



**Washington State
Department of Transportation**

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November 16, 2022

Director David Schumacher
Office of Financial Management
PO Box 43113
Olympia, WA 98504-3113

Senator Marko Lias
Senate Transportation Committee
PO Box 40444
Olympia, WA 98504-0444

Representative Jake Fey, Chair
House Transportation Committee
PO Box 40600
Olympia, WA 98504-0600

RE: Reporting Connecting Washington Projects with benefits to transit, bicycle, or pedestrian elements

Dear Director Schumacher, Senator Lias and Representative Fey:

The 2022 Transportation Budget (ESSB 5689, Sec. 602) requires the Washington State Department of Transportation to report annually on the amounts expended to benefit transit, bicycle, or pedestrian elements within Connecting Washington projects in the Improvement (I), Preservation (P), and Local Program (Z) programs as identified in LEAP Transportation Document 2022-2 ALL PROJECTS as developed March 9, 2022.

For Fiscal Year 2022, 34 projects meet the reporting requirements of Section 602 (See attached report).

Please contact me at 360-705-7121 or alexanja@wsdot.wa.gov if you have questions on the attached material or need additional information.

Sincerely,

[Signature on File]

Jay Alexander, Director
Capital Program Development and Management
Washington State Department of Transportation

JA:dw
Enclosure

cc: Jenna Forty, OFM
Ruth Roberson, OFM
Kyle Mckeon, WSDOT
Stephanie Tax, WSDOT

Erik Hansen, OFM
Kelly Simpson, Senate Transportation Committee
Mark Matteson, House Transportation Committee

2022 Transportation Budget

ESSB 5689, Section 602

Fiscal Year 2022 Report

Sec. 602. (1) By November 15th of each year, the department of transportation must report on amounts expended to benefit transit, bicycle, or pedestrian elements within all connecting Washington projects in programs I, P, and Z identified in LEAP Transportation Document 2022-2 ALL PROJECTS as developed March 9, 2022. The report must address each modal category separately and identify if eighteenth amendment protected funds have been used and, if not, the source of funding. (2) To facilitate the report in subsection (1) of this section, the department of transportation must require that all bids on connecting Washington projects include an estimate on the cost to implement any transit, bicycle, or pedestrian project elements.

Program	Project	Project Title	Total Calculated Benefit for FY 2022 ³				18th Amendment Protected Funds Y/N/Partial	Source of Funds
			Transit	Bike	Pedestrian	Total		
I	M00100R	I-5 JBLM Corridor Improvements ¹	0	43,221	43,221	86,441	Y	CWA
I	M00400R	SR 520 Seattle Corridor Improvements - West End ¹	24,219,438	4,169,450	6,020,042	34,408,930	Y	CWA
I	M00500R	I-90 Snoqualmie Pass - Widen to Easton ^{1,4}	0	0	0	0	Y	CWA
I	M00600R	SR 167/SR 509 Puget Sound Gateway ¹	403,624	226,343	729,135	1,359,102	Y	CWA
I	M00800R	US 395 North Spokane Corridor ¹	0	1,900,858	1,990,310	3,891,168	Y	CWA
I	M00900R	I-405 Renton to Lynnwood - Corridor Widening ¹	30,450,331	882,058	441,143	31,773,531	Y	CWA
I	L1000157	SR 14 Access Improvements	0	0	12	12	Y	CWA
I	L1100101	SR 520/148th Ave NE Overlake Access Ramp	37,460	0	105,959	143,419	Y	CWA
I	L1100110	I-5/Marvin Road/SR 510 Interchange	0	148	1,033	1,180	Y	CWA
I	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes ²	0	0	0	0	Y	CWA
I	L2000058	US 195/Colfax to Spangle - Add Passing Lane ^{1,4}	0	0	0	0	Y	CWA
I	L2000094	I-90/Medical Lake & Geiger Interchanges ¹	4,780	67,347	67,347	139,475	Y	CWA
I	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes ⁴	0	0	0	0	Y	CWA
I	L2000117	SR 501/I-5 to Port of Vancouver ¹	1,586,316	194,436	74,911	1,855,664	Y	CWA
I	L2000119	I-5/Northbound on-ramp at Bakerview	0	0	46,261	46,261	Y	CWA
I	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads ¹	0	46,047	150,348	196,395	Y	CWA
I	L2000127	US 395/Ridgeline Intersection	0	0	59,823	59,823	Y	CWA
I	L2000170	SR 125/9th Street Plaza - Intersection Improvements ¹	48,228	48,228	120,570	217,026	Y	CWA
I	L2000201	I-90/Eastgate to SR 900 - Peak Use Shoulder	246,654	1,584	7,400	255,639	Y	CWA
I	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	1,212	65	65	1,342	Y	CWA
I	N00200R	US Hwy 2 Safety	2,374	0	0	2,374	Y	MVA-S
I	N92040R	SR 9/SR 204 Interchange ¹	0	0	52,124	52,124	Y	CWA
Z	G2000011	Mountains to Sound Greenway	0	3,363,405	3,363,405	6,726,809	Y	CWA
Z	G2000013	SR 520 Trail Grade Separation at 40th Street	0	4,456,767	4,456,767	8,913,534	Y	CWA
Z	G2000018	City of Pacific - Interurban Trail	0	234,623	234,623	469,247	Y	CWA
Z	G2000021	Lake City Business District Sidewalks	0	865,000	865,000	1,730,000	Y	CWA
Z	L1000081	Community Facilities District Improvements (Redmond) ¹	0	14,194	14,194	28,388	Y	CWA
Z	L1000094	Issaquah - Fall City Road	0	10,000	15,000	25,000	Y	CWA
Z	L2000065	SR 502 Main Street Project/Widening	0	0	59,000	59,000	Y	CWA
Z	L2000104	Covington Connector	457,288	266,223	689,270	955,493	Y	CWA
Z	L2000120	Orchard Street Connector	0	452,380	397,381	849,761	Y	CWA
Z	L2000137	Sammamish Bridge Corridor	0	1,215,533	1,395,656	2,611,189	Y	CWA
Z	L2000171	35th Street Mill Creek	0	176,701	176,701	353,402	Y	CWA
Z	L2000181	South Lander Street	0	10,475	10,475	20,951	Y	CWA

Footnotes:

1. Projects can include multiple contracts. Only benefits from those contracts that were awarded are being shown.
2. Currently awarded contracts within this project do not produce benefits for transit, pedestrians, or bicycles. Future contracts may produce some benefits for transit, pedestrians, or bicycles.
3. Calculated costs are based on the contractor's estimate of the benefit to transit, pedestrians, and bikes applied as a percentage to the expenditures that occurred in the reporting period.
4. Project does produce benefits for transit, pedestrians, or bicycles. For Fiscal Year 2022 there were no actual expenditures to report.