

Nickel/TPA Project Delivery

Notable results

- To date, WSDOT has completed 371 of 421 Nickel and TPA projects, with 87% on time and 91% on budget
- WSDOT advertised 65 out of 98 Pre-existing Funds projects on time during the fourth quarter of the 2015-2017 biennium

No additional Nickel, TPA projects finished in quarter

WSDOT did not complete any additional Nickel or Transportation Partnership Account projects during the fourth quarter of the 2015-2017 biennium (April through June 2016). WSDOT currently has 15 projects underway; see [p. 51](#) for details.

WSDOT has completed 371 of 421 Nickel and TPA projects since July 2003, with 87% on time and 91% on budget. The cost at completion for the 371 projects is \$6.46 billion, 1.9% less than the baseline cost of \$6.58 billion. Fifty projects have yet to be completed. These are included in the current transportation budget and have a total value of more than \$9.63 billion.

Nickel, TPA funding remains short of original 2003, 2005 projections

Fuel tax collections show that the revenue forecasts from 2003 and 2005, which were used to determine the project lists, did not anticipate the economic recession in projecting future growth in fuel tax revenues. The 2003 Nickel and 2005 TPA gas taxes that fund projects are based on a fixed tax rate per gallon and do not change with the price of fuel. As a result, reduced gasoline and diesel consumption leads to reduced tax revenue.

WSDOT completes 371 Nickel and TPA projects July 2003 through June 2016; Dollars in millions

Project status	Number of projects	Baseline cost at completion
Projects completed in earlier biennia that are <i>not</i> included in the current transportation budget	171	\$1,477.2
Projects completed that <i>are</i> included in the current transportation budget	200	\$5,107.0
Completed projects subtotal:	371	\$6,584.1
Projects included in the current transportation budget that are not yet complete	50	\$9,634.8
Total:	421	\$16,219.0

Data source: WSDOT Capital Program Development and Management.
Note: Numbers have been rounded.

— Goal for Nickel and TPA is 90%—

371 of 421 projects complete **87%** on time **91%** on budget

Data source: WSDOT Capital Program Development and Management.

Notes: Projects complete are cumulative since July 2003. A project is "on time" if it is operationally complete within the quarter planned in the last approved schedule, and "on budget" if the costs are within 5% of the last approved budget. The goal for both measures is 90% or higher.

The 2003 Nickel transportation package was originally a 10-year plan, with revenues forecasted to total \$1.9 billion from 2003 through 2013. Fuel tax revenues collected during this period came in 10.2% less than the original March 2003 projections. Four Nickel projects have been deferred indefinitely while other projects have continued past the original 10-year period.

Fuel tax funding from the 2005 TPA package is also coming up short of the original March 2005 projections. The original projection for the TPA account was \$4.9 billion over a 16-year period from 2005 through 2021. The current projections through 2021 are estimated to be \$4 billion, roughly \$1 billion less (18.4%) than the original 2005 projection. This revenue shortfall has caused nine TPA projects to be deferred indefinitely.

Nickel and TPA gas tax revenues are used to pay the debt on the bonds sold to finance the planned projects. Once all the bonds are sold, revenues collected will be used to pay the debt.

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Strategic Plan Goal 1:
STRATEGIC INVESTMENTS
Project Delivery – Deliver transportation projects that are on time and on budget.

WSDOT continues to deliver its Nickel and TPA program funded projects with a high rate of success. Of the total 371 projects completed to date, 87% have been on time and 91% have been on budget.

WSDOT has 50 Nickel, TPA projects yet to be complete

Highway construction performance summary shows about \$9.6 billion in projects remain to be completed
Current Legislative Evaluation and Accountability Program as of June 30, 2016; Dollars in millions

Combined Nickel and TPA programs	Number of projects	Value of program
Subtotal of completed projects¹	371	\$6,584.1
<i>Projects completed in earlier biennia that are not included in the current transportation budget</i>	171	\$1,477.2
<i>Projects completed that are included in the current transportation budget</i>	200	\$5,107.0
Projects included in the current transportation budget but not yet complete	50	\$9,634.8
Total number of projects² in improvement and preservation budget	421	\$16,219.0

Schedule and budget summary Nickel & TPA combined: Results of completed projects in the current Legislative Transportation Budget and prior budgets.	Completed in 2015-2017 biennium budget	Total in current legislative budget	Cumulative program
Number of projects completed	3	200	371
Percent completed early or on time	100%	87%	87%
Percent completed under or on budget	100%	92%	91%
Baseline cost at completion	\$417.2	\$5,107.0	\$6,584.1
Current cost at completion	\$412.1	\$4,994.4	\$6,460.9
Percent of total program over or under budget	1.2% under	2.2% under	1.9% under

Advertisement record: Results of projects entering into the construction phase or under construction, detailed on p. 51 .	Combined Nickel & TPA
Total current number of projects in construction phase as of June 30, 2016	15
Percent advertised early or on time	86%
Total number of projects advertised for construction in the 2015-2017 biennium to date (July 1, 2015 through June 30, 2017)	1
Percent advertised early or on time	100%

Projects to be advertised: Results of projects now being advertised for construction or planned to be advertised, detailed below.	Combined Nickel & TPA
Total projects being advertised for construction bids (July 1 through December 31, 2016)	1
Percent on target for advertisement on schedule or early	0%

Budget status for the 2015-2017 biennium:	WSDOT biennial budget
Budget amount for 2015-2017 biennium	\$1,836.1
Actual expenditures in 2015-2017 biennium to date (July 1, 2015 through June 30, 2016)	\$742.6
<i>Total 2003 Transportation Funding Package (Nickel) expenditures</i>	\$24.6
<i>Total 2005 Transportation Partnership Account expenditures</i>	\$435.5
<i>Total Pre-existing Funds expenditures³</i>	\$282.5

Data source: WSDOT Capital Program Development and Management.

Notes: Numbers have been rounded. 1 Cumulative projects completed from July 1, 2003 to June 30, 2016. 2 The project total has been updated to show "unbundled" projects which may have been previously reported in programmatic construction groupings (such as Roadside Safety Improvements or Bridges Seismic Retrofit). See [Gray Notebook 38, p. 55](#) for more details. 3 For full details of the Pre-existing Funds program, see [pp. 55-57](#).

No additional Nickel, TPA rail or ferry projects complete

WSDOT did not complete any new Legislative Evaluation and Accountability Program rail or ferry projects this quarter. WSDOT has used the 2003 and 2005 funding packages to complete 19 rail projects and 22 ferries projects since 2003. Approximately \$524.2 million in ferries projects were funded by the Nickel, TPA and

multimodal accounts. The multimodal account funded approximately \$103.3 million in rail projects. WSDOT advertised three multimodal account rail projects, with awards amounting to \$146.7 million. An additional new \$123 million ferry vessel, funded with Nickel cash and bond proceeds, is also currently under construction.

WSDOT finishes 12 Nickel rail projects since 2003

Current Legislative Evaluation and Accountability Program as of June 30, 2016; Dollars in millions

	2003 Nickel Package	2005 TPA Package	Combined Nickel & TPA
Schedule, scope, and budget summary: Completed LEAP projects			
Cumulative to date (July 1, 2003 through June 30, 2016)	12	7	19
Percent completed early or on time ¹	100%	100%	100%
Percent completed within scope ¹	100%	100%	100%
Percent completed under or on budget ¹	100%	100%	100%
Baseline cost at completion	\$72.6	\$41.0	\$103.3
Current cost at completion	\$72.6	\$41.0	\$103.3
Percent of total program on or under budget ¹	100%	100%	100%
Advertisement record: LEAP projects under construction or entering construction phase			
Cumulative to date (July 1, 2003 through June 30, 2016)	1	2	3
Total advertised	1	2	3
Percent advertised early or on time	100%	100%	100%
Total award amounts to date	\$119.6	\$27.1	\$146.7

Data source: WSDOT Capital Program Development and Management.

Notes: Numbers may not total 100% due to rounding. The rail projects are primarily delivered through master agreements with BNSF, which administers construction activities on the projects. The data above is unchanged from the previous quarter because no additional rail projects were completed.

1 Rail projects are commitments delivered by BNSF, Sound Transit, ports and operators. Master agreements between WSDOT and lead agencies become the documents that govern the delivery of the project including budget, scope and schedule. The administrative process allows for amendments enabling the projects to be delivered within the parameters of the new amended agreement (on time, and on budget).

WSDOT finishes 12 Nickel ferries projects since 2003

Current Legislative Evaluation and Accountability Program as of June 30, 2016; Dollars in millions

	2003 Nickel Package	2005 TPA Package	Combined Nickel & TPA
Schedule, scope, and budget summary: Completed LEAP projects¹			
Cumulative to date (July 1, 2003 through June 30, 2016)	12	10	22
Percent completed early or on time ²	100%	100%	100%
Percent completed within scope ²	100%	100%	100%
Percent completed under or on budget ²	100%	100%	100%
Baseline cost at completion	\$180.7	\$343.5	\$524.2
Current cost at completion	\$180.7	\$343.5	\$524.2
Percent of total program on or under budget ²	100%	100%	100%
Advertisement record: LEAP projects under construction or entering construction phase			
Cumulative to date (July 1, 2003 through June 30, 2016)	1	0	1
Percent advertised early or on time ²	100%	N/A	100%
Total award amounts to date	\$123.0	\$0	\$123.0

Data source: WSDOT Capital Program Development and Management.

Notes: Numbers may not total 100% due to rounding. 1 Ferries completed projects record includes two 144-car vessels: the Motor/Vessel *Samish*, which started service in June 2015, and the M/V *Tokitae*, which started service in June 2014. It also includes three 64-car vessels: the M/V *Chetzemoka*, which started service in November 2010, the M/V *Salish*, which started service in July 2011, and the M/V *Kennewick*, which started service in February 2012. 2 The Legislature funds Ferries' projects at a grouped-project or Budget Identification Number (BIN) level for terminals and vessels; however, the delivery of construction projects requires that each of these BIN groups be broken into sub-projects with specific scopes, budgets and schedules. The list of sub-projects is updated as the project progresses into the design phase and the budget and schedule are better defined. This process enables WSDOT to deliver the projects within the updated budget amounts and milestones (on time, and on budget).

No Nickel or TPA projects completed this quarter

WSDOT did not have any additional Nickel or Transportation Partnership Account projects completed in the fourth quarter of the 2015-2017 biennium (April through June 2016). In 2012, the Legislature added supplemental work to one TPA project after it was declared operationally complete in November 2010. An update on this project is provided, but it does not count as a new operationally complete TPA project.

SR 532/Davis Slough Bridge Replacement – Widening for Flood Prevention (TPA) Island/Snohomish Counties

This TPA subproject replaced a narrow bridge over Davis Slough that was built more than 60 years ago. In 2012, the Legislature added this subproject to the SR 532/Corridor Program after that project was declared operationally complete in November 2010.

The SR 532/Corridor Program featured mobility, safety, preservation, and environmental improvements for the critical SR 532 corridor that connects residents from Camano Island and Stanwood with the larger urban centers of Seattle and Everett. Work for this project included replacing the Mark W. Clark Memorial Bridge with a wider bridge; constructing new sidewalks, bike lanes, truck climbing lanes and turn lanes; repaving highway surfaces and enhancing safety features. The corridor program was completed in November 2010, one month ahead of the last approved schedule and was on budget with both the last approved and original 2005 budgets.

Subproject benefits: The new Davis Slough Bridge was built to withstand a major earthquake and has wide shoulders that can be used by pedestrians, bicyclists and disabled vehicles. The bridge was also built higher than before to protect against flooding.

Budget performance: The Davis Slough Bridge Replacement subproject was completed on budget (meaning costs at completion were within 5% of the last approved budget) at \$29.0 million, \$1.1 million more than the original budget of \$27.9 million. The 2012 Legislature allocated \$20.0 million for the majority of the subproject costs. The remaining funding came from a legislative proviso that allocated any savings from the overall SR 532/Corridor Program to be used for future flood prevention

Measuring operationally complete projects

Delivery performance of completed projects is measured against the last legislatively approved schedules and budgets in accordance with criteria established by the Legislature. For this quarter, it is the 2016 transportation budget. In addition to the projects' last approved budgets and schedules, original legislative budgets and schedules are included to show changes that may have occurred during design and construction phases.

Projects are "on time" if they are operationally complete within the quarter planned in the last approved schedule, and "on budget" if the costs are within 5% of the last approved budget.

Nickel and TPA budgets and schedules reset whenever changes are made in the last approved legislative budget. For information on previously completed Nickel and TPA projects, visit <http://www.wsdot.wa.gov/projects/completed>.

projects in the corridor. This combination fully funded the subproject and accommodated the cost increase.

Schedule performance: The subproject was completed in May 2016, one year and six months later than the original scheduled completion date of November 2014.

Highlights/challenges: Environmental permit submittal for the subproject was delayed due to right of way issues and difficulty in classifying the type of impacted wetlands, which led to a delayed advertisement date. The advertisement date was further postponed when Native American artifacts were uncovered. Additionally, project construction was set back due to unfavorable weather.

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Travelers use the completed southern half of the Davis Slough Bridge while WSDOT crews work to complete the northern half in December 2015.

WSDOT trims Watch List to three projects

WSDOT added one project to its Watch List and removed two this quarter (April through June 2016). As of June 30, there were three projects remaining on the Watch List. See table below for this quarter’s Watch List projects.

WSDOT maintains the Watch List to deliver on the agency’s commitment to “No Surprises” reporting and continuously monitors its projects’ performance to ensure issues affecting schedule or budget are brought to the attention of legislators, executives and the public. The Watch List provides information on issues that currently affect projects or have the potential to impact project schedules and budgets. The Watch List helps WSDOT track these projects, providing status reports, explaining the factors affecting delivery and what the agency is doing to address them. Projects are removed from the Watch List when these issues are resolved.

WSDOT’s Watch List projects that have been reprioritized, deferred or delayed due to funding constraints are listed separately. This quarter there were no Watch List projects with funding constraint issues. See [Gray Notebook 51, p. 40](#), for a list of common issues



WSDOT crews work to repair US 12 after washouts and rockslides forced closure of the highway in December 2015.

that might put projects on the Watch List. To read more about the Watch List items, visit bit.ly/PDRArchive.

Future editions of the *Gray Notebook* will also report Watch List issues for projects funded by the Connecting Washington transportation package. For an overview of the 2015 revenue package, see [Gray Notebook 58, p. 9](#).

WSDOT’s Watch List projects with schedule or budget concerns

Quarter ending June 30, 2016

Project (County)	Date added	Date removed	Watch List issue
US 12 Corridor – Emergency Washout Repair (Lewis) ^{1,2}	Apr-2016	Apr-2016	Project cost increased from \$5.2 million to \$8 million due to increased needs in fill material and a longer hauling distance. Stage 2 of the project began in spring 2016, and the project has been removed from the Watch List.
SR 3/Belfair Area – Widening and Safety Improvements (Mason)	Mar-2016		Heavy rainfall and a higher than expected water table caused three detention ponds to flood. The ponds are being redesigned, which may result in cost increases and project delays.
SR 112/Nordstrom Creek – Remove Fish Barrier (Clallam)	Mar-2016	May-2016	Project advertisement was delayed to September 2016 due to delays with acquiring a temporary construction easement. Construction may be delayed to 2017, and this project has been removed from the Watch List.
SR 161/24th St. East to Jovita – Add Lanes (Pierce)	Sep-2014		This project was operationally complete in August 2014 and is facing a potential cost increase pending a claim from the contractor.
SR 99/South King St. Vicinity to Roy St. – Viaduct Replacement (King)	Dec-2013		The tunnel boring machine resumed operations in late April 2016 after six weeks of planned inspections and maintenance. The Alaskan Way Viaduct was closed for approximately two weeks to allow the machine to pass beneath. The machine entered another planned maintenance stop at the end of June. As of July 2016, the project’s contractor, Seattle Tunnel Partners, updated the projected tunnel opening date to early 2019. ³

Data sources: WSDOT Capital Program Development and Management and WSDOT Regions.

Notes: 1 This project has been added to the Watch List during the current quarter. 2 This project was originally added to the Watch List in December 2015 when severe storms caused washouts and landslides that closed the highway (see [Gray Notebook 60, p. 48](#)). Temporary repairs were completed and plans for permanent repairs were made, and the project was removed from the Watch List in December 2015. The project was added again in April 2016 due to emerging issues, and was removed the same month when issues were resolved as noted above. 3 The schedule for this project changes frequently, and WSDOT cannot verify the contractor’s schedule.

Work on Nickel and TPA projects continues

Fifteen WSDOT projects in construction phase as of June 30, 2016

Nickel and Transportation Partnership Account projects; Costs estimated at completion; Dollars in millions

Project description Cumulative to date (County)	Fund Type	On-time advertised	Ad date	Contractor	Operationally complete date	Award amount
I-5 Concrete Rehabilitation Program (King) Multiple contractors continue to work on this project.	Nickel	√	Jul-2009	Multiple contractors	May-2023	\$9.8
SR 99/Alaskan Way Viaduct – Replacement (King) This project replaces an aging viaduct with a new viaduct on the south end and adds a tunnel in downtown Seattle. WSDOT is funding or leading 30 contracts or projects as part of the viaduct replacement effort. Active Nickel/TPA projects are shown below:						
• SR 99/South King Street Vicinity to Roy Street – Viaduct Replacement	Nickel/TPA	√	May-2010	Seattle Tunnel Partners	TBD	\$1,089.7
			Oct-2013	Guy F. Atkinson Construction	TBD	\$41.6
This subproject has several contract components; the bored tunnel, north and south access connections and associated work. The schedule for this project changes frequently and WSDOT cannot verify the contractor's schedule at this time.						
US 395/North Spokane Corridor (NSC) – Design and Right of Way – New Alignment (Spokane) The US 395/North Spokane Corridor project is ongoing and several phases still require funding.	Nickel/TPA					
I-5/Mellen Street Interchange to Grand Mound Interchange – Add Lanes (Thurston, Lewis)	TPA					
• I-5/Mellen Street to Blakeslee Junction – Add Lanes, Interchange Improvements	TPA	√	Mar-2012	Cascade Bridge	Sep-2016	\$21.6
The operationally complete date was delayed due to schedule adjustments needed for complex traffic revisions, demolitions, repairs and painting of nearby bridges.						
• I-5/Mellen Street Interchange – Interchange Improvements	TPA	√	Combined with project above for construction efficiencies.			
SR 502/I-5 to Battle Ground – Add Lanes – Stage 2 (Clark)	TPA	√	Jan-2014	Rotschy	Oct-2016	\$27.5
I-90/Concrete Rehabilitation						
• I-90/Oakes Avenue Interchange to Peoh Road Bridge Vicinity Westbound – Replace/Rehabilitate Concrete (Kittitas)	Nickel	√	Mar-2015	Midmountain Contractors	Nov-2016	\$10.6
SR 520/Bridge Replacement and HOV (King)						
• SR 520/I-5 to Medina – Evergreen Point Floating Bridge and Landings	TPA	√	Dec-2010	Kiewit-General, A Joint Venture	Jul-2017	\$586.6
An additional contract award for this project is pending.						
I-205/Mill Plain Interchange to Northeast 18th Street – Build Interchange – Stage 2 (Clark)	TPA	Late	Aug-2014	Cascade Bridge	Dec-2016	\$24.3
Advertisement was delayed to address practical design changes to the project.						
SR 3/Belfair Area – Widening and Safety Improvements (Mason)	TPA	Late	Apr-2015	Ceccanti	Nov-2016	\$10.3
Advertisement was delayed due to revised project limits, which affected right of way acquisition.						
SR 167/8th St. East Vicinity to South 277th St. Vicinity – Southbound Managed Lane (King, Pierce)	TPA	√	Aug-2014	Guy F. Atkinson Construction	Jun-2017	\$53.9
SR 167/SR 18 Interchange West-North Ramp North-East Ramp Overcrossing – Seismic Retrofit (Pierce)	TPA	√	Combined with project above for construction efficiencies.			
I-5/Tacoma HOV Improvements (Pierce)	Nickel/TPA					
• I-5/M Street to Portland Avenue – Add HOV Lanes	Nickel	√	Mar-2014	Mid-Mountain Contractors	Feb-2017	\$1.7
I-90/Snoqualmie Pass East – Hyak to Keechelus Dam – Corridor Improvement (Kittitas)	TPA					
• I-90/Snowshed to Keechelus Dam Phase 1C – Replace Snowshed and Add Lanes	TPA	Late	Apr-2011	Guy F. Atkinson Construction	Oct-2017	\$177.1
Advertisement was delayed to address fire and safety issues with the original snowshed design, resulting in long-term savings.						
SR 532/Pilchuck Creek Tributary – Fish Barrier (Snohomish)	TPA	√	Dec-2015	Faber Construction Corp.	Oct-2016	\$1.9
SR 16/Anderson Creek Tributary to Sinclair Inlet – Fish Barriers (Kitsap)	TPA	Late	Feb-2016	Scarsella Bros.	Oct-2016	\$4.4

TPA projects on time, on budget for 2015-2017 biennium

Biennial summary: Five projects completed in 2015-2017 biennium

Nickel and Transportation Partnership Account projects; Costs estimated at completion; Dollars in millions

Cumulative to date	Fund type	On-time advertised	On-time completed	Within scope	Baseline estimated cost	Current estimated cost	On budget completed
Current biennium reporting on capital project delivery							
2015-2017 biennium summary¹ This information is updated quarterly throughout the biennium.	0 Nickel 5 TPA	5 on time 0 late	5 on time 0 late	5	\$417.2	\$412.1	5 on budget 0 over budget
Earlier biennia reporting on capital project delivery							
2013-2015 biennium summary See Gray Notebook 58, p. 55 .	6 Nickel 15 TPA	16 on time 5 late	15 on time 6 late	21	\$555.7	\$514.0	18 on budget 3 over budget
2011-2013 biennium summary See Gray Notebook 50, p. 31 .	5 Nickel 36 ¹ TPA	31 ¹ on time 10 late	32 ¹ on time 9 late	41 ¹	\$1,485.5 ¹	\$1,459.6 ¹	37 ¹ on budget 4 over budget
2009-2011 biennium summary¹ See Gray Notebook 42, p. 45 .	16 Nickel 74 TPA	73 on time 17 late	80 on time 10 late	90	\$1,641.6	\$1,597.0	85 on budget 5 over budget
2007-2009 biennium summary See Gray Notebook 34, p. 58 .	42 Nickel 69 TPA	91 on time 20 late	96 on time 15 late	111	\$1,685.7	\$1,685.2	102 on budget 9 over budget
2005-2007 biennium summary See Gray Notebook 26, p. 5 .	52 Nickel 24 TPA	71 on time 5 late	68 on time 8 late	76	\$673.9	\$668.8	67 on budget 9 over budget
2003-2005 biennium summary See Gray Notebook 19, p. 5 .	27 Nickel	25 on time 2 late	27 on time 0 late	27	\$124.6	\$124.4	25 on budget 2 over budget

Data source: WSDOT Capital Program Development and Management.

Notes: Dollar amounts are rounded up. 1 In *Gray Notebooks* published before the 2009-2011 biennium, WSDOT used a project count of 391 combined Nickel and TPA projects for project completion data. In conjunction with the 2009-2011 biennium wrap-up, the tables were reorganized to present the completed information for the current project count of 421. In the revised count, several projects that were developed as part of larger programs, like bridge, rail, and roadside safety, were included in the new count though they had been completed earlier.

WSDOT reports seven change orders costing \$500,000 or more during the quarter

During the quarter ending June 30, 2016, WSDOT approved seven change orders of \$500,000 or more. These change orders totaled approximately \$42.9 million with the majority—\$39.7 million—addressing five change orders for the State Route 99 bored tunnel alternative design project, part of the Alaskan Way Viaduct replacement. WSDOT provided full compensation for additional time and work completed and interim compensation for costs incurred during the WSDOT-directed tunneling suspension for safety tests.

After an extensive review, which can involve subject matter experts, contract specialists, and other outside stakeholders, WSDOT must sometimes change its engineers' original plans and specifications in order to complete projects. When this occurs, WSDOT issues a formal modification (or change order) to the contract, containing a description of the change and details about how or if the contractor may be compensated for it. Each month, WSDOT posts all change orders estimated to cost \$500,000 or more online at bit.ly/WSDOTchangeorders.

WSDOT delivers 119 Nickel highway projects since 2003

The performance summaries below and those on [p. 54](#) provide status reports on WSDOT's delivery of the Nickel and Transportation Partnership Account programs compared to the original legislative funding packages presented in the 2003 and 2005 Legislative Evaluation and Accountability Program lists.

The Legislature has approved changes to these funding packages and assigned funds to different projects since these two funding packages were created. As a result, the data listed below and on the next page show the original LEAP, which differs from the current legislative budgets on [pp. 47-48](#).

The 2003 and 2005 tables feature budget items including pre-construction and environmental studies that were in the original funding packages. The original LEAP tables do not include projects that cities, counties and tribes collaborate on with WSDOT to complete.

These tables show the total number of projects and the percentage of projects that are complete, underway, scheduled to start or affected by a legislatively approved change of project scope. They also give budget updates showing original planned budgets and the current planned or actual expenditure, breaking out programs by category: highways, ferries and rail.

WSDOT project delivery and budget update: Original 2003 Nickel Transportation Funding Package As of June 30, 2016; Dollars in millions

Project delivery update	Total program		Highways		Ferries		Rail	
	Number of projects	Percent of total	Number of projects	Percent of program	Number of projects	Percent of program	Number of projects	Percent of program
Project number and phase	156		127		5		24	
Completed projects	135	87%	119	94%	2	40%	14	58%
Total projects underway	8	5%	5	4%	2	40%	1	4%
<i>In pre-construction phase</i>	4		3		1		0	
<i>In construction phase</i>	4		2		1		1	
Projects starting in the future	1	1%	0	0%	0	0%	1	4%
Projects deferred or deleted from program	12	8%	3	2%	1	20%	8	33%
<i>Number of legislatively approved scope changes</i>	20		18		0		2	
<i>Pre-construction starts within six months</i>	0		0		0		0	
<i>Construction starts within six months</i>	0		0		0		0	

Data source: WSDOT Capital Program Development and Management.

Notes: Totals do not include projects that cities, counties and tribes collaborate on with WSDOT to complete. Percents may not add to 100 due to rounding.

Project budget update	Total program		Highways		Ferries		Rail	
	Budget	Percent of total	Budget	Percent of program	Budget	Percent of program	Budget	Percent of program
Total original legislative planned budget	\$3,887.5		\$3,380.1		\$297.9		\$209.5	
Original plan, 2003 through 2013-2015 biennium	\$3,887.5	100%	\$3,380.1	100%	\$297.9	100%	\$209.5	100%
Actual expenditures, 2003 through 2013-2015 biennium	\$4,093.7	105%	\$3,537.7	105%	\$423.2	142% ¹	\$132.8	63%
Original plan through 2015-2017 biennium	\$3,887.5	100%	\$3,380.1	100%	\$297.9	100%	\$209.5	100%
Current plan through 2015-2017 biennium	\$4,323.1	111% ¹	\$3,644.8	108% ¹	\$545.2	183% ¹	\$133.7	64%
Actual expenditures, 2003 through June 30, 2016	\$4,181.6	108% ¹	\$3,562.4	105% ¹	\$486.1	163% ¹	\$133.1	64%

Data source: WSDOT Capital Program Development and Management.

Notes: Expenditures are Nickel funds only. Totals do not include projects that cities, counties and tribes collaborate on with WSDOT to complete. ¹ The Legislature added funds for construction of a second 144-vehicle ferry for WSDOT Ferries and for highway construction during the first quarter (July through September) of the 2013-2015 biennium. These funds put WSDOT Ferries above its original funding level and will result in continued over-performance by this program.

WSDOT completes 193 TPA highway projects since 2005

WSDOT project delivery and budget update: Original 2005 Transportation Partnership Account As of June 30, 2016; Dollars in millions

Project delivery update	Total program		Highways		Ferries		Rail	
	Number of projects	Percent of total	Number of projects	Percent of program	Number of projects	Percent of program	Number of projects	Percent of program
Project number and phase	248		229		4		15	
Completed projects	202	81%	193	84%	1	25%	8	53%
Total projects underway	26	12%	23	10%	0		3	20%
<i>In pre-construction phase</i>	9		8		0		1	
<i>In construction phase</i>	17		15		0		2	
Projects starting in the future	6	2%	2	1%	1	25%	3	20%
Projects deferred or deleted from program	15	6%	12	5%	2	50%	1	7%
<i>Number of legislatively approved scope changes</i>	23		23		0		0	
<i>Pre-construction starts within six months</i>	1		1		0		0	
<i>Construction starts within six months</i>	0		0		0		0	

Data source: WSDOT Capital Program Development and Management.

Notes: Totals do not include projects that cities, counties and tribes collaborate on with WSDOT to complete. Percents may not add to 100 due to rounding. Since the Transportation Partnership Account program was passed in 2005, the Legislature has approved changes to WSDOT Ferries' construction program so that the current budget does not match the original budget. Among the changes, TPA funding was provided for three 64-car ferries. For definitions about terminology used in Original LEAP, see [Gray Notebook 53, p. 40](#).

Project budget update	Total program		Highways		Ferries		Rail	
	Budget	Percent of total	Budget	Percent of program	Budget	Percent of program	Budget	Percent of program
Total original legislative planned budget	\$6,982.1		\$6,678.5		\$185.4		\$118.3	
Original plan, 2005 through 2013-2015 biennium	\$6,472.5	93%	\$6,218.0	93%	\$136.3	74%	\$118.3	100%
Actual expenditures, 2005 through 2013-2015 biennium	\$4,627.1	66%	\$4,476.3	67%	\$77.1	42%	\$73.7	62%
Original plan through 2015-2017 biennium	\$6,472.5	93%	\$6,218.0	93%	\$136.3	74%	\$118.3	100%
Current plan through 2015-2017 biennium	\$5,706.0	82%	\$5,548.6	83%	\$77.1	42%	\$80.4	68%
Actual expenditures, 2005 through June 30, 2016	\$5,065.1	73%	\$4,911.8	74%	\$77.1	42%	\$76.2	64%

Data source: WSDOT Capital Program Development and Management.

Notes: Expenditures are TPA funds only. Totals do not include projects that cities, counties and tribes collaborate on with WSDOT to complete. Since the Transportation Partnership Account program was passed in 2005, the Legislature has approved changes to WSDOT Ferries' construction program so that the current budget does not match the original budget.

WSDOT advertises 65 Pre-existing Funds projects

WSDOT advertised 65 of 98 Pre-existing Funds projects in the fourth quarter of the 2015-2017 biennium (April through June 2016).

Of the 98 total projects, five were advanced from future quarters, 36 were on time, three were emergent and 21 were late. Of the remaining PEF projects scheduled for advertisement this quarter, 17 were advertised in earlier quarters, 10 were delayed to a future quarter within the 2015-2017 biennium, five were deferred to a quarter outside the biennium and one project was deleted. See [pp. 56-57](#) for this quarter's PEF advertisements, and [Gray Notebook 51, p. 38](#) for full definitions of PEF terms.

WSDOT's current cost to complete the 226 PEF projects actually advertised through the fourth quarter of the 2015-2017 biennium is \$374.8 million, about \$43.9 million (13.3%) more than the original value of \$330.9 million.

Actual cost to complete project advertisements about \$43.9 million more than the original value

2015-2017 biennium (July 2015 through June 2017); Quarter ending June 30, 2016; Dollars in millions

	Number of projects	Original value	Current cost to complete
Total PEF advertisements planned for the 2015-2017 biennium	469	\$855.1	\$773.8
Planned advertisements through June 30, 2016	228	\$372.1	\$326.1
Actual advertisements through June 30, 2016	226	\$330.9	\$374.8

Data source: WSDOT Capital Program Development and Management.

WSDOT completes 226 Pre-existing Funds project advertisements so far during 2015-2017 biennium

Project status	Quarter ¹	Cumulative ²
Projects advanced ³	5	21
Projects advertised on time	36	167
Emergent projects advertised	3	10
Projects advertised late	21	28
Total projects advertised	65	226
Projects advertised early ⁴	17	19
Projects delayed within the biennium	10	41
Projects deferred out of the biennium	5	7
Projects deleted	1	1

Data source: WSDOT Capital Program Development and Management.

Notes: 1 Quarter refers to April through June 2016. 2 Cumulative refers to July 2015 through June 2017. 3 Advanced includes projects that were moved up from future quarters. 4 Early includes projects from the quarter that were advertised in an earlier quarter.

The current estimated cost to complete all 469 advertisements planned for the 2015-2017 biennium is \$773.8 million, about \$81.3 million (9.5%) less than the original value of \$855.1 million for these projects. Much of this reduction is due to the lower cost of oil (a primary ingredient in asphalt and chip seal paving), which has led to reduced costs on PEF paving projects.

Improvement and preservation cash flows less than projections

Cumulatively, WSDOT planned to have \$639.9 million in the combined improvement and preservation cash flow during the fourth quarter of the 2015-2017 biennium, but had \$570.4 million instead (approximately 10.9% less). This \$69.5 million variance was due to WSDOT basing initial improvement and preservation program allotments on historical averages for the quarter.

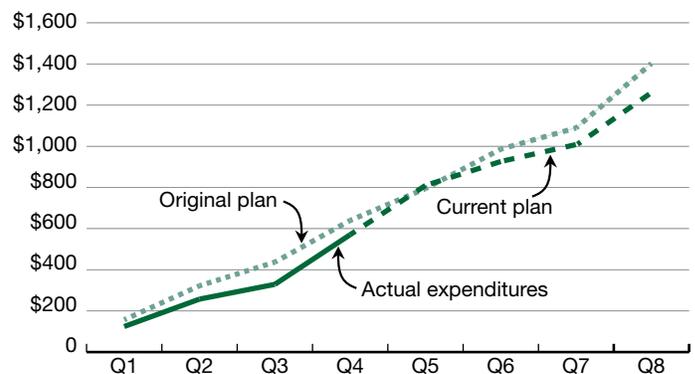
WSDOT is adjusting these original allotments and its actual expenditures during the 2015-2017 biennium to better reflect current spending plans.

WSDOT uses improvement program funds for projects that optimize highway capacity, enhance safety and reduce the environmental impact of construction projects. The preservation program includes pavement, bridges and other projects that maintain the structural integrity of the existing highway system.

Contributors include Mike Ellis and Joe Irwin

Cumulative Pre-existing Funds preservation and improvement combined cash flows lower than planned

2015-2017 biennium; Quarter ending June 30, 2016; Planned vs. actual expenditures; Dollars in millions



Data source: WSDOT Capital Program Development and Management.

Note: Q4 refers to the fourth quarter (April through June 2016) of the 2015-2017 biennium (July 2015 through June 2017).

WSDOT advertises 65 Pre-existing Funds projects

36 Pre-existing Funds projects advertised on time during quarter

April through June 2016

Advanced (5)

I-405/Northbound Southeast 57th St. Vicinity - Variable Message Sign Replacement

SR 104/East of Balmoral Place Northeast to Kingston Ferry - Paving

SR 520/Westbound 124th Ave. Northeast Vicinity - Variable Message Sign Replacement

I-5/Kalama River Rd. Interchange - Illumination Rebuild

US 12/Oakville City Limits to Huntington St. Southwest - Safety Improvements

On Time (36)

I-90/Preston Interchange Vicinity - Guardrail

SR 4/Kandoll Rd. Vicinity to West Valley Creek Bridge - Chip Seal

SR 92/Pilchuck River - Chronic Environmental Deficiency

I-5/Northbound Cowlitz River Bridge to Koontz Rd. Vicinity - Paving

SR 153/Methow River Bridges - Deck Rehabilitation

I-5/Southbound Cowlitz River Bridge to Koontz Rd. Vicinity - Paving

SR 153/Methow River Bridges - Deck Rehabilitation 2

I-5/I-205 to North Fork Lewis River Bridge - Rehabilitate Pavement

SR 8/Winslow Drive Southwest to Vicinity US 101 - Safety Improvements

US 12/Salkum Vicinity to Corn Creek Bridge - Paving

SR 16/Tacoma Narrows Bridges to SR 3 - Paving

US 12/Chapman Rd. Vicinity to Coal Creek Bridge - Chip Seal

SR 112/West of West Twin River Bridge - Culvert Replacement

US 97/Biggs Rapids Bridge to Prairie Rd. Vicinity - Paving

SR 410/SR 167 to 181st St. - Paving

SR 500/NE 162nd Ave. to Leadbetter Rd. - Chip Seal

SR 4 Centerline Rumble Strips - Safety

SR 503/Lewis River (Yale) Bridge - Paving

SR 504 and 505 - Centerline Rumble Strips

SR 504/Kid Valley Rd. Vicinity to Johnston Ridge - Chip Seal

Southwest Region - Regionwide Basic Safety - Guardrail 2015-2017

SR 506/Ryderwood to I-5 - Chip Seal

Southwest Region - Intersection Safety Implementation Program

SR 240/Steptoe Roundabout Improvements

Southwest Region - Regionwide Curb Ramps - Americans with Disabilities Act Compliance

Eastern Region/US 2 and US 395 Intersection Improvements - Durable Striping and Signing

Southwest Region/Clark County Locations - High Friction Surfacing

Eastern Region - Regionwide Curve Warning Chevron Signing

Southwest Region - Regionwide Safety - Shoulder Rumble Strips Phase 1

SR 25/Spokane River Bridge - Navigation Light System Replacement

2015-2017 Southwest Region - Regionwide Basic Safety - Signing

I-90/North Wahl Rd. South Bridge - Deck Repair

SR 432/Kelso-Longview Area - Replace Lighting Circuits

I-90/BNSF Crossing North Bridge - Deck Repair

Southwest Region - Regionwide Curve Warning Signing Phase II

I-90/BNSF Crossing South Bridge - Deck Repair

Emergent (3)

SR 8/Elma Safety Rest Area Sewer Lift Pumps - Olympic Region

SR 104/Lindvog Rd. to Washington Blvd. - ADA Improvements

I-5/Vicinity Milepost 88 Slide - Slope Stabilization

Table continued on [p. 57](#)

WSDOT advertises 65 Pre-existing Funds projects

21 Pre-existing Funds projects advertised late during quarter

April through June 2016

Late (21)

I-5/Gee Creek Northbound RV Dump Station Rehabilitation	US 12/Old Naches Highway Vicinity to I-82 - Paving
Northwest Region Guardrail Installation (2015-2017)	SR 24/Vernita Rest Area - ADA Compliance
Northwest Region Intersection Safety Implementation (2015-2017)	I-82/Prosser Rest Area - ADA Compliance
I-90/Indian John Hill Rest Area Eastbound and Westbound - ADA Compliance	I-82/Selah Creek Rest Area Eastbound and Westbound - ADA Compliance
SR 92/Portage Ave. to Granite Ave. - Paving (City of Granite Falls Lead)	SR 18/Tiger Mountain Pass Vicinity - Glare Screen
North Central Region Strategic Pavement Preservation 2015-2017	SR 225/Benton City - ADA Compliance
US 2/97 Lower Sunnyslope Road - Access Control	SR 397/South Yew St. to South 10th Ave. - ADA Compliance
SR 3/North of Cokelet Lane to SR 303 - Paving	SR 397/S 10th Ave. to I-182 - ADA Compliance
SR 310/SR 3 to Weslon Place - Paving	SR 823/Yakima to Selah - Paving
SR 411/First Ave. Southwest to I-5 - Pavement Rehabilitation	Eastern Region Intersection Safety Implementation Program
SR 432/SR 4 to Industrial Way Vicinity - Paving	

Early (17)

US 101/Astoria-Megler Bridge Main Span - Substructure Painting	I-90/US 97 to Canyon Rd. Interchange Vicinity - Paving
Northwest Region Curve Warning Signs (2015-2017)	I-90/Canyon Rd. Interchange Vicinity to Stevens Rd. Vicinity - Paving
SR 17/Lind Coulee Bridge - Drainage Modifications	US 101/Swanson Creek - Remove Fish Barrier
I-182/US 395 South to SR 397 - Paving	I-90/Price Creek SnoPark Vicinity to Cabin Creek Vicinity Westbound - Paving
I-182/US 395 to SR 397 - ADA Compliance	SR 9/Bowen Rd. Vicinity to Sumas Ave. Vicinity - Rumble Strip Installation
US 395/West Kennewick Ave. to I-182 Bridge - Paving	SR 536/SR 20 Vicinity to Mount Vernon - Rumble Strip Installation
North Central Region 2015-2017 Communications Upgrade	SR 544/SR 539 to Everson - Rumble Strip Installation
I-82/Eastbound Lanes West of Yakitat Rd. Vicinity - Paving	SR 142/Klickitat River Bridge - Replace Bridge
I-82/I-90 Interchange Vicinity - Paving	

Delayed (10)

SR 302/North of East Victor Rd. - Culvert Replacement	I-82/1 Mile West of Benton City to I-182 Interchange Vicinity - Paving
SR 503/Padden Parkway - Intersection Improvements	SR 26/North Fork Palouse River Bridge - Special Repair
2015-2017 Wireless Communication	US 195/North Fork Palouse River Bridge - Replace Rail
Olympic Region - Intersection Safety Implementation Program 2015-2017	US 195/North Fork Palouse River Bridge - Special Repair
2015-2017 Olympic Region Centerline Rumble Strips - Install Rumble Strips	I-90/Schrag Westbound Safety Rest Area - RV Dump Station Rehabilitation

Deferred (5)

SR 153/Methow River Bridge Milepost 11.8 - Structural Rehabilitation	SR 153/Methow River Bridge MP 22.3 - Structural Rehabilitation
SR 153/Methow River Bridge MP 13.5 - Structural Rehabilitation	SR 532/Camano Island to Juniper Beach Rd. Vicinity - Rumble Strip Installation
SR 153/Methow River Bridge MP 15.5 - Structural Rehabilitation	

Deleted (1)

SR 11/Cook Rd. - Intersection Improvements
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Data source: WSDOT Capital Program Development and Management