



2024 Supplemental Budget - Capital Improvement and Preservation Programs

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Secretary of Transportation

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Executive Summary

Introduction

The Washington State Department of Transportation (WSDOT) provides and supports safe, reliable and cost-effective transportation options to improve communities and economic vitality for people and businesses. Our state transportation system impacts each resident and visitor of our state every single day. It's how kids get to school, employees make it to work, sightseers take in the state's natural wonders, first responders respond to emergencies and goods make it from producers to consumers.

WSDOT is responsible for the backbone of Washington State's multimodal transportation system, including managing 20,000 lane miles of state highways, a state ferry system with 21 vessels and 20 terminals, 15 airports, short line railroad, and contracting the operation and preservation of the Amtrack Cascades passenger rail service. Collectively, the assets that make up these systems have a replacement cost of approximately \$200 billion.

Transportation is critical to Washington State's prosperity. In 2021, U.S. News and World Report ranked our state best in the nation, with high ranks in economy, infrastructure, and fiscal stability providing the major contributions for the number one ranking. This prosperity depends on a well-functioning transportation system. Half a trillion dollars of goods and services move through our transportation system each year, and 1.4 million jobs are directly tied to trade.

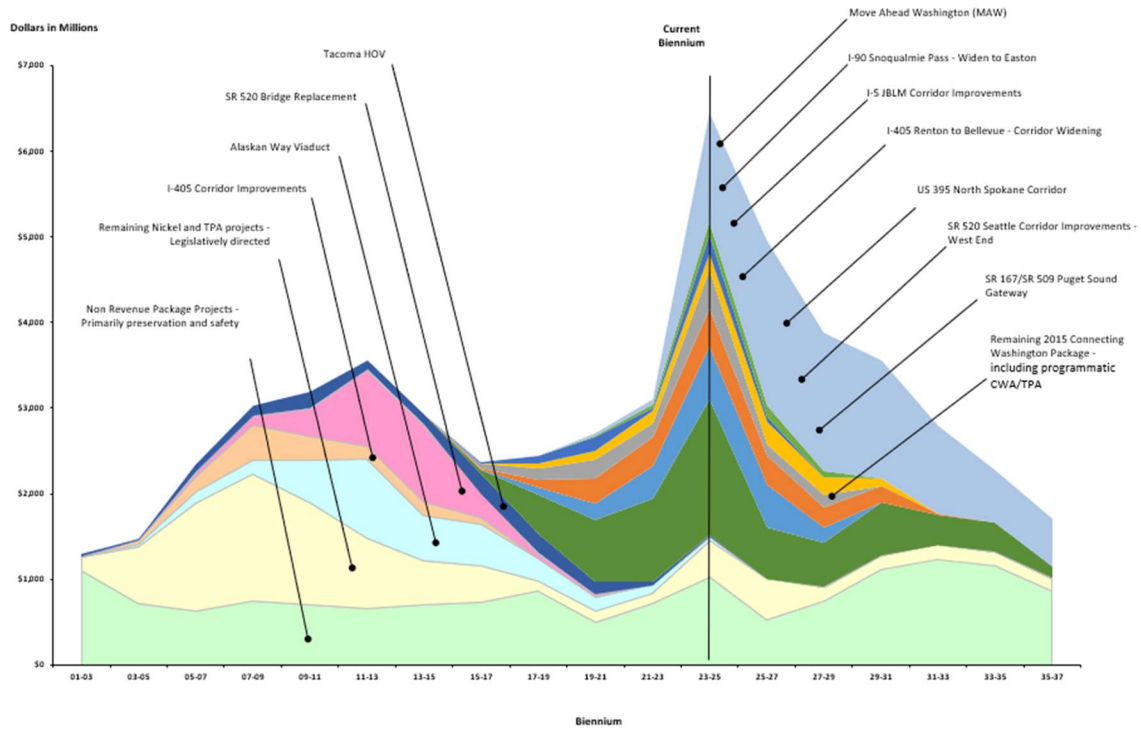
The Capital Improvement and Preservation Program (CIPP) reflects the direction provided by the Legislature, and WSDOT is ready to provide information and data in support of the decision-making process to maximize the return on investment. There are many challenges, and therefore many opportunities, ahead to:

- Preserve the existing infrastructure to successfully navigate these challenges and capitalize on opportunities sustainably and equitably, both now and into the future,
- Save lives,
- Meet fish passage obligations,
- Address justice, equity, diversity, and inclusion,
- Meet the challenge of climate change,
- Prepare for the Cascadia Subduction Zone earthquake, and
- Move people and our economy.

Delivering Legislative Priorities

The transportation budget for 2023-25 includes as large a capital program as WSDOT has ever delivered, at an amount of \$8.58 billion, which is \$3.88 billion more than 21-23, and \$4.0 billion more than the 2011-13 biennium, which was the peak of the construction resulting from the Nickel and Transportation Partnership Act (TPA) programs. The main reason for the size of the 2023-25 capital program is Highway Improvements identified and passed as part of the Connecting Washington and Move Ahead Washington revenue packages.

**WSDOT Highway Construction Program with Revenue Packages
2024 Supplemental Budget Submittal**
24DOT001 (Excludes sub-programs 16 and 17)



Workforce Impacts

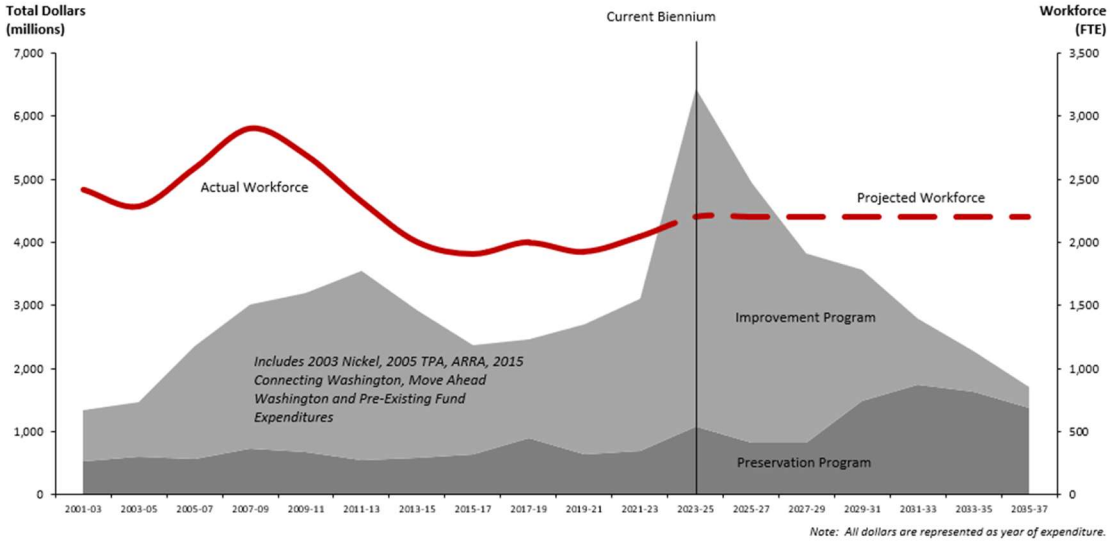
As the department completes the Nickel and Transportation Partnership Packages, there are impacts to workforce at the program and regional levels. While implementing the Connecting Washington Transportation package, WSDOT estimates it will require between 2,100 to 2,300 Full Time Equivalents (FTEs) in the Highway Construction program, with additional workforce needs being addressed by consultants.

As the department delivers the large Highway Construction program, there are key workforce considerations to meet to be successful:

- Establishing a resilient staffing level to successfully deliver core business services through attrition of experienced engineering staff.
- Retaining and recruiting a strong talent pool in a strong job market.
- Providing effective training for WSDOT staff to successfully deliver the construction program.

**2023-2025 Budget Submittal - Highway Construction Program
Program Expenditures and Workforce Projection**

Includes the Improvement and Preservation Programs with the exception of expenditures reimbursed by Sound Transit.



Performance Challenges

Current Preservation Funding Meets Only 40% of Need

Washingtonians own a multimodal state transportation system that would cost nearly \$200 billion to replace, but we’re not spending what we need to keep that system in good working order. This threatens the safety and reliability of our transportation system as well as past investments by taxpayers.

While transportation packages like Connecting Washington and Move Ahead Washington made some progress to invest in our current system’s overall health, the backlog remains, and the most recent budget is a setback.

- Through the 2027-29 biennium, Highways Preservation funded lower than prior to Move Ahead Washington– 40% of need compared to 50%.
- WSDOT is attempting to minimize disruptions and safety risks due to failed assets, but disruptions are inevitable at these preservation funding levels.

The summer 2023 construction season will see much needed statewide preservation work; however budget constraints will greatly limit any new preservation construction for the remainder of the biennium. This means the backlog of work that needs to be done will continue to grow and preservation work will happen on an emergency basis only. As a result, WSDOT will be forced into a reactive posture instead of being able to proactively improve the health of our state’s transportation system.

Given the current backlogs, it would cost \$2.07 billion each year to meet all of WSDOT's maintenance and preservation needs, but the agency receives less than half those funds. Each year WSDOT's maintenance and preservation funding gap is \$1.1 billion, or \$11 billion for 10 years.

This backlog didn't develop overnight, and it's not limited to just one part of the agency.

Currently:

- **Pavement**
 - 3,490 lane miles of pavement are due for preservation, another 6,000 are past due, and 1,390 lane miles are in poor condition; currently paving 920 lane miles per year.
- **Bridges**
 - 16 bridges need replacement, 36 more need major rehabilitation; 4 are being replaced.
 - 50 steel bridges are due for painting, 57 are past due; 3 are being painted.
 - 87 concrete bridge decks are due for repair, and 72 more are past due; 24 decks are being resurfaced.
- **Ferries**
 - WSDOT's ferry vessels experienced 539 days of unscheduled maintenance in FY22 which is a slight increase from 516 in FY21.
- **Rail**
 - 25% of the Palouse River and Coulee City Railroad (PCC) is in poor condition; 80% of the system is operated at 10 MPH or less *
- **Facilities**
 - 42% of WSDOT-owned buildings are more than 50 years old; 44% are in poor condition. * Concerns include asbestos, failing to meet pollution discharge and clean building standards, outdated and inefficient systems.

*2021 figures

Investment needed for State of Good Repair 2022 – 23 Comparison

Asset Category	Replacement Value	Average Annual Need	2022 current budget annual average spending	2022 average annual funding shortfall	2023 current budget annual average spending	2023 average annual funding shortfall	2022 – 23 shortfall comparison
Highways (Includes delivering Complete Streets with preservation funds)	\$123 billion	\$1.265 billion	\$775 million	\$490 million	\$495 million	\$770 million	+ \$280 million
Multimodal (i.e. Aviation, Public Transportation, Rail)	\$1 billion	\$115 million	\$60 million	\$55 million	\$60 million	\$55 million	\$0
Intra-Agency (i.e. IT, Facilities, Fleet, Real Estate)	\$70 billion	\$185 million	\$80 million	\$105 million	\$90 million	\$95 million	- \$10 million
Ferries	\$5 billion	\$510 million	\$330 million	\$180 million	\$330 million	\$180 million	\$0
TOTAL	\$199 billion	\$2.075 billion	\$1.245 billion	\$830 million	\$975 million	\$1.1 billion	+ \$270 million

Notes: Figures rounded to the nearest \$5M of \$1B

State of Good Repair funding need is Preservation and Maintenance funding numbers combined.

It is assumed that approximately 50% of the additional Highways Preservation dollars provided by Move Ahead Washington, excluding the funding provided for Highway Maintenance, will be needed to implement the Complete Streets proposal in conjunction with those projects.

The funding numbers above (excluding Replacement Value) represent 10-year annual averages.

Bridge Needs and the JLARC Audit

One of the recommendations from JLARC Report 19-07, [Follow-Up on WSDOT’s Long-Term Estimates of Bridge Preservation Needs](#), was that “WSDOT and OFM should develop and implement a plan to communicate long-term bridge preservation needs accurately, reliably, and transparently.” WSDOT and OFM have agreed to use the agency budget request and supporting documentation in the CIPP to communicate long-term bridge preservation needs. There has been no update of this information from what was included in the 21-23 CIPP Book.

Future Challenges with Redistributed Federal Funds

Each federal transportation act authorizes funding over a multi-year time period, which in turn tells states how much apportionment they can expect to receive over the life of the act. There are also annual limitations put in place on the amount of funds that a state can obligate in a given federal fiscal year. This is known as obligational authority (“OA”) and is almost always lower than the yearly apportionment. The balance of the difference between OA and apportionment carries over into the following fiscal year.

Every August, FHWA reaches out to states to determine if they will obligate 100% of their OA for the year and then calculates a pool of returned OA from states that are unable to fully obligate their OA. This pool is then redistributed as additional OA to states who have both apportionment balances and projects ready to obligate. Due to WSDOT’s strategy of utilizing overprogramming in our preservation program to ensure we are always able to fully obligate our federal program, we have also been successful at receiving high rates of redistributed OA each year; however, this year we have finally used up the balance between apportionment and OA, which will limit our ability to receive any distributed funds for the next federal fiscal years until a balance is built up again.

Meeting Fish Passage Obligations

The MAW package provided an additional \$2.4 billion in funding for the fish passage program in support of Washington State’s obligation through 2030. Additional funding will be needed beyond that time period to correct the remaining 10% required by the injunction as well as newly identified barriers since the 2013 injunction was issued. WSDOT is aggressively pursuing our 2030 Delivery Plan to comply with the portion of the federal court injunction to open 90% of the blocked habitat identified in 2013 by 2030. However, the fish passage program is susceptible to the same risks facing the capital transportation program. As of June 2023, WSDOT has corrected 114 injunction barriers, improving access to more than 500 miles of habitat, since the establishment of the injunction.

Capital Program Highlights

Facilities

- \$4 million for design of a new TEF Corson building.
- \$1.527 million for radio tower HVAC equipment.

Highway Construction

- L2021089 Liberty Park Bridge Spokane – requesting \$2m in federal appropriation authority for Connecting Communities grant.
- Currently unfunded increases associated with the 405 Program are reflected as negative values in the project list.
- 100521W I-5/NB Seneca St to Sr 520 – Mobility Improvements: \$2,755,000 increase, partially due to Sign Bridge work, partially due to Traffic Control labor increases.

- L2000238 SR 900 Pedestrian Safety: \$395,000 Local increase.
- Several projects unfunded in the 2023 Legislative session have increases necessary to close out contracts.

Ferries

- \$40.5 million for cost increases on Jumbo Mark II conversion (3 vessels)(\$30.5 m total);
- \$7.3 million for dispatch system increase; (\$3.7m total)
- \$33.2 million for cost increases on the HEOCs(\$73.1m total); This is offset elsewhere in the Ferries program.
- \$3.0 million for a new vessel predesign;
- \$1.3 million for an enterprise asset management system (\$2.3 m total);
- \$4.4 million for cost increase on Mukilteo Terminal Improvement project (\$3.5m total)
- \$6.1 million for a cost increase on the terminal electrification program(\$35.8m total)
- \$2.1 million to replace fire fighting equipment;\$21 million for new starts (preservation, port security, additional federal)

Moving Forward

The Capital Improvement and Preservation Program (CIPP) reflects the direction provided by the Legislature, and WSDOT is ready to provide information and data in support of the decision-making process to maximize the return on investment.

The single greatest unmitigated risk to the multimodal transportation system is the insufficient amount for preserving the system. Left unaddressed, congestion will worsen substantially, portions of the system relied upon today will be unusable, and the hidden tax of a dilapidated system will likely triple to quintuple. WSDOT is forced to make tradeoff decisions today that either are inequitable for citizens today, as some locations are properly preserved while others are not, or are inequitable in the near future by adding substantially to the deferred preservation liability.

Project Variance Report

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Facilities Capital															
D3	D300701	Statewide Administrative Support	1,033,000	1,033,000	-	1,076,000	1,076,000	-	15,499,000	15,497,195	(1,805)				
D3	D309701	Preservation and Improvement Minor Works Projects	4,764,000	3,154,478	(1,609,522)	14,836,000	14,859,629	23,629	204,174,000	218,448,078	14,274,078		X		Fills in out biennia program values
D3	D311701	NPDES Facilities Projects	500,000	157,317	(342,683)	2,250,000	2,592,000	342,000	17,704,000	17,704,000	-				
D3	D3212301	Radio Site HVAC Systems	300,000	300,000	-	-	-	-	300,000	300,000	-				
D3	D323TUMD	Facilities Tumwater Site Building Demolition Funding	-	-	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-				
D3	D3400301	Buildings - Clean Energy Compliance	-	-	-	15,457,000	15,457,000	-	25,238,000	25,238,000	-				
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	505,000	504,250	(750)	506,000	505,500	(500)	5,839,000	5,834,978	(4,022)				
D3	D3PW001	Northup Pre-Wash NPDES	1,961,000	1,665,814	(295,186)	-	328,186	328,186	1,961,000	1,994,000	33,000				
D3	D3PW002	Wandermere Pre-Wash NPDES	-	-	-	517,000	517,000	-	517,000	517,000	-				
D3	D3PW003	Geiger Pre-Wash NPDES	-	-	-	517,000	517,000	-	517,000	517,000	-				
D3	L1000151	Olympic Region Maintenance and Administration Facility	3,667,000	3,665,638	(1,362)	-	2,957	2,957	61,054,000	61,054,000	(0)				
D3	L2000287	Northwest Region Headquarters Renovation	2,655,000	2,586,106	(68,894)	-	-	-	14,514,000	13,985,000	(529,000)		X		COP funding has been removed from the project per COP accounting policies.
D3	L2021036	Dayton Avenue COP Payments	4,025,000	4,024,306	(694)	4,025,000	4,025,250	250	40,250,000	40,250,000	-				
D3	L2021185	Truck Parking Expansion	-	-	-	1,200,000	1,200,000	-	1,200,000	1,200,000	-				

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Highway Improvement															
I1	000015R	Dept of Revenue - Sales Tax on Projects on Federal/Tribal land	1,000	-	(1,000)	-	1,000	1,000	87,000	87,000	-				Old project with close out costs in 23-25 biennium.
I1	099905Q	Local Funds Placeholder for Improvement Program	10,000,000	10,000,000	-	10,000,000	10,000,000	-	90,000,000	90,000,000	-				
I1	0B11002	Pedestrian & Bicycle Improvements	184,000	184,000	-	159,000	159,000	-	3,975,000	3,975,000	-				
I1	0B1100A	Mobility Reappropriation for Projects Assumed to be Complete	7,000	-	(7,000)	-	7,000	7,000	14,136,000	14,136,000	-				
I1	0B1100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	548,000	287,000	(261,000)	-	261,000	261,000	869,000	869,000	-				Updated contractor's schedule
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor	100,000	100,000	-	200,000	200,000	-	1,076,000	1,076,000	-				
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	-	-	-	-	-	-	1,943,000	1,943,000	-				
I1	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	30,090,000	28,105,000	(1,985,000)	938,000	5,678,000	4,740,000	34,846,000	37,601,000	2,755,000		X		Project increase associated with addressing sign bridges, traffic control, project delays and lane closures.
I1	100904B	SR 9/176th Street SE to SR 96 - Widening	2,196,000	2,176,000	(20,000)	13,126,000	13,146,000	20,000	21,922,000	21,922,000	-				Project reappropriation for 23-25 biennium.
I1	140504C	I-405/SR 167 Interchange - Direct Connector	-	-	-	-	-	-	27,905,000	27,905,000	-				
I1	140511A	I-405 South Downtown Access Study Support	51,000	2,000	(49,000)	-	49,000	49,000	209,000	209,000	-				Project reappropriation for 23-25 biennium.
I1	140567H	I-405/NE 85th St Interchange - Toll Infrastructure	1,000,000	639,000	(361,000)	9,500,000	9,114,000	(386,000)	22,864,000	22,440,000	(424,000)				Deputy Secretary Scarton directed the SR 167 Toll System Upgrade project awarded based on legislative leadership support in a Four Corners letter. An increase is shown as a 405 Toll fund source. There is also a decrease in the I-405 Rehabilitation & Replacement BIN (1405RRT) in the preservation program, as the SR 167 Toll Upgrade project allows some Toll system preservation previously planned in this BIN to no longer be necessary.
I1	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	31,000	4,000	(27,000)	-	27,000	27,000	22,566,000	22,566,000	-				Project reappropriation for 23-25 biennium.
I1	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	28,000	28,000	-	-	-	-	145,637,000	145,637,000	-				
I1	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	-	-	-	-	-	-	1,868,000	1,868,000	-				
I1	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	150,000	150,000	-	-	-	-	7,605,000	7,605,000	-				
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	-	-	-	-	-	-	17,435,000	17,435,000	-				
I1	300344D	SR 3/Belfair Area - Widening and Safety Improvements	199,000	254,000	55,000	-	5,000	5,000	26,485,000	26,545,000	60,000				Old project with close out costs in 23-25 biennium.
I1	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	42,887,000	42,701,000	(186,000)	15,452,000	15,638,000	186,000	1,347,949,000	1,347,949,000	-				
I1	310107B	US 101/Shore Rd to Kitchen Rd - Widening	4,000	4,000	-	-	-	-	51,059,000	51,059,000	-				
I1	316204C	SR 162/Right of Way Acquisition for Tehaleh Development	594,000	1,312,000	718,000	-	3,232,000	3,232,000	605,000	4,555,000	3,950,000		X	X	Project increase due to need to acquire additional parcels for Tehaleh Development. Project is funded from MVA-L.
I1	316706C	SR 167/SR 410 to SR 18 - Congestion Management	32,619,000	31,167,000	(1,452,000)	13,584,000	19,959,000	6,375,000	129,451,000	129,473,000	22,000				Deputy Secretary Scarton directed the SR 167 Toll System Upgrade project awarded based on legislative leadership support in a Four Corners letter. An increase is shown as a 405 Toll fund source. There is also a decrease in the I-405 Rehabilitation & Replacement BIN (1405RRT) in the preservation program, as the SR 167 Toll Upgrade project allows some Toll system preservation previously planned in this BIN to no longer be necessary.
I1	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	-	-	-	-	-	-	85,548,000	85,548,000	-				
I1	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	-	-	-	-	-	-	152,370,000	152,370,000	-				
I1	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	-	-	-	-	-	-	34,903,000	34,903,000	-				
I1	400520D	I-5/0.5 Mile North of Interstate Bridge to NE 99th St SB - Bus Lane	17,000	17,000	-	-	-	-	3,992,000	3,992,000	-				
I1	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	-	-	-	-	-	-	48,772,000	48,772,000	-				
I1	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage	-	-	-	-	-	-	38,275,000	38,275,000	-				
I1	450208W	SR 502/I-5 to Battle Ground - Add Lanes	16,000	16,000	-	-	-	-	81,765,000	81,765,000	-				
I1	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	99,000	59,000	(40,000)	-	40,000	40,000	51,652,000	51,652,000	-				Project reappropriation for 23-25 biennium.
I1	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	3,000	-	(3,000)	13,000	16,000	3,000	5,371,000	5,371,000	-				Project reappropriation for 23-25 biennium.
I1	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridge	-	-	-	-	-	-	2,013,000	2,013,000	-				
I1	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	4,000	-	(4,000)	-	4,000	4,000	41,021,000	41,021,000	-				Project reappropriation for 23-25 biennium.
I1	524003S	SR 240/Kingsgate Way - Signalize Intersection	-	-	-	-	-	-	950,000	950,000	-				
I1	600010A	US 395/North Spokane Corridor	-	-	-	-	-	-	222,843,000	222,843,000	-				
I1	609049B	I-90/Spokane to Idaho State Line - Corridor Design	1,379,000	45,000	(1,334,000)	-	1,334,000	1,334,000	10,348,000	10,348,000	-				
I1	809936Z	SR 99/Alaskan Way Viaduct - Replacement	116,696,000	98,454,000	(18,242,000)	23,794,000	42,036,000	18,242,000	3,324,618,000	3,324,618,000	-				Project reappropriation for 23-25 biennium.
I1	809940B	SR 99/Viaduct Project - Construction Mitigation	7,000	7,000	-	-	-	-	37,837,000	37,837,000	-				
I1	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	452,000	301,000	(151,000)	-	151,000	151,000	83,931,000	83,931,000	-				Project reappropriation for 23-25 biennium.

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
I1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	20,962,000	12,234,000	(8,728,000)	340,020,000	326,248,000	(13,772,000)	655,038,000	619,038,000	(36,000,000)		X		Deputy Secretary Scarton directed the SR 167 Toll System Upgrade project awarded based on legislative leadership support in a Four Corners letter. An increase is shown as a 405 Toll fund source. There is also a decrease in the I-405 Rehabilitation & Replacement BIN (1405RRT) in the preservation program, as the SR 167 Toll Upgrade project allows some Toll system preservation previously planned in this BIN to no longer be necessary.
I1	L2000246	SR 104 Realignment for Ferry Traffic	15,000	15,000	-	-	-	-	500,000	500,000	-				
I1	L2000255	SR 548 (Bell Road)/Peace Portal Drive Intersection	595,000	94,000	(501,000)	-	501,000	501,000	939,000	939,000	-				Project reappropriation for 23-25 biennium.
I1	L2021089	Liberty Park Land Bridge- Spokane	-	-	-	2,000,000	5,000,000	3,000,000	4,000,000	9,000,000	5,000,000	X	X		
I1	L2021128	I-5 Nisqually Delta: Marvin Rd to Mounts Rd	3,193,000	-	(3,193,000)	5,760,000	8,953,000	3,193,000	9,650,000	9,650,000	-				#N/A
I1	L2021133	Federal Funds Exchange Pilot Placeholder	-	-	-	25,000,000	25,000,000	-	25,000,000	25,000,000	-				
I1	L4000008	I-5 Nisqually Delta	-	-	-	-	-	-	58,500,000	58,500,000	-				
I1	L4000009	US 101 Interchange West Olympia Project	-	-	-	-	-	-	6,000,000	6,000,000	-				
I1	L4000010	SR 104 Realignment for Ferry Traffic	-	-	-	4,913,000	4,913,000	-	18,555,000	18,555,000	-				
I1	L4000016	SR 3/Belfair Area - Widening and Safety Improvements (Phase 2)	-	-	-	-	-	-	42,608,000	42,608,000	-				
I1	L4000017	SR 3/Gorst Area - Widening	-	-	-	16,000,000	16,000,000	-	74,298,000	74,298,000	-				
I1	L4000054	I-5 Columbia River Bridge	71,793,000	71,793,000	-	275,000,000	275,000,000	-	2,820,002,000	2,820,002,000	-				
I1	L4000056	US 2 Trestle Capacity Improvements & Westbound Trestle Replacement	3,000,000	590,000	(2,410,000)	17,000,000	19,410,000	2,410,000	210,541,000	210,541,000	-				Project reappropriation for 23-25 biennium.
I1	L4000117	SR 99 BAT Lanes: 148th St SW to Airport Rd - Everett	-	-	-	-	-	-	30,072,142	30,072,142	-				
I1	M00100R	I-5 JBLM Corridor Improvements	35,885,000	28,937,000	(6,948,000)	206,917,000	213,865,000	6,948,000	555,798,000	555,798,000	-				Project reappropriation for 23-25 biennium.
I1	M00400R	SR 520 Seattle Corridor Improvements - West End	382,071,000	336,101,000	(45,970,000)	399,859,000	445,829,000	45,970,000	2,062,169,000	2,062,169,000	-				Project reappropriation for 23-25 biennium.
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	403,471,000	387,474,000	(15,997,000)	873,505,000	893,456,000	19,951,000	2,654,706,000	2,656,160,000	1,454,000	X			Project reappropriation for 23-25 biennium.
I1	M00800R	US 395 North Spokane Corridor	169,151,000	143,368,000	(25,783,000)	166,206,000	191,989,000	25,783,000	1,056,585,000	1,056,585,000	-				Project reappropriation for 23-25 biennium.
I1	M00900R	I-405/Renton to Bellevue - Corridor Widening	207,103,000	162,068,000	(45,035,000)	435,614,000	464,483,000	28,869,000	1,280,970,000	1,288,552,000	7,582,000		X		Deputy Secretary Scarton directed the SR 167 Toll System Upgrade project awarded based on legislative leadership support in a Four Corners letter. An increase is shown as a 405 Toll fund source. There is also a decrease in the I-405 Rehabilitation & Replacement BIN (1405RRT) in the preservation program, as the SR 167 Toll Upgrade project allows some Toll system preservation previously planned in this BIN to no longer be necessary.
I1	N00900R	SR 9/Marsh Road to 2nd Street Vic - Widening with Bridge Construction	9,991,000	6,323,000	(3,668,000)	97,793,000	101,461,000	3,668,000	142,100,000	142,100,000	-				Project reappropriation for 23-25 biennium.
I1	N52600R	SR 526 Corridor Improvements	5,761,000	4,641,000	(1,120,000)	32,146,000	33,266,000	1,120,000	47,197,000	47,197,000	-				Project reappropriation for 23-25 biennium.
I1	N92040R	SR 9/SR 204 Interchange	34,526,000	30,100,000	(4,426,000)	15,941,000	20,367,000	4,426,000	69,144,000	69,144,000	-				Project reappropriation for 23-25 biennium.
I1	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/En)	2,223,000	1,510,000	(713,000)	15,000,000	15,713,000	713,000	34,627,000	34,627,000	-				Project reappropriation for 23-25 biennium.
I1	SHORT234	Shortfall - I-405/SR 522 to I-5 Capacity Improvements	-	-	-	-	-	-	-	(254,000,000)	(254,000,000)	New	X		Represents the difference between the current budget and the Brickyard project award based on legislative support in a Four Corners letter.
I1	T10300R	SR 28 East Wenatchee Corridor Improvements	2,378,000	2,166,000	(212,000)	11,647,000	11,859,000	212,000	61,497,000	61,497,000	-				Project reappropriation for 23-25 biennium.
I1	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	2,798,000	6,983,000	4,185,000	-	-	-	115,001,631	115,001,631	0				Adjusting cashflow to account for updated contractor delivery schedule.
I1	T20700SC	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interch	310,000	257,000	(53,000)	39,041,000	39,094,000	53,000	68,729,000	68,729,000	-				Project reappropriation for 23-25 biennium.
I1	T20900R	US-12/Walla Walla Corridor Improvements	84,807,000	83,626,000	(1,181,000)	21,000,000	22,181,000	1,181,000	183,208,000	183,208,000	-				Project reappropriation for 23-25 biennium.
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	1,642,000	574,000	(1,068,000)	6,208,000	7,276,000	1,068,000	72,413,000	72,413,000	-				Project reappropriation for 23-25 biennium.
I1	T30400R	SR 3 Freight Corridor	2,830,000	2,499,000	(331,000)	35,465,000	35,796,000	331,000	78,912,000	78,912,000	-				Project reappropriation for 23-25 biennium.
I1	T32700R	SR 510/Yelm Loop Phase 2	6,191,000	4,597,000	(1,594,000)	47,235,000	48,829,000	1,594,000	75,000,000	75,000,000	-				Project reappropriation for 23-25 biennium.
I1	T32800R	SR 518 Des Moines Interchange Improvement	611,000	611,000	-	-	-	-	13,426,000	13,426,000	-				
I2	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	1,137,000	4,000	(1,133,000)	-	1,133,000	1,133,000	81,560,000	81,560,000	-				Project reappropriation for 23-25 biennium.
I2	099902I	Safety Project Reserve - Collision Reduction	-	-	-	-	-	-	187,227,000	187,227,000	-				
I2	099902J	Safety Project Reserve - Collision Prevention	-	-	-	-	-	-	436,856,000	436,856,000	-				

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Traffic Operations Capital															
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	16,118,000	8,904,287	(7,213,713)	8,479,000	14,877,404	6,398,404	88,358,000	88,224,255	(133,745)				Re-Approp from 21-23
Q3	000009Q	Challenge Seattle	3,630,000	3,018,258	(611,742)	475,000	1,150,602	675,602	5,538,000	5,601,036	63,036				Re-Approp from 21-23
Q3	000041P	Truck Parking Grant	870,000	273,028	(596,973)	1,326,000	1,856,487	530,487	2,356,000	2,352,649	(3,351)				Re-Approp from 21-23
Q3	0000XXX	Permit Database Improvements	1,501,000	-	(1,501,000)	515,000	1,513,753	998,753	2,274,000	2,270,632	(3,368)				Re-Approp from 21-23
Q3	0000YYY	SR 7/Pacific Highway Crossing and Signalization	-	-	-	3,080,000	3,080,000	-	3,080,000	3,080,000	-				
Q3	L2021122	Reducing Rural Roadway Departures Program	-	-	-	4,000,000	4,000,000	-	12,000,000	12,000,000	-				

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
W2	L2021131	Future Hybrid Electric Ferry Class Pre-Design Study	-	-	-	-	3,000,000	3,000,000	3,000,000	3,000,000	-				Previously requested, and still desired. Each day that this pre-design study is delayed will result with a day delay on delivery. Teach day in delay will mean extending older less reliable ships. This will cause service disruptions and increased maintenance preservation needs for overall fleet to maintain older ships.
W2	L2021137	Clean Fuel Ferry Reserve	-	-	-	-	-	-	-	-	-	New			
W2	L2021183	Hybrid Electric Olympic Class Procurement	620,000	-	(620,000)	2,782,000	-	(2,782,000)	11,919,000	-	(11,919,000)	delete	X	X	Programmed under the L2021073 BIN
W2	L2200083	ADA Visual Paging Project	1,000	-	(1,000)	-	2,750,000	2,750,000	1,518,000	7,013,464	5,495,464		X	X	Increase due to inclusion of 990052H ADA Visual Paging
W3	999910K	Emergency Repair	19,940,000	11,827,430	(8,112,570)	5,000,000	24,259,984	19,259,984	66,559,000	92,689,985	26,130,985		X	X	Increased due to emergent needs.

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Y5	L1100080	Port of Moses Lake	8,090,000	1,299,247	(6,790,753)	10,316,000	17,107,905	6,791,905	23,903,000	23,903,001	1				
Y5	L2000173	Connell Rail Interchange	-	0	0	14,554,000	14,553,146	(854)	15,002,000	15,000,000	(2,000)				
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000	-	1,469,000	1,469,000	-	7,337,000	7,337,000	-				
Y5	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	9,095,000	3,925,119	(5,169,881)	6,699,000	12,004,864	5,305,864	52,804,000	53,032,554	228,554				
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	1,102,000	873,523	(228,477)	-	227,394	227,394	1,152,000	1,150,000	(2,000)				
Y5	L2000359	Aberdeen US 12 Highway-Rail Separation	696,000	402,785	(293,215)	-	289,858	289,858	704,000	700,000	(4,000)				
Y5	L2000361	Jones/John Liner Road BNSF Railroad Undercrossing	367,000	-	(367,000)	-	366,407	366,407	851,000	850,000	(1,000)				
Y5	L2021053	Chelatchie Prairie Railroad Bridge and Rehab Work	2,739,000	18,608	(2,720,392)	-	2,720,392	2,720,392	2,739,000	2,739,000	-				
Y5	L2021138	Spokane Transload Center Rail Extension	-	-	-	1,700,000	1,700,000	-	1,700,000	1,700,000	-				
Y5	L4000074	Spokane International Airport Transload Rail Facility	-	-	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-				
Y5	L4000079	Palouse River and Coulee City RR - Rehabilitation	-	-	-	33,500,000	33,500,000	-	150,000,000	150,000,000	-				
Y7	L1000336	Truck Parking Off SR 906	-	-	-	150,000	150,000	-	150,000	150,000	-				
Y7	L1000337	Port of Bremerton Electrification	-	-	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-				
Y7	L1000338	Port of Anacortes Electrification	-	-	-	500,000	500,000	-	500,000	500,000	-				
Y7	L2021182	Port Electrification Competitive Grants	-	-	-	26,500,000	26,500,000	-	26,500,000	26,500,000	-				

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Z2	L4000117	SR 99 BAT Lanes: 148th St SW to Airport Rd - Everett	-	-	-	-	-	-	30,072,142	30,072,142	-				
Z2	L4000120	42nd Ave Bridge	-	-	-	12,000,000	12,000,000	-	17,000,000	17,000,000	-				
Z2	L4000123	Ballard-Interbay Regional Transportation (BIRT) System Corridor	-	-	-	-	-	-	25,000,000	25,000,000	-				
Z2	L4000124	Guemes Ferry Boat Replacement Project (All Electric)	-	-	-	14,000,000	14,000,000	-	14,000,000	14,000,000	-				
Z2	L4000125	Lummi Island Ferry System Modernization and Preservation	500,000	-	(500,000)	4,800,000	5,300,000	500,000	5,300,000	5,300,000	-				
Z2	L4000167	Island View to Vista Field Trail System	-	-	-	-	-	-	5,000,000	5,000,000	-				
Z2	L4000177	Daisy Street Sidewalk Improvements	-	-	-	-	-	-	425,000	425,000	-				
Z2	L4000185	Port of Ilwaco - Discovery Trail Route Connection	-	-	-	-	-	-	240,000	240,000	-				
Z2	L4000200	Interurban Trail Extension to Puyallup	-	-	-	125,000	125,000	-	1,400,000	1,400,000	-				
Z2	L4000211	Cascade Elementary Safe Routes to School	-	-	-	-	-	-	474,000	474,000	-				
Z2	L4000216	Sidewalk on E Side of 116th Ave NE from NE 73rd to North of NE 75th	-	-	-	-	-	-	500,000	500,000	-				
Z2	L4000218	Garrison Road Sidewalk Infill	-	-	-	-	-	-	700,000	700,000	-				
Z2	L4000219	Schuster Parkway Trail Improvements	-	-	-	-	-	-	15,000,000	15,000,000	-				
Z2	LXXEXST	Local Pilot Exchange - State Bucket	-	-	-	23,750,000	23,750,000	-	23,750,000	23,750,000	-				
Z2	LXXXPBF	Flexible Pedestrian & Bicycle Safety Bucket	-	-	-	5,000,000	-	(5,000,000)	5,000,000	-	(5,000,000)	delete	X	X	Moved to Q Operating Program
Z2	N52400R	SR 524: 48th Ave W - 37th Ave W Widening	10,090,000	10,090,000	-	1,000,000	1,000,000	-	14,864,000	14,864,000	-				
Z2	NEDMOND	SR 99 Revitalization in Edmonds	9,570,000	6,590,000	(2,980,000)	6,000,000	8,980,000	2,980,000	16,500,000	16,500,000	-				
Z2	T10600R	Complete SR 522 Improvements-Kenmore	500,000	2,000	(498,000)	1,500,000	1,998,000	498,000	2,000,000	2,000,000	-				
Z2	WLBTRSTL	Wilburton Trestle	-	-	-	2,500,000	2,500,000	-	2,500,000	2,500,000	-				
Z9	G2000006	Wilburton Reconnection Project	3,169,000	3,169,000	-	-	-	-	5,000,000	5,000,000	-				
Z9	G2000010	Cowiche Canyon Trail	2,217,000	133,000	(2,084,000)	200,000	2,284,000	2,084,000	2,750,000	2,750,000	-				
Z9	G2000011	Mountains to Sound Greenway	-	-	-	-	-	-	14,000,000	14,000,000	-				
Z9	G2000012	Schuster Parkway Trail	1,000,000	14,000	(986,000)	3,000,000	3,986,000	986,000	4,000,000	4,000,000	-				
Z9	G2000013	SR 520 Trail Grade Separation at 40th Street	2,185,000	1,189,000	(996,000)	-	-	-	10,700,000	9,704,000	(996,000)		X		Project completed under budget
Z9	G2000015	Bay Street Pedestrian Project	961,000	-	(961,000)	2,000,000	2,961,000	961,000	3,500,000	3,500,000	-				
Z9	G2000016	Burke-Gilman Trail Transit Access, Safety & Efficiency Improvements	-	-	-	-	-	-	16,000,000	16,000,000	-				
Z9	G2000017	Milton Trail Head/Interurban Trail	5,000	-	(5,000)	-	-	-	405,000	400,000	(5,000)				
Z9	G2000018	City of Pacific - Interurban Trail	-	-	-	-	-	-	1,850,000	1,850,000	-				
Z9	G2000019	Deschutes Valley Trail Connection	-	-	-	1,000,000	1,000,000	-	5,800,000	5,800,000	-				
Z9	G2000020	Guemes Channel Trail	-	-	-	-	-	-	3,500,000	3,500,000	-				
Z9	G2000021	Lake City Business District Sidewalks	-	-	-	-	-	-	2,000,000	2,000,000	-				
Z9	G2000023	Seattle Waterfront Loop Feasibility Study	-	-	-	425,000	425,000	-	500,000	500,000	-				
Z9	G2000025	Trestle - Park & Ride - Trail	-	-	-	250,000	250,000	-	250,000	250,000	-				
Z9	G2000026	Washington Park to Ferry Terminal - Trail	-	-	-	-	-	-	750,000	750,000	-				
Z9	G2000048	NE 52nd Street Blvd - Cross Kirkland Corridor	-	-	-	-	-	-	1,086,000	1,086,000	-				
Z9	G2000078	Redmond Ridge NE Roundabout	50,000	7,000	(43,000)	750,000	793,000	43,000	800,000	800,000	-				
Z9	G2000100	Extension of Federal FAST Act Funds	10,137,000	197,000	(9,940,000)	36,640,000	46,580,000	9,940,000	59,003,000	59,003,000	-				
Z9	L1000148	SR 523 145th Street	18,919,000	13,347,000	(5,572,000)	6,000,000	11,572,000	5,572,000	25,000,000	25,000,000	-				
Z9	L1000165	Traffic Avenue / SR 410 Interchange	-	-	-	-	-	-	300,000	300,000	-				
Z9	L1000169	National Highway Freight Program	16,438,000	12,670,000	(3,768,000)	1,000,000	4,768,000	3,768,000	44,531,000	44,531,000	-				
Z9	L1000175	West Main Street Realignment Project - Phase II	-	-	-	-	-	-	3,000,000	3,000,000	-				
Z9	L1000182	SR 900-12th Ave NW Enhanced Turning Capacity	1,200,000	1,025,000	(175,000)	26,000	201,000	175,000	1,500,000	1,500,000	-				
Z9	L1000185	SR 9/4th Street NE - Frontier Village Access Improvement	-	-	-	-	-	-	420,000	420,000	-				
Z9	L1000186	Triangle Truss Bridge Deck Replacement	15,000	15,000	-	-	-	-	300,000	300,000	-				
Z9	L1000193	Bronson Way Bridge - Seismic Retrofit and Painting	2,824,000	1,904,000	(920,000)	-	920,000	920,000	3,000,000	3,000,000	-				
Z9	L1000195	Main Street Revitalization Project	360,000	296,000	(64,000)	-	64,000	64,000	360,000	360,000	-				
Z9	L1000196	Interurban Trail & Trailhead Relocation	-	-	-	-	-	-	1,200,000	1,200,000	-				
Z9	L1000200	SR 547 Pedestrian and Bicycle Safety Trail	-	-	-	-	-	-	305,000	305,000	-				
Z9	L1000201	Covington Way SE Intersection Improvements	153,000	10,000	(143,000)	-	-	-	300,000	157,000	(143,000)			X	Project completed under budget
Z9	L1000222	Beech Street Extension	481,000	476,000	(5,000)	-	-	-	1,000,000	995,000	(5,000)				
Z9	L1000224	Dupont-Steilacoom Road Improvements	3,900,000	3,757,000	(143,000)	-	143,000	143,000	3,900,000	3,900,000	-				
Z9	L1000244	SR 104/ 40th Place NE Roundabout	339,000	65,000	(274,000)	300,000	574,000	274,000	650,000	650,000	-				
Z9	L1000249	Clinton to Ken's Corner Trail	742,000	435,000	(307,000)	100,000	407,000	307,000	860,000	860,000	-				
Z9	L1000250	I-405/ 44th Gateway Signage and Green-Scaping Improvements	110,000	-	(110,000)	100,000	210,000	110,000	210,000	210,000	-				
Z9	L1000260	Wallace Kneeland and Shelton Springs Road intersection improvement	200,000	-	(200,000)	450,000	650,000	200,000	650,000	650,000	-				
Z9	L1000270	Complete 224th Phase 2	-	-	-	-	-	-	1,500,000	1,500,000	-				
Z9	L1000279	Colville Airport Meteorological Station	-	-	-	-	-	-	60,000	60,000	-				
Z9	L1000281	Ballard-Interbay Regional Transportation system plan	69,000	1,000	(68,000)	-	-	-	700,000	632,000	(68,000)				
Z9	L1000282	Mickelson Parkway	-	-	-	-	-	-	750,000	750,000	-				
Z9	L1000283	South 314th St Improvements	234,000	59,000	(175,000)	50,000	225,000	175,000	300,000	300,000	-				

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Z9	L1000284	Ridgefield South I-5 Access Planning	71,000	27,000	(44,000)	-	44,000	44,000	250,000	250,000	-				
Z9	L1000285	Washougal 32nd St Underpass Design & Permitting	-	-	-	1,900,000	1,900,000	-	1,900,000	1,900,000	-				
Z9	L1000294	Orting Pedestrian Bridge	1,000,000	-	(1,000,000)	5,000,000	6,000,000	1,000,000	6,000,000	6,000,000	-				
Z9	L1000308	Connecting Communities	-	-	-	25,000,000	25,000,000	-	50,000,000	50,000,000	-				
Z9	L1000309	School Based Bike Program	-	-	-	16,800,000	16,800,000	-	216,000,000	216,000,000	-				
Z9	L1000316	US 195/Inland Empire Way	150,000	-	(150,000)	150,000	300,000	150,000	300,000	300,000	-				
Z9	L1000317	Elevate Slater Road	500,000	-	(500,000)	1,500,000	2,000,000	500,000	14,000,000	14,000,000	-				
Z9	L1000322	Grant and Adams Counties Bridges Federal Match	-	-	-	4,150,000	4,150,000	-	4,150,000	4,150,000	-				
Z9	L1000323	Micromobility Program	-	-	-	7,000,000	7,000,000	-	25,000,000	25,000,000	-				
Z9	L1000329	Grade Separation at Bell Road	-	-	-	2,200,000	2,200,000	-	2,200,000	2,200,000	-				
Z9	L1000330	SR 507 Roundabouts	-	-	-	21,000,000	21,000,000	-	21,000,000	21,000,000	-				
Z9	L1000334	Safe Routes to Schools Grant Program Move Ahead	6,686,000	202,000	(6,484,000)	38,915,000	45,399,000	6,484,000	290,000,000	290,000,000	-				
Z9	L1000335	Pedestrian and Bicycle Safety Grant Program Move Ahead	5,496,000	1,000	(5,495,000)	37,563,000	43,058,000	5,495,000	278,000,000	278,000,000	-				
Z9	L1100049	Scott Avenue Reconnection Project	-	-	-	-	-	-	1,499,000	1,499,000	-				
Z9	L2000188	Pedestrian and Bicycle Safety Grant Program	29,870,000	16,836,000	(13,034,000)	34,673,000	47,707,000	13,034,000	172,357,000	172,357,000	-				
Z9	L2000189	Safe Routes to Schools Grant Program	34,911,000	14,182,000	(20,729,000)	31,981,000	52,710,000	20,729,000	254,807,000	254,807,000	-				
Z9	L2000228	Thornton Road Overpass	11,000,000	8,802,000	(2,198,000)	630,000	2,828,000	2,198,000	19,167,000	19,167,000	-				
Z9	L2000237	Renton Avenue Pedestrian Safety	438,000	128,000	(310,000)	100,000	410,000	310,000	590,000	590,000	-				
Z9	L2000239	Bus Lane Signage Vashon Ferry Terminal	51,000	49,000	(2,000)	-	2,000	2,000	75,000	75,000	-				
Z9	L2000240	4th Ave SW Enhancement Project	-	-	-	-	-	-	620,000	620,000	-				
Z9	L2000241	South 116th Street Peter Western Bridge Repairs	8,000	8,000	-	-	-	-	500,000	500,000	-				
Z9	L2000242	Centennial Trail Connector -Phase 3	1,000	1,000	-	-	-	-	500,000	500,000	-				
Z9	L2000245	Lake Forest Park SR 104/Lyon Creek Culvert	500,000	259,000	(241,000)	24,000	265,000	241,000	540,000	540,000	-				
Z9	L2000247	Goodwin Bridge/ West Cashmere.	-	-	-	-	-	-	2,000,000	2,000,000	-				
Z9	L2000250	E Nob Hill Blvd	79,000	64,000	(15,000)	-	15,000	15,000	190,000	190,000	-				
Z9	L2000262	Columbia River Renaissance Trail Connection	500,000	500,000	-	-	-	-	500,000	500,000	-				
Z9	L2000267	35th Ave. SE Reconstruction Project	-	-	-	-	-	-	500,000	500,000	-				
Z9	L2000268	Willis St (SR 516) and 4th Ave Roundabout	59,000	59,000	-	-	-	-	3,000,000	3,000,000	-				
Z9	L2000282	Grove Street Overcrossing	-	-	-	-	-	-	500,000	500,000	-				
Z9	L2000284	Port of Moses Lake - Hangar Expansion	-	-	-	-	-	-	100,000	100,000	-				
Z9	L2000285	Odessa - County Road Bridge Replacement	-	-	-	-	-	-	100,000	100,000	-				
Z9	L2000286	Wenatchee - Confluence Parkway	8,000	1,000	(7,000)	-	7,000	7,000	400,000	400,000	-				
Z9	L2000328	Bingen Walnut Creek & Maple Railroad Crossing	200,000	-	(200,000)	1,226,000	1,426,000	200,000	1,800,000	1,800,000	-				
Z9	L2000339	SR 303 Warren Ave Bridge Pedestrian Improvements	1,389,000	360,000	(1,029,000)	100,000	1,129,000	1,029,000	1,500,000	1,500,000	-				
Z9	L2000341	72nd/Washington Improvements in Yakima	900,000	101,000	(799,000)	94,000	893,000	799,000	1,000,000	1,000,000	-				
Z9	L2000342	48th/Washington Improvements in Yakima	630,000	630,000	-	-	-	-	650,000	650,000	-				
Z9	L2000357	520 Temporary Services and Noise Mitigation	88,000	85,000	(3,000)	226,000	229,000	3,000	500,000	500,000	-				
Z9	L2021081	Meet Me on Meeker Multimodal Improvements	-	-	-	3,000,000	3,000,000	-	10,000,000	10,000,000	-				
Z9	L2021082	North Broadway Pedestrian Bridge	-	-	-	-	-	-	12,900,000	12,900,000	-				
Z9	L2021083	Eustis Hunt and 216th Sidewalks	-	-	-	-	-	-	650,000	650,000	-				
Z9	L2021093	Maple Valley Pedestrian Bridge over SR 169	-	-	-	-	-	-	5,000,000	5,000,000	-				
Z9	L2021094	Snoqualmie Parkway Rehabilitation Project	1,000,000	-	(1,000,000)	4,000,000	5,000,000	1,000,000	5,000,000	5,000,000	-				
Z9	L2021095	Clinton to Ken's Corner	-	-	-	-	-	-	3,520,000	3,520,000	-				
Z9	L2021111	Leavenworth Pedestrian Highway 2 Undercrossing	-	-	-	-	-	-	4,500,000	4,500,000	-				
Z9	L2021112	Ocean Pavilion Public Pedestrian Parkway	-	-	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-				
Z9	L2021116	Pacific Northwest University of Health Sciences Multimodal Improver	-	-	-	-	-	-	750,000	750,000	-				
Z9	L2021119	Zero Emissions Drayage Truck	300,000	-	(300,000)	100,000	400,000	300,000	400,000	400,000	-				
Z9	L2021120	34th Avenue Roundabouts	900,000	40,000	(860,000)	100,000	960,000	860,000	1,000,000	1,000,000	-				
Z9	L2021121	Helena Ave Improvements	300,000	-	(300,000)	150,000	450,000	300,000	450,000	450,000	-				
Z9	L2021124	166th/SR 410 Interchange	100,000	-	(100,000)	400,000	500,000	100,000	500,000	500,000	-				
Z9	L2021126	Railroad Crossing Grant Program	3,000,000	-	(3,000,000)	10,000,000	13,000,000	3,000,000	25,000,000	25,000,000	-				
Z9	L2021135	Snohomish County applied sustainable aviation evaluation center	-	-	-	6,500,000	6,500,000	-	6,500,000	6,500,000	-				
Z9	L2021139	State Route 516 Pedestrian Bridge	-	-	-	800,000	800,000	-	800,000	800,000	-				
Z9	L2021140	City of Seattle I-5 Lid Study	-	-	-	200,000	200,000	-	200,000	200,000	-				
Z9	L2021149	Traffic Conflict Screening Grants	-	-	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-				
Z9	L2021159	Chamber WAY/ BNSF Bridge Replacement Planning	-	-	-	215,000	215,000	-	215,000	215,000	-				
Z9	L2021161	Makah Passage Project	-	-	-	10,825,825	10,825,825	-	10,825,825	10,825,825	-				
Z9	L2021162	Brian Abbott fish board	-	-	-	35,600,000	35,600,000	-	75,000,000	75,000,000	-				
Z9	L2021179	Roy Sidewalk & Crossing Improvements	-	-	-	200,000	200,000	-	200,000	200,000	-				
Z9	L2021180	Confluence Parkway Infra Match	-	-	-	28,000,000	28,000,000	-	85,000,000	85,000,000	-				

2024 Project Variance Report

SubPgm	PIN	Project Title	23LEGCOR 21 - 23	24DOT001 21 - 23	Variance 21 - 23	23LEGCOR 23 - 25	24DOT001 23 - 25	Variance 23 - 25	23LEGCOR Total	24DOT001 Total	Variance Total	New/Deleted	\$500,000	+ 10% change	Comments
Z9	L2200089	Slater Road Bridge	-	-	-	350,000	350,000	-	350,000	350,000	-				
Z9	L4000028	Woodinville SR 202 and Trestle Widening	-	-	-	-	-	-	5,000,000	5,000,000	-				
Z9	L4000046	Columbia River Bridge Replacement/Hood River to White Salmon	-	-	-	15,000,000	15,000,000	-	119,000,000	119,000,000	-				
Z9	L4000128	Cook Street Greenway Bicycle/Pedestrian Improvements	-	-	-	-	-	-	2,200,000	2,200,000	-				
Z9	L4000129	Pacific Avenue Greenway Bicycle/Pedestrian Improvements	-	-	-	400,000	400,000	-	3,900,000	3,900,000	-				
Z9	L4000130	Millwood Trail - Spokane	-	-	-	750,000	750,000	-	5,800,000	5,800,000	-				
Z9	L4000131	Usk Bridge Shared-Use Pathway	-	-	-	1,210,000	1,210,000	-	13,500,000	13,500,000	-				
Z9	L4000132	East-West Corridor	-	-	-	3,200,000	3,200,000	-	3,200,000	3,200,000	-				
Z9	L4000136	Warren Avenue Bridge	-	-	-	-	-	-	25,000,000	25,000,000	-				
Z9	L4000137	31st and Parkway Safe Route to School	-	-	-	-	-	-	1,620,000	1,620,000	-				
Z9	L4000138	148th Street Non-Motorized Bridge Project Phases 1 & 2	-	-	-	10,000,000	10,000,000	-	10,000,000	10,000,000	-				
Z9	L4000139	Interurban Trail Improvements	-	-	-	-	-	-	2,000,000	2,000,000	-				
Z9	L4000140	Barnes Creek Trail South Segment - Des Moines	-	-	-	3,500,000	3,500,000	-	3,500,000	3,500,000	-				
Z9	L4000141	White Center Pedestrian Safety Improvements	-	-	-	200,000	200,000	-	500,000	500,000	-				
Z9	L4000143	Bradley Road Safe Routes Pedestrian Improvements	-	-	-	3,000,000	3,000,000	-	3,000,000	3,000,000	-				
Z9	L4000144	State Route 547 Pedestrian and Bicycle Safety Trail (Kendall Trail)	-	-	-	-	-	-	4,129,000	4,129,000	-				
Z9	L4000145	16th Street NE Centennial Trail Connector - Phase I	-	-	-	-	-	-	2,500,000	2,500,000	-				
Z9	L4000146	South Lake Stevens Road Multi-Use Path - Phase 2	-	-	-	-	-	-	3,000,000	3,000,000	-				
Z9	L4000148	Town Center to Burke Gilman Trail Connector	-	-	-	-	-	-	100,000	100,000	-				
Z9	L4000149	61st Ave NE Sidewalk Replacement Project	-	-	-	-	-	-	3,500,000	3,500,000	-				
Z9	L4000150	Rapid Flashing Beacon on State St at 7th Avenue S	-	-	-	-	-	-	150,000	150,000	-				
Z9	L4000151	Eastrail Multi-Use Corridor through Bellevue	-	-	-	6,000,000	6,000,000	-	18,000,000	18,000,000	-				
Z9	L4000152	Mountains to Sound Greenway Trail "Bellevue Gap"	-	-	-	300,000	300,000	-	6,900,000	6,900,000	-				
Z9	L4000154	North Aurora Safety Improvements	-	-	-	-	-	-	50,000,000	50,000,000	-				
Z9	L4000155	Eastrail Corridor South	-	-	-	3,000,000	3,000,000	-	6,000,000	6,000,000	-				

Project Reappropriations Report

2024 Supplemental Project Reappropriations – All Capital Programs September 2023

The Department is requesting a reappropriation of funds for work that was expected to be done in 2021-23, but did not progress as planned and will need to be done in the 2023-25 biennium. The department uses the following approach to communicate the amount of funds requested for reappropriation.

Reappropriation Calculation

To get an accurate calculation of the amount of “...expenditure authority to ensure project completion”, the department evaluated the individual projects that make up the legislative line-item appropriations.

- The work that was not accomplished in 2021-23 is generally assumed to be the first work completed in the 2023-25 biennium.
- Reappropriations for programmatic investments (i.e. Bridge Replacement Preservation, Unstable Slopes Preservation, Collision Prevention, etc.) are typically excluded because there is no expectation that programmatic investment levels increase in 2023-25 as a result of underspending in 2021-23. The exception is:
 - There are some programmatic investments that are considered “fixed investments” based on legislative expectations such as Structurally Deficient Bridge, Fish Passage Barrier, Bridge Seismic Retrofit, and Weigh Station investments. All underspending in 2021-23 is reappropriated to 2023-25. In addition to these items, the Department is requesting small reappropriation amounts for Highway System Preservation activities.
- The reappropriation amount identified is the lesser of the amount of underspending in 2021-23 and the amount needed in 2023-25 to complete the work.
- Reappropriation analysis at the fund source level can be difficult because of the authority the department has to exchange Pre-Existing fund sources (state and federal).

2021-23 Biennium Reappropriations Summary

Program	Account	Account Description	Reappropriation Amount
D	108	Motor Vehicle Fund - State	637,436
D	20H	Connecting Washington Account - State	1,362
			638,798
I	108	Motor Vehicle Fund - State	17,447,000
I	108	Motor Vehicle Fund - Federal	31,317,000
I	108	Motor Vehicle Fund - Local	14,534,000
I	215	Special Category C Account - State	10,168,000
I	218	Multimodal Account - State	2,214,000
I	550	Transportation 2003 (Nickel Account) - State	317,000
I	595	I-405/SR 167 ETL ACCT - State	1,129,000
I	706	Coronavirus State Fiscal Recovery Fund - State	37,765,000
I	09H	Transportation Partnership Account - State	14,601,000
I	16J	State Route Number 520 Corridor Account - State	100,000
I	20H	Connecting Washington Account - State	200,811,000
I	26P	Move Ahead WA Account - State	13,944,000
I	26P	Move Ahead WA Account - Federal	45,112,000
			389,459,000
P	108	Motor Vehicle Fund - State	48,565,000
P	108	Motor Vehicle Fund - Federal	139,002,000
P	108	Motor Vehicle Fund - Local	5,135,000
P	511	Tacoma Narrows Toll Bridge Account - State	1,310,000
P	535	Alaska Way Viaduct Account - State	250,000
P	550	Transportation 2003 (Nickel Account) - State	37,342,000
P	595	I-405/SR 167 ETL ACCT - State	4,157,000
P	09H	Transportation Partnership Account - State	2,036,000
P	16J	State Route Number 520 Corridor Account - State	585,000
P	20H	Connecting Washington Account - State	13,531,000
			251,913,000
Q	108	Motor Vehicle Fund - State	858,020
Q	108	Motor Vehicle Fund - Federal	7,122,907
Q	26P	Move Ahead WA Account - State	611,000
			8,591,927
W	108	Motor Vehicle Fund - Federal	5,834,030
W	550	Transportation 2003 (Nickel Account) - State	472,017
W	099	Puget Sound Capital Construction Acct. - State	42,589,484
W	099	Puget Sound Capital Construction Acct. - Federal	32,894,269
W	099	Puget Sound Capital Construction Acct. - Local	1,069,667
W	09H	Transportation Partnership Account - State	772,319
W	20H	Connecting Washington Account - State	15,889,845
			99,521,631
Y	108	Motor Vehicle Fund - State	865,354
Y	218	Multimodal Account - State	38,035,553
Y	218	Multimodal Account - Federal	7,019,711
Y	218	Multimodal Account - Local	13,000
Y	02M	Essential Rail Assistance Account - State	659,610

Y	094	Transportation Infrastructure Account (SIB) - State	2,245,054
			48,838,282
Z	108	Motor Vehicle Fund - State	9,632,000
Z	108	Motor Vehicle Fund - Federal	26,145,000
Z	218	Multimodal Account - State	19,401,000
Z	096	Highway Infrastructure Account (SIB) - State	267,000
Z	09E	Freight Mobility Investment Acct - State	749,000
Z	11E	Freight Mobility Multimodal Account - State	902,000
Z	20H	Connecting Washington Account - State	28,335,000
Z	26M	Climate Active Transportation Account - State	11,979,000
Z	26P	Move Ahead WA Account - State	4,000,000
Z	26Q	Move Ahead WA Flexible Account - State	3,000,000
			104,410,000

2021-23 Biennium Reappropriations By Project

<u>Pgm</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>Source</u>	<u>21-23 Approp</u>	<u>21-23 Actuals</u>	<u>21-23 Underrun</u>	<u>23-25 Request</u>	<u>Reappropriation</u>
D	D311701	NPDES Facilities Projects	108	S	500,000	158,000	(342,000)	157,317	342,000
D	D3PW001	Northup Pre-Wash NPDES	108	S	1,961,000	1,665,814	(295,186)	1,665,814	295,186
D	L1000151	Olympic Region Maintenance and Administration Facility	20H	S	3,667,000	3,665,638	(1,362)	3,665,638	1,362
D	L2021036	Dayton Avenue COP Payments	108	S	4,025,000	4,024,750	(250)	4,024,306	250
I	000015R	Dept of Revenue - Sales Tax on Projects on Federal/Tribal land	108	S	1,000	-	(1,000)	-	1,000
I	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	09H	S	1,137,000	4,000	(1,133,000)	4,000	1,133,000
I	099912D	Local Programs Scenic Byways Projects - Safety Improvements	108	S	1,000	-	(1,000)	-	1,000
I	OBI100A	Mobility Reappropriation for Projects Assumed to be Complete	108	S	7,000	-	(7,000)	-	7,000
I	OBI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	108	F	-	(3,000)	(3,000)	-	3,000
I	OBI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	108	S	38,000	-	(38,000)	-	38,000
I	OBI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	550	S	5,000	-	(5,000)	-	5,000
I	OBI100B	Nickel/TPA Projects Completed with Minor Ongoing Expenditures	09H	S	502,000	287,000	(215,000)	287,000	215,000
I	OBI4001	Fish Passage Barrier Removal	108	F	-	(19,159,000)	(19,159,000)	-	19,159,000
I	OBI4001	Fish Passage Barrier Removal	108	L	5,618,000	2,658,000	(2,960,000)	2,658,000	2,960,000
I	OBI4001	Fish Passage Barrier Removal	108	S	149,776,000	142,848,000	(6,928,000)	142,848,000	6,928,000
I	OBI4001	Fish Passage Barrier Removal	706	S	100,000,000	62,235,000	(37,765,000)	62,235,000	37,765,000
I	OBI4001	Fish Passage Barrier Removal	26P	F	-	(45,112,000)	(45,112,000)	-	45,112,000
I	OBI4002	Noise Wall & Noise Mitigation Improvements	108	F	-	(1,807,000)	(1,807,000)	-	1,807,000
I	OBI4002	Noise Wall & Noise Mitigation Improvements	108	S	60,000	28,000	(32,000)	28,000	32,000
I	OBI4003	Stormwater & Mitigation Site Improvements	108	F	-	(4,478,000)	(4,478,000)	-	4,478,000
I	OBI4003	Stormwater & Mitigation Site Improvements	108	L	324,000	161,000	(163,000)	161,000	163,000
I	OBI4003	Stormwater & Mitigation Site Improvements	09H	S	308,000	-	(308,000)	-	308,000
I	OBI4003	Stormwater & Mitigation Site Improvements	20H	S	131,000	21,000	(110,000)	21,000	110,000
I	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	550	S	338,000	70,000	(268,000)	70,000	268,000
I	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	09H	S	2,863,000	2,688,000	(175,000)	2,688,000	175,000
I	OBI4ENV	Environmental Mitigation Reserve - Nickel/TPA/CWA	20H	S	1,147,000	392,000	(755,000)	392,000	755,000
I	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	108	F	-	(1,657,000)	(1,657,000)	-	1,657,000
I	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	108	S	5,164,000	4,836,000	(328,000)	4,836,000	328,000
I	100904B	SR 9/176th Street SE to SR 96 - Widening	09H	S	2,174,000	2,154,000	(20,000)	2,154,000	20,000
I	140511A	I-405 South Downtown Access Study Support	108	L	51,000	2,000	(49,000)	2,000	49,000
I	140567H	I-405/NE 85th St Interchange - Toll Infrastructure	108	L	1,000,000	639,000	(361,000)	639,000	361,000
I	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	108	L	31,000	4,000	(27,000)	4,000	27,000
I	202801J	SR 28/E Wenatchee - Access Control	09H	S	157,000	1,000	(156,000)	1,000	156,000
I	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	108	L	145,000	-	(145,000)	-	145,000
I	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	09H	S	42,742,000	42,701,000	(41,000)	42,701,000	41,000
I	316706C	SR 167/SR 410 to SR 18 - Congestion Management	595	S	13,666,000	12,537,000	(1,129,000)	12,537,000	1,129,000
I	316706C	SR 167/SR 410 to SR 18 - Congestion Management	09H	S	1,700,000	840,000	(860,000)	840,000	860,000
I	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	550	S	99,000	59,000	(40,000)	59,000	40,000
I	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	108	S	3,000	-	(3,000)	-	3,000
I	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	108	F	-	(1,133,000)	(1,133,000)	-	1,133,000
I	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	108	S	52,000	23,000	(29,000)	23,000	29,000
I	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	108	F	-	(13,000)	(13,000)	-	13,000
I	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	108	S	7,000	4,000	(3,000)	4,000	3,000
I	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	550	S	4,000	-	(4,000)	-	4,000
I	609049B	I-90/Spokane to Idaho State Line - Corridor Design	108	F	-	(1,262,000)	(1,262,000)	-	1,262,000

<u>Pgm</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>Source</u>	<u>21-23 Approp</u>	<u>21-23 Actuals</u>	<u>21-23 Underrun</u>	<u>23-25 Request</u>	<u>Reappropriation</u>
I	609049B	I-90/Spokane to Idaho State Line - Corridor Design	108	S	73,000	1,000	(72,000)	1,000	72,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	108	L	3,882,000	1,622,000	(2,260,000)	1,622,000	2,260,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	108	S	4,880,000	-	(4,880,000)	-	4,880,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	218	S	987,000	985,000	(2,000)	985,000	2,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	09H	S	106,947,000	95,847,000	(11,100,000)	95,847,000	11,100,000
I	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	09H	S	452,000	301,000	(151,000)	301,000	151,000
I	L1000098	SR 520/124th St Interchange (Design and Right of Way)	20H	S	15,109,000	7,987,000	(7,122,000)	7,987,000	7,122,000
I	L1000110	I-405/NE 132nd Interchange - Totem Lake	20H	S	55,719,000	37,590,000	(18,129,000)	37,590,000	18,129,000
I	L1000113	I-90/SR 18 Interchange Improvements	215	S	54,082,000	48,666,000	(5,416,000)	48,666,000	5,416,000
I	L1000113	I-90/SR 18 Interchange Improvements	20H	S	1,000	-	(1,000)	-	1,000
I	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	108	L	165,000	162,000	(3,000)	162,000	3,000
I	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	20H	S	1,508,000	1,329,000	(179,000)	1,329,000	179,000
I	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	215	S	17,019,000	12,267,000	(4,752,000)	12,267,000	4,752,000
I	L1000240	SR 9/South Lake Stevens Road Roundabout	09H	S	442,000	-	(442,000)	1,442,000	442,000
I	L1000247	US 101/Morse Creek Safety Barrier	108	F	1,382,000	474,000	(908,000)	474,000	908,000
I	L1000247	US 101/Morse Creek Safety Barrier	108	S	73,000	6,000	(67,000)	6,000	67,000
I	L1000276	SR 162/410 Interchange Design and Right of Way Project	108	S	780,000	489,000	(291,000)	489,000	291,000
I	L1000291	SR 224/ Red Mountain Improvements	20H	S	550,000	-	(550,000)	-	550,000
I	L1100101	SR 520/148th Ave NE Overlake Access Ramp	108	L	327,000	266,000	(61,000)	266,000	61,000
I	L1100101	SR 520/148th Ave NE Overlake Access Ramp	20H	S	50,963,000	40,928,000	(10,035,000)	40,928,000	10,035,000
I	L1100110	I-5/Marvin Road/SR 510 Interchange	108	L	9,000	8,000	(1,000)	8,000	1,000
I	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	20H	S	8,760,000	6,331,000	(2,429,000)	6,331,000	2,429,000
I	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	108	L	10,000	6,000	(4,000)	6,000	4,000
I	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	20H	S	7,315,000	6,187,000	(1,128,000)	6,187,000	1,128,000
I	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	20H	S	10,912,000	8,869,000	(2,043,000)	8,869,000	2,043,000
I	L2000117	SR 501/I-5 to Port of Vancouver	20H	S	4,368,000	3,861,000	(507,000)	3,861,000	507,000
I	L2000119	I-5/Northbound on-ramp at Bakerview	108	L	1,000,000	275,000	(725,000)	275,000	725,000
I	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	108	L	4,285,000	3,527,000	(758,000)	3,527,000	758,000
I	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	20H	S	13,542,000	10,235,000	(3,307,000)	10,235,000	3,307,000
I	L2000123	I-82/ EB WB On and Off Ramps	20H	S	500,000	259,000	(241,000)	259,000	241,000
I	L2000127	US 395/Ridgeline Intersection	108	L	1,974,000	261,000	(1,713,000)	261,000	1,713,000
I	L2000160	I-5/Ship Canal Noise Wall	20H	S	725,000	708,000	(17,000)	708,000	17,000
I	L2000170	SR 125/9th Street Plaza - Intersection Improvements	108	F	-	(12,000)	(12,000)	-	12,000
I	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	20H	S	21,516,000	18,755,000	(2,761,000)	18,755,000	2,761,000
I	L2000204	I-5/North Lewis County Interchange	20H	S	2,000,000	1,528,000	(472,000)	1,528,000	472,000
I	L2000223	I-5 /Chamber Way Interchange Vicinity Improvements	20H	S	3,686,000	1,701,000	(1,985,000)	1,701,000	1,985,000
I	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	108	L	3,146,000	25,000	(3,121,000)	25,000	3,121,000
I	L2000229	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements	26P	S	9,772,000	9,182,000	(590,000)	9,182,000	590,000
I	L2000238	SR 900 Pedestrian Safety	108	F	-	(500,000)	(500,000)	-	500,000
I	L2000238	SR 900 Pedestrian Safety	108	S	541,000	184,000	(357,000)	184,000	357,000
I	L2000255	SR 548 (Bell Road)/Peace Portal Drive Intersection	108	F	-	(385,000)	(385,000)	-	385,000
I	L2000255	SR 548 (Bell Road)/Peace Portal Drive Intersection	108	S	210,000	94,000	(116,000)	94,000	116,000
I	L2000343	US 101/East Sequim Corridor Improvements	108	S	148,000	145,000	(3,000)	145,000	3,000
I	L2021117	US 97 Wildlife Crossing Improvements	108	S	2,738,000	-	(2,738,000)	-	2,738,000
I	L2021128	I-5 Nisqually Delta: Marvin Rd to Mounts Rd	108	S	1,553,000	-	(1,553,000)	-	1,553,000
I	L2021128	I-5 Nisqually Delta: Marvin Rd to Mounts Rd	218	S	1,640,000	-	(1,640,000)	-	1,640,000
I	L2220062	SR 14/Bingen Underpass	20H	S	3,250,000	1,860,000	(1,390,000)	1,860,000	1,390,000
I	L4000040	Stormwater Retrofits & Improvements	26P	S	10,000,000	56,000	(9,944,000)	56,000	9,944,000

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I	L4000056	US 2 Trestle Capacity Improvements & Westbound Trestle Replacement	26P	S	3,000,000	590,000	(2,410,000)	590,000	2,410,000
I	M00100R	I-5 JBLM Corridor Improvements	20H	S	35,885,000	28,937,000	(6,948,000)	28,937,000	6,948,000
I	M00400R	SR 520 Seattle Corridor Improvements - West End	108	L	1,411,000	316,000	(1,095,000)	316,000	1,095,000
I	M00400R	SR 520 Seattle Corridor Improvements - West End	16J	S	70,886,000	70,786,000	(100,000)	70,786,000	100,000
I	M00400R	SR 520 Seattle Corridor Improvements - West End	20H	S	309,774,000	264,999,000	(44,775,000)	264,999,000	44,775,000
I	M00500R	I-90 Snoqualmie Pass - Widen to Easton	108	L	408,000	92,000	(316,000)	92,000	316,000
I	M00500R	I-90 Snoqualmie Pass - Widen to Easton	20H	S	52,232,000	40,918,000	(11,314,000)	40,918,000	11,314,000
I	M00600R	SR 167/SR 509 Puget Sound Gateway	218	S	2,145,000	1,573,000	(572,000)	1,573,000	572,000
I	M00600R	SR 167/SR 509 Puget Sound Gateway	20H	S	296,965,000	281,995,000	(14,970,000)	281,995,000	14,970,000
I	M00800R	US 395 North Spokane Corridor	108	L	488,000	6,000	(482,000)	6,000	482,000
I	M00800R	US 395 North Spokane Corridor	20H	S	168,663,000	143,362,000	(25,301,000)	143,362,000	25,301,000
I	M00900R	I-405/Renton to Bellevue - Corridor Widening	108	L	3,423,000	3,139,000	(284,000)	2,137,000	284,000
I	M00900R	I-405/Renton to Bellevue - Corridor Widening	20H	S	203,680,000	180,795,000	(22,885,000)	159,931,000	22,885,000
I	N00200R	US Hwy 2 Safety	20H	S	1,892,000	987,000	(905,000)	987,000	905,000
I	N00900R	SR 9/Marsh Road to 2nd Street Vic - Widening with Bridge Construction	20H	S	9,991,000	6,323,000	(3,668,000)	6,323,000	3,668,000
I	N30500R	SR 305 Construction - Safety & Mobility Improvements	20H	S	12,372,000	5,467,000	(6,905,000)	5,467,000	6,905,000
I	N52600R	SR 526 Corridor Improvements	20H	S	5,754,000	4,634,000	(1,120,000)	4,634,000	1,120,000
I	N92040R	SR 9/SR 204 Interchange	108	L	28,000	22,000	(6,000)	22,000	6,000
I	N92040R	SR 9/SR 204 Interchange	20H	S	34,498,000	30,078,000	(4,420,000)	30,078,000	4,420,000
I	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	26P	S	1,000,000	-	(1,000,000)	-	1,000,000
I	T10300R	SR 28 East Wenatchee Corridor Improvements	20H	S	2,378,000	2,166,000	(212,000)	2,166,000	212,000
I	T20700SC	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interchange	20H	S	310,000	257,000	(53,000)	257,000	53,000
I	T20900R	US-12/Walla Walla Corridor Improvements	20H	S	84,807,000	83,626,000	(1,181,000)	83,626,000	1,181,000
I	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	20H	S	1,642,000	574,000	(1,068,000)	574,000	1,068,000
I	T30400R	SR 3 Freight Corridor	20H	S	2,830,000	2,499,000	(331,000)	2,499,000	331,000
I	T32700R	SR 510/Yelm Loop Phase 2	20H	S	6,191,000	4,597,000	(1,594,000)	4,597,000	1,594,000
P	OBP1001	Chip Seal Roadways Preservation	108	S	3,588,000	2,737,000	(851,000)	2,737,000	851,000
P	OBP1002	Asphalt Roadways Preservation	108	L	2,932,000	2,663,000	(269,000)	2,663,000	269,000
P	OBP1002	Asphalt Roadways Preservation	108	S	51,594,000	19,184,000	(32,410,000)	19,184,000	32,410,000
P	OBP1003	Concrete Roadways Preservation	108	S	2,390,000	750,000	(1,640,000)	750,000	1,640,000
P	OBP1003	Concrete Roadways Preservation	550	S	53,911,000	16,569,000	(37,342,000)	16,569,000	37,342,000
P	OBP2001	Bridge Replacement Preservation	108	F	-	(6,726,000)	(6,726,000)	-	6,726,000
P	OBP2002	Bridge Repair Preservation	108	F	-	(83,421,000)	(83,421,000)	-	83,421,000
P	OBP2002	Bridge Repair Preservation	108	L	6,388,000	1,526,000	(4,862,000)	1,526,000	4,862,000
P	OBP2003	Bridge Scour Prevention Preservation	108	F	-	(1,839,000)	(1,839,000)	-	1,839,000
P	OBP2003	Bridge Scour Prevention Preservation	108	S	349,000	153,000	(196,000)	153,000	196,000
P	OBP2004	Bridge Seismic Retrofit Preservation	108	F	-	(16,573,000)	(16,573,000)	-	16,573,000
P	OBP3001	Emergency Relief Preservation	108	F	-	(2,538,000)	(2,538,000)	-	2,538,000
P	OBP3001	Emergency Relief Preservation	108	S	16,687,000	9,543,000	(7,144,000)	9,543,000	7,144,000
P	OBP3004	Major Drainage Preservation	108	F	-	(3,859,000)	(3,859,000)	-	3,859,000
P	109947B	SR 99/Aurora Bridge - Painting	108	F	-	(315,000)	(315,000)	-	315,000
P	109947B	SR 99/Aurora Bridge - Painting	108	S	6,260,000	-	(6,260,000)	-	6,260,000
P	1405RRT	I-405/SR 167 ETL Corridor R&R - Preservation	595	S	9,216,000	5,059,000	(4,157,000)	5,059,000	4,157,000
P	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	16J	S	812,000	227,000	(585,000)	227,000	585,000
P	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	108	S	155,000	91,000	(64,000)	91,000	64,000
P	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	108	L	401,000	397,000	(4,000)	397,000	4,000
P	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	09H	S	14,222,000	12,555,000	(1,667,000)	12,555,000	1,667,000
P	G2000055	Land Mobile Radio (LMR) Upgrade	20H	S	8,531,000	8,124,000	(407,000)	8,124,000	407,000

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P	L1000198	Preservation Activities	09H	S	8,683,000	8,314,000	(369,000)	8,314,000	369,000
P	L1100071	Highway System Preservation	108	F	-	(23,731,000)	(23,731,000)	-	23,731,000
P	L1100071	Highway System Preservation	20H	S	100,576,000	90,726,000	(9,850,000)	90,726,000	9,850,000
P	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	20H	S	2,296,000	164,000	(2,132,000)	164,000	2,132,000
P	L2000174	SR 241/Mabton Bridge	20H	S	2,056,000	1,625,000	(431,000)	1,625,000	431,000
P	L2000203	SR 155/Omak Bridge Rehabilitation	20H	S	1,299,000	588,000	(711,000)	588,000	711,000
P	L2000291	SR 99 Tunnel R&R - Preservation	535	S	251,000	1,000	(250,000)	1,000	250,000
P	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	511	S	3,578,000	2,268,000	(1,310,000)	2,268,000	1,310,000
Q	000005Q	Programmatic Investment for Traffic Operations Capital Projects	108	F	-	(5,767,600)	(5,767,600)	-	5,767,600
Q	000005Q	Programmatic Investment for Traffic Operations Capital Projects	108	S	7,536,000	6,906,515	(629,485)	6,089,562	629,485
Q	000009Q	Challenge Seattle / Virtual Coordination Center	108	F	-	(54,602)	(54,602)	-	54,602
Q	000009Q	Challenge Seattle / Virtual Coordination Center	26P	S	611,000	-	(611,000)	-	611,000
Q	000041P	Truck Parking Grant	108	F	-	(451,014)	(451,014)	-	451,014
Q	000041P	Truck Parking Grant	108	S	131,000	51,527	(79,473)	40,954	79,473
Q	0000XXX	Permit Database Improvements	108	F	-	(849,690)	(849,690)	-	849,690
Q	0000XXX	Permit Database Improvements	108	S	225,000	75,938	(149,062)	-	149,062
W	900002H	Tahlequah Tml Improvement	099	S	1,312,000	1,268,580	(43,420)	1,268,580	43,420
W	900005M	Fauntleroy Tml Preservation	099	F	-	(201,407)	(201,407)	-	201,407
W	900005M	Fauntleroy Tml Preservation	09H	S	2,534,000	1,761,681	(772,319)	246,934	772,319
W	900005N	Fauntleroy Tml Improvement	099	S	190,000	975	(189,025)	975	189,025
W	900006S	Vashon Tml Preservation	099	F	-	(135,000)	(135,000)	-	135,000
W	900006S	Vashon Tml Preservation	099	S	1,974,000	456,887	(1,517,113)	456,887	1,517,113
W	900010L	Seattle Tml Preservation	099	F	-	(10,595,555)	(10,595,555)	-	10,595,555
W	900010L	Seattle Tml Preservation	099	L	407,000	181,965	(225,035)	180,987	225,035
W	900010L	Seattle Tml Preservation	099	S	829,000	800,000	(29,000)	800,000	29,000
W	900010L	Seattle Tml Preservation	20H	S	88,410,000	76,917,239	(11,492,761)	76,915,187	11,492,761
W	900010M	Seattle Tml Improvement	099	S	4,125,000	1,572,640	(2,552,360)	1,570,641	2,552,360
W	900012K	Port Townsend Tml Preservation	099	F	-	(271,338)	(271,338)	-	271,338
W	900012K	Port Townsend Tml Preservation	099	S	92,000	4,410	(87,590)	4,410	87,590
W	900026P	Orcas Tml Preservation	099	S	595,000	4,520	(590,480)	3,727	590,480
W	900026Q	Orcas Tml Improvement	099	L	1,000,000	543,264	(456,736)	-	456,736
W	900028V	Friday Harbor Tml Improvement	099	S	337,000	52,561	(284,439)	52,561	284,439
W	900040O	Eagle Harbor Maint Facility Improvement	099	S	6,441,000	5,359,125	(1,081,875)	5,240,232	1,081,875
W	902017K	Coupeville (Keystone) Tml Preservation	099	F	-	(263,139)	(263,139)	-	263,139
W	902017K	Coupeville (Keystone) Tml Preservation	099	S	88,000	4,280	(83,720)	4,280	83,720
W	902020C	Anacortes Tml Preservation	099	S	5,071,000	2,542,881	(2,528,119)	2,542,881	2,528,119
W	902020D	Anacortes Tml Improvement	099	S	81,000	57,887	(23,113)	12,589	23,113
W	910413Q	Edmonds Tml Preservation	099	F	-	(15,372)	(15,372)	-	15,372
W	910413Q	Edmonds Tml Preservation	099	S	114,000	16,867	(97,133)	6,314	97,133
W	910413R	Edmonds Tml Improvement	099	F	-	(66,053)	(66,053)	-	66,053
W	910413R	Edmonds Tml Improvement	099	L	437,000	49,104	(387,896)	48,516	387,896
W	910413R	Edmonds Tml Improvement	099	S	16,000	0	(16,000)	0	16,000
W	910414P	Kingston Tml Preservation	099	S	2,802,000	1,223,571	(1,578,429)	731,043	1,578,429
W	910414S	Kingston Tml Improvement	099	S	75,000	-	(75,000)	-	75,000
W	916008R	Southworth Tml Preservation	099	F	-	(1,689,416)	(1,689,416)	-	1,689,416
W	916008R	Southworth Tml Preservation	099	S	229,000	51,638	(177,362)	51,638	177,362
W	930410T	Bremerton Tml Preservation	099	S	2,642,000	467,051	(2,174,949)	467,051	2,174,949
W	930513G	Bainbridge Island Tml Preservation	099	S	15,632,000	9,830,517	(5,801,483)	9,830,517	5,801,483

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W	944401D	MV Issaquah Preservation	099	F	3,100,000	1,840,468	(1,259,532)	3,055,725	1,259,532
W	944401D	MV Issaquah Preservation	099	S	1,557,000	1,490,000	(67,000)	304,609	67,000
W	944401E	MV Issaquah Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944401E	MV Issaquah Improvement	099	F	160,000	-	(160,000)	-	160,000
W	944401E	MV Issaquah Improvement	099	S	394,000	-	(394,000)	-	394,000
W	944402D	MV Kittitas Preservation	099	F	-	(9,665)	(9,665)	-	9,665
W	944402E	MV Kittitas Improvement	108	F	-	(89,008)	(89,008)	-	89,008
W	944402E	MV Kittitas Improvement	099	F	160,000	51,116	(108,884)	51,116	108,884
W	944402E	MV Kittitas Improvement	099	S	404,000	169,259	(234,741)	98,464	234,741
W	944403D	MV Kitsap Preservation	099	F	-	(836)	(836)	0	836
W	944403E	MV Kitsap Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944403E	MV Kitsap Improvement	099	F	160,000	-	(160,000)	-	160,000
W	944403E	MV Kitsap Improvement	099	S	310,000	1	(309,999)	1	309,999
W	944404D	MV Cathlamet Preservation	099	F	-	(9,197)	(9,197)	-	9,197
W	944404E	MV Cathlamet Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944404E	MV Cathlamet Improvement	099	F	160,000	-	(160,000)	-	160,000
W	944404E	MV Cathlamet Improvement	099	S	310,000	273	(309,727)	273	309,727
W	944405D	MV Chelan Preservation	099	F	5,198,000	4,097,801	(1,100,199)	5,197,381	1,100,199
W	944406D	MV Sealth Preservation	099	F	6,208,000	3,851,803	(2,356,197)	6,207,073	2,356,197
W	944406E	MV Sealth Improvement	108	F	-	(130,794)	(130,794)	-	130,794
W	944406E	MV Sealth Improvement	099	F	118,000	976	(117,024)	-	117,024
W	944406E	MV Sealth Improvement	099	S	358,000	209,252	(148,748)	209,252	148,748
W	944413B	MV Tillikum Preservation	099	F	-	(9,665)	(9,665)	-	9,665
W	944413B	MV Tillikum Preservation	099	S	200,000	0	(200,000)	0	200,000
W	944433D	MV Kaleetan Preservation	099	F	-	(9,532)	(9,532)	0	9,532
W	944433D	MV Kaleetan Preservation	099	S	455,000	390,630	(64,370)	95,134	64,370
W	944434D	MV Yakima Preservation	099	F	-	(9,197)	(9,197)	-	9,197
W	944441B	MV Walla Walla Preservation	099	F	7,873,000	7,872,000	(1,000)	4,580,909	1,000
W	944442B	MV Spokane Preservation	099	F	4,038,000	4,028,000	(10,000)	2,857,289	10,000
W	944442B	MV Spokane Preservation	099	S	763,000	586,672	(176,328)	653,672	176,328
W	944471A	MV Chetzemoka Preservation	099	F	2,803,000	2,561,721	(241,279)	2,274,335	241,279
W	944471A	MV Chetzemoka Preservation	099	S	910,000	843,000	(67,000)	663,252	67,000
W	944477A	MV Salish Preservation	099	F	-	(14,494)	(14,494)	0	14,494
W	944477B	MV Salish Improvement	099	S	3,000	2,901	(99)	2,901	99
W	944499C	MV Puyallup Preservation	099	F	1,694,000	605,233	(1,088,767)	-	1,088,767
W	944499C	MV Puyallup Preservation	099	S	362,000	6,208	(355,792)	6,208	355,792
W	944499D	MV Tacoma Preservation	099	F	-	(408,946)	(408,946)	-	408,946
W	944499E	MV Wenatchee Preservation	099	F	3,562,000	1,131,794	(2,430,206)	1,326,794	2,430,206
W	944499E	MV Wenatchee Preservation	099	S	2,866,000	1,202,484	(1,663,516)	1,269,484	1,663,516
W	952515P	Mukilteo Tml Improvement	099	F	-	(686,664)	(686,664)	-	686,664
W	952515P	Mukilteo Tml Improvement	099	S	1,155,000	132,221	(1,022,779)	132,221	1,022,779
W	952515P	Mukilteo Tml Improvement	20H	S	5,082,000	3,522,916	(1,559,084)	3,522,916	1,559,084
W	990040W	MV Chimacum Preservation	099	F	-	(14,394)	(14,394)	-	14,394
W	990040W	MV Chimacum Preservation	099	S	21,000	(66,999)	(87,999)	1	87,999
W	990052A	MV Suquamish Preservation	099	F	-	(13,888)	(13,888)	-	13,888
W	990052A	MV Suquamish Preservation	099	S	120,000	116,025	(3,975)	113,994	3,975
W	998603A	WSF/Systemwide - Ladder Safety	099	S	255,000	1,321	(253,679)	-	253,679
W	998604A	WSF/IT EFS Preservation	099	S	197,000	56,059	(140,941)	55,514	140,941

<u>Pgm</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>Source</u>	<u>21-23 Approp</u>	<u>21-23 Actuals</u>	<u>21-23 Underrun</u>	<u>23-25 Request</u>	<u>Reappropriation</u>
W	998901O	WSF/Systemwide - Dispatch System Replacement	099	S	4,001,000	353,913	(3,647,087)	353,913	3,647,087
W	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	099	F	-	(45,824)	(45,824)	-	45,824
W	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	099	S	200,000	185,362	(14,638)	183,731	14,638
W	998951F	Security System Upgrades for W2	099	F	1,650,000	1,352,955	(297,045)	-	297,045
W	998951F	Security System Upgrades for W2	099	S	143,000	46,323	(96,677)	46,323	96,677
W	998951V	Globe Fleetwatch Application and AIS Replacement	099	S	150,000	147,844	(2,156)	147,844	2,156
W	999910K	Emergency Repair	099	S	19,940,000	11,827,430	(8,112,570)	11,827,430	8,112,570
W	G2000084	Electric Ferry - Conversion	108	F	-	(5,221,846)	(5,221,846)	-	5,221,846
W	G2000084	Electric Ferry - Conversion	550	S	986,000	513,983	(472,017)	512,983	472,017
W	G2000084	Electric Ferry - Conversion	099	F	-	(5,206,636)	(5,206,636)	-	5,206,636
W	G2000084	Electric Ferry - Conversion	099	S	380,000	302,638	(77,362)	302,638	77,362
W	L1000006	MV Tokitae Preservation	099	F	-	(14,033)	(14,033)	0	14,033
W	L1000007	MV Samish Preservation	099	F	-	(13,888)	(13,888)	1,102,429	13,888
W	L1000168	Seattle Tml - Slip 2 and LCCM	099	S	445,000	61,334	(383,666)	-	383,666
W	L2000006	Vessel Project Support	099	F	-	(1,500,000)	(1,500,000)	-	1,500,000
W	L2000007	Terminal Project Support	099	S	8,369,000	8,174,000	(195,000)	7,337,109	195,000
W	L2000110	Ferry Vessel and Terminal Preservation	20H	S	2,838,000	-	(2,838,000)	-	2,838,000
W	L2000300	ORCA Card Next Generation	099	S	2,384,000	587,776	(1,796,224)	587,031	1,796,224
W	L2021087	Seattle-Bainbridge Island Terminal Electrification	099	F	2,200,000	-	(2,200,000)	-	2,200,000
W	L4000072	Vessel & Terminal Electrification	099	S	4,871,000	1,038,197	(3,832,803)	1,038,197	3,832,803
Y	700010C	Passenger Rail Equipment Replacement	218	S	-	(112,293)	(112,293)	-	112,293
Y	701210A	GRAIN TRAIN PROGRAM	02M	S	100,000	-	(100,000)	-	100,000
Y	724812B	Columbia Basin Railroad Co - 1st Subdivision Rehab Project (2021 FRAP)	218	S	570,000	424,323	(145,677)	424,323	145,677
Y	726823E	Port of Everett - Cargo Handling Equipment (2021 FRIB)	094	S	2,572,000	1,694,946	(877,054)	1,694,946	877,054
Y	726823F	Tacoma Rail - Alexander Wye & Storage Track Upgrades (2021 FRIB)	094	S	606,000	-	(606,000)	-	606,000
Y	744204B	Puget Sound & Pacific RR - Aberdeen Bridge Rehabilitation (2021 FRAP)	218	S	1,848,000	1,576,201	(271,799)	1,576,201	271,799
Y	752010A	Salmon Bay Bridge Rehabilitation Project	218	F	5,000,000	9,702	(4,990,298)	-	4,990,298
Y	F01000A	Statewide - Freight Rail Investment Bank	094	S	762,000	-	(762,000)	-	762,000
Y	F01111B	Palouse River and Coulee City RR - Rehabilitation	02M	S	1,008,000	448,390	(559,610)	448,379	559,610
Y	HSR001	State Corridor Safety and Positive Train Control Compliance	218	S	1,500,000	-	(1,500,000)	-	1,500,000
Y	HSR002	Locomotive Service Equipment and Overhaul	218	S	3,369,000	520	(3,368,480)	-	3,368,480
Y	HSR004	Point Defiance Bypass Revenue Service	218	S	251,000	20,404	(230,596)	19,404	230,596
Y	HSR005	Operational Modifications after new Service Launch	218	S	1,000,000	13,071	(986,929)	13,071	986,929
Y	L1000147	South Kelso Railroad Crossing	218	S	15,502,000	2,955,908	(12,546,092)	2,955,908	12,546,092
Y	L1000191	PV Hooper Track Improvements	218	S	192,000	4,372	(187,628)	4,372	187,628
Y	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation	218	S	1,479,000	1,396,784	(82,216)	1,396,307	82,216
Y	L1100080	Port of Moses Lake	218	S	8,090,000	1,299,247	(6,790,753)	1,299,247	6,790,753
Y	L2000191	Palouse River and Coulee City RR - Connecting Washington	218	F	677,000	601,177	(75,823)	581,905	75,823
Y	L2000191	Palouse River and Coulee City RR - Connecting Washington	218	L	13,000	-	(13,000)	-	13,000
Y	L2000191	Palouse River and Coulee City RR - Connecting Washington	218	S	8,405,000	3,436,959	(4,968,041)	3,343,214	4,968,041
Y	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	108	S	750,000	540,911	(209,089)	540,911	209,089
Y	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	218	S	352,000	333,695	(18,305)	332,612	18,305
Y	L2000359	Aberdeen US 12 Highway-Rail Separation	108	S	693,000	403,142	(289,858)	402,785	289,858
Y	L2000361	Jones/John Liner Road BNSF Railroad Undercrossing	108	S	367,000	593	(366,407)	-	366,407
Y	L2021053	Chelatchie Prarie Railroad Bridge and Rehab Work	218	S	2,739,000	18,608	(2,720,392)	18,608	2,720,392
Y	L2220057	Cascades Corridor Slide Prevention and Resiliency	218	F	2,071,000	117,411	(1,953,589)	116,502	1,953,589
Y	L2220057	Cascades Corridor Slide Prevention and Resiliency	218	S	4,800,000	693,649	(4,106,351)	693,649	4,106,351
Z	OLP500Z	State Infrastructure Bank	096	S	1,744,000	1,477,000	(267,000)	430,000	267,000

<u>Pgm</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>Source</u>	<u>21-23 Approp</u>	<u>21-23 Actuals</u>	<u>21-23 Underrun</u>	<u>23-25 Request</u>	<u>Reappropriation</u>
Z	3LP138F	Port of Tacoma Rd Interchange Phase 3	09E	S	975,000	915,000	(60,000)	915,000	60,000
Z	6LP131F	Barker Rd / BNSF Grade Separation	09E	S	4,200,000	3,511,000	(689,000)	3,511,000	689,000
Z	6LP131F	Barker Rd / BNSF Grade Separation	11E	S	900,000	-	(900,000)	-	900,000
Z	G2000010	Cowiche Canyon Trail	218	S	2,217,000	133,000	(2,084,000)	133,000	2,084,000
Z	G2000012	Schuster Parkway Trail	218	S	1,000,000	14,000	(986,000)	14,000	986,000
Z	G2000015	Bay Street Pedestrian Project	218	S	961,000	-	(961,000)	-	961,000
Z	G2000078	Redmond Ridge NE Roundabout	108	S	50,000	7,000	(43,000)	7,000	43,000
Z	G2000100	Extension of Federal FAST Act Funds	108	F	-	(9,940,000)	(9,940,000)	-	9,940,000
Z	G2000106	SR109/ 88 Corner Roadway	108	S	800,000	-	(800,000)	-	800,000
Z	L1000081	Community Facilities District Improvements (Redmond)	20H	S	743,000	2,000	(741,000)	1,000	741,000
Z	L1000148	SR 523 145th Street	20H	S	18,919,000	13,347,000	(5,572,000)	13,347,000	5,572,000
Z	L1000169	National Highway Freight Program	108	F	-	(3,768,000)	(3,768,000)	-	3,768,000
Z	L1000182	SR 900-12th Ave NW Enhanced Turning Capacity	108	S	1,200,000	1,025,000	(175,000)	1,025,000	175,000
Z	L1000193	Bronson Way Bridge - Seismic Retrofit and Painting	108	S	2,824,000	1,904,000	(920,000)	1,904,000	920,000
Z	L1000195	Main Street Revitalization Project	108	S	360,000	296,000	(64,000)	296,000	64,000
Z	L1000207	Barker Rd Corridor Widening - Spokane River to SR-290	11E	S	10,000	8,000	(2,000)	8,000	2,000
Z	L1000224	Dupont-Steilacoom Road Improvements	108	S	3,900,000	3,757,000	(143,000)	3,757,000	143,000
Z	L1000244	SR 104/ 40th Place NE Roundabout	108	S	339,000	65,000	(274,000)	65,000	274,000
Z	L1000249	Clinton to Ken's Corner Trail	218	S	742,000	435,000	(307,000)	435,000	307,000
Z	L1000250	I-405/ 44th Gateway Signage and Green-Scaping Improvements	108	S	110,000	-	(110,000)	-	110,000
Z	L1000260	Wallace Kneeland and Shelton Springs Road intersection improvements	108	S	200,000	-	(200,000)	-	200,000
Z	L1000283	South 314th St Improvements	108	S	234,000	59,000	(175,000)	59,000	175,000
Z	L1000284	Ridgefield South I-5 Access Planning	108	S	71,000	27,000	(44,000)	27,000	44,000
Z	L1000294	Orting Pedestrian Bridge	218	S	1,000,000	-	(1,000,000)	-	1,000,000
Z	L1000314	Ferry Landings at Anderson Island and Steilacoom	108	S	263,000	14,000	(249,000)	14,000	249,000
Z	L1000316	US 195/Inland Empire Way	108	S	150,000	-	(150,000)	-	150,000
Z	L1000317	Elevate Slater Road	26P	S	500,000	-	(500,000)	-	500,000
Z	L1000334	Safe Routes to Schools Grant Program Move Ahead	26M	S	6,686,000	202,000	(6,484,000)	202,000	6,484,000
Z	L1000335	Pedestrian and Bicycle Safety Grant Program Move Ahead	26M	S	5,496,000	1,000	(5,495,000)	1,000	5,495,000
Z	L2000017	SR 516/Wax Rd to 185th Ave SE - Improvements	108	F	-	(21,000)	(21,000)	-	21,000
Z	L2000064	Ridgefield Rail Overpass	20H	S	457,000	454,000	(3,000)	454,000	3,000
Z	L2000065	SR 502 Main Street Project/Widening	20H	S	4,425,000	546,000	(3,879,000)	546,000	3,879,000
Z	L2000066	Lewis Street Bridge	108	S	3,900,000	970,000	(2,930,000)	970,000	2,930,000
Z	L2000066	Lewis Street Bridge	20H	S	13,100,000	12,780,000	(320,000)	12,780,000	320,000
Z	L2000067	East-West Corridor Overpass and Bridge	20H	S	5,000,000	-	(5,000,000)	-	5,000,000
Z	L2000104	Covington Connector	20H	S	16,593,000	16,360,000	(233,000)	16,360,000	233,000
Z	L2000132	Duportail Bridge	20H	S	1,661,000	588,000	(1,073,000)	588,000	1,073,000
Z	L2000133	228th & Union Pacific Grade Separation (City of Kent)	20H	S	468,000	466,000	(2,000)	466,000	2,000
Z	L2000134	41st Street Rucker Avenue Freight Corridor Phase 2	20H	S	2,492,000	-	(2,492,000)	-	2,492,000
Z	L2000136	Harbour Reach Extension	20H	S	414,000	83,000	(331,000)	83,000	331,000
Z	L2000188	Pedestrian and Bicycle Safety Grant Program	218	S	21,870,000	16,836,000	(5,034,000)	16,836,000	5,034,000
Z	L2000189	Safe Routes to Schools Grant Program	108	F	-	(12,416,000)	(12,416,000)	-	12,416,000
Z	L2000189	Safe Routes to Schools Grant Program	218	S	16,562,000	8,249,000	(8,313,000)	8,249,000	8,313,000
Z	L2000228	Thornton Road Overpass	20H	S	11,000,000	8,802,000	(2,198,000)	8,802,000	2,198,000
Z	L2000237	Renton Avenue Pedestrian Safety	218	S	438,000	128,000	(310,000)	128,000	310,000
Z	L2000239	Bus Lane Signage Vashon Ferry Terminal	218	S	51,000	49,000	(2,000)	49,000	2,000
Z	L2000245	Lake Forest Park SR 104/Lyon Creek Culvert	108	S	500,000	259,000	(241,000)	259,000	241,000
Z	L2000250	E Nob Hill Blvd	108	S	79,000	64,000	(15,000)	64,000	15,000

<u>Pgm</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>Source</u>	<u>21-23 Approp</u>	<u>21-23 Actuals</u>	<u>21-23 Underrun</u>	<u>23-25 Request</u>	<u>Reappropriation</u>
Z	L2000256	Barker Rd/Trent Ave Grade Separation	108	S	4,000	-	(4,000)	-	4,000
Z	L2000274	Chelan - Traffic Improvements	218	S	258,000	157,000	(101,000)	157,000	101,000
Z	L2000286	Wenatchee - Confluence Parkway	108	S	8,000	1,000	(7,000)	1,000	7,000
Z	L2000328	Bingen Walnut Creek & Maple Railroad Crossing	20H	S	200,000	-	(200,000)	-	200,000
Z	L2000339	SR 303 Warren Ave Bridge Pedestrian Improvements	108	S	1,389,000	360,000	(1,029,000)	360,000	1,029,000
Z	L2000341	72nd/Washington Improvements in Yakima	108	S	900,000	101,000	(799,000)	101,000	799,000
Z	L2000357	520 Temporary Services and Noise Mitigation	218	S	88,000	85,000	(3,000)	85,000	3,000
Z	L2021090	SR 305/Suquamish Way Access Road	26P	S	2,000,000	-	(2,000,000)	-	2,000,000
Z	L2021094	Snoqualmie Parkway Rehabilitation Project	26P	S	1,000,000	-	(1,000,000)	-	1,000,000
Z	L2021119	Zero Emissions Drayage Truck	218	S	300,000	-	(300,000)	-	300,000
Z	L2021120	34th Avenue Roundabouts	108	S	900,000	40,000	(860,000)	40,000	860,000
Z	L2021121	Helena Ave Improvements	108	S	300,000	-	(300,000)	-	300,000
Z	L2021124	166th/SR 410 Interchange	108	S	100,000	-	(100,000)	-	100,000
Z	L2021126	Railroad Crossing Grant Program	26Q	S	3,000,000	-	(3,000,000)	-	3,000,000
Z	L2220059	SR 516/Jenkins Creek to 185th Avenue - Widening	20H	S	12,608,000	9,795,000	(2,813,000)	9,795,000	2,813,000
Z	L4000125	Lummi Island Ferry System Modernization and Preservation	26P	S	500,000	-	(500,000)	-	500,000
Z	NEDMONC	SR 99 Revitalization in Edmonds	20H	S	9,570,000	6,590,000	(2,980,000)	6,590,000	2,980,000
Z	T10600R	Complete SR 522 Improvements-Kenmore	20H	S	500,000	2,000	(498,000)	2,000	498,000

Nickel TPA CWA Delivery Status Report (Section 312)

“Funds Transfer” Section 601 Summary

2024 Supplemental - Section 601 Transfers Summary

Projects requiring funding					Projects providing funds				
CWA	TPA	Total	Description	Nickel	TPA	Total	Description		
2021-23 Quarter 1 (ending Sept 2021)									
No transfer requests during this time.									
2021-23 Quarter 2 (ending Dec 2021)									
No transfer requests during this time.									
2021-23 Quarter 3 (ending Mar 2022)									
No transfer requests during this time.									
2021-23 Quarter 4 (ending June 2022)									
Projects requiring additional funds					Projects providing additional funds				
CWA	TPA	Total	Description	CWA	TPA	Total	Description		
500	0	500	I-82 South Union Gap Interchange - Construct Ramps (L2000123)	(500)	-	(500)	US 395/Ridgeline Intersection (L2000127) Constructs a new intersection in Kennewick		
I-82 South Union Gap interchange is currently a partial interchange with only a westbound off-ramp and an eastbound on-ramp. This project will complete the interchange by constructing a westbound on-ramp and eastbound off-ramp to provide full access to South Union Gap.									
2021-23 Quarter 5 (ending Sept 2022)									
No transfer requests during this time.									
2021-23 Quarter 6 (ending Dec 2022)									
Projects requiring additional funds					Projects providing additional funds				
CWA	TPA	Total	Description	CWA	TPA	Total	Description		
600	0	600	SR 28/SR 285 North Wenatchee Area Improvements (L2000061)	(600)	-	(600)	I-405/Renton to Bellevue - Corridor Widening (M00900R) Continues widening of the I-405 corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL) and rebuilding impacted interchanges.		
The project will relieve congestion and provide safety enhancements through intersection improvements, access revisions, pedestrian and transit improvements, ITS solutions and environmental work.									
2021-23 Quarter 7 (ending Mar 2023)									
No transfer requests during this time.									
2021-23 Quarter 8 (ending June 2023)					2021-23 Quarter 8 (ending June 2023)				
Projects requiring additional funds					Projects providing additional funds				
CWA	TPA	Total	Description	CWA	TPA	Total	Description		
7,330		7,330	Puget Sound Gateway Program (M00600R)	(7,330)		(7,330)	I-405 Renton to Bellevue - Corridor Widening (M00900R) Lower than expected biennial expenditures.		
Advance funds from 23-25, to 21-23, for construction of the SR 167 Stage 1b and the SR 509 Stage 1b projects progressed a little faster than forecasted.									
4,636		4,636	I-5/NB Marine View Dr to SR 529 - Corridor & Interchange Improvements (L2000229)	(4,636)		(4,636)	I-405 Renton to Bellevue - Corridor Widening (M00900R) Lower than expected biennial expenditures.		
Advance funds from 23-25, to 21-23, for unanticipated change orders.									
4,186		4,186	I-5 Federal Way - Triangle Vicinity Improvements (T20400R)	(4,186)		(4,186)	I-405 Renton to Bellevue - Corridor Widening (M00900R) Lower than expected biennial expenditures.		
Updated aging based on the consultant task order deliverables.									
1,234		1,234	US 395/Ridgeline Intersection (L2000127)	(1,234)		(1,234)	I-405 Renton to Bellevue - Corridor Widening (M00900R) Lower than expected biennial expenditures.		
Construction increase is due to adjusted work by change orders, bid item overruns, and a Construction Engineering increase.									
606		606	SR 240/Richland Corridor Improvements (L2000202)	(606)		(606)	I-405 Renton to Bellevue - Corridor Widening (M00900R) Lower than expected biennial expenditures.		
The contractor's schedule for the SR 240 Roundabout Project resulted in the project being completed faster than anticipated, the									
	384	384	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvements (509009B)		(384)	(384)	SR 99/Alaskan Way Viaduct - Replacement (809936Z) Lower than expected biennial expenditures.		
The increase was due to inclement weather and increased cost for equipment for the emergency scour repair project. The contractor worked longer hours and weekends and encountered inclement weather conditions resulting in limited working days available and additional standby time increasing construction costs.									
Total	17,992	384	18,376	(17,992)	(384)	(18,376)			

2024 Supplemental - Section 601 Administrative Transfers Summary

Projects requiring additional funds					Projects providing additional funds				
CWA	TPA	Total	Description		CWA	TPA	Total	Description	
2021-23 Quarter 1 (ending Sept 2021)									
no transfers									
2021-23 Quarter 2 (ending Dec 2021)									
no transfers									
2021-23 Quarter 3 (ending Mar 2022)									
no transfers									
2021-23 Quarter 4 (ending June 2022)									
No transfers									
2021-23 Quarter 5 (ending Sept 2022)									
No transfers									
2021-23 Quarter 6 (ending Dec 2022)									
No Transfers									
2021-23 Quarter 7 (ending Mar 2023)									
No transfers									
2021-23 Quarter 8 (ending June 20223)									
CWA	TPA	Total	Description		CWA	TPA	Total	Description	
238		238	I-5/Marvin Road/SR 510 Interchange (L1100110)		-238		-238	I-405 Renton to Bellevue - Corridor Widening (M00900R)	
	122	122	SR 125/9th Street Plaa - Intersection Improvements (L2000170)		-122		-122	I-405 Renton to Bellevue - Corridor Widening (M00900R)	
	1	1	I-5/Northbound on-ramp at Bakerview (L2000119)		-1		-1	I-405 Renton to Bellevue - Corridor Widening (M00900R)	
		153	US 2 Trestle IJR (L1000158)			-153	-153	SR 99/Alaskan Way Viaduct - Replacement (809936Z)	
		55	SR 3/Belfair Area - Widening and Safety Improvements (300344D)			-55	-55	SR 99/Alaskan Way Viaduct - Replacement (809936Z)	
Total	361	208	569		(361)	(208)	(569)		

Practical Design Report

Annual Practical Design Savings Report
Submitted with WSDOT's 2024 Agency Budget Request

On behalf of the Washington State Department of Transportation (WSDOT), this report is the one of a series of annual reports summarizing practical design savings to date on Connecting Washington (CW) funded projects. This report was prepared in a manner consistent with the requirements outlined in RCW 47.01.480 (1)(c).

This report provides information to the Office of Financial Management and the Legislature regarding how practical design has been applied to CW projects and savings remaining at the completion of a CW project.

Since the last annual report, several projects have been fully completed and closed out with the identified final savings:

• SR 520 Trail Grade Separation at 40th Street– G2000013	\$0
• Orchard Street Connector– L2000120	\$2,032,668
• Issaquah-Fall City Road – L1000094	\$0
• I-5/Port of Tacoma Road Interchange – Stage 1 – L1000087	\$0
• South Lander Street – L2000181	\$4,500,518

At the department's request, through the semi-annual reporting process, the above savings were transferred by the State Treasurer into the Transportation Future Funding Program Account.

Background

As part of the CW revenue funding package passed by the Legislature and signed by the Governor in July 2015, Engrossed Substitute House Bill (ESHB) 2012 was enacted and codified as RCW 47.01.480 and RCW 47.01.485. This law provides direction on performance and reporting expectations on implementing practical design for CW-funded projects. The law requires two reports to be completed on a recurring basis, the first report was sent on July 1, 2016 and is due every six months thereafter identifying any practical design savings, retired risk and unused contingencies. This report can be found on the department's website by searching for "legislative reporting." The second report is required to be submitted annually with the department's budget.

This annual report, due with the budget submittal, requires information on practical design savings, scope changes and associated impacts on risk savings, cost of materials savings, unused contingency, and retired risk savings. The specific language for the annual report is as follows:

RCW 47.01.480 (1)(c) -Each year as a part of its annual budget submittal, the department must include a detailed summary of how practical design has been applied and the associated savings gained. The annual summary must also include for each project: Details regarding any savings gained specifically through changes in the cost of materials, changes in the scope of a project and associated impacts on risk, the retirement of any risk reserves, and unused contingency funds.

Furthermore, the law outlines the basic methodology associated with how the practical design savings element of the report should be calculated. The following is an excerpt from the law:

RCW 47.01.480 (1)(c) - To determine the savings attributable to practical design, each connecting Washington project must be evaluated. For design-bid-build projects, the evaluation must occur at the end of the project design phase. For design-build projects, the evaluation must occur at the completion of thirty percent design...

Given the above direction, the reporting requirements associated with this annual report includes elements which are to be reported at the completion of the project design phase (savings attributable to practical design), changes in scope and associated impacts on risk and project construction (materials cost, retired risk and unused contingency funding). Since WSDOT often delivers legislative line-item projects using multiple construction contracts, the final reporting element (savings available to transfer) will not be available until the last construction contract to deliver the legislative line-item project has been completed.

Furthermore, this report does not convey a complete summary of events associated with the quality, efficiency, and/or challenges of project delivery. For example, the report does not include information comparing the winning project bid to the engineer's estimate at contract award and the risks which are either mitigated or realized. WSDOT assumes that other existing reporting mechanisms will provide this additional information on project delivery.

The report includes Connecting Washington line-item projects in the following programs: Highway Construction Improvement and Preservation, Washington State Ferries Capital, Rail Capital, Facility Capital and Local Programs Capital as reflected on the latest legislative project list once design is completed.

Programmatic items included in the legislative project list such as the Highway System Preservation, fish barrier removal, ferry vessel and terminal preservation, grant programs for bicycle/pedestrian, and transit and rail projects are assumed to be fixed levels of investment intended to be delivered over the 16-year period. Therefore, programmatic entries will not be included in this report.

Additionally, to effectively capture the savings attributable to practical design decisions, WSDOT will remove the impact of inflation from the calculation of project savings. The detailed information in these reports will capture practical design savings based on a constant dollar comparison between the original (uninflated) legislative project budget and the (uninflated) project estimate at the time of advertisement.

Furthermore, WSDOT assumes that the issuance of the Request for Proposal (RFP) represents completion of 30 percent design for calculating the savings attributable to practical design on design-build projects. Additional assumptions associated with this report include:

- Projects that have already been designed using non-CW funding and have only construction funded through CW will not have any practical design savings reported. Savings from these projects will be reflected in other currently required reporting elements.
- Changes in scope and associated impacts on risk will be reported when the project is advertised.

- Projects where CW does not fully complete the design of a project will be reported on at the end of the design phase or when available funding is used, whichever comes first. Other required reporting elements will not be reported on until construction funding becomes available.
- Planning studies for which there is unused funding will be included in this report at the conclusion of the study.
- Local projects will be “self-reported” by the local jurisdiction to WSDOT’s Local Programs Office and will be compared to the most recent available project cost estimate.

Report Details

Attachment A provides a summary of the practical design savings calculation and description of practical design applications on each project. At this stage of CW project delivery, only the savings attributable to practical design can be reported. Through June 30th, 2023, \$65,793,000 of practical design savings have been identified on projects included in the report.

Attachment B provides a summary of the CW projects actual project savings. To date, \$12,283,523 has been identified as project savings and deposited into the Transportation Future Funding Program Account.

Where a project has not finished delivery, the remainder of the savings identified on Attachment B: cost of material savings, unused contingency, and retired risk savings will be determined when the project completes construction and is closed out.

Yellow highlights within attachments A and B indicate that projects are new to the report or are being adjusted from a previous report.

Implementing Practical Solutions throughout WSDOT

Practical solutions strategies (which include practical design) are applied throughout the project development and delivery process. Where practical solution refinements are identified in the process will determine whether savings are due to cost avoidance (i.e. an initial lower project estimate to be funded than otherwise anticipated) or a reduction to a project budget (i.e. project savings which occurred after the initial project estimate was funded).

Practical design applications begin during the scoping and pre-design stage of project development. During this stage, agency pre-design efforts are funded from non-project resources rather than from a specific project budget. Practical design savings through cost avoidance are removed from the project estimate prior to establishing the initial project budget. After the initial project budget is established and design begins on that project, practical design can result in reduced costs to deliver the project. Assuming no inflationary increases on the project over its delivery schedule, and assuming no unforeseen project challenges, the reduced delivery cost should result in project savings.

It is important to recognize that greater savings are often generated through practical solution and practical design efforts during the earlier stages of project development, prior to the project receiving funding. This concept has been documented, in part, in the 2010 JLARC report on WSDOT

scoping and cost estimating for highway construction projects. As WSDOT continues to refine its approach to implementing practical solutions and practical design, we expect to observe a diminishing level of savings. This is due to future projects being developed from their inception utilizing these principles. In other words, we will not have potentially over-designed projects to compare to those projects that were developed using practical design. This will result in fewer savings being available over time from funded projects. Although some of the projects in this annual report have modest practical design savings to report and others have no practical design savings to report, these and many other projects have utilized practical design in the scoping and implementation of projects to avoid costs and provide value for the taxpayers. Below are some highlights of WSDOT led projects in this report that have implemented practical design as follows:

- **I-405 Renton to Lynwood - Corridor Widening** – (M00900R/140509A/I-405)
I-405/Lakehurst Creek Culvert - Emergency Repair
The original design had 2 intermediate launching pits for the jack and bored pipe beneath the Park & Ride lot. The contractor proposed to eliminate 1 of them and install longer runs of pipe, ultimately reducing impact to the lot and eliminating another ~50-60' deep manhole. This required permission from maintenance to deviate from the standard 300' between structures. Maintenance agreed and the contractor was successful in installing the longer pipe runs.
- **SR 28/SR 285, North Wenatchee Area Improvements** – (L2000061/200208U/NCR)
US 2/97 Easy Street – Roundabout
This project applied practical design by staging the construction to minimize impacts to the traveling public while also reducing the use of flagging personnel. In addition, early partnership with our local transit agency and the City of Wenatchee allowed for the addition of underground infrastructure along with multi-modal items. WSDOT was also able to partner with the local transit agency to transport pedestrians around the work zone using existing bus routes during construction.
- **I-5 JBLM Corridor Improvements** – (M00100R/300504T/OR)
I-5/Mounts Rd to Steilacoom-DuPont Rd - Corridor Improvements
I-5 lane and shoulder widths were reduced using Practical Design principles to maintain safe and efficient operations while avoiding impact to JBLM Military Family Housing areas (two-year time savings) and avoiding the need to widen the Laundry Spur railroad bridge (\$3.7M savings). The Exit 119 interchange was re-designed to accommodate queues to the JBLM DuPont security gate without re-construction of the entire gate checkpoint, saving \$25M. The D-B contractor submitted an Alternative Technical Concept (ATC) to construct a single bridge over I-5 instead of two bridges, resulting in \$7.8M in savings.
- **US 395 North Spokane Corridor** – (M00800R/600015J/ER)
US 395/NSC Spokane River Crossing
As part of the overall Phase 1 NSC project, this sub-project builds two vehicular bridges, and one pedestrian bridge over the Spokane River. The project closes the gap between two previous NSC projects. Practical Design has been applied to the NSC corridor, and previous decisions have carried forward onto this project. The most significant is the extension of design work from PIN 600015M, which developed a larger inlet with 8" drainpipes instead of the standard 6". Other considerations for drainage were to limit the

number of inlets on the bridge decks by utilizing more of the roadway shoulder for conveyance instead of installing multiple inlets align the shoulder – again to reduce maintenance activities on the deck. Lastly, the downspouts drainpipes were increased to 10” and remained constant for this section of projects keeping construction and long-term maintenance items uniform. All drainage decisions were done with input from Region Maintenance on the struggles they have endured on the existing viaduct section through I-90. A more sustainable approach has been developed.

The projects above are good examples that illustrate WSDOT’s commitment to use practical design not only to reduce the cost of constructing projects, but also to reduce long-term costs of operating and maintaining our transportation system. While modest practical design savings have been identified on CW projects, practical design continues to play an important role in defining and delivering transportation projects.

The department has prepared a document titled “Practical Solutions for Washington’s Transportation System” July 1, 2016, which provides additional information about efforts within WSDOT to implement practical solutions.

Please contact Mike Gribner, Assistant Secretary of Engineering and Regional Operations at (360) 705-7032 or gribnem@wsdot.wa.gov regarding the implementation of Practical Solutions within WSDOT. For questions on the funding and financial information contained in this document, please contact Troy Suing, Director of Capital Program Development and Management at (360) 705-7121 or suingt@wsdot.wa.gov.

Annual Summary of Practical Design Savings

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
Highway Construction - Improvement Program						
L1000157	SR 14 Access Improvements	7,500,000	6,857,000	6,663,000	194,000	At 32nd St., the roundabout design was optimized to meet the needs of the Port hauling vehicles, resulting in a cost-effective low profile central island with removable signs. Also included strategic use of dynamic signing with vehicle detection to address congestion related to at-grade train crossing backups nearby, in lieu of more expensive options. Used a temporary roundabout during construction in lieu of a temporary signal, reducing cost and improving operations. At 15th St., collaborated with the City of Washougal to have pedestrians use the existing multiuse path that crosses through a tunnel under SR 14 just east of the intersection, rather than providing facilities for pedestrians to cross SR 14 at grade. This resulted in increased safety for pedestrians and cost savings. Also, built in geometrically accurate joint details in splitter island, and strategic striping to allow for a low-cost retrofit of the roundabout in the future. A future retrofit would add a lane by removing a portion of the splitter island in approximately 10 years when traffic volumes grow, extending the life of the roundabout for another 10+ years.
L1100110	I-5/Marvin Road/SR 510 Interchange	72,000,000	66,437,000	42,949,000	23,488,000	The Legislative Description proposed construction of a Single Point Urban Interchange (SPUI) and a slip-ramp to the business district. This statement meets the project needs, but requires extensive improvements to the ramps and bridge. Olympic Region conducted a VE study and it was found that a Diverging Diamond Interchange (DDI) also meets the needs of the project while costing much less than a SPUI.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L2000061	SR 28/SR 285, North Wenatchee Area Improvements	23,000,000	18,591,209			
	US 2/97 Easy Street - Roundabout		4,261,000	5,930,000	0	This project applied practical design by staging the construction to minimize impacts to the traveling public while also reducing the use of flagging personnel. In addition early partnership with our local transit agency and the City of Wenatchee allowed for the addition of underground infrastructure along with multi-modal items. WSDOT was also able to partner with the local transit agency to transport pedestrians around the work zone using existing bus routes during construction.
	SR 28/SR 285, North Wenatchee Area Improvements		14,330,209			
L2000074	SR 14/ Wind River Junction	5,150,000	4,735,000	7,294,000	0	<p>This project will reconstruct the intersection at Wind River Road and SR 14, so that Wind River Road will operate most efficiently. The scope for this project was not fully known when this project was originally assigned a budget by the legislature as part of the 2015 CWA package. The project team implemented practical design and was able to reduce costs in several areas. However, the total project cost was still over the original budget resulting in WSDOT requesting additional funds.</p> <p>An in-depth alternatives analysis was performed to determine whether a modified t-intersection or a roundabout was the most viable option to meet the project needs and manage the many constraints at this particular location. Constructing a roundabout at this location best met the project needs and resulted in reducing the footprint allowing for smaller excavation needs, helping keep costs as low as possible. Implementing proactive communication early in the design process and nurturing a spirit of partnership between WSDOT and the property owner(s) helped streamline one of the most complex acquisitions faced by Southwest Region's Real Estate Services Office, keeping the project schedule on track and avoiding potential costs associated with a lengthy acquisition process.</p> <p>WSDOT collaborated with Skamania County to establish a 30 day detour via Hot Springs Avenue. This strategy minimized impacts to the community of Carson by allowing the contractor to perform this work unimpeded and restoring access sooner</p>
L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	26,900,000	18,710,000			

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
	I-90/Barker to Harvard - Improve Interchanges and Local Roads		3,053,000	3,496,000	0	This is a Connecting Washington project to enhance mobility, increase level of service, and improve safe operations on Interstate 90 and local roads. Through analysis and the IJR process, this project has reduced to an overpass bridge only. Bridge and associated roadway will connect Appleway and Mission thus providing additional connectivity without adding access and congestion to I-90.
	I-90/Barker to Harvard - WB on-Ramp Improvement		3,133,000	2,675,000	458,000	The configuration of the Harvard Rd I/C delivers westbound traffic on to I-90 with two separate ramps that merge on to I-90 separately, but close together. This condition creates conflict and congestion. This project will improve the ramp geometry and acceleration length to provide a better level of service and merge opportunities. Design modification have allowed for a footprint that is less expensive to construct and requires no additional right of way. At the same time the enhanced functionality desired is obtained.
	I-90/Barker to Harvard - Add Lane Harvard Rd Bridge		3,621,000	3,949,000	0	The Harvard Rd bridge is currently a two lane structure. Northbound traffic volumes are driving the need for an additional northbound lane in order to prevent the northbound traffic queue from impacting the function of the Harvard Rd/Appleway I/S that is located immediately south of I-90. This project adds an additional northbound lane from the intersection north across bridge 90/589 to the westbound on ramp. This added capacity will reduce congestion and the I/S conflict. Design modifications to the fill on the south side of the bridge have eliminated the need for right of way purchasing.
	I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local Roads		8,903,000	10,626,740	0 ⁷	This project provides for a new local crossing of I-90 in the vicinity of Harvard Rd Interchange in Liberty Lake. WSDOT partnered with the City of Liberty Lake in the design and right of way purchase. To decrease the project impact on the surrounding residential and commercial properties, the project was design with retaining wall instead of fill slopes decreasing t4he footprint. This in turn created a saving in right of way of approximately \$3 million but was offset in an increase in construction of \$1 million dollars. The design of the fill and retaining walls were optimized to provide a hybrid approach, part wall and part slope, decreasing the overall construction cost even further.
	I-90/Barker to Harvard - Improve Interchanges & Local Roads (Additional construction packages yet to be advertised)		0			

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L2000102	SR 14/I-205 to SE 164th Avenue-Auxiliary Lanes	25,000,000	22,288,000	23,816,000	0	This segment of SR 14 between I-205 and SE 164th Avenue experiences congestion associated with the high volumes of entering and exiting traffic. Constructing auxiliary lanes both directions between the interchanges and modifying the I-205 ramps to SR 14 will reduce delays and improve safety. Community, Multimodal, and Environmental engagement occurred practical solution implementation was applied to include safety and operational considerations.
L2000123	I-82/ EB WB On and Off Ramps	34,400,000	30,871,000	22,102,000	8,769,000	The engineering team redesigned the eastbound off-ramp to eliminate the need for additional right of way. The team further refined the design to reduce the height and length of a retaining wall needed along the eastbound off-ramp. The team also reduced the width of bridge needed over I-82 for the westbound on-ramp.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L2000170	SR 125/9th Street Plaza - Intersection Improvements	3,900,000	3,579,000			
	SR 125/Plaza Way - Intersection Improvements		3,177,000	4,864,187	0	This project will complete the intersection improvements by placing a roundabout at the intersection of SR 125 and Plaza Way/Dalles Military Rd as well as rehabilitating a portion of Plaza Way in the City of Walla Walla. This project utilized Federal, State and Local Agency funds to improve the intersection safety, connectivity as well as continuing to connect active transportation routes across railroad crossings to adjacent city street crossings. During the Design, engineers determined that an asphalt roundabout built on top of the existing roadway would save significant materials and construction time. To further decrease impacts to public, the contractors and engineers worked to adjust duration and timing of impacts of the construction through alternate traffic control methods and commitments for reduced impacts and portions to be open to traffic during identified significant community/regional events.
	SR 125/Plaza Way Vic Stage 2 - Sidewalk Improvements		179,000	691,361	0	
	SR 125/9th Street Plaza - Intersection Improvements (Additional construction packages yet to be determined)		223,000			

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L2000117	SR 501/I-5 to Port of Vancouver	6,000,000	5,372,000	5,543,845	0	The project office coordinated extensively with the Port of Vancouver, the City of Vancouver, and C-Tran to develop two contracts that are fulfilling several needs in the corridor. This CWA project addresses freight mobility and ADA ramp improvements in one contract. The project incorporated the City of Vancouver's "Complete Streets" vision for the downtown Vancouver area and addressed their biggest concern for pedestrian and bicycle safety between I-5 and the Port of Vancouver. One of several improvements included providing a parking-buffered bike lane which protected inexperienced bicyclists who did not feel comfortable riding on SR 501 due to the large volume of vehicular and freight traffic. A separate paver, following right behind in the same season and including contributions from the City of Vancouver, will resurface the roadway and modify the striping. To maximize our existing infrastructure and optimize corridor operations, the lanes and parking were reconfigured to add the dedicated bike lane within the existing roadway cross section so the needs of all modes, automobiles, bicycles, pedestrians, freight, and transit, were met.
L2000119	I-5/Northbound on-ramp at Bakerview	10,000,000	8,805,000	9,142,933	0	This project has no practical design savings. The Legislative budget is being supplemented by City contributions in order to complete the project.
L2000127	US 395/Ridgeline Intersection	21,000,000	18,625,000	16,665,844	0 ⁷	This project will complete an interchange where Ridgeline Rd intersects US 395. This project improves safety and operations through the high speed divided section of US 395. Through coordination with multiple private and local utilities, the engineering team reduced utility conflicts points access locations, footprints, and design constraints by consolidating utilities into a common trench to cross under US 395. This consolidated practical design will assist with increased construction and inspection activities as well as access and maintenance efficiencies in the future.
L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	73,200,000	67,304,000	57,831,000	9,473,000	Through the practical design process, this project refined the scope to restriping of the westbound and eastbound mainline of I-90 to create an additional auxiliary lane in each direction between Eastgate and West Lake Sammamish Parkway. As a result of this refinement, the ITS elements were reduced resulting cost reduction.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
M00400R	SR 520 Seattle Corridor Improvements - West End	1,642,500,000	1,376,192,000			
	SR 520/Montlake to Lake Washington - I/C and Bridge Replacement		517,888,000	515,620,000	2,268,000	The engineering team re-designed the merge and acceleration zones which shorten the on-ramps and reduced the size of the bridge structure. The RFP development team has included in the General Provisions of the Contract that the Design-Builder will perform a Practical Design Workshop with WSDOT prior to Notice-To-Proceed.
	SR 520/I-5 Interchange - Improvement		78,239,000	96,175,310	0	An existing morning off ramp was repurposed to be reversible and function as an afternoon on ramp for HOV and transit. This approach increases the efficiency use of an existing infrastructure and avoids the need to build a brand-new infrastructure. The plans and specifications have incorporated this design to be constructed by the contractor.
	SR 520 Seattle Corridor Improvements - West End (Additional construction packages yet to be advertised)		780,065,000			
M00800R	US 395 North Spokane Corridor	878,900,000	713,567,000			
	US 395/NSC Columbia to Freya		18,676,000	20,153,000	0	Northbound 2-lane off ramp was reduced to a single-lane off ramp. Slip lane was eliminated at the intersection of the northbound off ramp with Freya Street. \$10.5M in savings from TPA and Nickel accounts were used to construct the Freya Structures. These structures were a part of the original scope of work for the CW project.
	US 395/NSC BNSF - 2nd Railroad Realignment		44,348,000	63,639,000	0	The purpose of this project is to realign the BNSF rail line to make room for construction of the NSC. The original planned alignment of the NSC traversed over the "Black Tank" contaminated site. Through a three-party effort including DOE, BNSF and WSDOT, we revised the alignment to allow the necessary cleanup work at the Black Tank site and the placement of the NSC to be co-located. A Railroad shoofly was designed to allow accelerated construction, including simultaneous removal of the existing RR bridge over Wellesley Ave and construction of the replacement bridge and a 30" waterline, both which conflicted with the existing RR bridge.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
	US 395/NSC Wellesley Ave Improvements		25,148,000	31,993,199	0	This project provides for full access Interchange from the North Spokane Corridor (NSC) to Wellesley Ave. within the City of Spokane's Hillyard Neighborhood which includes new bridges, retaining walls, city streets, mainline roadway, and utility relocation. As noted through the corridor, the median shoulders were narrowed from 10' to 4' minimizing the footprint, initial cost and reducing longer term maintenance cost.
	US 395/NSC Spokane River to Columbia		31,987,000	41,011,000	0	This project will complete a portion of North Spokane Corridor (New Construction) through the urban area of NE Spokane. The project includes required noise mitigation. The engineering team was able to eliminate approximately 600 L.F. of noise wall and barrier by constructing an earth embankment noise berm with excess roadway excavation material. The median shoulders were narrowed from 10' to 4' minimizing the footprint, initial cost and reducing longer term maintenance cost.
	US 395/NSC Spokane River to Columbia - Shared Use Path		13,898,000	11,433,000	2,465,000	The project will complete a portion of the North Spokane Corridor(NSC) Shared Use Path. There has been a significant amount of public engagement and Placemaking completed for the project. This effort resulted in a prioritized list of features and amenities desired by the public along with identification of special places in and around the NSC. The RFP was developed to continue the public engagement and incentivized through technical credits the number of features and amenities included in Proposals and the reduction of long-term maintenance and operation cost.

Leg BIN ¹	Project Title ²	Legislative Project Cost	Legislative Cost in	Engineers	Practical Design	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) ³	2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵	Savings ⁶	
	US 395/NSC Spokane River Crossing		49,505,000	67,998,000	0	As part of the overall Phase 1 NSC project, this sub-project builds two vehicular bridges, and one pedestrian bridge over the Spokane River. The project closes the gap between two previous NSC projects. Practical Design has been applied to the NSC corridor, and previous decisions have carried forward onto this project. The most significant is the extension of design work from PIN 600015M, which developed a larger inlet with 8" drainpipes instead of the standard 6". Other considerations for drainage were to limit the number of inlets on the bridge decks by utilizing more of the roadway shoulder for conveyance instead of installing multiple inlets align the shoulder – again to reduce maintenance activities on the deck. Lastly, the downspouts drainpipes were increased to 10" and remained constant for this section of projects keeping construction and long-term maintenance items uniform. All drainage decisions were done with input from Region Maintenance on the struggles they have endured on the existing viaduct section through I-90. A more sustainable approach has been developed.
	US 395/NSC Sprague Ave to Spokane River - Phase 1		32,084,000	51,870,000	0	As part of the overall Phase 1 NSC project, this sub-project builds two, 1500-foot-long bridges carrying north and southbound traffic of the NSC across the Spokane Community College parking lot on a viaduct. Knowing the existing bridge drains on the current I-90 viaduct section through downtown Spokane frequently clog, the overall design team was able to develop a larger inlet with 8" drainpipes instead of the standard 6". Other considerations for drainage were to limit the number of inlets on the bridge decks by utilizing more of the roadway shoulder for conveyance instead of installing multiple inlets align the shoulder – again to reduce maintenance activities on the deck. Lastly, the downspouts drainpipes were increased to 10" and remained constant for this section of projects keeping construction and long term maintenance items uniform. All drainage decisions were done with input from Region Maintenance on the struggles they have endured on the existing viaduct section through I-90. A more sustainable approach has been developed.
	I-90/Magnolia Pedestrian Bridge - Emergency Removal		487,000	487,000	0	The poor condition of the pedestrian structure required this projects work to be completed earlier than the original project provided. The scope on this project was removed from the original project.
	US 395 North Spokane Corridor (Additional construction packages yet to be advertised)		497,921,000			

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
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M00500R	I-90 Snoqualmie Pass - Widen to Easton	426,400,000	350,652,000			
	I-90/Cabin Cr I/C to W Easton I/C Phase 3 - Add Lanes/Wildlife Bridges		224,996,000	294,207,895	0	This project will reconstruct I-90 on a new alignment and add a third lane in each direction to add capacity, improve sight distance, provide a smoother ride, and replace rapidly deteriorating pavement. The project will also address unstable slopes to reduce rock fall and construct new wildlife crossings to improve habitat connectivity and reduce collisions with wildlife. The original concrete pavement on this section of I-90 east of Snoqualmie Pass is severely deteriorated and needs to be replaced. Unstable slopes result in rock and debris falling onto the highway. Drivers also experience stop-and-go traffic conditions due to increasing traffic volumes and collisions, including collisions with wildlife.
	I-90/Easton Hill to W Easton I/C WB - Replace Bridge and Build Detour		16,145,000	12,656,154	0 ⁷	This project is intended to complete improvements within the 15-mile project corridor from Hyak to Easton. The corridor was partially funded by TPA funds, which were used to complete the first 8 miles of the corridor. WSDOT originally intended to divide the remaining corridor into 3 sections for delivery under corresponding contracts. WSDOT conducted a VE analysis that recommended using only 2 phases to reduce time, reduce conflicts with adjacent contracts, and to improve the efficiency of earthwork movement between sections. WSDOT reorganized the project into two main contracts, the first of which is scheduled to advertise in Spring 2021. WSDOT also advertised and awarded an advanced contract to Selland Construction in the Spring of 2020 that widens rock cuts and constructs a detour route that facilitates the construction of the permanent improvements.
	I-90/Stampede Pass I/C EB - Replace Concrete Panels		379,392	379,392	0	This project addressed rapidly deteriorating concrete panels and shoulder in the vicinity of the I-90 Stampede Pass Interchange. Through evaluation on this emergent project, the design/construction team worked with region materials and HQ pavements and determined that a reinforced subgrade with asphalt overlay would provide the needed roadway life with reduce costs and impacts to traveling public by accelerating construction timelines. Additional traffic control efforts reduced additional construction duration by detouring traffic on the ramp to allow the contractor full access to both lanes to expedite removal and replacement of the roadway under the bridge.

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	I-90/Cabin Creek I/C EB - Replace Concrete Panels		270,000	364,333	0	This project addressed rapidly deteriorating concrete panels and shoulder in the vicinity of the I-90 Cabin Creek Interchange. The design/construction team worked with region materials staff and determined that enough of the remaining concrete panels in the section were structurally sound enough to leave and only remove and replace select broken, rocking or dipping panels. This resulted in reduced costs and an expedited construction timeline.
	I-90 Snoqualmie Pass - Widen to Easton (Additional construction packages yet to be determined)		333,857,608			

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L1000110	I-405/NE 132nd Interchange - Totem Lake	75,000,000	64,450,000	70,467,547	0	This project will construct a new half diamond interchange at Northeast 132nd Street to and from northbound I-405, construct new fish passable culverts, and improve local roadways within the project vicinity. The engineering team redesigned the interchange to use the existing I-405 structures, and to replace existing signalized intersections to multilane roundabouts at each new ramp terminal. This allowed the team to eliminate the need for bifurcating lanes under the freeway, allow space for fish passage and nonmotorized improvements, and avoid significant right of way impacts. The team worked closely with stakeholders, especially the City of Kirkland, and some of the early coordination allowed for early acquisition of a parcel before redevelopment. Coordination with the Muckleshoot Tribe and utilities was also key to design refinements and advancement. The team further refined the design to optimize fish passage design and reduce the height and length of retaining walls under the existing mainline structures with little clearance and different types of foundations, while allowing for significant utility relocation.
L1000112	SR 20/Sharpes Corner Vicinity Intersection	13,400,000	12,341,000	10,399,000	1,942,000	This project at Sharpes Corner intersection in Anacortes relieves congestion and improves safety. A value engineering study in 2007 looked at six design options to improve the intersection and concluded that a modified roundabout would be the best solution. CW funding in 2015 fixed the budget at \$13.4M. Another informal VE workshop in 2017 refined the scope and budget which helped to deliver the CN project within 3 months' time, opening in June 2018 by closing the intersection for 2 weeks giving the contractor full access to the intersection which accelerated construction resulting in less cost for traffic control. Other cost saving measures include using asphalt instead of cement, optimizing the roundabout foot print to minimize earthwork and not repaving between the roundabouts because the pavement was in good condition.
M00600R	SR 167/SR 509 Puget Sound Gateway	1,875,500,000	1,474,652,000			

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	SR 167/I-5 to SR 509 - Stage 1A		51,092,000	51,092,000	0	SR 509 Stage 1a includes the SR 99 bridges, two retaining walls that are common with Sound Transit Federal Way Link Extension (FWLE), and associated earthwork. While not part of the Stage 1a Project, the team moved the braided bridge north taking advantage of the roadway profiles, eliminating a major excavation section for the original braided ramp location and reducing impacts to the PSE substation by narrowing up the project footprint in the Stage 1a vicinity. Changed section of SR 509 for the whole Phase 1 limit to a four-lane section, from six-lane section, also using a 4-foot wide inside shoulder rather than 10ft. Since award of the Sound Transit FWLE Design-Build contract, the Sound Transit Design-Build Contractor has further refined the design, relocating a drainage pond, potentially eliminating the need for one of the two retaining walls common with Sound Transit federal Way Link.
	SR 509/28th/24th Ave S - City of SeaTac Lead		3,340,000	3,340,000	0	When the SR 509 Completion Project received funding in 2015, the City of SeaTac was finalizing plans for constructing the connecting 28th/24 th Avenue South arterial improvement project. To minimize impacts to the travelling public, the City of SeaTac partnered with WSDOT to incorporate a bridge for the future SR 509 and a tunnel for a future South Airport Access Expressway into their connecting 28th/24 th Avenue South project. This involved close coordination and development of an accelerated bridge and tunnel design. This was a major concern because if the bridge and tunnel were not built in the arterial improvement project, then a 45ft high embankment would have been constructed across the SR 509 alignment. The coordination avoided significant costs and impacts where the new arterial would have had to be closed, open cut, and then repaired during the follow-on SR 509 highway project. With limited funding to address the need for a bridge that was forward compatible with the SR 509 Phase 2 including the South Access Expressway, WSDOT coordinated with FHWA to reduce the inside shoulder from 10vft to 4 ft and the HOV lane from 12 ft to 11 ft. In addition, the safety barrier is combined with the bridge abutment instead of being separate which requires less thickness and helps to reduce the bridge span. These decisions reduced the size of the structure needed, thus reducing the cost.

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	SR 509/I-5 & SR 516 I/C to 28th/24th Ave S - SR 509 Completion Stage 1		366,671,000	415,367,000	0	<p>This program completes the SR 167 corridor by constructing a new four lane alignment on SR 167 between I-5 in Tacoma and SR 161 in Puyallup, and completes the SR 509 corridor by constructing a new four lane alignment on SR 509 between South 188th Street and I-5 in SeaTac, with additional improvements on I-5 from SeaTac to S. 272nd Street in Federal Way.</p> <p>Within the SR 509 corridor, the design team refined the base design of the Stage 1b design-build contract to replace a planned tunnel under I-5 that required costly fire life safety systems with bridges that do not require those systems. In addition, the team partnered with the Sound Transit Federal Way Link Extension design-build contract to build the SR 509 Stage 1a components within one contract, which both reduces overall costs as well as temporary construction impacts on the community. The team also partnered with both Sound Transit and City of SeaTac to reduce right of way expenditures by utilizing property trades for SR 509 surplus properties.</p>
	SR 509/King County Trail (WSDOT Contribution)		8,922,000	8,548,000	0 ¹⁴	Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.
	SR 509/ST Stage 1 Elements (WSDOT Contribution)		43,614,000	43,614,000	0 ¹⁴	Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.
	SR 167/I-5 to SR 509 - Stage 1B		410,336,000	422,388,000	0	<p>A practical design workshop identified 5 elements of areas added, eliminated or altered for overall improvement of the project, for a net savings of \$40K. The items include:</p> <ol style="list-style-type: none"> 1. Adds preliminary engineering and NEPA/environmental documentation for the removal of the existing fish barrier and replacement of a new Tacoma Railroad bridge; 2. Removes the requirement of a peer review for the geometric design of a roundabout; 3. Allow removal of guardrail at the back of the ITS maintenance pullouts where roadside safety design allows; 4. Allow the DB to relocate or reuse sign structures from the project limits; 5. Allow a four-sided box culvert in lieu of a pile supported structure for the new drainage channel proposed in the conceptual design.
	Additional SR 167/SR 509 Puget Sound Gateway construction packages yet to be advertised		590,677,000			
T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	50,000,000	45,762,000			

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	I-5/116th St NE Interchange - Tulalip Tribe Lead		15,639,000	15,661,000	0	Through the practical design process, the Tulalip Tribe identified \$2.3M in practical design savings by reducing the shoulder and lane widths of four ramps. This reduces the overall footprint and need for stormwater treatment, substantial reduction of a retaining wall, and the elimination of a noise wall. A scope change was requested by WSDOT on behalf of the Tulalip Tribe consistent with the requirements and process outlined in RCW 47.01.480(1)(a) and Section 607. The request was approved on August 13, 2019
	I-5/116th Street and 88th Street Interchanges - Improvements (Additional construction packages yet to be advertised)		30,123,000			

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L2000128	US 395/Safety Corridor Improvements	15,000,000	13,445,000	12,105,000	1,340,000	The project team evaluated the existing operational performances and safety of all intersections along the corridor to define the project need. Alternatives were developed and feedback was solicited from the community and stakeholders through public and individual meetings. Through this practical design process, a prioritized list of intersection improvements was developed. The project team used the prioritized list to define the scope of a contract that would stay within the allotted budget with some allowance for bidding uncertainties.
L2000175	SR 16/Corridor Congestion Study	3,000,000	2,856,000	2,856,000	0	The SR 16 Corridor Study was one of Olympic Region's first planning studies to implement the philosophies of Practical Solutions. Stakeholders participated in this study and together we developed a series of short, mid and long-term solutions. The planning study underspent due to focusing the working group and consultants on practical solutions. Many impractical solutions were screened out, and therefore remained unanalyzed.
L2000161	US 101/Lynch Road Intersection Improvements	5,000,000	4,638,000	1,857,000	2,781,000	The 2015 Connecting Washington (CWA) provided \$5.0M to use least cost planning principles to identify and implement countermeasures that have the potential to reduce the frequency and severity of collisions at this intersection. The project team evaluated the existing operational performances and safety of the intersection to define the project need. Five alternatives were developed and feedback was solicited from the community and stakeholders through public and individual meetings. Through this practical design process, it was determined that a northbound and southbound acceleration lane will not only reduce the potential for collisions, but will help reduce congestion.

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L2000202	SR 240/Richland Corridor Improvements	7,394,000	5,422,000			
	SR 240/Duportail Rd Intersection Improvements		48,000	48,000	0 ¹⁴	This project originally included acceleration and deceleration lanes at major intersections along the SR240 Corridor in Richland. Past improvement projects had already constructed accel/decel lanes to accommodate the highest volume movements thus limiting the return on investment for these improvements. WSDOT engaged the community and stakeholders through an Integrated Scoping process and developed a suite of other options to reduce congestion and reach community desired outcomes, with recommendations on short term to long term strategies. The project budget will address short-term investment options identified through the Integrated Scoping process.
	SR 240/SR 225 Intersection - Construct Roundabout		1,501,000	1,411,000	0 ⁷	
	SR 240/Richland Corridor Improvements (Additional construction packages yet to be advertised)		3,873,000			
T104000	I-82 West Richland - Red Mountain Interchange	28,400,000	25,076,000			
	SR 224/SR 225 - Benton City - Construct Intersection Improvements		3,236,000	3,236,000	0 ⁷	The foot print was reduced and all but one of the slip ramps were eliminated. Low cost storm water treatment was incorporated reducing on-going maintenance cost.
T20900R	US-12/Walla Walla Corridor Improvements	168,807,000	147,277,000			
	US-12/Nine Mile Hill to Frenchtown Vic - Build New Highway		120,238,000	127,827,000	0	This project widens to four lanes a portion of the remaining US12 Corridor between Tri-cities and Walla Walla. WSDOT utilized the Design Build delivery method for the Nine Mile Hill to Frenchtown (Phase 7) segment to encourage innovation and cost savings in proposals from selected contractor/designer teams. The budget also provides for design and right of way acquisition on the final Wallula to Nine Mile Hill (Phase 8) segment. WSDOT selected the best value proposal from Atkinson Construction and design work is underway on the Phase 7 project.
	US-12/Walla Walla Corridor Improvements (Additional construction packages yet to be advertised)		27,039,000			

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M00900R	I-405 Renton to Lynwood - Corridor Widening	1,225,000,000	1,048,940,000			
	SR 167 Toll Upgrade		36,969,000	36,969,000	0	
	SR 167/SR 516 to S 277th St - Southbound Aux Lane		13,074,000	13,347,000	0	
	I-405/Springbrook Creek Mitigation Bank - Long Term Management		87,000	87,000	0 ⁷	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
	I-405/SR 167 Direct Connector - Widening		274,444,000	274,444,000	0 ⁷	The project foot print was reduced, construction of a new wall was significantly reduced, avoided widening of an overcrossing and incorporated LED lighting.
	I-405/NE 30th St & NE 44th St - Ramp Improvements		1,056,000	1,056,000	0 ⁷	The widened ramp shoulder is used as a traffic lane during peak traffic periods, significantly reducing the ramp footprint. Existing drainage conveyance and ITS infrastructure were used. Walls and striping are forward compatible with a future project. Paving overlay is deferred to a future project eliminating re-work.
	I-405 Corridor - Wetland Mitigation Credits		584,000	608,000	0 ⁷	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
	I-405/Toll Vendor for Renton to Bellevue - Toll System		33,722,000	31,125,000	0 ⁷	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
	I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)		597,079,000	712,209,000	0	The project footprint was reduced, including mainline lane width and widened ramp shoulders are used for ramp meter storage during peak traffic periods, significantly reducing the ramp footprint. Existing drainage conveyance and ITS infrastructure were re-used as practical. Walls and striping are forward compatible with a future project. Incorporated LED lighting and reduced continuous illumination in places. Installing roundabouts at select ramp terminal interchanges instead of signals. This project utilized savings from good bids on the Direct Connector - Widening project.
	I-405/SR 167 Interchange Catch Basins - Drainage Repair		2,097,000	2,104,000	0	Repair catch basins to prevent further deterioration of drainage structures, eliminate long term associated maintenance costs, and eliminate associated safety issues due to ponding of water on shoulder.

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	I-405/Lakehurst Creek Culvert - Emergency Repair		5,558,000	5,558,000	0	Original design had 2 intermediate launching pits for the jack and bored pipe beneath the Park & Ride lot. The contractor proposed to eliminate 1 of them and install longer runs of pipe, ultimately reducing impact to the lot and eliminating another ~50-60' deep manhole. This required permission from maintenance to deviate from the standard 300' between structures. Maintenance agreed and the contractor was successful in installing the longer pipe runs.
	I-405/Renton to Bellevue - Corridor Widening (Additional construction packages yet to be advertised)		84,270,000			
N01200R	Schouweiler Road Improvements	1,550,000	1,489,000	1,539,000	0 ¹¹	Reduced the project to 4 traffic movements that met the community's needs. \$62,600 in savings, mainly from un-used contingency, were reported to the State Treasurer. ¹⁵
N92040R	SR 9/SR 204 Intersection - Improvements	69,500,000	61,621,000	57,686,000	3,935,000	The intersection of SR 9 and SR 204 is the economic center of the City of Lake Stevens and traffic volumes are projected to increase substantially in the future. Using the practical solutions process, the WSDOT project team put together a Stakeholders Advisory Group (SAG) comprised of the City of Lake Stevens, Snohomish County, and local business owners. Out of 16 configurations developed, the alternative chosen by the SAG was a tight diamond interchange with SR 9 being depressed under SR 204; this configuration improves thruput on SR 9 by eliminating the need for SR 9 traffic to stop at a traffic signal. Working with WSDOT traffic groups it was discovered that in addition to constructing a roundabout at the SR 9/SR 204 intersection, adding a series of roundabouts at SR 9 and Vernon Road intersection would improve SR 9 thruput and greatly enhance pedestrian connectivity, bike routing, and slow traffic down for improved business visibility. Additional improvements in the corridor include: relocating a mini roundabout on Davies road to make room for the new roundabout at SR 9/Vernon Rd, improving the intersection of 91st Ave NE/Vernon Rd with a dog-bone roundabout for improved local traffic connectivity, and upgrading intersections at SR 9/Market Place and SR 9/ 4th St NE by adding a right turn lane from SR 9 to Market Place to improve SR 9 thruput and a right-in right-out improvement from 4th St NE to increase safe movement at the intersection.

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L1100069	I-5/JBLM to S. 38th St HOV lane Feasibility Study	200,000			N/A ^{9,11}	Project has been completed \$14,400 under budget. The savings have been reported to the State Treasurer for transfer to the Transportation Future Funding Program account.
L1100101	SR 520/148th Ave NE Overlake Access Ramp	68,000,000	53,090,000	53,836,922	0	This project creates a new offramp for eastbound SR520 to the Overlake area of Bellevue. The engineering team coordinated with local business and government leaders to design a unique "compact roundabout" in the ramp terminal vicinity that saved the need for additional real estate and preserved local business freight access. The team also developed an innovative underground stormwater vault design that improves safety for maintenance personnel and eliminated the need for costly additional right-of-way purchase.
M00100R	I-5 JBLM Corridor Improvements	494,400,000	439,261,000			
	I-5/Mounts Rd to Center Dr - Auxiliary Lane Extension		13,113,000	12,629,000	484,000	This project is intended to be an interim configuration to provide early congestion relief prior to the full corridor improvements completion. A practical design approach led to reduced lane widths and inside shoulder widths to avoid impacting the existing weigh station and associated ramps. The project replaces existing guardrail that does not meet current safety standards.
	I-5/Steilacoom-DuPont Rd to Thorne Ln - Corridor Improvements		282,000,000	298,809,000	0	This design build contract was awarded for \$59 million under the engineers estimate. The contractor submitted an alternative technical concept (ATC) for two interchanges and two miles of I-5 mainline that WSDOT accepted, which reduced the cost of the project. The contractor proposed narrower bridges at Thorn and Berkeley interchanges and installing a barrier separated southbound auxiliary lane so there would be no traffic entering or exiting southbound I-5 between the interchanges. Wetland impacts were also reduced.
	I-5/Mounts Rd to Steilacoom-DuPont Rd - Corridor Improvements		166,338,000	168,050,000	0	I-5 lane and shoulder widths were reduced using Practical Design principles to maintain safe and efficient operations while avoiding impact to JBLM Military Family Housing areas (two-year time savings) and avoiding the need to widen the Laundry Spur railroad bridge (\$3.7M savings). The Exit 119 interchange was re-designed to accommodate queues to the JBLM DuPont security gate without re-construction of the entire gate checkpoint, saving \$25M. The D-B contractor submitted an Alternative Technical Concept (ATC) to construct a single bridge over I-5 instead of two bridges, resulting in \$7.8M in savings.

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	I-5/Mounts Rd vicinity - VMS		669,000	670,000	0 ¹¹	This contract is part of the I-5/JBLM Corridor Improvements project. The VMS was installed prior to the initiation of construction for the I-5, Steilacoom-DuPont Rd. to Thorne Lane – Corridor Improvement project to provide traveler information regarding traffic conditions ahead and provide options to travelers.
	I-5JBLM Corridor Improvements (Additional construction packages yet to be advertised)		(22,859,000)			
T32800R	SR 518 Des Moines Interchange Improvement	13,455,000	12,532,000	12,273,000	259,000	WSDOT identified \$259,000 in practical design savings. The cost saving items: reduced amount of soils removed, eliminated unneeded fencing under a bridge, replaced a raised truck apron with pavement markings, removed guide signs on SR 509, and removed temporary striping to the new off-ramp.
L2200092	SR 150/No-See-Um Road Intersection - Realignment	6,500,000	6,154,000	6,201,000	0	The design minimized the project's footprint to fit within the existing topography of the area. The roundabout design provides for one access point onto SR 150, improved intersection mobility, improved safety benefits, minimal annual maintenance cost, environmental benefits, and less impact to private property.
L2000176	SR 3/SR 304 Interchange Modification	4,200,000	3,923,000	1,938,000	1,985,000 ¹¹	A Planning/Community engagement effort lead to a low cost striping solution estimated at \$4.2 million, rather than rebuilding the interchange estimated at \$60 million. The planning level estimate was funded through the CWA package. The project estimate was refined to \$2.5 million during the PS&E phase and bids were solicited for the low cost solution.
L2000094	I-90/Medical Lake & Geiger Interchanges	26,600,000	24,645,000			
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction		16,431,000	16,037,000	394,000	Original scope called for widening the bridge over I-90 to accommodate the shared use pathway. It was determined during the design phase that replacing the bridge was less expensive than widening the existing structure.

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	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction - Phase 2		8,214,000	6,219,000	1,995,000	This project will handle near-term traffic increases on the West Plains of Spokane due to ongoing commercial and residential development. Roundabouts are being built at the EB and WB I-90 Ramp terminals and at the Geiger Rd/Grove Rd intersection. Ramp meters are being installed on the EB on ramps. Implementing the ramp meters and decreasing the I-90 speed from 70 mph to 60 mph avoided the need to reconstruct the existing on and off ramp connections.
	I-90/Medical Lake & Geiger Interchanges (Additional construction packages yet to be advertised)		0			

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		Estimate in YOE	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	
		\$ (inflated) ³				
L2000223	I-5/Rebuild Chamber Way Interchange Improvements	75,000,000	61,984,000			
	I-5/Chamber Way Bridge - Emergency Repair and Replacement ¹⁰		6,957,000	9,011,000	0 ⁷	Reduced the lane widths on the replacement bridge from 12' wide to 11' wide. A practical design workshop with the Design Builder identified 2 potential practical design ideas: re-use the existing signal system and eliminate the retention pond. The contractor will provide more information for these 2 ideas as they continue into final design. A contract change order will be issued if these ideas can be implemented.
	I-5/Rebuild Chamber Way Interchange Improvements (Additional construction packages yet to be advertised)		55,027,000			
L2000163	Dolarway Intersection Improvements	3,101,000	2,953,000	2,945,000	8,000	The original design concept was a 2-lane roundabout with slip ramps. Final design was a single lane roundabout with additional slip lanes to manage the high volume movement, eliminating the need for additional right of way and reducing overall construction costs. Local funds were added to the Connecting Washington funding that allowed WSDOT to connect the bike and pedestrian facilities adjacent to the intersection. The lowest responsive bid came in 13.7% over the Engineers Estimate and without the inclusion of additional local funding, this project may not have been awarded.
L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	11,150,000	8,496,000	9,382,000	0	This project provides for the construction of truck climbing lanes in both the eastbound and westbound direction on SR 26. Efficiencies at advertisement were attempted by providing a tip over price to the bidders. However, no bidders provided a price for the extra work which will result in a legislative ask for the remaining work elements.
L2000058	US 195/Colfax to Spangle - Add Passing Lane	11,650,000	10,806,000			
	US 195/Colfax to Spangle - Add Passing Lane - Stage 1		5,632,000	5,627,000	5,000	Reduced the length of passing lanes, reduced shoulders, revised corresponding drainage. The project also will avoid disposal costs of unsuitable material by incorporating it into the nonstructural part of the roadway shoulder.
	US 195/Colfax to Spangle - Add Passing Lane - Stage 2		5,174,000	5,149,000	25,000	Reduced the length of passing lanes, reduced shoulders, revised corresponding drainage. The project also will avoid disposal costs of unsuitable material by incorporating it into the nonstructural part of the roadway shoulder.

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		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
Highway Construction - Preservation Program						
G2000055	Land Mobile Radio (LMR) Upgrade	35,000,000	31,817,000	31,818,000	0	Conducted a consolidation study to look at the feasibility and cost savings of combining the WSDOT and WSP wireless systems. Co-locating and sharing is a big part of the success of the WSDOT wireless program. Seventy-nine percent of the sites that provide infrastructure support for the LMR system are shared with other public safety partners and the number is growing. In 2015-17, WSDOT has expanded its partnership with Okanogan County Sheriff Office by co-locating at 10 additional sites that provide service in the County.
L2000075	US 12/Wildcat Bridge Replacement	12,000,000	10,807,000	8,408,000	2,399,000	Design-Build delivery method was chosen to foster innovation and goals were set to minimize impacts to traffic and the environment. Two of the three proposers provided Alternative Technical Concepts that constructed a precast buried arch structure in 2-3 weeks by utilizing a county road detour. This proposed short time frame reduced the risk concerns we had with impacts to traffic, reduced the environmental footprint and provided a \$2 million savings by eliminating the need for a detour bridge.
L2000116	SR 107/Chehalis River Bridge - Structural Rehabilitation	12,500,000	11,646,000	17,063,000	0	Two months prior to the Ad Date, the Bridge Office discovered that with the new elements being added to the existing truss structure, the need for a weight restriction would be required. The Design Office worked with the Bridge Office to determine which elements of added weight could be removed to eliminate the need for a weight restriction. The project eliminated the proposed conduit, the bridge drainage structures, and replaced the HMA overlay and waterproof membrane with a modified concrete overlay this reduced future maintenance costs over the life time of the structure and traffic impacts related to HMA maintenance.
L2000174	SR 241/Mabton Vicinity - Retrofit Bridges	12,000,000	10,885,000	15,316,000	0	
Ferry - Capital Program						
L2000109	#4 - 144 capacity vessel	122,000,000	111,585,000	111,585,000	0 ⁷	Reduced construction costs by taking advantage of the shipyards experience by continuing with the 4th vessel. Reduced WSDOT oversight by using design-build and reducing the number of inspectors needed. Reduced long-term maintenance and operating costs by standardizing vessels.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L2000166	Clinton Tml Road Improvements	3,000,000	2,797,770	2,941,517	0	<p>Focused on the improvement of the pedestrian access route along SR 525, versus improving all existing crosswalks per the design manual. We developed this practical solution by coordinating with the headquarters ADA coordinator and the Assistant State Construction Engineer through a Maximum Extent Feasible process. Also, eliminated the pick-up/drop-off shelter cover, which is non-essential component of the facility.</p>
900010L	Seattle Tml Preservation ¹²	316,807,000	287,244,000	315,830,000		
	SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement		244,246,000	273,391,000	0 ¹³	<p>Refocused the project on preservation of existing assets and multimodal integration. Worked closely with community partners to include new passenger-only facility, improve pedestrian and bicycle facilities in support of mode-shift, and integrate with other projects.</p> <p>Conducted extensive space planning effort to right-size the new terminal facilities; reconfigured the vehicle holding and circulation to minimize increase of trestle footprint while improving operational efficiency.</p> <p>Selected alternative delivery (GC/CM) and implemented operational strategies (temporary changes to sailing schedule, remote holding) to improve constructability and minimize use of temporary construction.</p>
	SR 519/Seattle Trm Slip 3 - OHL & Transfer Span Replacement		25,078,000	24,500,000	578,000	
	SR 519/Seattle Trm - Passenger-Only Ferry Facilities Replacement		17,920,000	17,939,000	0	
952515P	Mukilteo Tml Improvement	150,085,000	143,449,000	156,930,000	0 ¹³	<p>Reduced construction costs by removing a 2nd story supervisor building from atop the toll booths and providing needed functions in the Passenger and Maintenance Buildings; \$1.782M. Further reduced construction costs by removing 75% of the solar panels from the Passenger Building roof; \$750,000</p>

Leg BIN ¹	Project Title ²	Legislative	Legislative Cost in	Engineers	Practical Design	Detailed Summary on Application of Practical Design
		Project Cost		Est. at AD in 2014		
		Estimate in YOE	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵		
		\$ (inflated) ³				
Facilities - Capital Program						
L1000151	Olympic Region Maintenance and Administration Facility	40,000,000	36,923,869	52,951,101	N/A ¹⁵	Through the procurement and design process, WSDOT and Graham Construction have collaboratively found ways to streamline the design of the facility to reduce the scope of the project, all without losing the required functionality of the new facility. The following are some ways the facility design has been made more efficient. Reduced costs by designing for the modern work environment by reducing the number of assigned workstations in the administration building by approximately 25% and provided smaller shared drop-in stations for staff that will telework or are predominantly in the field – Reduced square footage of the building by 5,000 SF. Reduced cost by combining Trades Building 2 and Shops Building 3 into one combined building. Reduced the amount of common spaces such as restrooms, breakrooms and circulation spaces (10,000 SF) Reduced the area required to run on generator power to only the areas needed for emergency operations. This greatly reduced the size of the generators and allowed for the use of existing generators already owned by WSDOT.
L2000079	Euclid Ave Administration Facility Consolidation Project	12,000,000	11,478,000	11,478,000	0	Reduced office and archival storage space sizes and the number of conference rooms, reduced the quality of trim, countertops and doors, reduced landscaping and parking spaces
Rail - Capital Program						
L1100083	Port of Warden Rail Infrastructure Expansion	2,000,000	1,858,000	1,912,000	0	The project was originally going to be construction of a loop track. However, the funding provided was not sufficient for that scope. Instead, a new siding was designed and will construct nearly a mile of new rail storage that can be constructed within budget. The siding is also forward compatible with the original loop track concept.
L2000112	Palouse Rail Loadout Improvements	300,000	287,000	287,000	0 ¹¹	Reduced the length of the siding so that an at-grade crossing on SR 272 was removed. Then coordinated with Eastern Region to repave this section of SR 272 under a Chip Seal contract which is more efficient than using a separate contract for this small section.
L1000113	I-90/SR 18 I/C to Deep Creek - Interchange Improvements & Widening	128,597,634	109,959,000	124,603,000	0	
L1000144	Point Defiance Rail Bypass - Lakewood Safety	2,000,000	1,926,000	1,926,000	0 ^{7,11}	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L1000146	Grays Harbor Rail Corridor Safety Study	300,000	278,000	270,000	0 ⁹	Study only. No practical design savings are applicable to studies.
L1000147	South Kelso Railroad Crossing	25,000,000	21,832,000	21,780,000	52,000	
L1100080	Port of Moses Lake	20,900,000	18,401,000	17,905,000	496,000	
L1100082	West Vancouver Freight Access	1,900,000	1,779,000	1,779,000	0 ^{7,11}	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
L2000172	West Whitman Railroad Improvement District	280,000	270,000	270,000	0 ¹¹	Savings were realized by executing a grant with the City of Palouse to include this work in their TIB funded street reconstruction project.
Leg BIN ¹	Project Title ²	Legislative Project Contribution			Local Jurisdiction Self-Reported Savings ⁸	
Local Programs⁸						
NRUCKER	41st St Rucker/Ave Freight Corridor in Everett	1,500,000			0 ¹¹	
N52400R	SR 524: 48th Ave W - 37th Ave W Widening	10,000,000			0	
G2000013	SR 520 Trail Grade Separation at 40th Street	1,820,000			0	
L2000080	SR-203/Coe-Clemons Culvert Replacement	500,000			0 ¹¹	
L2000164	Brady Way	6,000,000			0	
L2000066	Lewis Street Bridge	13,600,000			0	
L2000120	Orchard Street Connector	9,700,000			0	
L2000200	28th/24th Street Sea-Tac	2,000,000			0	
L2000205	I-5/Mellen Street Connector	10,000,000			0	
L1000133	Lyon Creek Culvert	875,000			0	
L2000104	Covington Connector	15,000,000			0	
L2000218	Jovita Seismic Wall	1,000,000			0 ¹¹	
L2000228	Thornton Road Overpass	16,170,000			0	
L1000092	SR 99/Burlington N Overpass Replacement	2,000,000			0	
L1000094	Issaquah-Fall City Road	3,500,000			0	

Leg BIN ¹	Project Title ²	Legislative	Engineers		Practical Design Savings ⁶	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵		
L2000133	228th & Union Pacific Grade Separation (City of Kent)	15,000,000				
	228th & Union Pacific Grade Separation - Stage 1	1,200,000			0	
	228th & Union Pacific Grade Separation - Stage 2	420,000			0	
	228th & Union Pacific Grade Separation - Stage 4	2,750,000			0	
	228th & Union Pacific Grade Separation - Stage 5	4,895,000			0	
L2000065	SR 502 Main Street Project/Widening	7,700,000				
	SR 502 Main Street Project/Widening - Stage 1	1,560,000			0	
	SR 502 Main Street/Widening Stage 2	130,000			0	
	SR 502/SR 503 Turn Lanes	7,700,000			0	
L2000064	Ridgefield Rail Overpass	7,768,000			0	
L2000136	Harbour Reach Extension	13,460,000			0	
L2000137	Sammamish Bridge Corridor	7,300,000			0	
L2000182	Street Improvements near School for the Blind	50,000			0	
L2000171	35th Street Mill Creek	4,750,000			0	
L1000132	SR 163/N 46th St. to N 54th St.	2,500,000			0	
L1000081	Community Facilities District Improvements (Redmond)	5,000,000				
	Community Facilities District Improvements - Stage 1	1,520,000			0	
	Community Facilities District Improvements - Stage 2	605,980			0	
L1000087	I-5/Port of Tacoma Road Interchange	23,300,000				
	I-5/Port of Tacoma Road Interchange - Stage 1	2,600,000			0	
L2000132	Duportail Street Bridge - Stage 1	20,000,000			0	
	Duportail Street Bridge - Stage 2	3,600,000			0	
L2000181	South Lander Street	7,000,000			0	
L2220059	SR 516/Jenkins Creek to 185th Avenue -	12,600,000			0	
NEDMOND SR 99 Revitalization in Edmonds		16,500,000			0	
Total Cumulative Practical Design Savings					65,793,000	

Leg BIN ¹	Project Title ²	Legislative	Engineers		Detailed Summary on Application of Practical Design	
		Project Cost	Estimate in YOE	Legislative Cost in		Est. at AD in 2014
		\$ (inflated) ³	2014 \$ (uninflated) ⁴	\$ (uninflated) ⁵	Savings ⁶	
Cumulative Practical Design Savings by Program						
	Highway Improvement				62,268,000	
	Highway Preservation				2,399,000	
	Ferry - Capital				578,000	
	Facilities - Capital				0	
	Rail - Capital				548,000	
	Local Programs				0	

*Project data as of 4/30/2023; Each annual report will reflect cumulative project delivery information as of the report date. Projects will begin showing on this report following construction advertisement.

Leg BIN ¹	Project Title ²	Legislative	Engineers		Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) ³	Legislative Cost in 2014 \$ (uninflated) ⁴	Est. at AD in 2014 \$ (uninflated) ⁵	

¹ This is the legislative project identification number.

² Project title as portrayed in the 2015 legislative project list is shown in bold. In many instances, the legislative project is delivered using multiple construction contracts. Where applicable, the more detailed agency project is shown below the bolded legislative project. Each of the more detailed construction projects within a legislative project is reported on as construction contracts are advertised.

³ Total project cost as portrayed in the 2015 Legislative project list in Year of Expenditure (YOE) dollars.

⁴ Legislative project cost portrayed in 2014 dollars.

⁵ Engineers estimate of total project cost at advertisement portrayed in 2014 dollars.

⁶ Practical design savings are reported following construction advertisement in nominal dollars; prior to the completion of construction. Savings are calculated by comparing the legislative uninflated project cost estimate with the uninflated project estimate at advertisement or release of a Request for Proposal (RFP) for design-build projects. The two uninflated project estimates are stated in the same year dollars for calculating the practical design savings exclusive of inflationary impacts.

⁷ Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.

⁸ Information on Connecting WA projects managed by local jurisdictions reflect information as self-reported by the respective local jurisdiction.

⁹ Study only. No practical design savings are applicable to studies.

¹⁰ Project was changed in the 2017 Legislative session. \$4.9m of MVA state and federal ER funds were added to the project and \$10.5m of CW funds were advanced into the 15-17 and 17-19 bienniums.

¹¹ Project is complete.

¹² Total project cost from the 2016 Legislative project list in Year of Expenditure (YOE) dollars.

¹³ The larger than normal difference is due to additional costs and budget increases in FY's 16, 17 and 18.

¹⁴ Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.

¹⁵ The Legislature originally provided funding in the 2015 Legislative budget. In the 2018 Legislative Budget additional funding was provided to fully fund the project. Therefore no Practical Design Savings are available for this project.

Projects that are new to the report or are being adjusted from a previous report.

Annual Summary of Final Project Savings

RCW 47.01.480 (1)(c) requires the department to submit a report annually with the submittal of the agency proposed budget that identifies the amount of savings attributable to practical design, retired risk, cost of materials, scope changes and associated impacts on risk and un-used contingencies on Connecting Washington projects. RCW 47.01.480 (1)(c) also directs the department to include a detailed summary of how practical design has been applied and the associated savings gained.

Leg BIN ¹	Project Title ²	Scope Changes		Cost of Materials Savings ⁵	Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴				
<u>Highway Construction - Improvement Program</u>							
T104000	I-82 West Richland - Red Mountain Interchange						
	SR 224/SR 225 - Benton City - Construct Intersection Improvements	0 ⁸	0	0	0	0	0 ¹²
M00900R	I-405 Renton to Lynwood - Corridor Widening						
	SR 167 Toll Upgrade	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 167/SR 516 to S 277th St - Southbound Aux Lane	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Springbrook Creek Mitigation Bank - Long Term	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/NE 30th St & NE 44th St - Ramp Improvements	0 ⁸	0	0	0	0	0 ¹²
	I-405/SR 167 Direct Connector - Widening	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405 Corridor - Wetland Mitigation Credits	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Toll Vendor for Renton to Bellevue - Toll System	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/SR 167 Interchange Catch Basins - Drainage Repair	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-405/Lakehurst Creek Culvert - Emergency Repair	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
N01200R	Schouweiler Road Improvements	0	0	0	37,937	0	62,648 ¹¹
N92040R	SR 9/SR 204 Intersection - Improvements	3,935,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1100069	I-5/JBLM to S. 38th St HOV lane Feasibility Study	0 ¹⁵	0	0	0	0	14,400 ¹¹
L1100101	SR 520/148th Ave NE Overlake Access Ramp	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	

Leg BIN ¹	Project Title ²	Scope Changes			Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵			
L1100110	I-5/Marvin Road/SR 510 Interchange	23,488,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000061	SR 28/SR 285, North Wenatchee						
	US 2/97 Easy Street - Roundabout	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000074	SR 14/ Wind River Junction	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000094	I-90/Medical Lake & Geiger Interchanges						
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction	394,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction - Phase 2	1,995,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000107	SR 162 Study/Design	0	0	0	0	0	141,300 ¹¹
L2000102	SR 14/I-205 to SE 164th Avenue-Auxiliary Lanes	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000123	I-82/ EB WB On and Off Ramps	8,769,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000128	US 395/Safety Corridor Improvements	1,340,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000161	US 101/Lynch Road Intersection Improvements	2,781,000	0	0	0	0	2,365,597 ¹¹
L2000122	I-90/Barker to Harvard - Improve Interchanges & Local						
	I-90/Barker to Harvard Phase 2 - Improve Interchanges and Local	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Barker to Harvard - Improve Interchanges and Local Roads	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Barker to Harvard - WB on-Ramp Improvement	458,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Barker to Harvard - Add Lane Harvard Rd Bridge	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000170	SR 125/9th Street Plaza - Intersection Improvements						
	SR 125/Plaza Way - Intersection Improvements	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 125/Plaza Way Vic Stage 2 - Sidewalk Improvements	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	9,473,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
M00100R	I-5 JBLM Corridor Improvements						
	I-5/Mounts Rd to Center Dr - Auxiliary Lane Extension	484,000	0	0	0	0	0 ¹²

Leg BIN ¹	Project Title ²	Scope Changes			Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵			
	I-5/Steilacoom-DuPont Rd to Thorne Ln - Corridor	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-5/Mounts Rd to Steilacoom-DuPont Rd - Corridor	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-5/Mounts Rd vicinity - VMS	0	0	0	0	0	0 ¹²
	I-5/Steilacoom-DuPont Rd to Thorne Ln - Corridor Improvements	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
T32800R	SR 518 Des Moines Interchange Improvement	259,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2200092	SR 150/No-See-Um Road Intersection - Realignment	0	0	0	0	0	0 ¹¹
L2000175	SR 16/Corridor Congestion Study	0 ¹⁵	0	0	0	0	822,783 ¹¹
L2000176	SR 3/SR 304 Interchange Modification	1,985,000	0	0	54,600	0	1,803,248 ¹¹
L2000117	SR 501/I-5 to Port of Vancouver	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000119	I-5/Northbound on-ramp at Bakerview	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000127	US 395/Ridgeline Intersection	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000223	I-5/Rebuild Chambers Way Interchange Improvements						
	I-5/Chamber Way Bridge - Emergency Repair and Replacement	0 ⁸	0	0	0	0	0 ¹²
L2000163	Dolarway Intersection Improvements	8,000	0	0	0	0	0 ¹²
L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000058	US 195/Colfax to Spangle - Add Passing Lane						
	US 195/Colfax to Spangle - Add Passing Lane - Stage 1	5,000	0	0	0	0	0 ¹²
	US 195/Colfax to Spangle - Add Passing Lane - Stage 2	25,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000202	SR 240/Richland Corridor Improvements						
	SR 240/Duportail Rd Intersection Improvements	0 ¹⁵	0 ⁴	0	0	0	0
	SR 240/SR 225 Intersection - Construct Roundabout	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	

Leg BIN ¹	Project Title ²	Scope Changes			Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵			
M00400R	SR 520 Seattle Corridor Improvements - West End						
	SR 520/Montlake to Lake Washington - I/C and Bridge	2,268,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 520/I-5 Interchange - Improvement	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
M00500R	I-90 Snoqualmie Pass - Widen to Easton						
	I-90/Cabin Cr I/C to W Easton I/C Phase 3 - Add Lanes/Wildlife	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Easton Hill to W Easton I/C WB - Replace Bridge and Build	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Stampede Pass I/C EB - Replace Concrete Panels	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Cabin Creek I/C EB - Replace Concrete Panels	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
M00800R	US 395 North Spokane Corridor						
	US 395/NSC Columbia to Freya	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC BNSF - 2nd Railroad Realignment	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Wellesley Ave Improvements	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Spokane River to Columbia	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Spokane River to Columbia - Shared Use Path	2,465,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Spokane River Crossing	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	US 395/NSC Sprague Ave to Spokane River - Phase 1	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	I-90/Magnolia Pedestrian Bridge - Emergency Removal	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1000110	I-405/NE 132nd Interchange - Totem Lake	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1000112	SR 20/Sharpes Corner Vicinity Intersection	1,942,000	0	0	0	79,464	134,464 ¹⁷
L1000113	I-90/SR 18 I/C to Deep Creek - Interchange Improvements &	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1000157	SR 14 Access Improvements	194,000	0	0	0	0	35,190
M00600R	SR 167/SR 509 Puget Sound Gateway						
	SR 509/28th/24th Ave S - City of SeaTac Lead	0 ⁸	0	0	0	0	0 ¹²
	SR 167/I-5 to SR 509 - Stage 1A	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 509/I-5 & SR 516 I/C to 28th/24th Ave S - SR 509	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	

Leg BIN ¹	Project Title ²	Scope Changes			Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵			
	SR 509/King County Trail (WSDOT Contribution)	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 509/ST Stage 1 Elements (WSDOT Contribution)	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 167/I-5 to SR 509 - Stage 1B	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements						
	I-5/116th St NE Interchange - Tulalip Tribe Lead	0 ¹⁶	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
T20900R	US-12/Walla Walla Corridor Improvements						
	US 12/Nine Mile Hill to Frenchtown Vic - Build New Highway	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
Highway Construction - Preservation Program							
G2000055	Land Mobile Radio (LMR) Upgrade	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000075	US 12/Wildcat Bridge	2,399,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000116	SR 107/Chehalis River Bridge - Structural Rehabilitation	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000174	SR 241/Mabton Vicinity - Retrofit Bridges	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
Ferry - Capital Program							
L2000109	#4 - 144 capacity vessel	0 ⁸	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000166	Clinton Tml Road Improvements	0	TBD ⁹	TBD ⁹	TBD ⁹	TBD ⁹	
900010L	Seattle Tml Preservation						
	SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 519/Seattle Trm Slip 3 - OHL & Transfer Span Replacement	578,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 519/Seattle Trm - Passenger-Only Ferry Facilities Replacement	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
952515P	Mukilteo Tml Improvement	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
Facilities - Capital Program							
L1000151	Olympic Region Maintenance and Administration Facility	N/A ¹³	TBD ⁹	TBD ⁹	TBD ⁹	TBD ⁹	
L2000079	Euclid Ave Administration Facility Consolidation Project	0	0	0	0	0	23,018 ¹¹
Rail - Capital Program							
L1100083	Port of Warden Rail Infrastructure Expansion	0 ¹⁴	0	0	0	0	35,349

Leg BIN ¹	Project Title ²	Scope Changes				Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵	Unused Contingency ⁶		
L2000112	Palouse Rail Loadout Improvements	0	0	0	0	0	0 ¹¹
L1000144	Point Defiance Rail Bypass - Lakewood Safety	0 ⁸	0	0	115,664	0	115,664 ¹¹
L1000146	Grays Harbor Rail Corridor Safety Study	0 ¹⁵	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1000147	South Kelso Railroad Crossing	52,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1100080	Port of Moses Lake	496,000	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1100082	West Vancouver Freight Access	0	0	0	0	0	0 ¹¹
L2000172	West Whitman Railroad Improvement District	0	0	0	0	0	76,263 ¹¹
<u>Local Programs</u>¹⁰							
G2000013	SR 520 Trail Grade Separation at 40th Street	0	0	0	0	0	0
L2000065	SR 502 Main Street Project/Widening						
	SR 502 Main Street Project/Widening - Stage 1	0	0	0	0	0	0 ¹²
	SR 502 Main Street/Widening Stage 2	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	SR 502/SR 503 Turn Lanes	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000064	Ridgefield Rail Overpass	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000120	Orchard Street Connector	0	0	0	0	0	2,032,668
L2000104	Covington Connector	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000164	Brady Way	0	0	0	0	0	0 ¹¹
L2000182	Street Improvements near School for the Blind	0	0	0	0	0	0 ¹¹
L2000066	Lewis Street Bridge	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000228	Thornton Road Overpass	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
NRUCKER	41st St Rucker/Ave Freight Corridor in Everett	0	0	0	0	0	0 ¹¹
N52400R	SR 524: 48th Ave W - 37th Ave W Widening	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
NEDMOND	SR 99 Revitalization in Edmonds	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000080	SR-203/Coe-Clemons Culvert Replacement	0	N/A	N/A	N/A	N/A	0 ¹¹
L2000200	28th/24th Street Sea-Tac	0	0	0	0	0	0 ¹¹

Leg BIN ¹	Project Title ²	Scope Changes				Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴	Cost of Materials Savings ⁵	Unused Contingency ⁶		
L2000205	I-5/Mellen Street Connector	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L1000133	Lyon Creek Culvert	0	0	0	0	0	104,444 ¹¹
L2000218	Jovita Seismic Wall	0	0	0	0	0	14,095 ¹¹
L1000092	SR 99/Burlington N Overpass Replacement	0	0	0	0	0	0 ¹¹
L1000094	Issaquah-Fall City Road	0	0	0	0	0	0
L2000133	228th & Union Pacific Grade Separation (City of Kent)						
	228th & Union Pacific Grade Separation - Stage 1	0	0	0	0	0	0 ¹²
	228th & Union Pacific Grade Separation - Stage 2	0	0	0	0	0	0 ¹²
	228th & Union Pacific Grade Separation - Stage 4	0	0	0	0	0	0 ¹²
	228th & Union Pacific Grade Separation - Stage 5	0	0	0	0	0	0 ¹²
L2000171	35th Street Mill Creek	0	0	0	0	0	1,874
L1000132	SR 163/N 46th St. to N 54th St.	0	0	0	0	0	0 ¹¹
L1000087	I-5/Port of Tacoma road Interchange						
	I-5/Port of Tacoma Road Interchange - Stage 1	0	0	0	0	0	0
L1000081	Community Facilities District Improvements (Redmond)						
	Community Facilities District Improvements - Stage 1	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	Community Facilities District Improvements - Stage 2	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000132	Duportail Bridge						
	Duportail Bridge - Stage 1	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
	Duportail Bridge - Stage 2	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000136	Harbour Reach Extension	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000137	Sammamish Bridge Corridor	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
L2000181	South Lander Street	0	0	0	0	0	4,500,518
L2220059	SR 516/Jenkins Creek to 185th Avenue - Widening	0	0 ⁴	TBD ⁹	TBD ⁹	TBD ⁹	
Total		65,793,000					12,283,523

Leg BIN ¹	Project Title ²	Scope Changes		Cost of Materials Savings ⁵	Unused Contingency ⁶	Retired Risk Savings ⁷	Actual Project Savings ¹¹
		Practical Design Savings ³	& Associated Impacts on Risk Savings ⁴				

*Project data as of 4/30/2023; each annual report will reflect cumulative project delivery information as of the report date. Projects will begin showing on this report following construction advertisement.

¹This is the legislative project identification number.

²Project title as portrayed in the 2015 legislative project list is shown in bold. In many instances, the legislative project is delivered using multiple construction contracts. Where applicable, the more detailed agency project is shown below the bolded legislative project. Each of the more detailed construction projects within a legislative project is reported on as construction contracts are

³Practical design savings are reported shortly following construction advertisement; prior to the completion of construction. Practical design savings are calculated by comparing the legislative uninflated project cost estimate with the uninflated project estimate at advertisement or release of a Request for Proposal (RFP) for design-build projects. The two uninflated project estimates are stated in the same year current dollars for calculating the practical design savings exclusive of inflationary impacts. Full details of uninflated estimates will be included in the report that accompanies the annual agency budget request.

⁴Scope changes and associated impacts on risk will be calculated as the changes are approved by legislature. Actual savings will be known when the project is completed.

⁵Changes in the cost of materials will be calculated and reported at the completion of the project.

⁶Contingency funds established with each construction project consistent with WSDOT policy and standard industry practice. Unused contingency funds will be reported at the completion of the project.

⁷Risk reserves are established for larger construction projects for identified potential construction delivery risks, consistent with WSDOT policy and standard industry practice. Risks that are unrealized are retired and the funding remains on the legislative identified project until completion of the entire legislative scope of work is completed. Unused risk reserves will be reported at the completion of the project.

⁸Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.

⁹The project is currently in construction. Actual savings for unused contingency, unused risk, materials cost and scope changes will be known when project is completed.

¹⁰Information on Connecting WA projects managed by local jurisdictions reflect information as self-reported by the respective local jurisdiction.

¹¹Project is complete and closed out. Savings calculated by comparing costs against current Legislative budget when the project was closed out.

¹² Project phase is closed. When all phases are closed total project savings will be calculated.

¹³The Legislature originally provided funding in the 2015 Legislative budget. In the 2018 Legislative Budget additional funding was provided to fund the project. Therefore no Practical Design Savings are available for this project.

¹⁴ Previously reported in the 2018 Annual Practical Design Savings Report. The uninflated Engineers Estimate at Advertisement had been incorrectly calculated which resulted in a reported practical design savings. This report corrects that error.

¹⁵Study only. Practical Design Savings are not calculated for studies.

¹⁶Contribution to Local project. No Practical Design Savings are calculated for contribution only projects.

¹⁷After the July 2021 report was created an additional \$55 thousand was realized within the Right-of-Way phase of the SR 20/Sharpes Corner Vicinity Intersection project (L1000112). The original total project savings reported was \$79,464. The new Total Project Savings for this project is now \$134,464.

Projects that are new to the report or are being adjusted from a previous report.

CWA Project Scope and Title Changes

Connecting Washington Project Title and Scope Change Approvals

Process Pursuant to RCW 47.01.4810(1)(a): Implementing Practical Design Connecting Washington Project Title and Scope Change Requests

2024 Supplemental

No requests for this reporting period

Below please find summary of our most recent request

Enacted Budget Version:	BIN#	Enacted Budget Project Title	Enacted Budget Project Description	Agency Proposed Title Change	Agency Proposed Project Description	Agency Submitted Request	Status	Date
21LEGFN	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	Rebuilds Chamber Way Interchange (\$40M) and builds auxiliary lanes between Chamber Way and Mellen Street (\$35M).	I-5/Chamber Way Interchange Vicinity Improvements	Remove and replace the damaged Chamber Way Bridge structure over I-5. Improve mobility and safety in the I-5 corridor in the vicinity of Chamber Way by installing ramp meters at the I-5 onramps between SR 6 and Harrison Avenue, construct intersection improvements at the Chamber Way and SR 6 interchanges including improving pedestrian and bicycle connectivity, and widening I-5 southbound from Chamber Way to SR 6 which includes replacing the West Street undercrossing and addressing a fish passage barrier on I-5 within the project limits.	12/15/2021	Approved, updated to 22LEGCOR	Apr-22

National Highway Freight Project (NHFP) Report

National Highway Freight Program (NHFP)

SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2023-24	Anacortes	R Avenue Long-Term Improvements Project	3,484,000	Underway	The purpose of this project is to obtain funding to construct the improvements in Phase 3 and Phase 5 of the overall project, which include a non-traversable median, transit pull-outs, adding/improving sidewalks/walkways, bicycle wayfinding, signal or roundabout, traffic calming measures, additional street lighting, bicycle lanes, and a physical buffer between pedestrian and walkway.
2022	Northwest Seaport Alliance	Terminal 5 Truck Gate Complex	1,750,000	Transfer to MARAD	This project is designed to reduce truck queuing on SW Spokane Street and its bridge across the Duwamish River and includes a new inbound truck gate infrastructure further away from the Terminal 5 entrance, twelve inbound gate lanes with the communications infrastructure and scanning equipment necessary to process inbound trucks, eight new scales, and the infrastructure to support four more scales, new restrooms for truckers, associated utilities and stormwater infrastructure to support improvements, pavement striping for a new "Trouble Area" outside the queuing area for trucks without adequate credentials to prevent backups in the queue, demolition of the current gate complex, including 6 inbound lanes with scales, and 6 without scales.
2023	Port of Everett	Bulkhead Segment E Replacement	385,000	Approved	This project rebuilds the aging and decaying bulkhead that is supporting the southbound lanes of SR 529/West Marine View Drive (FGTS T-3 Corridor.)
2021	Seattle	15th Ave W/NW	5,000,000	Approved	Mill and overlay, pavement repair, crack seal, curb ramp upgrades, and replacement of asphalt surface on Ballard Bridge.
2023 & 2025	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	5,580,000	Underway	The proposed improvements include adding a travel lane to the Interstate-5 / Cook Road Interchange (Exit 232) and signalizing the on/off ramps to reduce collisions and alleviate congestion.
2021	Snohomish Co	164th Street SW Overlay	327,000	Underway	Asphalt overlay, pavement repair, and curb ramp upgrades.
2022-23	East Wenatchee	Grant Rd Preservation	785,000	Underway	The project includes a grind and HMA overlay along with minor pavement repair sections throughout the corridor.
2022	Fife	I-5 and 54th Avenue E Interchange Improvement Project - <i>Interstate project w/match @ 9.33% & WSDOT oversight</i>	3,995,000	Underway	This project relocates the existing southbound slip on-ramp to 51st Avenue, and constructs a second off ramp also at 51st Avenue, doubling the southbound off-ramp capacity. These southbound ramps will be connected by a collector distributor lane.
2023	Pierce County	Canyon Rd. E. - Asphalt Overlay	1,000,000	Underway	This project will provide for the preservation and restoration of unincorporated Pierce County's busiest freight corridor, Canyon Road East, by grinding and overlaying the existing asphalt pavement roadway between the concrete curbs and replace non-compliant ADA curb ramps.
2024	Sumner	Stewart Road Corridor Completion: White River Bridge	7,000,000	Approved	The project will replace the existing two lane bridge over the White River at Stewart Road to accommodate four lanes of traffic and a separated shared use path, as well as modifying the adjacent intersections to accommodate the new roadway grade and lane configurations.
2023	Tacoma	Tacoma Tideflats-Port of Tacoma Strategic Emergency Response/ITS Improvements	1,000,000	Underway	This project will establish an interconnected intelligent transportation system (ITS) network across the Tacoma Tideflats/Port of Tacoma area.
2023 & 2025	Clark County	NE Delfel Road (NE 179th Street - NE 184th Street)	4,000,000	Approved	The project includes realignment of NE Delfel Road north between NE 179th Street and NE 184th Street to connect with the south leg of NE Delfel Road at an existing intersection which will be reconstructed from a traffic signal-controlled intersection to a multilane roundabout controlled intersection.
2022-23	Lewis County	Railroad Switch Upgrades	216,000	Underway	The project will upgrade two manual railroad turnouts on the Washington Royal Line to Dual-Tone, Multi-Frequency power switches to reduce railroad and roadway freight delay times at the Blakeslee Junction rail crossing where it intersects Reynolds Avenue (N46.735472, W122.974978).
2022, 2023-24	Lewis County	Railroad Track Extension & Road Crossing Closure	1,657,000	Underway	The project will extend Puget Sound & Pacific yard tracks 1 and 2 by 2,300', providing for the minimum capacity of over 6,000' of storage on each track.

National Highway Freight Program (NHFP)

SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2025	Port of Longview	Industrial Rail Corridor Expansion (IRCE)	2,000,000	Approved	This project will expand the existing two track rail corridor to an eight-track rail corridor with inspection roadways, which includes the construction of the full six track rail bed embankment and two of the six tracks at 8,500' in length and extend the corridor's existing two tracks by another 1,000' for this phase of the project.
2021	Vancouver	Fourth Plain Blvd - Main to Fort Vancouver Way	420,000	Underway	Mill and inlay, pavement repair, upgrade curb ramps, and replace damaged signal detection.
2023	Port of Benton	White Bluff Rail SR240 Rail Crossing Project	865,000	Approved	The project involves reconstructing existing rail crossings, which includes replacing concrete rail panels, ties, and rail, replacing and relocating signal arms and lights, as well as widening the crossing for widening of SR 240 and construction of City of Richland Bike/Ped path north of SR 240.
2023	Prosser	Old Inland Empire (OIE) Highway Improvements – W. City Limits to Wine Country Road (WCR)	883,000	Underway	The project includes full depth reconstruction and widening to the north; curb, gutter and sidewalk on the north side of OIE Highway; regrade to superelevated roadway to slope south to roadside ditch; 4" HMA to accommodate truck traffic; and street lights at intersection only.
2025	Walla Walla	Pine Street TBD Project	1,200,000	Approved	This project replaces the roadway section on Pine Street from 2nd Avenue intersection to N 9th Avenue and Cayuse Street intersection, which will enhance pedestrian safety, add multimodal facilities and intersection operational improvements (new signal and local roadway alignments), optimize roadway alignment, and establish new stormwater treatment facilities.
2023	Yakima	34th Avenue & Fruitvale Boulevard and 34th and River Road Roundabouts	228,000	Approved	This project improves the functionality and safety of the Fruitvale Boulevard and 34th Avenue Intersection by constructing dual roundabouts and realigning the connection of River Road with Fruitvale Boulevard, south of Fruitvale Boulevard and west of 34th Avenue.
2021	Yakima	North 1st Street - Phase 3	2,090,000	Underway	Reconstruct and widen roadway, bike lanes, curb and gutter, sidewalks, curb ramps, illumination, and signals.
2021	Spokane	Market/Monroe/29th	2,300,000	Underway	Grind and overlay, pavement repair, crack seal and curb ramp upgrades.
2023-24	Spokane	Wellesley Avenue: Freya to Havana	120,000	Underway	The Wellesley Ave Improvements project will rehabilitate the existing arterial roadway by fully replacing roadway pavement and adding pedestrian and bicycle infrastructure along the segment between Freya and Havana Avenues.
2023	Spokane County	Argonne Road and Upriver Drive Intersection Improvement (PE Only)	300,000	Underway	The proposed project is a preliminary engineering project to improve the intersection of Argonne Road and Upriver Drive and increase the performance of this intersection, which will increase freight circulation, improve capacity and travel time reliability, and reduce delay and air pollution from idling motors.
2022	Spokane County	Bigelow Gulch Corridor Safety and Mobility Project 2	6,000,000	Underway	This project improves the winding narrow roadway into a divided four lane roadway with 12-foot lanes in each direction, a 12-foot median, and 8-foot shoulders, and will also reduce grades to a maximum of 6%, add center turn lanes where warranted, add intersection lighting, and include roadway realignment, where needed, to improve horizontal and vertical curves.
2023-24	Spokane Valley	Bigelow-Sullivan Corridor: Sullivan/SR290 Interchange (PE Only)	2,552,000	Underway	The project reconstructs the Sullivan Rd. interchange at SR 290, including its on/off ramps, to restore the long-term capacity of the interchange.
2021	WSDOT	I-90/Lacey V Murrow Bridge - 109024S -	4,125,270	Underway	Anchor Cable Replacement: Replace select anchor cables in order to maintain the operating integrity of the bridge
2021-22	WSDOT	I-90/S Cle Elum Rd Bridges - Deck Rehabilitation - 509016R	8,553,730	Underway	Repair and resurface the existing bridge decks to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2022	WSDOT	I-5/SB Lake Washington Ship Canal Bridge - Deck Overlay & Rehab - 100524Y	2,500,000	Underway	Replace Existing Mainline Deck & Rehab Lower/Upper Decks on Bridge 5/570
2022	WSDOT	I-5/NB Ship Canal to NE 117th St - Concrete Pavement & Expansion Joints - 100526G	2,000,000	Underway	Replace the concrete pavement, adjusting the concrete panel longitudinal joint to match with the existing lane lines while maintaining the elevation of the drainage features. Other work includes replacing the silicone joint strips on three bridges.

National Highway Freight Program (NHFP)

SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2022	WSDOT	I-5/E Fork Lewis River Bridge NB - Replace Bridge - 400512R	2,000,000	Underway	This project replaces the existing bridge with a new structure reducing the potential for catastrophic failure and preserving the functional integrity of the roadway.
2022	WSDOT	I-5/SB Denny Way-Lakeview Viaduct- Deck Overlay & Expansion Joint - 100522T	1,500,000	Underway	The bridge deck is showing signs of deterioration from normal wear and the expansion joints have reached the end of their usable service life. By repairing and resurfacing the existing bridge deck and rehabilitating the expansion joints, the structural integrity will be preserved and the service life of the structure extended.
2022	WSDOT	I-5/NB Lake Washington Ship Canal Bridge - Deck Overlay - 100524P	1,000,000	Underway	By repairing and resurfacing the existing bridge deck and rehabilitating the expansion joints and headers, the structural integrity will be preserved and the service life of the structure extended.
2022	WSDOT	I-5/SB Ship Canal to NE 117th St - Concrete Pavement Replacement - 100526H	1,000,000	Underway	Replacing the concrete pavement, adjusting the concrete panel longitudinal joints to match with the existing lane lines while maintaining the elevation of the drainage features. This will rehabilitate the existing pavement and preserve the integrity of the roadway structure.
2023	WSDOT	I-90/Vantage Bridge - Replace Bridge Deck - 509018V	1,000,000	Underway	This project will remove and replace the existing bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2023	WSDOT	I-90/EB Mercer Slough Bridge - Rehabilitation - 109029A	2,000,000	Design underway	The eastbound I-90 bridge over the Mercer Slough is experiencing movement that will accelerate deterioration of the structure. By stabilizing the bridge, the structural integrity of the bridge will be preserved.
2023	WSDOT	I-5/N Fork Lewis River Bridge SB - Rehabilitation - 400520B	2,000,000	Design underway	This project will repair damaged steel truss elements and address shear deficiency on concrete approach spans to extend the service life of the bridge.
2023	WSDOT	I-90/1.8 Miles E of Tinkham Rd to Denny Cr Viaduct - Stormwater Retrofit - 509018S	2,000,000	Design underway	Construct drainage improvements to increase the water quality of stormwater runoff leaving the right of way.
2023	WSDOT	I-90/Lacey V. Murrow and Homer M. Hadley Bridges - Electrical Rehab - 109024Q	2,000,000	Completed	Replace the electrical switchgears and five pairs of transformers, separating the neutral and grounding conductors on the Lacey V Murrow Bridge. Reinstall the three submersible fuses. Perform fault current and arc flash hazard analyses on all medium voltage equipment.
2023	WSDOT	I-90/Franklin Falls Bridge WB - Bridge Painting - 509015K	2,000,000	Design underway	Clean and paint the structure to preserve the structural integrity and extend the service life of the bridge.
2024	WSDOT	I-5/Skagit River Bridge - Bridge Painting - 100568T	1,500,000	Design underway	Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.
2024	WSDOT	I-90/3rd Ave Crossing - Bridge Deck Rehabilitation - 609048S	2,000,000	Design underway	Rehabilitate bridge deck with preparation, repair and new wearing surface, work to preserve structural integrity, asset utility and extend the life of the bridge.
2024	WSDOT	I-5/NB Ridgefield to La Center Vicinity - Reconstruction - 400517C	2,000,000	Design underway	This project will remove the panels in right lane and replace with asphalt to improve the integrity of the roadway structure.
2024	WSDOT	I-5/S 375th St to S 178th St - Seismic Retrofit - 100501L	2,000,000	Design underway	Seismically retrofit the bridges to bring them up to current seismic design standards and reduce the risk of catastrophic failure during an earthquake.
2024	WSDOT	I-90/Peoh Road Bridge EB - Deck Replacement - 509016U	2,000,000	Design underway	Replace the bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2024	WSDOT	I-90/Peoh Rd Bridge WB - Deck Replacement - 509019F	1,500,000	Design underway	Replace the bridge deck to maintain structural integrity, continue safe operation of the highway, and extend the life of the bridge.
2025	WSDOT	I-5/SB King/Pierce County Line to S 221st St - Concrete Pavement Rehab - 100500B	2,000,000	Approved	The Portland Cement Concrete Panels (PCCP) within these sections of Interstate 5 are near or have exceeded their design life. Rehabilitate the concrete pavement through the combination of several strategies such as select concrete panel replacement, diamond grinding, milling and inlaying of HMA road surfaces to match the concrete pavement, which includes the ramps; and cracking, seating, and overlaying (CSOL) the concrete pavement. Perform work incidental to CSOL such as filling slopes, beam guardrail replacement, sign & post adjustment/replacement light standard replacement, and adjusting drainage.

National Highway Freight Program (NHFP)

SSB 5165 Sec 312 (2)(b)

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2025	WSDOT	I-5/SB Ebey Slough/SR 529/Railroad Bridge- Pier Column Repair - 100545F	2,000,000	Approved	The support columns of this structure are showing signs of corrosion in the reinforcing steel. Reinforce the columns by constructing full height steel jackets around the damaged columns to inhibit corrosion, preserve the structural integrity and extend the service life of this bridge.
2025	WSDOT	I-5/0.5 Miles N of SR 504 to SR 505 Vicinity - Paving - 400525T	2,000,000	Approved	Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.
2025	WSDOT	I-5/N Kelso Ave to 1.5 Mile S of Toutle Park Rd with Exceptions - Paving - 400522Z	2,000,000	Approved	Inlay the existing roadway with hot mix asphalt, increasing the existing pavement condition rating to be within adopted standards.
2025	WSDOT	I-5/Duwamish River BN & UP RR Overcrossing Bridge - Painting - 100512H	2,000,000	Approved	Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.
2025	WSDOT	I-5/NB Steamboat Slough Bridge - Special Bridge Repair - 100545G	2,000,000	Approved	Reinforce bridge columns by constructing full height steel jackets around damaged columns to inhibit corrosion, preserve the structural integrity and extend the bridge service life.
Total			111,816,000		

Toll Credit Report

Washington State
Ten year plan for use of toll credits in federal fiscal years (FFY) 2023 - 2032
June 2023

	Federal fiscal year planned usage (dollars in millions)										10 FFYs (rounded)
	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	FFY 29	FFY 30	FFY 31	FFY 32	
Toll credit beginning balance (running balance, rounded)	\$3,377	\$3,271	\$3,163	\$3,054	\$2,945	\$2,837	\$2,727	\$2,618	\$2,618	\$2,509	
Estimated (or actual) additional toll credits earned through certification process with FHWA ^[1]	-	-	-	-	-	-	-	-	-	-	
Total estimated toll credits (rounded)	\$3,377	\$3,271	\$3,163	\$3,054	\$2,945	\$2,837	\$2,727	\$2,618	\$2,618	\$2,509	
WSDOT's Capital Construction Program ^[2]	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$37.00	\$370.00
Toll credits needed to match future WSDOT federal discretionary funds ^[3]	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$5.00	\$50.00
Toll credits for SR 520 Bridge Replacement and HOV Program GARVEE & HCB ^[4]	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$200.00
Toll credits for Local Programs ^[5]	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$22.00	\$220.00
T Program, subprograms T2 (Planning & data) and T3 (Research) activities for WSDOT ^[6]	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$0.60	\$6.00
T Program, subprogram T6 (activities for metropolitan planning organizations (MPOs)) ^[7]	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Z Program activities for metropolitan planning organizations (MPOs) ^[8]	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$0.15	\$1.50
Ferries FTA program funds ^[9]	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$13.00	\$130.00
Public Transportation Program ^[10]	\$5.00	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$7.50	\$72.50
Kitsap Transit capital projects, including passenger only ferry service (local project) ^[11]	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$2.50	\$25.00
Federal Land Access (WFL) Program grants ^[12] and Recreation & Conservation Office (RCO) Program ^[13]	\$0.90	\$0.30	\$1.30	\$0.90	\$0.80	\$1.70	\$1.70	\$1.70	\$1.70	\$1.70	\$12.70
Total toll credit usage (rounded)	\$106	\$108	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$109	\$1,088
Toll credit ending balance (rounded)	\$3,271	\$3,163	\$3,054	\$2,945	\$2,837	\$2,727	\$2,618	\$2,509	\$2,509	\$2,399	

Notes:

- This will happen in future years yet to be determined.
- WSDOT's capital construction program includes the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W) Programs. Match assumed to be 13.5%.
- Federal discretionary projects in the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W & X) Programs. Match assumed to be 20%.
- Toll credits needed to match the SR 520 Bridge Replacement and HOV Program GARVEE (Grant Anticipation Revenue Vehicles) debt and Hood Canal Bridge debt. Fed Share for SR 520 Bridge Replacement is limited to 80%, as required for toll facilities.
- Toll credits for local projects through Program (Z), Local Programs.
- Program T activities (planning, study, training, research, etc.) began using toll credits in federal fiscal year 2017.
- Program T activities (planning, study, etc.) for Metropolitan Planning Organizations (MPOs) are eligible to use toll credits, as requested in 2022. Requests for usage have not yet been received. MPOs will report usage to WSDOT.
- Program Z activities (planning, study, etc.) for Metropolitan planning organizations (MPOs).
- Ferries (Programs W & X) projects funded by Federal Transit Administration (FTA), and funds transferred from FHWA to FTA.
- Toll credits were set-aside for the Public Transportation Program (V) beginning in federal fiscal year 2017 for planning and safety oversight by WSDOT staff and transit agency programs.
- Beginning with the 2013-15 Transportation Budget, the Legislature began allowing Kitsap Transit to use up to \$3 million in toll credits each biennium for passenger-only ferry projects. This was revised in the 2023-25 biennium to \$5 million and toll credits are allowed for other capital projects besides passenger-only ferry projects.
- Federal Land Access Program allows toll credit usage beginning federal fiscal year 2013 for projects administered by Western Federal Lands. They report usage to WSDOT.
- Washington State Recreation & Conservation Office received authorization of WSDOT's toll credits usage beginning June 2020 on Recreational Trail Program. They report usage to WSDOT.

Washington State
History of Certified Toll Credits Usage and Remaining Balance
as of October 1, 2022

Federal Fiscal Year	Certified Toll Credits	WSDOT [1] [3] [5] [9]	Local Programs [4]	Ferries Projects (FTA) [2]	Kitsap Transit [6]	Public Transportation [7]	Western Federal Lands [8]	Recreation & Conservation Office [10]	TOTAL Toll Credits Used (Expenditures)	Balance
1992	67,185,000	-	-	-	-	-	-	-	-	67,185,000
1993	52,052,405	-	-	-	-	-	-	-	-	119,237,405
1994	57,074,132	-	-	-	-	-	-	-	-	176,311,537
1995	52,639,290	-	-	-	-	-	-	-	-	228,950,827
1996	78,119,000	-	-	-	-	-	-	-	-	307,069,827
1997	80,438,000	2,884,072	-	-	-	-	-	-	2,884,072	384,623,755
1998	81,079,000	7,598,023	-	-	-	-	-	-	7,598,023	458,104,732
1999	-	23,558,370	-	-	-	-	-	-	23,558,370	434,546,362
2000	91,649,000	23,707,001	-	-	-	-	-	-	23,707,001	502,488,361
2001	-	10,019,994	-	-	-	-	-	-	10,019,994	492,468,367
2002	-	5,009,080	-	-	-	-	-	-	5,009,080	487,459,287
2003	124,630,645	1,860,464	-	-	-	-	-	-	1,860,464	610,229,468
2004	293,406,134	24,984,942	1,024,247	-	-	-	-	-	26,009,189	877,626,413
2005	255,959,167	48,565,953	2,600,390	-	-	-	-	-	51,166,343	1,082,419,237
2006	274,905,358	37,143,644	7,761,956	-	-	-	-	-	44,905,600	1,312,418,995
2007	216,732,756	47,827,282	9,272,562	-	-	-	-	-	57,099,844	1,472,051,907
2008	202,809,151	44,095,000	14,430,000	-	-	-	-	-	58,525,000	1,616,336,058
2009	176,135,217	35,797,353	10,880,601	-	-	-	-	-	46,677,954	1,745,793,321
2010	149,690,023	35,093,759	10,796,020	-	-	-	-	-	45,889,779	1,849,593,565
2011	151,211,629	44,291,567	6,691,346	4,057	-	-	-	-	50,986,970	1,949,818,224
2012	325,797,726	37,870,377	7,050,386	1,040,574	-	-	-	-	45,961,337	2,229,654,613
2013	524,552,966	42,738,945	5,372,961	1,647,735	966,172	-	47,684	-	50,773,497	2,703,434,082
2014	-	57,141,668	7,288,208	1,618,822	966,172	-	896,553	-	67,911,423	2,635,522,659
2015	-	56,153,586	448,211	2,951,554	740,145	-	420,798	-	60,714,294	2,574,808,365
2016	-	40,792,045	5,546,271	4,658,509	740,145	-	290,540	-	52,027,510	2,522,780,855
2017	-	45,386,519	9,455,579	6,010,819	374,283	74,180	418,408	-	61,719,788	2,461,061,067
2018	333,619,040	59,301,066	6,420,667	12,979,624	297,703	312,167	218,198	-	79,529,425	2,715,150,682
2019	229,960,303	61,302,087	3,894,477	12,470,561	216,483	220,619	1,552,693	-	79,656,920	2,865,454,065
2020	357,733,359	46,273,116	4,097,854	11,894,357	1,028,820	217,473	1,167,776	4,051	64,683,447	3,158,503,977
2021	240,574,698	40,190,431	5,221,896	9,612,432	21,932	162,633	436,928	159,503	55,805,755	3,343,272,920
2022	199,630,093	49,394,686	12,597,079	7,797,942	46,458	168,368	458,831	160,569	70,623,933	3,472,279,080
Special Adj 2022 ^[11]	-	-	-	-	-	-	-	-	94,972,881	3,377,306,198
Totals	\$ 4,617,584,092	\$ 928,981,030	\$ 130,850,711	\$ 72,686,986	\$ 5,398,313	\$ 1,155,440	\$ 5,908,409	\$ 324,123	\$ 1,240,277,894	\$ 3,377,306,198

Foot Notes:

1. WSDOT's capital construction program includes the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W & X) Programs.
2. Ferries projects funded by Federal Transit Administration (FTA), and funds transferred from FHWA to FTA.
3. Federal discretionary projects in the Improvement (I), Preservation (P), Traffic Operations (Q), and Ferry (W&X) Programs.
4. \$22 million of toll credits per year are set-aside for Local Programs for use in managing the delivery of the Federal Aid Program.
5. Toll credits needed to match the SR 520 Bridge Replacement and HOV Program GARVEE (Grant Anticipation Revenue Vehicles) debt and Hood Canal Bridge Debt.
6. The 2011-2021 Transportation Budgets have provided Kitsap Transit up to \$3,000,000 in toll credits each biennium for their passenger-only ferry and ferry corridor-related projects.
7. \$1 million of toll credits per year are set-aside for the Public Transportation Program (V) beginning federal fiscal year 2016.
8. Federal Land Access Program allows toll credit usage beginning federal fiscal year 2013 for projects administered by Western Federal Lands.
9. Program T activities (planning, study, training, research, etc.) uses toll credits starting in federal fiscal year 2017.
10. Washington State Recreation & Conservation Office received authorization of WSDOT's toll credits usage beginning June 2020 on Recreational Trail Program.
11. Toll credit adjustments to federal aid agreements associated with projects on toll roads. Additional toll credits were added to six federal aid agreements to adjust the federal share to 80%. See Tab "SpecialAdj toll roads" for specific projects and adjustments by project.

Funds Management Report (Section 314)

Project Name	Grant Name	Grant description	Office/Region	Funding Request	Application due date	Comments
Reconnecting I-90 Communities	2022 National Infrastructure Investments (FY22 RAISE Grants)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	WSDOT HQ	\$ 8,360,000	4/14/2022	
US 12 - Heron St Bridge Rehabilitation	2022 National Infrastructure Investments (FY22 RAISE Grants)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	WSDOT Olympic Region	\$ 15,200,000	4/14/2022	
US 97 - Heritage Connectivity Trail	2022 National Infrastructure Investments (FY22 RAISE Grants)	Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation and make our transportation systems safer, more accessible, more affordable, and more sustainable.	WSDOT South Central Region	\$ 1,000,000	4/14/2022	
SALMON BAY BRIDGE REHABILITATION PROJECT	2022 Multimodal Project Discretionary Grant	The grant provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	WSDOT Northwest Region	\$ 25,000,000	5/23/2022	
State Route 4 Scenic Byway Corridor Management Plan	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 100,000	6/20/2022	
Marketing Plan for State of Washington Scenic Byways	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 450,000	6/20/2022	
Orcas Road Scenic Byway Rest Area	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 174,200	6/20/2022	
Cascade Loop Corridor Management Plan Update	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 528,197	6/20/2022	
SR 105 Scenic Byway Corridor Management Plan	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 40,000	6/20/2022	
Pacific Coast Scenic Byway Corridor Management Plan	2022 NATIONAL SCENIC BYWAYS PROGRAM	The program funds improvements, such as byway facilities, safety improvements, and interpretive information, along roads in the United States that merit recognition at the national level for their outstanding scenic, historic, cultural, natural recreational and archeological qualities.	WSDOT HQ	\$ 200,000	6/20/2022	
Clallam Transit System (Clallam County Public Transportation Benefit Area)	Grants for Buses and Bus Facilities	To support projects to replace, rehabilitate, purchase, or lease buses and related equipment and facilities.	WSDOT HQ	\$ 5,422,168	5/31/2022	
Mukilteo-Clinton Electrification Project	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 4,900,000	9/6/2022	Terminal Electrification -Clinton Terminal
Washington State Ferries (WSF) Credit Card Security Enhancement Project	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 1,700,000	9/6/2022	Payment Card Industry Scope reduction (PCI)

Project Name	Grant Name	Grant description	Office/Region	Funding Request	Application due date	Comments
Southworth Ferry Terminal Multimodal Project	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 5,000,000	9/6/2022	Southworth Multimodal Terminal
WSF Seattle and Bainbridge Island Ferry Terminals Project	America's Marine Highway Program	The purpose of this program is to make grants available to previously designated Marine Highway Projects that support the development and expansion of documented vessels or port and landside infrastructure.	WSDOT Ferries	\$ 4,000,000	6/12/2022	
Terminal Electrification -Clinton Terminal, Mukilteo-Clinton Ferry Rout	Congestion Mitigation and Air Quality	Provides federal funding for transportation projects and programs to help meet the requirements of the Clean Air Act.	WSDOT Ferries	\$ 4,900,000	6/10/2022	PSRC
Pacific Northwest Rail Corridor Reliability - Landslide Mitigation Phase IV	Consolidated Rail Infrastructure and Safety Improvements Grant Program	This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	WSDOT HQ	\$ 3,837,000	11/29/2021	Submitted prior to passage of ESSB 5689 on 3/25/22
Washington State Ferries Terminal Wait Times Traveler Information System	Advanced Transportation and Congestion Management Technologies Deployment	To make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.	WSDOT Ferries	\$ 5,122,345	8/23/2021	Submitted prior to passage of ESSB 5689 on 3/25/22
WSDOT SR 542 Glacier Creek Bridge Replacement	FEMA Hazard Mitigation Assurance	Intended to fund HMGP-eligible activities that reduce the impacts of climate change. WA State Emergency Management Division (WA EMD) is responsible for coordinating with FEMA to administer this grant round	HQ: Other	\$ 20,000,000	4/14/2022	
Graveyard Spit Restoration and Resilience Project	National Fish and Wildlife Foundation – National Coastal Resilience Fund 2022,	Funds are used to enhance protections for coastal communities from the impacts of storms, floods, and other natural coastal hazards and to improve habitats for fish and wildlife.	Southwest Region	\$ 10,000,000	6/1/2022	\$9,900,000 awarded
SR411 Lexington Corridor Vision and Active Transportation Plan	Reconnecting Communities Pilot Discretionary Grant Program	Provides funds to advance and support reconnection of communities divided by transportation infrastructure—with a priority on helping disadvantaged communities improve access to daily needs (jobs, schools, healthcare, grocery stores, and recreation)	Southwest Region	\$ 240,000	10/13/2022	
Washington State Rural Rail Rehabilitation Phase II: Improving Supply Chain Efficiency & Resiliency	FY22 Consolidated Rail Infrastructure and Safety Improvements Grant Program	Provides funds to invest in a wide range of projects within the United States to improve railroad safety, efficiency, and reliability; mitigate congestion at both intercity passenger and freight rail chokepoints to support more efficient travel and goods movement; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors.	Rail	\$ 72,800,000	12/1/2022	
FY 2023 HP-ITD Grant, Support Technician	FMCSA FY 2023 High Priority Program – Innovative Technology Deployment Grant Application	Funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	HQ: Other	\$ 713,207	4/3/2023	
Community, Habitat, and Infrastructure: A Triple-Bottom-Line Framework for Climate	National Fish and Wildlife Foundation – National Coastal Resilience Fund 2023	Invests in planning, design, and restoration of natural and nature-based solutions to help protect coastal communities from the impacts of storms, floods, and other natural hazards and enable them to recover more quickly and enhance habitats for fish and wildlife.	HQ: Other	\$ 850,000	6/28/2023	
Safe Passage 97 Project Phase 2: Building Crossings in WA State's Highest Collision Corridor	Fiscal Years 2022-2023 Wildlife Crossings Pilot Program (WCPP)	Funds are to be awarded for projects that seek to reduce the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.	HQ: Other	\$ 11,116,900	8/1/2023	
Ensuring Wildlife Connectivity by Studying Reptiles...	Fiscal Years 2022-2023 Wildlife Crossings Pilot Program (WCPP)	Funds are to be awarded for projects that seek to reduce the number of wildlife-vehicle collisions and improve habitat connectivity for terrestrial and aquatic species.	HQ: Other	\$ 300,703	8/1/2023	
I-5 Corridor Truck Parking Information Management System (TPIMS) Project	2023 Multimodal Project Discretionary Grant	The grant provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	HQ: Other	\$ 6,071,000	8/21/2023	
I-5 Interstate Bridge Replacement Program	2023 Multimodal Project Discretionary Grant	The grant provides Federal financial assistance to highway and bridge, intercity passenger rail, railway-highway grade and separation, wildlife crossing, public transportation, marine highway, and freight and multimodal projects, or groups of such projects, of national or regional significance, as well as to projects to improve and expand the surface transportation infrastructure in rural areas.	Southwest Region	\$ 600,000,000	8/21/2023	

Project Name	Grant Name	Grant description	Office/Region	Funding Request	Application due date	Comments
CMS Sorting Signs	FMCSA FY 2022 High Priority Program – Innovative Technology Deployment Grant Application	Funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	HQ: Other	\$ 1,189,979	3/31/2022	
CMS Open-Closed	FMCSA FY 2022 High Priority Program – Innovative Technology Deployment Grant Application	Funds to support innovative and impactful projects that advance its mission to reduce crashes, injuries, and fatalities involving large trucks and buses.	HQ: Other	\$ 634,979	3/31/2022	
Using LCA to Reduce Embodied Carbon in Pavement Infrastructure at WSDOT and MnDOT	FHWA Climate Challenge - Quantifying Emissions of Sustainable Pavements	Funds are used to implement projects that quantify the environmental impacts of pavements using life cycle assessment (LCA) and environmental product declarations (EPDs).	HQ: Other	\$ 500,000	10/10/2022	\$312,000 awarded
FibrIDGE: Fiber Integrated Bridge Real-time Intelligent Evaluation	Advanced Technology Grants to Improve Safety and Reduce Travel Times	Funds eligible entities to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.	HQ: Other	\$ 2,800,000	11/18/2022	
Graveyard Spit Restoration & Resilience Project	Coastal Zone Management (CZM) Habitat Protection and Restoration Infrastructure Investment and Jobs Act (IIJA).	Provides funding for coastal habitat restoration; coastal habitat restoration planning, engineering, and design; and land conservation projects that support the goals and intent of the Coastal Zone Management Act (CZMA), the Coastal and Estuarine Land Conservation Program (CELCP).	Southwest Region	\$ 3,976,787	10/28/2022	
Southworth Ferry Terminal	Joint Ferry Programs Disc. Grant	Provides funding to expand ferry services and transition to lower emission water transportation options.	Ferries	\$ 5,000,000	9/6/2022	
Virtual Coordination Center Governance, Expansion, and Enhancement	Strengthening Mobility and Revolutionizing Transportation	Provides funding to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety.	HQ: Other	\$ 2,000,000	11/18/2022	
Port Security Grants -FEMA-DHS	Vessel Physical Security Infrastructure	This program funds projects that improve the security , of Terminal and Vessels.	WSDOT Ferries	\$ 3,503,987	6/13/2022	
Sea-Bainbridge Electrification -FTA	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 7,000,000	7/17/2023	
Vessel Passenger Spaces Refurbishment	Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot, and Ferry Service for Rural Communities	The Passenger Ferry Program provides funding to improve the condition and quality of existing passenger ferry services, support the establishment of new passenger ferry services, and repair and modernize ferry boats, terminals, and related facilities and equipment.	WSDOT Ferries	\$ 4,800,000	7/17/2023	
Port Security Grants -FEMA-DHS	To provide and enhance security on vessels and terminals	This program funds projects that improve the security , of Terminal and Vessels.	WSDOT Ferries	\$ 994,933	5/18/2023	Security Server Infrastructure Replacement
Port Security Grants -FEMA-DHS	To provide and enhance security on vessels and terminals	This program funds projects that improve the security , of Terminal and Vessels.	WSDOT Ferries	\$ 998,250	5/18/2023	Passenger Security and Safety

Any grant not applied for was due to either a) not having projects that met the criteria or b) not having projects that were far enough along in development to apply.

Puget Sound Action Agenda

Puget Sound Action Agenda

RCW 90.71.320 requires state agencies that are responsible for implementing elements of the Action Agenda for Puget Sound (Action Agenda) to provide to the Puget Sound Partnership (PSP) their estimates of the actions and budget resources needed to implement their portion of the Action Agenda. The department has three budget requests that are relevant to the statutory requirements.

WSDOT is working to comply with a U.S. District Court injunction, which requires correction of culverts that prevent fish passage in portions of Western Washington. The department is requesting \$1.041 billion for the Fish Passage Barrier projects (#0B14001). The Puget Sound portion, estimated to be 90%, is simply those sites selected for the 2023-25 biennium that affect Puget Sound. It is not yet determined if this percentage will apply in future biennia as the funding level changes the department is required by statute to work through specific prioritization processes to determine next projects.

In 1991, regulations took effect that requires WSDOT to treat highway runoff to remove pollutants and control peak flows. As most of Washington's highways predate regulations, the water running off these highways is not treated. This lack of treatment results in large amounts of dirty storm water leaving the highway system in a thousand places, called outfalls. The water from these outfalls potentially degrades receiving water bodies used for drinking, recreation, fish habitat, and other beneficial uses. While highway improvement projects address these stormwater issues, this category of the Environmental Retrofit program addresses high priority stand-alone stormwater improvements. Many of these projects are in the Puget Sound Region. The department requested \$24.2 million through the Stormwater & Mitigation Site Improvements projects (#0B14003, #L4000040).

The Seattle Colman terminal was originally built with a creosote treated timber dock structures and is largely outdated, obsolete, and its space constrained to meet current operational and safety needs as well as projected growth and service levels at its current location and configuration. One element of the project is removal of the creosote treated timber dock structures and associated buildings. All in water removals were completed in 21-23 biennium.

Funding will remove creosote on the Bainbridge Island OHL and CAB Replacement. The removals are primary supports for the 300' walkway connecting the Terminal Building to the Overhead Loading ramps providing access to the vessels. Eagle Harbor Slip removals for a portion of existing timber pier and aging dolphins and wingwalls. Most of the removals will be in 21-23 biennium, some into 23-25.

The Eagle Harbor Slip F replacement project began in 21-23 and will be completed with funding in 23-25. The project removes a 67' Timber Trestle with 53 creosote piles and 13 timber bents. Additional creosote removals on the project include four 35-pile dolphins. The timber removals are required to preserve and enhance the function of the aging dolphins and trestle, that will remove roughly 210 tons of creosote timber.

Funding in 21-23 and 23-25 will replace the aging slip 3 outer dolphin at the Vashon Terminal. Slip 3 is currently used as a tie-up slip, and the dolphin replacement will remove 35 creosote timber piles each 70' in length.