



June 2, 2021

SENT VIA EMAIL

Director David Schumacher  
Office of Financial Management

Senator Steve Hobbs, Chair  
Senate Transportation Committee

Representative Jake Fey, Chair  
House Transportation Committee

Dear Director Schumacher, Senator Hobbs, and Representative Fey:

This letter transmits to you the quarterly project delivery status reports for the seventh quarter of the 2019-21 biennium, as required in Section 311 of Chapter 219, Laws of 2020 (Engrossed Substitute House Bill No. 2322). A copy of the Section 311 is attached. The first report provides status on scope, schedule, and budget through the quarter ending March 2021 for all capital projects. This report includes new projects added using programmatic funding provided by the Legislature. Not included in the report are public transportation projects funded through the department's operating program or projects being constructed for Sound Transit under a reimbursable agreement. Brief explanations for variances have been provided according to the following:

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

This report aligns with the LEAP Transportation Document 2020-2 ALL PROJECTS as developed March 11, 2020. This project list does not reflect the reductions of certain appropriations the legislature included in the 2020 supplemental budget that were based on an assumption of under expenditures at the program level.

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

Director Schumacher, Senator Hobbs, and Representative Fey

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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

**WASHINGTON LAWS, 2020**  
**Ch. 219**

**Sec. 311.** 2019 c 416 s 313 (uncodified) is amended to read as follows:

**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 the following reports for all capital programs:

- (1) For active projects, the report must include:
  - (a) A TEIS version containing actual capital expenditures for all projects consistent with the structure of the most recently enacted budget;
  - (b) Anticipated cost savings, cost increases, reappropriations, and schedule adjustments for all projects consistent with the structure of the most recently enacted budget;
  - (c) 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;
  - (d) Projected costs and schedule for individual projects that are funded at a programmatic level for projects relating to bridge rail, guard rail, fish passage barrier removal, roadside safety projects, and seismic bridges. Projects within this programmatic level funding must be completed on a priority basis and scoped to be completed within the current programmatic budget;
  - (e) Highway projects that may be reduced in scope and still achieve a functional benefit;
  - (f) Highway projects that have experienced scope increases and that can be reduced in scope;
  - (g) Highway projects that have lost significant local or regional contributions that were essential to completing the project; and
  - (h) Contingency amounts for all projects consistent with the structure of the most recently enacted budget.
- (2) For completed projects, the report must:
  - (a) Compare the costs and operationally complete date for projects with budgets of twenty million dollars or more that are funded with preexisting funds to the original project cost estimates and schedule; and
  - (b) Provide a list of ~~nickel~~ TPA, and connecting Washington projects charging to the nickel/TPA/CWA environmental mitigation reserve (OBI4ENV) and the amount each project is charging.
- (3) For prospective projects, the report must:
  - (a) Identify the estimated advertisement date for all projects consistent with the structure of the most recently enacted transportation budget that are going to advertisement during the current fiscal biennium;
  - (b) Identify the anticipated operationally complete date for all projects consistent with the structure of the most recently enacted transportation budget that are going to advertisement during the current fiscal biennium; and
  - (c) Identify the estimated cost of completion for all projects consistent with the structure of the most recently enacted transportation budget that are going to advertisement during the current fiscal biennium.

**Quarterly Reporting on Capital Projects  
Pursuant to ESHB 2322, Section 311  
2019-21 Biennium Quarter 7**

D3	888899M	Dayton Ave RHQ - Purchase Furniture	1,565,000	3,130,000	1,565,000	1,565,000	3,130,000	1,565,000											X	Increase needed to provide WSDOT personnel with furnishings to fit in a smaller footprint within the Dayton Avenue building.	
D3	D300701	Statewide Administrative Support	979,000	979,000		14,229,000	15,498,000	1,269,000											X		
D3	D309701	Preservation and Improvement Minor Works Projects	4,521,000	4,521,000		48,012,000	53,140,000	5,128,000				430,000	7/15/2019	479,000	3				X		
D3	D311701	NPDES Facilities Projects	250,000	250,000		2,522,000	2,772,000	250,000					6/8/2018	106,400	3				X		
D3	D398898	Existing Facilities Building Codes Compliance				2,063,000	2,063,000					1,346,471	3/12/2018	1,352,000	2				X		
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	575,000	575,000		6,053,000	6,053,000												X		
D3	L1000151	Olympic Region Maintenance and Administration Facility	51,523,000	50,746,000	(777,000)	58,541,000	61,053,000	2,512,000				47,665,000	2/12/2019	47,999,000	3				X	\$1.982M in 21-23 is for contract payments due to delays from the pandemic suspension work, restart preparation and remobilization. Increase in 21-23 of \$1,307M to cover cost of Fuel Island \$1.1M and Radio Tower \$206K that was previously down scoped.	
D3	L2000287	Northwest Region Headquarters Renovation	43,297,000	41,357,000	(1,940,000)	46,502,000	47,462,000	960,000				37,987,085	3/13/2019	37,999,999	2				X	\$2.7M in 21-23 for contract payments due to delays from the pandemic suspension work, restart preparation and remobilization, \$1.5M in roofing work being deferred to a 7/21 start date, and \$200K for project mgmt. through the roofing work and closeout. Not shown but communicated in early February is an increase of \$470k in 19-21 for COVID related expenditures.	
I1	0B11002	Pedestrian & Bicycle Improvements		405,000	405,000	3,436,000	5,025,000	1,589,000				357,820	8/17/2016	492,498	5				X	New project added to this BIN: SR 525/Clinton Ferry Terminal Vic - Pedestrian Connectivity. Funded by locally secured grants and local match.	
I1	0B1100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures		616,000	616,000		616,000	616,000											X	This is a proposed budget line item to address completed projects that have minor RW activities that may take several years to resolve.	
I1	140511A	I-405 South Downtown Access Study Support		209,000	209,000		209,000	209,000											X	New project funded entirely by City of Bellevue. The I-405 corridor program Master Plan approved in 2002 includes a new half interchange south of Northeast 4th Street in Bellevue to improve access to/from the south. Amazon's recent announcement of its expansion to Bellevue has spurred a new wave of developments in and around the proposed project area. This has created a pressing need for the City to identify a preferred alternative location and configuration to provide greater certainty to support and guide future development. Bellevue is funding the I-405 South Downtown Access Study (Study) and has partnered/hired WSDOT to assist the city in this effort. WSDOT's contribution in reviewing the engineering and cost estimates supports the Study, ensuring the preferred alternative is consistent with the I-405 Master Plan.	
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development		30,000	30,000		30,000	30,000											X	New project. 100% local funding for right of way acquisition.	
I1	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane		4,417,000	4,417,000		4,417,000	4,417,000				3,583,203	5/14/2020	3,156,783	3				X	New project. This project is funded by C-TRAN, a local transit agency and is using funds the local agency obtained through WSDOT's Regional Mobility Grant program.  The Regional Mobility Grant that funds this project is listed and appropriated in the V program as line item 20190015. The expenditures for this work will be incurred by the V program. Because of this, the project will be removed from the I program.	
I1	L1000223	I-5/Rush Road Interchange Improvements		24,000	24,000		24,000	24,000											X	Project cancelled by the 2020 legislature. These are the actual expenditures for the biennium.	
I1	0B1100A	Mobility Reappropriation for Projects Assumed to be Complete	8,000	8,000		14,136,000	14,136,000					7/1/2017		6/30/2027	11,453,754	6/19/2006	14,886,809	2	X		
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor	200,000	200,000		756,000	756,000												X		
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	1,000	1,000		1,943,000	1,943,000												X		
I1	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	3,146,000	7,034,195	3,888,195	27,400,000	23,848,165	(3,551,835)					12/3/2018		9/30/2022	17,015,628	1/21/2021	15,754,516	4	X	Reduced to reflect projected savings due to favorable bids. \$3.8M increase in 19-21 biennium reflects an updated contractor's spending plan.
I1	100536D	I-5/SR 525 Interchange Phase				20,010,000	20,010,000					2/9/2026		10/31/2027					X		

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2019-21 Biennium Quarter 7**

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk <sup>(2)</sup>	Schedule				Awarded Contracts <sup>(3) and (6)</sup>				Status		Comments 19-21 Q7 <sup>(3) and (6)</sup>	
			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress		Future
11	100904B	SR 9/176th Street SE to SR 96 - Widening	17,162,000	1,663,773	(15,498,227)	21,979,000	21,922,000	(57,000)											X		Reduced SR 9 corridor funding to offset increases to 100914G, 100916G, and 100922G. RW expenditure delay due to COVID-19 pandemic related directives.  In response to potential revenue impacts from the pandemic, the Governor ordered a suspension of all new consultant contracts and task orders beginning in April 2020. OFM created a process where agencies could request that OFM review specific contracts and be provided an exemption to allow the contract to move forward. In response to this, WSDOT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is critical to WSDOT's mission and if WSDOT should formally request exemption from OFM. If the project/contract was not deemed to be critical, the ASRB did not move the request forward. For projects that did receive exemption approval, there are delays associated with the added time needed.
11	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	1,000		(1,000)	29,540,000		(29,540,000)		1/7/2008		11/25/2009		25,270,756	2/25/2008	18,877,586	7	X		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 08I100B.	
11	100921G	SR 9/SR 528 - Improve Intersection				2,847,000	2,847,000			7/6/2033		10/1/2034								X	
11	100922G	SR 9/84th St NE (Getchell Road) Improve Intersection	11,000		(11,000)	6,745,000		(6,745,000)		11/18/2013		11/21/2014		5,021,873	2/26/2014	5,699,005	3	X		Project completed but still has minor ongoing expenditures to complete documentation for final closure. Moved to 08I100B.	
11	140504C	I-405/SR 167 Interchange - Direct Connector	34,000	34,000		41,618,000	41,618,000			7/7/2025		6/30/2027							X		
11	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	34,000	34,000		22,566,000	22,566,000			6/26/2006		10/17/2007		4,037,658	9/8/2006	4,037,653	4	X			
11	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	149,000	149,000		145,637,000	145,637,000			4/12/2010		12/15/2014		22,322,279	6/1/2010	15,514,435	8	X			
11	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	17,000	17,000		1,879,000	1,879,000			9/22/2014		12/19/2014							X		
11	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	84,000	84,000		7,501,000	7,501,000			3/31/2014		11/20/2014		3,803,077	5/7/2014	3,262,709	7	X			
11	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	215,000		(215,000)	40,075,000		(40,075,000)		9/21/2009		9/24/2015		118,438	5/5/2015	198,466	2	X		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 08I100B.	
11	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	3,000	3,000		17,437,000	17,437,000			4/30/2012		10/25/2013		10,182,525	6/18/2012	9,787,325	6	X			
11	300344D	SR 3/Belfair Area - Widening and Safety Improvements	267,000	267,000		26,485,000	26,485,000			4/13/2015		8/31/2017		9,809,649	5/29/2015	10,255,073	6	X			
11	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	154,215,000	148,169,264	(6,045,736)	1,478,546,000	1,347,949,000	(130,597,000)		3/28/2005		10/15/2023		155,410,996	7/23/2018	159,875,295	3		X	Reduced to reflect projected savings due to favorable bids. 19-21 expenditures are updated due to the design-builder recently submitting an innovative staging plan that makes up for slower than expected construction progress due to COVID-19.  1) The Design-Builder came up with an innovative solution for staging and developed some design innovations as a part of their proposal which were different than WSDOT's conceptual plan. In addition, the WSDOT project team used a conservative Engineer's Estimate. When the project was advertised, there were a number of other projects underway and some that were out for bids at the same time. The project team anticipated that due to the large number of competing projects, bids would come in high. That was not the case as each of the three proposers provided WSDOT with competitive bids for the HOV Connectors project. 2) The savings on this project were released and reflected in the 2021 legislative project list.	
11	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane				3,218,000	3,218,000			7/6/2033		7/14/2034								X	
11	310102F	US 101/Gardiner Vicinity - Add Climbing Lane				2,560,000	2,560,000			7/6/2026		1/20/2027								X	
11	310107B	US 101/Shore Rd to Kitchen Rd - Widening	10,000	10,000		51,059,000	51,059,000			9/17/2012		10/5/2015		33,989,673	11/21/2012	27,069,690	9	X			
11	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes				31,386,000	31,386,000			1/4/2027		6/30/2027								X	
11	316706C	SR 167/SR 410 to SR 18 - Congestion Management	17,642,000	4,747,162	(12,894,838)	129,200,000	129,200,000			12/31/2028		12/31/2028		21,630,896	4/2/2021	22,799,719	4		X	WSDOT is working with our consultants to update a post-COVID T&R forecast. Once we've completed this forecast, we can work with OST to complete a comprehensive financial analysis for the I-405/SR 167 corridor, including any updates to the timing of projects. This analysis will help inform how much and when bonds may be sold.	
11	370401A	SR 704/Cross Base Highway - New Alignment				40,900,000	40,900,000			3/31/2008		8/26/2009		8,684,673	6/16/2008	7,350,281	8	X			
11	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	151,000	1,000	(150,000)	85,698,000	85,548,000	(150,000)		5/2/2011		8/27/2014		20,598,245	6/22/2011	19,949,910	5	X		Release of project savings. Project complete.	
11	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	800,000	38,000	(762,000)	153,138,000	152,376,000	(762,000)		2/16/2010		8/24/2016		27,943,653	4/30/2012	21,596,150	9	X		Release of project savings. Project complete.	
11	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	14,000	14,000		34,913,000	34,913,000			9/28/2009		11/1/2011		30,928,999	12/15/2009	20,528,756	8	X			
11	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	38,000	38,000		48,777,000	48,777,000			3/7/2011		10/23/2012		34,500,833	4/18/2011	28,618,804	9	X			
11	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	103,000	13,000	(90,000)	38,365,000	38,275,000	(90,000)		8/18/2014		7/20/2016		29,675,858	10/2/2014	24,309,057	7	X		Release of project savings. Project complete.	

**Quarterly Reporting on Capital Projects  
Pursuant to ESHB 2322, Section 311  
2019-21 Biennium Quarter 7**

SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk <sup>(2)</sup>	Schedule				Awarded Contracts <sup>(3) and (6)</sup>				Status		Comments 19-21 Q7 <sup>(3) and (6)</sup>
			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	
11	450208W	SR 502/I-5 to Battle Ground - Add Lanes	1,511,000	800,000	(711,000)	82,844,000	82,133,000	(711,000)		4/23/2012		6/27/2016		7,151,301	6/6/2012	5,194,043	4	X		Completed. Completed Nic/TPA project reduction to funding needed for final project closure.
11	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	123,000	123,000		51,652,000	51,652,000			12/17/2007		7/23/2010		43,457,428	2/4/2008	33,732,740	8	X		
11	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	16,000	6,000	(10,000)	5,371,000	5,371,000												X	
11	502402E	SR 24/I-82 to Keys Rd - Add Lanes	4,000		(4,000)	50,526,000		(50,526,000)						29,863,188	4/25/2005	33,963,845	3	X		Completed.
11	508208O	I-82/US 12 Interchange to Yakima Ave - Add Lanes and Replace Bridges	438,000	438,000		2,003,000	2,003,000												X	
11	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	4,000	4,000		41,021,000	41,021,000			12/20/2004		8/31/2012		32,815,309	2/23/2005	30,473,331	3	X		
11	524003S	SR 240/Kingsgate Way - Signalize Intersection	75,000	(26,000)	(101,000)	1,051,000	950,000	(101,000)						477,984	1/22/2018	430,761	2	X		Accounting correction.
11	600010A	US 395/North Spokane Corridor	6,974,000	117,000	(6,857,000)	229,710,000	222,853,000	(6,857,000)		4/16/2012		11/16/2018		142,969	12/5/2017	139,800	5	X		Anticipated savings at project completion includes \$5 million of unneeded Special Cat C funds.
11	609049B	I-90/Spokane to Idaho State Line - Corridor Design	1,581,000	3,632,000	2,051,000	8,023,000	10,074,000	2,051,000						3,454,368	6/16/2020	3,398,398	3	X		This project is operationally complete. This increase is due to binning I-90/Barker Rd Intersection Improvements (609049M) with this project as was originally intended. 609049M was moved from 08I2011.
11	800502K	I-5/SR 161/SR 18 - Interchange Improvements				88,098,000		(88,098,000)		4/12/2010		10/2/2015		1,427,615	1/21/2015	1,332,012	10	X		Completed.
11	809936Z	SR 99/Alaskan Way Viaduct - Replacement	271,725,000	253,214,260	(18,510,740)	3,350,788,000	3,350,788,000		3,717,332	8/6/2007		1/17/2023		83,803,960	6/1/2018	93,749,999	4		X	Directed by the Office of Financial Management certain projects scheduled to be advertised between January 11 and April 30, 2021 for bids until the Governor and Legislature agree on a plan for the 2021-23 transportation budget are to be delayed. As a result, the advertisement date has been delayed the SR 99/Tunnel Alternative, South Access Surface Street Connections contract (UD9904D). This may impact the project's operationally complete date.
11	809940B	SR 99/Viaduct Project - Construction Mitigation	3,000,000	3,000,000		38,170,000	38,170,000												X	
11	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	539,000	429,000	(110,000)	83,931,000	83,931,000			8/20/2014		12/17/2016		53,172,330	12/9/2014	53,999,888	3	X		
11	840502B	I-405/SR 181 to SR 167 - Widening	98,000	138,000	40,000	140,044,000	140,084,000	40,000		2/16/2007		12/11/2009		87,501,003	6/20/2007	91,500,005	3	X		Increase is a transfer of funds from 840561D (Kirkland Stage 2) to cover overrun on plant establishment. The Springbrook Wetlands Mitigation bank site had phased acceptance. Towards the end of the plant establishment period, there were unforeseen environmental circumstances requiring additional mitigation costs to complete the project. To account for this overrun, WSDOT was able to balance this need within the Program and moved funds from the Kirkland Stage 2 Project, which had contingency funds available.
11	840541F	I-405/I-90 to SE 8th St - Widening	5,000,000	5,000,000		179,816,000	179,816,000			10/6/2006		9/22/2009		125,000,000	2/16/2007	124,000,000	3	X		
11	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	5,000		(5,000)	31,347,000		(31,347,000)		6/5/2006		9/30/2009							X	
11	88I1001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	12,000	12,000		164,275,000	164,275,000			2/19/2008		8/13/2012		109,999,985	2/24/2009	83,599,000	3	X		Completed.
11	88I1002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	4,112,000	1,946,098	(2,165,902)	342,741,000	342,701,000	(40,000)		5/6/2009		10/31/2015		249,999,996	1/11/2012	155,500,001	4	X		\$40K of I-405 corridor funds transferred to 840502B to cover overrun.  Expenditure delay is associated with the cashflow needs for the development of operational improvement alternatives associated with the express toll lanes at SR 522 Vicinity to SR 527 in order to provide a coordinated approach to congestion relief of both express toll and general purpose lanes
11	88I1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	28,977,000	27,027,000	(1,950,000)	2,679,890,000	2,678,190,000	(1,700,000)		4/23/2007		11/16/2018		1,346,471	3/12/2018	1,352,000	2	X		Variance is a transfer to environmental mitigation BIN 08I4ENV..
11	88I1006	I-405/Renton to Bellevue Widening and Express Toll Lanes	29,000	29,000		21,656,000	21,656,000												X	
11	88I1009	SR 520/Repayment of Sales Tax for Bridge Replacement				159,400,000	159,400,000													X

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			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	
11	G2000088	I-5/Columbia River Bridge	35,000,000	15,401,000	(19,599,000)	35,000,000	44,000,000	9,000,000											X	Additional \$9M is local/ODOT contribution. Biennial variance is an expenditure delay from 19-21 due to the need for additional time to finalize program office establishment, continue planning work, and start the draft EIS effort.  The Interstate Bridge Replacement (IBR) program is currently advancing on schedule. ODOT and WSDOT executed an intergovernmental agreement that established the IBR program office as directed by Governors Brown and Inslee in November of 2019. The IBR program office consists of a Program Administrator, staff from ODOT and WSDOT and support from a General Engineering Consultant. Hiring a program administrator and selecting a GEC took a little longer than initially scheduled while the program team was finalizing contracts but both are on board now and the program is moving forward on schedule. The IBR program team has delivered several milestones that were outlined in ESHB1160, including re-engaging the program stakeholders, submittal of progress reports in 2019 and 2020 and submittal of a conceptual finance plan on December 1, 2020. The IBR program team is currently in the process of working with the community, program partners and recently formed advisory groups to re-evaluate the purpose and need and make progress towards advancing the NEPA process for the program.
11	L1000033	Lake Washington Congestion Management	287,000	287,000		86,931,000	86,931,000			6/15/2009		12/29/2011							X	
11	L1000098	SR 520/124th St Interchange (Design and Right of Way)	19,800,000	4,830,000	(14,970,000)	40,900,000	40,900,000			10/10/2022		1/20/2026							X	Expenditure delay is due to a revised project schedule. This project is currently not funded for CN phase, so a slower start will mitigate the design and environmental documentation becoming obsolete to soon.
11	L1000099	I-5/Slater Road Interchange - Improvements	2,000,000	1,320,000	(680,000)	20,969,000	20,969,000			10/10/2022		10/5/2024							X	This delay is mainly due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. This caused delays in completing the environmental documentation.
11	L1000110	I-405/NE 132nd Interchange - Totem Lake	56,376,000	10,650,000	(45,726,000)	83,000,000	83,000,000			1/15/2021	3	12/15/2023							X	The original schedule for the I-405, Northeast 132nd Street Interchange Project (132nd Project) included \$37M for construction in the 2019-21 biennium. In spring 2019, WSDOT determined there could be contractual efficiencies by combining the 132nd Project with the I-405, Northeast 85th Street Interchange Project (85th Project). When these project scopes were combined, the aging was adjusted to better match the delivery schedule for the 85th Project, moving construction to the 2021-23 biennium. The projects have since been separated while the Sound Transit Board of Directors realigns its Sound Transit (ST3) program to meet the reduction in revenue due to COVID-19. The 132nd Ad date was February 12, 2021 with an anticipated award in summer 2021.
11	L1000111	I-5/179th St Interchange	67,000	67,000		50,500,000	50,500,000			5/26/2026		10/1/2028							X	Though the project was several years out, it was recognized at a very high level that the Preliminary Engineering (PE), Right of Way (RW) and Construction (CN) phases could not be completed within one biennium. At that time, a rough schedule was created based on experience with this type of project and limited knowledge of the existing conditions. It was assumed the project would start PE early in the 23-25 biennium and it would take approximately 3 years to get to advertisement. The PE phase includes time for community engagement to identify the affected project area footprint which allows the environmental analysis to begin so environmental documentation and permitting could be completed. Right of Way needs would be identified and appraisals completed so once environmental documentation was complete RW acquisition could take place. It was estimated the project would be advertised for CN in 2026. Construction was assumed to take two seasons to complete which provided an Operationally Complete (OC) date in Fall 2028. The funds were aged in CPMS according to this rough schedule in July 2015 as shown below. 21DOT001 picked up this aging for the first time in October 2020. (Note: In 2018, the legislature provided an additional \$500K MVA funds to start early coordination efforts and scoping to determine how this project ties in with future Clark County projects in the area.)

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			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future		
11	L1000113	I-90/SR 18 Interchange Improvements	73,821,000	11,797,000	(62,024,000)	150,527,000	210,527,000	60,000,000		9/8/2020		10/30/2023							X	Increase is due to additional fish passage structures identified within the project limits that must be addressed as part of the project, as well as additional storm water retrofit requirements. The 19-21 expenditure delay is mainly due to the current COVID-19 pandemic and increased storm water retrofit requirements; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. This caused delays in completing the environmental documentation and has delayed the advertisement date.		
11	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	4,898,000	1,102,000	(3,796,000)	39,300,000	39,310,000	10,000		10/10/2022		1/15/2025							X	Adding local funds to the project per reimbursable agreement with Snohomish County Public Works. These funds are Traffic Impact Mitigation funds collected for roadway improvements in Snohomish County. To date, no agreement is made with this developer in regard to mitigation. The \$10,000 local funds shown is not from this large development. It is funds collected by Snohomish County from smaller developers in the area.  Increased project coordination is required due to required time for Federal Aviation Administration (FAA) and Burlington Northern Santa Fe (BNSF) review and design approval, additional work for utility relocation, and additional wetland impacts be mitigated in the Quil Ceda watershed instead of using a mitigation bank. In addition, due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. All of this has caused delays in completing the environmental documentation.		
11	L1000120	SR 18 Eastbound Off-Ramp	14,196,000	425,000	(13,771,000)	15,000,000	15,000,000			10/7/2019		10/15/2020							X	This Non-State lead project is experiencing delays due to the current COVID-19 pandemic; which has delayed tribal coordination and selecting a preferred alternative.		
11	L1000157	SR 14 Access Improvements	5,770,000	5,770,000		7,726,000	7,726,000			4/29/2019		8/30/2020			4,424,319	4/9/2019	4,594,489	5		X		
11	L1000158	US 2 Trestle I/R	1,029,000	1,030,000	1,000	3,501,000	3,501,000													X		
11	L1000163	I-405 NB Hard Shoulder Running -- SR 527 to I-5	36,000	36,000		11,586,000	11,586,000			9/19/2016		4/24/2017			7,200,000	11/28/2016	7,290,000	3	X			
11	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	8,985,000	7,071,000	(1,914,000)	27,000,000	27,000,000													X	This project's delay is mainly due to the current COVID-19 pandemic, additional time required to study/design the preferred solution and for the consultant to select a conceptual alternative for the widening of SR 18 between Issaquah-Hobart Road and Deep Creek in King Co. The design effort was delayed in the 19-21 biennium due to additional time needed to look at options for reducing cost and developing alternate staging/phasing. Yes, this project is potentially impact by changes to the I-90/SR 18 project. The I90/SR 18 interchange project has a funding shortfall of \$60M. If that shortfall is not funded, then the widening between Raging River bridge and Deep Creek will need to be added to this project.	
11	L1000231	I-5 Corridor from Mounts Road to Tumwater	2,250,000	740,897	(1,509,103)	2,250,000	2,250,000													X	Expenditure delay from 19-21 to 21-23 biennium reflects an updated delivery schedule.	
11	L1000240	SR 9/South Lake Stevens Road Roundabout	4,000,000	1,146,000	(2,854,000)	4,000,000	4,155,000	155,000		1/19/2021	4	10/15/2021								X	Increased local contribution. Delayed AD and Award 4 months per update from PEO during confidence report. Due to the need for HQ Hydraulics to finalize the Tech Memos, Environmental will not be able to submit permits until after analysis is completed.	
11	L1000276	SR 162/410 Interchange Design and Right of Way Project	1,000,000	85,000	(915,000)	1,000,000	1,000,000													X	PE start was paused due to the passage of I-976 and further delayed by COVID-19 pandemic related directives.  This I-1 project is not funded for construction. In order to see how the impacts of I-976 and the reduced revenue due to COVID-19 impact the transportation budget, region workforce was prioritized according to agency philosophies of prioritizing state of good repair, fish passage, and safety projects. This project is delayed until after the 2021 legislative session to see how the budget shortfall will be addressed.	
11	L1000280	I-405/North 8th Street Direct Access Ramp in Renton				250,000,000	250,000,000														X	
11	L1100048	31st Ave SW Overpass - Improvements	712,000	712,000		1,102,000	1,102,000								395,079	5/27/2020	381,218	2		X		
11	L1100101	SR 520/148th Ave NE Overlake Access Ramp	61,312,000	19,028,396	(42,283,605)	68,000,000	69,000,000	1,000,000		3/1/2019	11	10/1/2021	12							X	Expenditure delay from 19-21 due to a schedule delay from changing the delivery method from Design-Build to Design-Bid-Build and a slower than anticipated ROW acquisition. Ad and OC dates have been further delayed due to the start of geotechnical work being delayed.  Total increase is \$1M local contribution. The \$1M local funds (place holder) is for water line relocation cost for the city of Bellevue and additional work that city of Redmond wants added to the project.	
11	L1100110	I-5/Marvin Road/SR 510 Interchange	44,489,000	17,547,000	(26,942,000)	72,268,000	72,268,000			4/9/2018		12/30/2020			32,593,625	9/6/2018	25,935,935	9		X	Anticipated practical design savings are moved to "Future". Upon final closure of the project any savings will be transferred to the futures account.	



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			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future				
I1	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	11,150,000	1,653,541	(9,496,459)	11,150,000	11,150,000					3/10/2025		11/14/2025							X		Expenditure delay from 19-21 due to a delayed RW acquisition schedule. The real estate negotiations for all parcels are active. However, several of the property owners have requested full appraisals. This has delayed the right of way phase.	
I1	L2000058	US 195/Colfax to Spangle - Add Passing Lane	845,000	845,000		11,650,000	11,650,000					4/24/2017		11/29/2018			4,073,203	10/2/2017	4,073,200	5	X			
I1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	1,300,000	897,116	(402,884)	23,000,000	23,017,300	17,300				5/30/2023		12/20/2026								X	These are developer funds that will be contributing to the funding of the design phase. This is not an increase to the I&P fund source as the funds are being furnished by a developer through a reimbursable agreement.  Expenditure delay from 19-21 to 21-23 biennium is due to additional time needed for stakeholder engagement.	
I1	L2000094	I-90/Medical Lake & Geiger Interchanges	23,928,000	16,121,000	(7,807,000)	27,285,000	27,285,000					3/25/2019	(7)	11/30/2020	22		6,735,342	12/10/2020	4,983,653	3		X	Expenditure delay from 19-21, primarily due to the change from a one to a two construction season delivery assumption. Additionally, there are delays associated with the I-976 pause. Project total reduction is Anticipated project savings. A 2018 I-90 Operations Study recommended a speed limit reduction to 60 MPH and installation of ramp meters at select locations. These operational changes eliminated the need to rebuild the interchange ramps previously part of the project scope.	
I1	L2000099	I-5/Mill Plain Boulevard				97,700,000	97,700,000					2/17/2026		10/8/2028									X	
I1	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	19,631,000	2,230,000	(17,401,000)	25,000,000	25,400,000	400,000				6/15/2020	15	7/26/2022	16								X	Expenditure delay from 19-21 due to multiple reasons: additional time needed for community engagement on noise mitigation, additional time needed for time needed to acquire environmental permits and ROW, and COVID-19 delays.  This project's total cost has increased by \$400K from \$25,000,000 to \$25,400,000. This increase is due to long term environmental mitigation needs. The initial Construction phase schedule and cost estimate did not account for the long-term environmental mitigation needs. During design, the Regional Landscape Architect performed a project review and identified that this project needs 5 years of environmental establishment work. This includes environmental mitigation, planting area maintenance and establishment, weed control and removal, planting, traffic control, bark mulch, seeding, trees, shrubs, emergent or wildflowers (Forb Plugs) and irrigation system management. This has extended the expenditures into future biennia.
I1	L2000107	SR 162 Study/Design	86,000		(86,000)	396,000		(396,000)														X	Completed.	
I1	L2000118	SR 539/Guide Meridian				40,000,000	40,000,000					1/20/2026		12/31/2027									X	The original legislative expenditure plan / schedule is not realistic. The legislative schedule assumed beginning and completing the design, R/W acquisition, and starting the construction phase all in one biennium and all funds were programmed in two biennia. This is a large mobility project. Our proposed delivery schedule is based on 12 months for a pre-design phase to complete the Basis of Design (BOD) and getting design approval, followed by 18 months for final design and Right-of-Way acquisition. We can then advertise for bids. Construction will take about two years and another 6 months for project close out. The total time is expected to be about 5 years.
I1	L2000119	I-5/Northbound on-ramp at Bakerview	8,616,000	6,736,648	(1,879,352)	9,915,000	10,974,384	1,059,384				10/12/2020		10/15/2021			3,691,665	12/15/2020	2,585,000	4		X	Increase is due to an updated ROW estimate based on the most recent appraisals. The expenditure delay from 19-21 is due to additional time needed for ROW acquisition due to a parcel going through the condemnation process and the I-976 pause.	
I1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	23,022,000	5,366,000	(17,656,000)	26,900,000	24,050,000	(2,850,000)				5/11/2020		7/15/2022			4,736,809	8/18/2020	2,968,834	4		X	The total cost reduction represents the realignment of local contributions to the project, including the removal of local funds for PE and RW which will be performed by City of Liberty Lake and the addition of local funds for construction. The expenditure delay from 19-21 to 21-23 is due to re-aging the project to a more realistic delivery schedule. The Henry Rd (Kramer) project was delayed due to issues with consultant acquisition and COVID. These delays push some spending into the next biennium.  There are anticipated practical design savings, currently estimated at \$4.9 million, that will be released and transferred to the futures account upon project final closure.	
I1	L2000123	I-82/ EB WB On and Off Ramps	17,572,000	11,968,000	(5,604,000)	34,400,000	34,400,000					7/30/2018		6/30/2020	2		15,949,437	11/15/2018	14,128,990	3	X		There are anticipated practical design savings, currently estimated at \$10 million, that will be released and transferred to the futures account upon project final closure.	
I1	L2000124	I-90/Front Street UR	395,000	395,000		2,300,000	2,300,000															X		

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11	L2000127	US 395/Ridgeline Intersection	21,000,000	7,467,789	(13,532,211)	21,000,000	17,639,023	(3,360,977)		10/19/2020	1	12/30/2021	10	13,802,804	2/23/2021	12,331,611	8			X	<p>The 2021 budget request included a reduction of \$6M of local and addition of \$1.945M of federal NHFF funds that the City of Kennewick received and contributed. The City of Kennewick will perform PE and RW. Recently, \$2.4 million of local funds have been added back due to design element changes and the inclusion of city funded water line extension as well as the inclusion of utility relocations (cable, fiber, gas, and electric) funded by reimbursable agreement. Any additional funds above the State CW funds (\$13,150,000) and Fed NHFF funds (\$1,944,259) to be provided through reimbursable agreements with Kennewick.</p> <p>There was an additional project reduction due to favorable bids. Any savings at project closure will be transferred to the transportation futures account.</p> <p>Expenditure delay from 19-21 to 21-23 to align with the city of Kennewick's schedule for the PE phase of the project.</p>	
11	L2000139	I-5/156th NE Interchange in Marysville				42,000,000	42,000,000		9/18/2028		5/15/2030										X	
11	L2000163	Dolarway Intersection Improvements	129,000		(129,000)	3,920,000		(3,920,000)		1/17/2017		10/27/2017		2,364,058	3/31/2017	2,687,607	3	X				Completed. There were savings that resulted from doing some work in-house. The savings are local funding that were added to fully fund the construction. None of the savings were available for transfer to TFF.
11	L2000170	SR 125/9th Street Plaza - Intersection Improvements	3,488,000	3,821,095	333,095	3,900,000	5,725,000	1,825,000		12/9/2019		10/25/2020		2,902,656	2/23/2021	2,937,290	2		X			Increase is local contribution.
11	L2000175	SR 16/Corridor Congestion Study	822,000		(822,000)	3,000,000		(3,000,000)											X			Completed.
11	L2000176	SR 3/SR 304 Interchange Modification	1,801,000		(1,801,000)	4,200,000		(4,200,000)		4/24/2017		11/6/2017		1,271,110	6/2/2017	1,593,152	2	X				Completed.
11	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	65,554,000	46,201,996	(19,352,004)	73,200,000	73,200,000		5,361,081	1/28/2019	1	12/31/2020		50,573,965	5/28/2019	46,898,047	4			X	Project is under construction. In response to the Governor's COVID-19 stay at home order, WSDOT directed a temporary construction suspension on most projects throughout the state. This caused construction delays in the project's delivery. A large portion of the cost for this contract is the noise walls which were to be installed in 2020, per the contractor's schedule. The contractor requested a suspension due to weather conditions during the winter months of 2019/2020 and 2020/2021 resulting in less spending for that time period.	
11	L2000202	SR 240/Richland Corridor Improvements	5,000,000	2,219,705	(2,780,295)	5,000,000	5,000,000			10/14/2019		5/28/2021									X	In response to the current COVID-19 pandemic, the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases. This has caused delivery delays due to workforce constraints and project prioritization. In addition, the project requires a noise study that will require additional time to complete and is staging construction for the Duportail Rd intersection.
11	L2000204	I-5/North Lewis County Interchange				50,500,000	50,500,000			2/20/2029		11/30/2030									X	Though the project was several years out, it was recognized at a very high level that a different level of biennial spending would be needed to complete the Preliminary Engineering (PE), Right of Way (RW) and Construction (CN) phases. At that time, a rough schedule was created based on experience with this type of project and our limited knowledge of the existing conditions. It was assumed the project would start PE early in the 25-27 biennium and it would take approximately 3 1/2 years to get to advertisement. The PE phase includes time for community engagement to identify the affected project area footprint which allows the environmental analysis to begin so environmental documentation and permitting could be completed. Right of Way needs would be identified and appraisals completed so once environmental documentation was complete RW acquisition could take place. It was estimated the project would be advertised for CN in early 2029. This means a majority of the CN funds wouldn't be spent until the 29-31 biennium. Construction was assumed to take two seasons to complete which provided an Operationally Complete (OC) date in Fall 2030. The funds were aged in CPMS according to this rough schedule in July 2015 as shown below. 21DOT001 picked up this aging for the first time in October 2020.

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11	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	4,628,000	4,509,000	(119,000)	76,100,000	98,686,000	22,586,000		2/14/2017		11/20/2024		10,929,951	5/4/2017	10,930,002	3		X		<p>This increase and delay are mainly due to recently identified additional work for fish barrier that is within the injunction area and additional work to incorporate the south bound auxiliary lanes.</p> <p>During pre-design, the Project Engineer's office performed a project review an identified a fish barrier that is within the project limits. This fish barrier is located within the injunction area on I-5 at MP 78.11 and crossing I-5 at the SR 6 ramps.</p> <p>In addition, during the project review, the Project Engineer's office identified that the additional South Bound auxiliary lanes will shift the freeway east and impact the two existing North Bound lanes. This further delayed the project and increases the project's construction cost.</p>
11	L2000229	I-5/NB Marine View Dr to SR 529 – Corridor & Interchange Improvements	50,494,000	13,406,000	(37,088,000)	84,233,000	99,240,000	15,007,000		4/15/2019	12	8/4/2022	4						X		<p>Increase is due to increased market conditions, a community engagement process that resulted in a preferred alternative to build a permanent fourth lane, and additional environmental permitting requirements. The expenditure delay is due to delays with completing environmental documentation and permitting.</p> <p>Local funding increase. The Freight Mobility Strategic Investment Board (FMSIB) contributed local funding for environmental mitigation of impacts to estrian wetlands. In addition, the Tulalip Tribes contributed local funding for the redesign of the I-5 off ramp.</p>
11	L2000234	I-405/SR 522 to I-5 Capacity Improvements	82,991,000	29,187,000	(53,804,000)	605,002,000	640,018,000	35,016,000						30,425	11/30/2020	19,955	2		X		<p>The overall project cost for L2000234 is \$640M; this estimate has not changed. There were favorable bids on the I-405 Bellevue to Lynnwood BIN, resulting in \$35M in Nickel/TPA savings in the 17-19 biennium. In early 2019, WSDOT used the legislative budget authority to use these savings within the corridor by moving the savings to the Renton to Bellevue BIN in 17-19. The 2019 legislative budget moved those funds off RTB and to this project as part of the initial funding of \$640 in the 19-21 biennium. The governor vetoed that expenditure and the funds were moved back to RTB, making the project total \$605M. We have been communicating since that time that there is a need to backfill the additional \$35M in 23-25.</p> <p>The governor's budget moved funding associated with bonded toll revenue out to the 2023-25 biennium. The expenditure delay covers preliminary engineering and right of way required between now, through the 2023-25 biennium. The \$35M is part of the total need (\$640M) to design and construct the project (L2000234).</p>
11	L2000246	SR 104 Realignment for Ferry Traffic	463,000	463,000		500,000	500,000			11/5/2018	(2)	6/28/2019							X		
11	L2000255	I-5/Exit 274 Interchange	482,000	482,000		550,000	1,550,000	1,000,000											X		Shift of funds from the Y program.
11	L2000259	Replacement Bridge on Interstate 5 across the Columbia River				179,000		(179,000)											X		Completed.
11	L2000280	SR 241/Sunnyside Vicinity Improvements	1,500,000		(1,500,000)	1,500,000	500,000	(1,000,000)											X		The city of Sunnyside is the lead on this project. The \$1M of local funds was removed from the proposed budget to only show WSDOT's \$500k contribution to this city lead project. No reduction to WSDOT's portion of the project is anticipated. The city is currently working on refining the scope and establishing the proposed project schedule.

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			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
I1	M00100R	I-5 JBLM Corridor Improvements	197,055,000	165,103,000	(31,952,000)	494,400,000	494,400,000			11/21/2016		6/20/2025		249,269,601	5/17/2018	180,895,595	3		X		<p>A requested exemption to the consultant hiring freeze was not approved and required certain project elements to be delayed.</p> <p>In response to potential revenue impacts from the pandemic, the Governor ordered a suspension of all new consultant contracts and task orders beginning in April 2020. OFM created a process where agencies could request that OFM review specific contracts and be provided an exemption to allow the contract to move forward. In response to this, WSDOT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is critical to WSDOT's mission and if WSDOT should formally request exemption from OFM. If the project/contract was not deemed to be critical, the ASRB did not move the request forward. For projects that did receive exemption approval, there are delays associated with the added time needed.</p> <p>A CEVP was conducted for I-5/Mounts Rd to Steilacoom-Dupont Rd (300504T) in November 2019. Over the period of time that the CEVP results were being defined and updated in CPMS, the project was delayed several months due to the evaluation/decision to implement HOV lanes. This resulted in revising the schedule which adjusted the spending plan.</p>
I1	M00400R	SR 520 Seattle Corridor Improvements - West End	422,615,000	356,467,000	(66,148,000)	1,643,315,000	1,643,315,000			2/28/2018		4/1/2027		389,859,195	10/24/2018	455,349,888	3		X		<p>Expenditure delay is primarily due to the I-976 pause.</p> <p>The SR 520/I-5 Express Lanes Connection Project was originally scheduled to begin construction in 2020. Following the passage of I-976, WSDOT was directed to pause contract procurement for projects including the SR 520/I-5 Express Lanes Connection Project. This pause, in addition to budget and revenue effects of the ongoing COVID-19 pandemic, have delayed the start of construction into spring/summer 2021, postponing project construction expenditures largely into the 2021-23 biennium. We will continue to review our construction spending and evaluate potential changes to our delivery plans as needed, as the Legislature considers the Governor's proposed 2021 supplement and 2021-2023 biennial transportation budget.</p>
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	310,469,000	164,418,785	(146,050,215)	1,953,900,000	2,036,156,000	82,256,000		8/30/2017		6/18/2030		315,825,964	12/11/2020	263,975,895	3		X		<p>Increase is the funding gap identified in the most recently completed CEVP and due to inflation. The expenditure delay is primarily due to the I-976 pause.</p> <p>19-21 decrease is due to a delay in receiving the King County trail local contribution and a Sound Transit noise wall construction change order that moved work out of the biennium. The 21-23 decrease is due to the SR 167 Stage 1B having a permit delay and also updated the aging model to comply with the recently submitted federal finance plan.</p>
I1	M00800R	US 395 North Spokane Corridor	170,445,000	149,007,791	(21,437,209)	879,638,000	880,238,000	600,000		3/26/2018		6/30/2029		9,533,491	1/14/2021	9,493,333	3		X		<p>The \$600K local increase is the BNSF portion of the cost for the hazardous material cleanup on the US 395/NSC DNSF - 2nd Railroad Realignment contract. Expenditure delay is due to the I-976 pause and a longer environmental permitting process for the selected river crossing structure on the US 395/NSC Spokane River Crossing project.</p> <p>One of the projects was recently awarded and the contractor provided an updated schedule.</p>
I1	M00900R	I-405/Renton to Bellevue - Corridor Widening	470,002,000	220,771,780	(249,230,220)	1,271,420,000	1,326,640,000	55,220,000	26,500,000	12/30/2015		12/28/2028		710,000,000	10/5/2019	704,975,000	3		X		<p>Increase is the funding gap identified in the most current project estimate. Additional funding is needed for newly identified fish barriers and newly identified risk items. The expenditure delay is due to an updated contractor's schedule.</p> <p>Expenditure delay from 19-21 to 21-23 biennium due to updated contractor's spending plan.</p>
I1	N00900R	SR 9/Snohomish River Bridge Replacement	5,210,000	4,169,000	(1,041,000)	142,100,000	142,100,000			2/14/2022		11/30/2026	(24)						X		<p>Expenditure delay due to COVID-19 pandemic related directives. OC date advanced 2 years as it was determined that the construction could be completed in 2, rather than 4, construction seasons.</p>

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			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future		
11	N52600R	SR 526 Corridor Improvements	7,557,000	1,941,000	(5,616,000)	47,197,000	47,197,000			1/11/2021	21	11/26/2022	23						X			The expenditure delay is due to project delays associated with adding nearly all of the SR 526 corridor to the project, additional stakeholder engagement to reach a preferred alternative, and mitigation for congestion on I-5.  The Ad and OC delays are mainly due to the current COVID-19 pandemic; the Governor has issued directive 20-05 to freeze hiring, personal service contracts, and equipment purchases.
11	N92040R	SR 9/SR 204 Interchange	34,620,000	11,716,969	(22,903,031)	69,430,000	69,430,000			1/25/2021	12	10/22/2022	12						X			Expenditure delay is due to additional time needed to find in-budget alternatives, which delayed project advertisement. This is a change that has been in the works for a while based on the previous legislative scope change and has only recently been requested in the agency budget request. The project addressed the legislative change in scope to include most of the SR 526 corridor. The project engineering office worked with stakeholders for almost a year to come to agreement on project need and alternatives, and were ready to recommend a preferred alternative when concerns were raised regarding potential impacts the project would have on an already congested I-5. To address these concerns, metering the EB SR 526 to NB I-5 on-ramp will be included in the project. Confirming the impact to I-5 and identifying mitigation added further delays to the schedule.  Advertisement date delayed 1 year due to the time needed to complete Right of Way/Access Hearing, Right of Way Acquisition, and relocation of one business.
11	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	12,916,000	777,000	(12,139,000)	23,625,000	23,625,000												X			Expenditure delay due to COVID-19 pandemic related directives. In response to potential revenue impacts from the pandemic, the Governor ordered a suspension of all new consultant contracts and task orders beginning in April 2020. OFM created a process where agencies could request that OFM review specific contracts and be provided an exemption to allow the contract to move forward. In response to this, WSDOT convened an Assistant Secretary Review Board to review exemption requests put forward by projects and determine if the project is critical to WSDOT's mission and if WSDOT should formally request exemption from OFM. If the project/contract was not deemed to be critical, the ASRB did not move the request forward. For projects that did receive exemption approval, there are delays associated with the added time needed. We are currently working on completing PHDs for 12 fish bearing culverts. The project design is estimated at 5% completed as of now. The PE & RW are estimated to be fully funded based on the current 5% design.
11	T10300R	SR 28 East Wenatchee Corridor Improvements	4,105,000	1,428,246	(2,676,754)	58,500,000	58,500,000			6/10/2024		12/20/2026							X			Expenditure delay is mainly due to COVID-19 related impacts which delayed the development of the preferred alternative.  The initial Right-of-way start date was established assuming that the footprint from the Environmental Impact Statement (EIS) would be utilized on this project. Right-of-way acquisition plan changed and additional time is required to complete the property acquisitions.
11	T10400O	I-82 West Richland - Red Mountain Interchange	493,000		(493,000)	3,860,000		(3,860,000)		10/5/2015		11/1/2021		2,676,720	11/9/2015	2,517,478	7		X			Completed.
11	T20400R	I-5 Federal Way - Triangle Vicinity Improvements				85,000,000	85,000,000			12/11/2023		10/30/2026								X		
11	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	11,590,000	2,198,000	(9,392,000)	49,729,000	49,729,000			9/13/2017		10/28/2022							X			Expenditure delay is due to aligning with the Tribal-led delivery schedule. In 2019 the Tribe made the request to the Legislature, through WSDOT, to split the remaining funding in BIN T20700SC between the 88th St NE I/C (100551K) and the SR 528/Marine Drive I/C (100551S). This decision delayed the Tribe in issuing the notice to proceed (NTP) to their design consultant. The NTP was issued in October 2019, and per the consultant schedule, the AD Date is 11/21/2022.

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			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
I1	T20900R	US-12/Walla Walla Corridor Improvements	118,595,000	53,297,740	(65,297,260)	168,807,000	183,208,000	14,401,000		8/19/2019		12/6/2024		108,510,000	4/13/2020	113,995,875	3		X		Increase is the funding gap identified to complete the legislative scope of completing PE and RW for Stage 8. Expenditure delay is due to the I-976 pause and to align with the contractor's schedule. Design-Build delivery method.  The scope of the original appropriation of \$168.8 million was to fund both the completion of Phase 7 and the design and right of way acquisition for Phase 8. The increased cost of Phase 7 used up most of the original appropriation, but the full amount was not known until the Phase 7 design-build contract was awarded last spring. The \$14.4 million additional appropriation now requested would be to complete the scope associated with the original appropriation - Phase 8 design and right of way. The cost increase for the Phase 7 portion is generally a result of the uncertainty of programming a project out in the future.
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	2,000,000	322,605	(1,677,395)	64,413,000	64,413,000			2/5/2024		11/20/2026							X		Expenditure delay is due to additional time needed to complete the pre-design phase of the project and COVID-19 related impacts.
I1	T30400R	SR 3 Freight Corridor	9,981,000	2,343,000	(7,638,000)	66,910,000	66,910,000			5/23/2022	19	10/24/2024	19						X		The Ad was delayed to Dec. 2023 due to environmental documentation and permitting process. Because of COVID-19, WSDOT was not able to go out in the field to do the work needed for the cultural survey and wetland delineation. This caused a domino effect of pushing back everything else for the project.
I1	T32700R	SR 510/Yelm Loop Phase 2	33,606,000	3,082,000	(30,524,000)	58,500,000	58,500,000			11/12/2019	37	6/30/2022	33						X		Expenditure delay is due to additional time needed to satisfy new environmental mitigation requirements necessary to protect endangered pocket gopher.  Contract Freeze Exemption request was denied due to inability to accelerate AD date to June 2021. Result is consultant agreement limited to current approved budget. Based on this, design work has been stopped.
I1	T32800R	SR 518 Des Moines Interchange Improvement	732,000	119,236	(612,764)	13,426,000	12,809,972	(616,028)		4/10/2017	(1)	10/1/2018		9,273,461	6/2/2017	8,230,000	5	X			Anticipated savings is unrealized project risk. Upon final closure of the project any savings will be transferred to the futures account.
I2	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,272,000	191,000	(1,081,000)	81,560,000	81,560,000			10/13/2008		5/5/2016		12,379,302	6/16/2014	11,718,295	6	X			
I2	08I2010	Collision Prevention	59,749,000	51,749,000	(8,000,000)	328,492,000	306,492,000	(22,000,000)						5,952,577	3/29/2021	5,137,445	3		X		Rebalancing between 08I2010 and 08I2011 to reflect the 2020 update to the Project Delivery Plan.
I2	08I2011	Collision Reduction	26,900,000	33,673,000	6,773,000	149,907,000	169,302,000	19,395,000						1,989,824	8/26/2020	2,082,000	3		X		Rebalancing between 08I2010 and 08I2011 to reflect the 2020 update to the Project Delivery Plan.
I2	154205G	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	1,000		(1,000)	5,826,000		(5,826,000)		1/31/2011		10/15/2011		3,485,513	3/7/2011	2,740,818	7	X			Completed.
I2	200201J	US 2/East Wenatchee N - Access Control	54,000		(54,000)	359,000		(359,000)											X		Completed.
I2	201701G	SR 17/Adams Co Line - Access Control	22,000	35,000	13,000	105,000	118,000	13,000											X		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to 08I100B.
I2	202801J	SR 28/E Wenatchee - Access Control	2,763,000	951,054	(1,811,946)	3,041,000	5,328,101	2,287,101		12/2/2019		11/20/2020							X		Increase due to a traffic analysis showing the need to do a 2-lane round about with a four lane roadway section as opposed to a single lane roundabout. Expenditure delay is due to additional time needed for design.
I2	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	250,000	250,000		854,000	854,000												X		
I2	450000A	SR 500/St Johns Blvd - Build Interchange	20,000		(20,000)	45,098,000		(45,098,000)		1/10/2011		9/12/2012		33,403,983	4/29/2011	27,237,397	9	X			Completed.
I2	501208J	US 12/Old Naches Highway - Build Interchange				38,439,000	38,439,000			7/7/2042		10/23/2043								X	
I2	501212I	US 12/SR 124 Intersection - Build Interchange	57,000	57,000		21,317,000	21,317,000			10/18/2010		5/23/2012		15,614,038	2/7/2011	11,478,643	15	X			
I2	L100011Z	SR 20/Sharpes Corner Vicinity Intersection	843,000	843,000		13,303,000	13,303,000		79,464	11/13/2017	(1)	8/30/2018		6,182,783	12/22/2017	7,224,164	3	X			
I2	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	10,000	1,000	(9,000)	253,000	244,000	(9,000)												X	
I2	L1000247	US 101/Morse Creek Safety Barrier	1,000,000	1,662,175	662,175	1,000,000	2,674,053	1,674,053				7/15/2020		2,215,250	10/27/2020	2,069,069	2		X		Federal funds added to fully fund the project.
I2	L2000074	SR 14/ Wind River Junction	5,121,000	4,478,000	(643,000)	8,736,000	8,993,000	257,000		4/1/2019		7/15/2020		3,497,847	5/28/2019	3,399,639	3		X		Correction to the amount of local contribution.  Increase is needed for long term environmental mitigation. If this increase is approved it would then be transferred to to 08I4ENV in the 2022 Supplemental budget request. During construction, the South West region's Landscape Architect reviewed the environmental mitigation and plant establishment for the two permit planting areas. They identified that the initial estimate did not account for the long term success of the site meeting the permit performance standards overall. The permit performance standards require a more intensive work on the front end of the plant establishment period. This work will include maintaining the mitigation site for 10 years per permit requirements.

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I2	L2000091	SR 432 Longview Grade Crossing	18,203,000	8,088,000	(10,115,000)	85,000,000	85,000,000			5/24/2021	20	10/1/2023	20						X		Expenditure delay is due to additional time needed to coordinate with local stakeholders and agree on a preferred alternative.  The cost decreases in 19-21 and 21-23 reflect a more realistic delivery schedule. The project's AD date is delayed due to it taking longer than expected to select a preferred alternative within budget. While WSDOT and the local stakeholders continue to discuss viable options for this area, a preferred alternative has not been selected that improves operations, is agreeable to the stakeholders, and adheres to budgetary constraints. Some of the delay has been due to COVID-19.
I2	L2000128	US 395/Safety Corridor Improvements	14,072,000	12,690,802	(1,381,199)	15,000,000	13,618,360	(1,381,640)		2/11/2019		11/27/2019	10	11,888,332	6/13/2019	12,195,889	3	X		Anticipated savings at project completion where scope refinement and community engagement eliminated the need for RW acquisition. The operationally complete date was delayed by 10 months due to the number of working days and to allow time for procurement of the illumination poles, which will require a 2nd CN season to complete.  Any savings at project closure will be transferred to the transportation futures account.	
I2	L2000161	US 101/Lynch Road Intersection Improvements	2,374,000	10,000	(2,364,000)	5,000,000	2,636,000	(2,364,000)		3/18/2019	(9)	11/19/2019	(13)	1,399,197	7/13/2018	1,823,870	3	X		Completed. This reduction reflects the transfer to TFF.	
I2	L2000169	SR 20/Oak Harbor to Swantown Roundabout				30,000,000	30,000,000			10/8/2029		3/31/2031							X		
I2	L2000236	SR 26 & US 195 Safety Improvements	29,000	29,000		416,000	416,000			9/18/2017		12/4/2017	(1)	97,981	10/5/2017	115,662	3	X			
I2	L2000238	SR 900 Pedestrian Safety	32,000	32,000		333,000	333,000														
I2	L2000252	SR 525 Improvements - Freeland Vicinity	93,000	93,000		900,000	900,000			10/22/2018	1	4/22/2019	3	317,090	12/17/2018	371,435	2	X			
I2	L2000279	US 101/Lower Hoh Road Intersection Improvements	467,000	467,000		600,000	600,000							242,375	12/10/2019	222,493	7		X		
I2	L2200042	SR 20 Race Road to Jacob's Road	106,000	43,000	(63,000)	3,678,000	3,678,000			10/19/2015		9/15/2016	1	1,999,561	11/25/2015	2,245,556	4	X			
I2	L2200092	SR 150/No-See-Um Road Intersection - Realignment	72,000	72,000		8,493,000	8,493,000			12/19/2016		11/21/2017		4,801,002	3/16/2017	5,283,745	6	X			
I2	N00200R	US Hwy 2 Safety	3,012,000	634,140	(2,377,860)	19,000,000	19,000,000			12/9/2018		10/15/2022		11,398,101	2/1/2019	11,870,667	2		X	PE start delayed to allow time for early stakeholders to identify and approve the final scope of work.  In Summer 2019, project stakeholders helped WSDOT identify the project's purpose of reducing various crash types for all modes of transportation. In Fall 2019, WSDOT met with Snohomish County, the impacted cities/towns, and received input from a community town hall meeting to develop a list of 31 potential projects. WSDOT analyzed these improvements and prioritized the improvements within the available budget. In Summer 2020, 16 independent improvements were selected. The selected improvements vary in size and complexity. 4 of these improvements require further coordination with the communities of Monroe, Sultan, Startup, and Gold Bar to assist with placement based on the individual community's needs. We anticipate this coordination occurring in Q2 2021. Because the improvements require 2 years to design and obtain permits, advertisement of this project has been delayed from Fall 2021 until Fall 2022 with construction expected to begin early 2023. In order to realize the safety benefits from these improvements as soon as possible, WSDOT is exploring opportunities to deliver some of the smaller enhancements prior to the 2023 construction season.	

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I2	N30500R	SR 305 Construction - Safety & Mobility Improvements	26,447,000	8,280,320	(18,166,680)	36,800,000	36,800,000			12/23/2019		3/21/2023							X	Expenditure delay is due to additional time needed to complete stakeholder work and prioritize projects within the corridor.  Coordinating R/W issues with the Suquamish Tribe is necessary. The CWA project (N30500R/330528C) is divided into individual safety projects. Specific project information is as follows: SR 305/Johnson Rd – Roundabout (330528D): this project is funded out of the Connecting Washington/SR 305 Safety Corridor project and is being constructed by the City of Poulsbo as part of their improvement project. The contract was awarded in 2020. SR 305/Day Rd – Roundabout (330528E): Environmental Complete has been delayed from Q4 2020 to Q3 2021. Right of Way Completion is delayed from Q1 2021 to Q4 2022. This delay aligns this project with current SR 305 corridor safety project priorities. SR 305/Port Madison, Agatewood Rd, Adas Will Ln – Roundabouts (330528F): Environmental was completed in Q3 2020. Right of Way Completion is delayed from Q4 2020 to Q2 2021. The Ad Date is delayed from Q4 2020 to Q2 2021. The Operationally Complete Date is delayed from Q4 2021 to Q2 2022. SR 305/Suquamish Way – Roundabout (330528G): The PE start has been delayed from Q4 2020 to Q3 2021. Discussions with Suquamish Tribe are taking longer, which is delaying the project. SR 305/Totten Rd – Roundabout (330528H): Environmental Complete has been delayed from Q1 2021 to Q3 2021. In addition, stakeholder input has impacted the design of the roundabout twice, stormwater issues developed during the design process, and this project is on an easement with the tribe, which increases coordination and planning with the tribe.		
I3	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	9,000	9,000		3,026,000	3,026,000												X			
I3	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	21,000	21,000		34,803,000	34,803,000			11/23/2009		10/21/2011		23,320,934	2/19/2010	19,079,870	12		X			
I3	508201S	I-82/South Union Gap I/C - Improvements	2,000		(2,000)	3,219,000		(3,219,000)											X	Completed.		
I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	1,510,000	211,330	(1,298,670)	3,456,000	3,456,000													X		
I3	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	17,639,000	16,713,147	(925,853)	564,921,000	564,921,000		2,548,211	2/17/2009		11/28/2031		2,134,973	3/6/2019	2,818,862	2		X	Expenditure delay from 19-21 to 21-23 biennium is due to an updated spending plan for the plant establishment work being performed by the United States Forest Service.		
I3	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	714,000	601,000	(113,000)	722,000	722,000							334,092	12/11/2020	385,385	7		X			
I3	L2000117	SR 501/I-5 to Port of Vancouver	6,516,000	2,949,000	(3,567,000)	7,000,000	7,000,000			6/29/2020		5/6/2022		9		1	5,952,577	3/29/2021	5,137,445	3	X	Expenditure delay is due to I-976 pause.
I3	L2000343	US 101/East Sequim Corridor Improvements	622,000	200,000	(422,000)	1,290,000	1,290,000												X			
I3	L2220062	SR 14/Bingen Underpass	19,083,000	6,400,000	(12,683,000)	26,000,000	26,000,000			3/22/2021		10/31/2023							X	This delay is due to coordination issues with Burlington Northern Santa Fe (BNSF) on reviewing the agreement and alignment plans.  During design, the project timelines for BNSF reviews have exceeded the timelines laid out in BNSF's Guidelines for Railroad Grade Separation Projects. The initial project schedule assumptions were based upon the Union Pacific Railroad BNSF Railway's Guidelines for Railroad Grade Separation Projects. This project requires additional time to complete multiple reviews by BNSF. Several reviews are required as the railroad bridge and shoofly designs progress.		
I3	M00500R	I-90 Snoqualmie Pass - Widen to Easton	55,577,000	20,657,107	(34,919,893)	426,400,000	549,248,037	122,848,037	28,200,000	4/6/2020		10/14/2029		372,555	8/6/2020	242,333	5		X	Increase is due to the recently completed CEVP in which the inflation and unit bid item costs were updated to reflect the current market conditions, which had seen a fair amount of escalation since the 2015 initial scoping estimate. The refinement of the project's estimate indicated that the main cost increases for this project's scope is due to structural design and construction on this project.  There are two drivers for the schedule adjustment: (1) an updated contractor's schedule and (2) the COVID-19 stay home order and the construction suspension delayed the Geotech's ability to complete needed work for structural analysis and design of the project's retaining walls.		
I4	OB14001	Fish Passage Barrier	275,000,000	275,000,000		1,340,055,000	3,775,367,000	2,435,312,000		7/1/2017		6/30/2027		1,484,319	4/12/2021	1,425,520	6		X	Full funding proposal in 2021 budget submittal.		
I4	OB14002	Noise Wall & Noise Mitigation Improvements	3,582,000	3,344,000	(238,000)	4,905,000	4,906,000	1,000		7/1/2017		6/30/2027		6,334,836	12/6/2004	5,817,222	7		X			
I4	OB14003	Stormwater & Mitigation Site Improvements	4,879,000	5,879,000	1,000,000	33,519,000	33,519,000			7/1/2017		6/30/2027		382,497	3/11/2021	384,460	5		X	The advance is for a combination of both Stormwater (\$600K) and Mitigation Sites (\$400K).		
I4	OB14004	Chronic Environmental Deficiency Improvements	5,145,000	5,145,000		62,361,000	62,361,000			7/1/2017		6/30/2027		1,804,201	5/13/2019	1,811,798	3		X			
I4	OB14ENV	Environmental Mitigation Reserve - Nickel/TPA	2,894,000	3,049,000	155,000	12,802,000	14,502,000	1,700,000											X	Additional Nickel/TPA/CWA transfers. Transfer is from 8BI1003.		
I4	310918A	SR 109/Moclips River Bridge - Replace Bridge				6,071,000	6,071,000			1/4/2035		6/30/2035							X			
I4	L200016O	I-5/Ship Canal Noise Wall	400,000	436,000	36,000	3,500,000	3,500,000			11/12/2024		1/30/2026								X		



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Pursuant to ESHB 2322, Section 311  
2019-21 Biennium Quarter 7**

SubProg	BIN	Project Title	Funding Variance			Schedule			Awarded Contracts <sup>(5)</sup> and (6)				Status			Comments 19-21 Q7 <sup>(3)</sup> and (4)				
			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date		Award Amount	No. of Bidders	Completed	In Progress
P1	OBP1001	Chip Seal Roadways Preservation	68,342,000	53,342,000	(15,000,000)	302,418,000	339,129,000	36,711,000		7/1/2017		6/30/2027		1,404,571	4/14/2021	1,089,924	3		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.  The distribution between asphalt, chip seal and concrete is a byproduct of investment strategy, not an investment strategy itself. See Project Delivery Plan Assumptions ( <a href="https://wsdot.wa.gov/construction-planning/project-delivery-plan">https://wsdot.wa.gov/construction-planning/project-delivery-plan</a> ).
P1	OBP1002	Asphalt Roadways Preservation	112,116,000	127,998,000	15,882,000	2,554,078,000	2,471,463,000	(82,615,000)		7/1/2017		6/30/2027		792,668	4/6/2021	1,013,488	4		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.  The distribution between asphalt, chip seal and concrete is a byproduct of investment strategy, not an investment strategy itself. See Project Delivery Plan Assumptions ( <a href="https://wsdot.wa.gov/construction-planning/project-delivery-plan">https://wsdot.wa.gov/construction-planning/project-delivery-plan</a> ).
P1	OBP1003	Concrete Roadways Preservation	59,324,000	62,404,000	3,080,000	515,344,000	1,453,424,000	938,080,000		7/1/2017		6/30/2027		7,235,057	1/23/2020	5,777,777	3		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.  The distribution between asphalt, chip seal and concrete is a byproduct of investment strategy, not an investment strategy itself. See Project Delivery Plan Assumptions ( <a href="https://wsdot.wa.gov/construction-planning/project-delivery-plan">https://wsdot.wa.gov/construction-planning/project-delivery-plan</a> ).
P1	L1000198	Preservation Activities	9,369,000	9,369,000		90,000,000	90,000,000												X	
P1	L1100071	Highway System Preservation	123,930,000	123,930,000		1,090,962,000	1,090,962,000			7/1/2017		6/30/2027							X	
P2	OBP2001	Bridge Replacement Preservation	3,607,000	14,249,000	10,642,000	369,881,000	338,056,000	(31,825,000)		7/1/2017		6/30/2027		2,105,893	11/12/2020	2,087,957	4		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.  The rebalancing has less to do with delivery, and more due to the fact that bridge preservation (repair) is far more cost effective than bridge replacement. Additionally, the largest challenges in delivery have been in bridge replacement, so bridge repair is easier to fill capacity if/when bridge replacements, which are high dollar, are deferred.
P2	OBP2002	Bridge Repair Preservation	136,715,000	151,715,000	15,000,000	1,647,597,000	2,079,486,000	431,889,000		7/1/2017		6/30/2027		432,704	3/2/2021	456,404	9		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.  The rebalancing has less to do with delivery, and more due to the fact that bridge preservation (repair) is far more cost effective than bridge replacement. Additionally, the largest challenges in delivery have been in bridge replacement, so bridge repair is easier to fill capacity if/when bridge replacements, which are high dollar, are deferred.
P2	OBP2003	Bridge Scour Prevention Preservation	1,721,000	1,721,000		35,307,000	35,250,000	(57,000)		7/1/2017		6/30/2027		1,926,843	4/3/2019	1,638,803	3		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P2	OBP2004	Bridge Seismic Retrofit Preservation	37,980,000	12,182,000	(25,798,000)	193,473,000	193,473,000			7/1/2017		6/30/2027		2,636,168	2/19/2020	2,227,531	8		X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.
P2	100934R	SR 9/Pilchuck Creek - Replace Bridge	145,000		(145,000)	15,534,000		(15,534,000)		7/30/2012		6/10/2015	(13)	12,204,446	10/9/2012	8,891,324	12	X		Completed.
P2	109947B	SR 99/Aurora Bridge - Painting	10,934,000	4,024,000	(6,910,000)	51,314,000	50,904,000	(410,000)		3/2/2015		10/30/2020		27,318,728	12/19/2017	30,851,133	4		X	
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	326,000	395,000	69,000	426,910,000	498,550,000	71,640,000		10/3/2016		6/30/2053							X	Updated R&R plan. Future bienniums added.
P2	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	1,000	12,000	11,000	33,045,000	33,056,000	11,000		4/26/2010		3/11/2013		28,057,110	6/16/2010	21,541,000	8	X		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to OBI100B.
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	87,000	13,000	(74,000)	18,826,000	18,826,000			10/13/2008		11/29/2010		53,746,892	1/29/2009	50,415,851	4	X		
P2	200201K	US 2/Wenatchee River Bridge - Replace Bridge	1,000		(1,000)	8,547,000		(8,547,000)		4/18/2011		9/15/2013		8,838,513	6/24/2011	8,485,707	9	X		Completed.
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	76,000	76,000		6,095,000	6,095,000			2/19/2008		7/31/2008							X	
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge				10,000,000	10,000,000			2/2/2026		6/1/2028							X	
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge	50,000	191,000	141,000	10,245,000	10,386,000	141,000		12/16/2013		9/17/2015		11,692,593	2/3/2014	11,612,612	12	X		Project completed but still has minor ongoing expenditures to complete right of way activities. Moved to OBI100B.
P2	400612B	SR 6/Rock Creek Br W - Replace Bridge	44,000		(44,000)	7,261,000		(7,261,000)		12/16/2013		9/17/2015		11,692,593	2/3/2014	11,612,612	12	X		Completed.
P2	400694A	SR 6/Willapa River Br - Replace Bridge	2,000		(2,000)	6,960,000		(6,960,000)		3/25/2013		7/3/2014		4,620,716	4/29/2013	4,077,490	8	X		Completed.

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Pursuant to ESHB 2322, Section 311  
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SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk <sup>(2)</sup>	Schedule				Awarded Contracts <sup>(3)</sup> and (6)				Status			Comments 19-21 Q7 <sup>(3)</sup> and (6)	
			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future		
P2	619503K	US 195/Spring Flat Creek - Bridge Replacement				3,302,000	3,302,000			10/18/2027		10/16/2029								X	While he structure is load restricted for the heaviest of load, it can handle regular truck traffic. And even if something comes up there are many other measures that could be taken to strengthen the bridge. At this time, we would not advocate for the replacement of this bridge within the next ten years.	
P2	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	14,405,000	15,239,000	834,000	23,523,000	25,786,000	2,263,000		8/13/2018	15	11/15/2020	23	18,428,247	1/31/2020	20,149,777	4			X	The low bid was 9.34% above the engineer's estimate. The driving factors for that were: The Contract Plans required the Contractor to construct a Work Access bridge next to the existing bridge in order to create a work platform to remove the old bridge, and construct the new one. This bridge came with environmental and hydraulics constraints that would become the Contractor's to manage. The Engineer's Estimate for that item was \$1.32M, and Contractor bid \$2.73M, for an increase of \$1.41M.	
P2	L1000068	Structurally Deficient and At Risk Bridges	22,129,000	22,129,000		53,303,000	53,303,000			5/2/2016		2/14/2022		17,143,690	3/26/2018	13,999,349	6			X		
P2	L2000075	US 12/ Wildcat Bridge Replacement	487,000	487,000		8,300,000	8,300,000			10/1/2018	(10)	11/22/2019	(13)	5,896,872	3/28/2018	4,799,336	3	X				
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	18,268,000	15,613,415	(2,654,585)	21,848,000	21,848,000			11/5/2018		1/15/2020		18,112,215	2/1/2019	19,530,453	10			X	Expenditure delay from 19-21 to 21-23 biennium due to updated contractor's spending plan resulted from COVID-19 impacts.	
P2	L2000174	SR 241/Mabton Bridge	11,262,000	610,000	(10,652,000)	11,970,000	14,606,000	2,636,000	580,000	1/28/2019	34	11/27/2019	46							X	Expenditure delay due to COVID-19 pandemic related directives. Advertisement date delayed another year.  The original project estimate was based on only replacing the existing superstructure on Bridge 241/2 over the Yakima River Slough and performing repairs on Bridge 241/5 over the Yakima River. A more detailed analysis performed during design determined the existing bridge piers and piles on the Slough bridge would not support a new superstructure and a full bridge replacement would be required in order to accommodate legal loads. The \$2.6 million increase is mostly due to the added cost for replacing the entire Slough bridge instead of just the existing superstructure. The cost for repairing Bridge 241/5 over the Yakima River has also contributed to a minor portion of the increase as the required repairs are more complex than previously estimated. The planned advertisement is fall 2021 with completion anticipated in late summer 2023. The schedule has been delayed due to additional time needed to evaluate alternatives for addressing the Yakima River Slough Bridge, complete geotechnical subsurface investigations, and environmental documentation and permitting.	
P2	L2000203	SR 155/Omak Bridge Rehabilitation	11,000,000	546,000	(10,454,000)	11,000,000	13,754,000	2,754,000		1/6/2025		6/30/2027									X	Increase is the funding gap identified in the most current project estimate.  The original legislative scope for this project removes existing sidewalks and railings from the bridge, adds structural support members and constructs a Updated R&R plan.
P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	8,350,000	1,078,000	(7,272,000)	23,520,000	22,917,000	(603,000)		4/18/2016		10/12/2016		1,007,710	5/24/2016	999,186	3			X		
P3	099915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	423,000	423,000		5,909,000	8,159,000	2,250,000													X	
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	350,000	350,000		4,155,000	4,505,000	350,000													X	Future bienniums added.
P3	OBP3001	Emergency Relief Preservation	713,000	15,134,000	14,421,000	64,837,000	68,123,000	3,286,000		7/1/2017		6/30/2027		1,243,550	4/22/2021	975,440	4			X	Increase to address Emergency Relief projects funded by 099960K.	
P3	OBP3002	Unstable Slopes Preservation	4,590,000	13,590,000	9,000,000	136,953,000	180,197,000	43,244,000		7/1/2017		6/30/2027		269,358	2/12/2021	309,912	2			X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.  Current biennium increases are primarily due to unexpected slope failures of increased risk of failures. The US 101/N of SR 107 - Stabilize Slope in the vicinity of Artic was the most significant project in 19-21.	
P3	OBP3003	Major Electrical Preservation	4,931,000	4,931,000		25,608,000	110,866,000	85,258,000		7/1/2017		6/30/2027		1,306,225	4/1/2021	1,575,423	4			X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.	
P3	OBP3004	Major Drainage Preservation	5,345,000	3,345,000	(2,000,000)	27,488,000	144,488,000	117,000,000		7/1/2017		6/30/2027		1,010,381	4/15/2020	895,634	5			X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.	
P3	OBP3005	Rest Areas Preservation	2,996,000	2,996,000		16,988,000	18,488,000	1,500,000		7/1/2017		6/30/2027		2,085,000	4/15/2019	1,509,065	5			X	Future bienniums added.	
P3	OBP3006	Weight Stations Preservation	9,423,000	4,423,000	(5,000,000)	34,894,000	50,003,000	15,109,000		7/1/2017		6/30/2027		535,353	11/3/2020	837,753	2			X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.	
P3	OBP3007	Preservation of Highway Safety Features	10,122,000	8,122,000	(2,000,000)	230,900,000	255,124,000	24,224,000		7/1/2017		6/30/2027		2,165,253	3/8/2021	2,469,363	3			X	Rebalancing between preservation programmatic items to reflect the 2020 update to the Project Delivery Plan. Additional future bienniums added.	
P3	1405RRT	I-405/Bellevue to Lynnwood R&R - Preservation	3,018,000	1,457,000	(1,561,000)	474,722,000	1,272,884,000	798,162,000													X	Updated R&R plan. Future bienniums added.
P3	G2000055	Land Mobile Radio (LMR) Upgrade	26,683,000	20,067,056	(6,615,944)	37,038,000	37,038,000			9/6/2016		5/30/2019									X	Updated expenditure plan due to COVID-19 Impacts.
P3	L2000291	SR 99 Tunnel R&R - Preservation	10,000	79,000	69,000	311,300,000	460,008,000	148,708,000													X	Updated R&R plan. Future bienniums added.

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SubProg	BIN	Project Title	Funding Variance						Amount Reserved for Risk <sup>(2)</sup>	Schedule				Awarded Contracts <sup>(3) and (6)</sup>				Status			Comments 19-21 Q7 <sup>(3) and (6)</sup>
			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference		Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future	
Q3	00005Q	Reserve funding for Traffic Operations Capital Projects	6,149,000	4,195,000	(1,954,000)	37,095,000	64,533,000	27,438,000											X	The reserve has been reduced to fund projects identified for delivery through Q3 subprogram.	
Q3	00009Q	Challenge Seattle		1,140,264	1,140,264		5,424,361	5,424,361											X	The funding provided is to establish The Virtual Coordination Center (VCC) a multiagency tool designed to support the integrated management of the Seattle I-5 corridor. This project funding includes state match required for federal funds provided by FHWA.	
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)	106,000	106,000		135,000	135,000			12/21/2015		4/30/2018	14						X		
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements	215,000	129,000	(86,000)	340,000	254,000	(86,000)		11/26/2018	6	4/30/2019	5	930,635	6/28/2019	1,198,330	1		X	The original project scope included work for ramp meter on I-90 EB at SR 900 and I-90 EB at Rainer. Both ramps were prioritized lower than other locations in the project. The CN costs were much higher than anticipated due to the work being spread around the region and due to a shortage of electrical contractors in the area. Available budget was not sufficient to cover the costs for these two ramps in addition to the other locations, so they were removed from the project.	
Q3	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters	13,000	15,000	2,000	866,000	308,000	(558,000)		7/2/2018	13	4/30/2019	12						X	Project cancelled due to local community opposition to the project.	
Q3	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation	41,000	7,000	(34,000)	450,000	416,000	(34,000)		8/14/2017		12/30/2017	3						X		
Q3	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters	50,000	50,000		826,000	826,000			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	30,000	1,000	(29,000)	196,000	167,000	(29,000)		10/4/2010		9/30/2015							X	The NB and SB meters were constructed and are in operation, however, some modifications are needed to avoid impacts to another project. The additional funds are being used to move the NB meter further downstream where it will function better with the new I-5 Mercer ramp layout.	
Q3	109025Q	I-90/EB E Mercer Way - ITS	197,000	197,000		250,000	250,000							930,635	6/28/2019	1,198,330	1		X		
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension	840,000	75,000	(765,000)	840,000	855,000	15,000												X	
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters	731,000	731,000		799,000	799,000							930,635	6/28/2019	1,198,330	1		X		
Q3	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	58,000	58,000		129,000	129,000			6/2/2016		12/30/2017	(2)						X		
Q3	200212Q	US 2 Vicinity Variable Message Signs	167,000	166,000	(1,000)	215,000	214,000	(1,000)												X	
Q3	202000W	SR20/Wauconda Summit - RWIS and Camera	166,000	166,000		366,000	366,000			3/6/2017		8/1/2017							X		
Q3	202400Q	NCR Basin ITS Phase 3	397,000	520,000	123,000	430,000	553,000	123,000		9/18/2017		5/30/2018							X		
Q3	228500Q	SR 285/Wenatchee Area - ITS Conduit	450,000	192,000	(258,000)	450,000	451,000	1,000												X	
Q3	300519Q	I-5/Olympia Area Southbound - Congestion Management	797,000	797,000		797,000	797,000							873,704	4/9/2019	927,777	2		X		
Q3	316706Q	SR 167/SR 410 to SR 18 - ITS	100,000	189,000	89,000	1,000,000	1,089,000	89,000		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	474,000	659,000	185,000	496,000	681,000	185,000		11/5/2018	8	3/30/2019	9	395,876	2/25/2020	406,736	7		X	Newly programmed project as part of Q3 Subprogram's Six-Year Delivery Plan	
Q3	400016T	Vancouver Urban ITS Device Infill	24,000		(24,000)	900,000	876,000	(24,000)		4/18/2016		3/24/2017		611,170	5/26/2016	648,115	3	X			
Q3	400019Q	Centralized Signal System Enhancements	446,000	446,000		452,000	452,000			6/3/2019										X	
Q3	400019R	I-5/I-205 Urban Ramp Meter - Phase 1	36,000	27,000	(9,000)	678,000	669,000	(9,000)		2/5/2018		5/19/2019	15	597,832	7/31/2018	539,913	2	X			
Q3	400019V	Regional Video Sharing	9,000		(9,000)	151,000	142,000	(9,000)												X	
Q3	401417Q	SR 14 ATIS Infill; I-5 to Evergreen	691,000	668,000	(23,000)	1,108,000	1,085,000	(23,000)		9/24/2018	1	6/21/2019		732,719	12/12/2018	640,307	2		X		
Q3	414119Q	SR 141/Flashing School Zone Signs	1,000		(1,000)	19,000	18,000	(1,000)												X	
Q3	420520Q	I-205/NB Mill Plain On-Ramp - Ramp Meter	466,000	466,000		466,000	466,000			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	26,000	16,000	(10,000)	71,000	61,000	(10,000)												X	PE Phase completed under budget
Q3	509019Q	I-90/SR 18 Interchange Vic EB - Install VMS	400,000	278,000	(122,000)	400,000	401,000	1,000												X	
Q3	518203Q	I-182/Argent Rd Vicinity EB - Install VMS	520,000	363,000	(157,000)	520,000	521,000	1,000												X	
Q3	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras	24,000		(24,000)	261,000	237,000	(24,000)		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	45,000	5,000	(40,000)	311,000	271,000	(40,000)		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	23,000	23,000		133,000	133,000			1/29/2014		7/31/2015							X		
Q3	609006Q	Spokane Area Traffic Volume Collection	18,000		(18,000)	406,000	388,000	(18,000)												X	
Q3	609007Q	Spokane Area Traffic Volume Collection	337,000	337,000		351,000	351,000			2/5/2018	9	11/16/2018	7							X	
Q3	609047Q	I-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	510,000	264,000	(246,000)	550,000	550,000													X	
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements	5,000	5,000		953,000	953,000			4/18/2016		9/21/2016		434,694	5/17/2016	398,578	2	X			
Q3	L2000338	SR 99 Aurora Bridge ITS	700,000	700,000		700,000	700,000													X	
W1	900001G	Point Defiance Tml Preservation				12,361,000	12,512,000	151,000												X	
W1	900001H	Point Defiance Tml Improvement	304,000	304,000		665,000	665,000							251,465	8/8/2017	218,868	2	X			
W1	900002G	Tahlequah Tml Preservation				18,470,000	18,551,000	81,000												X	
W1	900002H	Tahlequah Tml Improvement	782,000	704,000	(78,000)	851,000	1,068,000	217,000												X	Project cost on slope stabilization project has increased due to extend PE costs and delays associated with the coordination with King County on a solution for this unique slope, which is more of a berm. Some CN increase was also realized as feasible option became more apparent.

**Quarterly Reporting on Capital Projects  
Pursuant to ESHB 2322, Section 311  
2019-21 Biennium Quarter 7**

SubProg	BIN	Project Title	Funding Variance						Schedule						Awarded Contracts <sup>(3)</sup> and (6)				Status			Comments 19-21 Q7 <sup>(3)</sup> and (6)
			19-21 20CONF <sup>(1)</sup>	19-21 Plan	19-21 Difference	Total 20CONF <sup>(1)</sup>	Total Plan	Total Difference	Amount Reserved for Risk <sup>(2)</sup>	Advertisement 20CONF	Advertisement Variance (months)	Operationally Complete 20CONF	Operationally Complete Variance (months)	Engineers Estimate	Award Date	Award Amount	No. of Bidders	Completed	In Progress	Future		
W1	90005M	Fauntleroy Tml Preservation	6,786,000	2,312,000	(4,474,000)	109,393,000	104,869,000	(4,524,000)	7,830,935									X		Deferred preservation work in the 31-33 biennium outside the 16 year project list. Cash flow adjustment between 19-21 and 21-23.		
W1	90006S	Vashon Tml Preservation	582,000	219,000	(363,000)	19,238,000	22,111,000	2,873,000										X		Future Preservation Placeholder assets were added as evaluations and inspection change preservation priorities		
W1	90006T	Vashon Tml Improvement	68,000		(68,000)	101,000	33,000	(68,000)										X		Removed and re-prioritized unused portion of POF agreement dollars from 19-21		
W1	900010L	Seattle Tml Preservation	154,816,000	135,282,545	(19,533,455)	466,415,000	467,981,000	1,566,000						24,079,470	4/20/2017	24,079,471	1		X	Increase from federal grant associated with bike facility at colman dock.  The delay is due to some work that was not completed within the fish window which delayed other work coming after the window. Additionally, the elevated pedestrian connection and entryway building cost negotiations are taking longer than expected. The schedule has also slipped due to the COVID work stoppage last March and April.		
W1	900010M	Seattle Tml Improvement	3,711,000	3,711,000		5,399,000	5,399,000												X			
W1	900012K	Port Townsend Tml Preservation				18,982,000	21,909,000	2,927,000	440,000										X	Added Security Preservation from Security Placeholder, and programed Trestle Rehabilitation project starting in 27-29.		
W1	900012L	Port Townsend Tml Improvement	1,000	1,000		3,000	3,000												X			
W1	900022J	Lopez Tml Preservation	406,000	239,000	(167,000)	10,888,000	11,144,000	256,000											X			
W1	900022J	Lopez Tml Improvement	87,000	87,000		534,000	534,000												X			
W1	900024F	Shaw Tml Preservation				5,915,000	3,356,000	(2,559,000)											X			
W1	900026P	Orcas Tml Preservation	275,000	104,000	(171,000)	14,886,000	13,251,000	(1,635,000)											X	Deferred some preservation work outside the 16 year project list.		
W1	900026Q	Orcas Tml Improvement	137,000	132,000	(5,000)	2,045,000	2,335,000	290,000						584,369	9/1/2016	759,415	3		X	Deferred some preservation work outside the 16 year project list.		
W1	900028U	Friday Harbor Tml Preservation	243,000	92,000	(151,000)	10,395,000	11,128,000	733,000											X	Added a Visual Paging project to 21-23.		
W1	900040N	Eagle Harbor Maint Facility Preservation	8,000	1,000	(7,000)	49,394,000	42,062,000	(7,332,000)											X	Delayed preservation work in 21-23, and added new preservation work at the end of the 16 year plan.		
W1	900040O	Eagle Harbor Maint Facility Improvement	1,368,000	2,449,000	1,081,000	15,839,000	20,585,000	4,746,000						283,291	1/14/2021	256,180	4		X	Deferral of preservation work outside the 16 year window.		
W1	902017K	Coupeville (Keystone) Tml Preservation				17,203,000	16,319,000	(884,000)											X	Cost increase and scope change on Slip F project. As the 30% design and estimate were being completed a geotech report was included that showed soils far worse than expected. This drove up the costs of all in-water structures which is a large percent of the project. Additionally Alternative B in the predesign report was selected which reduces long term maintenance costs due to side access to the vessel, which is an update to the project scope.		
W1	902017M	Coupeville (Keystone) Tml Improvement	199,000	93,000	(106,000)	201,000	339,000	138,000											X	Deferral of preservation work outside the 16 year window.		
W1	902020C	Anacortes Tml Preservation	2,386,000	897,000	(1,489,000)	76,639,000	68,266,000	(8,373,000)	2,300,000					3,541,410	4/20/2015	3,436,409	5		X	Scope change and cost increase for new Agents Office project. Project scope and funding was originally associated with a plan to re-locate the Southworth agents office that would be replaced with planned Southworth Trestle replacement project. That project has been delayed, and the new solution at Coupeville is to construct a new office increasing the costs.		
W1	902020D	Anacortes Tml Improvement	1,832,000	1,873,000	41,000	7,296,000	7,337,000	41,000						576,529	8/22/2019	787,922	2		X	Delayed work in 19-21 into 21-23. Deferred some preservation work outside the 16 year project list.		
W1	910413Q	Edmonds Tml Preservation	355,000	398,000	43,000	60,403,000	57,235,000	(3,168,000)	2,997,030										X			
W1	910413R	Edmonds Tml Improvement	522,000	318,000	(204,000)	27,723,000	27,722,000	(1,000)						201,704	11/19/2018	271,054	6		X			
W1	910414P	Kingston Tml Preservation	3,100,000	2,161,000	(939,000)	48,019,000	65,044,000	17,025,000						502,703	12/26/2019	439,803	2		X	Deferred some preservation work outside the 16 year project list.		
W1	916008R	Southworth Tml Preservation	2,576,000	324,000	(2,252,000)	46,906,000	40,710,000	(6,196,000)											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	930410T	Bremerton Tml Preservation	446,000	437,000	(9,000)	47,036,000	46,863,000	(173,000)	1,453,000										X	Reduction due to program balancing. The terminal costs will have to be addressed in the future.		
W1	930410U	Bremerton Tml Improvement	654,000	559,000	(95,000)	1,371,000	1,276,000	(95,000)											X			
W1	930513G	Bainbridge Island Tml Preservation	11,124,000	3,388,000	(7,736,000)	64,463,000	65,248,000	785,000	500,000										X	Delay in 19-21 preservation work. Cumulative increase in out biennia preservation work.  The overhead loading and CAB replacement projects were combined and delayed due to late design code changes, potentially delaying advertisement and risking contractor parts and equipment not being available for the entire first fish window. Missing that window would have lengthened the construction duration and increased costs. Also, this delay helped to balance workforce needs for construction management at Terminal Engineering, allowing for construction at the large Mukilteo Terminal relocation project to be completed before the Bainbridge Island project starts.		
W1	930513H	Bainbridge Island Tml Improvement	32,000	32,000		121,000	121,000								12/4/2015	145,115			X			
W1	952515P	Mukilteo Tml Improvement	84,478,000	85,464,000	986,000	187,347,000	188,333,000	986,000						9,221,762	1/30/2015	8,158,480	6		X	Addition of IT Network Infrastructure project in 19-21 with Federal Grant Dollars.		











WSDOT  
Pursuant to ESHB 2322, Section 311 Quarterly Reporting Requirements for Capital Programs  
2019-21 Biennium Quarter 7

PIN	Source PIN	Source Project Title	Rev. Package	Permit	Activity	Total	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future
499930E	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	Nickel	Corps 404, Ecology 401, HPA, BA/BO commitments, Clark County CAO permits (wetland and buffer, habitat), stormwater management, RCP	40 acres of wetland mitigation on two sites, constructed stormwater wetlands, major roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	257,500	0	0	0	42,273	41,463	119,512	36,178	18,074	0	0	0
499930E	400506I	I-5/SR 501 Ridgefield Interchange - Rebuild Interchange	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, City of Ridgefield AND Clark County CAO permits (wetland and buffer, habitat), stormwater management, RCP	10 acres wetland mitigation, constructed stormwater wetlands, roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	198,200	0	0	0	56,576	56,625	47,500	25,000	12,499	0	0	0
499930E	400507R	I-5/Rush Rd to 13th St - Add Lanes	Nickel	Corps 404, Ecology 401, HPA, BA/BO commitments, Lewis County AND City of Chehalis CAO permits (wetland and buffer, riparian), stormwater management, RCP	5 acres wetland conversion mitigation, 2 acres riparian mitigation, constructed stormwater wetlands, limited roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	28,093	0	0	8,093	0	20,000	0	0	0	0	0	0
499930E	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Lewis County AND Thurston County CAO permits (wetland and buffer, habitat, oak woodland), stormwater management.	30 acres wetland enhancement for off-site flow control mitigation, 10 acres oak woodland mitigation, 20 acres wetland buffer re-establishment, temporary wetland impact re-establishment. Activities: Vegetation management, weed control, plant replacement, vandalism repair, hydrology monitoring.	270,672	0	0	0	68,784	101,300	40,586	36,001	24,001	0	0	0
499930E	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, City of Longview AND Cowlitz County CAO permits (wetland and buffer, habitat), RCP	40 acres wetland mitigation on two sites, buffer mitigation, constructed stormwater wetlands, roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), vandalism repair.	290,000	0	0	0	68,745	51,257	85,000	60,000	24,998	0	0	0
499930E	400511W	I-5/ Mellen Street to Blakeslee Junction - Add Lanes, I/C Improvements	Corps			194,334	0	0	0	10,602	58,734	49,999	37,499	25,000	12,500	0	0
499930E	400599R	I-5/SR 502 Interchange - Build Interchange	Nickel	Corps 404, Ecology 401, HPA, BA/BO commitments, Clark County CAO permits (wetland and buffer, habitat), RCP	40 acres wetland mitigation, 10 acres riparian habitat mitigation on multiple sites, buffer mitigation, roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	320,241	0	0	124,931	45,281	52,636	77,902	19,490	0	0	0	0
499930E	400612A	SR 6/Rock Creek Br E - Replace Bridge	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Lewis County CAO permits (wetland and buffer, habitat)	3 acres wetland mitigation. Activities: Vegetation management, weed control, plant replacement, vandalism repair, annual permit fees.	85,000	0	0	0	0	25,000	24,000	18,000	12,000	6,000	0	0
499930E	400612B	SR 6/Rock Creek Br W - Replace Bridge	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Lewis County CAO permits (wetland and buffer, habitat)	3 acres wetland mitigation. Activities: Vegetation management, weed control, plant replacement, vandalism repair, annual permit fees.	90,000	0	0	0	0	30,000	24,000	18,000	12,000	6,000	0	0
499930E	400694A	SR 6/Willapa River Br - Replace Bridge	TPA	Corps 404, Ecology 401, BA/BO commitments, Pacific County CAO permits (wetland and buffer)	On-site estuarine wetland restoration (primary mitigation at Tarlatt Slough Advanced mitigation site). Activities: Vegetation management, weed control, plant replacement, vandalism repair.	85,000	0	0	0	0	25,000	24,000	18,000	12,000	6,000	0	0
499930E	400694B	SR 6/S Fork Chehalis River Bridge - Replace Bridge	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Lewis County CAO permits (wetland and buffer, habitat)	On-site buffer and riparian mitigation. Activities: Vegetation management, weed control, plant replacement, vandalism repair, annual permit fees.	44,000	0	0	5,885	8,729	29,386	0	0	0	0	0	0
499930E	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, City of Camas AND City of Washougal CAO permits ( buffer, habitat), stormwater management, RCP	5 acre riparian mitigation, up to 5 acres of natural dispersion area (includes wetland and buffer enhancement), roadside restoration. Activities: Vegetation management, weed control, plant replacement, irrigation management, vandalism repair, annual permit fees.	135,628	0	0	0	9,824	27,005	48,880	30,654	11,922	7,344	0	0
499930E	409712W	US 97/North of Goldendale - Wildlife Habitat Connectivity	TPA			20,000	0	0	0	320	19,680	0	0	0	0	0	0
499930E	410104A	US 101/Middle Nemah River Br - Replace Bridge	TPA	Corps 404, Ecology 401, BA/BO commitments, Pacific County CAO permits (wetland and buffer)	On-site estuarine wetland restoration (primary mitigation at Tarlatt Slough Advanced mitigation site). Activities: Vegetation management, weed control, plant replacement, vandalism repair.	80,000	0	0	0	0	20,000	24,000	18,000	12,000	6,000	0	0
499930E	410194A	US 101/Bone River Bridge - Replace Bridge	TPA	Corps 404, Ecology 401, BA/BO commitments, Pacific County CAO permits (wetland and buffer)	On-site estuarine wetland restoration (primary mitigation at Tarlatt Slough Advanced mitigation site). Activities: Vegetation management, weed control, plant replacement, vandalism repair.	90,000	0	0	0	0	20,000	28,000	21,000	14,000	7,000	0	0
499930E	410510A	SR 105/Smith Creek Br - Replace Bridge	TPA	Corps 404, Ecology 401, BA/BO commitments, Pacific County CAO permits (wetland and buffer)	On-site estuarine wetland restoration (primary mitigation at Tarlatt Slough Advanced mitigation site). Activities: Vegetation management, weed control, plant replacement, vandalism repair.	80,000	0	0	0	0	20,000	24,000	18,000	12,000	6,000	0	0
499930E	410510B	SR 105/North River Br - Replace Bridge	TPA	Corps 404, Ecology 401, BA/BO commitments, Pacific County CAO permits (wetland and buffer)	On-site estuarine wetland restoration (primary mitigation at Tarlatt Slough Advanced mitigation site). Activities: Vegetation management, weed control, plant replacement, vandalism repair.	85,000	0	0	0	0	25,000	24,000	18,000	12,000	6,000	0	0
499930E	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	TPA	BA/BO commitments, City CAO permits, various City development permits, RCP	Activities: Vegetation management, weed control, plant replacement, irrigation management, vandalism repair.	120,000	0	0	0	0	0	50,000	40,000	30,000	0	0	0

**WSDOT**  
**Pursuant to ESHB 2322, Section 311 Quarterly Reporting Requirements for Capital Programs**  
**2019-21 Biennium Quarter 7**

PIN	Source PIN	Source Project Title	Rev. Package	Permit	Activity	Total	Prior	09 - 11	11 - 13	13 - 15	15 - 17	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	Future
499930E	450000A	SR 500/St Johns Blvd - Build Interchange	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, City of Vancouver AND Clark County CAO permits (wetland and buffer, habitat), RCP	10 acres wetland mitigation, constructed stormwater wetlands, roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	192,750	0	0	0	52,990	55,619	50,051	22,733	11,357	0	0	0
499930E	450208W	SR 502/I-5 to Battle Ground - Add Lanes	Nickel/TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Clark County CAO permits (wetland and buffer, habitat), stormwater management, RCP	100+ acres wetland mitigation on multiple sites, undetermined habitat mitigation on multiple sites, buffer mitigation, constructed stormwater wetlands, roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	653,062	0	0	0	173,687	265,092	122,094	41,080	37,911	13,198	0	0
499930E	450393A	SR 503/Lewisville Park Vicinity - Add Climbing Lane	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Clark County CAO permits (wetland and buffer, habitat)	5 acres wetland mitigation, 2 acres habitat/riparian mitigation. Activities: Vegetation management, weed control, plant replacement, vandalism repair, annual permit fees.	72,540	0	0	11,877	23,617	17,407	10,000	9,639	0	0	0	0
499930E	400595A	I-5/Salmon Creek to I-205 - Widening - Environmental Mitigation	Nickel	Corps 404, Ecology 401, HPA, BA/BO commitments, Clark County CAO permits (wetland and buffer, habitat), RCP	10 acres habitat mitigation, 0.5 acres wetland roadsides, stream realignment, limited roadside restoration. Activities: Vegetation management, weed control, plant replacement (includes traffic control), irrigation management, vandalism repair, annual permit fees.	43,064	0	0	25,203	9,862	4,000	4,000	0	0	0	0	0
499930E	414206F	SR 142/Bowman Cr/Snyder Canyon Cr Fish Pass. - Environmental Mit.	TPA	Corps 404, Ecology 401, HPA, BA/BO commitments, Klickitat County CAO permits (buffer, habitat)	2 acre wetland/riparian mitigation site, stream channel realignment. Activities: Vegetation management, weed control, plant replacement, vandalism repair, annual permit fees.	23,500	0	0	1,683	3,634	18,183	0	0	0	0	0	0
499930E	420508A	I-205/Mill Plain I/C to NE 18th St - Stage 1 - Env. Mitigation	TPA	BA/BO commitments, City CAO permits, various City development permits, RCP	Activities: Vegetation management, weed control, plant replacement, irrigation management, vandalism repair.	56,615	0	0	35,919	15,696	5,000	0	0	0	0	0	0
499930E	450008A	SR 500/I-205 Merge Lanes - Environmental Mitigation	TPA	Corps 404, Ecology 401, BA/BO commitments, City of Vancouver CAO permits (wetland and buffer)	0.5 acres wetland/riparian mitigation. Activities: Vegetation management, weed control, plant replacement, vandalism repair, annual permit fees.	7,652	0	0	2,004	648	5,000	0	0	0	0	0	0
599930E	501203X	SR 6 Tarlatt Slough Environmental Mitigation US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	TPA Nickel/TPA	ACOE 404 Ecology 401 HPA	Compensatory mitigation site management required through 2015 by Corps of Engineers and Department of Ecology. Includes site management oversight, plan approval, and adaptive management to achieve success.	433,865	0	0	0	0	36,900	396,365	0	0	0	600	0
599930E	501213E	US 12/Naches River N of Yakima - Stabilize Slopes	TPA	Corps	Roadside restoration	35,835	0	0	9,026	5,000	21,809	0	0	0	0	0	0
599930E	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	TPA	ACOE #NWS-2009-121 Ecology 401 HPA	Compensatory mitigation site management to meet Corps of Engineers and Department of Ecology permit requirements. Includes vegetation management, plantings, irrigation, and soil amendments.	72,790	0	0	8,772	32,452	31,566	0	0	0	0	0	0
599930E	541002L	SR 410/Rattlesnake Creek - Stabilize Slopes	TPA	HPA Ecology 401	Roadside restoration to meet Yakima County, WDFW, NMFS, and USFWS mitigation requirements. Includes vegetation management, replantings, and irrigation maintenance.	15,492	0	0	9,860	5,632	0	0	0	0	0	0	0
599930E	524002C	SR 240/Yakima River Vic - Remediation of Failing Wetland Mitigation Site	Nickel	HPA Ecology 401	Weed control, site management, and other future work to meet permitting requirements.	141,791	0	0	0	0	52,398	89,393	0	0	0	0	0
699930E	602704A	Management of Environmental Mitigation Site for SR 27 SR 27 Pine Creek Bridge Replacement	TPA	Corps Permit Mitigation	Weed control, replanting	115,225	0	0	0	0	0	63,362	51,862	0	0	0	0
699930E	627000E	SR 270 Pulman to Idaho State Line	Nickel	Corps Permit Mitigation	Weed control, replanting	144,720	0	0	1,314	251	5,039	67,612	70,504	0	0	0	0
699930E	600003A	North Spokane Corridor	Nickel	Corps Permit Mitigation	Weed control, replanting	464,274	0	0	92,508	77,881	47,198	246,687	0	0	0	0	0
809930E	809936Z	Sr 99 Alaskan Way Viaduct	TPA		Weed control, replanting	230,192	0	0	0	3,658	924	110,409	115,201	0	0	0	0
852030E	8B11003	SR 520 Bridge Replacement and HOV	TPA		Monitoring to fulfill commitments to resource agencies.	3,917,166	0	0	0	0	0	475,781	1,252,683	1,252,683	818,419	84,006	33,594