

November 7, 2022

Transportation Building 310 Maple Park Avenue S.E. P.O. Box 47300 Olympia, WA 98504-7300 360-705-7000 TTY: 1-800-833-6388 www.wsdot.wa.gov

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
 - (I) 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.

					Fu	nding Variance					Sch	edule		A	warded Contra	cts(5) and (6)			Status		
SubProg	BIN	Project Title	21-23 21LEGCOR(1)	21-23 Plan 22DOT301	21-23 Difference	Total 21LEGCOR(1)	Total Plan 22DOT301	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	Complete d	In Progress	Future	Comments 21-23 Q2
D3	888899M D300701	Dayton Ave RHQ - Purchase Furniture	1.028.000	1.033.000	5,000	1,565,000	1,565,000	1.000												х	
D3	D300701 D309701	Statewide Administrative Support Preservation and Improvement Minor Works Projects	1,028,000 4.673.000	1,033,000 4.764.000	91.000	15,498,000 53.140.000	15,499,000 53.142.000	2,000						430.000	7/15/2019	479.000	3		X		
D3	D303701	NPDES Facilities Projects	250,000	500,000	250,000	2,772,000		2,000						430,000	6/8/2018	106 400	2		X		
D3	D398898	Existing Facilities Building Codes Compliance	230,000	300,000	230,000	2,063,000	2,772,000	(2,063,000)						1.346.471	3/12/2018	1.352.000	2	v	^		Project has been completed
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	576,000	576,000		6.053.000	6.053.000	(2,003,000)						1,340,471	3/12/2016	1,332,000	-	^	Y		Project has been completed
D3	L1000151	Olympic Region Maintenance and Administration Facility	3,289,000	3,667,000	378.000	61.053.000	61.054.000	1.000						47.665.000	2/12/2019	47,999,000	3		X		
D3	L2000287	Northwest Region Headquarters Renovation	3,203,000	4,034,000	4,034,000	45,032,000	47,935,000	2,903,000						37,987,085	3/13/2019	37,999,999	2		X		Funding is required to complete sidewalk improvements directed by the City
55	LEUUULU	Northwest region readquarters removation		4,034,000	4,034,000	45,032,000	47,555,000	2,303,000						37,307,003	3,13,2013	31,333,333	*		_ ^		of Shoreline
I1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	14,827,000	177,982,000	163,155,000	605,018,000	655,038,000	50,020,000						30,425	11/30/2020	19,955	2		x		21-23 Reappropriaton/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 31 reports.
11	0BI100A	Mobility Reappropriation for Projects Assumed to be Complete		7,000	7,000	14,136,000	14,136,000			7/1/2017		6/30/2027				14,886,809	2	Х			
11	0BI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures		295,000	295,000	616,000	616,000							118,438	5/5/2015	198,466	2		Х		
11	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor		80,000	80,000	756,000	856,000	100,000											Х		
11	809936Z	SR 99/Alaskan Way Viaduct - Replacement	63,692,000	175,660,000	111,968,000	3,350,788,000	3,359,788,000	9,000,000	2,485,813	8/6/2007		1/17/2023		83,803,960	6/1/2018	93,749,999	4		Х		Reappropriation/Re-Aging due to the January 2021 OFM Directed
																					advertisement pause.
11	L2000370	I-5 Interstate Bridge Replacement	28,599,000	71,791,000	43,192,000	44,000,000	90,000,000	46,000,000		12/3/2018		9/30/2022							x		Cost change. The project's available budget has increased by \$46,000,0000 (\$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.
11	140511A	I-405 South Downtown Access Study Support		51.000	51.000	209.000	209.000												х		
11	152201C	SR 522/I-5 to I-405 - Multimodal Improvements		31,000	31,000	22,566,000	22,566,000			6/26/2006		10/17/2007		4,037,658	9/8/2006	4,037,653	4	х			
11	152234F	SR 522/Snohomish River Bridge to US 2 - Add Lanes		28,000	28,000	145 637 000	145 637 000			4/12/2010		12/15/2014		22 322 279	6/1/2010	15 514 435	8	х			
11	M00900R	I-405/Renton to Bellevue - Corridor Widening	442,516,000	461,142,000	18.626.000	1.271.625.000	1.272.570.000	945.000	28,371,712	12/30/2015		12/28/2028		710,000,000	10/5/2019	704,975,000	3		Х		Reappropriation/Re-Aging due to updated contractor schedule.
11	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	,,	150,000	150.000	7 501 000	7 605 000	104,000	20,0:2,:22	3/31/2014		11/20/2014		3.803.077	5/7/2014	3 262 709	7	x			
11	300344D	SR 3/Belfair Area - Widening and Safety Improvements		199,000	199,000	26.485.000	26.485.000	104,000		4/13/2015		8/31/2017		9.809.649	5/29/2015	10.255.073	6	X			
11	310107B	US 101/Shore Rd to Kitchen Rd - Widening		4.000	4.000	51.059.000	51.059.000			9/17/2012		10/5/2015			11/21/2012		9	X			
11	316204C	SR 162/Right of Way Acquisition for Tehaleh Development		19.000	19.000	30.000	30.000			3,11,1011		10,0,1010		00,000,000	,,	2.,000,000	-		Y		
I1	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	12,779,000	21,516,000	8,737,000	73,200,000	73,035,000	(165,000)	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.
11	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane		17,000	17,000		3,992,000	3,992,000						3,583,203	5/14/2020	3,156,783	3		Х		This project is funded by C-TRAN to add a bus lane on SB I-5. The majority of
I1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	43,238,000	48,797,000	5,559,000	69,000,000	68,917,000	(83,000)	639,623	3/1/2019	11	10/1/2021	12	28,820,645	6/1/2021	27,996,994	8		х		the expenditures occurred in 19-21. \$83K transferred to 0BI4ENV for long-term mitigation site monitoring. Expenditures adjust due to phaging the delivery method from Design Build to
11	450208W	SR 502/I-5 to Battle Ground - Add Lanes		16,000	16,000	82,133,000	81,765,000	(368,000)		4/23/2012		6/27/2016						х			Expenditure delay due to changing the delivery method from Design-Build to Design-Bid-Build and a slower than anticipated ROW acquisition.
11	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes		99,000	99,000	51,652,000	51,652,000			12/17/2007		7/23/2010		43,457,428	2/4/2008	33,732,740	8	Х			
11	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	10,000	4,000	(6,000)	5,371,000	5,371,000												Х		
I1	316706C	SR 167/SR 410 to SR 18 - Congestion Management	30,929,000	35,153,000	4,224,000	129,200,000	129,451,000	251,000	_	12/31/2028		12/31/2028		21,630,896	4/2/2021	22,799,719	4		Х		Reappropriation/Re-Aging due to updated contractor schedule.
11	524002G L1000240	SR 240/Richland Y to Columbia Center I/C - Add Lanes SR 9/South Lake Stevens Road Roundabout	3,009,000	4,000 7,048,000	4,000 4,039,000	41,021,000 4,155,000	41,021,000 8,500,000	4,345,000		12/20/2004	4	8/31/2012 10/15/2021		32,815,309 5,137,676	2/23/2005 12/8/2021	30,473,331 5,273,174	5	x	х		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 roundabour, on South Lake Stevens Road. This added work, and other cost increases; increased the local contribution by 54,845,000 (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 impact the teach flow of the preliminary engineering durated the cash flow of the preliminary engineering flows.
11	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		Х		Reappropriation/Re-Aging to align with updated contractor schedule.
11	809940B	SR 99/Viaduct Project - Construction Mitigation		7,000	7,000	37,837,000	37,837,000												X		
11	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	110,000	452,000	342,000	83,931,000	83,931,000			8/20/2014		12/17/2016		53,172,330	12/9/2014	53,999,888	3	Х			
I1	840502B	I-405/SR 181 to SR 167 - Widening		79,000	79,000	140,084,000	140,084,000			2/16/2007		12/11/2009		87,501,003	6/20/2007	91,500,005	3	Х			
11	8BI1002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)		15,000	15,000	342,701,000	342,737,000	36,000		5/6/2009		10/31/2015		249,999,996		155,500,001	4	Х			
11	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		15,754,516	4		Х		Reappropriation/Re-Aging.
I1 I1	300504A 8BI1009	I-S/Tacoma HOV Improvements (Nickel/TPA) SR 520/Repayment of Sales Tax for Bridge Replacement	37,418,000 15,940,000	40,265,000 16,369,300	2,847,000 429,300	1,347,949,000 159,400,000	1,347,949,000 163,693,000	4,293,000		3/28/2005		10/15/2023		155,410,996	7/23/2018	159,875,295	3		х		Reappropriation/Re-Aging due to updated contractor schedule. Payments for this sales tax deferral are scheduled to start in December 2022. DOR is currently conducting an audit on the SR 520 sales tax deferral that will not be complete until later this year. DOR has indicated there is a possibility that the audit may result in WSDOT needing to pay additional deferred sales tax.
11	L1000033	Lake Washington Congestion Management		287,000	287,000	86,931,000	86,931,000			6/15/2009		12/29/2011						х			
11	L1000110	I-405/NE 132nd Interchange - Totem Lake	63,226,000	65,994,000	2,768,000	83,000,000	83,399,000	399,000	5,520,542	1/15/2021	3	12/15/2023		55,000,000	7/29/2021	50,444,111	3		х		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	N92040R	SR 9/SR 204 Interchange	36,516,000	39,229,000	2,713,000	69,430,000	69,144,000	(286,000)		1/25/2021	12	10/22/2022	12						х		\$286K transferred to 0BI4ENV for long-term mitigation site monitoring. Expenditure delay due to additional time needed to find in-budget alternatives, which delayed project advertisement.
11	L1000231	I-5 Corridor from Mounts Road to Tumwater		1,553,000	1,553,000	2,250,000	2,250,000										\bot		X		Reappropriation/Re-Aging due to an updated schedule.
11	L1000157	SR 14 Access Improvements		149,000	149,000	7,726,000	7,590,000	(136,000)		4/29/2019		8/30/2020		4,424,319	4/9/2019	4,594,489	5		X		
11	L1000158	US 2 Trestle IJR		115,000	115,000	3,501,000	3,501,000												Х		
11	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	18,914,000	18,915,000	1,000	26,000,000	26,000,000												X		
1 1	8BI1003 0BI1002	SR 520/ Bridge Replacement and HOV (Nickel/TPA) Pedestrian & Bicycle Improvements	250,000 228,000	1,392,000 1,366,000	1,142,000 1,138,000	2,678,187,000 3,719,000	2,677,687,000 4,998,000	(500,000) 1,279,000		4/23/2007		11/16/2018		1,346,471 357,820	3/12/2018 8/17/2016	1,352,000 492,498	5	х	х		\$500K transferred to OBI4ENV for long-term mitigation site monitoring. SR 525/Clinton Ferry Terminal Pedestrian Improvements project added. This project is 100% Fed/Local funded.
I1 I1	L1000276 609049B	SR 162/410 Interchange Design and Right of Way Project I-90/Spokane to Idaho State Line - Corridor Design	915,000	1,000,000 1,105,000	85,000 1,105,000	1,000,000 10,074,000	1,000,000 10,074,000							3,454,368	6/16/2020	3,398,398	3	х		х	Reappropriation/Re-Aging due to additional time needed to refine project scope.
11	L1100048	31st Ave SW Overpass - Improvements		31,000	31,000	1,102,000	1,186,000	84,000						395,079	5/27/2020	381,218	2		х		
I1 I1	T21100R L1100110	I-82 Yakima - Union Gap Economic Development Improvements I-5/Marvin Road/SR 510 Interchange	5,900,000 550,000	6,821,000	921,000	64,413,000 72,268,000	64,413,000 72,268,000			2/5/2024 4/9/2018		11/20/2026 12/30/2020		32 503 625	9/6/2018	25,935,935	9		x		Reappropriation/Re-Aging due to COVID consultant freeze which delayed bringing on a design consultant as planned.
11	L2000058	US 195/Colfax to Spangle - Add Passing Lane	330,000	363,000	363,000	11,650,000	11,650,000			4/24/2017		11/29/2018		4,073,203			5	х	- "		

11	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	8,825,000	9,670,000	845,000	11,150,000	11,150,000			3/10/2025		11/14/2025						х	Reappropriation/Re-Aging due to additional time needed to secure the Right
I1	L2000094	I-90/Medical Lake & Geiger Interchanges	7,637,000	7,729,000	92,000	27,285,000	27,907,000	622,000		3/25/2019	(7)	11/30/2020	22	6,735,342	12/10/2020	4,983,653	3	х	of Way and resolve utility relocation issues. \$188K administrative Sec 601 transfer and local funds increase in 19-21. Overall \$622K increase of local contribution.
	12000000	00.040/01.11 1.0 11.1	2 700 000	1501000	005 000	F 000 000	E 000 000			40/44/0040		E (20 (2024							
11	L2000202	SR 240/Richland Corridor Improvements	3,789,000	4,594,000	805,000	5,000,000	5,000,000			10/14/2019		5/28/2021							X Reappropriation/Re-Aging due to workforce constraints.
11	L2000119	I-5/Northbound on-ramp at Bakerview	3,467,000	3,339,000	(128,000)	10,915,000	10,915,000			10/12/2020		10/15/2021		3,691,665	12/15/2020	2,585,000	4	X	
11	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	17,706,000	17,827,000	121,000	24,050,000	24,050,000			5/11/2020		7/15/2022		10,595,402	7/2/2021	10,773,152	6	X	
11	L2000123	I-82/ EB WB On and Off Ramps	150,000	75,000	(75,000)	34,400,000	34,400,000			7/30/2018		6/30/2020	2	15,949,437	11/15/2018	14,128,990	3 X		
11	L2000124	I-90/Front Street IJR		216,000	216,000	2,300,000	2,300,000											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						х	Reappropriation/Re-Aging due to additional required time for local stakeholder coordination.
I1 I1	L2000170 T32700R	SR 125/9th Street Plaza - Intersection Improvements SR 510/Yelm Loop Phase 2	2,914,000 4,693,000	3,199,000 5,318,000	285,000 625,000	5,725,000 58,500,000	5,891,000 58,500,000	166,000		12/9/2019 11/12/2019	37	10/25/2020 6/30/2022	33	2,902,656	2/23/2021	2,937,290	2	X X	Reappropriation/Re-Aging due to additional time required for Environmental
I1	T32800R	SR 518 Des Moines Interchange Improvement		611,000	611,000	13,426,000	13,426,000			4/10/2017	(1)	10/1/2018		9,273,461	6/2/2017	8,230,000	5 X		documentation. Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
11	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2				1,943,000	1,943,000											×	project any savings will be transferred to the ratures account.
11	140504C	I-405/SR 167 Interchange - Direct Connector				3,5 10,544	27,905,000	27,905,000		7/7/2025		6/30/2027						x	\$36K 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.
11	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		
11	L2000246	SR 104 Realignment for Ferry Traffic		15,000	15,000	500,000	500,000			11/5/2018	(2)	6/28/2019					X		
11	L2000255	I-5/Exit 274 Interchange	2,200,000	2,406,000	206,000	2,750,000	2,750,000											X	
11	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements				17,437,000	17,435,000	(2,000)		4/30/2012		10/25/2013		10,182,525	6/18/2012	9,787,325	6 X		
11	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		
11	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		27,943,653	4/30/2012	21,596,150	9 X		
11	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		
11	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange				48,777,000	48,772,000	(5,000)		3/7/2011		10/23/2012		34,500,833	4/18/2011	28,618,804	9 X		
11	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2				38,275,000	38,275,000			8/18/2014		7/20/2016		29,675,858	10/2/2014	24,309,057	7 X		
11	5082080	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges				2,003,000	2,013,000	10,000										X	
11	N52600R	SR 526 Corridor Improvements	12,443,000	12,666,000	223,000	47,197,000	47,197,000			1/11/2021	21	11/26/2022	23					X	
11	524003S	SR 240/Kingsgate Way - Signalize Intersection				950,000	950,000							477,984	1/22/2018	430,761	2 X		
11	600010A	US 395/North Spokane Corridor				222,853,000	222,843,000	(10,000)		4/16/2012		11/16/2018		142,969	12/5/2017	139,800	5 X		
11	840541F	I-405/I-90 to SE 8th St - Widening				179,816,000	179,816,000			10/6/2006		9/22/2009		125,000,000	2/16/2007	124,000,000	3 X		
I1	8BI1001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)				164,275,000	164,268,000	(7,000)		2/19/2008		8/13/2012		109,999,985	2/24/2009	83,599,000	3 X		
11	8BI1006	I-405/Renton to Bellevue Widening and Express Toll Lanes				21,656,000	21,656,000										X		
11	L1000111	I-5/179th St Interchange				50,500,000	50,500,000			5/26/2026		10/1/2028						X	
11	L1000163	I-405 NB Hard Shoulder Running SR 527 to I-5				11,586,000	11,586,000			9/19/2016		4/24/2017		7,200,000	11/28/2016	7,290,000	3 X		
11	L1000223	I-5/Rush Road Interchange Improvements				24,000	24,000										X		
11	L1000280	I-405/North 8th Street Direct Access Ramp in Renton				250,000,000	250,000,000												X
11	L2000099	I-5/Mill Plain Boulevard				97,700,000	97,700,000			2/17/2026		10/8/2028							x
11	L2000118	SR 539/Guide Meridian				40,000,000	40,000,000			1/20/2026		12/31/2027							X
11	L2000139	I-5/156th NE Interchange in Marysville				42,000,000	42,000,000			9/18/2028		5/15/2030							x
11	L2000204	I-5/North Lewis County Interchange	1,000,000	1,000,000		50,500,000	50,500,000			2/20/2029		11/30/2030							X
11	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	10,000,000	10,000,000		85,000,000	85,000,000			12/11/2023		10/30/2026							X
11	N00900R	SR 9/Snohomish River Bridge Replacement	23,800,000	22,432,000	(1,368,000)	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.
11	100904B	SR 9/176th Street SE to SR 96 - Widening	11,289,000	9,480,000	(1,809,000)	21,922,000	21,922,000											X	Reappropriation/Re-Aging.
11	L1000099	I-5/Slater Road Interchange - Improvements	8,129,000	6,313,000	(1,816,000)	20,969,000	20,969,000			10/10/2022		10/5/2024						X	Reappropriation/Re-Aging.
11	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	6,664,000	4,621,000	(2,043,000)	49,729,000	49,729,000			9/13/2017		10/28/2022						X	Reappropriation/Re-Aging.
11	T30400R	SR 3 Freight Corridor	16,000,000	12,635,000	(3,365,000)	66,910,000	66,910,000			5/23/2022	19	10/24/2024	19					X	Reappropriation/Re-Aging due to additional time required for Environmental
																			documentation.
11	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	9,250,000	5,694,000	(3,556,000)	98,686,000	98,686,000			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.
11	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	16,570,000	11,741,000	(4,829,000)	25,400,000	28,400,000	3,000,000	800,000	6/15/2020	15	7/26/2022	16					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.
11	L2000229	I-5/NB Marine View Dr to SR 529 – Corridor & Interchange Improvements		44,604,000	(5,315,000)	92,433,000	122,860,000	30,427,000		4/15/2019	12	8/4/2022	4					X	During advertisement, project bids came in above the legislative budget.
11	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 to align with the
																			contractor's schedule.
11	M00800R	US 395 North Spokane Corridor	193,699,000	187,307,422	(6,391,578)	880,238,000	880,238,000	0		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	M00100R	I-5 JBLM Corridor Improvements	100,756,000	92,569,000	(8,187,000)	494,400,000	494,400,000			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.
11	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	12,695,000	4,054,000	(8,641,000)	39,310,000	39,310,000			10/10/2022		1/15/2025						х	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	4,954,000	(8,817,000)	15,000,000	15,000,000			10/7/2019		10/15/2020						x	Reappropriation/Re-Aging.
11	T10300R	SR 28 East Wenatchee Corridor Improvements	19,679,000	8,944,000	(10,735,000)	58,500,000	58,500,000			6/10/2024		12/20/2026						X	
11	M00600R	SR 167/SR 509 Puget Sound Gateway	487,714,000	473,235,500	(14,478,500)	1,958,700,000	1,968,175,000	9,475,000	1	8/30/2017		6/18/2030		335,677.742	12/7/2021	335,677,742	2	x	
11	L1000098	SR 520/124th St Interchange (Design and Right of Way)	36,070,000	20,743,000	(15,327,000)	40,900,000	40,900,000	, ,,,,,,,		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.
11	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.
		,		_,_ 10,451	(22,230,303)		,,												- 1-1 - In-many 1 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -
11	L1000113	I-90/SR 18 Interchange Improvements	86.449.000	67.282.936	(19.166.064)	210.527.000	210.527.000	(0)	17.950.306	9/8/2020		10/30/2023						x	\$98K administrative Sec 601 transfer in 19-21. Pandemic-related relays
11	11000113	50/5/120 interestinge improvements	30,445,000	37,202,330	(15,100,034)	210,327,000	210,327,000	(0)	17,530,300	3/0/2020		20/30/2023						^	
																			caused delays in completing the environmental documentation and delayed the advertisement date.
	11001000	correct of the state of the sta	100 701 000	101 100 000	(04.046.000)	4 640 045 000	2 242 222 222	105 504 000		2/20/2040		4/4/2027		70 557 050	E 104 10004				
11	M00400R	SR 520 Seattle Corridor Improvements - West End	492,704,000	401,488,000	(91,216,000)	1,643,315,000	2,048,906,000	405,591,000		2/28/2018		4/1/2027		72,557,259	5/21/2021	ьх,052,247	6	x	This project's total cost has increased by \$405M. The 21-23 biennial
																			spending plan has decreased as the advertisement/ Request for
						1													Qualifications (RFQ) date has been delayed by 10 months from 1/11/2022 to
						1													11/14/2022. The operationally complete date has been delayed by 1 year
						1													from 9/10/2029 to 9/10/2030. 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.
		1								1		1							

12	0BI2010	Collision Prevention	40,954,000	55,269,000	14,315,000	306,492,000	315,385,000	8,893,000						1,290,336	7/7/2021	1,235,309	3	x	Reappropriaton/Re-aging. Additional local contributions to projects in this programmatic BIN.
12	L2000128	US 395/Safety Corridor Improvements		1,378,000	1,378,000	15,000,000	15,000,000			2/11/2019		11/27/2019	10	11,888,332	6/13/2019	12,195,889	3 X		Anticipated savings at project completion where scope refinement and community engagement eliminated the need for RW acquisition. The operationally complete date was delayed by 10 months due to the number of working days and to allow time for procurement of the illumination poles, which will require a 2nd CN season to complete.
																			Any savings at project closure will be transferred to the transportation futures account.
12	0BI2011 N00200R	Collision Reduction US Hwy 2 Safety	36,175,000 6,581,000	36,924,000 7,185,000	749,000 604,000	169,302,000 19,000,000	169,302,000 19,000,000			12/9/2018		10/15/2022		545,111 11,398,101	6/23/2021 2/1/2019	422,207 11,870,667	2	X X	Reappropriation/Re-Aging. Reappropriation/Re-Aging due to COVID restrictions delaying local stakeholder coordination and inability to complete survey work.
12	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,081,000	1,137,000	56,000	81,560,000	81,560,000			10/13/2008		5/5/2016		12,379,302	6/16/2014	11,718,295	6 X		
12	201701G	SR 17/Adams Co Line - Access Control				118,000	118,000					- 10 - 10 - 1					X		
12	501212I 316218A	US 12/SR 124 Intersection - Build Interchange		55,000	55,000	21,317,000 854.000	21,317,000 829,000	(25.000)		10/18/2010		5/23/2012					X	x	
12	L1000112	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing 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	^	
12	L1000247	US 101/Morse Creek Safety Barrier	1,378,000	1,455,000	77,000	3,606,000	3,606,000	(200,000)			(-)	0,00,000			10/27/2020		2	x	
12	L2000074	SR 14/ Wind River Junction	487,000		(487,000)	8,993,000	8,239,000	(754,000)		4/1/2019		7/15/2020		3,497,847	5/28/2019	3,399,639	3	Х	\$146K administrative Sec 601 transfer in 19-21. \$754K transferred to OBI4ENV for long-term mitigation site monitoring.
12	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway				244,000	244,000											x	objective for long term integration site monitoring.
12	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		
12	L2000169 L2000252	SR 20/Oak Harbor to Swantown Roundabout SR 525 Improvements - Freeland Vicinity				30,000,000 900,000	30,000,000 859,000			10/8/2029 10/22/2018		3/31/2031 4/22/2019		317,090	12/17/2018	371,435		X	
12	L2000232	SR 26 & US 195 Safety Improvements		5.000	5,000	416,000	416,000	(41,000)		9/18/2017	1	12/4/2017	(1)	97,981	10/5/2017	115,662	2 X		
12	L2000238	SR 900 Pedestrian Safety	298,000	687,000	389,000	333,000	833,000	500,000		0,10,101			ν-/	0.7,002		,		x	\$500K of additional local contribution added to this project.
12	L2000279	US 101/Lower Hoh Road Intersection Improvements				600,000	589,000	(11,000)						242,375	12/10/2019	222,493	7	x	
12	L2200092	SR 150/No-See-Um Road Intersection - Realignment	9,000	20.000	29,000	8,493,000 3,678,000	8,421,000	(72,000)		12/19/2016		11/21/2017 9/15/2016			3/16/2017		6 X		
12	L2200042 202801J	SR 20 Race Road to Jacob's Road SR 28/E Wenatchee - Access Control	9,000	38,000	(4.036.000)	3,678,000 6.008.000	3,678,000 6,008,000			10/19/2015		9/15/2016	1	1,999,561	11/25/2015	2,245,556	4 X	x	Reappropriation/Re-Aging due to additional required time to align with the
	2020013	and a second control	4,030,000		(4,030,000)	5,000,000	0,000,000					-1,20,2020							SR 28 corridor safety and mobility priorities.
12	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						х	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.
12	L2000091	SR 432 Longview Grade Crossing	20,715,000	10,943,000	(9,772,000)	85,000,000	98,420,000	13,420,000		5/24/2021	20	10/1/2023	20					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.
13	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	1,769,000	4,784,000	3,015,000	564,921,000	564,921,000			2/17/2009		11/28/2031		2,134,973	3/6/2019	2,818,862	2	x	Reappropriation/Re-Aging.
13	508208M	LOS/And Marchala Minister And Analysis		1.292.000	1.292.000	3.456.000	3.456.000											×	December 10 Address Decimal has been deferred by 2 years due to
13	300200IVI	I-82/Red Mountain Vicinity - Pre-Design Analysis		1,292,000	1,252,000	3,430,000	3,430,000											^	Reappropriation/Re-Aging. Project has been deferred by 2 years due to workforce issues.
13	L2000117	SR 501/I-5 to Port of Vancouver	3,567,000	4,368,000	801,000	7,000,000	7,000,000			6/29/2020	9	5/6/2022	1	5,952,577	3/29/2021	5,137,445	3	X	Reappropriation/Re-Aging.
13	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes				3,026,000	3,026,000										X		
13	5082010 5090160	I-82/Valley Mall Blvd - Rebuild Interchange I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	113.000	19,000 79.000	19,000	34,803,000 722.000	34,803,000 763,000	41,000		11/23/2009		10/21/2011		334,092	12/11/2020	385,385	7 X		
13	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	1,237,000	147.000	1,290,000	1,290,000	41,000						334,032	12/11/2020	363,363	,	X	
13	L2220062	SR 14/Bingen Underpass	15,750,000	5,355,000	(10,395,000)	26,000,000	28,000,000	2,000,000		3/22/2021		10/31/2023						x	\$2M project cost increase and schedule delay. These changes are mainly due to BMSF requiring trains to bypass the work some uninterrupted while the railroad bridges are constructed on the mainline and skiling tracks, which added two schoolfy tracks. In adding, this project proposes to discharge treated stormwater to Bingen Lake in order to meet flow control requirements. This may require a upgrade to the esting Bingen Lake pump system and the Port of Klickitat is currently analyzing these impacts.
13	M00500R	I-90 Snoqualmie Pass - Widen to Easton	116,159,000	85,425,000	(30,734,000)	426,400,000	426,400,000		28,200,000	4/6/2020		10/14/2029		688,255	6/4/2021	990,000	2	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.
14	0BI4002	Noise Wall & Noise Mitigation Improvements	1,126,000	4,246,000	3,120,000	4,906,000	4,906,000			7/1/2017		6/30/2027		6,334,836	12/6/2004	5,817,222	7	х	Reappropriation/Re-Aging.
14	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA	2,185,000	4,348,000	2,163,000	14,502,000	16,628,000	2,126,000		7/1/2017		C/20/2023		204 254	10/27/202	667.00	2	X	Additional TPA and CWA transfers into this BIN as noted in this report.
14	0BI4004 0BI4003	Chronic Environmental Deficiency Improvements Stormwater & Mitigation Site Improvements	2,030,000 7,543,000	3,838,000 8,375,000	1,808,000 832,000	62,361,000 33,519,000	62,361,000 34,204,000	685,000		7/1/2017 7/1/2017		6/30/2027		284,251	3/11/2021	667,184 384,460	2	X	Reappropriation/Re-Aging. Additional local contributions to projects in this programmatic BIN
14	0BI4003 L2000160	Stormwater & Mitigation Site Improvements I-5/Ship Canal Noise Wall	7,543,000 3,064,000	8,375,000 3,384,000	832,000 320,000	33,519,000	34,204,000	000,000		7/1/2017 11/12/2024		6/30/2027 1/30/2026		382,497	3/11/2021	384,460	5	X	Additional local contributions to projects in this programmatic BIN.
14	0BI4001	Fish Passage Barrier	726,385,000	625,000,000	(101,385,000)	1,340,055,000	1,970,273,000	630,218,000		7/1/2017		6/30/2027		1,105,009	11/24/2021	1,137,472	5	x	Reappropriation/Re-Aging. Added \$400M of ARPA funds and \$149M MVA- State for use on fish passage projects. The total includes a \$5.2M increase of local contributions to projects within this BIN.
P1 P1	L1100071 0BP1001	Highway System Preservation Chip Seal Roadways Preservation	150,167,000		66,748,000	1,090,962,000 339,129,000	1,122,791,000 339,129,000	31,829,000		7/1/2017 7/1/2017		6/30/2027 6/30/2027		3,805,141	6/22/2021	2 221 400	2	X	Reappropriation/Re-Aging.
P1 P1	0BP1001 0BP1002	Chip Seal Roadways Preservation Asphalt Roadways Preservation	35,852,000 162,584,000	46,061,000 172,248,000	10,209,000 9,664,000	339,129,000 2,471,463,000	339,129,000 2,529,662,000	58.199.000		7/1/2017		6/30/2027		3,805,141 554.732	6/22/2021 9/21/2021	3,331,468 474,474	2	X	Reappropriation/Re-Aging. Rebalancing of MVA Federal and State fund sources between this
'-	1001				2,224,000		_,,,,,,,,,,,	23,233,000		., .,		-,,202,		,, 32	,,,	,	-		programmatic BIN and the Concrete Roadways BIN (0BP1003). \$5.4M of
																			additional local contribution to projects within this programmatic BIN.
P1	0BP1003	Concrete Roadways Preservation	61,861,000	68,463,000	6,602,000	1,453,424,000	1,472,424,000	19,000,000		7/1/2017		6/30/2027		5,584,203	5/17/2021	5,716,127	2	x	Higher than anticipated expenditure of MVA Federal and State funds in 19- 21. Rebalancing of MVA Federal and State fund sources between this programmatic BIN and the Asphalt Roadways BIN (0BP1002).
P1	L1000198	Preservation Activities	10,000,000	8,683,000	(1,317,000)	90,000,000	90,000,000	227.002.002		7/1/2017		C/20/2027		C24 000	12/27/2021	022 224	2	X	Reappropriation/Re-Aging.
P2 P2	0BP2002 629001D	Bridge Repair Preservation SR 290/Spokane River E Trent Br - Replace Bridge	145,290,000 8,329,000	262,786,000 14,808,000	117,496,000 6,479,000	2,079,486,000 25,786,000	2,406,569,000 25,786,000	327,083,000		7/1/2017 8/13/2018	15	6/30/2027 11/15/2020	23	634,080 18,428,247	1/31/2020	933,331	3	X	Reappropriation/Re-Aging. Reappropriation/Re-Aging due to an updated contractor schedule.
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	0,323,000	2,296,000	2,296,000	21,848,000	21,848,000			11/5/2018		1/15/2020		18,112,215	2/1/2019	19,530,453	10	x	Reappropriation/Re-Aging due to COVID shutdown for safety precautions
																			and a weather suspension.
P2	0BP2004	Bridge Seismic Retrofit Preservation	26,943,000	29,190,000	2,247,000	193,473,000	193,473,000	(22.05		7/1/2017		6/30/2027		55,000,000	7/29/2021	50,444,111	3	X	Reappropriation/Re-Aging.
P2 P2	152908E 400411A	SR 529/Ebey Slough Bridge - Replace Bridge SR 4/Abernathy Creek Br - Replace Bridge				33,056,000 10,000,000	10,000,000	(33,056,000)		4/26/2010 2/2/2026		3/11/2013 6/1/2028		28,057,110	6/16/2010	21,541,000	8 X	×	Project completed.
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	x	
P2	L2000203	SR 155/Omak Bridge Rehabilitation	2,593,000	1,299,000	(1,294,000)	13,754,000	13,754,000			1/6/2025		6/30/2027						X	Reappropriation/Re-Aging.
P2	0BP2001	Bridge Replacement Preservation	12,565,000	12,902,000	337,000	336,460,000	336,460,000			7/1/2017		6/30/2027		2,105,893	11/12/2020	2,087,957	4	X	

P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	9,730,000	5,676,041	(4,053,959)	22,917,000	22,917,000			4/18/2016		10/12/2016			5/24/2016	999,186	3	X	Reappropriation/Re-Aging.
P2	0BP2003	Bridge Scour Prevention Preservation	2,921,000	2.630.000	(291,000)	35.250.000	35.250.000			7/1/2017		6/30/2027		1.926.843	4/3/2019	1.638.803	3	х	
P2	109947B	SR 99/Aurora Bridge - Painting	-,,,,,,,,,,	375,000	375,000	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		27,510,710	12/15/2017	30,031,133	-	X	
	153203D			77.000	3.000	18.826.000	18.826.000			10/3/2010		11/29/2010		E0 346 000	4 /20 /2000	E0 44E 0E4	4 X	_ ^	
P2		SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	74,000											53,746,892	1/29/2009	50,415,851			
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation		151,000	151,000	6,095,000	6,487,000	392,000		2/19/2008		7/31/2008					Х		
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge		56,000	56,000	10,386,000	10,386,000			12/16/2013		9/17/2015					X		
P2	L2000075	US 12/ Wildcat Bridge Replacement		350,000	350,000	8,300,000	8,300,000			10/1/2018	(10)	11/22/2019	(13)	5,896,872	3/28/2018	4,799,336	3 X		
P2	L2000174	SR 241/Mabton Bridge	10,955,000	10,952,000	(3,000)	14,606,000	14,606,000		192,686	1/28/2019	34	11/27/2019	46					X	
P3	0BP3001	Emergency Relief Preservation	5,538,000	14,877,000	9,339,000	66,536,000	85,370,000	18,834,000		7/1/2017		6/30/2027		1,037,066	11/24/2021	1,143,371	1	х	Increase is due to projects being funded by the Emergency Relief Placeholder (099960K).
P3	0BP3007	Preservation of Highway Safety Features	16,763,000	20,213,000	3,450,000	255,124,000	255,124,000			7/1/2017		6/30/2027		505,861	11/22/2021	635,635	4	x	Reappropriation/Re-Aging.
P3	G2000055	Land Mobile Radio (LMR) Upgrade	5,166,000		3,365,000	37,038,000	37,038,000			9/6/2016				303,001	II/LL/LULI	033,033	-	X	Reappropriation/Re-Aging due to COVID delays, issues relating to a detailed
rs	G2000055	Land Mobile Radio (LIMR) Opgrade	5,100,000	8,531,000	3,303,000	37,036,000	37,038,000			9/0/2010		5/30/2019						_ ^	
																			design review delay while resolving a Coverage Testing Plan with the
																			contractor, and negotiating with landowners for site access.
P3	0BP3004	Major Drainage Preservation	7,183,000	8,101,000	918,000	144,488,000	144,488,000			7/1/2017		6/30/2027		116,033	9/16/2021	185,000	1	X	Reappropriation/Re-Aging.
P3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	1,410,000	1,410,000	310,000	8.159.000	7,736,000	(423,000)		7/1/2017		0/30/2027		110,033	3/10/2021	103,000	-	X	псарргорнация и и и и и и и и и и и и и и и и и и
																		A	
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000		4,505,000	4,155,000	(350,000)										X	
P3	0BP3005	Rest Areas Preservation	1,839,000	1,839,000		18,488,000	17,217,000	(1,271,000)		7/1/2017		6/30/2027		2,085,000	4/15/2019	1,509,065	5	X	Reappropriation/Re-Aging.
P3	0BP3006	Weigh Stations Preservation	5,000,000	4,159,000	(841,000)	50,003,000	50,003,000			7/1/2017		6/30/2027		520,150	7/26/2021	832,529	1	X	Higher than anticipated expenditure of MVA Federal and State funds in 19-
			1																21
P3	0BP3003	Major Electrical Preservation	6,812,000	5,853,000	(959,000)	110,866,000	111,132,000	266,000		7/1/2017		6/30/2027		113,414	6/22/2021	129,904	2	X	Higher than anticipated expenditure of MVA Federal and State funds in 19-
	051 3003	Major Electrical Federation	0,011,000	3,033,000	(555,000)	110,000,000	111,132,000	200,000		,,1,101,		0/30/2027		113,414	0,22,2022	113,304	-	^	21
	0000000		0.500.000	E 000 000	(2 222 222)	400 407 000	400 407 000			24 (204 2		c (20 (2022			40/40/0004	4 000 000			ZI.
P3	0BP3002	Unstable Slopes Preservation	8,588,000	5,260,000	(3,328,000)	180,197,000	180,197,000			7/1/2017		6/30/2027		1,866,644	12/10/2021	1,909,090	2	x	Higher than anticipated expenditure of MVA Federal and State funds in 19-
																			21.
P3	1405RRT	I-405/Bellevue to Lynnwood R&R - Preservation	26,039,000	12,830,000	(13,209,000)	1,272,884,000	1,272,884,000							55,000,000	7/29/2021	50,444,111	3		X Reappropriation/Re-Aging due to an updated R&R schedule.
P3	L2000291	SR 99 Tunnel R&R - Preservation	314,000	391,000	77,000	460,008,000	460,008,000												x
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	1,286,000	4,942,000	3,656,000	64,533,000	64,100,000	(433,000)										x	Added an additional \$4m in federal authority for future grant requests.
02	000009Q		1,000,000		2,061,000	1,500,000	4,927,000	3,427,000		_								x	
Q3	UUUUU9Q	Challenge Seattle	1,000,000	3,061,000	2,061,000	1,500,000	4,927,000	3,427,000				1		1	1			^	\$1M state funds needed for the Challenge Seattle BIN for 21-23. Added the
				1															federal grant funds to the project.
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)		49,000	49,000	135,000	135,000			12/21/2015		4/30/2018	14					X	
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements		54,000	54,000	254.000	254,000			11/26/2018	6	4/30/2019	5					X	
03	1005150	I-5/Northbound vicinity Marysville - Ramp Meters		2.,000	2.,000	308,000	305,000	(3.000)		7/2/2018	13	4/30/2019	12					x	
Q3							303,000				13		12						
Q3	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation		1		416,000		(416,000)		8/14/2017		12/30/2017	3				X		
Q3	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters				826,000	780,000	(46,000)		3/26/2018	4	10/30/2018	8	478,420	9/21/2018	659,929	2	X	
Q3	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems				167,000		(167,000)		10/4/2010		9/30/2015					X		
Q3	109025Q	I-90/EB E Mercer Way - ITS		6.000	6.000	250.000	250.000	,,,,,,,,		, ./2020		-,,2015		930,635	6/28/2019	1,198,330		x	
			mac						-	_				930,635	0/26/2019	1,196,330	1	^	W
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension	780,000	316,000	(464,000)	855,000	841,000	(14,000)											X
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters		27,000	27,000	799,000	800,000	1,000						930,635	6/28/2019	1,198,330	1	X	
Q3	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements		,		129,000	129,000			6/2/2016		12/30/2017	(2)	,			X		
03	2002120	US 2 Vicinity Variable Message Signs				214.000	197.000	(17.000)		0/2/2020		12/30/2017	(2)				^	X	
																		Х	
Q3	202000W	SR20/Wauconda Summit - RWIS and Camera				366,000	342,000	(24,000)		3/6/2017		8/1/2017					X		
Q3	202400Q	NCR Basin ITS Phase 3				553,000	499,000	(54,000)		9/18/2017		5/30/2018					X		
Q3	228500Q	SR 285/Wenatchee Area - ITS Conduit	259,000	383,000	124,000	451,000	451,000												Y
		LE (Ob-serie Asse Countries and Consenting Management	233,000	303,000	114,000									072 704	4/0/2010	027 777	2		^
Q3	300519Q	I-5/Olympia Area Southbound - Congestion Management				797,000	797,000							873,704	4/9/2019	927,777	2	, x	
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
Q3	351207R	SR 512/I-5 to SR 7 EB - Congestion Management		57,000	57,000	681,000	682,000	1,000		11/5/2018	8	3/30/2019	9	395,876	2/25/2020	406,736	7	Х	
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		
03	400019Q	Centralized Signal System Enhancements		10.000	18,000	452,000	467.000	15,000				3/24/2017		011,170	3/20/2020	040,113	J /	x	
Q3				18,000	18,000		467,000	15,000		6/3/2019								X	
Q3	400019R	I-5/I-205 Urban Ramp Meter - Phase 1				669,000	669,000			2/5/2018		5/19/2019	15	597,832	7/31/2018	539,913	2 X		
Q3	400019V	Regional Video Sharing				142,000		(142,000)										X	
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	х	
Q3	4141190		_			18,000	1,003,000	(18,000)		3/24/2010		0/21/2019		732,713	12/12/2018	040,307	2	_ ^	
Q3		SR 141/Flashing School Zone Signs															Х.		
Q3	420520Q	I-205/NB Mill Plain On-Ramp - Ramp Meter		255,000	255,000	466,000	573,000	107,000		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				61,000	61,000											X	
Q3	509019Q	I-90/SR 18 Interchange Vic EB - Install VMS	123,000	432.000	309.000	401.000	486.000	85.000						586.870	6/28/2021	586,704	3		X
Q3	5182030	I-182/Argent Rd Vicinity EB - Install VMS	158,000	366,000	208.000	521,000	428.000	(93,000)						586.870	6/28/2021	586 704	3		X
			158,000	300,000	208,000		428,000										-		A
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	
03	609007Q	Spokane Area Traffic Volume Collection		50.000	50.000	351.000	351.000	(000,000)		2/5/2018	0	11/16/2018	7						
										2/5/2018	9	11/16/2018	/					X	
Q3	609047Q	I-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	286,000	775,000	489,000	550,000	900,000	350,000						592,013	10/27/2021		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	579,000		700,000	700,000												x
W1	900001G	Point Defiance Tml Preservation	7	,		12,512,000	12,512,000											x	
W1	900001G	Point Defiance Tml Improvement		104,000	104,000	665,000	665,000			_				251,465	8/8/2017	218,868	2 0		
		roma penance initi improvement	+	104,000	104,000	000,000				_				251,465	0/0/201/	210,868	2 X		
W1	900002G	Tahlequah Tml Preservation	-	-		18,551,000	18,551,000								L			X	
W1	900002H	Tahlequah Tml Improvement	295,000	1,049,000	754,000	1,068,000	1,448,000	380,000						328,148	5/14/2021	465,115	3	×	Slope Stabilization project scope modification. This was a unique project, and after working with King County, the scope was modified to meet the functional and permit requirements. Bids also were higher than expected due to location.
W1	900005M	Fauntleroy Tml Preservation	8,682,000	9,704,000	1,022,000	104,869,000	104.872.000	3,000	7,830,935									X	
	900005W	Vashon Tml Preservation	1,029,000	1,175,000	146,000	22,111,000	22,108,000	(3,000)	.,,									x	
W1	900006S 900006T	vasion init Preservation	1,029,000	1,175,000	146,000		22,108,000		-	_				-				^	
W1		Vashon Tml Improvement		-		33,000		(33,000)							.		X		
W1	900010L	Seattle Tml Preservation	100,201,000	130,995,000	30,794,000	467,981,000	468,228,000	247,000						24,079,470	4/20/2017	24,079,471	1	X	Some work is being advanced into 21-23.
W1	900010M	Seattle Tml Improvement		3,207,000	3,207,000	5,399,000	5,398,000	(1,000)										X	Some work is being advanced into 21-23.
W1	900010W	Port Townsend Tml Preservation	293.000	293.000	., .,	21 909 000	21 909 000	, , ,	440 000									X	
W1	9000121	Port Townsend Tml Improvement	233,000	233,000		3,000	3,000		443,000										
			+														X		
W1	9000221	Lopez Tml Preservation	274,000	428,000	154,000	11,144,000	11,146,000	2,000										X	
W1	900022J	Lopez Tml Improvement				534,000	463,000	(71,000)										X	
W1	900024F	Shaw Tml Preservation				3.356.000	3.356.000											X	
W1	900024P	Orcas Tml Preservation	492,000	595,000	103,000	13,251,000	13,249,000	(2,000)										x	
W1	900026Q	Orcas Tml Improvement	922,000	1,005,000	83,000	2,335,000	2,333,000	(2,000)						584,369	9/1/2016	759,415	3	X	
W1	900028U	Friday Harbor Tml Preservation	408,000	500,000	92,000	11,128,000	11,128,000								I			X	
W1	900040N	Eagle Harbor Maint Facility Preservation	371,000	371,000		42,062,000	42,062,000											×	
W1	900040N 900040O	Eagle Harbor Maint Facility Preservation Eagle Harbor Maint Facility Improvement	5,245,000	6,528,000	1,283,000	20,585,000	20,704,000	119,000		_				283,291	1/14/2021	256,180	4		Some work is being advanced into 21-23.
					1,263,000			119,000	_					203,291	1/14/2021	250,180	4	X	Joine WORK is being advanced into 21-23.
W1	902017K	Coupeville (Keystone) Tml Preservation	265,000	265,000		16,319,000	16,319,000											X	
W1	902017M	Coupeville (Keystone) Tml Improvement	244,000	597,000	353,000	339,000	691,000	352,000										X	
W1	902020C	Anacortes Tml Preservation	7,015,000	5,589,000	(1,426,000)	68,266,000	64,457,000	(3,809,000)	2,300,000					3,541,410	4/20/2015	3,436,409	5	x	\$476k of savings from the AN Imp. BIN was added to the CN phase of the AN Tollbooth replacement project. Cost increased due the addition of toilbooth canopies and an ADA tollbooth that was not part of the original budgeted amount.
W1	902020D	Anacortes Tml Improvement		1,597,000	1,597,000	7,337,000	8,327,000	990,000						576,529	8/22/2019	787,922	2	х	\$1.5 million was added from the AM Pres. BIM delaying the 21.23 start for design of the Big 1.7 testle, to instead finish a partialy completed resign of the Anacortes Terminal Building. There was approximately \$476k of savings on the Emergency Generator project that was innoved to support a CN increase on the ANT folloon by project in the AM preservation BIM.

	0404400	les away a		227 000	227 222	ET 225 000	E2 220 000	2.000	2 007 020						
W1 W1	910413Q 910413R	Edmonds Tml Preservation Edmonds Tml Improvement	311,000	237,000 521,000	237,000 210,000	57,235,000 27,722,000	57,238,000 27,708,000	3,000 (14,000)	2,997,030	201,704	11/19/2018	271.054	6	X	
W1	910413R 910414P	Kingston Tml Preservation	3,145,000	4,058,000	913,000	65,044,000	64,863,000	(181,000)		502,703	12/26/2019	439,803	2	x	Delayed work in 19-21 into 21-23. New preservation work added to end of the 16 year plan. The 20LEGCOR budget related to 19LEGFIN did not contain any Preservation dollars in 33-35, so in the latest budget request we actual
															added 4 years to the list. Kingston has a large amount of preservation need coming due in 33-35 and 35-37.
W1	916008R	Southworth Tml Preservation	11,261,000	12,884,000	1,623,000	40,710,000	40,699,000	(11,000)						x	Some work is being advanced into 21-23.
W1	930410T	Bremerton Tml Preservation	3,256,000	3,545,000	289,000	46,863,000	46,901,000	38,000						х	
W1	930410U	Bremerton Tml Improvement		70,000	70,000	1,276,000	1,278,000	2,000						X	
W1 W1	930513G 930513H	Bainbridge Island Tml Preservation Bainbridge Island Tml Improvement	28,685,000	29,001,000 32,000	316,000 32,000	65,248,000 121,000	65,251,000 121,000	3,000	500,000	17,354,888	12/4/2015	145.115	9 X	X	
W1	952515P	Mukilteo Tml Improvement	142,000	5,870,000	5,728,000	188,333,000	187,232,000	(1,101,000)		9,221,762	1/30/2015	8,158,480	6	х	Reduced project funding levels to amount from the 2020 session of \$187.3 million. 2021 budget included approx. \$1 million of extra Ded-FED-FER that was not truly available for the project.
W1	952516R	Clinton Tml Preservation		219,000	219,000	18,129,000	18,132,000	3,000						х	
W1	952516S	Clinton Tml Improvement		10,000	10,000	34,025,000	34,026,000	1,000	5,900,000					X	
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System				403,000	340,000	(63,000)						x	
W1	998521B	Life Extension of Electronic Fare System (EFS)				1,182,000	1,172,000	(10,000)						x	
W1	998602A	WSF/IT Terminal Telecommunications	275,000	552,000	277,000	775,000	1,297,000	522,000						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 sawings 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		222,000	222,000	222,000	222,000							X	
W1 W1	998604A 998901J	WSF/IT EFS Preservation WSF/Administrative Support - Allocated to W1	67,000 4,822,000	198,000 5,934,000	131,000 1,112,000	611,000 41,050,000	613,000 42,903,000	2,000 1,853,000						X 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				2,753,000	2,686,000	(67,000)						х	
W1	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	2,878,000	2,222,000	(656,000)	10,815,000	9,361,000	(1,454,000)						x	The \$1.45 million represents dollars that were re-distributed out of the placeholder BIN into 6 separate preservation BIN's to support Maritime Security projects in the 21-23 biennium. The Improvement BIN's the dollars were distributed to include FA, SO, VA, PT, CO and \$5.
W1	G2000087	Electric Ferry Planning Team				495,000	518,000	23,000						x	
W1	L1000016	Primavera Project Management System	361,000	414,000	53,000	2,351,000	2,364,000	13,000						x	
W1 W1	L1000168 L2000007	Seattle Tml - Slip 2 and LCCM Terminal Project Support	447,000 7.136.000	447,000 8,145,000	1,009,000	43,111,000 88.292.000	43,111,000 88.021.000	(271,000)						X	
W1	L2000110	Ferry Vessel and Terminal Preservation	6.400.000	6,400,000	1,009,000	23.173.000	23.173.000	(271,000)						^ x	
W1	L2000166	Clinton Tml Road Improvements	5,000	747,000	742,000	4,001,000	4,008,000	7,000		1,697,806	11/5/2018	1,833,755	5	X	Some work is being advanced into 21-23.
W1	L2000300	ORCA Card Next Generation	1,277,000	2,385,000	1,108,000	3,501,000	3,502,000	1,000						X	Some work is being advanced into 21-23.
W1 W2	L2200083 944401D	ADA Visual Paging Project MV Issaquah Preservation	8,895,000	8,986,000	91,000	1,477,000 56,859,000	1,516,000 57,527,000	39,000 668,000			5/11/2021	3,673,482	X	х	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
1110	0444045		44.000	740.000	cco ooo	2 450 000	2 074 000	500.000			_				damaged drydock. DCI's bid exceeded Vigor's bid.
W2 W2	944401E 944402D	MV Issaquah Improvement MV Kittitas Preservation	41,000 6,941,000	710,000 7,390,000	669,000 449,000	2,469,000 48,696,000	3,071,000 48,711,000	602,000 15,000			6/8/2017	2,534,600		X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944402E	MV Kittitas improvement	54.000	743.000	689.000	2.165.000	2.767.000	602.000			0/0/2017	2,334,000		x	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2	944403D	MV Kitsap Preservation	5,668,000	5,719,000	51,000	37,198,000	37,028,000	(170,000)						x	
W2 W2	944403E 944404D	MV Kitsap Improvement MV Cathlamet Preservation	38,000 4,216,000	658,000 4,759,000	620,000 543,000	2,251,000 45,085,000	2,852,000 45,056,000	601,000 (29,000)			10/28/2021	5,494,762		X X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2 W2	944404E 944405D	MV Cathlamet Improvement MV Chelan Preservation	32,000 8,565,000	669,000 10,495,000	637,000 1,930,000	2,199,000 61,120,000	2,801,000 61,952,000	602,000 832,000			12/22/2021	5,036,103		X X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade The Carry Forward (remaining balance in 19-21) for MV Chelan Preservation represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds and scope carry forward for additional scope in 21-23 on other vessels
W2	944405F	MV Chelan Improvement	54,000	113,000	59,000	2,071,000	2,074,000	3,000			11/19/2015	1,391,290		x	
W2	944406D	MV Sealth Preservation	7,538,000	7,660,000	122,000	53,702,000	53,213,000	(489,000)			9/22/2021	5,982,880		X	
W2	944406E 944413B	MV Sealth Improvement MV Tillikum Preservation	33,000	1,127,000 43,000	1,094,000 43,000	2,024,000 1,894,000	3,058,000 1,959,000	1,034,000 65,000			6/12/2020	840,671		X X	21-23 Increase for Propeller Purchase for Fuel Efficiency upgrade
W2 W2	944413B 944413C	MV Tillikum Improvement		43,000	43,000	1,516,000	1,501,000	(15,000)			6/12/2020	840,671		X	
W2 W2	944432G 944432H	MV Elwha Preservation MV Elwha Improvement				29,954,000	29,421,000	(533,000)						X	Vessel is retired and the unspent 19-21 funding is carried forward to support additional scope on other vessels in 21-23
W2 W2	944433D 944433E	MV Kaleetan Preservation MV Kaleetan Improvement	2,254,000 18,000	3,068,000 511,000	814,000 493,000	25,740,000	25,859,000	119,000			7/20/2021	2,960,671		x	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2 W2	944434D 944434E	MV Yakima Preservation MV Yakima Improvement		4,100,000	4,100,000	39,140,000	36,284,000	(2,856,000)			2/16/2021	2,630,363		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	944441B	MV Walla Walla Preservation	10,983,000	11,853,000	870,000	38,439,000	37,888,000	(551,000)			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 use 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 W2	944441C 944442B	MV Walla Walla Improvement MV Spokane Preservation	89,000 3,706,000	310,000 10,054,000	221,000 6,348,000	2,329,000 67,765,000	2,518,000 67,686,000	189,000 (79,000)			8/18/2020	3,614,993		X X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2 W2	944442C 944471A	MV Spokane Improvement MV Chetzemoka Preservation	46,000 3,389,000	58,000 4,112,000	12,000 723,000	1,895,000 46,964,000	1,900,000 46,975,000	5,000 11,000						X X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2 W2	944476B 944477A	MV Chetzemoka Improvement MV Salish Preservation	25,000 2,120,000	311,000 2,864,000	286,000 744,000	2,077,000 52,757,000	2,029,000 52,763,000	(48,000) 6,000						X X	Funding aligned with capital investment plan to best meet State of Good Repair goals of Asset Management Plan.
W2 W2	944477B 944478B	MV Salish Improvement MV Kennewick Preservation	12,000 3,518,000	343,000 3,616,000	331,000 98,000	2,158,000 54,573,000	2,163,000 54,573,000	5,000			-			X	
W2 W2	944478C	MV Kennewick Preservation MV Kennewick Improvement	26,000	206,000	180,000	3,420,000	3,392,000	(28,000)						X	
W2	944499C	MV Puyallup Preservation	1,063,000	4,097,000	3,034,000	89,150,000	87,320,000	(1,830,000)						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	19,446,000	3,732,000	152,753,000	155,356,000	2,603,000			7/28/2020 2,993,287		х		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 control.
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		х		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 W2	944499F 944499G	MV Puyallup Improvement MV Tacoma Improvement	2,000 429,000	26,000 466.000	24,000 37,000	2,568,000 4,430,000	2,579,000 4,245,000	11,000 (185,000)			3/12/2019 400,694		X		
W2	944499H	MV Wenatchee Improvement	6,000	6,000	37,000	2,318,000	2,694,000	376,000			3/12/2019 400,094		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
W2	998951A	WSF/Administrative Support - Allocated to W2	5,133,000	3,988,000	(1,145,000)	86,071,000	84,449,000	(1,622,000)					х		funds carry forward from 19-21 The allocation between W1 and W2 for the Admin Support has a different split (based on the total W1 and W2) between these TEIS Versions.
W2	998951F	Security System Upgrades Placeholder for W2	2.132.000	2,535,000	403.000	6.373.000	6.809.000	436.000					x		
W2	998951P	New CMAQ Grants Placeholders	2,800,000	2,333,000	(2,800,000)	2,943,000		(2,943,000)						х	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 G2000084	Electric Vessel RFP	24 752 222	52 404 000	27 654 000	601,000 43 526 000	374,000 84 941 000	(227,000)					X		B
W2		Electric Ferry - Conversion	24,750,000	02,101,000		10,020,000	0 1/0 12/000	12,120,000					х		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 L1000009	MV Tokitae Improvement	15,000 19,000	41,000	26,000	1,095,000	1,070,000	(25,000)			 	-	X	+	+
W2 W2	L1000009 L1000063	MV Samish Improvement #3 - 144-Capacity Vessel (MV Chimacum)	19,000	21,000	2,000	1,289,000	1,256,000	(33,000) (122,191,000)			2/24/2005 44,487,228	1	X	+	Project has been completed
W2 W2	L2000063	Wessel Project Support	4,210,000	4,228,000	18,000	51,757,000	53.152.000	1,395,000			2/24/2005 44,487,228		X	+	18k variance in 21-23. Variance is under 500k and less than 10%
W2	L2000109	#4 - 144 capacity vessel	.,_10,000	.,0,000	20,000	122,935,000	122,795,000	(140,000)					X	1 -	
W2	L2000301	Maintenance Management System				400,000	412,000	12,000						х	
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						х	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)	1			123,159,000		(123,159,000)			2/24/2005 44,487,228		х	1 -	Project has been completed
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)				119,338,000		(119,338,000)			2/24/2005 44,487,228		Х		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 beinnium lett. 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)					х		ARRA Program closed out
Y4	700001C	New Locomotives (8) (ARRA)		177,000	177,000	59,697,000	59,700,000	3,000					Х		
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.
	770220A														Project has been completed
Y4		Seattle- King Street Station Track Upgrades (ARRA)				28,382,000		(28,382,000)					х		
Y4 Y4	HSR001 HSR002	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul	1,500,000	1,500,000 3,369,000	3,369,000	1,500,000 4,001,000	1,500,000 4,001,000						X	x x	Updated plan on using some of this funding for future locomotive overhauls in this biennium
Y4 Y4	HSR001 HSR002 HSR004	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service		3,369,000 3,616,000	3,369,000 3,616,000	1,500,000 4,001,000 9,000,000	4,001,000 9,002,000	2,000					x	X X	Updated plan on using some of this funding for future locomotive overhauls
Y4 Y4 Y4 Y4	HSR001 HSR002 HSR004 HSR005	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch	1,500,000	3,369,000		1,500,000 4,001,000 9,000,000 1,000,000	4,001,000	2,000						X X	Updated plan on using some of this funding for future locomotive overhauls in this biennium 2022 Supplemental reappropriation
Y4 Y4 Y4 Y4 Y4	HSR001 HSR002 HSR004 HSR005 HSR006	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSR Program Closeout	1,000,000	3,616,000 1,000,000	3,616,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000	4,001,000 9,002,000 1,000,000	2,000					X	X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out
Y4 Y4 Y4 Y4 Y4 Y4	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch HSR Program Closeout Cascades Corridor Side Prevention and Repair		3,369,000 3,616,000		1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000	4,001,000 9,002,000	2,000 (501,000) 39,000					X X	X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSR Program Closeout Cascades Corridor Slide Prevention and Repair Cascades Train Sets - Overhaul	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000	3,616,000 4,917,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000	4,001,000 9,002,000 1,000,000 38,794,000	2,000 (501,000) 39,000 (7,396,000)					X	X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A 700401A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSB Program Cioseout Cascades Cordor Side Prevention and Repair Cascades Train Sets - Overhaul WSR Bailroad - Marshallt to Dakesdale Track Rehab (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000	3,616,000 4,917,000 21,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 780,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000	2,000 (501,000) 39,000 (7,396,000) 1,000					X X	x x	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Porgram Clossout Cascades Corridor Slide Prevention and Repair Cascades Train Sets - Overhaul W&R Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Sastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000	3,616,000 4,917,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000	4,001,000 9,002,000 1,000,000 38,794,000	2,000 (501,000) 39,000 (7,396,000)					X X	X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5 Y5 Y5 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A 700401A 700602A 720201A 720311A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Clossout Cascades Train Service Devention and Repair Cascades Train Sets - Overhaul W&R Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Sastern - Track Rehab MP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000	3,616,000 4,917,000 21,000 354,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 7,396,000 780,000 812,000 312,000 624,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000	2,000 (501,000) 39,000 (7,396,000) 1,000					X X	x x	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5 Y5 Y5 Y5 Y5 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A 700401A 700602A 720201A 720311A 721410A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bysass Revenue Service Operational Modifications after new Service Launch HSR Program Cossocit Cascades Corridor Side Prevention and Repair Cascades Train Sets - Overhaul Walk Rairmost - Marshalth to Oakedale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab - MP 11-14, 37-57 (2019 FRAP) Columbia Walla Wallia Railmost - Agregate Hopper Cas (2019 FRAP) Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP) Port of Pend Oreille - Visk to Newport Track Rehab (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000	3,616,000 4,917,000 21,000 354,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 812,000 812,000 624,000 250,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000 250,000	2,000 (501,000) 39,000 (7,396,000) 1,000					X X	x x	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5 Y5 Y5 Y5 Y5 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 12220057 P02001A 700401A 700602A 720201A 720311A 721410A 721410B	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Closeout Cascades Train Service Devention and Repair Cascades Train Sets - Overhaul W&R Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab MP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000	3,616,000 4,917,000 21,000 354,000 36,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 780,000 812,000 312,000 624,000 250,000 1,560,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000 250,000 1,560,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000					X X	x	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5 Y5 Y5 Y5 Y5 Y5 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A 700401A 700602A 720201A 721410A 721410A 721410B	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch MSR Program Clossout Cascades Corridor Side Prevention and Repair Cascades Train Sets - Overhaul Wal Railroad - Marshall to Oskedale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP) Columbia Walla Wallia Railroad - Algregate Riopper Cas (2019 FRAP) Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini Aws Wing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini Aws Wing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini Aws Wing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini Aws Wing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini Aws Wing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini Aws Wing (2019 FRAP) Port of Perents - South Terminal Modernization Project (2019 FRAB)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 812,000 812,000 624,000 250,000 1,560,000 6,157,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 624,000 250,000 1,560,000 6,158,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000		/I/2017			X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5 Y5 Y5 Y5 Y5 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 12220057 P02001A 700401A 700602A 720201A 720311A 721410A 721410B	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Closeout Cascades Train Service Devention and Repair Cascades Train Sets - Overhaul W&R Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab MP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000	3,616,000 4,917,000 21,000 354,000 36,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 780,000 812,000 312,000 624,000 250,000 1,560,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000 250,000 1,560,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000	6)	/1/2017			X X X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5 Y5 Y5 Y5 Y5 Y5 Y5 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 12220057 P02001A 700401A 700602A 720201A 720311A 721410B 722814A 722814A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSR Program Closeout Cascades Train Sets - Overhaul Will Rallroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Will Rallroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Columbia Walla Walla Rallroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Orellie - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRIP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rall Oxepass	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000	1,500,000 4,001,000 9,000,000 501,000 38,755,000 780,000 812,000 312,000 624,000 250,000 1,560,000 6,157,000 905,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000 250,000 1,560,000 6,158,000 913,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000	6)	/1/2017			X X X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 HSR006 12220057 P02001A 700401A 700401A 720401A 721410A 721410B 722814A 725910A 726811A 726811A 726811A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 185R Program Clossout Cascades Corridor Side Prevention and Repair Cascades Train Sers. Overhaul W&I Railroad - Marshail to Cakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP) Vashington Eastern - Track Rehab - Mpregate Hopper Cars (2019 FRAP) Port of Pend Ortellie - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini vas Wing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jawini vas Wing (2019 FRAP) Röt of Service - South Terminal Modernization Project (2019 FRAP) Ridgefield Rail Overpass Tacoma Rail - Horte Vard Improvement (2019 FRIB) Tacoma Rail - Harine View Drive Track Rehab (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 812,000 312,000 624,000 250,000 1,560,000 400,000 400,000 1,144,000 240,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 624,000 250,000 6,158,000 6,158,000 400,000 1,145,000 242,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000	61	/1/2017			X X X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 L2220057 P02001A 700602A 720201A 720201A 721410A 721410A 721410A 725910A 726813A 726813A 726813A 726813A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Closeout Cascades Train Sets - Overhaul Will Rallroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Will Rallroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Octolumbia Walla Walla Rallroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Judvin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Judvin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rall Oevepass Tacoma Rail - Horine View Orlve Track Rehab (2019 FRB) Tacoma Rail - Marine View Orlve Track Rehab (2019 FRAP) Tacoma Rail - Marine View Orlve Track Rehab (2019 FRAP) Tacoma Rail - Marine View Orlve Track Rehab (2019 FRAP) Tacoma Rail - Marine View Orlve Track Rehab (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	1,500,000 4,001,000 1,000,000 501,000 501,000 38,755,000 7,396,000 812,000 312,000 624,000 250,000 1,560,000 400,000 400,000 1,144,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000 240,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000 250,000 1,560,000 913,000 913,000 40,000 1,445,000 242,000 729,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000 1,000 2,000 1,000	6/	/1/2017			X X X X	X	Updated plan on using some of this funding for future locomotive overhaus in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation
Y4 Y4 Y4 Y4 Y4 Y4 Y5	HSR001 HSR002 HSR004 HSR005 HSR006 12220057 P02001A 700401A 700602A 720201A 721410A 721410B 722814A 725910A 726811A 726813A 726813A 742110A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 185R Program Clossout Cascades Train Clossout Cascades Train Serv. Overhaul Will Raincoad - Marshalt To Cakesdale Track Rehab (2019 FRAP) Washington Estern - Track Rehab - MP 11.24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Ortelle - Usik to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave King (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave King (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave King (2019 FRAP) Port of Events - South Terminal Modernization Project (2019 FRIB) Ridgefield Rail Overpass Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP) Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 7,396,000 812,000 312,000 624,000 250,000 400,000 400,000 1,144,000 240,000 728,000 874,000 874,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 624,000 250,000 1,560,000 6,158,000 913,000 1,145,000 1,245,000 729,000 875,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000	6/	/1/2017			X X X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed
Y4 Y5	HSR001 HSR002 HSR002 HSR005 HSR006 HSR006 12220057 P02001A 700401A 700602A 720201A 721410A 721410A 721410A 725910A 726811A 726811A 726811A 726811A 726811A 726811A 726811A 726811A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSR Program Closeout Cascades Corridor Silde Prevention and Repair Cascades Train Sets - Overhaul Will Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab — NP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pendor - Valiana & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Fendor - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rail Oevepass Tacoma Rail - Harde Vew Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine Vew Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine Vew Drive Track Rehab (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	1,500,000 4,001,000 4,001,000 1,000,000 1,000,000 501,000 501,000 7,396,000 7,396,000 812,000 812,000 624,000 250,000 1,560,000 1,560,000 400,000 400,000 240,000 240,000 240,000 240,000 2728,000 874,000 874,000 478,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 625,000 1,510,000 1,510,000 1,000 1,145,000 242,000 242,000 875,000 875,000 456,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000 1,000 2,000 1,000	6)	/1/2017			x x x	X	Updated plan on using some of this funding for future locomotive overhaus in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5	HSR001 HSR002 HSR002 HSR000 HSR005 HSR006 L2220057 P02001A 700401A 700401A 700401A 72201A 72201A 721410A 721410A 725811A 725811A 725813A 741110A 750101A 750101A	State Corridor Safety and Positive Train Control Compiliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch HSR Porgram Clossout Cascades Train Clossout Cascades Train Sets - Overhaul W&R Rallroad - Marthalt to Osterdale Track Rehab (2019 FRAP) W&R Rallroad - Marthalt to Osterdale Track Rehab (2019 FRAP) To Columbia Walla Walla Rallroad - Aggregate Hopper Cars (2019 FRAP) To Columbia Walla Walla Rallroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Critice I - Usts to Newport Track Rehab (2019 FRAP) Port of Service Track Rehab (2019 FRAP) Port of Service Track Service Modification Fraper (2019 FRAP) Ridgefield Rall Overpass Tacoma Rall - Host varie University (2019 FRAP) Tacoma Rall - Marine View Drive Track Rehab (2019 FRAP) Tacoma Rall - Marine Web Orive Track Rehab (2019 FRAP) Tacoma Rall - Marine Web Orive Track Rehab (2019 FRAP) Tacoma Rall - Marine Web Orive Track Rehab (2019 FRAP) Tacoma Rall - Marine Web Orive Track Rehab (2019 FRAP) Roden Rall - Balaxelie to Chehalis Bridges (2019 FRAP) Ballnier Rall - Slakselie to Chehalis Bridges (2019 FRAP) Ballnier Rall - Slakselie to Chehalis Bridges (2019 FRAP)	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 18,755,000 780,000 120,000 120,000 125,000 125,000 1,560,000 1,560,000 1,140,000 1,144,000 1,280,000 1,280,000 1,280,000 1,380	4,001,000 9,002,000 1,000,000 1,000,000 38,794,000 781,000 813,000 134,000 1,500,000 1,500,000 1,500,000 1,145,000 1,445,000 1,450,000 1,500	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000 1,000 2,000 1,000	6)	/1/2017			X X X X	X	Updated plan on using some of this funding for future locomotive overhaus in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation
Y4 Y5	HSR001 HSR002 HSR002 HSR005 HSR006 HSR006 12220057 P02001A 700401A 700602A 720201A 721410A 721410A 721410A 725910A 726811A 726811A 726811A 726811A 726811A 726811A 726811A 726811A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1958 Program Closeout Cascades Train Service Service Launch 1958 Program Closeout Cascades Train Sets - Overhaul W&R Naliroad - Marchail to Oskerdale Track Rehab (2019 FRAP) W&R Naliroad - Marchail to Oskerdale Track Rehab (2019 FRAP) W&R Naliroad - Marchail to Oskerdale Track Rehab (2019 FRAP) Port of Pend Orielle - Ust to Newport Track Rehab (2019 FRAP) Port of Pend Orielle - Ust to Newport Track Rehab (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadonin Ave King (2019 FRAP) Port of Service - Track Rehab (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadonin Ave King (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadonin Ave King (2019 FRAP) Port of Eventi - Yakima & Berry Bridges & Jadonin Ave King (2019 FRAP) Port of Eventi - South Terminal Modernization Project (2019 FRAP) Tracma Rall - March Service Urick Rehab (2019 FRAP) Tracma Rall - March Service Urick Rehab (2019 FRAP) Tracma Rall - March Service Urick Rehab (2019 FRAP) Ralinier Rall - Slakesilee to Chehalis Bridges (2019 FRAP) Ralinier Rall - Slakesilee to Chehalis Bridges (2019 FRAP) Ralinier Rall - Slakesilee to Chehalis Bridges (2019 FRAP) Ralinier Rall - Slakesilee to Chehalis Bridges (2019 FRAP) Raller Rall - Slakesilee to Chehalis Bridges (2019 FRAP) Raller Rall - Slakesilee to Carb Styffs Grader Crossing Improvements (2019 FRAP) Central Washington RR - Sunnyside to Granger Track Rehab (2019 FRAP) Retrieved - Schreib Rall revestment Bank	1,000,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000	3,616,000 4,917,000 21,000 354,000 354,000 754,000 143,000 15,000 8,000 875,000	1,500,000 4,001,000 1,000,000 1,000,000 501,000 38,755,000 7,396,000 812,000 312,000 624,000 250,000 1,560,000 400,000 400,000 400,000 240,000 240,000 240,000 240,000 240,000 240,000 374,000 874,000 874,000 874,000	4,001,000 9,002,000 1,000,000 38,794,000 781,000 813,000 313,000 625,000 1,510,000 1,510,000 1,000 1,145,000 242,000 242,000 875,000 875,000 456,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000 1,000 2,000 1,000	61	/1/2017			x x x	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation
Y4 Y4 Y4 Y4 Y4 Y4 Y4 Y5	HSR001 HSR002 HSR004 HSR005 HSR005 HSR005 HSR005 L222057 P09011A P09011A P09011A P19011A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Program Closeout Cascades Train Service Prevention and Repair Cascades Train Service Overhaul Wild Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab — NP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Facoms Rail - Marine View Drive Track Rehab (2019 FRAP) Facoms Rail - Marine View Drive Track Rehab (2019 FRAP) Facoms Rail - Marine View Drive Track Rehab (2019 FRAP) Facoms Rail - Marine View Drive Track Rehab (2019 FRAP) Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP) Snohomis Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Snohomis Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rail Investment Bank Statewide - Freight Rail Investment Bank	1,000,000 8,286,000 3,438,000 3,438,000 223,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 36,000 754,000 143,000 16,000 8,000 17,000 875,000	3,616,000 4,917,000 21,000 354,000 754,000 143,000 15,000 875,000 17,000 875,000 (3,438,000) (223,000)	1,500,000 4,001,000 1,000,000 1,000,000 38,755,000 7,395,000 31,200 31,200 61,57,000 151,000 400,000 400,000 11,144,000 240,000 37,200,000 400	4,001,000 9,002,000 1,000,000 1,000,000 38,794,000 813,000 613,000 613,000 613,000 613,000 400,000 1,145,000 400,000 1,45,000 875,000 485,000 185,000 185,000 147,43,000 447,43,000 447,43,000 447,43,000 447,573,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000 1,000	6)	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental responsition
Y4 V4	H58001 H58002 H58005 H58005 H58005 H58005 L5220057 P02001A T00605A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Porgram Closeout Cascades Train Closeout Cascades Train Sets - Overhaul W&R Rallroad - Marthalit Colseedale Track Rehab (2019 FRAP) W&R Rallroad - Marthalit Colseedale Track Rehab (2019 FRAP) WASHINGTO Easter - Track Rehab M- Pt 12-24, 37-57 (2019 FRAP) For tol Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Pend Criefle - Usk to Newport Track Rehab (2019 FRAP) Port of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Port of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Rot of Bendor - Nahma & Berry Bridges & Jawinn Ave King (2019 FRAP) Taroma Rall - Marka Sadien Upprace (2019 FRAP) Raminer Rall - Blakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Blakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis Bridges (2019 FRAP) Raminer Rall - Slakestee to Chehalis	1,000,000 8,286,000 3,438,000	3,369,000 3,615,000 1,000,000 13,203,000 21,000 354,000 754,000 143,000 16,000 17,000 175,000 175,000 175,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 17,000 875,000 (3,438,000) (22,000) 788,000	1,500,000 4,001,000 9,000,000 1,000,000 501,000 38,755,000 780,000 31,000 1,00	4,001,000 9,002,000 1,002,000	2,000 (\$01,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental resporopriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental resporopriation 2022 Supplemental resporopriation 2022 Supplemental resporopriation 2022 Supplemental resporopriation
V4 V4 V4 V4 V4 V5	HSR001 HSR004 HSR005 HSR005 HSR005 HSR005 HSR005 HSR005 L222057 P02011A T00401A T00401A T00401A T20410A T20410A T21410A T21410	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Program Closeout Cascades Corridor Side Prevention and Repair Cascades Train Sets - Overhaul Wild Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pendor - Vakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Senton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rail Oevepass Tacoma Rail - Harde Velw Chris Track Rehab (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Railroad - Hoquian Bridge (2019 FRAP) Snohomish Co - 240th Styfis Grade Crossing Improvements (2019 FRAP) Snohomish Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Snohomish Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Snohomish Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Satewide - Freight Rail Investment Bank Statewide - Freight Rail Investment Bank	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 754,000 143,000 17,000 875,000 1,338,000 1,338,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 17,000 875,000 (223,000) 788,000 48,000	1,500,000 4,001,000 1,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200 61,500 151,000 151,000 151,000 151,000 150,000 1	4,001,000 9,002,000 1,000,000 1,000,000 38,794,000 813,000 813,000 813,000 6,158,000 400,000 1,146,000 1,146,000 135,000 875,000 485,000 485,000 485,000 147,433,000 42,730,000 12,800 12,800,000 12,800,	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 4,000 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation
Y4 V4	H58001 H58005 H58005 H58005 H58005 H58005 L5220057 P02001A T00605A	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1958 Program Closeout Cascades Train Coseout Cascades Train Sets - Overhaul Will Ralfroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Ralfroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Ralfroad - Marshall to Oskerdale Track Rehab (2019 FRAP) For of Pend Orielle - Usts to Newport Track Rehab (2019 FRAP) Port of Pend Orielle - Usts to Newport Track Rehab (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Berry Bridges & Jadowin Ave Xing (2019 FRAP) For of Settlem - Yakima & Settlem & Jadowin Ave Xing (2019 FRAP) For of Settlem & Settlem & Jadowin Ave Xing (2019 FRAP) Ralmire Rall - Stakesilee to Chehalis Bridges (2019 FRAP) Ralmire Rall - Stakesilee to Chehalis Bridges (2019 FRAP) Statewide - Freight Rall revisement Bank	1,000,000 8,286,000 3,438,000 3,438,000 223,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 754,000 143,000 17,000 875,000 1,338,000 1,338,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 17,000 875,000 (3,438,000) (22,000) 788,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 1,000,000	4,001,000 9,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental responsition
V4 V4 V4 V4 V4 V5	H58001 H58004 H58005 H5	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Program Closeout Cascades Corridor Side Prevention and Repair Cascades Train Sets - Overhaul Wild Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab — NP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP) Port of Pend Or-Idelle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Pendor - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Senton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Tacoma Rail - Marine Vew Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine Vew Drive Track Rehab (2019 FRAP) Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP) Snohomis foo - 240th Styfs Grade Crossing Improvements (2015 FRAP) Snohomis foo - 240th Styfs Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rail Investment Bank Statewide - Freight Rail Investm	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 754,000 143,000 17,000 875,000 1,338,000 1,338,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 17,000 875,000 (223,000) 788,000 48,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200 62,000 1,500,0	4,001,000 9,002,000 1,000,000 38,794,000 813,000 813,000 813,000 613,000 613,000 400,000 1,146,000 220,000 873,000 483,000 483,000 483,000 873,000 483,000 185,000 1	2,000 (\$501,000) 39,000 (7,396,000) 1,000 1,000 1,000 1,000 4,000 1,00	6/	/h/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation
Y4 V4	H58001 H58002 H58005 H58006 H58006 H58006 L2220057 P020014 P02	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1958 Program Consecut Cascades Train Consecut Cascades Train Sets - Overhaul Will Ralfroad - Marshall to Oskeedale Track Rehab (2019 FRAP) Will Ralfroad - Marshall to Oskeedale Track Rehab (2019 FRAP) Will Ralfroad - Marshall to Oskeedale Track Rehab (2019 FRAP) For of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Devent - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Devent - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Devent - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Devent - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Devent - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Event - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Went Bridges & John State State (1919 FRAP) Port of Benton - Yakima & Went Bridges & John State State (1919 FRAP) Raminer Ralf - Ralfroad House (1919 FRAP) Raminer Ralf - Stakesilee to Chehalis Bridges (2019 FRAP) Raminer Ralf - Stakesilee to Chehalis Bridges (2019 FRAP) Raminer Ralf - Stakesilee to Chehalis Bridges (2019 FRAP) Statewide - Freight Ralf Investment Bank Statewide - Freight Ralf	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 754,000 143,000 17,000 875,000 1,338,000 1,338,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 17,000 875,000 (223,000) 788,000 48,000	1,500,000 9,000,000 1,000,000 1,000,000 1,000,000 1,000,000	4,001,000 9,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation
V4 V	H58001 H58004 H58005 H5	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1987 Porgram Consecut Cascades Train Consecut Cascades Train Sets - Overhaul W&R Nairoad - Marshall to Oskeedale Track Rehab (2019 FRAP) W&R Nairoad - Marshall to Oskeedale Track Rehab (2019 FRAP) WShington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP) For of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) For of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) For of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) For of Set Control - Yakima & Set Control - Yakim	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 754,000 143,000 17,000 875,000 1,338,000 1,338,000	3,616,000 4,917,000 21,000 354,000 36,000 754,000 143,000 17,000 875,000 (223,000) 788,000 48,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200 62,000 1,500,0	4,001,000 9,002,000 1,000,000 38,794,000 813,000 813,000 813,000 613,000 613,000 400,000 1,146,000 220,000 873,000 483,000 483,000 483,000 873,000 483,000 185,000 1	2,000 (\$501,000) 39,000 (7,396,000) 1,000 1,000 1,000 1,000 4,000 1,00	61	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects Funds plan to the projects Funds plan to th
V4 V4 V4 V4 V4 V5	H58001 H58005 H5	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 185R Program Closeout Cascades Train Sets - Overhaul Will Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Will Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Octolumba Walla Walla Raliroad - Aggregate Hopper Cars (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Senton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rali Oevepass Tacoma Rail - Hardre View Orbre Tack Rehab (2019 FRAP) Puget Sound & Pacific Raliroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Raliroad - Hoquian Bridge (2019 FRAP) Sonbomsh Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rali Investment Bank Statewide - Freight Ralirorad - Hoper Study South Kelso Raliroad Crossing Bridge 12 (Salmon Creek) Replacement Chelatche Parine Raliroad - Raliroad Huper Emergency Repairs West Planks/Spokane International Arport Rail Development	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 13,203,000 354,000 354,000 143,000 16,000 17,000 8,000 17,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000	3,616,000 4,917,000 21,000 354,000 36,000 15,000 16,000 8,000 17,000 8,000 17,000 8,000 17,000 8,000 17,000 8,000 17,000 8,000 7,645,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200 61,57,000	4,001,000 9,002,000 1,000,000 1,000,000 38,794,000 813,000 813,000 130,000 1,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 1,000 1,000 1,000 (3,438,000) (223,000) 460,000 2,000 2,000 6,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects Funds plan to the projects Funds plan to th
V4 V	H58001 H58002 H58005 H58006 H58006 H58006 L2220057 P020014 P02	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1958 Program Consecut Cascades Train Consecut Cascades Train Sets - Overhaul Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) For of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Caroma Rail - Amarine View Drive Track, Rehab (2019 FRAP) Rainer Ball - Blakesilee to Chehalis Bridges (2019 FRAP) Rainer Ball - Stakesilee to Chehalis Bridges (2019 FRAP) Rainer Ball - Stakesilee to Chehalis Bridges (2019 FRAP) Statewide - Freight Rail movettenet Bank Statewide - Freight R	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 13,203,000 21,000,000 354,000 354,000 754,000 143,000 17,000 875,000 17,000 875,000 1,338,000 46,000 21,980,000 192,000	3,616,000 4,917,000 21,000 354,000 36,000 143,000 16,000 8,000 17,000 875,000 (22,000) 1788,000 45,000 45,000 45,000 17,645,000	1,500,000 9,000,000 1,000,000 1,000,000 1,000,000 1,000,000	4,001,000 9,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation
V4 V4 V4 V4 V4 V4 V5	H58001 H58005 H58006 H58005 H5	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Closeout Cascades Train Sets - Overhaul Will Rallroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Will Rallroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Fort of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Senton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rall Oevepass Tacoma Rail - Harde Siding Ubgrade (2019 FRIB) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Puget Sound & Pacific Rallroad - Hoquiam Bridge (2019 FRAP) Factor Rail - Marine View Drive To Moses Lake Rehab (2019 FRAP) Puget Sound & Pacific Rallroad - Hoquiam Bridge (2019 FRAP) Snohomish Co - 240th Stylis Grade Crossing Improvements (2015 FRAP) Snohomish Co - 240th Stylis Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rall Investment Bank	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 354,000 754,000 143,000 157,000 17,000 17,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,48,000 1,478,000	3,616,000 4,917,000 21,000 35,000 36,000 754,000 143,000 15,000 875,000 (23,438,000) (23,000) 7,645,000 1,778,000 147,000 1,778,000 1,778,000 1,778,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 38,755,000 780,000 31,000	4,001,000 9,002,000 1,000,000 38,794,000 813,000 813,000 313,000 624,000 624,000 913,000 913,000 913,000 913,000 1,445,	2,000 (501,000) 39,000 (7,396,000) 1,000	6)	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation
V4 V	H58001 H58002 H58005 H58006 H58006 H58006 L2220057 P020014 T000411 T000417 T004101 T214108 T224100 T224100 T224100 T224100 T254100 T25	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1958 Program Closeout Cascades Train Coseout Cascades Train Sets - Overhaul Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) For of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Service - Yakima & Service - Yakima & Jadwin & Jadwin & Yakima & Jadwin & Jadwi	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 21,000 354,000 354,000 143,000 1754,000 143,000 17,000 875,000 1,338,000 46,000 21,980,000 192,000 1,478,000	3,616,000 4,917,000 21,000 386,000 754,000 143,000 16,000 870,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,645,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 1,000,000	4,001,000 9,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 22-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation
V4 V4 V4 V4 V4 V4 V5	H58001 H58005 H58006 H58005 H5	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Closeout Cascades Train Sets - Overhaul Will Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Will Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Work Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rali Oevepass Tacoma Rail - Hardro Velwe Drive Track Rehab (2019 FRAP) Puget Sound & Pacific Raliroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Raliroad - Hoquian Bridge (2019 FRAP) Sonbomish Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rali Investment Bank Statewide - Freight Rali Investment Bank Statewide - Freight Rali Investment Bank Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Raliroad Investment Bank Statewide - Freight Raliroad - Raliroad Investment Bank Statewide	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 354,000 354,000 754,000 143,000 157,000 17,000 17,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,38,000 1,48,000 1,478,000	3,616,000 4,917,000 21,000 386,000 754,000 143,000 16,000 870,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,645,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200 61,57,000	4,001,000 9,002,000 1,000,000 38,794,000 813,000 813,000 313,000 624,000 624,000 913,000 913,000 913,000 913,000 1,445,	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 (3,438,000) (223,000) 460,000 1,000 2,000 7,000 6,000 1,000	6)	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation
V4 V	H58001 H58002 H58005 H58006 H58006 H58006 L2220057 P020014 T000411 T000417 T004101 T214108 T224100 T224100 T224100 T224100 T254100 T25	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Deflance Bypass Revenue Service Operational Modifications after new Service Launch 1958 Program Closeout Cascades Train Coseout Cascades Train Sets - Overhaul Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) Will Railroad - Marshall to Oskerdale Track Rehab (2019 FRAP) For of Pend Orielle - Usk to Newport Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Service - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Service - Yakima & Service - Yakima & Jadwin & Jadwin & Yakima & Jadwin & Jadwi	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 21,000 354,000 354,000 143,000 1754,000 143,000 17,000 875,000 1,338,000 46,000 21,980,000 192,000 1,478,000	3,616,000 4,917,000 21,000 386,000 754,000 143,000 16,000 870,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,645,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 1,000,000	4,001,000 9,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 22-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation
V4 V4 V4 V4 V4 V4 V5	H58001 H58005 H58006 H58005 H5	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch 1858 Program Closeout Cascades Train Sets - Overhaul Will Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Will Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Work Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRIB) Ridgefield Rali Oevepass Tacoma Rail - Hardro Velwe Drive Track Rehab (2019 FRAP) Puget Sound & Pacific Raliroad - Hoquian Bridge (2019 FRAP) Puget Sound & Pacific Raliroad - Hoquian Bridge (2019 FRAP) Sonbomish Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rali Investment Bank Statewide - Freight Rali Investment Bank Statewide - Freight Rali Investment Bank Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Hoquian Bridge (2019 FRAP) Statewide - Freight Ralirorad - Raliroad Investment Bank Statewide - Freight Raliroad - Raliroad Investment Bank Statewide	1,000,000 8,286,000 3,438,000 223,000 550,000	3,369,000 3,616,000 1,000,000 13,203,000 21,000 21,000 354,000 354,000 143,000 1754,000 143,000 17,000 875,000 1,338,000 46,000 21,980,000 192,000 1,478,000	3,616,000 4,917,000 21,000 386,000 754,000 143,000 16,000 870,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,645,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200 61,57,000	4,001,000 9,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1,000 1,000 1,000 1,000 1,000 1,000 1,000 (3,438,000) (223,000) 460,000 1,000 2,000 7,000 6,000 1,000	6)	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X X	Updated plan on using some of this funding for future locomotive overhaus In this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2028 Supplemental reappropriation 2029 Supplemental reappropriation 2021 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2028 Supplemental reappropriation 2028 Supplemental response Sup
Y4	HSR001 HSR004 HSR005 HSR005 HSR005 HSR005 HSR005 HSR005 HSR005 L2220057 P02011A T00401A T00401A T00401A T20410A T21410A T21410	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Porgram Closeout Cascades Train Coseout Cascades Train Sets - Overhaul Walk Railroad - Marchall to Oskerdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab - NP 13-24, 37-57 (2019 FRAP) For of Pend Orielle - Usks to Newport Track Rehab (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Set of Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRB) Rogeride Rail - Track Track Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRB) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Paget Sound & Pacific Railroad - Hoopulan Bridge (2019 FRAP) Paget Sound & Pacific Railroad - Hoopulan Bridge (2019 FRAP) Paget Sound & Pacific Railroad - Hoopulan Bridge (2019 FRAP) Committed - Marine View Drive Track Rehab (2019 FRAP) Sattevide - Frengrent Freight Bail Assistance Projects Sattevide - Frengrent Freight Bail Assistance Projects Sattevide - Energrent Freight Bail Assistance Projects South Aktón Bailroad Crossing Siriely 21 (Salmon Creek) Replacement Chelatchic Parine Bailroad - Hoopulan Bridge (2019 FRAP) South Aktón Bailroad Crossing Siriely 21 (Salmon Creek) Replacement Chelatchic Parine Bailroad - Sattevide - Energrent Repairs Chelatchic Parine B	1,000,000 8,286,000 8,286,000 3,488,000 222,000 550,000 14,335,000	3,369,000 3,616,000 113,203,000 21,000 21,000 354,000 354,000 143,000 1754,000 17,000 875,000 17,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 18,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000	3,616,000 4,917,000 21,000 35,000 36,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 38,755,000 780,000 31,200	4,001,000 9,002,000 1,000,000 138,794,000 813,000 813,000 1313,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6/	/1/2017			X X X X X X X X X X X X X X X X X X X	X X X X	Updated plan on using some of this funding for future locomotive overhauls in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2029 Supplemental reappropriation 2020 Supplemental reappropriation 2021 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2029 Supplemental reappropriation 2020 Supplemental reappropriation 2021 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation
V4 V	H58001 H58002 H58005 H58005 H58006 H58006 L5220057 P06013A P06013A P06013A P06013A P16013A P16	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Program Closeout Cascades Train Sets - Overhaul Wild Raliroad - Marshall to Oakesdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab — NP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Raliroad - Aggregate Hopper Cars (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Senton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRAP) Popet Sound & Pacific Raliroad - Hooquian Bridge (2019 FRAP) Popet Sound & Pacific Raliroad - Hooquian Bridge (2019 FRAP) Sonbomish Co - 240th Styfis Grade Crossing Improvements (2015 FRAP) Statewide - Freight Rali Investment Bank Statewide - Freight Raliroad - Raliroad Study South Kebo Raliroad Crossing Bridge 12 (Salimor Creek) Replacement Chelatche Prairie Raliroad Adodded Rehabilitation Grays Harbor Rali Corridor Safety Study Sontha Reis Raliroad - Raliroad Tunnel Emergency Repairs West Plants/Spokane International Arport Rali Development PV Hopper Track Improvements Chelatche Prairie Raliroad Roaded Rehabilitation Grade Separation at Bell Road Grade Separation at Bell Road Fort of Moses Lake Port of W	1,000,000 8,286,000 8,286,000 3,438,000 223,000 513,335,000	3,369,000 3,616,000 13,203,000 13,203,000 21,000,000 354,000 354,000 143,000 16,000 17,000 875,000 1,338,000 17,000 1,478,000 15,406,000 15,406,000 15,406,000 1,467,000	3,616,000 4,917,000 21,000 35,000 36,000 15,000 16,000 875,000 1754,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000 18,000	1,500,000 4,001,000 9,000,000 1,000,000 1,000,000 1,000,000 38,755,000 7,395,000 38,755,000 7,395,000 31,200 61,57,0	4,001,000 9,002,000 1,000,000 781,000 813,000	2,000 (501,000) 39,000 (7,396,000) 1,000	6)	/1/2017	8.664,667 1/13/2020 9,184,032	3	X X X X X X X X X X X X X X X X X X X	X X X X X	Updated plan on using some of this funding for future locomotive overhaub in this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21:23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2029 Supplemental reappropriation 2021 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2029 Supplemental reappropriation 2021 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation supplemental reappropri
V4 V4 V4 V4 V4 V4 V4 V4 V4 V5	H58001 H58002 H58002 H58005 H58005 H58006 L5220057 P06013A P06013A P06013A P06013A P16013A P16003A P16013A P16003A P16	State Corridor Safety and Positive Train Control Compliance Locomotive Service Equipment and Overhaul Point Defiance Bypass Revenue Service Operational Modifications after new Service Launch HSRP Porgram Closeout Cascades Train Coseout Cascades Train Sets - Overhaul Walk Railroad - Marchall to Oskerdale Track Rehab (2019 FRAP) Washington Eastern - Track Rehab - NP 13-24, 37-57 (2019 FRAP) For of Pend Orielle - Usks to Newport Track Rehab (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Bendon - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Set of Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRB) Rogeride Rail - Track Track Bridges & Jadwin Ave Xing (2019 FRAP) Port of Everett - South Terminal Modernization Project (2019 FRB) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP) Paget Sound & Pacific Railroad - Hoopulan Bridge (2019 FRAP) Paget Sound & Pacific Railroad - Hoopulan Bridge (2019 FRAP) Paget Sound & Pacific Railroad - Hoopulan Bridge (2019 FRAP) Committed - Marine View Drive Track Rehab (2019 FRAP) Sattevide - Frengrent Freight Bail Assistance Projects Sattevide - Frengrent Freight Bail Assistance Projects Sattevide - Energrent Freight Bail Assistance Projects South Aktón Bailroad Crossing Siriely 21 (Salmon Creek) Replacement Chelatchic Parine Bailroad - Hoopulan Bridge (2019 FRAP) South Aktón Bailroad Crossing Siriely 21 (Salmon Creek) Replacement Chelatchic Parine Bailroad - Sattevide - Energrent Repairs Chelatchic Parine B	1,000,000 8,286,000 8,286,000 3,488,000 222,000 223,000 14,335,000 9,552,000	3,369,000 3,616,000 113,203,000 21,000 21,000 354,000 354,000 143,000 1754,000 17,000 875,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 17,000 18,000 18,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000 192,000	3,616,000 4,917,000 21,000 35,000 36,000 15,000 15,000 15,000 15,000 15,000 15,000 15,000	1,500,000 9,000,000 1,000,000 1,000,000 1,000,000 1,000,000	4,001,000 9,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000 1,002,000	2,000 (501,000) 39,000 (7,396,000) 1,000 1	6/	/1/2017	8.664,667 1/13/2020 9,184,032	3	X X X X X X X X X X X X X X X X X X X	X X X X X	Updated plan on using some of this funding for future locomotive overhaus In this blennium 2022 Supplemental reappropriation Program has been closed out Project has been completed Project has been completed Project has been completed 2022 Supplemental reappropriation 2022 Supplemental reappropriation Funds for 21-23 have been allocated to successful projects Funds have been allocated to projects 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2028 Supplemental reappropriation 2029 Supplemental reappropriation 2021 Supplemental reappropriation 2022 Supplemental reappropriation 2023 Supplemental reappropriation 2024 Supplemental reappropriation 2025 Supplemental reappropriation 2025 Supplemental reappropriation 2026 Supplemental reappropriation 2027 Supplemental reappropriation 2028 Supplemental reappropriation 2028 Supplemental reappropriation 2028 Supplemental response Sup

Notes:

1. Represents final legislative TEIS versions (21LEGFIN)

- 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.

 Explanations are provided for variances greater than 5500,000/total project cost when compared to the latest legislative final TES version.

 Explanations are provided for variances greater than 3 months in Advertisement Date or in Operationally Complete Date when compared to the latest legislative final TES version.

 There may be more than one contract associated with a "NN or BIN. Also, the award amount will be different than the construction amount (tales 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. Individual contract information in the programmatic BIN is not included in this report.

					Fu	Inding Variance				Sc	hedule		A	warded Contra	cts(5) and (6)			Status	
SubProg	BIN	Project Title	21-23 21LEGCOR(1)	21-23 Plan	21-23 Difference	Total 21LEGCOR(1)	Total Plan 22ME03(7)	Total Difference	Amount Reserved for Pict (2) 21LEGCOR	Advertisement Variance	Complete	Operationally Complete Variance	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Complete d F	In Futur	re Comments 21-23 Q3
	00000014			ZZIVIEU3(1)			.,		Risk(2)	(months)	21LEGCOR	(months)							
D3	888899M D300701	Dayton Ave RHQ - Purchase Furniture Statewide Administrative Support	1,028,000	886 1,028,000	886	1,565,000 15,498,000	1,565,000 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		Х	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)										Х	
D3	D398898	Existing Facilities Building Codes Compliance	576,000	11,983	11,983	2,063,000 6,053,000	32,422 6,053,000	(2,030,578)						2/18/2015	273,374		Х	X	Project has been completed.
D3	D399301 L1000151	Olympic Region Headquarters Facility Site Debt Service Olympic Region Maintenance and Administration Facility	3,289,000	576,000 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	2,202,000	1,200,203	1,200,203	45,032,000	13,056,702	(31,975,298)					37,987,085	3/13/2019				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	0BI1002	Pedestrian & Bicycle Improvements	228,000	228,000		3,719,000	3,719,000											Х	
I1	OBI100A	Mobility Reappropriation for Projects Assumed to be Complete				14,136,000	14,136,000			_								Х	
I1 1	0BI100B 100098U	Nickel/TPA Projects Completed with Minor Ongoing Expenditures		100,001	100,001	616,000 756,000	616,000	115 772										X	
11	100502B	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor I-5/SR 161/SR 18 Interchange Improvements - Stage 2		100,001	100,001	1,943,000	871,773 1,943,000	115,773									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	5 4		Х	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										х	Reappropriation/Re-Aging.
I1	140511A	I-405 South Downtown Access Study Support		1,583	1,583	209,000	159,139	(49,861)										Х	
11	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		
	152234E 153160A	SR 522/Snohomish River Bridge to US 2 - Add Lanes		1,681	1,681	145,637,000 1,879,000	145,597,041 1,868,000	(39,959)	4/12/2010 9/22/2014		12/15/2014		22,322,279	6/1/2010	15,514,435	5 8	X		Project is completed
11	153160A 153915A	SR 531/43rd Ave NE to 67th Ave. NE - Widening SR 539/Lynden-Aldergrove Port of Entry Improvements		149,963	149,963	7,501,000	7,593,486	(11,000) 92,486	3/31/2014		12/19/2014 11/20/2014		3,803,077	5/7/2014	3,262,709	7	X		Project is completed
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements		2.0,000		17,437,000	17,426,264	(10,736)	4/30/2012		10/25/2013		10,182,525	6/18/2012		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	Х		
I1	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	37,418,000	39,266,318	1,848,318	1,347,949,000		(318,984)	3/28/2005		10/15/2023		103,100,763	6/10/2014				Х	Reappropriation/Re-Aging due to updated contractor schedule.
l1	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		
11	316204C	SR 162/Right of Way Acquisition for Tehaleh Development	20.000.000	74,754	74,754	30,000	85,466	55,466	42/24/2020		12/21/2022		24 522 225	4/2/2024	22 700 746			X	
	316706C 400506H	SR 167/SR 410 to SR 18 - Congestion Management I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	30,929,000	30,929,000		129,200,000 85,548,000	129,200,000 85,548,000		12/31/2028 5/2/2011		12/31/2028 8/27/2014		21,630,896 20,598,245	4/2/2021 6/22/2011	22,799,719 19,949,910		X	Х	
11	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		8/24/2014		28,025,230	4/15/2010			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			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		Х	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.
11	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		X		
I1 I1	420511A 450208W	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2 SR 502/I-5 to Battle Ground - Add Lanes				38,275,000 82,133,000	38,267,101 81,765,000	(7,899)	8/18/2014 4/23/2012		7/20/2016 6/27/2016		29,675,858	10/2/2014	24,309,057	7	X		
11	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)			, ., .			,,,				х	
I1	5082080	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges				2,003,000	2,009,944	6,944										х	
l1	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			X		
I1 I1	524003S	SR 240/Kingsgate Way - Signalize Intersection				950,000	950,000 222,808,520	(44.490)	4/16/2012		11/16/2019		477,984	1/22/2018	430,761	2	X		
I1	600010A 609049B	US 395/North Spokane Corridor I-90/Spokane to Idaho State Line - Corridor Design		1,332,444	1,332,444	222,853,000 10,074,000	10,287,784	(44,480)	4/16/2012		11/16/2018		18,733,358 3,454,368	9/13/2013 6/16/2020	15,368,730 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		(19,449)	1,999,116 8/6/2007		1/17/2023		16,039,797	7/14/2008	17,039,595	4		Х	Reappropriation/Re-Aging due to the January 2021 OFM Directed advertisement pause.
I1 I1	809940B 816701C	SR 99/Viaduct Project - Construction Mitigation SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	110,000	0 351,312	0 241,312	37,837,000 83,931,000	37,828,315 83,823,765	(8,685) (107,235)	8/20/2014		12/17/2016		53,172,330	12/9/2014	53,999,888	2 2	X	Х	
11	840502B	I-405/SR 181 to SR 167 - Widening	110,000	78,613	78,613	140,084,000	140,073,011	(107,233)	2/16/2007		12/11/2016		87,501,003	6/20/2007	91,500,005		X		
I1	840541F	I-405/I-90 to SE 8th St - Widening		, 0,013	. 5,515	179,816,000	179,807,414	(8,586)	10/6/2006		9/22/2009		125,000,000	2/16/2007	124,000,00		X		
I1	8BI1001	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			Х		
l1	8BI1002	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			Х		
11	8BI1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	250,000	1,492,198	1,242,198	2,678,187,000		(491,390)	4/23/2007		11/16/2018		834,214	9/8/2009	766,504	4	X		\$500K transferred to 0BI4ENV for long-term mitigation site monitoring.
I1 I1	8BI1006 8BI1009	I-405/Renton to Bellevue Widening and Express Toll Lanes SR 520/Repayment of Sales Tax for Bridge Replacement	15,940,000	15,940,000		21,656,000 159,400,000	21,656,000 159,400,000										X	Х	
11 11	L1000098	SR 520/124th St Interchange (Design and Right of Way)	36,070,000	210,714 20,743,000	210,714 (21,043,523)	86,931,000 40,900,000	86,842,506 40,900,000	(88,494)	6/15/2009 10/10/2022		12/29/2011 1/20/2026						х	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
I1	L1000099	I-5/Slater Road Interchange - Improvements	8,129,000	6,313,000	(1,816,000)	20,969,000	20,969,000		10/10/2022		10/5/2024							X	and environmental documentation becoming obsolete too soon.
II II	L1000099	I-5/179th St Interchange	0,123,000	0,313,000	(1,010,000)	50,500,000	50,500,000	(0)	5/26/2026		10/3/2024							X	Reappropriation/Re-Aging.
I1	L1000111	I-90/SR 18 Interchange Improvements	86,449,000	69,165,145	(17,283,855)	210,527,000	210,554,457	27,457	13,509,306 9/8/2020		10/30/2023		129,598,934	1/26/2022	125,688,00	0 3		X	Pandemic-related relays 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	4,054,000	(8,641,000)	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	3,235,567	(10,535,433)	15,000,000	15,000,000		10/7/2019		10/15/2020							Х	Reappropriation/Re-Aging.
l1	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		115,122	115,122	3,501,000	3,500,000	(1,000)										Х	
I1	L1000163	I-405 NB Hard Shoulder Running SR 527 to I-5			14.5	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		
l1	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	18,914,000	14,557,348	(4,356,652)	26,000,000	26,000,000	(24.000)									V	Х	Reappropriation/Re-Aging due to COVID related consultant hiring freeze.
l1	L1000223 L1000231	I-5/Rush Road Interchange Improvements I-5 Corridor from Mounts Road to Tumwater		1,553,621	1,553,621	24,000 2,250,000	2,250,000	(24,000)									X	X	Reappropriation/Re-Aging due to an updated schedule.
I1			1	2,000,021	1,333,321	_,230,000	-,230,000							1					

11	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.
	L1000276 L1000280	SR 162/410 Interchange Design and Right of Way Project I-405/North 8th Street Direct Access Ramp in Renton	915,000	843,095	(71,905)	1,000,000 250,000,000	896,666 20,000,000	(103,334) (230,000,000)											X X Total project cost is still planned for \$250M 2022 supplemental budget
11	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	х	submittal was for the \$250M
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 0BI4ENV 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	Х	
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	
	L2000058	US 195/Colfax to Spangle - Add Passing Lane	6 004 000	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	X	Deanway intian/De Aging due to additional vacuited time for least
11	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						Χ	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	Х	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							Х
l1	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	Х	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.
11	L2000118	SR 539/Guide Meridian	2 467 000	2 220 500	(427 420)	40,000,000	40,000,000	(4.400)		1/20/2026		12/31/2027		2 504 555	42/45/2020	2 505 000			X
	L2000119 L2000122	I-5/Northbound on-ramp at Bakerview I-90/Barker to Harvard - Improve Interchanges & Local Roads	3,467,000 17,706,000	3,339,580 14,786,912	(127,420) (2,919,088)	10,915,000 24,050,000	10,913,512 24,050,000	(1,488)		10/12/2020 5/11/2020		10/15/2021 7/15/2022		3,691,665 3,454,368	12/15/2020 6/16/2020	2,585,000 3,398,398	3	X	Reappropriation/Re-Aging to align with updated contractor schedule due to
"	12000122	1-30/ barker to Harvard - Improve interchanges & Local Roads	17,700,000	14,780,512	(2,313,088)	24,030,000	24,030,000			3/11/2020		7/13/2022		3,434,308	0/10/2020	3,330,330	3	^	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.
	L2000139	I-5/156th NE Interchange in Marysville	2,914,000	3,269,874	355,874	42,000,000	42,000,000	233,889		9/18/2028 12/9/2019		5/15/2030		2,902,656	2/23/2021	2.027.200	2	X	X
11	L2000170 L2000201	SR 125/9th Street Plaza - Intersection Improvements I-90/Eastgate to SR 900 - Corridor Improvements	12,779,000	21,518,009	8,739,009	5,725,000 73,200,000	5,958,889 73,035,201	(164,799)	2,771,612	1/28/2019	1	10/25/2020 12/31/2020		50,573,965	5/28/2019	2,937,290 46,898,047	4	X	\$165K transferred to OBI4ENV for long-term mitigation site monitoring.
11	12000201	P30 Lasigate to 3x 300 - Contain Improvements	12,773,000	21,518,005	8,733,003	73,200,000	73,033,201	(104,755)	2,771,012	1/28/2013				30,373,303	3/28/2013	40,638,047	4	^	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.
l1	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 budge (Move Ahead Washington) and aged in the 21-23
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	Х	biennium. Total project cost increase \$1.5M Reappropriation/Re-Aging due to additional time needed to finalize a preferred alternative.
I1 I1	L2000229 L2000234	I-5/NB Marine View Dr to SR 529 – Corridor & Interchange Improvements I-405/SR 522 to I-5 Capacity Improvements	49,919,000 14,827,000	43,612,620 67,181,844	(6,306,380) 52,354,844	92,433,000 605,018,000	122,877,458 655,012,358	30,444,458 49,994,358		4/15/2019	12	8/4/2022	4	80,941,000 30,425	11/30/2020	19,955	3 2	X X	During advertisement, project bids came in above the legislative budget. 21-23 Reappropriaton/Re-Aging primarily due to additional time needed to
11	L2000246	SR 104 Realignment for Ferry Traffic		15,853	15,853	500,000	500,000			11/5/2018	(2)	6/28/2019					x		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	L2000255	I-5/Exit 274 Interchange	2,200,000	1,829,816	(370,184)	2,750,000	3,580,087	830,087		, , ,	. ,							Х	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.
l1	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						Х	The project's available budget has increased by \$46,000,0000 (\$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
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	х	preferred alternative strategy. Reappropriation/Re-Aging primarily due to the COVID-19 temporary
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	construction stoppage. The increase and delay are mainly due to additional structural modeling and
12	MOSTON	STOCKED CONTROL IMPROVEMENTS - WEST LITU	432,704,000	730,337,404	(02,540,550)	1,0-3,313,000	2,043,207,003	403,372,003		2,20,2010		7, 1,2021		303,033,133	20/ 27/ 2010	133,343,000			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.
11	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.

									2022 20 0.0											
l1	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		Х	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 I1	M00900R N00900R	I-405/Renton to Bellevue - Corridor Widening SR 9/Snohomish River Bridge Replacement	442,516,000 23,800,000	429,835,569 21,122,193	(12,680,431) (2,677,807)	1,271,625,000 142,100,000	1,292,844,944 142,100,000	21,219,944	28,336,940	12/30/2015 2/14/2022		12/28/2028 11/30/2026	(24)	763,428	9/9/2016	818,133	5		X X	Reappropriation/Re-Aging due to updated contractor schedule. Reappropriation/Re-Aging due to significant delays in the geotechnical schedule associated with the restrictions on field work due to COVID 10.
l1	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						Х	schedule associated with the restrictions on field work due to COVID-19.
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		Х	\$286K transferred to OBI4ENV for long-term mitigation site monitoring.
																				Expenditure delay due to additional time needed to find in-budget
l1	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	21 242 000	2,946,491	(18,296,509)	22 625 000	22 625 000												X	alternatives, which delayed project advertisement.
11	NPARADI	SK 522/Paradise LK Rd Interchange & Widening on SK 522 (Design/Engineeri	21,243,000	2,946,491	(18,296,509)	23,625,000	23,625,000												^	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							х	Reappropriation/Re-Aging due to additional time required for the preferred alternative's risk analysis and project prioritization within the corridor.
l1	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							х	
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							х	Reappropriation/Re-Aging.
11	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 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							х	
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						Х	Reappropriation/Re-Aging due to additional time required for Environmental
																				documentation.
I1 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	0.272.461	6/2/2017	8,230,000	5		Х	Anticipated covings is unvacined avaisat view. Upon final classure of the
11	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	0/2/2017	8,230,000	5	`		Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
12	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,081,000	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	K		Reappropriation. Savings at project completion. \$131K transferred to Stormwater & Mitigation Site Improvements (OBI4003) to comply with stormwater mitigation requirements.
12	0BI2010	Collision Prevention	40,954,000	40,954,000		306,492,000	306,492,000													stormwater integration requirements.
12	0BI2011	Collision Reduction	36,175,000	36,175,000		169,302,000	169,302,000													
12	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							X	As of March 2022: This project has a possible delay mainly due to added
12	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing				854,000	829,000	(25,000)											Х	required time for alternative analysis.
12	5012121	US 12/SR 124 Intersection - Build Interchange				21,317,000	21,317,000	(==,==,		10/18/2010		5/23/2012								
12	L1000112	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		
12	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway				244,000		(244,000)											Х	
12	L1000247	US 101/Morse Creek Safety Barrier	1,378,000	1,455,000	77,000	3,606,000	3,606,000	(754.000)		4/4/2040		7/45/2020			10/27/2020		2		X	64 ACV - decirio tentino Co- COA tenno for in 40 24 . 675 AV tenno for a de-
12	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.
12	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.
12	L2000128 L2000161	US 395/Safety Corridor Improvements US 101/Lynch Road Intersection Improvements				15,000,000 2,636,000	15,000,000 2,636,000			2/11/2019 3/18/2019	(9)	11/27/2019 11/19/2019	(13)	11,888,332 1,399,197	6/13/2019 7/13/2018	12,195,889 1,823,870	3			
12	L2000161 L2000169	SR 20/Oak Harbor to Swantown Roundabout				30,000,000	30,000,000			10/8/2029	(3)	3/31/2031	(13)	1,333,137	,,13,2010	1,023,070	3		Х	
12	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		
12	L2000238	SR 900 Pedestrian Safety	298,000	687,000	389,000	333,000	833,000	500,000											х	\$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.
12	L2000252	SR 525 Improvements - Freeland Vicinity				900,000	859,000	(41,000)		10/22/2018	1	4/22/2019	3		12/17/2018		2			Project is completed
12	L2000279	US 101/Lower Hoh Road Intersection Improvements	2.055	40.45-		600,000	589,000	(11,000)		40/40/25:-		0/45/20:5		242,375	12/10/2019		7		Х	
12	L2200042 L2200092	SR 20 Race Road to Jacob's Road SR 150/No-See-Lim Road, Intersection - Realignment	9,000	19,128	10,128	3,678,000 8,493,000	3,647,876 8,421,000	(30,124)		10/19/2015 12/19/2016		9/15/2016 11/21/2017	1	1,999,561 4,801,002	11/25/2015 3/16/2017	2,245,556 5,283,745		X X		
12	N00200R	SR 150/No-See-Um Road Intersection - Realignment US Hwy 2 Safety	6,581,000	7,231,378	650,378	19,000,000	19,000,000	(72,000)		12/19/2016		10/15/2022		11,398,101	2/1/2019	11,870,667	2		X	Reappropriation/Re-Aging due to COVID restrictions delaying local
			-,- ==,==3	,,		.,,	-,,			, - ,		., .,		, ,	, ,	,,				stakeholder coordination and inability to complete survey work.
12	N30500R	SR 305 Construction - Safety & Mobility Improvements	20,688,000	16,232,000	(4,456,000)	36,800,000	36,800,000	/2 2521		12/23/2019		3/21/2023							х	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.
	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes I-82/Valley Mall Blvd - Rebuild Interchange				3,026,000 34,803,000	3,022,748	(3,252)		11/23/2009		10/21/2011						X X		Project is completed
	508201∩			1		34,003,000	1	(34,603,000)		11/23/2003		10/21/2011								Project is completed
13 13	5082010 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
13			1,769,000	1,291,939 3,913,516	1,291,939 2,144,516	3,456,000 564,921,000	3,447,193 564,921,000	(8,807)		2/17/2009		11/28/2031		5,173,835	3/30/2009	3,298,002	18		x	Reappropriation/Re-Aging. Project has been deferred by 2 years due to workforce issues. Reappropriation/Re-aging

							1									
13	5090160	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	113,000	235,901	122,901	722,000	918,014	196,014				334,0		11/2020 385,385 7		
13	L2000117	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 3/2	9/2021 5,137,445 3	X	
13	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	1,237,490	147,490	1,290,000	1,290,000								X	
13	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.
13	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.
14	0BI4001	Fish Passage Barrier	726,385,000	726,385,000		1,340,055,000	1,340,055,000								x	
14	0BI4002	Noise Wall & Noise Mitigation Improvements	1,126,000	1,126,000		4,906,000	4,906,000								X	
14	0BI4003	Stormwater & Mitigation Site Improvements	7,543,000	7,543,000		33,519,000	33,519,000								X	
14	0BI4004	Chronic Environmental Deficiency Improvements	2,030,000	2,030,000		62,361,000	62,361,000								X	
14						14,502,000	14,502,000								X	
	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA	2,185,000	2,185,000	(44.0.074)				44/42/2024		1/20/2026					X
14	L2000160	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	0BP1001	Chip Seal Roadways Preservation	35,852,000	35,852,000		339,129,000	339,129,000								X	
P1	0BP1002	Asphalt Roadways Preservation	162,584,000			2,471,463,000	2,471,463,000								X	
P1	0BP1003	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			1,090,962,000	1,090,962,000								X	
P2	0BP2001	Bridge Replacement Preservation	12,565,000	12,565,000		336,460,000	336,460,000								X	
P2	0BP2002	Bridge Repair Preservation	145,290,000			2,079,486,000	2,079,486,000								X	
P2	0BP2003	Bridge Scour Prevention Preservation	2,921,000	2,921,000		35,250,000	35,250,000								X	
P2	0BP2004	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 6/1	.6/2010 21,541,000 8	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 1/2	9/2009 50,415,851 4	х	
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	
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
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	2/17 1/3	1/2020 20,149,777 4	X	19-21 \$65M Aging into 21-23. This increase is due to underspending the
12	023001D	3K 230/3pokane Kiver E Hent bi - Kepiace Bridge	8,323,000	14,808,000	0,473,000	23,780,000	23,780,000		8/13/2018	13	11/13/2020	23 10,420	,247	20,143,777	^	
																19/21 biennium that resulted from the means and methods pursued by the
D2	14000000	Characteristic Deficient and At Distribution		+		F2 202 000	F2 202 000									Contractor. Total cost did not increase.
P2	L1000068	Structurally Deficient and At Risk Bridges		202.046	202.046	53,303,000	53,303,000	(40.202)	10/1/2010	(40)	44/22/2040	(42) 5.000	072 2/2	10/2010 4 700 226 2	V	
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,		8/2018 4,799,336 3	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		
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 Reappropriation/Re-Aging.
P2	TNBPRES	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 5/2	4/2016 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	0BP3001	Emergency Relief Preservation	5,538,000	5,538,000		66,536,000	66,536,000		7/1/2017		6/30/2027				X	
P3	0BP3002	Unstable Slopes Preservation	8,588,000	8,588,000		180,197,000	180,197,000		7/1/2017		6/30/2027				X	
P3	0BP3003	Major Electrical Preservation	6,812,000	6,812,000		110,866,000	110,866,000		7/1/2017		6/30/2027				X	
P3	0BP3004	Major Drainage Preservation	7,183,000	7,183,000		144,488,000	144,488,000		7/1/2017		6/30/2027				X	
P3	0BP3005	Rest Areas Preservation	1,839,000	1,839,000		18,488,000	18,488,000		7/1/2017		6/30/2027				x	
P3	0BP3006	Weigh Stations Preservation	5,000,000	5,000,000		50,003,000	50,003,000		7/1/2017		6/30/2027				x	
Р3	0BP3007	Preservation of Highway Safety Features	16,763,000	16,763,000		255,124,000	255,124,000		7/1/2017		6/30/2027				Х	
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		1,1						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
		(, (,	0,200,000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	-,,	,,	,,		5,4,222		-,,					design review delay while resolving a Coverage Testing Plan with the
																contractor, and negotiating with landowners for site access.
Р3	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	5,140	(1,286,000)	64,533,000	10,104,147	(54,428,853)							Х	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
ري	J00003Q	onancinge seattle	1,000,000	2,332,003	1,332,003	1,300,000	7,324,301	3,424,301							^	federal grant funds to the project.
03	1000150	SP 527 & SP 96 Adaptive Signal Control System (County Inc.)		47 622	47.622	125 000	132,300	(2.700)	12/21/2015		4/30/2018	14			X	reactor grant rands to the project.
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)		47,623	47,623	135,000	,	(2,700)	12/21/2015							
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	20	4 /2040	X	D
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	8 478,4	20 9/2	1/2018 659,929 2		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	
Q3	109025Q	I-90/EB E Mercer Way - ITS		6,516	6,516	250,000	249,282	(718)				930,6		8/2019 1,198,330 1		
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension	780,000	316,651	(463,349)	855,000	840,996	(14,004)				129,598		16/2022 125,688,000 3		X
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters		26,061	26,061	799,000	798,624	(376)				930,6	35 6/2	8/2019 1,198,330 1		
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	
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	
Q3	202400Q	NCR Basin ITS Phase 3				553,000		(553,000)	9/18/2017		5/30/2018				Х	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)				873,7	04 4/	9/2019 927,777 2	Х	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		2/2021 22,799,719 4		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	9 395,8		25/2020 406,736 7		
Q3	400016T	Vancouver Urban ITS Device Infill		33,333	55,555	876,000	3.3,303	(876,000)	4/18/2016		3/24/2017	611,1		16/2016 648,115 3		Project is complete
Q3	4000191 400019Q	Centralized Signal System Enhancements		322	322	452,000	446,535	(5,465)	6/3/2019		3/2-1/2017	311,1	3/2	5,2010 0-0,113 3	X	r roject is complete
				- 322	322	669,000	667,514	(1,486)	2/5/2018		5/19/2019	15 597,8	22 7/2	1/2018 539,913 2		
	/AAAA					∥ ∪09,000	1 007,514	(1.400)				597.8				
Q3 Q3	400019R 400019V	I-5/I-205 Urban Ramp Meter - Phase 1 Regional Video Sharing				142,000	,	(142,000)	2/3/2010		3/13/2013	33.7,5	7,5	333,313	X	

Q3	4014170	CD 14 ATIC Infills I F to Frozenson				1.000.000		(1.005.000)		0/24/2010	1	6/21/2019		722 710	12/12/2010	640,307	2	Х	Design to complete
Q3	401417Q 414119Q	SR 14 ATIS Infill; I-5 to Evergreen SR 141/Flashing School Zone Signs				1,085,000 18,000		(1,085,000) (18,000)		9/24/2018	1	6/21/2019		732,719	12/12/2018	640,307	2 X	X	Project is complete
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		Х
Q3	420522Q	I-205/SB Mill Plain and SB 18th St On-Ramps - Ramp Meters		0	0	61,000	59,753	(1,247)										Х	
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 Q3	609004Q 609006Q	I-90/Sprague Rest Area Traveler Information				133,000 388,000		(133,000)		1/29/2014		7/31/2015					X	X	
Q3	609006Q 609007Q	Spokane Area Traffic Volume Collection 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		2/3/2018	<u>_</u>	11/10/2018	,	592,013	10/27/2021	667,184	3	^	X
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements	200,000	773,101	103,131	953,000	300,021	(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	(222,222,		, .,		., ,		,	., ,	,			X
W1	900001G	Point Defiance Tml Preservation				12,512,000	12,502,265	(9,735)										Х	
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	х	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									Х	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				22,000	22.004												
						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	х	The 21-23 variance was funding reappropiated 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.
	900010L 900010M	Seattle Tml Preservation Seattle Tml Improvement	100,201,000	3,205,115	3,205,115	467,981,000 5,399,000	468,800,276 5,392,097	819,276 (6,903)						24,079,470	4/20/2017	24,079,471	1 X	X	projected contract spending in 19-21. The total increase of around \$820k is a
W1 W1 W1	900010L 900010M 900012K	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation	293,000		3,205,115	467,981,000 5,399,000 21,909,000	468,800,276 5,392,097 23,356,389	(6,903) 1,447,389	440,000					24,079,470	4/20/2017	24,079,471	1		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. Funding was re-appropriated into 21-23, specifically on agreements for the
W1 W1 W1 W1	900010L 900010M 900012K 900012L	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement	293,000	3,205,115 263,000	3,205,115	467,981,000 5,399,000 21,909,000	468,800,276 5,392,097 23,356,389	(6,903) 1,447,389 (2,953)	440,000					24,079,470	4/20/2017	24,079,471	1 X	x	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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 W1 W1 W1	900010L 900010M 900012K 900012L 900022I	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation		3,205,115 263,000 1 381,423	3,205,115 (30,000) 1 107,423	467,981,000 5,399,000 21,909,000 3,000 11,144,000	468,800,276 5,392,097 23,356,389 47 26,233,069	(6,903) 1,447,389 (2,953) 15,089,069	440,000					24,079,470	4/20/2017	24,079,471	1	x x	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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
W1 W1 W1 W1 W1	900010L 900010M 900012K 900012L 900022I	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement	293,000	3,205,115 263,000	3,205,115	467,981,000 5,399,000 21,909,000 3,000 11,144,000 534,000	468,800,276 5,392,097 23,356,389 47 26,233,069	(6,903) 1,447,389 (2,953) 15,089,069	440,000					24,079,470	4/20/2017	24,079,471	1	x x x	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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 W1 W1 W1 W1 W1	900010L 900010M 900012K 900012L 900022I 900022J 900024F	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation	293,000	3,205,115 263,000 1 381,423	3,205,115 (30,000) 1 107,423	3,000 11,144,000 534,000 3,356,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823	(6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823	440,000					24,079,470	4/20/2017	24,079,471	1	x x	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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
W1 W1 W1 W1 W1 W1 W1	900010L 900010M 900012K 900012L 900022I 900022J 900024F	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation	293,000 274,000 492,000	3,205,115 263,000 1 381,423 232	3,205,115 (30,000) 1 107,423 232	3,000 11,144,000 3,356,000 13,251,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823	(6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823	440,000								1	X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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 W1 W1 W1 W1 W1 W1 W1	900010L 900010M 900012K 900012L 900022I 900022J 900024F 900026P 900026Q	Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation Orcas Tml Improvement	293,000 274,000 492,000 922,000	3,205,115 263,000 1 381,423 232 232 594,719 1,050,738	3,205,115 (30,000) 1 107,423 232 232 102,719 128,738	3,000 11,144,000 3,356,000 13,251,000 2,335,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823 13,506,274 1,103,050	(6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823 255,274 (1,231,950)	440,000					24,079,470	9/1/2016	759,415	1 X	X X X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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. 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 W1 W1 W1 W1 W1 W1	900010L 900010M 900012K 900012L 900022I 900022J 900024F	Seattle Tml Preservation Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation	293,000 274,000 492,000	3,205,115 263,000 1 381,423 232	3,205,115 (30,000) 1 107,423 232	3,000 11,144,000 3,356,000 13,251,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823	(6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823	440,000								1 X	X X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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. 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
W1 W	900010L 900010M 900012K 900012L 900022I 900024F 900026P 900026Q	Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation Orcas Tml Improvement	293,000 274,000 492,000 922,000 408,000	3,205,115 263,000 1 381,423 232 232 594,719 1,050,738 500,000	3,205,115 (30,000) 1 107,423 232 102,719 128,738 92,000 (197)	3,000 11,144,000 534,000 3,356,000 13,251,000 2,335,000 11,128,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823 13,506,274 1,103,050 22,111,488	(6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823 255,274 (1,231,950) 10,983,488	440,000					584,369	9/1/2016	759,415	1 X	X X X X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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. 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. 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
W1	900010L 900010M 900012K 900012L 900022I 900022J 900024F 900026P 900026Q	Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation Orcas Tml Improvement Friday Harbor Tml Preservation	293,000 274,000 492,000 922,000	3,205,115 263,000 1 381,423 232 232 594,719 1,050,738	3,205,115 (30,000) 1 107,423 232 102,719 128,738	3,000 11,144,000 3,356,000 11,128,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823 13,506,274 1,103,050 22,111,488	(6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823 255,274 (1,231,950)	440,000							759,415	1 X	X X X X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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. 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. 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. An additional \$8.46 million increase occurs in 25-27 as assets needing preservation were
W1 W	900010L 900010M 900012K 900012L 900022I 900022J 900024F 900026Q 900026Q 900028U 900040N 900040N	Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation Orcas Tml Improvement Friday Harbor Tml Preservation Eagle Harbor Maint Facility Preservation Eagle Harbor Maint Facility Improvement Coupeville (Keystone) Tml Preservation	293,000 274,000 492,000 922,000 408,000 371,000 5,245,000	3,205,115 263,000 1 381,423 232 232 594,719 1,050,738 500,000 370,803 6,655,538 265,000	3,205,115 (30,000) 1 107,423 232 102,719 128,738 92,000 (197)	467,981,000 5,399,000 21,909,000 3,000 11,144,000 534,000 3,356,000 13,251,000 2,335,000 11,128,000 42,062,000 20,585,000 16,319,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823 13,506,274 1,103,050 22,111,488 53,417,435 20,887,992 17,958,464	819,276 (6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823 255,274 (1,231,950) 10,983,488 11,355,435 302,992 1,639,464	440,000					584,369	9/1/2016	759,415	1 X	X X X X X X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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. 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. 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. 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. Funding was re-appropriated into 21-23 (\$1.29 million) along with a roughly
W1 W1 W1 W1 W1 W1 W1 W1 W1	900010L 900010M 900012K 900012L 900022I 900022J 900024F 900026Q 900026Q 900040N	Seattle Tml Improvement Port Townsend Tml Preservation Port Townsend Tml Improvement Lopez Tml Preservation Lopez Tml Improvement Shaw Tml Preservation Orcas Tml Preservation Orcas Tml Improvement Friday Harbor Tml Preservation Eagle Harbor Maint Facility Preservation Eagle Harbor Maint Facility Improvement	293,000 274,000 492,000 922,000 408,000 371,000	3,205,115 263,000 1 381,423 232 594,719 1,050,738 500,000 370,803	3,205,115 (30,000) 1 107,423 232 102,719 128,738 92,000 (197)	467,981,000 5,399,000 21,909,000 3,000 11,144,000 534,000 3,356,000 13,251,000 2,335,000 11,128,000 42,062,000	468,800,276 5,392,097 23,356,389 47 26,233,069 459,643 9,639,823 13,506,274 1,103,050 22,111,488 53,417,435	819,276 (6,903) 1,447,389 (2,953) 15,089,069 (74,357) 6,283,823 255,274 (1,231,950) 10,983,488 11,355,435	440,000					584,369	9/1/2016	759,415	1 X	X X X X X X X X X	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. Funding was re-appropriated into 21-23, specifically on agreements for the electrification of the Seattle Terminal. 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. 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. 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. 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. 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 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. Funding was re-appropriated into 21-23 (\$1.29 million) along with a roughly \$245k increase to the Silp F Drive-on Silp estimate. 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

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		3,541,4	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)			576,52	8/22/2019	787,922	2	Х	\$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						х	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)			201,70			6	Х	
W1	910414P	Kingston Tml Preservation	3,145,000	3,993,723	848,723	65,044,000	84,878,382	19,834,382			502,70	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-approped 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)							Х	
W1	930513G 930513H	Bainbridge Island Tml Preservation Bainbridge Island Tml Improvement	28,685,000	30,319,438	31,919	121,000	119,133	35,728,833	90,000		17,354,	12/4/2015		9 x	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	952515P	Mukilteo Tml Improvement	142,000	12,670,447	12,528,447	188,333,000	193,466,716	(1,867) 5,133,716			9,221,7			6	Х	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							х	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 programed.
W1 W1	952516S 998521A	Clinton Tml Improvement RFP Development and Installation of a One Account-Based Ticketing System		9,365 2,258	9,365 2,258	34,025,000 403,000	34,020,500 337,865	(4,500) (65,135)	5,900,000						X X	
W1	998521B	Life Extension of Electronic Fare System (EFS)				1,182,000	1,169,281	(12,719)							х	
W1	998602A	WSF/IT Terminal Telecommunications	275,000	550,007	275,007	775,000	1,294,997	519,997							×	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	67.000	221,880	221,880	222,000	221,880	(120)							X	
W1 W1	998604A 998901J	WSF/IT EFS Preservation WSF/Administrative Support - Allocated to W1	67,000 4,822,000	196,455 8,682,031	129,455 3,860,031	611,000 41,050,000	611,000 45,646,538	4,596,538							X	The allocation between W1 and W2 for the Admin Support has a different
W1	998925A	Security System Upgrades Placeholder for W1		460	460	2,753,000	482,492	(2,270,508)							X	split (based on the total W1 and W2) between these TEIS Versions. 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							×	The 21-23 variance of -\$2.08 million represents dollars that were redistributed 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							Х	

W1 W1	L1000016 L1000168	Primavera Project Management System Seattle Tml - Slip 2 and LCCM	361,000 447,000	727,835 445,949	366,835 (1,051)	2,351,000 43,111,000	2,674,775 65,555,125	323,775 22,444,125	X X The Total variance is all associated with asset preservation within the Fu Preservation Placeholder project. In 25-27 there has been an additional million of preservation prioritized at the Seattle Terminal, the remaini
									\$19.7 million is distributed in 33-35 and 35-37 within 22ME03, which is biennia that 21LEGCOR has any W1 dollars programed.
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 delar 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 BI the shifting of funds in 23-25 to the Bainbridge Island OHL project to cov
W1	L2000166	Clinton Tml Road Improvements	5,000	3,165	(1,835)	4,001,000	3,261,031	(739,969)	higher than expected low bid in early 2022. 1,697,806 11/5/2018 1,833,755 5 X The Total decrease represents 21LEGCOR additional program dollars w
"1	22000100	Canton Tim Toda Improvements	3,000	3,203	(2,000)	1,002,000	3,201,001	(133,303)	added to the project to cover re-approped dollars arriving later in FY2 or
									21. This Total decrease is the removal of those added remaining re- appropriated dollars from the completed pedestrian enhancement proj which were re-prioritized across multiple evolving W1 program need:
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 a based on schedule shift. Contract was re-awarded to Dakota Creek Indu (DCI) because Vigor Marine was not able to perform due to a damage 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 W2	944402D 944402E	MV Kittitas Preservation MV Kittitas Improvement	6,941,000 54,000	7,388,542 749,829	447,542 695,829	48,696,000 2,165,000	48,625,293 2,770,212	(70,707) 605,212	6/8/2017 2,534,600 X 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 Preservat 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 W2	944405F 944406D	MV Chelan Improvement MV Sealth Preservation	54,000 7,538,000	460,850 10,655,894	406,850 3,117,894	2,071,000 53,702,000	2,417,228 56,204,561	346,228 2,502,561	11/19/2015
W2	944406E	MV Sealth Improvement	33,000	954,223	921,223	2,024,000	2,883,318	859,318	Repair goals of Asset Management Plan 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 W2	944413C 944432G	MV Tillikum Improvement MV Elwha Preservation				1,516,000 29,954,000	1,496,621 29,416,894	(19,380) (537,106)	X Vessel is retired and the unspent 19-21 funding is carried forward to sup additional scope on other vessels in 21-23
W2	944432H	MV Elwha Improvement	2.254.000	222	222	295,000	239,266	(55,734)	X STATE OF S
W2 W2	944433D 944433E	MV Kaleetan Preservation MV Kaleetan Improvement	2,254,000	3,446,986 176,872	1,192,986	25,740,000	26,232,317	492,317 105,370	6/2/2015 3,959,033 X Funding aligned with capital investment plan to best meet State of Go Repair goals of Asset Management Plan.
W2	944434D	MV Yakima Preservation	33,333	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 additional \$4,100,000 to begin construction in 21-23
W2	944434E 944441B	MV Yakima Improvement MV Walla Walla Preservation	10.003.000	90,038	90,038 5,654,094	2,425,000	2,613,612	188,612	X X The Carry Forward (remaining balance in 19-21) for MV Walla Walla
W2	344441b	IVIV Walla Walla Preservation	10,983,000	16,637,094	5,054,094	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 shipya availability, scheduling, and other factors – these funds carry forward addibility, scheduling, and other factors – these funds carry forward addibility, scheduling, and other factors – these funds carry forward in the specific of the specific
W2 W2	944441C 944442B	MV Walla Walla Improvement MV Spokane Preservation	89,000 3,706,000	481,829 10,069,270	392,829 6,363,270	2,329,000 67,765,000	2,686,443 67,692,995	357,443 (72,005)	8/18/2020 3,614,993 X Funding aligned with capital investment plan to best meet State of Go
W2	944442C	MAY Spekane Improvement	46 000	120 200	92 200	1 905 000	1,967,217	72 217	Repair goals of Asset Management Plan.
W2 W2	944471A	MV Spokane Improvement MV Chetzemoka Preservation	46,000 3,389,000	128,280 682,081	82,280 (2,706,919)	1,895,000 46,964,000	43,537,342	72,217 (3,426,658)	X Funding aligned with capital investment plan to best meet State of Go 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 W2	944477A 944477B	MV Salish Preservation MV Salish Improvement	2,120,000	461,000 128,968	(1,659,000)	52,757,000 2,158,000	50,349,522 1,945,757	(2,407,478)	X Funding aligned with capital investment plan to best meet State of Go Repair goals of Asset Management Plan. X
W2 W2	944477B 944478B	MV Kennewick Preservation	3,518,000	4,116,546	598,546	54,573,000	1,945,757	(212,243) 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 Preserv represents needed work not accomplished due to shipyard availabilit
									scheduling, and other factors – these funds carry forward for additional s
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 Preserva represents needed work not accomplished due to shipyard availability, scheduling, and other factors – these funds carry forward for additional s
									in 21-23. Increase provides the Tacoma portion of the Propulsion Contro System for the Jumbo Mark II Class Ferries Propulsion Control System an
W2	944499E	MV Wenatchee Preservation	16,850,000	17,964,051	1,114,051	120,801,000	119,394,215	(1,406,785)	Hybrid Upgrade contract. 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 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 X

W2 998951P New CMAQ Grants Placeholders 2,800,000 (2,943,000) X CMAQ Grants applied to Vessel Projects This BIN is Not used in 21-23 These														
Column	W2	944499G	MV Tacoma Improvement	429,000 547	7,051 11	18,051	4,430,000	4,329,219	(100,781)			3/12/2019 400,694	X	
Column	W2	944499H	MV Wenatchee Improvement	6,000 89	,292 83	3,292	2,318,000	2,779,922	461,922				X	
Column	W2	990040W	MV Chimacum Preservation	1,579,000 3	61 (1,5)	78,639)	43,599,000	40,598,896	(3,000,104)			2/19/2020 1,765,878	X	Funding increased to accommodate COVID-19 delays.
West	W2	990041W	MV Chimacum Improvement	16,000 74	,034 58	8,034	1,302,000	1,375,282	73,282				X	
Second Continues Second Cont	W2	990051A	MV Suquamish Improvement	18,000 465	5,163 44	17,163	157,000	481,177	324,177					X
April Apri	W2	998951A	WSF/Administrative Support - Allocated to W2	5,133,000 5,29	4,186 16	51,186	86,071,000	85,751,452	(319,548)				X	
Section Control of the Control o	W2	998951F	Security System Upgrades Placeholder for W2	2,132,000 2,62	4,578 49	2,578	6,373,000	6,891,201	518,201				Х	Increased funding to procure and install SuperLan and 5G technology on all
March Marc														vessels.
Column	W2	998951P	New CMAQ Grants Placeholders	2,800,000	(2,80	00,000)	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
March Marc	W2	G2000080	Electric Vessel RFP				601,000	373,504	(227,496)				X	
Miles Mile	W2	G2000084	Electric Ferry - Conversion	24,750,000 38,80	05,036 14,0	055,036	43,526,000	47,981,215	4,455,215				X	Programming error. The amount of State and State REIM was double
March Marc			·											accounted.
1. 1. 1. 1. 1. 1. 1. 1.	W2	L1000006	MV Tokitae Preservation	1,607,000 3,88	3,426 2,27	76,426	24,392,000	26,668,513	2,276,513				Х	Increased funding for contract Adjust to Award - Bid higher than expected
1000 1000														
The control of the	W2	L1000007	MV Samish Preservation	2.158.000 2.29	4.204 13	36.204	32,453,000	32,449,324	(3.676)				X	
The contract Contr			MV Tokitae Improvement		_	-		- , -,-						
ACC Continue for the continue Continue				· · · · · · · · · · · · · · · · · · ·		,								
1.0 1.0			·		,,,,,	-,		_,,,,,,	· ·			2/24/2005 44.487.228		Project has been completed
1982 1982				4 210 000 5 65	7 739 1 44	47 739		54 578 322				2/2 1/2003		
Company Comp						0								mercused to provide project support for standard specifications
Company Comp						0		, ,						Y
1985 1985					_	363 (100)			11,320					
1	***	22300323		102, 100,000 40,00	(104,	200,400)	_10,000,000							
10 10 10 10 10 10 10 10	1//2	13300038	#1 - 144-Canacity Vessel (MV Tokitae)				123 159 000		(123 159 000)			2/24/2005 44 487 228	v	• •
STITES S														
No. Continue Con				5,000,000 14.59	84 674	84 674		61 197 245			1 036 060			
10 10 10 10 10 10 10 10	cvv	PARATOR	Emergency nepail	3,000,000 14,58	3,58	04,074	00,427,000	01,107,243	(3,233,733)		1,030,000	5,1,2017 1,110,540 4	_ ^	
March Marc														
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19 19 19 19 19 19 19 19														
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1.5 1.5									(=)					
Year 1900														ARRA Program closed out
17 17 17 17 17 17 17 17			111 1					, ,	(2,080)					
1				71,464,000 42,57	77,459 (28,8	886,541)		75,495,000						
Property Property									(28,382,000)					
March Marc	Y4	HSR001	State Corridor Safety and Positive Train Control Compliance	1,500,000 1,50				, ,						
1960 March Centre Provide Former	Y4	HSR002	Locomotive Service Equipment and Overhaul	3,36	8,480 3,36	68,480	4,001,000	4,000,000	(1,000)					X Updated plan on using some of this funding for future locomotive overhauls
Mathematical Content														in this biennium
For For						1,178		, ,					Х	2022 Supplemental reappropriation
1			Operational Modifications after new Service Launch	1,000,000 1,00	0,000			1,000,000						
No. No.	Y4	HSR006	HSR Program Closeout				501,000		(501,000)				X	Program has been closed out
15 2004.44 On third in Analysis (Pack Peach 2018 PRA) 2,570 2,970	Y4	L2220057	Cascades Corridor Slide Prevention and Repair	8,286,000 8,88	8,376 60	2,376	38,755,000	35,034,759	(3,720,241)				X	Project has been completed.
No.	Y4	P02001A	Cascades Train Sets - Overhaul				7,396,000		(7,396,000)				Х	Project has been completed.
The content of the	Y5	700401A	W&I Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)	20	,750 20	0,750	780,000	780,000						
7 7281134 Post of Pand Posits Use 1 Designation from 1 Designation Product of Pand Posits Use 1 Designation Post of Pand Posits Use 1 Designation Use	Y5	700602A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)	353	3,700	3,700	812,000	812,000						
7	Y5	720201A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)	1,	787 1	L,787	312,000	278,512	(33,488)					
Year	Y5	720311A	Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP)				624,000		(624,000)					Project has been completed.
19 19 19 19 19 19 19 19	Y5	721410A	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRIB)				250,000		(250,000)					
Proceedings	Y5	721410B	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP)	4	80 4	480	1,560,000	1,558,905	(1,095)					
15 72831A	Y5	722814A	Port of Everett - South Terminal Modernization Project (2019 FRIB)				6,157,000		(6,157,000)					2022 Supplemental reappropriation
Fig.	Y5	725910A	Ridgefield Rail Overpass	104	,908 10	04,908	909,000	872,642	(36,358)	6/1/2017			Х	
Yes 75,	Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)	4	81 4	481	400,000	397,780	(2,220)					
Yes 75,	Y5			2,	196 2	2,196	1,144,000	1,131,116						
Fig. Facility Fig. Fig. Facility Facility Fig. Facility Facility Fig. Facility Fig. Facility Fig. Facility														
Texas Texa								711,448	. , ,					
YS 75010A Samer Rial - Blastate to Chebric Singles (2019 RAP) S 645,000 407,711 DBB			, ,	873	3,576 87	73,576								2022 Supplemental reappropriation
Fig.								,	(289)					
F3		750210A					185,000						х	
Fig.				7	63	763		674,391						
FOUND Statewide - Emergent Freight Rail Assistance Projects 223,000 42,731,													х	Funds for 21-23 have been allocated to successful projects
FOILIDE Pollute Poll														F - 2
1.000146 Gay, Harbor Rail Corridor Safely, Study 44,624 44,624 43,000 30,0000 (1,000)														2022 Supplemental reappropriation
YS														
1.1000167 Bridge 12 (Salmon Creek) Replacement 205,000 1,367 5,067 1,1000172 1,1000172 1,1000172 1,1000173			, ,											2022 Supplemental reappropriation
YS			-	,, 25) 1.				-,,						
Y5				1	06	106		13.067						X
Y5								10,007						
V5				101	.132	91.132		3,800,000						
Y5								, ,	(1,000)					
Y5								, ,	(1.450)					., ., .
Y5						U£ Z		240,330						
Y5				500	000	00.000		500 000	(1)					
Y5					,	,		,	(1,000)					and the same of the same of the same
Y5				8,24	0,131 8,24	+0,131		20,900,000						
Provided Provided				0.553.000	2.146	146		10 000 000						
Constructed	Y5	L2000173	Conneil Kall Interchange	9,552,000 9,55	3,146	,146	10,001,000	10,000,000	(1,000)				X	
Y5 L2000179 Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP) 1,467,000 1,467,000 7,337,000 7,337,000 N Y5 L2000191 Palouse River and Coulee City RR - Rehabilitation - New Law 6,696,000 10,516,562 3,820,562 53,007,057 58,319,040 5,311,983 1,086,701 10/24/2016 908,955 2 X 2022 Supplemental reappropriation Y5 L2000289 Rail Crossing Improvements at 6th Ave. and South 19th St. 1,284,116 1,151,000 1,333,199 182,199 182,199 X 2022 Supplemental reappropriation														
Y5 L2000191 Palouse River and Coulee City RR - Rehabilitation - New Law 6,696,000 10,516,562 3,820,562 53,007,057 58,319,040 5,311,983 1,086,701 10/24/2016 908,955 2 X 2022 Supplemental reappropriation Y5 L2000289 Rail Crossing Improvements at 6th Ave. and South 19th St. 1,284,116 1,151,000 1,333,199 182,199 X 2022 Supplemental reappropriation		120001=-	Highligan Control I C. DOC Control 1997 B. J.	4.467.000	7,000		7 227 257	7.007.6						constructed
Y5 L2000289 Rail Crossing Improvements at 6th Ave. and South 19th St. 1,284,116 1,151,000 1,333,199 182,199 X 2022 Supplemental reappropriation						20 5 5 5		, ,	5.04			10/04/0045		2002.5
											1,086,701	10/24/2016 908,955 2		
	Y5	L2000289	nail Crossing Improvements at 6th Ave. and South 19th St.	1,28	4,116 1,28	64,116	1,151,000	1,333,199	182,199				X	2022 Supplemental reappropriation
	L		1					<u> </u>						

Notes:

- al legislative TEIS versions (21LEGFIN)

- 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.

 Explanations are provided for variances greater than \$500,000/total project cost when compared to the latest legislative final TEIS version.

 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.

 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. Individual contract information in the programmatic BIN is not included in this report.
- The programmatic BIN's are updated to the latest budget appropriations.

					F	unding Variance					Sch	edule		A	warded Contrac	cts(5) and (6)			Status	
SubProg	BIN	Project Title	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	Complete d	In Progress	Future Comments 21-23 Q4 (3) and (4)
D3	888899M	Dayton Ave RHQ - Purchase Furniture				1,565,000	1,564,114	(886)					(,							Х
D3	D300701 D309701	Statewide Administrative Support Preservation and Improvement Minor Works Projects	1,028,000 4,673,000	1,033,000 7,301,153	5,000 2,628,153	15,498,000 53,140,000	15,497,195 42,919,344	(805) (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
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		Х	Projects have been identified in the 10 year plan that are not yet showing
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	Х		expenditures in the current file. 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)											Х	
D3	L1000151 L2000287	Olympic Region Maintenance and Administration Facility	3,289,000 2,584,000	3,668,595 2,653,203	379,595 69,203	61,053,000 45,032,000	61,054,000	1,000						47,665,000 37,987,085	2/12/2019 3/13/2019	47,999,000 37,999,999	3		X	The \$22 FM COR expanditure transfer was processed 09/10/21
I1	L1000110	Northwest Region Headquarters Renovation I-405/NE 132nd Interchange - Totem Lake	63,226,000	56,031,223	(7,194,777)	83,000,000	14,509,702 83,398,483	(30,522,298) 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.
l1	0BI1002	Pedestrian & Bicycle Improvements	228,000	228,000		3,719,000	3,719,000							357,820	8/17/2016	492,498	5		Х	
I1	OBI100A	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	
11 11	0BI100B 100098U	Nickel/TPA Projects Completed with Minor Ongoing Expenditures WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor		100,001	100,001	616,000 756,000	616,000 871,773	115,773						118,438	5/5/2015	198,466	2		X	
11	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2		100,001	100,001	1,943,000	8/1,//3	(1,943,000)										Х	^	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		Х	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											Х	Reappropriation/ Re-Aging
11	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.
l1	140511A	I-405 South Downtown Access Study Support		1,583	1,583	209,000	159,139	(49,861)											Х	
11 11	152201C	SR 522/I-5 to I-405 - Multimodal Improvements		31,618 1,681	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	8	X		Project Completed
11	152234E 153160A	SR 522/Snohomish River Bridge to US 2 - Add Lanes SR 531/43rd Ave NE to 67th Ave. NE - Widening		1,001	1,681	145,637,000 1,879,000	145,597,041	(39,959)		4/12/2010 9/22/2014		12/15/2014 12/19/2014		22,322,279	6/1/2010	15,514,435	•	X		Project Completed 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	Х		Project Completed
l1	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			Project Completed
l1 l1	300344D 300504A	SR 3/Belfair Area - Widening and Safety Improvements I-5/Tacoma HOV Improvements (Nickel/TPA)	37,418,000	267,407 39,260,730	267,407 1,842,730	26,485,000 1,347,949,000	26,544,209 1,347,636,425	59,209 (312,575)		4/13/2015 3/28/2005		8/31/2017 10/15/2023		9,809,649 155,410,996	5/29/2015 7/23/2018	10,255,073 159,875,295	6	X	Х	Project Completed Reappropriation/Re-Aging due to updated contractor schedule.
l1	310107B	US 101/Shore Rd to Kitchen Rd - Widening	37,410,000	33,200,730	1,042,730	51,059,000	51,036,191	(22,809)		9/17/2012		10/5/2015		33,989,673	11/21/2012	27,069,690	9	Х		Project Completed
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development		594,288	594,288	30,000	605,000	575,000											Х	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		Х	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.
11	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
11 11	400508W 400510A	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges				152,376,000 34,913,000		(152,376,000) (34,913,000)		2/16/2010 9/28/2009		8/24/2016 11/1/2011		27,943,653 30,928,999	4/30/2012 12/15/2009	21,596,150 20,528,756	8	X		Project is completed 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		., .,		,,,	х	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	Х		Project is completed
1 1	420511A 450208W	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2 SR 502/I-5 to Battle Ground - Add Lanes				38,275,000 82,133,000	38,267,101	(7,899) (82,133,000)		8/18/2014 4/23/2012		7/20/2016 6/27/2016		29,675,858	10/2/2014	24,309,057	7	X		Project is completed 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)								-			Х	
1 1	5082080 524002G	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges SR 240/Richland Y to Columbia Center I/C - Add Lanes		4,207	4 207	2,003,000 41,021,000	2,009,944 41,007,675	6,944		12/20/2004		8/31/2012		32,815,309	2/23/2005	30,473,331	3	X	Х	Project is completed
II II	524002G 524003S	SR 240/Kingsgate Way - Signalize Intersection		4,207	4,207	950,000	41,007,073	(13,325) (950,000)		12/20/2004		0/31/2012		477,984	1/22/2018	430,761	2	X		Project is completed Project is completed
1 1	600010A 609049B	US 395/North Spokane Corridor I-90/Spokane to Idaho State Line - Corridor Design		1,377,444	1,377,444	222,853,000 10,074,000	222,808,520 10,332,784	(44,480) 258,784		4/16/2012		11/16/2018		142,969 3,454,368	12/5/2017 6/16/2020	139,800 3,398,398	5	X		Project is completed Reappropriation/Re-Aging due to additional time needed to refine project scope.
l1	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		Х	Reappropriation/Re-Aging due to the January 2021 OFM Directed advertisement pause.
l1	809940B	SR 99/Viaduct Project - Construction Mitigation	110,000	0 251 212	0	37,837,000	37,828,315	(8,685)		9/20/2011		12/17/2016		E2 172 220	12/0/2014	E3 000 000	2	X	Х	Decidat is completed
I1 I1	816701C 840502B	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane I-405/SR 181 to SR 167 - Widening	110,000	351,312 78,613	241,312 78,613	83,931,000 140,084,000	83,823,765 140,073,011	(107,235) (10,989)		8/20/2014 2/16/2007		12/17/2016 12/11/2009		53,172,330 87,501,003	12/9/2014 6/20/2007	53,999,888 91,500,005	3	X		Project is completed 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		124,000,000	3	X		Project is completed
I1	8BI1001	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 I1	8BI1002 8BI1003	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA) SR 520/ Bridge Replacement and HOV (Nickel/TPA)	250,000	1,553 1,492,198	1,553 1,242,198	342,701,000 2,678,187,000	342,697,194 2,677,695,610	(3,806) (491,390)		5/6/2009 4/23/2007		10/31/2015 11/16/2018		249,999,996 1,346,471	1/11/2012 3/12/2018	155,500,001 1,352,000	2	X		Project is completed 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.
l1	8BI1006	I-405/Renton to Bellevue Widening and Express Toll Lanes				21,656,000		(21,656,000)										Х		Project is completed
l1	8BI1009	SR 520/Repayment of Sales Tax for Bridge Replacement	15,940,000		(15,940,000)	159,400,000	159,400,000													Х
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		Project is completed

11																				
11	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							Х	Expenditure delay is due to a revised project schedule. This project is currently not funded for CN phase, so a slower start will mitigate the design
																				and environmental documentation becoming obsolete 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							Х	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							Х	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		Х	Pandemic-related relays 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.
11	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							Х	Reappropriation/Re-Aging.
l1	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	
11	L1000157	US 2 Trestle IJR		115,073	115,073	3,501,000	3,500,000	(1,000)		4/25/2015		0/30/2020		4,424,313	4/3/2013	4,554,465			X	
11	L1000158	I-405 NB Hard Shoulder Running SR 527 to I-5		113,073	113,073	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
11	L1000103	-	18,914,000	17,018,461	(1,895,539)	26,000,000	36,000,000	10,000,000		3/13/2010		4/24/2017		7,200,000	11/28/2010	7,290,000		^	Х	·
11		SR 18 Widening - Issaquah/Hobart Rd to Raging River	18,914,000	17,018,461	(1,095,539)		36,000,000	, ,										X	^	Reappropriation/Re-Aging due to COVID related consultant hiring freeze.
11	L1000223	I-5/Rush Road Interchange Improvements		4 552 624	4 552 624	24,000	2 250 000	(24,000)										^		Project is completed
	L1000231	I-5 Corridor from Mounts Road to Tumwater	2 222 222	1,553,621	1,553,621	2,250,000	2,250,000	4 42 4 225		4 /40 /2024		40/45/2024		F 407 676	42/0/2024				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		Х	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
						1														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		Х	
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		27,996,994	8		Х	\$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.
l1	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	q		Х	Reappropriation. Local funding added.
11	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
11	L2000037	Sk 20/ Dusty to Collax - Add Chillibring Laries	8,823,000	0,030,013	(100,387)	11,130,000	10,137,003	(1,012,333)		3/10/2023		11/14/2023		4,423,420	4/20/2022	3,346,000	3		^	
11	L2000058	LIC 105 /Calfay to Spangle, Add Passing Lane		1.002	1.002	11 650 000	11 204 662	(265.227)		4/24/2017		11/20/2019		4.072.202	10/2/2017	4.072.200	5	Х		of Way and resolve utility relocation issues.
		US 195/Colfax to Spangle - Add Passing Lane	5 004 000	1,983	1,983	11,650,000	11,284,663	(365,337)				11/29/2018		4,073,203	10/2/2017	4,073,200	5	^	.,	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							Х	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		Х	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.
l1	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		Х	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		Х	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	Х		Project is completed
11	L2000124	I-90/Front Street IJR			,	2,300,000	2,083,488	(216,512)											Х	
11	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		Х	Reappropriation/Re-Aging to align with updated contractor schedule.
11	L2000139	I-5/156th NE Interchange in Marysville			_,,,,,,,,	42,000,000	42,000,000	(=/===/==/		9/18/2028		5/15/2030			_,,	,				χ
11	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		Х	
11	L2000170	I-90/Eastgate to SR 900 - Corridor Improvements	12,779,000		8,739,009	73,200,000	73,035,201	(164,799)	2,771,612	1/28/2019	1	12/31/2020		50,573,965		46,898,047	4		X	\$165K transferred to OBI4ENV for long-term mitigation site monitoring.
11	L2000201 L2000202	SR 240/Richland Corridor Improvements	3,789,000	1,911,660	(1,877,340)	5,000,000	6,944,342	1,944,342	2,771,012	10/14/2019	-	5/28/2021		30,373,303	3/20/2013	-0,020,047	-		^	X Reappropriation/Re-Aging due to workforce constraints.
11																				
11	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								The state of the s
																				2022 New Law budge (Move Ahead Washington) and aged in the 21-23
					/			(=)		- / /		/ /			- 1 - 1					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		Х	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		Х	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		Х	21-23 Reappropriaton/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
				1																out to the 2023-25 biennium. The expenditure delay covers preliminary
																			1	engineering and right of way required between now, through the 2023-25
																				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
																				biennium. The cost increase is primarily due to inflation and to backfill \$35
																				biennium. The cost increase is primarily due to inflation and to backfill \$35 million that was previously removed and has been communicated in previous
14	12000245	SR 104 Realignment for Ferry Traffic		15 952	15 952	500 000	500,000			11/5/2010	(2)	6/28/2010						v		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.
11	L2000246	SR 104 Realignment for Ferry Traffic	2 200 000	15,853	15,853	500,000	500,000	385 222		11/5/2018	(2)	6/28/2019						Х	٧	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. Project is completed
11	L2000246 L2000255	SR 104 Realignment for Ferry Traffic I-5/Exit 274 Interchange	2,200,000	15,853 740,433	15,853 (1,459,567)	500,000 2,750,000	500,000 3,135,222	385,222		11/5/2018	(2)	6/28/2019						Х	х	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. Project is completed The delay and project's cost increase is due to adding federal grant funding
		-	2,200,000				· · · · · · · · · · · · · · · · · · ·	385,222		11/5/2018	(2)	6/28/2019						х	х	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. Project is completed 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
		-	2,200,000				· · · · · · · · · · · · · · · · · · ·	385,222		11/5/2018	(2)	6/28/2019						Х	х	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. Project is completed 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.
		-	2,200,000				· · · · · · · · · · · · · · · · · · ·	385,222		11/5/2018	(2)	6/28/2019						Х	х	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. Project is completed 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
		-	2,200,000				· · · · · · · · · · · · · · · · · · ·	385,222		11/5/2018	(2)	6/28/2019						X	х	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. Project is completed 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.

I1	L2000370	I-5 Interstate Bridge Replacement	28,599,000 7	71,791,814	43,192,814	44,000,000	90,000,000	46,000,000		12/3/2018		9/30/2022						х	The project's available budget has increased by \$46,000,0000 (\$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
I1	M00100R	I-5 JBLM Corridor Improvements	100,756,000 2	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 180,89	5,595 3		x	preferred alternative strategy. Reappropriation/Re-Aging primarily due to the COVID-19 temporary construction stoppage.
11	M00400R	SR 520 Seattle Corridor Improvements - West End	492,704,000 3	881,973,392	(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 indepth urban design effort, 42" water main relocation services,
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	487,714,000 4	128,849,639	(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 375,98	3,856 2		X	staging/phasing exercised, and the navigation channel study. 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.
11	M00800R	US 395 North Spokane Corridor	193,699,000 1			880,238,000	881,870,180	1,632,180		3/26/2018		6/30/2029		9,533,491	1/14/2021 9,493,			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.
11	M00900R	I-405/Renton to Bellevue - Corridor Widening	442,516,000 3			1,271,625,000	1,293,981,094	22,356,094	18,533,939	12/30/2015		12/28/2028	(2.4)	710,000,000	10/5/2019 704,97	5,000 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					Х	The expenditure delay is due to project delays associated with adding nearly
																			all of the SR 526 corridor to the project, additional stakeholder engagement to reach a preferred alternative, and mitigation for congestion on 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
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	contracts, and equipment purchases. \$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						х	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		5,647,190	(4,352,810)	85,000,000	115,000,000	30,000,000		12/11/2023		10/30/2026						X	
I1 I1	T20700SC T20900R	I-5/116th Street and 88th Street Interchanges - Improvements US-12/Walla Walla Corridor Improvements		704,713 83,628,603	(5,959,287) (9,299,397)	49,729,000 183,208,000	49,789,670 185,641,660	60,670 2,433,660		9/13/2017 8/19/2019		10/28/2022 12/6/2024		108,510,000	4/13/2020 113,999	5,875 3		X	Reappropriation/Re-Aging. Expenditure delay is due to the I-976 pause and to to align with the contractor's schedule.
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	5,900,000	1,641,448	(4,258,552)	64,413,000	73,253,000	8,840,000		2/5/2024		11/20/2026						Х	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
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					х	documentation. 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	х		Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
12	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,081,000	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	Х		Reallocation and Savings at project completion. \$131K transferred to Stormwater & Mitigation Site Improvements (OBI4003) to comply with stormwater mitigation requirements.
12	0BI2010	Collision Prevention	40,954,000	40,954,000		306,492,000	306,492,000							1,511,740	5/12/2022 1,599				
12	0BI2011	Collision Reduction	36,175,000	36,175,000		169,302,000	169,302,000	(640.055)						1,611,384	3/15/2022 2,348	352 2			Project Consolite d
12	201701G 202801J	SR 17/Adams Co Line - Access Control SR 28/F Wenatchee - Access Control	4,036,000	272	(4,035,728)	118,000 6,008,000	6,737,699	(118,000) 729,699		12/2/2019		11/20/2020					X	X	Project Completed This project has a possible delay mainly due to added required time for
12		SR 28/E Wenatchee - Access Control	4,030,000	212	(4,033,728)		6,757,0			12/2/2019		11/20/2020						X	alternative analysis.
12	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.
12	5012121	US 12/SR 124 Intersection - Build Interchange				21,317,000		(21,317,000)		10/18/2010		5/23/2012					х		Project is completed
12	L1000112 L1000173	SR 20/Sharpes Corner Vicinity Intersection SR 527 Padestrian Safety Project - The Parker & Quincy Memorial Pathway				13,303,000 244,000		(13,303,000)		11/13/2017	(1)	8/30/2018		6,182,783	12/22/2017 7,224	164 3	Х	X	Project is completed
12	L1000247	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway US 101/Morse Creek Safety Barrier		521,448	(856,552)	3,606,000	2,674,053	(244,000) (931,947)						2,215,250	10/27/2020 2,069,			х	(State funds) in the 19-21 biennium for this \$4.8M safety project.
12	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.

12	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							to the inflation. Proposed \$13.4M project cost
																			ives in the draft Environmental Impact Statement
																			B exceeded the available funding provided by the
																			on funding package. This was followed by a series
																		of concept revisions in an e	ffort 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 fo	r several grants to bridge the funding gap needed,
																		which have not been succe	essful. In addition, the uncertainty of the project
																		funding has dela	yed the construction delivery schedule.
12	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
12	L2000123	US 101/Lynch Road Intersection Improvements				2,636,000	15,020,071	(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
12	L2000169	SR 20/Oak Harbor to Swantown Roundabout				30,000,000	30,000,000	(2,050,000)	10/8/2029	(3)	3/31/2031	(25)	2,555,157	7,13,2010	1,023,070			X	Trojectio completed
12	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	х		Project is completed
12	L2000238	SR 900 Pedestrian Safety	298,000	1,305,324	1,007,324	333,000	1,350,151	1,017,151										\$500K of additional local cor	ntribution added to this project. This change is
																		mainly the result of WSDOT	being awarded a Puget Sound Regional Council
																			ruction phase as listed on the King County's
																		adopted contingency list.	
12	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	Х		Project is completed
12	L2000279	US 101/Lower Hoh Road Intersection Improvements	0.000	47.274	0.274	600,000	2 647 076	(600,000)	10/10/2015		0/45/2046		242,375	12/10/2019	222,493	7			Desirable associated
12	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	Doning this angulated	Project is completed
12	L2200092	SR 150/No-See-Um Road Intersection - Realignment	6 591 000	4 242 500	(2 220 E00)	8,493,000	10 520 505	(8,493,000)	12/19/2016		11/21/2017		4,801,002	3/16/2017	5,283,745	6	Х	Project is completed	up to COVID restrictions delaying local
12	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			ue to COVID restrictions delaying local
12	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								d inability to complete survey work. ons are updated to remove specific intersection
12	NSOSOON	3K 303 Construction Surety & Mobility Improvements	20,000,000	3,433,130	(11,232,030)	30,000,000	31,410,477	(5,501,525)	12/25/2015		3/21/2023								n safety and mobility improvements are intended
																			or improvement description. Reappropriation/Re-
																			ng delivered in this BIN and are contributing to
																			active delivery and funding was deferred to align
																			schedule(330528D). 330528F is in design and
																			ed delays in appraising and acquiring RW parcels.
13	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes				3,026,000	3,022,748	(3,252)									Х	Project Completed	
13	5082010	I-82/Valley Mall Blvd - Rebuild Interchange		4 204 020	4 204 020	34,803,000	2 447 402	(34,803,000)	11/23/2009		10/21/2011		_				Х	Project is completed	
I3 I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	1 700 000	1,291,939	1,291,939	3,456,000	3,447,193	(8,807)	2/17/2000		11/20/2021		2 124 072	3/6/2019	2,818,862	2		D	
15	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	2,010,002	2		Re	eappropriation/Re-aging
13	5090160	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			
13	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		Reappropriation/Re-Aging.	
13	L2000343	US 101/East Sequim Corridor Improvements	1,090,000	147,490	(942,510)	1,290,000	1,290,000	(000,000)	3,20,2020		0,0,2022		0,000,011	-,,	-,,	-		тесриония, те прина	
13	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							\$2M project cost increase a	nd schedule delay. These changes are mainly due
																			ypass the work zone uninterrupted while the
																			cted on the mainline and siding tracks, which
																			addition, this project proposes to discharge
																		treated stormwater to Binge	en Lake in order to meet flow control
																		requirements. This may req	uire an upgrade to the existing Bingen Lake pump
																		system and the Port of Klick	itat is currently analyzing these impacts.
13	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			1 transfer in 19-21. There are two drivers for the
																			updated contractor's schedule and (2) the COVID-
																			construction suspension delayed the Geotech's
																		project's retaining walls.	work for structural analysis and design of the
14	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		project s returning wans.	
14	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			
14	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			
14	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			
14	0BI4ENV	Environmental Mitigation Reserve - Nickel/TPA	2,185,000	2,185,000		14,502,000	14,502,000												
14	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 The updated engineer's esti	mate for this project is \$3M over the current CWA
																		budget. Concurred by WSD0	T 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			
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			
P1	0BP1003	Concrete Roadways Preservation	61,861,000	61,861,000	(40.000.000	1,453,424,000	1,453,424,000	(00,000,000)	7/1/2017		6/30/2027		8,598,995	5/19/2022	8,655,673	2		D. /	
P1	L1000198	Preservation Activities	10,000,000		(10,000,000)	90,000,000		(90,000,000)	7/4/2047		6/20/2027							Reapp/reaging, Additional p	reservation funding by legislatures
P1 P2	L1100071	Highway System Preservation	150,167,000	12 565 000	(150,167,000)	1,090,962,000 336,460,000	336,460,000	(1,090,962,000)	7/1/2017 7/1/2017		6/30/2027 6/30/2027		2,105,893	11/12/2020	2,087,957	4			
	0BP2001	Bridge Replacement Preservation	12,565,000	12,565,000		2,079,486,000	2,079,486,000						5,571,902	6/15/2022	5,532,855	3			
P2 P2	0BP2002 0BP2003	Bridge Repair Preservation Bridge Scour Prevention Preservation	145,290,000 2,921,000	145,290,000 2,921,000		35,250,000	35,250,000		7/1/2017 7/1/2017		6/30/2027 6/30/2027		1,926,843	4/3/2019	1,638,803	3			
P2	0BP2003	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			
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		The original cost decreases	was due to updated engineers estimate, The CN
]		, ,			. ,				. ,				underruns and unused contingencies. Additional
																		deacease was due to the pro	
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								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	Х	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	Х	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						Х		Project Completed
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge				10,000,000	10,000,000	(10.200.000)	2/2/2026		6/1/2028						V	2	lated DW is at the first states.
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge	8 220 000	1/1700 6/10	6.450.649	10,386,000	25 761 052	(10,386,000)	12/16/2013	15	9/17/2015	22	19 420 247	1/21/2020	20 140 777	А	Х		leted, 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			pending plan has increased by \$6,460,960, from
																			This increase is due to underspending the 19/21 from the means and methods pursued by the
																		Siemium mat resulteu	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		3	Х		Project is completed
														-	-		1	·	

P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	473,389	473,389	21,848,000	20,022,431	(1,825,570)	11/5/20	.8	1/15/2020		18,112,215	2/1/2019	19,530,453	10		х	Reappropriation/Re-Aging due to COVID shutdown for safety precautions and
D2	12000174	CD 244 /Mahtan Bridge	000 1 501 551	(0.453.440)	14.606.000	16 492 149	1 076 140	102 696 1/29/20	0 24	11/27/2010	AC	_					х	a weather suspension.
P2 P2	L2000174 L2000203	SR 241/Mabton Bridge 10,955 SR 155/Omak Bridge Rehabilitation 2,593,			14,606,000 13,754,000	16,482,148 30,572,149	1,876,148 16,818,149	192,686 1/28/20 1/6/202		11/27/2019 6/30/2027	46						^	Reappropriation/Re-Aging. X Increase is the funding gap identified in the most current project estimate.
, -	22000203	SN 1957 Omak Shage Kenasinkation	132,07	(2,101,520)	15,75 1,000	30,372,213	10,010,113	1,0,201		0,50,202,								indicase is the randing gap decidined in the most current project estimate.
																		The original legislative scope for this project removes existing sidewalks and
																		railings from the bridge, adds structural support members and constructs a
																		driving lane/shoulder in place of the sidewalks. Additionally, it adds a
																		separated bike/ped facility to the existing structure. It should be noted that
																		this bridge is 98 years old and as such, was built with different load standards.
																		During the design phase of the project, it was determined that the existing
																		structure design and strength is not sufficient to include both the widening of the lanes and the sidewalks as one structure and would require a full bridge
																		replacement at a significantly higher cost (upwards of \$22M). The solution
																		proposed in the budget is the lowest cost solution the department could find
																		to still meet the intent of the original legislative scope. The proposed design
																		calls for widening the existing bridge by 3 feet on each side, strengthening the
																		structure to avoid unbalanced loads on the arches, and constructing a
																		separate pedestrian bridge. The new structure strengthening will require the
																		bridge deck to have new reinforcement and/or an overlay added to it, and the
																		floor beams and spandrel columns be bolstered in order to take the loading
																		and not have a shear or bending failure.
P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation 9,730	000 9,112,565	5 (617,435)	22,917,000	22,639,225	(277,775)	4/18/20	.6	10/12/2016		1,007,710	5/24/2016	999,186	3		Х	Reappropriation/Re-Aging.
P3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program 1,410			8,159,000	8,159,000	, , ,	, 5,20		. ,				,				., , ,
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs 350,0		(334,755)	4,505,000	4,505,000											Х	
P3	0BP3001	Emergency Relief Preservation 5,538			66,536,000	66,536,000		7/1/201	7	6/30/2027		1,049,101	4/28/2022	2,540,590	3		Х	
P3	0BP3002	Unstable Slopes Preservation 8,588			180,197,000	180,197,000		7/1/201		6/30/2027		2,002,447	5/27/2022	1,379,691	3		Х	
P3	0BP3003	Major Electrical Preservation 6,812	000 6,812,000)	110,866,000	110,866,000		7/1/201		6/30/2027		281,557	3/11/2022	490,000	2		Х	
Р3	0BP3004	Major Drainage Preservation 7,183			144,488,000	144,488,000		7/1/201		6/30/2027		116,033	9/16/2021	185,000	1		Х	
P3	0BP3005	Rest Areas Preservation 1,839			18,488,000	18,488,000		7/1/201		6/30/2027		2,085,000	4/15/2019	1,509,065	5		X	
P3	0BP3006	Weigh Stations Preservation 5,000			50,003,000	50,003,000		7/1/201		6/30/2027		520,150	7/26/2021	832,529	1		X	
P3	0BP3007	Preservation of Highway Safety Features 16,763			255,124,000	255,124,000	(62,600,024)	7/1/201	7	6/30/2027		2,590,156	6/7/2022	3,681,888	2		X	Description /De Asian due to an undeted DOD selectula
P3 P3	1405RRT G2000055	I-405/Bellevue to Lynnwood R&R - Preservation 26,035 Land Mobile Radio (LMR) Upgrade 5,166			1,272,884,000 37,038,000	1,209,193,179 37,037,999	(63,690,821) (1)	9/6/201	e	5/30/2019		9,161,128	2/1/2022	10,424,975	2		X	Reappropriation/Re-Aging due to an updated R&R schedule.
,,	G2000033	Land Mobile Radio (LMR) Upgrade 5,166	0,554,575	3,300,373	37,038,000	37,037,333	(1)	3/0/201		3/30/2013							^	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,	00 249,148	(64,852)	460,008,000	393,408,000	(66,600,000)											X Reappropriation/Re-Aging.
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects 1,286			64,533,000	37,861,539	(26,671,461)										Х	Q3 Projects have been rolled up into programmatic BIN 000005Q to report
			' '			, ,	, , , ,											similarly to Preservation and Facility programs.
Q3	000009Q	Challenge Seattle 3,061	3,018,885	(42,115)	4,927,000	4,925,361	(1,639)										х	
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)			135,000		(135,000)	12/21/20	15	4/30/2018	14						Х	
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements			254,000		(254,000)	11/26/20		4/30/2019	5						Х	
Q3	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters			308,000	302,753	(5,247)	7/2/201		4/30/2019	12						Х	
Q3	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation			416,000		(416,000)	8/14/20		12/30/2017	3		- / /		_	Х		
Q3	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters			826,000		(826,000)	3/26/20	.8 4	10/30/2018	8	478,420	9/21/2018	659,929	2		Х	This Q3 project has been rolled up into programmatic BIN 000005Q to report
Q3	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems			167,000		(167,000)	10/4/20	0	9/30/2015						X		similarly to Preservation and Facility programs.
Q3	109025Q	I-90/EB E Mercer Way - ITS			250,000		(250,000)	10/4/20		3/30/2013		930,635	6/28/2019	1,198,330	1		Х	
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension 780,0	00	(780,000)	855,000		(855,000)					129,598,934	1/26/2022	125,688,000	3			X This Q3 project has been rolled up into programmatic BIN 000005Q to report
																		similarly to Preservation and Facility programs.
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters			799,000		(799,000)					930,635	6/28/2019	1,198,330	1		Х	This Q3 project has been rolled up into programmatic BIN 000005Q to report similarly to Preservation and Facility programs.
Q3	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	15	15	129,000	128,517	(483)	6/2/201	6	12/30/2017	(2)					X		similarly to Freservation and Facility programs.
Q3	200212Q	US 2 Vicinity Variable Message Signs			214,000	-,-	(214,000)			, , , ,	. ,						Х	
Q3	202000W	SR20/Wauconda Summit - RWIS and Camera			366,000		(366,000)	3/6/201	7	8/1/2017						Х		
Q3	202400Q	NCR Basin ITS Phase 3			553,000		(553,000)	9/18/20	.7	5/30/2018						Х		This Q3 project has been rolled up into programmatic BIN 000005Q to report
																		similarly to Preservation and Facility programs.
Q3	228500Q	SR 285/Wenatchee Area - ITS Conduit 259,0	00	(259,000)	451,000		(451,000)						. / . /		_			X
Q3	300519Q	I-5/Olympia Area Southbound - Congestion Management			797,000		(797,000)					873,704	4/9/2019	927,777	2		Х	This Q3 project has been rolled up into programmatic BIN 000005Q to report similarly to Preservation and Facility programs.
Q3	316706Q	SR 167/SR 410 to SR 18 - ITS 900,	00	(900,000)	1,000,000		(1,000,000)	1/4/202	1	10/15/2021	86	21,630,896	4/2/2021	22,799,719	4			X This Q3 project has been rolled up into programmatic BIN 000005Q to report
				(3.3.7.3.3.7)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		(),			., ., .		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	' ' '	,,				similarly to Preservation and Facility programs.
Q3	351207R	SR 512/I-5 to SR 7 EB - Congestion Management			681,000		(681,000)	11/5/20	.8 8	3/30/2019	9	395,876	2/25/2020	406,736	7		Х	This Q3 project has been rolled up into programmatic BIN 000005Q to report
																		similarly to Preservation and Facility programs.
Q3	400016T	Vancouver Urban ITS Device Infill			876,000		(876,000)	4/18/20	.6	3/24/2017		611,170	5/26/2016	648,115	3	Х		This Q3 project has been rolled up into programmatic BIN 000005Q to report
Q3	400019Q	Controlling Cignal System Enhancements			452,000		(452,000)	6/3/201	0								х	similarly to Preservation and Facility programs.
Q3	400019Q 400019R	Centralized Signal System Enhancements I-5/I-205 Urban Ramp Meter - Phase 1			669,000	667,514	(1,486)	2/5/201		5/19/2019	15	597,832	7/31/2018	539,913	2	Х	^	
Q3	400019V	Regional Video Sharing			142,000		(142,000)	3,0,100		0, 20, 202			1,02,2020	555,525			Х	
Q3	401417Q	SR 14 ATIS Infill; I-5 to Evergreen			1,085,000		(1,085,000)	9/24/20	.8 1	6/21/2019		732,719	12/12/2018	640,307	2		Х	This Q3 project has been rolled up into programmatic BIN 000005Q to report
																		similarly to Preservation and Facility programs.
Q3	414119Q	SR 141/Flashing School Zone Signs			18,000		(18,000)									Х		
Q3	420520Q	I-205/NB Mill Plain On-Ramp - Ramp Meter			466,000		(466,000)	10/19/20	20	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	20	(400)	61,000		(61,000)					F00 0==	C /20 /2	F00 77 :	_		Х	W.
Q3 Q3	509019Q 518203O	I-90/SR 18 Interchange Vic EB - Install VMS		(123,000)	401,000		(401,000)					586,870 586,870	6/28/2021 6/28/2021	586,704 586,704	3			X X This Q3 project has been rolled up into programmatic BIN 000005Q to report
цэ	518203Q	I-182/Argent Rd Vicinity EB - Install VMS 158,0		(158,000)	521,000		(521,000)					300,070	0/20/2021	300,704	3			X This Q3 project has been rolled up into programmatic BIN 000005Q to report similarly to Preservation and Facility programs.
	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras			237,000		(237,000)	2/27/20	7	10/27/2017	1	5,860,553	4/13/2017	6,157,323	2	Х		Similarly to Frescivation and Edulity programs.
Q3					271,000		(271,000)	4/9/201		11/16/2018	7	85,294	11/16/2018		3	X		
Q3 Q3	600024Q	Eastern Region CCTV Systems - New Installs																
	600024Q 609004Q	I-90/Sprague Rest Area Traveler Information			133,000		(133,000)	1/29/20	.4	7/31/2015						X		
Q3					133,000 388,000		(133,000) (388,000)	1/29/20	.4	7/31/2015						X	X X	

MARCIN Control Contr											 						
State Stat	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
State Stat	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	х	This Q3 project has been rolled up into programmatic BIN 000005Q to report
March Marc	03	13000338	SP 00 Aurora Bridge ITS	579.000	570 /22	123	700.000	700.000									
Commonweal Com				379,000	373,423	423			(5 066 518)							v	
March Control Contro	VVI	900001G	Form Denance IIII Freservation				12,312,000	0,343,462	(3,300,318)							^	
## 1810 Control of April 1990 Control of April 199																	
## 1817 1919	W1	900001H	Point Defiance Tml Improvement				665,000	200.000	(465,000)			251 465	8/8/2017	218 868	2	Y	enore to reprioritize them towards actual projects.
Part												251,403	0/0/2017	210,000			21LEGCOR did not have any appropriations for the 33-35 and 35-37 hiennia
## \$200 Prince of Prince		3000020	Tomequal Time Tests validi				10,551,000	20,202,503	3,730,303							^	7 - 17 - 17 - 17 - 17 - 17 - 17 - 17 -
March Marc																	
## MODIES MANUAL																	
## WILLY VIEWS (FORWARD) ## WILLY VIEWS (FORWA	\\/1	900002H	Tablequah Tml Improvement	205 000	1 210 012	1 015 012	1 068 000	1 707 320	630 320			228 148	5/14/2021	165 115	2	v	
March Marc	VVI	30000211	Taniequan Till Improvement	233,000	1,310,012	1,013,012	1,008,000	1,707,323	033,323			320,140	3/14/2021	403,113	,	^	
Mail																	
March Marc																	
Part	14/4	00000514	Fountless Ted Decements	0.602.000	4 022 442	(4.640.557)	404.000.000	04 752 277	(40 445 722)	7 020 025							
1996 1996	VVI	900005101	rauntierby fini Preservation	8,082,000	4,033,443	(4,048,557)	104,869,000	94,755,277	(10,115,725)	7,830,935						^	
95																	match the proposals being developed by the project team. The project is still
March Marc																	
The control of the																	the stakeholders. This is a delay from what was initially planned due to COVIE
## 400000 Over Testingenesian ## 300000 Over Testingenesian																	
Miles Mile																	The dollars allocated for the future preservation placeholder were
Section Control of the Control of Contro																	temporarily removed during budget building (as reflected in 22ME06) in an
2000 100																	effort to reprioritize them towards actual projects - causing a \$10M variance
2000 2000																	
20 20 20 20 20 20 20 20	<u> </u>													-			
Second Continues Second Cont	W1	900006S	Vashon Tml Preservation	1,029,000	1,412,758	383,758	22,111,000	9,608,592	(12,502,408)							X	
Second S																	a complete replacement with all new materials. WSF was able to salvage an
March Marc																	existing dolphin from the old Mukilteo terminal and this reduced the project
Part																	costs for Vashon dolphin significantly reducing the need by \$1.1M. In
State Stat																	addition, the dollars allocated for the future preservation placeholder were
19																	temporarily removed during budget building (as reflected in 22ME06) in an
## 1907 Miles March																	effort to prioritize them towards actual projects - causing a \$11.4M variance.
## 1907 Miles March																	
Process Proc	W1	900006T	Vashon Tml Improvement				33,000	32,984	(16)							X	
March Marc	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
A																	project slow downs on the large Colman Dock replacement project, with the
March Marc																	money moved into 23-25. The total increase is a combination of Slip 3
Mail																	increased estimated project costs, realized risk on the Colman project and
March Section Sectio																	funding for pending risk projected prior to project completion. Effectively the
## SPACES Past Terrescript of Test Passwatton 293,000 22,727 12,240 21,390,000 22,735,314 828,934 447,839																	
## PATE	W1	900010M	Seattle Tml Improvement		4,124,001	4,124,001	5,399,000	6,310,983	911,983							Х	The 21-23 increase represents \$3.2 million of money that was re-appropriated
## PATE																	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
Main Section Processing																	dollars have since been removed and placed in a different Legislative
Main																	Electrification BIN. The total variance is the addtion of those \$918k of CER
Page																	
Control of the Cont	W1	900012K	Port Townsend Tml Preservation	293.000	282.757	(10.243)	21.909.000	22.738.534	829,534	447.859						Х	•
St.12 million paid for 58 by Vehicle Transfer Spant as 55 million requirement (55 million requirement score asset registerment redots have been reported score asset registerment (55 million requirement plant of the score asset registerment redots have been reported score asset registerment redots have been reported score asset registerment redots have been reported by the score of the score asset registerment redots have been reported by the score of the sco						(==,= :=,	,_,_,_,		0.20,00	,333						"	cost and inflation adjustments to a Trestle Pavement Rehabilitation project
## MOUNTAL Not Consequed Testingnovement ## 1																	(\$1.12 million) and the Slip 2 Vehicle Transfer Span (\$2.59 million), offset by
M1 900012. Post Townsend Tml Improvement 1 1 1,000 47 (2,55)																	an \$2.95 million reduction to the Future Preservation Placeholder PIN as
Part																	some asset replacement needs have been re-prioritized outside the 16 year
W1 900022 Loger Trial Preservation																	
Wil	W1	900012L	Port Townsend Tml Improvement		1	1	3,000	47	(2,953)							Х	Fig. 1
Packed before PM in 33 S (56.4m) and 35-27 (8.1m)	W1	9000221	Lopez Tml Preservation	274,000		(274,000)	11,144,000	26,007,470								X	The Total variance of \$15 million is entirely in within a Future Preservation
W1 900221 Lope Trail Improvement 232 232 534,000 459,643 (74,357)																	Placeholder PIN in 33-35 (\$6.4m) and 35-37 (\$8.7m). That work was part of
Mi																	the 2021 budget submittal, but 21LEGCOR has no dollars in those bienniums.
W1 900024F Shaw Tml Preservation Shaw Tml Pres																	<u> </u>
W1 900024F Shaw Tml Preservation Shaw Tml Pres	W1	900022J	Lopez Tml Improvement		232	232	534,000	459,643	(74,357)							Х	
Preservation Repetaboler Pin Na 343-55 5.5.ml and 34 was part of the 2021 body 2 LERCO Sept. 1								,									
W1 90026P 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 temporarily removed during budget building budget buildi																	Preservation Placeholder PIN in 33-35 (\$5.1m) and 35-37 (\$1.2m). That work
W1 900026P Orcas Tml Preservation 492,000 594,719 13,251,000 8,181,416 (5,069,584)																	was part of the 2021 budget submittal, but 21LEGCOR has no dollars in those
W1 90026P Oras Tml Preservation 492,000 594,719 102,719 13,251,000 8,181,416 (5,069,584)																	
Emporarily removed during budget building fas reflection for reprioritize them towards actual projects. The 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 Part total does not include the completed Orca Improvement project whereas LEGORO total reduction. W1 900028U Friday Harbor Tml Preservation 408,000 500,000 92,000 11,128,000 16,077,433 4,949,433	W1	900026P	Orcas Tml Preservation	492.000	594.719	102.719	13,251.000	8,181.416	(5,069.584)							x	
## ## ## ## ## ## ## ## ## ## ## ## ##				.52,000	,,			5,1, 110	(2,223,30.1)							^	temporarily removed during budget building (as reflected in 22ME06) in an
W1 90026Q 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 Plant total does not include the completed Orca Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Lets CCR0 total includes the resulting variance in Priors (Improvement project whereast Calculation (Improvement Improvement project whereast Calculation (Improvement Improvement Improvement Improvement Improvement Improvement I																	effort to reprioritize them towards actual projects. This caused a temporary
W1 90026Q Orcas Tml Improvement 922,000 1,030,489 108,489 2,335,000 1,082,802 (1,252,198) S84,369 9/1/2016 759,415 3 X Plan total does not whereas LEGCOR potent of Orcas Improvement project whereas LEGCOR potent of Improvement project whereas LEGCOR potent of Orcas Improvement project whereas LEGCOR project proje																	
Improvement project whereas LEGCOR total includes the resulting variance in Priors	\\/1	9000360	Orcas Tml Improvement	922 000	1 030 490	108 489	2 335 000	1 082 802	(1 252 108)			284 350	9/1/2016	750 415	2		
March Marc	""	3300200		322,000	2,000,400	100,400	2,333,000	1,002,002	(1,232,136)			304,303	3, 1, 2010	. 55,415		^	Improvement project whereas LEGCOR total includes it. This variance is from
W1 90028U Friday Harbor Tml Preservation 408,000 500,000 92,000 11,128,000 16,077,433 4,949,433																	
W1 90040N Eagle Harbor Maint Facility Preservation 371,000 392,958 21,958 42,062,000 9,082,319 (32,979,681) W1 900040O Eagle Harbor Maint Facility Improvement 5,245,000 6,458,737 1,213,737 20,585,000 20,913,920 328,920 W1 90004Th Goupeville (Keystone) Tml Preservation 265,000 350,852 85,852 16,319,000 10,516,681 (5,802,319) W2 90004Th Goupeville (Keystone) Tml Preservation 265,000 350,852 85,852 16,319,000 10,516,681 (5,802,319)	VA/1	90003911	Friday Harbor Tml Dreservation	400 000	500.000	92.000	11 120 000	16 077 422	1 010 122								
W1 90040N Eagle Harbor Maint Facility Preservation 371,000 392,958 21,958 42,062,000 9,082,319 (32,979,681) W1 90040O Eagle Harbor Maint Facility Improvement 5,245,000 6,458,737 1,213,737 20,585,000 20,913,920 328,920 W1 902017K Coupeville (Keystone) Tml Preservation 265,000 350,852 85,852 16,319,000 10,516,681 (5,802,319) W2 902017K Coupeville (Keystone) Tml Preservation 265,000 350,852 85,852 16,319,000 10,516,681 (5,802,319)	AAT	5000280	inuay natuot titi rieservation	400,000	300,000	52,000	11,120,000	10,077,433	4,949,433							×	The Total variance is mostly from future preservation dollars showing in 33-35
Preservation Placeholder assets beyond the Spanning Placeholder assets beyond the Preservation Placeholder assets beyond the Spanning Placeholder assets beyond the Preservation Placeholder assets beyond the Spanning Placeholder assets beyond the Spanning Placeholder assets beyond the Spanning Placeholder assets beyond the Preservation Placeh	\A/1	00004051	Engle Harbor Maint Encility Preservation	374 000	202.050	24.050	42.062.000	0.002.240	(22.070.004)								
W1 900400 Eagle Harbor Maint Facility Improvement 5,245,000 6,458,737 1,213,737 20,585,000 20,913,920 328,920	AAT	900040N	Eagle nation ividing racing Preservation	3/1,000	392,958	21,958	42,062,000	9,082,319	(32,979,681)							X	, , , , , , , , , , , , , , , , , , , ,
\$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 temporarily removed during budget building (as reflectfort to reprioritize them towards actual projects. T	14/4	0000400	Fools Harbay Maint Facility Investors and	E 24E 222	6 450 707	1 242 727	20 505 000	20.042.022	220.020			202.25	1/11/2000	250 400			Preservation Placeholder assets beyond the 16 year plan.
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 temporarily removed during budget building (as reflection to reprioritize them towards actual projects. T	W1	9000400	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	×	
temporarily removed during budget building (as refl effort to reprioritize them towards actual projects. T	1	00004=::	Communities (Manustone) Tool 2	205	252.055	05.055	46 242 555	10.515.55	/E 000 7 : -:								
effort to reprioritize them towards actual projects. T	W1	902017K	Coupeville (Keystone) Tml Preservation	265,000	350,852	85,852	16,319,000	10,516,681	(5,802,319)							X	
																	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 co	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 pro																	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 electri																	
																	an additional transformer and electric panel.

				1												
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		Х	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
W1	910413Q	Edmonds Tml Preservation		128,456	128,456	57,235,000	60,543,258	3,308,258	2,997,030						х	remainder in 23-25 biennium is for the construction of the building. The Total variance is mostly from future preservation dollars showing in 33-3.
14/1	0104120	Edmands Trail Improvement	211 000	F1C 40F	205 405	27 722 000	27 600 040	(22.000)			201 704	11/10/2010 271.054	-		V	and 35-37 that 21LEGCOR has no dollars at all.
W1 W1	910413R 910414P	Edmonds Tml Improvement Kingston Tml Preservation	311,000 3,145,000	516,495 2,816,136	205,495 (328,864)	27,722,000 65,044,000	27,699,040 55,841,978	(22,960) (9,202,022)			201,704 502,703	11/19/2018 271,054 12/26/2019 439,803	6		X	The dollars allocated for the future preservation placeholder were
AAT	310414F	Kingston tilli Freservation	3,143,000	2,810,130	(328,804)	05,044,000	33,641,576	(9,202,022)			302,703	12/20/2019 439,803	2		^	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 Replacments (\$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 21,534,07	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.
																and the state of t
W1	930513H	Bainbridge Island Tml Improvement		31,919	31,919	121,000	119,133	(1,867)				12/4/2015 145,115		Х		
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		145 204	145,304	19 120 000	17,195,624	(022.276)							X	The total reduction is a combination of a \$858k reduction of future
VVI	952510K	Clinton Till Preservation		145,304	145,304	18,129,000	17,195,624	(933,376)							^	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						Х	The total increase represents project cost estimate adjustments for 3 projects
																that are programed 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.
1474	0005344	DED Development and least-listing of a One Assessed Development Tiplesting Contains		2.250	2.250	402.000	227.005	(65.435)							Х	
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System		2,258	2,258	403,000	337,865	(65,135)							^	
W1	998521B	Life Extension of Electronic Fare System (EFS)				1,182,000	1,169,281	(12,719)							х	
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	444.057.042							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
VVI	336323A	Security System Opgrades Placeholder for W1		400	400	2,733,000	402,432	(2,270,308)							^	\$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							х	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.
																that is onset by the dispersion of the \$1.4 million in 21-25.
W1	G2000087	Electric Ferry Planning Team		1,963	1,963	495,000	517,900	22,900							х	
W1	L1000016	Primavera Project Management System	361,000	436,000	75,000	2,351,000	5,619,940	3,268,940							х	The Total variance is mostly from future preservation dollars showing in 33-35
																and 35-37 that 21LEGCOR has no dollars at all.
	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
W1			1	1												million of future preservation work outside of the 16 year plan, but includes
W1																\$8.1 million in 33-35 that is not represented in 22LEGCOR.
		Terminal Project Support	7 126 000	Q 571 650	1 /138 659	88 202 000	152 265 120	63 073 130							Y	The total increase is represented by the adding of inflation to all biomeic in the
W1	L2000007	Terminal Project Support	7,136,000	8,574,658	1,438,658	88,292,000	152,265,120	63,973,120							X	
		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.
		Terminal Project Support Ferry Vessel and Terminal Preservation	7,136,000	8,574,658 3,053,019	1,438,658	88,292,000 23,173,000	152,265,120 18,887,500	63,973,120 (4,285,500)							X	16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR.
W1	L2000007										-					16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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
W1	L2000007															16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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
W1	L2000007															16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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
W1	L2000007															16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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
W1 W1	L2000007	Ferry Vessel and Terminal Preservation	6,400,000	3,053,019	(3,346,981)	23,173,000	18,887,500	(4,285,500)			1 607 906	11/5/2019 1 2777	c		х	16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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	L2000007										1,697,806	11/5/2018 1,833,755	5			16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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. The Total decrease represents additional program dollars were added to
W1 W1	L2000007	Ferry Vessel and Terminal Preservation	6,400,000	3,053,019	(3,346,981)	23,173,000	18,887,500	(4,285,500)			1,697,806	11/5/2018 1,833,755	5		х	16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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 W1	L2000007	Ferry Vessel and Terminal Preservation	6,400,000	3,053,019	(3,346,981)	23,173,000	18,887,500	(4,285,500)			1,697,806	11/5/2018 1,833,755	5		х	biennium that is not a part of 22LEGCOR. 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. The Total decrease represents additional program dollars were added to 21LEGCOR on the project to cover re-approped dollars arriving later in FY2 of
W1 W1	L2000007	Ferry Vessel and Terminal Preservation	6,400,000	3,053,019	(3,346,981)	23,173,000	18,887,500	(4,285,500)			1,697,806	11/5/2018 1,833,755	5		х	16 year plan, with a final \$12.9 million increase associated with the 33-35 biennium that is not a part of 22LEGCOR. 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. 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-

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 1	19-21 due to delayed
14/4	12200002	ADA Mayori Danisa Dunisa t		602	602	4 477 000	4 544 457	27.457	billing/progress from project partners.	
W1 W2	L2200083 944401D	ADA Visual Paging Project MV Issaquah Preservation	8,895,000	693 6,982,775	693 (1,912,225)	1,477,000 56,859,000	1,514,157 57,253,970	37,157 394,970	5/11/2021 3,673,482 X 19-21 increase due to 19-21 Shipyard Contract update based on schedule shift. Contract was re-awarded	d to Dakota Creek Industrie
	0444045		44.000	754.440	740.440	2.452.222	2042045	242.245	(DCI) because Vigor Marine was not able to perform drydock. DCI's bid exceeded Vigor's bid.	m due to a damaged
W2 W2	944401E 944402D	MV Issaquah Improvement MV Kittitas Preservation	41,000 6,941,000	751,119 8,178,585	710,119 1,237,585	2,469,000 48,696,000	2,812,246 40,127,746	343,246 (8,568,254)	6/8/2017 2,534,600 X 21-23 variance result of funding increase for OFE I	procurement required for
									shipyard. Total Variance result of funding decrease for 23 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 Total variance result of cancelled 21-23 shipyard ar 25 shipyard and minor preservatio	nd funding decrease for 23
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 Effici	
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 shipya Total variance result of funding increase for 21-23 s 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 Effici	ciency 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 represents needed work not accomplished due to s scheduling, and other factors – these funds and sco additional scope in 21-23 on other vessels	shipyard availability,
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 varinace result of shipyard funding increa insufficient Total variance result of 21-23 shipyard funding preservation funding increase in support	ng increase and minor
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 W2	944413C 944432G	MV Tillikum Improvement MV Elwha Preservation				1,516,000 29,954,000	1,200,626 29,416,894	(315,375) (537,106)	X Vessel is retired and the unspent 19-21 funding is contained additional scope on other vessels in 21-23	carried forward to support
W2	944432H	MV Elwha Improvement		222	222	295,000	239,266	(55,734)	X	
W2 W2	944433D 944433E	MV Kaleetan Preservation MV Kaleetan Improvement	2,254,000 18,000	3,446,986 176,872	1,192,986 158,872	25,740,000 2,333,000	21,849,098 2,141,375	(3,890,902) (191,625)	7/20/2021 2,960,671 X Total variance result of 23-25 cancelled shipyard.	
W2	944434D	MV Yakima Preservation	18,000	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 an preservation funding decrease.	
W2 W2	944434E 944441B	MV Yakima Improvement MV Walla Walla Preservation	10,983,000	550,038 10,588,010	550,038 (394,990)	2,425,000 38,439,000	2,707,617 28,279,720	282,617 (10,159,280)	X 21-23 variance result of emergency do 8/27/2021 4,415,632 X 21-23 variance result of shipyard actuals below esti Total variance result of 21-23 shipyard actuals below shipyard and minor preservation funding decrease.	timates. ow estimates and 23-25
W2	944441C	MV Walla Walla Improvement	89,000	196,114	107,114	2,329,000	2,070,733	(258,267)	X X 7.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1	
W2 W2	944442B 944442C	MV Spokane Preservation MV Spokane Improvement	3,706,000 46,000	10,078,643	6,372,643 82,280	67,765,000 1,895,000	49,444,368 1,967,217	(18,320,632) 72,217	8/18/2020 3,614,993 X Total variance result of 23-25 cancelled shipyard.	
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 shipyar	ira.
W2 W2	944476B 944477A	MV Chetzemoka Improvement MV Salish Preservation	25,000 2,120,000	373,374 461,000	348,374 (1,659,000)	2,077,000 52,757,000	2,093,368 52,360,767	16,368 (396,233)	X 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 l	best meet State of Good
			,,,,,,	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,	,,	,, -	(,,	Repair goals of Asset Manageme	
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 incression overhaul	rease to support rudder
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 for support necessary preservation. Estimate for Proping the Jumbo Mark II Class Ferries Propulsion Control: Upgrade Contract is higher than prior estimate.	oulsion Control System for
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	
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 fi support necessary preservation. Estimate for Proping the Jumbo Mark II Class Ferries Propulsion Control: Upgrade Contract is lower than prior estimate.	oulsion Control System for
W2	944499F	MV Puyallup Improvement	2,000	99,552	97,552	2,568,000	2,523,689	(44,311)	3/12/2019 409 COL	
W2 W2	944499G 944499H	MV Tacoma Improvement MV Wenatchee Improvement	429,000 6,000	547,051 89,292	118,051 83,292	4,430,000 2,318,000	4,329,219 2,779,922	(100,781) 461,922	3/12/2019 400,694 X X	
W2 W2	990040W	MV Chimacum 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 sh	hifted to 23-25 and minor
W2	990041W	MV Chimacum Improvement	16,000	74,034	58,034	1,302,000	1,375,282	73,282	preservation funding increase.	
W2	990041W 990051A	MV Suquamish Improvement	18,000	465,163	447,163	1,302,000	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 a	and W2
W2 W2	998951F 998951P	Security System Upgrades Placeholder for W2 New CMAQ Grants Placeholders	2,132,000 2,800,000	2,753,356	621,356 (2,800,000)	6,373,000 2,943,000	7,019,980	646,980 (2,943,000)	X Increased funding to procure and install SuperLan vessels. X CMAQ Grants applied to Vessel Projects This BIN is	n and 5G technology on all
***	3303311	new country ordina i racerrolació	2,300,000		(2,000,000)			(2,343,000)	funds were transferred to the Issaquah Vessels for meter Purchase	
14/2	C3000000	Floatric Vescal DED				CO4 000	272 504	(227.400)		
W2 W2	G2000080 G2000084	Electric Vessel RFP Electric Ferry - Conversion	24,750,000	48,647,920	23,897,920	601,000 43,526,000	373,504 156,912,579	(227,496) 113,386,579	X X Programming error. The amount of State and State	e REIM was double

W2	L1000006	MV Tokitae Preservation 1,	507,000	4,016,319	2,409,319	24,392,000	31,366,133	6,974,133			5/13/2022 1,208,546		X	21-23 variance result of increased funding for contract Adjust to Award - Bid
VVZ	11000000	iviv fortae reservation	307,000	4,010,313	2,403,313	24,332,000	31,300,133	0,574,133			3/13/2022 1,208,340		^	higher than expected.
														Total variance result of shipyard funding increase. Initial funding was
								(insufficient.
W2	L1000007	MV Samish Preservation 2,	158,000	2,294,204	136,204	32,453,000	31,671,329	(781,671)					Х	Total variance result of 23-25 minor preservation projects funding decrease.
W2	L1000008	MV Tokitae Improvement	5,000	512,940	497,940	1,095,000	1,541,700	446,700					X	
W2	L1000009		9,000	74,012	55,012	1,289,000	1,306,120	17,120					Х	
W2	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)				122,191,000		(122,191,000)			2/24/2005 44,487,228		Х	Project has been completed
W2	L2000006	Vessel Project Support 4,	210,000	5,698,611	1,488,611	51,757,000	34,076,092	(17,680,908)					Х	21-23 increased to provide project support for standard specifications.
	12222422					422.025.000	400 700 540	(4.42.400)					.,	Total variance due programming error in 22LEGCOR.
W2 W2	L2000109 L2000301	#4 - 144 capacity vessel Maintenance Management System		0	0	122,935,000 400,000	122,792,512 411,926	(142,488) 11,926					X	X
W2	L2000301		,453,000	1,960,341	(150,492,659)	218,000,000	243,461,439	25,461,439						X 21-23 and Total variance result of project delayed due to difference in
	22000525	11 Then resser 11 Trysha Electric	, .55,000	1,500,511	(230, 132,033)	210,000,000	2 10, 101, 103	25, 101, 155						contractor bid versus state's estimate.
W2	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)				123,159,000		(123,159,000)			2/24/2005 44,487,228		Х	Project has been completed
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)				119,338,000		(119,338,000)			2/24/2005 44,487,228		Х	Project has been completed
W3	999910K	Emergency Repair 5,	000,000	14,585,222	9,585,222	66,427,000	61,187,792	(5,239,208)			2/8/2021 1,135,991		Х	21-23 variance result of funding increase due to Cathlamet hard landing,
														Chimacum and Tokitae reduction gears.
														Total variance result of funding increase due to Cathlamet hard landing, Chimacum and Tokitae reduction gears and programming error in 33-35 and
														35-37 beinnia.
Y4	700000E	ARRA Program Management				51,903,000		(51,903,000)				Х		ARRA Program closed out
Y4	700001C	New Locomotives (8) (ARRA)		174,136	174,136	59,697,000	59,693,920	(3,080)				Х		
Y4	700010C	9 11 1	996,000	5,145,896	(29,850,104)	39,996,000	37,995,000	(2,001,000)						X Cash flow adjustment to align with delivery assumptions
Y4	770220A	Seattle- King Street Station Track Upgrades (ARRA)	-00.000	1 500 000		28,382,000	4 500 000	(28,382,000)				Х		Project has been completed.
Y4 Y4	HSR001 HSR002	State Corridor Safety and Positive Train Control Compliance 1, Locomotive Service Equipment and Overhaul		1,500,000 3,368,480	3,368,480	1,500,000 4,001,000	1,500,000 4,000,000	(1,000)						X X
Y4	HSR004			250,001	3,308,480	5,636,000	5,635,121	(879)					Х	^
Y4	HSR005		-	1,000,000		1,000,000	1,000,000	(0,5)						X
Y4	HSR006	HSR Program Closeout				501,000	, ,	(501,000)					Х	Program has been closed out
Y4	L2220057	Cascades Corridor Slide Prevention and Repair 8,	286,000	14,672,013	6,386,013	38,755,000	40,988,259	2,233,259					Х	Project has been completed.
Y4	P02001A	Cascades Train Sets - Overhaul				7,396,000		(7,396,000)					Х	Project has been completed.
Y5 Y5	700401A	W&I Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)		20,750	20,750	780,000	780,000	(5.402)						
Y5 Y5	700602A 720201A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP) Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)		348,297 36,275	348,297 36,275	812,000 312,000	806,597 313,000	(5,403) 1,000						
Y5	720311A	Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP)		30,273	30,273	624,000	313,000	(624,000)						Project has been completed.
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)						2022 Supplemental reappropriation
Y5 Y5	725910A	Ridgefield Rail Overpass		145,267	145,267	909,000	913,001 397,780	4,001	6/1/2017				X	
Y5	726811A 726813A	Tacoma Rail - Tote Yard Improvement (2019 FRIB) Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP)		481 2,196	481 2,196	1,144,000	1,131,116	(2,220) (12,884)						
Y5	726821A	Tacoma Rail - Mazda Siding Upgrade (2019 FRIB)		2,130	2,230	240,000	1,151,110	(240,000)						
Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)		17,552	17,552	728,000	729,000	1,000						
Y5	744210A	Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP)	75,000	873,576	(1,424)	875,000	874,000	(1,000)						
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)		762	763	185,000	674 204	(185,000)				Х		
Y5 Y5	757111A F01000A	Central Washington RR - Sunnyside to Granger Track Rehab (2019 FRAP) Statewide - Freight Rail Investment Bank 3,	138,000	763 762,000	763 (2,676,000)	676,000 45,181,000	674,391 41,537,726	(1,609)					X	Funds for 21-23 have been allocated to successful projects and are no longer
1.5	101000A	3,	.55,000	,02,000	(2,070,000)	75,101,000	71,537,720	(3,043,274)					^	planned on this BIN.
Y5	F01001A	Statewide - Emergent Freight Rail Assistance Projects 2	23,000		(223,000)	42,793,000	43,108,867	315,867					Х	
Y5	F01111B	·	50,000	998,284	448,284	12,346,000	12,453,184	107,184					Х	
Y5	L1000146	Grays Harbor Rail Corridor Safety Study	225.000	44,624	44,624	301,000	300,000	(1,000)					X	American and and and actual 11 1 2001
Y5	L1000147 L1000167	ū .	335,000	15,500,405	1,165,405	25,001,000	25,005,430	4,430					X	Agreement amended and extended to June 2024
Y5 Y5	L1000167	Bridge 12 (Salmon Creek) Replacement Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs		106	106	205,000 8,000	13,067	(205,000) 5,067					Х	X
Y5	L1000172	West Plains/Spokane International Airport Rail Development		200	200	2,001,000	10,007	(2,001,000)					Х	Project has been completed.
Y5	L1000191	PV Hooper Track Improvements		317,541	317,541	3,801,000	3,926,409	125,409						X
Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation		1,478,523	1,478,523	1,500,000	1,500,000							X
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		F00 000	E00.000	1	F00 000	(1)						X
Y5 Y5	L1000242 L1100080	Spokane Airport Transload Facility Port of Moses Lake		500,000 8,088,798	500,000 8,088,798	500,000 20,901,000	500,000 20,900,000	(1,000)					X	X Project was delayed while the City competed for additional federal funds
Y5	L1100080	Port of Warden Rail Infrastructure Expansion		3,000,730	0,000,730	2,002,000	20,300,000	(2,002,000)				X	^	Project was delayed write the city competed for additional federal funds Project has been completed.
Y5	L2000173		552,000	9,553,146	1,146	10,001,000	10,000,000	(1,000)					х	.,
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP) 1,		1,467,000		7,337,000	7,337,000						Х	
Y5	L2000191	·		9,741,610	3,045,610	53,007,057	60,460,523	7,453,466		8,664,667	1/13/2020 9,184,032	3	Х	2022 Supplemental reappropriation
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.		1,100,917	1,100,917	1,151,000	1,150,000	(1,000)					Х	

Notes:

- Represents final legislative TEIS versions (21LEGCOR)
- 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.
- 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.