	26,43	PEF		5/2012	10/2012	3,491					
000	MV Walla Walla Improvement	944441C	26,43	PEF		5/2012	10/21012	402					
000	MV Spokane Preservation	944442B	21,23	PEF		2/2013	3/2013	522					
000	MV Spokane Improvement	944442C	21,23	PEF		2/2013	3/2013	441					
000	MV Hiyu Improvement	944451D	27,34	PEF		1/2013	3/2013	101					
000	MV Rhododendron Improvement	944452C	34	PEF		11/2012	2/2013	89					
000	64-Car Class Ferry Construction	944470A	10,24	PEF		2008	12/2011	32,154					
000	MV Puyallup Preservation	944499C	21,23	PEF		10/2011	12/2011	790					
000	MV Tacoma Preservation	944499D	23,43	PEF		1/2012	4/2012	1,536					
000	MV Wenatchee Preservation	944499E	26,43	PEF		2/2013	2013	7,477					
000	MV Puyallup Improvement	944499F	21,23	PEF		10/2011	12/2011	855					
000	MV Tacoma Improvement	944499G	23,43	PEF		1/2012	4/2012	455					
000	MV Wenatchee Improvement	944499H	26,43	PEF		2/2013	2013	455					
000	MV Chetzemoka Improvement (11-13)	992011B	10,24	PEF		12/2011	3/2012	703					
000	144 Auto Vessel	L1000030	26,40,43	PEF		2006	02/2012	1,000					
000	Reservation System	L2000041	00	PEF		2016	2019	3,846					
000	Communications	L2000042	00	PEF		10/2012	6/2013	3,321					
000	#1 - 144-capacity Vessel	L2200038	00	PEF		11/2011	11/2013	123,828					
000	#2 - 144-capacity Vessel	L2200039	00	PEF				4,160					There is insufficient funding currently available to construct a second 144 auto vessel.
004	MV Salish Improvements	944477B	24	PEF		10/2013	12/2012	153					
012	MV Kennewick Improvements	944478C	27	PEF		1/2013	3/2013	153					
020	Port Townsend Tml Preservation	900012K	24	PEF		2018	2020	10,481					
020	Port Townsend Tml Improvement	900012L	24	PEF		2010	2011	320					
020	Lopez Tml Improvement	900022J	40	PEF		1/2012	7/2012	93					
020	Shaw Tml Improvement	900024G	40	PEF		1/2012	7/2012	93					
020	Orcas Tml Preservation	900026P	40	PEF		04/2013	2014	301					
020	Orcas Tml Improvement	900026Q	40	PEF		2011	9/11	94					
020	Friday Harbor Tml Improvement	900028V	40	PEF		2010	5/12	867					
020	Coupeville (Keystone) Tml Preservation	902017K	10	PEF		2014	2015	155					
020	Coupeville (Keystone) Tml Improvement	902017M	10	PEF		2010	7/2011	183					
020	Anacortes Tml Preservation	902020C	40	PEF		2016	2018	289					
020	Anacortes Tml Improvement	902020D	40	PEF		2006	2007	2,998					
104	Edmonds Tml Preservation	910413Q	21	PEF		06/2011	05/2012	1,303					
104	Edmonds Tml Improvement	910413R	21	PEF		04/2012	10/2012	308					

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						Ad <sup>2</sup>	OC <sup>2</sup>	Funds					
104	Kingston Tml Preservation	910414P	23	PEF		04/2013	2014	952					
104	Kingston Tml Improvement	910414S	23	PEF		04/2012	10/2012	243					
160	Fauntleroy Tml Improvement	900005N	34	PEF		11/2011	01/2013	131					
160	Vashon Tml Preservation	900006S	34	PEF		2014	2018	1,956					The original scope for the Vashon Trestle Preservation project included full replacement of the trestle including the bulkhead, and other components. WSDOT is analyzing a refurbishment of the trestle as a less expensive alternative for extending the life of the trestle. This alternative is still under review and a final decision will be made after the seismic analysis is complete.
160	Vashon Tml Improvement	900006T	34	PEF		2009	2009	176					
160	Southworth Tml Preservation	916008R	23	PEF		2017	2019	155					
160	Southworth Tml Improvement	916008S	26	PEF		2013	2014	275					
163	Point Defiance Tml Preservation	900001G	27	PEF		04/2013	2014	306					
163	Point Defiance Tml Improvement	900001H	27	PEF		05/2011	10/2011	355					
163	Tahlequah Tml Improvement	900002H	34	PEF		2011	10/2011	141					
304	Bremerton Tml Preservation	930410T	26	PEF		04/2013	2014	278					
304	Bremerton Tml Improvement	930410U	26	PEF		11/2011	10/2012	171					
305	Eagle Harbor Maint Facility Improvement	900040O	23	PEF		04/2012	10/2012	85					
305	Bainbridge Island Tml Preservation	930513G	23	PEF		04/2013	2014	415					
305	Bainbridge Island Tml Improvement	930513H	23	PEF		2008	2009	180					
519	Seattle Tml Preservation	900010L	43	PEF		2016	2020	5,764					
519	Seattle Tml Improvement	900010M	43	PEF		2011	7/2012	7,276					
525	Mukilteo Tml Improvement	952515P	21	PEF		2015	2019	3,932					Meetings were held with several Tribes (including the Tulalip Nation) and they all expressed interest in working with WSDOT to develop the best alternative. Two alternatives were selected. The first alternative preserves the existing building and the second alternative relocates the terminal to the tank farm site. The transfer of the Air Force tank farm property is in sync with the project schedule. The Preliminary Draft of the Environmental Impact Statement (PDEIS) was issued for agency and tribal review in September 2011. The DEIS is expected to be issued in January of 2012 to the public for comment. The Record of Decision (ROD) is expected to be issued in the spring of 2012.
525	Clinton Tml Improvement	952516S	10	PEF		2015	2017	172					
<b>Rail Capital Program</b>													
000	Amtrak Cascades New Train Set (ARRA)	700000C	00	PEF		9/2012	7/8/1905	24,081					The initiation package (which allows WSDOT to start spending ARRA funds) is still in the development process, and has not been approved by FRA. The Train Set needs to meet current federal standards/requirements to be eligible for reimbursement.
000	Palouse River and Coulee City RR - Rail Authority-Sponsored Rehabilitati	700100A	07,09,12	Nickel		2009	8/2011	8,600					Due to fence material shortages, the installation of the replacement fence will take longer than originally planned. The project is expected to be completed in November 2011.
000	Palouse River and Coulee City RR Future Needs	700100C	07,09,12	Nickel		2011	6/2013	400					
000	Statewide - Washington Produce Rail Car Pool	701301A	00	PEF		2006	2014	1,974					The latest utilization analysis reflects that less freight is being shipped due to the slow economy; therefore, the number of leased cars will be reduced from 25 to 10.
000	Clark County Rail Line/Battle Ground to Vancouver - Track Rehabilitation	710110A		PEF		2010	01/2012	2,367					
000	Clark County- Lewis and Clark Rail Line (2011 FRAP)	710110C	17	PEF		7/2011	6/2013	455					
000	Spokane County - Geiger Spur (2011 FRAP)	710420A	06	PEF		7/2011	6/2013	198					
000	Tacoma Rail/Tacoma - Improved Locomotive Facility	711010B		PEF		2011	6/2011	526					The project experienced significant delays due to conflicts with the Tacoma Rail schedule and resulted in reprioritization of the construction work. The planned OC date is now in December 2011.

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Quarter Ending September 30, 2011

(Dollars in Thousands)

SR	Project Title	PIN	Leg District	Fund Source	Scope	Milestones		Budget	Project Phase Status			Project Alert <sup>3</sup>	Comments
						2011 Leg Budget	2011 Leg Budget	2011 Leg Budget	PE	RW	CN		
						Ad <sup>2</sup>	OC <sup>2</sup>	Funds					
000	Tacoma Rail- Locomotive Repower (2011 FRIB)	711010C	02	PEF		7/2011	6/2013	450					
000	Tacoma Rail- Annie Tracks 1 & 2 Rail Relay (2011 FRIB)	711010D	02	PEF		7/2011	6/2013	612					
000	Tacoma Rail- Yard Track Relay (2011 FRIB)	711010E	02	PEF		7/2011	6/2013	361					
000	City of Richland- Loop Track (2011 FRIB)	721410A	08	PEF		7/2011	6/2013	250					
000	Port of Everett - New Rail Track (FRIB)	722810A	38	PEF		2010	3/2012	1,200					
000	Port of Vancouver- Grain Spur Extension (2011 FRAP)	727014A	18,49	PEF		7/2011	6/2013	527					
000	Port of Vancouver- Farwest Steel Rail Spur (2011 FRIB)	727015A	49	PEF		7/2011	6/2013	250					
000	Tacoma - New D St- M St. Rail Connection	730210A		PEF		2010	10/2012	6,500					
000	Tacoma/ Pacific Ave Crossing PE	730210B		PEF			0	460					
000	Cascade and Columbia River Railroad (2011 FRAP)	740510A	00	PEF		7/2011	6/2013	684					
000	Columbia Basin- Schrag Line (2011 FRAP)	741410A	13	PEF		7/2011	6/2013	392					
000	Puget Sound and Pacific RR Disaster Repair	744110A		PEF		2009	2011	101					
000	Hoquiam Horn Spur Railroad Track Improvement Proj. (2009 RLR&I)	744201A	24	PEF		7/2011	6/2013	356					Additional design and environmental steps are necessary to deliver this project secured by the Port of Hoquiam. The project will remain on hold until all of the design and environmental requirements are addressed and any additional funding needed to deliver the project is coordinated between WSDOT and the Port of Hoquiam.
000	Puget Sound and Pacific Railroad (2011 FRAP)	744310A	35	PEF		7/2011	6/2013	498					
000	Port of Vancouver - Track Improvements	751010A	18,49	PEF		7/2011	6/2013	3,872					
000	Redistributed High Speed Rail Placeholder (ARRA)	798999C	00	PEF		7/2011	2017	146,158					
000	New Creston Livestock Feed Mill Spur Track	F01001E		PEF		3/2012	10/2012	368					
000	Port of Columbia/Wallula to Dayton - Track Rehabilitation	F01021A		Nickel		2009	12/2011	523					
000	Palouse River and Coulee City RR - Acquisition	F01111A		Nickel		2009	2011	15,335					Funds were re-appropriated into 2011-2013 to conduct additional survey work, develop alternatives, and continue negotiations with BNSF and Watco to acquire the needed right-of-way from the PV Hooper and P & L Branches of Watco.
000	Palouse River and Coulee City RR - Rehabilitation	F01111B		Nickel		2009	2011	3,745					
000	Port of Royal Slope Improvements	L1000053	13	PEF			6/2013	750					This project is in its initial stages and WSDOT is working with the Port of Royal to verify the benefit cost analysis. After completion of the analysis, a schedule and cost estimate will be developed to meet the legislative intent for building a functional rail spur.
000	Spokane County - Geiger Spur (2011 FRIB)	L2000053	06	PEF		7/2011	6/2013	180					
000	Vancouver - Rail Bypass and W 39th Street Bridge	P01005A	18,49	Nickel		2007	6/2013	120,087					
000	Tacoma - Bypass of Pt. Defiance	P01008C		Nickel/TPA		2009	2015	19,781					
000	Mt Vernon - Siding Upgrade (FY09 Residual)	P01101A	10	Nickel			1/0/1900	7,108					
000	Blaine - Customs Facility Siding	P01105A		TPA		2007	2011	6,002					
000	King Street Station - Track Improvements	P01201A	11	TPA		2006	2011	15,000					
000	Cascades Train Sets - Overhaul	P02001A	00	TPA		2009	6/2013	9,000					
005	Tacoma- D to M Street Connection (ARRA)	730220A	27,29	PEF		2010	9/2012	34,615					The initiation package for FRA is still in development and is dependent on the completion of the FONSI for the Tacoma Bypass project, which is operationally linked to this project.
005	Tacoma- Point Defiance Bypass (ARRA)	730310A	02,27,28,29	PEF		2015	2017	91,637					The initiation package required for spending approval of ARRA funds was submitted to FRA for approval.
005	Tukwila Station (FY09 Residual)	750610A	11	PEF		7/2011	6/2013	9,135					
005	Advanced Signal System (ARRA)	751014A	00	PEF		4/2013	2015	63,220					The initiation package is currently in the submittal process to FRA for approval. A detailed cost estimate for the remaining work is being developed and Buy America is one of the requirements for the project.
005	Vancouver- Yard Bypass Track (ARRA)	751020A	18,49	PEF		4/2013	2015	29,597					The initiation package is currently in the submittal process to FRA for approval.
005	Kelso Martin's Bluff- New Siding (ARRA)	751030A	18	PEF		2014	2016	35,841					The initiation package was submitted to FRA for approval. The environmental process could potentially cover all the Kelso Martin's Bluff projects and the level of environmental documentation (e.g. EA versus CE) for the project is still being determined.

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						2011 Leg Budget Ad <sup>2</sup>	2011 Leg Budget OC <sup>2</sup>	2011 Leg Budget Funds	PE	RW	CN		
005	Kelso Martin's Bluff- Toteff Siding Extension (ARRA)	751031A	18	PEF		2016	2017	37,460					The initiation package was submitted to FRA for approval. The environmental process could potentially cover all the Kelso Martin's Bluff projects and the level of environmental documentation (e.g. EA versus CE) for the project is still being determined.
005	Kelso Martin's Bluff- Kelso to Longview Jct. (ARRA)	751032A	18	PEF		2016	2017	126,091					The initiation package was submitted to FRA for approval. The environmental process could potentially cover all the Kelso Martin's Bluff projects and the level of environmental documentation (e.g. EA versus CE) for the project is still being determined.
005	Corridor Reliability Upgrades- South (ARRA)	751040A	00	PEF		12/2012	2015	95,500					The initiation package was submitted to FRA for approval.
005	Everett- Storage Track (ARRA)	754021A	38	PEF		12/2011	8/2012	3,666					Even though FRA already approved the initiation package to begin the design phase, FRA also requires approval of the project cost estimate for the full scope of the project at 30% design. FRA then requires an approval for NEPA (when applicable), approval of the final design and acceptance of the final design. All of the required design documentation has been submitted to FRA but the Department has not received approval. After receipt of acceptance of final design from FRA, the Department can then submit the initiation package for construction to FRA for approval.
005	Seattle- King Street Station Track Upgrades (ARRA)	770220A	11	PEF		6/2013	2014	52,364					
005	King Street Station Seismic Refit (FY2010)	770230A	11	PEF		7/2011	6/2013	18,569					

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