



**Washington State  
Department of Transportation**

# **2020 Supplemental Budget Request**

## **September 2019**

### **Americans with Disabilities Act (ADA) Information:**

This material can be made available in an alternate format by emailing the Budget and Financial Analysis office by calling 360-705-7500 or sending an email to [OffenDi@wsdot.wa.gov](mailto:OffenDi@wsdot.wa.gov).

**Roger Millar, PE, AICP**  
Secretary of Transportation



**Washington State  
Department of Transportation**

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

September 10, 2019

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

Dear Mr. Schumacher:

Enclosed is the Washington State Department of Transportation (WSDOT) 2020 supplemental budget request. Given the funding challenges, the department's 2020 supplemental budget proposal focuses on delivering the performance levels the 2019 legislature funded, reflects the Governor's direction for efficient delivery of fish barrier removal projects, and as requested, is limited to seeking necessary technical corrections to the enacted 2019-21 budgets, adjustments to anticipated federal and local funding, re-appropriations, and placeholders for adjusting funding for the costs associated with tolling the SR 99 tunnel and go-live with the new toll vendors.

Operating, maintaining, and preserving our transportation assets is the foundation for keeping our system safe, improving mobility, and supporting economic development. The challenges with state transportation revenue are that it is not keeping pace with inflation and that the funding that is available is allocated to a list of legislatively mandated projects and programs and a growing amount of debt service. These funding challenges have resulted in inadequate funding to operate and maintain our expanding system at acceptable performance levels and to preserve our transportation assets over time.

While the department is highly focused on delivering the 2015 \$16 billion Connecting Washington transportation revenue package, WSDOT needs \$1.24 billion per year to maintain and preserve the state's transportation assets. Currently the agency is projecting a preservation budget of \$550 million per year – or 43 percent of the total need. At current funding levels, the department does not expect to be able to meet acceptable highway condition performance at the end of the next ten years and backlogs of maintenance and preservation in other asset classes will continue to grow. Additionally, an accelerated investment in fish-barrier removal is required to comply with the 2030 deadline of the federal injunction, which was affirmed in June 2018 by the U.S. Supreme Court's four-to-four deadlock opinion.

Mr. David Schumacher  
September 10, 2019  
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These are challenges that can be solved only by working together – the department, the Governor's office, the Legislature, citizens, and partners. WSDOT is committed to helping solve these challenges and is actively engaged in supporting the Joint Transportation Commission (JTC) with its assessment of the state's transportation needs and priorities, which will have a final report to the 2021 legislature.

The challenge of prioritizing the department's most important budget needs is greater than ever, with a multitude of competing priorities and limited funding. We look forward to working with you and your staff to identify and discuss options for meeting current high-priority needs. We also welcome the opportunity to work together to address financial sustainability and the operations, maintenance, and preservation of nearly \$200 billion in transportation infrastructure assets, so people and goods continue to move safely and efficiently around the state.

We appreciate your consideration of this supplemental budget request. If we may be of further assistance, please contact Amber Coulson, Director of Budget and Financial Analysis, at 360-705-7525.

Sincerely,



Roger Millar, PE, FASCE, FAICP  
Secretary of Transportation

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# Recommendation Summary

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## Recommendation Summary

Agency: 405 Department of Transportation

Version: 2020SUPP 2020 Supplemental Budget

Dollars in Thousands

	Average Annual FTEs	General Fund State	Other Funds	Total Funds
CB T0PL Current Biennium Base	7,297.9	0	6,887,693	6,887,693
<b>2019-21 Current Biennium Total</b>	<b>7,297.9</b>	<b>0</b>	<b>6,887,693</b>	<b>6,887,693</b>
<b>Total Carry Forward Level</b>	<b>7,297.9</b>	<b>0</b>	<b>6,887,693</b>	<b>6,887,693</b>
Percent Change from Current Biennium	.0%	.0%	.0%	.0%
<b>Maintenance – Other Changes</b>				
ML 5W WSF Fuel Costs	0.0	0	0	0
ML 8D Budget Structure Changes-LEAP apprv	0.0	0	0	0
ML 8F Fuel Rate Adjustments	0.0	0	0	0
ML AA Capital Projects	0.0	0	178,014	178,014
ML AB Reapprop - Capital Projects	0.0	0	857,352	857,352
ML B1 Reapprop - CSC Replacement	0.0	0	8,926	8,926
ML B3 SR 520 Insurance	0.0	0	1,084	1,084
ML B4 Toll Goods & Services O&M Increase	0.0	0	984	984
ML B6 SR 520 O&M Reserve Account	0.0	0	2,877	2,877
ML BX CSC Vendor O&M Increase	0.0	0	0	0
ML CS Capital Systems Replacement	0.0	0	0	0
ML DA Facilities - Wireless Leases	0.0	0	164	164
ML DB Facilities - Local Gov't Fees	0.0	0	77	77
ML DC Facilities - Utilities	0.0	0	214	214
ML FD Reapprop - Aviation	0.0	0	629	629
ML TA Additional Local & Federal Auth.	0.0	0	5,300	5,300
ML UA OMWBE Service Increase	0.0	0	522	522
ML UB Payments to Other Agencies	0.0	0	10,888	10,888
ML VA Reapprop - Vanpool	0.0	0	249	249
ML VB Reapprop - Special Needs Transpo	0.0	0	19	19
ML VG Reapprop - Regional Mobility	0.0	0	10,632	10,632
ML VH Reapprop - Transit Projects	0.0	0	15,122	15,122
ML XA WSF - Utilities and Leases	0.0	0	1,155	1,155
ML XB WSF - MEBA Contract	1.7	0	504	504
<b>Maintenance – Other Total</b>	<b>1.7</b>	<b>0</b>	<b>1,094,712</b>	<b>1,094,712</b>
<b>Total Maintenance Level</b>	<b>7,299.5</b>	<b>0</b>	<b>7,982,405</b>	<b>7,982,405</b>
Percent Change from Current Biennium	.0%	.0%	15.9%	15.9%
	0.0	0	0	0
<b>Subtotal - Policy Level Changes</b>	<b>0.0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>2019-21 Total Policy Level</b>	<b>7,299.5</b>	<b>0</b>	<b>7,982,405</b>	<b>7,982,405</b>
Percent Change from Current Biennium	.0%	.0%	15.9%	15.9%

**Recommendation Summary****Agency: 405 Department of Transportation****Version: 2020SUPP 2020 Supplemental Budget****ML 5W WSF Fuel Costs**

The Washington State Department of Transportation (WSDOT) is providing a placeholder for future changes to appropriation authority that reflect updated fuel prices from the Transportation Revenue Forecast Council forecast and fuel consumption estimates from Washington State Ferries (WSF).

**ML 8D Budget Structure Changes-LEAP apprv**

This request reflects the budget program structure changes approved by the Legislative Accountability and Evaluation (LEAP) Committee in June 2019. This budget program structure adjustment aligns the funding with the organizational and management structure, which will improve transparency, make the department's budget easier to understand, and help facilitate manager's ability to effectively deliver services. The total net change of appropriated accounts is zero. As required by the LEAP Committee to complete the process, WSDOT will submit a ten-year recast of expenditures to the Office of Financial Management by November 2019. The ten-year recast allows the program structure changes to be reflected in expenditure history.

**ML 8F Fuel Rate Adjustments**

The Washington State Transportation Revenue Forecast Council provides quarterly updates for fuel prices. These affect various Washington State Department of Transportation (WSDOT) programs that use gas and diesel fuel for motor vehicles and equipment to maintain and operate the state highway system. WSDOT's Transportation Equipment Fund (TEF) is responsible for the acquisition, maintenance and operating costs of about 6,500 vehicles and equipment of all types. Department programs use this equipment to operate and maintain the highway system and to support department activities. The department is providing a placeholder for future changes to appropriation authority that reflect updated fuel prices from the Transportation Revenue Forecast Council forecast and fuel consumption estimates from TEF.

**ML AA Capital Projects**

Funding is adjusted in the 2019-21 biennium to reflect current spending plans on legislatively approved projects. For more details see the Capital Improvement and Preservation Program (CIPP) document.

**ML AB Reapprop - Capital Projects**

The Department is requesting a reappropriation of funds for work that was expected to be done in 2017-19, but did not progress as planned and will need to be done in the 2019-21 biennium. The reappropriation summary report submitted with the budget outlines the methodology and assumptions of the reappropriations.

**ML B1 Reapprop - CSC Replacement**

The Legislature authorized \$24.9 million in 2017-19 and \$3.0 million in 2019-21 for the Washington State Department of Transportation (WSDOT) to replace the existing tolling customer service center and back office systems. The Customer Service Toll Collection System project (project) has experienced delays in meeting scheduled deliverables. Based on the current project schedule, some deliverables were postponed to the 2019-21 biennium. Therefore, the department requests reappropriation of \$8.9 million of the approved project budget that is unspent from 2017-19 biennium to the 2019-21 biennium in order to align timing of contract payments with the project schedule.

**ML B3 SR 520 Insurance**

**Recommendation Summary****Agency: 405 Department of Transportation****Version: 2020SUPP 2020 Supplemental Budget**

The State Route (SR) 520 Bridge insurance costs have experienced increases in its annual premiums by a growing percentage in recent years. The Washington State Department of Transportation (WSDOT) expects insurance costs will continue to increase due to a shift in market conditions for the insurance industry and the higher value of replacing the bridge – driven by increases in natural disasters; regional construction labor and materials costs; and higher business interruption costs due to higher traffic and revenue. This budget request aligns the program budget with anticipated annual insurance costs for the SR 520 Bridge.

**ML B4 Toll Goods & Services O&M Increase**

Preliminary analysis of historical trends and offering Pay As You Go account option in 2020 without the \$30 deposit requirement indicates the toll credit card fees are expected to increase in the 2019-21 biennium by \$984,000 compared to November 2018 forecast. Spending authority is requested to align budget with the anticipated toll credit card cost increases. Ideally, if there were significant shifts in forecasted traffic, transactions, or cost-to-collect assumptions, a revision to these assumptions and/or estimates would be made as future 2019-21 supplemental budgets are developed by the Governor and the Legislature.

**ML B6 SR 520 O&M Reserve Account**

The Washington State Department of Transportation (WSDOT) requests a technical correction to the SR 520 Bridge's Operating and Maintenance Reserve sub-account. In the enacted budget for the 2019-21 biennium, the amount for the reserve was increased by \$2.0 million without a corresponding increase to the facility's total budget. Additionally, during the 2019 session, a reserve adjustment of \$891,000 that was intended to be ongoing was removed from the carryforward level. WSDOT requests that the \$2.9 million be restored to fulfill the reserve requirement from Master Bond Resolution 1117 and not adversely affect SR 520's operational allotted budget.

**ML BX CSC Vendor O&M Increase**

The 2019 Legislature provided funding to maintain our existing toll vendor, ETCC through July 2019 and begin tolling with our new Back Office System (BOS) and Customer Service Center (CSC) vendors. The new BOS vendor, ETAN, needs additional time to complete critical deliverables. Therefore, the department has extended the existing statewide CSC vendor ETCC to January 2020. This allows the department to begin tolling on SR 99 Tunnel in November 2019 and time for ETAN to complete critical deliverables to Go-live with the new BOS and CSC system for statewide toll operation. The total costs associated with retaining our existing BOS and CSC vendor, ETCC from July 2019 to January 2020 includes increased operational costs that were not anticipated for the 2019-21 biennium. Costs associated with new CSC operation vendor (AECOM) are unknown at this time, but will require additional spending authority. The department will work with OFM and the legislature to keep them informed, as these additional costs become known.

**ML CS Capital Systems Replacement**

WSDOT employs a number of information technology systems to manage and deliver \$4 billion per biennium in capital projects. Many of these systems are mainframe-based and over thirty years old. WSDOT is submitting this decision package as directed by the 2019-21 transportation budget to provide more detail on the next steps of the capital systems replacement (CSR) project. No additional funds are requested in this package; the \$3.2 million in costs for the CSR are proposed to be distributed to capital projects.

**ML DA Facilities - Wireless Leases**

Additional appropriation authority is needed for unavoidable increases to leases for wireless radio communication sites. The wireless communication system is essential for the daily highway maintenance operations and is the primary source of communication during emergencies. This funding will allow the wireless communication system to continue to function at the current level of service without redirecting funds needed for other facilities maintenance.

**Recommendation Summary****Agency: 405 Department of Transportation****Version: 2020SUPP 2020 Supplemental Budget****ML DB Facilities - Local Gov't Fees**

The Washington State Department (WSDOT) requests additional appropriation authority for increased obligations to local governments for property assessments. These fees are assessed to WSDOT for fire protection, weed control, irrigation, diking, drainage, and other local government services. Additional authority would support the Capital Facilities program to maintain WSDOT buildings at the current level, without redirecting its base maintenance funding to pay for increased assessments.

**ML DC Facilities - Utilities**

The Washington State Department of Transportation (WSDOT) requests additional appropriation to cover increased utility costs in the Capital Facilities program (Program D). This request focuses on electricity expenditures in Program D in the operation of nearly 1,000 buildings, and includes diesel/fuel oil and water service. With this increase in funding, the department will be able to maintain the current minimum level of service required to provide adequate working conditions for the department's employees.

**ML FD Reapprop - Aviation**

The Washington State Department of Transportation (WSDOT) requests reappropriation of state and federal spending authority for the Aviation Program for continuation of airport grant projects, the Disadvantaged Business Enterprise (DBE) Disparity Study, and the construction phase of the Methow Valley Airport Pavement Rehabilitation Project.

**ML TA Additional Local & Federal Auth.**

The Washington State Department of Transportation's (WSDOT) local and federal spending authority in Program T – Transportation Planning, Data, and Support is currently below the available local and federal funding and insufficient to fund state labor costs associated with delivering current State Planning and Research Work Program (SPR) and pooled fund research projects. Providing the needed local and federal spending authority will ensure utilization of the available local and federal funds to maintain current level of planning services, deliverables, and commitments made to our partners, as well as, lessen the need for future unanticipated receipts. The department is requesting additional appropriation to local and federal funding in Program T – Transportation Planning, Data, and Research.

**ML UA OMWBE Service Increase**

The Washington State Department of Transportation's (WSDOT) Charges from Other Agencies Program (Program U) requests \$522,000 for increase services through the Office of Minority and Women Business Enterprises (OMWBE). An adjustment to WSDOT's state appropriation authority is needed to meet its contractual obligations with OMWBE.

**ML UB Payments to Other Agencies**

The Washington State Department of Transportation's (WSDOT) Charges from Other Agencies Program (Program U) requests additional expenditure authority to meet increased billing costs from other state agencies. This includes \$10 million for the Department of Enterprise System's self-insured retention for indemnity payouts; lease and utilities for the Edna Lucille Goodrich (ELG) office building; as well as, ongoing expenses for the Office of Minority and Women's Business Enterprises (OMWBE) payments for federal certifications; and for the Office of Financial Management (OFM) for services such as climate reduction, non-marine labor relations, and personnel. Without additional appropriations, WSDOT will not be able to make these payments.

**ML VA Reapprop - Vanpool**

**Recommendation Summary****Agency: 405 Department of Transportation****Version: 2020SUPP 2020 Supplemental Budget**

Constraints in manufacturer parts have created delivery delays for 13 vans to Pierce Transit during the 2017-19 biennium. The Washington State Department of Transportation (WSDOT) requests the authority to reappropriate unspent authority from the 2017-19 biennium to the 2019-21 biennium to ensure delivery of vans in accordance with the project scope. There is no change to the total cost or project scope.

**ML VB Reapprop - Special Needs Transpo**

Constraints in manufacturer parts have created delivery delays for two Americans with Disabilities Act (ADA) expansion vans to Okanogan County during the 2017-2019 biennium. The Washington State Department of Transportation (WSDOT) requests the authority to reappropriate the unspent spending authority from 2017-19 biennium to the 2019-21 to ensure delivery of the vans in accordance with the project scope. There is no change to the total cost or project scope.

**ML VG Reapprop - Regional Mobility**

The Washington State Department of Transportation (WSDOT) is requesting a reappropriation of 2017-19 state funds to support the work that will be delivered during the 2019-21 biennium. The department is also requesting the advancement from the 2021-23 biennium into 2019-21 to support Pierce Transit's application for Capital Investment Grant (CIG) funding through the Federal Transit Administration (FTA).

**ML VH Reapprop - Transit Projects**

The Washington State Department of Transportation (WSDOT) is requesting the reappropriation of 2017-19 state funds to support the continuing work that will be delivered during the 2019-21 biennium. The department is also requesting biennial adjustments where funds are advanced from the 2021-23 biennium into 2019-21 to support Pierce Transit's application for Capital Investment Grant (CIG) funding through the Federal Transit Administration (FTA).

**ML XA WSF - Utilities and Leases**

The department requests additional appropriation authority for mandatory cost increases in leases and utilities for Washington State Ferries (WSF). Utility costs include electricity, water, sewer, garbage, stormwater, propane, natural gas, and other heating costs at WSF terminals, the maintenance facility, and the warehouse. Terminal lease costs are increasing at the Anacortes, Mukilteo, Kingston, and Sidney ferry terminals. In addition, WSF expects a rate increase at its existing headquarters and operations center in Seattle beginning September 2020. Providing additional appropriation authority will prevent WSF from having to redirect current resources to cover these increased costs.

**ML XB WSF - MEBA Contract**

Additional appropriation authority is requested to fund the requirements of a labor agreement contracted with the Marine Engineers Beneficial Association (MEBA) for additional training opportunities for licensed and unlicensed engine room staff. This request also covers related costs such as travel, backfill for while employees are at training. This request would enable up to an additional 64 unlicensed engine room crew per year be trained in order to develop skills and prepare them for exams to progress into licensed positions, such as assistant engineer. For licensed staff, it would enable up to an additional 64 crew per year to increase their skill level so that they could progress to positions such as chief engineer.



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# Decision Packages

Agency: 405 Department of Transportation  
Budget Period: 2019-21 (2020 Supplemental)

<b>Code</b>	<b>Title</b>
8D	Budget Structure Changes – LEAP Approved
AA	Capital Projects
AB	Reappropriation - Capital Projects
B1	Reappropriation - CSC Replacement
B3	SR 520 Insurance
B4	Toll Goods & Services O&M Increase
B6	SR 520 O&M Reserve Account
BX	CSC Vendor O&M Increase
CS	Capital Systems Replacement
DA	Facilities - Wireless Leases
DB	Facilities - Local Government Fees
DC	Facilities - Utilities
FD	Reappropriation - Aviation
TA	Additional Local & Federal Authorization
UA	OMWBE Service Increase
UB	Payments to Other Agencies
VA	Reappropriation - Vanpool
VB	Reappropriation - Special Needs Transportation
VG	Reappropriation - Regional Mobility
VH	Reappropriation - Transit Projects
8F	Fuel Rate Adjustments
5W	WSF Fuel Costs
XA	WSF - Utilities and Leases
XB	WSF - MEBA Contract

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** 8D Approved Program Structure Changes  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Info:** Hillary Badger, (360) 705-7541  
[BadgerH@wsdot.wa.gov](mailto:BadgerH@wsdot.wa.gov)

**AGENCY RECOMMENDATION SUMMARY:** This request reflects the budget program structure changes approved by the Legislative Accountability and Evaluation (LEAP) Committee in June 2019. This budget program structure adjustment aligns the funding with the organizational and management structure, which will improve transparency, make the department's budget easier to understand, and help facilitate manager's ability to effectively deliver services. The total net change of appropriated accounts is zero. As required by the LEAP Committee to complete the process, WSDOT will submit a ten-year recast of expenditures to the Office of Financial Management by November 2019. The ten-year recast allows the program structure changes to be reflected in expenditure history.

**PROGRAM RECOMMENDATION SUMMARY:** This request reflects the budget program structure changes approved by the Legislative Accountability and Evaluation (LEAP) Committee in June 2019. This budget program structure adjustment aligns the funding with the organizational and management structure, which will improve transparency, make the department's budget easier to understand, and help facilitate manager's ability to effectively deliver services. The total net change of appropriated accounts is zero. As required by the LEAP Committee to complete the process, WSDOT will submit a ten-year recast of expenditures to the Office of Financial Management by November 2019. The ten-year recast allows the program structure changes to be reflected in expenditure history.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 039-1	(2)	(2)	(2)	(2)
Fund Number: 099-1	(6)	(6)	(6)	(6)
Fund Number: 108-1	45	46	45	46
Fund Number: 109-1	33	34	33	34
Fund Number: 218-1	(2.5)	(2.5)	(2.5)	(2.5)
Fund Number: 595-1	(1.5)	(1.5)	(1.5)	(1.5)
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>	<b>\$0</b>		<b>\$0</b>	
Staffing	FY 2020	FY 2021	FY 2022	FY 2023
FTEs – Program C	1.0	1.0	1.0	1.0
FTEs – Program D	6.0	6.0	6.0	6.0
FTEs – Program E	(15.0)	(15.0)	(15.0)	(15.0)
FTEs – Program M	3.0	3.0	3.0	3.0
FTEs – Program Q	15.0	15.0	15.0	15.0
FTEs – Program S	(2.0)	(2.0)	(2.0)	(2.0)
FTEs – Program T	(8.0)	(8.0)	(8.0)	(8.0)
<b>Average Annual</b>	<b>0.0</b>		<b>0.0</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Salaries	\$0	\$0	\$0	\$0
Benefits	\$0	\$0	\$0	\$0
Goods and Services	\$0	\$0	\$0	\$0-4

# Detail by Program

Dollars in Thousands

Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program B – Tolling</b>				
595-1 I-405/SR 167 ETL	(1)	(2)	(1)	(2)
<b>Biennial Totals</b>		<b>(3)</b>		<b>(3)</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program C – Information Technology</b>				
108-1 MVA-State	66	67	66	67
<b>Biennial Totals</b>		<b>133.4</b>		<b>133.4</b>
<b>Staffing FTEs</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>	<b>1.0</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program D – Capital Facilities</b>				
108-1 MVA-State	603	603	603	603
<b>Biennial Totals</b>		<b>1,206</b>		<b>1,206</b>
<b>Staffing FTEs</b>	<b>6.0</b>	<b>6.0</b>	<b>6.0</b>	<b>6.0</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program E – TEF</b>				
410-6 Transportation Equipment Account	0	0	0	0
<b>Biennial Totals</b>		<b>0</b>		<b>0</b>
<b>Staffing FTEs</b>	<b>(15.0)</b>	<b>(15.0)</b>	<b>(15.0)</b>	<b>(15.0)</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program F – Aviation</b>				
039-1 Aeronautics Account-State	(2)	(2)	(2)	(2)
<b>Biennial Totals</b>		<b>(4)</b>		<b>(4)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program H – Program Delivery Management and Support</b>				
108-1 MVA-State	(18)	(19)	(18)	(19)
<b>Biennial Totals</b>		<b>(37)</b>		<b>(37)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program I – Improvements</b>				
108-1 MVA-State	(41)	(41)	(41)	(41)
<b>Biennial Totals</b>		<b>(82)</b>		<b>(82)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Detail by Program</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
<b>Program M – Highway Maintenance &amp; Operations</b>				
108-1 MVA-State	(2,059)	(2,059)	(2,059)	(2,059)
<b>Biennial Totals</b>		<b>(4,118)</b>		<b>(4,118)</b>
<b>Staffing FTEs</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>	<b>3.0</b>

## 2020 Supplemental Budget Decision Package

Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program P - Preservation</b>				
108-1 MVA-State	(423)	(423)	(423)	(423)
<b>Biennial Totals</b>		<b>(846)</b>		<b>(846)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program Q – Traffic Operations</b>				
108-1 MVA-State	2,852	2,853	2,852	2,853
<b>Biennial Totals</b>		<b>5,705</b>		<b>5,705</b>
<b>Staffing FTEs</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>	<b>15.0</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program S – Transportation Management &amp; Support</b>				
108-1 MVA-State	208	209	208	209
<b>Biennial Totals</b>		<b>416.6</b>		<b>416.6</b>
<b>Staffing FTEs</b>	<b>(2.0)</b>	<b>(2.0)</b>	<b>(2.0)</b>	<b>(2.0)</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program T – Multimodal Planning</b>				
108-1 MVA-State	(1,139)	(1,140)	(1,139)	(1,140)
<b>Biennial Totals</b>		<b>(2,279)</b>		<b>(2,279)</b>
<b>Staffing FTEs</b>	<b>(8.0)</b>	<b>(8.0)</b>	<b>(8.0)</b>	<b>(8.0)</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program V – Public Transportation</b>				
218-1 MMA-State	(1)	(1)	(1)	(1)
<b>Biennial Totals</b>		<b>(2)</b>		<b>(2)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program W – Ferries Construction</b>				
099-1 PSCC-State	(6)	(6)	(6)	(6)
<b>Biennial Totals</b>		<b>(12)</b>		<b>(12)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program X – Ferries Maintenance &amp; Operations</b>				
109-1 PSFOA-State	(33)	(34)	(33)	(34)
<b>Biennial Totals</b>		<b>(67)</b>		<b>(67)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program Y – Rail</b>				
218-1 MMA-State	(1)	(2)	(1)	(2)
<b>Biennial Totals</b>		<b>(3)</b>		<b>(3)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Detail by Program	FY 2020	FY 2021	FY 2022	FY 2023
<b>Program Z – Local Programs</b>				
108-1 MVA-State	(4)	(4)	(4)	(4)
<b>Biennial Totals</b>		<b>(8)</b>		<b>(8)</b>
<b>Staffing FTEs</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

# 2020 Supplemental Budget Decision Package

## PACKAGE DESCRIPTION

### **Budget Program Structure Changes**

State law governing the submittal of budget requests requires agencies to receive prior legislative concurrence on any budget format/program structure changes (RCW 43.88.030). This is designed to protect comparability of data from one fiscal period to the next. Approval by the Legislative Evaluation and Accountability Program (LEAP) committee allows for such a change, as long as other conditions are met, including approval of a ten-year historical recast. For more information on budget program structure changes, and what the Office of Financial Management (OFM) and the LEAP committee require, see attachments A (OFM Memo May 13, 2019) and B (Budget Format Changes - Frequently Asked Questions).

The LEAP Committee approved WSDOT's proposed budget program structure changes on June 11, 2019, subject to provision of a ten-year historical recast. Due to the timing of when final actual expenditures for the 2017-19 biennium are available, the department will provide the 10 year historical recast to OFM by November 2019.

### **WSDOT's Budget Program Structure**

Based on the 2019-21 enacted transportation budget, WSDOT has a combined operating and capital budget of \$6.7 billion and over 7,200 full-time equivalent (FTE) employees. Twenty-three (23) separate budget programs, including operating, capital and non-appropriated are used to manage the department's budget. Appropriations cannot be transferred between budget programs without approval of the Legislature, either through Legislative changes or via specific instructions in budget legislation.

### **Changes to WSDOT's Budget Program Structure**

There are several areas at WSDOT where the funding for some items in the budget program structure has differed widely from where it is managed. The proposed adjustments represent a small percentage of the total budget, however this request will align the funding with the management structure, which will improve transparency, make the department's budget easier to understand, and help facilitate managers' ability to effectively and efficiently deliver services. For example, one of the items in this decision package moves appropriations for three emergency management staff from Program S (WSDOT's operating administrative program) to Program M (Highway Maintenance). The Highway Maintenance program has historically provided management of these staff because coordination is required with other maintenance activities. Once the change is made, it will be easier for Highway Maintenance to track all maintenance expenditures. It will also streamline the process of collecting this information at the agency level and for stakeholders, such as OFM and the Legislature, allowing them to see the true highway maintenance costs more easily when they look at Program M expenditures, rather than having to add pieces of other budget programs together.

This request does not suggest creating or eliminating any budget programs. The changes make movements from one program to another. In total, the department proposes a net change of \$0 funds and zero (0) FTEs.

The changes requested by WSDOT and subsequently approved by the LEAP committee in June 2019 include the following:

- 1) Information technology fiscal work: the proposal moves one Information Technology (IT) Fiscal Analyst FTE and \$153,400 from Program S to Program C, aligning the budget with current management structure in a manner consistent with other IT staff.
- 2) Space and Lease Management staff: the proposal moves 6.0 FTEs and \$1.3 million from



## 2020 Supplemental Budget Decision Package

Program S to Program D, Capital Facilities, consolidating this lease activity with Capital Facilities related functions, aligning the budget with its management structure.

- 3) Consolidation of Wireless Communications Operations in Program Q: the proposal transfers 15.0 FTEs from TEF and \$5.7 million from various programs, which currently pay into TEF (Program E), for wireless. This consolidates the wireless budget for planning, engineering, and maintenance into one location, which allows for better coordination of those activities and aligns the wireless operations with and management of those activities.
- 4) Emergency Management consolidated with Highway Maintenance: moves 3.0 FTEs and \$565,000 from Program S to Program M, aligning the Emergency Management office budget with its management structure and improving coordination with other maintenance activities.

The next two are adjustments to bring FTE that are supporting the department's overall support service functions into program S.

- 5) Accounting and Financial Services: One accounting position (\$175,000) in AFS will no longer be paid from Transportation Equipment Fund (TEF) rental rates. The structure of the accounting group has changed to require staff to serve multiple program areas as opposed to dedicated staff for one specific program. This position cost was covered by budgeted rent rates from other program areas and this move will consolidate those costs to a single program (S), which will allow better coordination of accounting activities and aligns budget with its management structure.
- 6) Consolidation of the funding for the Budget and Financial Analysis Division in Program S. 8.0 FTEs in Financial Analysis (Economic Analysis and Financial Planning staff) and \$2.2 million are proposed for transfer from Program T to Program S. Although financial planning and economic analysis serves a planning function, the work is for the whole department, supports both operations and capital portfolio, and this work better aligns with the activities program S is responsible for.

### **What are the implications of not funding this request?**

Not enacting this item would be the missed opportunity to better align funding with the management of the activities and increase transparency. No new funding is required. Since this proposal was already approved by the LEAP committee, if all requirements were met by WDSOT, not enacting this item would also go against the standing practice for such change requests between the executive and legislative branches, and would not meet the intent of the statute.

### **What alternatives did the department explore, and why was this option chosen?**

Agencies can also request to transfer expenditures from one program to another, for a zero sum decision package. The budget program structure change process was chosen because it aligns with the department's value of maintaining fiscal integrity. This process requires additional scrutiny and documentation as well as a decision package. The benefit is that the program structure change process, once complete, involves a ten-year recast of historical expenditures provided by the department and approved by the Office of Financial Management. This means, for example, that an individual looking at highway maintenance costs over ten years would see a recast that reflects those emergency management staff having been part of Program M over ten years, so that the basis of the expenditures is comparable over time. This allows for a more accurate view of expenditure patterns.

# 2020 Supplemental Budget Decision Package

## ASSUMPTIONS AND CALCULATIONS

### **Expansion or alteration of a current program or service**

This is not an expansion or alteration of a current program or service.

### **Detailed assumptions and calculations**

See attachment C for documents provided to the LEAP committee.

### **Workforce assumptions**

There are no workforce assumptions.

## STRATEGIC AND PERFORMANCE OUTCOMES

### **Strategic framework**

This item supports the Governor's Results Washington goal of Efficient, Effective and Accountable Government by promoting transparency and reducing administrative burden with WSDOT.

This item also aligns with WSDOT's core values of integrity, sustainability, and engagement.

### **Performance outcomes**

WSDOT expects that the managers of these programs to have improved ease of budgeting and tracking expenditures, and recipients of budget data such as OFM and the Legislature to have a more complete picture of costs when they request budget information related to these programs.

## OTHER COLLATERAL CONNECTIONS

### **Intergovernmental**

The LEAP committee approved this change on condition that certain documents are provided.

### **Stakeholder response**

Generally, stakeholders are supportive of changes that make expenditure tracking more intuitive.

### **Legal or administrative mandates:**

This proposal is not in response to litigation, an audit finding, executive order or task force recommendations.

### **Changes from current law**

There are no necessary changes to existing statutes, rules or contracts.

### **State workforce impacts**

There is no impact to existing collective bargaining agreements, compensation or benefits.

### **State facilities impacts**

There is no impact to facility and workplace needs.

### **Puget Sound recovery**

There is no impact to Puget Sound recovery efforts.

# 2020 Supplemental Budget Decision Package

## OTHER SUPPORTING MATERIALS

Attachment A (OFM Memo May 13, 2019)

Attachment B (Budget Format Changes - Frequently Asked Questions)

Attachment C (Documents submitted to the LEAP Committee)

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

# 2020 Supplemental Budget Decision Package



STATE OF WASHINGTON

## OFFICE OF FINANCIAL MANAGEMENT

*Insurance Building, PO Box 43113 • Olympia, Washington 98504-3113 • (360) 902-0555*

May 13, 2019

**TO:** Agency Budget Officers

**FROM:** Jim Crawford  
Assistant Director for Budget

**SUBJECT: BUDGET FORMAT CHANGE REQUESTS**

This memorandum provides instructions for agencies considering revisions to their budget format reporting structure. As provided in [RCW 43.88.030](#), a budget format change requires prior approval from the Office of Financial Management (OFM) and Legislative Evaluation & Accountability Program (LEAP) Committee. A budget format change refers to any of the following changes in budget, allotment, or accounting formats:

- shift of costs between programs (subprograms/categories for the Department of Social and Health Services, Department of Corrections, and Health Care Authority);
- program creation, consolidation, elimination, or division of programs/subprograms/categories;
- title change, if the new title is different from the current program, subprogram, or category name; or
- any other revisions affecting the comparability of expenditures, revenues, workload, performance and personnel over time.

The LEAP Committee has *tentatively* scheduled a hearing on Tuesday, June 11, to consider requests. To allow OFM time to review and formulate a recommendation to the Committee and to provide Committee members time to review requests, agencies proposing any changes must submit a request to OFM by **Friday, May 24, 2019**. This tight timeline precludes consideration of any extension to this due date.

Odd-numbered calendar years are the optimum time to submit proposals for accounting structure changes in anticipation of submitting agency biennial allotments for the new 2019-21 fiscal period. Mid-biennium accounting changes are strongly discouraged and should be vetted in advance by OFM Budget and your Statewide Accounting consultant.

Program changes already adopted by legislative action in substantive legislation or an appropriations act do not require LEAP Committee approval; however, **a ten-year history restructure of historical data is still required** ([RCW 44.48.150](#)). For information on the type and format of the data required, contact Mike Schaub in OFM's Statewide Accounting Division at (360) 725-0225 or [michael.schaub@ofm.wa.gov](mailto:michael.schaub@ofm.wa.gov).

**Agencies are not required to submit budget format change proposals.** Please limit your request for changes to those that serve a legitimate business purpose.

### Required Elements of Program Structure Change Request

Agency submittals must provide a thorough description and explanation of each proposed budget format change. Include the following elements to ensure that your agency submittal is complete.

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May 13, 2019

Page 2 of 2

1. **Narrative Description of Change** (see Tab A of Program Structure Change Example). This should focus on the following:
  - What purpose is served by the change?
  - How will this change affect the availability and understanding of budget and accounting information for policymakers and the public? For example, if programs are being consolidated, explain how this change will affect the availability and understanding of data from formerly independent programs.
  - The name, telephone number, and email address of the representative(s) who will testify regarding the proposed changes at the LEAP Committee hearing. All agencies with program structure change requests must have a representative available to testify.
2. **Crosswalk** should display details within the affected programs in the existing structure compared to the proposed structure. (See Tab B of Program Structure Change Example.)
3. **Comparison of Current Structure to Proposed Structure** should compare the total estimated current biennial expenditures and FTEs, for all programs, before and after the proposed changes. (See Tab C of Program Structure Change Example.)

## [Program Structure Change Examples and FAQs](#)

After conferring with legislative staff, OFM will provide recommendations to the LEAP Committee. The LEAP Committee only considers change requests recommended by OFM.

Accounting-related program structure changes recommended by OFM and approved by the LEAP Committee are contingent upon OFM and LEAP Committee staff's receipt of the reconstructed ten-year operating and capital expenditure and FTE history reflecting the revised structure. This information will be used to update OFM's historical database. **No accounting-related program restructure may be instituted prior to validation of the ten-year reconstruction of data by OFM and LEAP Committee staff.**

Budget-related program structure changes recommended by OFM and approved by the LEAP Committee that move monies between budgeted levels must be included in the next budget build as a maintenance level agency budget request item.

Please email your program structure change requests, as editable source documents (e.g., Excel, Word) not .pdf files, to [OFM.Budget@ofm.wa.gov](mailto:OFM.Budget@ofm.wa.gov). Questions should be directed to your [assigned budget analyst](#).

### Attachment

cc: Michael Bezanson, Senate Ways and Means Committee  
James Kettel, Senate Ways and Means Committee  
Charlie Gavigan, House Appropriations Committee  
Dave Johnson, House Appropriations Committee  
Amy Skei, House Transportation Committee  
Hayley Gamble, Senate Transportation Committee  
Susan Howson, LEAP Committee  
Michael Mann, LEAP Committee  
Mike Schaub, OFM  
Garry Austin, OFM

# 2020 Supplemental Budget Decision Package



STATE OF WASHINGTON

## OFFICE OF FINANCIAL MANAGEMENT

Insurance Building, PO Box 43113 • Olympia, Washington 98504-3113 • (360) 902-0555

### Budget Format Changes - Frequently Asked Questions

Below you will find some of the questions most commonly asked by agency staff about preparing budget format/program structure change requests, as well as OFM's best answers.

**Q: What is the LEAP Committee?**

A: In 1977, the Washington State Legislature created the Legislative Evaluation and Accountability Program (LEAP) Committee to be the Legislature's independent source of information and technology for developing budgets, communicating budget decisions, and tracking revenue, expenditure, and staffing activity. LEAP also provides consulting to legislative committees and staffs, and provides analysis and reporting on special issues at legislative request.

(LEAP's enabling legislation: [Chapter 44.48 RCW](#))

**Q: Can we make a budget format change without going through OFM?**

A: No. All budget format changes must be submitted to and approved by OFM before being presented for consideration to LEAP.

**Q: Why do we need OFM to approve our program structure changes before taking them to the LEAP Committee?**

A: [RCW 43.88.160](#) and [RCW 44.48.150](#) give OFM and the LEAP Committee authority to oversee and maintain internal controls to ensure the accuracy and reliability of budget and fiscal data over time. This approval process is the collaborative agreement between OFM and the Legislature to comply with state law.

**Q: Do we need to submit a budget format change request even if we are only changing the name of a program?**

A: Yes. The name of a program or activity is important to policymakers and the public. Program structure changes should not be viewed as an opportunity to "rebrand" a program or activity, but rather to add clarity for a casual user. Don't lose sight of your audience.

**Q: What should I say when testifying before the LEAP Committee on a budget format/program structure change?**

A: Essentially, the LEAP Committee needs to hear the rationale behind any budget structure changes before deciding whether to approve them. LEAP Committee staff suggests discussing how your proposed changes help your budget structure effectively accomplish the following objectives:

- Provide meaningful information to agency management to execute the budget and to OFM and the Legislature in developing budgets.
- Provide fiscal accountability and transparency to promote public confidence.
- Demonstrate that the agency's budget structure reflects the vision of its leadership, the mission of the agency, and the current strategic plan of the agency in ways that make sense to legislators and the public.
- Comply with generally accepted accounting principles and Governmental Accounting Standards Board requirements.
- If your change is requested for the purpose of efficiencies, streamlining, reform etc., be prepared to discuss how and where savings will be realized.

As with any legislative hearing, LEAP Committee members are free to ask questions beyond the scope of just the requested program structure change. Agency representatives should have a broad understanding of their agency's responsibilities and mission and be authorized to speak on behalf of the Agency.

**Q: Are there minimum thresholds for dollar amounts or FTEs for which a formal request is not required?**

A: No. There is no de minimis threshold not subject to review.

**Q: How will we know if our request has been approved?**

A: Agencies with pending requests will receive OFM's recommendations to the LEAP Committee. Agencies are required to be in attendance at the LEAP Committee hearing. Committee decisions to reject or conditionally approve requests are typically made at that time. Regardless, OFM and LEAP Committee staff will ensure that affected agencies are notified.

**Q: Who can I talk to for help regarding our program structure change requests?**

A:

- [Your Assigned OFM Budget Analyst](#) should always be consulted prior to submitting your request regarding the rational and appropriateness of the request at this time.
- [Budget Operations Staff](#) can answer questions related to technical issues, and
- [Michael Schaub](#) Senior Staff Consultant, Statewide Accounting can answer questions related to the 10-year recast of historical data.

Revised May 2019



# 2020 Supplemental Budget Decision Package



**Washington State  
Department of Transportation**

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

May 31, 2019

Budget Division, Operations  
Office of Financial Management  
PO Box 43113  
Olympia, WA 98504-3113

## **SUBJECT: BUDGET PROGRAM STRUCTURE CHANGE**

The Washington State Department of Transportation requests a budget program structure change for the 2019-21 biennium and all subsequent biennia. The changes requested will align the budgeting structure more closely with current operations.

### **Purpose of the change**

WSDOT is a large organization that spans the state and regions, with a biennial appropriation of approximately \$6.7 billion and over 7,200 full-time equivalent employees. The department is the steward for the state's multimodal transportation system. In addition to building, maintaining, and operating the state highway system, WSDOT is responsible for the state ferry system, and works in partnership with others to maintain and improve local roads, railroads and airports, as well as to support alternatives to driving, such as public transportation, bicycles and pedestrian programs.

There are several areas where organizational structure does not align with budget programs. This request is to adjust budget programs for technical items to simplify accounting, improve transparency, and improve management.

### **Communication of budget information and efficiency of management**

Although the proposed adjustments represent a small percentage of the total budget, we believe that they will make the department's budget easier to understand and facilitate managers' ability to effectively and efficiently deliver services. This proposal does not suggest creating or eliminating any budget programs; one new subprogram is created. The changes make movements from one program to another. In total, the department proposes a net change of \$0 funds and OFTEs.

Please note that these budget structure changes are in substance the same as those requested by WSDOT in May 2018 and approved by LEAP in June 2018. However, these changes were not incorporated in the 2019-21 agency request, Governor's proposed, or Legislature's enacted transportation budget. For transparency and accuracy, WSDOT is again requesting these budget program structure changes via the LEAP process, with these modifications: a) calculations have been updated for more recent information, including salary and benefit adjustments authorized by the 2019 Legislature, as well as, use of updated actuals. For this submission, b) changes for Program Q Wireless Communications are displayed in a simplified way, and c) no items are requested for Washington State Ferries this time.

## 2020 Supplemental Budget Decision Package

- 1) Information technology fiscal work: the proposal moves one Information Technology (IT) Fiscal Analyst FTE and \$153,400 from Program S to Program C, aligning the budget with current management structure in a manner consistent with other IT staff.
- 2) Space and Lease Management staff: the proposal moves 6.0 FTEs and \$1,282,000 from Program S to Program D, Capital Facilities, consolidating this lease activity with other Capital Facilities' related functions, aligning the budget with its management structure.
- 3) Accounting and Fiscal Services: One accounting position in AFS will no longer be paid from Transportation Equipment Fund (TEF) rental rates. Instead, the amounts that the other agency programs have paid in TEF rent for this position will be transferred to the S program. This one position supports a variety of programs and no longer exclusively supports the TEF program.
- 4) Emergency Management (EM) consolidated with Highway Maintenance: moves 3.0 FTEs and \$565,000 from Program S to Program M, aligning the EM office budget with its management structure and improving coordination with other maintenance activities.
- 5) Consolidation of Wireless Communications Operations in Program Q: the proposal transfers 15.0 FTEs from TEF and \$5,711,000 from various programs, which currently pay into TEF (Program E), for wireless. This request creates more transparency for the budget for wireless operations and allows planning, engineering, and maintenance for wireless to all report to the same program and fiscal management.
- 6) Consolidation of Budget and Financial Analysis Division in Program S. 8.0 FTEs in Financial Analysis (Economic Analysis and Financial Planning staff) and \$2,246,000 are proposed for transfer from Program T to Program S. consistent with the current management structure for the Budget Office and alignment with the core activities funded from Program S.

Attachments: As requested in the instructions for proposed budget program structure changes, attached please find a "crosswalk of programs" affected by restructure and a "comparison of current structure and proposed budget structure." (See Excel workbook, Tabs Band C.) One supplemental item is also included; Tab D is a summary including data by fund and fiscal year, similar to information commonly found in a decision package.

Thank you for your consideration. Please contact Amber Coulson with any questions at (360) 705-7525.

Sincerely,



Doug Vaughn, CFO  
WSDOT

### ***Enclosures***

cc: Dean Carlson, OFM  
Amber Coulson, WSDOT

**Agency:** Washington State Department of Transportation  
**Contact:** Amber Coulson, Director, Budget and Financial Analysis  
**Agency Crosswalk of Programs Affected by Restructure**  
**As of 5/30/2019**

2017-19 Existing Structure	2019-21 Proposed Structure
<b>C – Information Technology</b>	<b>C – Information Technology</b>
C1 Business and Administration C2 Field Services C3 Infrastructure Services C4 Enterprise Implementation C5 Information and Applications C6 Software Maintenance Contracts C7 Data Management	C1 Business and Administration + One FTE for IT fiscal analyst transferred from Program S C2 Field Services C3 Infrastructure Services C4 Enterprise Implementation C5 Information and Applications C6 Software Maintenance Contracts C7 Data Management
<b>D – Capital Facilities</b>	<b>D – Capital Facilities</b>
D3 Facilities-Capital D4 Facilities-Operating	D3 Facilities- Capital D4 Facilities Maintenance and Operations + Space and Lease Management (6.0 FTEs) transferred from Program S
<b>E – Transportation Equipment Fund (non-appropriated)</b>	<b>E – Transportation Equipment Fund (non-appropriated)*</b>
E1 – Transportation Equipment Fund	E1—Transportation Equipment Fund  - Wireless communications operations (15 FTEs) transferred to new Subprogram Q4 . Other programs pay rent into TEF for this purpose; instead these programs will pay those funds directly to Q.  - Removes expenditure (non-appropriated) to Program S for one FTE in Accounting and Financial Services (instead other programs will fund program S directly for this position)
<b>M – Highway Maintenance &amp; Operations</b>	<b>M – Highway Maintenance &amp; Operations</b>
M1 Maintenance Management and Support M2 Maintenance – On State System M3 Maintenance – Sales and Services to Others M5 Inventory and Stores Administration M6 Undistributed Costs – Inventory Suspense	M1 Maintenance Management and Support + Emergency Management staff and funding (3.0 FTEs) transferred from Program S M2 Maintenance – On State System M3 Maintenance – Sales and Services to Others M5 Inventory and Stores Administration
<b>Q - Traffic Operations</b>	<b>Q - Traffic Operations</b>
Q1 Traffic Management and Support Q2 Traffic Services Q3 Special Advanced Technology Projects	Q1 Traffic Management and Support Q2 Traffic Services Q3 Special Advanced Technology Projects  <b>New Subprogram:</b> <b>Q4 - Wireless Communications Operations</b>  + Wireless communications operations staff (15 FTEs) transferred from Program E (TEF) and funds will directly to Q4 from programs that previously paid rent to TEF for wireless.  + subprogram to subprogram change, 3.0 FTEs moved from Q2 to new Q4.
<b>S – Transportation Management and Support</b>	<b>S – Transportation Management and Support</b>
S1 Executive Management and Support S2 Finance and Administration	S1 Executive Management and Support S2 Finance and Administration - One FTE for IT fiscal analyst transferred to Program C - Space and Lease Management (6 FTEs) transferred to Program D - Emergency Management staff and funding (3 FTEs) transferred to Program M. + Financial Analysis 8 FTEs (part of Budget and Financial Analysis, or BFA) transferred from Program T  (Fund switch) one Accounting FTE funded from MVA rather than TEF)*
<b>T - Transportation Planning, Data and Research</b>	<b>T - Transportation Planning, Data and Research</b>
T2 Planning T3 Research and Library Services T6 Pass Through Funds	T2 Planning - Financial Analysis (8 FTEs) transferred to Program S, BFA. T3 Research and Library Services T6 Pass Through Funds

\*Important note, many programs except E will have adjustments related to the TEF changes, as they pay into TEF. These are detailed in Tabs C & D.

Comparison of Current Structure and Proposed Structure  
2019-21 Estimated Expenditures and FTE Staff by Program

Agency: Washington State Dept. of Transportation (405)

Updated as of 5/30/2019

Updated as of 5/30/2019		Before Structure Change				Change			After Structure Change			Summary of Justification					
		FTEs	GF-State	Other Funds	FTEs	GF-State	Other Funds	FTEs	GF-State	Other Funds							
		2019-21 Transpo Conference (Version GT6)				Used 2019-21											
		Vetoes do not affect programs below				Conference budget (Enacted budget not available)											
Appropriated Programs																	
B - Toll Operations and Maintenance		57.0	\$	-	\$	118,402,000	-	\$	-	\$	(3,000)	57.0	\$	-	\$	118,399,000	
	B to Q: Wireless Consolidation - shift rent paid to TEF to Q.*							\$	-	\$	(3,000)				See Program Q, first item.		
C-Office of Information Technology		241.6	\$	-	\$	101,054,000	1.0	\$	-	\$	133,400	242.6	\$	-	\$	101,187,400	
	S to C: move one IT Fiscal Analyst FTE to IT						1.0	\$	-	\$	153,400						Aligns funding with org. structure/management. (Position reports to IT, does fiscal work for IT.)
	C to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*						\$	-	\$	(19,000)					See Program Q, first item.		
	C to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**						\$	-	\$	(1,000)					See Program S, first item.		
D-Facilities-Operating		86.7	\$	-	\$	33,183,000	6.0	\$	-	\$	1,206,000	92.7	\$	-	\$	34,389,000	
	S to D: move Space and Lease office						6.0	\$	-	\$	1,282,000						Aligns funding with org. structure/management. Space and lease planning done by Capital Facilities (Program D).
	D to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*						\$	-	\$	(74,000)					See Program Q, first item.		
	D to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**						\$	-	\$	(2,000)					See Program S, first item.		
F-Aviation		11.6	\$	-	\$	10,237,000	-	\$	-	\$	(4,000)	11.6	\$	-	\$	10,233,000	
	F to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*									\$	(4,000)						See Program Q, first item.
H-Program Delivery Management and Support		249.0	\$	-	\$	60,559,000	-	\$	-	\$	(37,000)	249.0	\$	-	\$	60,522,000	
	H to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*									\$	(36,000)						See Program Q, first item.
	H to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**								\$	(1,000)					See Program S, first item.		
I-Improvements		1,336.6	\$	-	\$	2,977,555,000	-	\$	-	\$	(82,000)	1,336.6	\$	-	\$	2,977,473,000	
	I to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*									\$	(80,000)						See Program Q, first item.
	I to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**								\$	(2,000)					See Program S, first item.		
M-Hwy Maintenance and Ops		1,595.0	\$	-	\$	519,127,000	3.0	\$	-	\$	(4,118,000)	1,598.0	\$	-	\$	515,009,000	
	S to M: move emergency management to Highway Maintenance						3.0	\$	-	\$	565,000						Align funding with org. structure/management. Improve coordination with other maintenance activities.
	M to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$	(4,545,000)					See Program Q, first item.			
	M to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**							\$	(138,000)					See Program S, first item.			
P-Preservation		863.4	\$	-	\$	768,100,000	-	\$	-	\$	(846,000)	863.4	\$	-	\$	767,254,000	

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	P to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*						\$ (822,000)					See Program Q, first item.
	P to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**						\$ (24,000)					See Program S, first item.
<b>Q-Traffic Operations-Operating</b>		<b>247.4</b>	<b>\$ -</b>	<b>\$ 72,981,000</b>		<b>15.0</b>	<b>\$ -</b>	<b>\$ 5,705,000</b>	<b>262.4</b>	<b>\$ -</b>	<b>\$ 78,686,000</b>	
new subprogram Q4	To Q from multiple other programs for Wireless Consolidation. Transfer from those programs to Q vs. pay TEF Rent.*					15.0	\$ -	\$ 5,711,000				Consolidates major wireless activities in Q; aligns budget with reporting structure. Puts budget for planning, engineering, and maintenance of wireless in one place. \$189,000 is already in the Q base budget, therefore this \$5.7 million is net of that amount.
	Q to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**							\$ (6,000)				See Program S, first item.
<b>S-Transportation Management and Support</b>		<b>182.3</b>	<b>\$ -</b>	<b>\$ 36,983,000</b>		<b>(2.0)</b>	<b>\$ -</b>	<b>\$ 416,600</b>	<b>180.3</b>	<b>\$ -</b>	<b>\$ 37,399,600</b>	
	To S from multiple programs (fund switch with TEF)**					0.0	\$ -	\$ 175,000				Recognizes that one accounting FTE supports multiple programs, not only TEF. Uses funds from around the agency directly, vs. going through TEF.
	S to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$ (4,000)				See Program Q, first item.
	S to C: move one IT Fiscal Analyst FTE to IT					(1.0)	\$ -	\$ (153,400)				Aligns funding with org. structure/management. (Position reports to IT, does fiscal work for IT.)
	S to D: move Space and Lease office to align with Program D activities					(6.0)	\$ -	\$ (1,282,000)				Aligns funding with org. structure/management. Space and lease planning done by Capital Facilities (Program D).
	S to M: Move emergency management					(3.0)	\$ -	\$ (565,000)				Improve emergency management's coordination with other maintenance activities. Align funding with org. structure/management.
	T to S: Move 8 FTEs (economic and financial analysis)					8.0	\$ -	\$ 2,246,000				Consolidates all Budget and Financial Analysis Division FTEs within S, aligns funding with organizational structure.
<b>T-Tranportation, Planning</b>		<b>188.1</b>	<b>\$ -</b>	<b>\$ 71,575,000</b>		<b>(8.0)</b>	<b>\$ -</b>	<b>\$ (2,279,000)</b>	<b>180.1</b>	<b>\$ -</b>	<b>\$ 69,296,000</b>	
	T to S: Move 8 FTEs (economic and financial analysis)					(8.0)	\$ -	\$ (2,246,000)				Puts all Budget and Financial Analysis FTEs with S, aligns funding with organizational structure.
	T to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$ (32,000)				See Program Q, first item.
	T to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (MVA).**							\$ (1,000)				See Program S, first item.
<b>V-Public Transportation</b>		<b>24.7</b>	<b>\$ -</b>	<b>\$ 261,865,000</b>		<b>-</b>	<b>\$ -</b>	<b>\$ (2,000)</b>	<b>24.7</b>	<b>\$ -</b>	<b>\$ 261,863,000</b>	
	V to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$ (2,000)				See Program Q, first item.
<b>W-Washington State Ferries-Capital</b>		<b>164.0</b>	<b>\$ -</b>	<b>\$ 449,878,000</b>		<b>-</b>	<b>\$ -</b>	<b>\$ (12,000)</b>	<b>164.0</b>	<b>\$ -</b>	<b>\$ 449,866,000</b>	
	W to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$ (12,000)				See Program Q, first item.
<b>X-Washington State Ferries-Operating</b>		<b>1,752.2</b>	<b>\$ -</b>	<b>\$ 549,049,000</b>		<b>-</b>	<b>\$ -</b>	<b>\$ (67,000)</b>	<b>1,752.2</b>	<b>\$ -</b>	<b>\$ 548,982,000</b>	
	X to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$ (67,000)				See Program Q, first item.

Y-Rail-Operating		15.0	\$	-	\$	76,793,000	-	\$	-	\$	(3,000)	15.0	\$	-	\$	76,790,000	
	Y to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$	(3,000)								See Program Q, first item.
Z-Local Programs-Operating		43.7	\$	-	\$	15,239,000	-	\$	-	\$	(8,000)	43.7	\$	-	\$	15,231,000	
	Z to Q: Wireless Consolidation - shift funds to Q vs. paying TEF rent.*							\$	(8,000)								See Program Q, first item.
Net Totals (includes FTEs from Non-Appropriated, \$ is already included above)		7,267.6	\$	-	\$	6,122,580,000	0.0	\$	-	\$	-	7,267.6	\$	-	\$	6,122,580,000	
Total Transfers Out							(33.0)	\$		(10,132,400)							
Total Transfers In							33.0	\$		10,132,400							
Net Totals							0.0	-		-							

Non-Appropriated Programs - Reference only - FTEs

E-Transportation Equipment Fund (non-appropriated, rounded)*		209.3	\$	-	\$	142,057,000	(15.0)	\$	-	\$	(6,075,000)	194.3	\$	-	\$	135,982,000	
	Multiple (TEF) to Q: Shift Wireless Equipment to (new) Q4 (this is from rent other programs pay to TEF, see "Detail 1" below).						(15.0)	\$	-	\$	(5,900,000)						Consolidates major wireless activities in Q.
	Multiple (TEF) to S: Shift funding for one FTE accounting position from TEF (from rent from multiple programs) to Motor Vehicle Account (See "Detail 2 below).						-	\$	-	\$	(175,000)						Recognizes that this accounting FTE supports multiple programs, not only TEF.

Notes:  
\* See Detail 1 below. TEF changes affect multiple programs.  
\*\* See Detail 2 below. TEF changes affect multiple programs.



These tables consolidate the various TEF-Related changes, for ease of viewing.

Detail 1: Payments to TEF (Program E) eliminated and instead transferred to Q (new subprogram Q4, wireless)

2019-21	Change in payments to E (TEF) Change	Funds transferred to Q After Structure Change	
Program			
B	\$ (3,000)	\$ 3,000	
C	\$ (19,000)	\$ 19,000	
D	\$ (74,000)	\$ 74,000	
F	\$ (4,000)	\$ 4,000	
H	\$ (36,000)	\$ 36,000	
I	\$ (80,000)	\$ 80,000	
K	\$ -	\$ -	
M	\$ (4,545,000)	\$ 4,545,000	
P	\$ (822,000)	\$ 822,000	
Q	\$ (189,000)	\$ 189,000	Q's contribution to TEF was \$189K, this Consolidating all the TEF rethis actually means Q "keeps" these funds
S	\$ (4,000)	\$ 4,000	
T	\$ (32,000)	\$ 32,000	
V	\$ (2,000)	\$ 2,000	
W	\$ (12,000)	\$ 12,000	
X	\$ (67,000)	\$ 67,000	
Y	\$ (3,000)	\$ 3,000	
Z	\$ (8,000)	\$ 8,000	
Grand Total	\$ (5,900,000)	\$ 5,900,000	
Net program structure change	\$ -		

Detail 2: Motor Vehicle Account payments to TEF (Program E) eliminated and instead transferred to Program S for one accounting FTE

2019-21	Change in payments to Program E (TEF) (which currently fund the position in Program S)	Funds transferred to S	
Program	Change	After Structure Change	
B		\$ -	
C	\$ (1,000)	\$ 1,000	
D	\$ (2,000)	\$ 2,000	
F		\$ -	
H	\$ (1,000)	\$ 1,000	
I	\$ (2,000)	\$ 2,000	
K	\$ -	\$ -	
M	\$ (138,000)	\$ 138,000	
P	\$ (24,000)	\$ 24,000	
Q	\$ (6,000)	\$ 6,000	
S		\$ -	
T	\$ (1,000)	\$ 1,000	
V		\$ -	
W		\$ -	
X		\$ -	
Y		\$ -	
Z		\$ -	
Grand Total	\$ (175,000)	\$ 175,000	
Net program structure change	\$ -		

WSDOT Proposed 2020 Supp Program Structure Changes																				
Supplemental Detail from WSDOT - Not Requested in Instructions																				
"Decision Package" Type Backup Detail																				
Fiscal Summary by Program																				

Staffing Summary - FTEs by Program																			
	Program	B	C	D	E	F	H	I	M	P	Q	S	T	V	W	X	Y	Z	GRAND TOTAL
1	Pgm S to C (IT Accounting)		1.0									(1.0)							0.0
2	Pgm S to D (Space and Lease Management)			6.0								(6.0)							0.0
3	Pgm E (TEF) to Q (Wireless Program)				(15.0)						15.0								0.0
4	Pgm E (TEF) to S (Accounting position funding)																		0.0
5	Pgrm S to M (Emergency Management)								3.0			(3.0)							0.0
6	Pgrm T to S (BFA Economics and Financial Analysis)											8.0	(8.0)						0.0
	Total		1.0	6.0	(15.0)		0.0	0.0	3.0	0.0		(2.0)	(8.0)		0.0	0.0		0.0	0.0
Fund Summary - Impact by Fund (Appropriated Only)																			
	Fund Name	Aeronautics	(Misc Tolled)	PSCC	MVA	PSOA	MMA	Total											
	Fund #	039-1	multiple	099-1	108-1	109-1	218-1	Total											
	FY 2020	(\$2,000)	(\$1,500)	(\$6,000)	\$45,500	(\$33,500)	(\$2,500)	\$0											
	FY 2021	(\$2,000)	(\$1,500)	(\$6,000)	\$45,500	(\$33,500)	(\$2,500)	\$0											
	Total 2019-21	(\$4,000)	(\$3,000)	(\$12,000)	\$91,000	(\$67,000)	(\$5,000)	\$0											
	FY 2022	(\$2,000)	(\$1,500)	(\$6,000)	\$45,500	(\$33,500)	(\$2,500)	\$0											
	FY 2023	(\$2,000)	(\$1,500)	(\$6,000)	\$45,500	(\$33,500)	(\$2,500)	\$0											
	Total 2021-23	(\$4,000)	(\$3,000)	(\$12,000)	\$91,000	(\$67,000)	(\$5,000)	\$0											
Other Information - If Program Structure Change Adopted																			
Program Q Subprogram Detail - Wireless Changes																			
Funds moved from other programs (formerly paid to TEF as rent)										5,711,000									
Funds moved internally from Q2 to new subprogram Q4 (previously paid to TEF for rent for wireless)										(189,000)									
Funds moved internally to new subprogram Q4 from Q2 (retained, vs. paying to TEF for rent)										189,000									
Grand Total for Moving Wireless from Program E to Q										5,711,000									

# 2020 Supplemental Budget Decision Package

**Agency:** 405 – Department of Transportation  
**DP Code/Title:** AA – Capital Projects  
**Budget Session:** 2020 Supplemental  
**Budget Level:** Maintenance Level  
**Contact Info:** Doug Clouse, (360) 705-7535  
[cloused@wsdot.wa.gov](mailto:cloused@wsdot.wa.gov)

## **AGENCY RECOMMENDATION SUMMARY:**

Funding is adjusted in the 2019-21 biennium to reflect current spending plans on legislatively approved projects. For more details, see the Capital Improvement and Preservation Program (CIPP) document.

## **PROGRAM RECOMMENDATION SUMMARY:**

### **D0C - Facility Maintenance, Operations and Capital**

No significant change

### **I0C - Improvements**

2019-21 increase of \$50.8 million primarily due to additional local funds added to the Fish Barrier Investment (0BI4001) and I405 Renton to Bellevue Project (M00900R). Also included is the advancement of I-82 Yakima – Union Gap Economic Development improvements (T21100R), which is part of the pilot advancement projects listed in the enacted budget.

### **P0C - Preservation**

2019-21 increase of \$44.9 million primarily due to additional federal funds placeholder added and R&R increases to reflect current assumptions for SR 520, I 405, and the Tacoma Narrows Bridge.

### **Q0C - Traffic Operations - Capital**

No significant change

### **W0C - Washington State Ferries - Capital**

2019-21 increase of \$80.1 million primarily is due to advancement of connecting Washington funding for the Seattle Terminal project and the additional funding for the Elwha vessel.

### **Y0C - Rail - Capital**

No significant change

### **Z0C - Local Programs - Capital**

No significant change

## Fiscal Summary

*Dollars in Thousands*

<b>Operating Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Fund 02M - 1	\$-68	\$-67	\$0	\$0
Fund 094 - 1	\$-25	\$-26	\$0	\$0
Fund 097 - 1	\$614	\$613	\$0	\$0
Fund 099 - 1	\$4,670	\$4,670	\$0	\$0
Fund 099 - 7	\$1,022	\$1,022	\$0	\$0
Fund 099 - 2	\$14,668	\$14,669	\$0	\$0
Fund 09H - 1	\$-14,348	\$-14,349	\$0	\$0
Fund 108 - 1	\$6,975	\$6,975	\$0	\$0
Fund 108 - 7	\$13,189	\$13,190	\$0	\$0
Fund 108 - 2	\$10,844	\$10,843	\$0	\$0
<b>Total Expenditures</b>	<b>\$89,006</b>	<b>\$89,008</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>		<b>\$178,014</b>		<b>\$0</b>
<b>Operating Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Fund 16J - 1	\$4,277	\$4,277	\$0	\$0
Fund 20H - 1	\$29,002	\$29,002	\$0	\$0
Fund 215 - 1	\$-2	\$-1	\$0	\$0
Fund 218 - 1	\$1,242	\$1,243	\$0	\$0
Fund 218 - 2	\$-300	\$-300	\$0	\$0
Fund 511 - 1	\$495	\$494	\$0	\$0
Fund 535 - 1	\$-1	\$0	\$0	\$0
Fund 550 - 1	\$-2,252	\$-2,252	\$0	\$0
Fund 595 - 1	\$19,004	\$19,005	\$0	\$0
<b>Total Expenditures</b>	<b>\$89,006</b>	<b>\$89,008</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>		<b>\$178,014</b>		<b>\$0</b>
<b>Object of Expenditure</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Obj. J	\$89,601	\$89,603	\$0	\$0
Obj. N	\$-595	\$-595	\$0	\$0
<b>Revenue</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
108 - 0320	\$10,844	\$10,843	\$0	\$0
108 - 0597	\$13,189	\$13,190	\$0	\$0
099 - 0320	\$14,668	\$14,669	\$0	\$0
099 - 0597	\$1,022	\$1,022	\$0	\$0
218 - 0320	\$-300	\$-300	\$0	\$0
<b>Total</b>	<b>\$39,423</b>	<b>\$39,424</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>		<b>\$78,847</b>		<b>\$0</b>

## Package Description

Funding is adjusted in the 2019-21 Biennium to reflect current spending plans on legislatively approved projects.

## ASSUMPTIONS AND CALCULATIONS

**Expansion or alteration of a current program or service:** N/A

# 2020 Supplemental Budget Decision Package

## **Detailed assumptions and calculations:**

Funding is adjusted in the 2019-21biennium to reflect current spending plans on legislatively approved projects. Amounts reflect the difference between the last legislatively approved budget and the current estimated expenditures.

## **Workforce Assumptions:**

N/A

## **STRATEGIC AND PERFORMANCE OUTCOMES**

### **Strategic framework:**

N/A

### **Performance outcomes:**

N/A

## **OTHER COLLATERAL CONNECTIONS**

### **Intergovernmental:**

There are no impacts to tribal, regional, county or city governments or any political subdivision of the state.

### **Stakeholder response:**

There are no non-governmental stakeholders impacted by this proposal.

### **Legal or administrative mandates:**

This proposal is not in response to litigation, an audit finding, executive order or task force recommendations.

### **Changes from current law:**

There are no necessary changes to existing statutes, rules, or contracts.

### **State workforce impacts:**

There are no impacts to existing collective bargaining agreements, compensation, or benefits.

### **State facilities impacts:**

There are no impacts to facilities and workplace needs.

### **Puget Sound recovery:**

This request is not related to Puget Sound recovery efforts.

## **REFERENCE DOCUMENTS**

- Toll Credit Report.pdf

## 2020 Supplemental Budget Decision Package

### INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

**Washington State Department of Transportation**  
**10 Year Plan for Use of Toll Credits**  
**January 1, 2019**  
*(Dollars in Millions)*

												GRAND TOTAL
	FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	
Toll Credit Beginning Balance	\$2,449	\$2,370	\$2,269	\$2,169	\$2,069	\$1,968	\$1,868	\$1,768	\$1,668	\$1,567	\$1,467	
Actual and Estimated Additional Toll Credits Earned in Future Biennium <sup>[1]</sup>	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Estimated Toll Credits</b>	<b>\$2,449</b>	<b>\$2,370</b>	<b>\$2,269</b>	<b>\$2,169</b>	<b>\$2,069</b>	<b>\$1,968</b>	<b>\$1,868</b>	<b>\$1,768</b>	<b>\$1,668</b>	<b>\$1,567</b>	<b>\$1,467</b>	
Planned Use of Toll Credits - WSDOT's Capital Construction Program <sup>[2]</sup>	55.9	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	787.5
Toll Credits needed to match future WSDOT Discretionary Funds <sup>[3]</sup>	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	76.4
Toll Credits For Highways and Local Programs <sup>[4]</sup>	6.4	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	261.5
Toll Credits for SR 520 Bridge Replacement and HOV Program GARVEE <sup>[5]</sup>	14.2	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	199.9
Kitsap Transit Passenger Only Ferry Project (Local Project) <sup>[6]</sup>	0.3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	19.1
Public Transportation Program <sup>[7]</sup>	0.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.4
<b>Federal Land Access Program Grants <sup>[8]</sup></b>	<b>0.2</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>19.3</b>
Public Private Partnership Program <sup>[9]</sup>	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	50.0
T Program Activities <sup>[10]</sup>	2.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	3.8
<b>Total Toll Credit Usage for Highway Construction, Washington State Ferries, High Priority / Discretionary Funds, and Other Agencies</b>	<b>\$79</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$1,428</b>
<b>Remaining Balance of Total Credits</b>	<b>\$2,370</b>	<b>\$2,269</b>	<b>\$2,169</b>	<b>\$2,069</b>	<b>\$1,968</b>	<b>\$1,868</b>	<b>\$1,768</b>	<b>\$1,668</b>	<b>\$1,567</b>	<b>\$1,467</b>	<b>\$1,367</b>	<b>-</b>

**Notes:**

1. Toll credits are certified every two years. Calculations will be prepared at the end of the even year of the two year period. WSDOT is in the process of certifying additional toll credits for FFY2017 and FFY2018
2. WSDOT's capital construction program includes the Improvement, Preservation, Traffic Ops, and Ferry Programs. Match assumed to be 13.5% of the federal funds.
3. Match for federal discretionary projects in the Improvement, Preservation, Traffic Ops, and Ferry Programs. Match assumed to be 20% of the federal funds.
4. \$22 million of toll credits per year are set-aside for Highways & 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 debt.
6. The 2011-2018 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 beginning federal fiscal year 2016
8. Federal Land Access Program will allow toll credit usage beginning federal fiscal year 2017 for projects administered by Western Federal Lands
9. \$50 million was set-aside for the Public Private Partnership Program beginning federal fiscal year 2017
10. Program T activities (planning, study, training, etc.) will utilize toll credits starting in federal fiscal year 2017



# 2020 Supplemental Budget Decision Package

## History of Certified Toll Credits Usage and Remaining Balance Washington State as of January 1, 2019

Federal Fiscal Year	Certified Toll Credits	WSDOT [2] [3] [5] [10]	Highways & Local Programs [4]	Transit Projects (FTA)	Kitsap Transit ESHB 1175 [6]	Public Transportaiton [7]	Western Federal Lands [8]	TOTAL Toll Credits Used (Expenditures)	Balance Available
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	177,481,021	35,797,353	10,880,601	-	-	-	-	46,677,954	1,747,139,125
2010	157,622,463	35,093,759	10,796,020	-	-	-	-	45,889,779	1,858,871,809
2011	152,215,338	44,291,567	6,691,346	4,057	-	-	-	50,986,970	1,960,100,177
2012	316,401,909	37,870,377	7,050,386	1,040,574	-	-	-	45,961,338	2,230,540,749
2013	518,238,810	42,738,945	5,372,961	1,647,735	966,172	-	47,684	50,773,497	2,698,006,062
2014	-	57,141,668	7,288,208	1,618,822	966,172	-	896,553	67,911,423	2,630,094,639
2015	-	56,153,586	448,211	2,951,554	740,145	-	420,798	60,714,294	2,569,380,345
2016	-	40,792,045	5,546,271	4,658,509	740,145	-	290,540	52,027,510	2,517,352,835
2017	-	45,386,519	9,455,579	6,010,819	374,283	74,180	418,408	61,719,788	2,455,633,046
2018	-	59,301,066	6,420,667	12,979,624	297,703	312,167	218,198	79,529,425	2,376,103,622
<b>Totals</b>	<b>3,250,638,579</b>	<b>731,820,709</b>	<b>105,039,406</b>	<b>30,911,694</b>	<b>4,084,620</b>	<b>386,347</b>	<b>2,292,181</b>	<b>874,534,958</b>	<b>\$ 2,376,103,622</b>

\* \$316,401,909 the amount of toll credit certified in 2012 is being recertified in 2015 to account for -\$9,935,817 revenue adjustment on TNB.

# 2020 Supplemental Budget Decision Package

**Agency:** 405 - Department of Transportation  
**DP Code/Title:** AB - Reappropriation - Capital Projects  
**Budget Session:** 2020 Supplemental  
**Budget Level:** Maintenance Level  
**Contact Info:** Doug Clouse (360) 705-7535  
[cloused@wsdot.wa.gov](mailto:cloused@wsdot.wa.gov)

## **AGENCY RECOMMENDATION SUMMARY:**

The department is requesting a reappropriation of funds for work that was expected to be done in 2017-19, but did not progress as planned and will need to be done in the 2019-21 biennium. The reappropriation summary report submitted with the budget outlines the methodology and assumptions of the reappropriations.

## **PROGRAM RECOMMENDATION SUMMARY:**

### **D0C - Facility Maintenance, Operations and Capital**

2019-21 increase is \$10.4 million due to reappropriation primarily for Olympic Region Maintenance and Administrative Facility.

### **I0C - Improvements**

2019-21 increase is \$631.5 million due to reappropriation primarily in CWA and TPA funds.

### **P0C - Preservation**

2019-21 preservation increase is \$38.4 million due to reappropriation primarily in CWA and Motor Vehicle Account federal funds.

### **Q0C - Traffic Operations - Capital**

2019-21 increase is \$2.2 million due to reappropriation primarily in Motor Vehicle Account state funds.

### **W0C - Washington State Ferries - Capital**

2019-21 total increase is \$44.8 million due to reappropriation primarily in Puget Sound Capital Construction Account – Federal \$21.4 million and State \$15.5 million.

### **Y0C - Rail - Capital**

2019-21 total increase is \$22.5 million due to reappropriation primarily in Multimodal Transportation Account State.

### **Z0C - Local Programs - Capital**

2019-21 total increase is \$107.4 million due to reappropriation.

## Fiscal Summary

Dollars in Thousands

<b>Operating Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Fund 02M - 1	\$175	\$176	\$0	\$0
Fund 096 - 1	\$242	\$241	\$0	\$0
Fund 096 - 2	\$178	\$178	\$0	\$0
Fund 099 - 1	\$7,758	\$7,758	\$0	\$0
Fund 099 - 7	\$1,192	\$1,193	\$0	\$0
Fund 099 - 2	\$10,717	\$10,718	\$0	\$0
Fund 09H - 1	\$82,417	\$82,417	\$0	\$0
Fund 106 - 1	\$257	\$257	\$0	\$0
Fund 108 - 1	\$10,456	\$10,456	\$0	\$0
Fund 108 - 7	\$13,686	\$13,686	\$0	\$0
Fund 108 - 2	\$30,980	\$30,978	\$0	\$0
<b>Total Expenditures</b>	<b>\$428,677</b>	<b>\$428,675</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>	<b>\$857,352</b>		<b>\$0</b>	
<b>Operating Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Fund 16J - 1	\$705	\$706	\$0	\$0
Fund 20H - 1	\$241,321	\$241,320	\$0	\$0
Fund 215 - 1	\$3,068	\$3,069	\$0	\$0
Fund 218 - 1	\$23,560	\$23,558	\$0	\$0
Fund 218 - 2	\$450	\$449	\$0	\$0
Fund 511 - 1	\$328	\$327	\$0	\$0
Fund 550 - 1	\$1,187	\$1,188	\$0	\$0
<b>Total Expenditures</b>	<b>\$428,677</b>	<b>\$428,675</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>	<b>\$857,352</b>		<b>\$0</b>	
<b>Object of Expenditure</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Obj. J	\$374,950	\$374,951	\$0	\$0
Obj. N	\$53,727	\$53,724	\$0	\$0
<b>Revenue</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
108 - 0320	\$30,980	\$30,978	\$0	\$0
108 - 0597	\$13,686	\$13,686	\$0	\$0
099 - 0320	\$10,717	\$10,718	\$0	\$0
099 - 0597	\$1,192	\$1,193	\$0	\$0
218 - 0320	\$450	\$449	\$0	\$0
096 - 0320	\$178	\$178	\$0	\$0
<b>Total</b>	<b>\$57,203</b>	<b>\$57,202</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>	<b>\$114,405</b>		<b>\$0</b>	

## Package Description

Funding is adjusted in the 2019-21biennium to reflect current spending plans on legislatively approved projects.

## ASSUMPTIONS AND CALCULATIONS

Expansion or alteration of a current program or service

N/A

# 2020 Supplemental Budget Decision Package

## Detailed assumptions and calculations

Funding is adjusted in the 2019-21biennium to reflect current spending plans on legislatively approved projects. Amounts reflect the difference between the last legislatively approved budget and the current estimated expenditures.

## Workforce Assumptions

N/A

## STRATEGIC AND PERFORMANCE OUTCOMES

N/A

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental:

There are no impacts to tribal, regional, county or city governments or any political subdivision of the state.

### Stakeholder response:

There are no to existing collective bargaining agreements, compensation or benefits.

### Legal or administrative mandates:

This proposal is not in response to litigation, an audit finding, executive order, or task force recommendations.

### Changes from current law:

There are no necessary changes to existing statutes, rules, or contracts.

### State workforce impacts:

There are no impacts to existing collective bargaining agreements, compensation, or benefits.

### State facilities impacts:

There are no impacts to facilities and workplace needs.

### Puget Sound recovery:


This request is not related to Puget Sound recovery efforts.

## OTHER SUPPORTING MATERIALS

N/A

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** B1 CSC Toll Collection Reappropriation  
**Budget period:** 2019-2021 (2020 Supplemental)  
**Budget level:** ML – Maintenance Level

**AGENCY RECOMMENDATION SUMMARY:** The Legislature authorized \$24.9 million in 2017-19 and \$3.0 million in 2019-21 for the Washington State Department of Transportation (WSDOT) to replace the existing tolling customer service center and back office systems. The Customer Service Toll Collection System project (project) has experienced delays in meeting scheduled deliverables. Based on the current project schedule, some deliverables were postponed to the 2019-21 biennium. Therefore, the department requests reappropriation of \$8.9 million of the approved project budget that is unspent from 2017-19 biennium to the 2019-21 biennium in order to align timing of contract payments with the project schedule.

**PROGRAM RECOMMENDATION SUMMARY:** The Legislature authorized \$24.9 million in 2017-19 and \$3.0 million in 2019-21 for the Washington State Department of Transportation (WSDOT) to replace the existing tolling customer service center and back office systems. The Customer Service Toll Collection System project (project) has experienced delays in meeting scheduled deliverables. Based on the current project schedule, some deliverables were postponed to the 2019-21 biennium. Therefore, the department requests reappropriation of \$8.9 million of the approved project budget that is unspent from 2017-19 biennium to the 2019-21 biennium in order to align timing of contract payments with the project schedule.

### Fiscal detail:

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
16J - SR 520 Corridor Acct State	3,682	0	0	0
511-1 Tacoma Narrows Toll - State	1,584	0	0	0
535-1 Alaskan Way Viaduct - State	2,077	0	0	0
595-1 I-405 and SR167 Express Toll Lanes Acct - State	1,583	0	0	0
<b>Total Expenditures</b>		<b>\$8,926</b>		<b>0</b>
<b>Biennial Totals</b>		<b>\$8,926</b>		<b>\$0</b>
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Personal Service Contracts	927	0	0	0
Goods and Services	7,999	0	0	0

### PACKAGE DESCRIPTION

The 2017 Legislature approved the Customer Service Toll Collection System project to replace the existing WSDOT tolling customer service center (CSC) and back office systems. The department and its vendors have made great progress and are working through the development process. The overall status of the project is at high-level risk, with low risk on scope and budget, but high-risk concerns in regards to project schedule.

## 2020 Supplemental Budget Decision Package

Although some of the work activities for the project were scheduled for delivery during the 2019-21 biennium, in July 2017, WSDOT requested the full project funding during the 2017-19 biennium to enable the department to enter into fully funded contracts with the selected vendors. The 2017-19 enacted budget authorized \$27.9 million for the project (Chapter 313, Laws of 2017, Section 209 (6)). Based on earlier updated version of delivery schedules, the 2019 Legislature reduced the budget amount for 2017-19 to \$24.9 million (Chapter 416, Laws of 2019, Section 806 (6)) and reappropriated \$3 million to the 2019-21 enacted budget (Chapter 416, Laws of 2019, Section 209 (3)).

Although the department is working closely with the vendors to address the schedule concerns and to recover schedule where feasible, according to the latest project technology budget submitted to Office of the Chief Information Officer (OCIO), the project will be completed in fiscal year 2020. Based on actual expenditures, approximately \$8.9 million project appropriation was not used during the 2017-19 biennium.

The department requests to reappropriate \$8.9 million to the 2019-21 biennium. This amount is the best estimate of the project-spending rate, based on information available as of August 2019. WSDOT will work closely with the Office of Financial Management and legislative partners to keep them informed if changes to this amount are necessary. This is a technical shift of approved funding between biennia and not an increase or change in total project costs.

### **What are the implications of not funding this proposal?**

The credit rating for the state may be adversely impacted if the department does not complete the project for the collection of toll revenue. This will likely increase the financing costs for all state public projects. The current back office is ten years old. Continuing to use an aging back office increases the risk of issues, which would affect the one million customer accounts supported by the system. Our customers have been anticipating the new features that will be introduced by the new back office, therefore to delay or halt implementation will increase customer frustration and decrease public trust. In addition, not implementing the new back office system would result in higher costs to the department, such as short-term lease extensions for customer centers and higher monthly vendor costs to keep staff on the project.

The department is under a financial obligation to bond investors, as the Legislature has directed that SR 99 tunnel toll revenues reimburse the Transportation Partnership Account for bonds in the amount up to \$200 million that support the Alaskan Way Viaduct replacement capital construction project. Completing the Back Office and Customer Service Toll Collection System project is essential to collect future toll revenues.

WSDOT is under contract with two new toll vendors to replace the existing tolling back office and customer service operations.

Additional contract negotiations and new costs are needed to extend our existing back office and customer service center vendor contract. Additionally, WSDOT will take a high financial risk with our two new back office and customer service vendors, which will compromise our credibility as an agency.

### **What alternatives did you explore and why was this option chosen?**

Based on the initial project delivery schedule, these project activities were planned to span two biennium, 2017-19 into 2019-21. The department's contract with the vendors reflects this delivery schedule; therefore, no alternatives were explored. This package seeks to align the budget with the timing of deliverable payouts.

# 2020 Supplemental Budget Decision Package

## ASSUMPTIONS AND CALCULATIONS

### Expansion or alteration of a current program or service

NA

### Detailed assumptions and calculations

Although the department is working closely with the vendors to address the higher risk concerns and to recover schedule where feasible, the reappropriation amount is based on the current project schedule. At this time, the department estimates \$8.9 million of project budget in 2017-19 biennium was unspent and needs to be reappropriated into the 2019-21 biennium.

This is a one-time reappropriation request. No further impact in 2021-23 biennium is anticipated.

The \$8.9 million reappropriation amount is shared by five toll facilities based on the previously approved cost-allocation methodology. Please see the allocation details below.

Fund	Facility	Share of Costs	Object	2019-21 Biennium		
				FY 2020	FY 2021	2019-21 Total
16J-1 SR 520	SR 520	41.26%	C	\$382,000		\$382,000
			E	\$3,300,000		\$3,300,000
			<b>Subtotal</b>	<b>\$3,682,000</b>		<b>\$3,682,000</b>
511-1 TNB	TNB	17.73%	C	\$164,000		\$164,000
			E	\$1,418,000		\$1,418,000
			<b>Subtotal</b>	<b>\$1,582,000</b>		<b>\$1,582,000</b>
535-1 AWW	SR 99 Tunnel	23.29%	C	\$217,000		\$217,000
			E	\$1,864,000		\$1,864,000
			<b>Subtotal</b>	<b>\$2,081,000</b>		<b>\$2,081,000</b>
595-1 I-405 and SR167	I-405	15.34%	C	\$142,000		\$142,000
			E	\$1,227,000		\$1,227,000
			<b>Subtotal</b>	<b>\$1,369,000</b>		<b>\$1,369,000</b>
	SR 167	2.38%	C	\$22,000		\$22,000
			E	\$190,000		\$190,000
			<b>Subtotal</b>	<b>\$212,000</b>		<b>\$212,000</b>
<b>Total</b>		<b>100.00%</b>		<b>\$8,926,000</b>	<b>\$0</b>	<b>\$8,926,000</b>
<i>Total Object C</i>				<i>\$927,000</i>		<i>\$927,000</i>
<i>Total Object E</i>				<i>\$7,999,000</i>		<i>\$7,999,000</i>

### Note:

The re-appropriation amount in 2019-21 biennium is based on CSC procurement project schedule (dated August 2019).

### Workforce assumptions

There are no impacts on workforce.



# 2020 Supplemental Budget Decision Package

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This request supports Governor's Results Washington goal areas for prosperous economy and efficient, effective, and accountable government. A healthy transportation network, which moves people and goods effectively, is critical to support a prosperous economy. With the improvement of fuel efficiency and more people choosing alternative commute modes (transit, bike, or walk), having a sustainable alternative transportation funding source (in addition to gas tax revenues) is important to ensure the major regional transportation facilities have the financial resources to be maintained, repaired, and improved. The new CSC system and operator are the main foundation for the department to collect toll revenues from the existing toll facilities and the planned future toll facilities.

In addition, the selection and implementation of the new CSC system and operator vendors provide the opportunity for the department to improve toll customer satisfaction and service reliability. As described under *Performance Outcomes*, enhanced self-service transactions and improved system capabilities will allow customer service representatives to provide faster and more efficient services, increase overall service reliability through automation, ensure fiscal responsibility through strong financial reporting and controls, and promote accountability through enhanced reporting and analysis.

### Performance outcomes

As mentioned in the original 2017-19 biennium N1 CSC Systems & Operator RFPs and 2019-21 B1 Customer Service Toll Collection System Reappropriation decision packages, the project aims to achieve following performance outcomes:

- Provide the opportunity to increase customer satisfaction for Toll Division customers through an enhanced customer website for self-service transactions and improved system capabilities, which will allow customer service representatives to provide faster and more efficient service to walk-in and telephone customers;
- Increase overall Toll Division service reliability through automation of many existing manual processes and through improved access to lane system and CSC information through a new Tolling Data Warehouse;
- Promote effective government through a next generation system which improves the efficiency and effectiveness of Toll Division operations while ensuring business continuity;
- Ensure fiscal responsibility through strong financial reporting and controls in the CSC back office system (BOS) design; and
- Promote accountability through enhanced availability to Toll Division information for management reporting and analysis.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

The Office of State Treasurer (OST) is a collateral connection, as toll revenue supports the debt payment obligations for bonds sold.

In addition, other state agencies that have been actively involved in the project development or implementation include:

- Office of Financial Management (OFM)
- Office of the Chief Information Officer (OCIO)
- Department of Licensing (DOL)
- Office of Administrative Hearings (OAH)
- Department of Enterprise Services (DES)

#### **Stakeholder response**

Besides supporting the projects' debt repayments, toll revenues also provide funding to maintain, repair, and improve the transportation corridors. The state transportation network and the people and business who rely on the network will be negatively impacted.

#### **Legal or administrative mandates**

NA

#### **Changes from current law**

NA

#### **State workforce impacts**

NA

#### **State facilities impacts**

NA

#### **Puget Sound recovery**

NA

### **OTHER SUPPORTING MATERIALS**

- 2017-19 Biennium Decision Package *N1 CSC Systems & Operator RFPs* (approved in 2018 Legislature Session)
- 2019-21 Biennium Decision Package *B1 Customer Service Toll Collection System Reappropriation* (approved in 2019 Legislature Session)

### **INFORMATION TECHNOLOGY (IT)**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☐ No, stop here. 

☒ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2017-19 Biennium Budget Decision Package

**Agency:** 405 Department of Transportation  
**Decision Package Code/Title:** G6 CSC Systems & Operator RFPs  
**Budget Period:** 2017-19 Regular Session  
**Budget Level:** PL – Performance Level  
**Program:** B – Toll Operations & Maintenance

### Agency Recommendation Summary Text:

The department is requesting funding to procure a new toll back office system. The existing customer service vendor was contracted in 2009 to provide hosted software ranging from customer account management to adjudication management and support for customer service center (CSC) activities. The system is considered the first generation in customer account management. The current contract expires June 30, 2018, which provides WSDOT the opportunity to improve its CSC operations and to implement a CSC system that is more flexible to the changing needs of the customer and an expanding toll program.

### Fiscal Summary:

Operating Expenditures	FY 2018	FY 2019	2017-19 Total	FY 2020	FY 2021
Washington State Department of Transportation (WSDOT) Total					
Fund 09F-1 HOT-State	202,354	465,455	667,809	0	0
Fund 16J-1 520-State	3,502,985	8,048,696	11,551,681	0	0
Fund 511-1 TNB-State	1,508,102	3,457,525	4,965,627	0	0
Fund 535-1 AWWV-State	1,972,801	4,546,728	6,519,529	0	0
Fund 595-1 I405-State	1,309,881	2,985,473	4,295,354	0	0
Total Cost	8,496,123	19,503,877	28,000,000	0	0
Staffing FTEs	7.0	8.0	7.4	0.0	0.0
Program B - Operating					
Fund 09F-1 HOT-State	202,354	465,455	667,809	0	0
Fund 16J-1 520-State	3,502,985	8,048,696	11,551,681	0	0
Fund 511-1 TNB-State	1,508,102	3,457,525	4,965,627	0	0
Fund 535-1 AWWV-State	1,972,801	4,546,728	6,519,529	0	0
Fund 595-1 I405-State	1,309,881	2,985,473	4,295,354	0	0
Total by Fund	8,496,123	19,503,877	28,000,000	0	0
Staffing FTEs	7.0	8.0	7.4	0.0	0.0

Object of Expenditure	FY 2018	FY 2019	2017-19 Total	FY 2020	FY 2021
A. Salaries and Wages	567,000	631,000	1,198,000	0	0
B. Employee Benefits	222,000	250,000	472,000	0	0
C. Professional Service Contracts	1,449,600	3,264,652	4,714,252	0	0
E. Goods and Services	6,257,523	15,358,225	21,615,748	0	0
Total Cost	8,496,123	19,503,877	28,000,000	0	0
Program B - Operating					
A. Salaries and Wages	567,000	631,000	1,198,000	0	0
B. Employee Benefits	222,000	250,000	472,000	0	0
C. Professional Service Contracts	1,449,600	3,264,652	4,714,252	0	0
E. Goods and Services	6,257,523	15,358,225	21,615,748	0	0
Total by Program	8,496,123	19,503,877	28,000,000	0	0

# 2020 Supplemental Budget Decision Package

## Attachment - Supporting Document

### Package Description

**Current problem:** The CSC back office system (BOS) manages the customer relationship and financial management aspects of WSDOT's Tolling Program and the Good To Go! toll payment program. The current system is approaching the end of its contract term. The existing contract with Electronic Transaction Consultant Corporation (ETCC) for CSC operations and the BOS was executed on December 22, 2009, with an initial contract termination date of June 30, 2014. The contract provisions allow the department to exercise options for two additional two-year extensions, or until June 30, 2018. WSDOT intends to negotiate an eighteen-month additional extension of this contract to mid-fiscal year 2020 to allow for sufficient time to design, develop and implement the new CSC BOS and transition a new CSC operator (through a separate toll CSC operator procurement also funded by this funding request).

The current CSC BOS lacks the flexibility to scale to meet expected changes in the department's tolling business model over the next several years. The incumbent toll CSC vendor was contracted to provide hosted software capable of account management, transponder inventory management, website administration, image reviews, adjudication management, pay-by-mail invoice generation and distribution, and collection oversight and accounting.

The current CSC BOS is considered the first generation in customer toll transactions processing for the department. With the potential integration of toll technology as an alternative payment method on the Washington State Ferries system, the use of the toll technology would be expanded into a second generation of toll transaction processing and customer relationship management. The current system would require significant modifications to support the second generation business requirements. These modifications would be highly complex, very costly and risky to implement.

The current BOS also has several key functional and technical limitations in terms of its support for the current Toll Division operations. The current BOS is comprised of several databases, including two critical databases that communicate with each other. Typically toll systems are designed for either prepaid revenue, or post-paid transactions which capture violators of the toll facility. When WSDOT procured the current system in 2009, none were available to handle both prepaid and post-paid (invoice type transaction) in a single database system. The department's current system design contains a modification of the toll system vendor's violation system, which is designed to support a post-paid transaction as an accounts receivable transaction, until and if, the customer did not pay the toll. If/when the toll is not paid, then the transaction would be treated as a violation.

However, over the past five years of operations, it has been determined this two database approach is a design flaw. Customers of WSDOT toll facilities may move between being prepaid and post-paid customers due to changes in account status. In addition, when a transaction moves from post-paid to the civil penalty phase, due to nonpayment, no customer account information is maintained, only the transaction information. Therefore, customers have been in situations in which they believed they paid all transactions, but due to the fact that a single customer account does not exist for post-paid transactions, outstanding transactions may exist. This is just one example of an older system design that is not appropriate for the current tolling concept of operations.

As documented in a Washington State Auditor's Office report released on May 4, 2016, the current CSC system has a number of other deficiencies including:

- Lack of a data warehouse or other similar system separate from the real-time transaction processing system, to perform analysis of tolling data;

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## Attachment - Supporting Document

- No collections module deployed within the system. The current vendor has a collections module within their software suite but this module was not deployed at WSDOT;
- Lack of automated system functionality to process write-offs based on predefined WSDOT business rules;
- Limited data entry controls; and
- Limited automated financial reconciliation capabilities.

**Solution to Current Problem:** The solution to the current business problem is procurement of a new CSC BOS. The new CSC system will provide the full functionality of the existing system, address key limitations with the existing system and support several key enhancements to program functionality including the concept of a single customer account for both prepaid and post-paid transactions. It will integrate with Washington State Ferries to allow *Good To Go!* to potentially be used as a payment option on Washington State Ferries.

WSDOT has identified two key aspects of BOS components:

- Operational BOS where the image review is performed, the trip is built, and the completed toll transaction is created; and
- Commercial BOS where the customer information is stored and customer relationship management and tolling related financial functions are performed.

This toll system architecture approach could combine the expertise and experiences of multiple system vendors into a forward-looking solution to meet the department's objectives.

The operational back office will validate toll transactions paid for with a transponder (prepaid transactions) and send these transactions to the commercial back office for posting to a customer account. If a toll transaction is not associated with a valid transponder, optical character recognition will be utilized in the lane. For those images that are not processed automatically, the operational back office shall have an image review system to identify the vehicle license plate for manual image review to be performed prior to sending the transaction to the commercial back office. The operational back office will assign the lowest possible dollar value (which currently is the transponder rate) to a transaction prior to sending the transaction to the commercial back office.

The operational back office will also include management reporting capabilities that will integrate data from the lane management systems at the toll facilities with information from the operational back office, commercial back office, and potentially other WSDOT management systems, such as the TRAINS financial system, for management reporting and analysis in support of the Tolling Program.

The commercial back office will perform the customer relationship management and financial management functions for the *Good To Go!* program. Functions in the commercial back office include:

- Account set-up,
- Account management and billing,
- Transponder order management and inventory management,
- Accounts receivable,
- Adjudication, and
- Financial reporting.

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## Attachment - Supporting Document

The commercial back office will include a robust collections module within the CSC BOS, as well as the capability for bi-directional integration with third party collections systems.

The commercial back office will also include an automated write-off module. This module will identify transactions meeting criteria for write-off for final review by department accounting staff through an electronic workflow system generation of the various journal entries which are required to allocate toll revenue to various fund accounts and further automation of the analysis processes used to establish the allowance for doubtful accounts. The commercial back office will be integrated with WSDOT's TRAINS financial system and act as the tolling subsystem for the department's financial management system. The new CSC BOS will also be designed to support future integration with the planned 'One Washington' statewide financial system. It will also integrate with the Office of State Treasurer, banks and other third party systems as required.

The commercial back office will be responsible for making any required adjustments to the value of a toll transaction established by the operational back office. An example of an adjustment is when a transaction is identified at a pay-by-mail rate based upon a license plate read, but when compared to customer account, it is determined the transaction is a pay-by-plate transaction with a lower toll rate requiring no toll bill to be sent.

Based on market research performed as part of our pre-implementation planning activities, the department expects that much of the functionality in the commercial back office will be configuration-based and potentially some extension of commercial off-the-shelf based software solutions found in enterprise resource planning (ERP) and/or customer relationship management (CRM) software solutions. The functionality in the operational back office, on the other hand, is likely to consist of more built for purpose functionality specific to the tolling industry.

For purposes of estimating the implementation and ongoing operational cost of the CSC BOS, the department has assumed the following elements to be in-scope:

- Licensing of a commercial off-the-shelf system and/or toll-industry specific software solutions;
- Systems integration services including:
  - Software configuration,
  - Design and development of required customizations,
  - Design and development of interfaces,
  - Design and development of data conversions including data migration support from the existing CSC BOS systems operator,
  - Planning and execution of testing including unit, system, user acceptance, security and performance testing,
  - Preparation of training materials, user documentation and technical documentation,
  - Delivery of user training in a train-the-trainer format,
  - Organizational change management advisory support to assist in preparing an organizational change management strategy/plan, and
  - Design, development and testing of Tolling data warehouse as an optional element.
- Establishment and ongoing management/operations of a development, production and disaster recovery environment (development and production will be in a vendor managed data center, while the disaster recovery environment will either be at a vendor data center, or a state managed site);
- Establishment and ongoing operations of the CSC telephony system including the interactive voice response system;

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- Provision of local area network, work stations and other peripherals (printers, credit card readers, magnetic ink character readers, etc.) for the CSC and all walk-in sites; and
- Ongoing support of the application system and all aspects of the technical environment including the telephony system, work stations and other peripherals at the CSC.

Out-of-scope items include the cost for transitioning to a new CSC, the associated facilities acquisition and build out cost, and the ongoing CSC operating cost.

## Narrative Justification and Impact

### What specific performance outcomes does the agency expect?

Tolling is in process of developing the Key Performance Indicators as part of the RFP requirements. However, the following are the proposed performance outcomes for the new CSC BOS:

- Provide the opportunity to increase customer satisfaction for WSDOT Toll Division customers through an enhanced customer website for self-service transactions and improved system capabilities which will allow customer service representatives to provide faster and more efficient service to walk-in and telephone customers;
- Increase overall WSDOT Toll Division service reliability through automation of many existing manual processes and through improved access to lane system and CSC information through a new Tolling Data Warehouse;
- Promote effective government through a next generation system which improves the efficiency and effectiveness of Toll Division operations while ensuring business continuity;
- Ensure fiscal responsibility through strong financial reporting and controls in the CSC BOS system design; and
- Promote accountability through enhanced availability to Toll Division information for management reporting and analysis.

### Performance Measure Detail

Tolling is still developing specific measurements, but in conjunction with WSDOT's Strategic Goal # 6 – Smart Technology: *Improve information system efficiency to users and enhance service delivery by expanding the use of technology.* The department has defined the following performance measures to evaluate project outcomes for the new CSC BOS:

- For current transaction volume, achieve a 10 percent reduction in CSC call volumes through improved website functionality to enable more customer self-service;
- For current operation facilities, achieve a 10 percent increase in the number of customer issues resolved in the first call to the CSC through enhanced tools available within the system for use by customer service representatives to analyze and resolve customer issues;
- Obtain a 15 percent increase in the amount of revenue collected from delinquent accounts through implementation of a more robust collections program;
- Increase the volume of tolls processed through the system and support implementation of additional toll facilities (State Route 99), without requiring additional customer service representatives;
- Increase the volume of tolls processed through the system and to implement additional toll facilities without requiring additional accounting staff to support Toll Division operations due to enhanced automation of a number of manual reconciliation activities and revenue allocation processes;

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- Improve the overall level of customer service as measured by customer satisfaction surveys and focus groups through:
  - Improved website functionality to enable more customer self-service,
  - Implementation of a single customer account concept, and
  - Enhanced tools available within the system for use by customer service representatives (CSR) to allow for resolving more issues on an initial phone call with a customer;
- Provide improved access to financial and other program information through enhanced management reporting capabilities;
- Provide greater flexibility for the system to scale to meet changing business needs through implementation of the CSC BOS based on a robust, highly configurable system design; and
- Provide for enhanced business continuity support through the implementation of a CSC BOS solution based on proven commercial off-the-shelf based solutions to the extent possible.

### **Identify important connections or impacts related to this proposal.**

The project is being managed by the department's Toll and Ferries divisions in partnership with multiple stakeholders. The Toll Division has the primary responsibility to plan, manage, and coordinate stakeholder communications, decision making, and produce analysis and recommendations.

### **Washington State Legislature**

The Toll Division is required to report to the legislature on a quarterly basis regarding the anticipation of, and preparation for, the CSC procurement.

### **Tolling Customers**

Users of toll facilities are directly impacted by the services and system performance to our customers.

### **WSDOT Steering Committee**

Several WSDOT stakeholder groups are represented on the WSDOT Steering Committee in order to ensure regular stakeholder input and oversight of the project. The following WSDOT and state agencies are represented:

- |   |                                     |
|---|-------------------------------------|
| • WSDOT Toll Division                     | • Department of Licensing           |
| • Washington State Ferries                | • Department of Enterprise Services |
| • WSDOT Accounting and Financial Services | • Office of Financial Management    |
| • WSDOT Budget and Financial Analysis     | • Office of Administrative Hearings |
| • WSDOT Information Technology            | • Office of the State Treasurer     |
| • WSDOT Contracts                         |                                     |

### **What alternatives were explored, and why was this alternative chosen?**

Tolling evaluated the feasibility of, and options for replacing, one or more existing state customer account systems for the most efficient implementation to meet the needs of the state. This is especially timely in light of the need to replace multiple customer account systems across transportation modes in the region. What is the best approach for the state in replacing the various customer account systems, namely the Toll Division and the Washington State Ferries? The evaluation was conducted in alignment with WSDOT's Strategic Goal 6 – Smart Technology: *Improve information system efficiency to users and enhance service delivery by expanding the use of technology.*



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Two alternative paths were identified to accomplish the delivery of a customer service center; alternative one addresses the immediate need of the state and alternative two addresses the potential for long range, regional integration.

Alternative path one addresses the state's current CSCs operation contracts within both the Toll Division and Washington State Ferries and has three options:

- 1) Toll Division moving forward with an RFP for both BOS and operator;
- 2) Toll Division and the Ferries integration either using Good To Go! as a payment type or through BOS integration; and
- 3) Toll Division to extend the current CSC contract for BOS and issuing an RFP for a new operator. The integration of the Toll and Ferries systems will be the first step in exploring the possibility of creating multi-modal systems.

### **What are the consequences of not funding this request?**

If the decision package is not funded, stakeholder expectation for service and performance improvements will not be attained.

The following are the key drivers which would be impacted if the decision package is not funded:

- Need to ensure WSDOT business continuity which is dependent upon vendor's providing the system for customer service and for performing customer service center operations;
- The quality of the customer service provided by the vendor;
- The ability of vendor's systems and operations plan to grow as new toll facilities are added. Four toll facilities are operational, and four more are to be added by fiscal year 2025 for a forecasted revenue collection of \$854 million by fiscal year 2029 for a total estimated revenue collection between fiscal year 2020 and fiscal year 2029 to \$3.106 billion;
- Term of existing vendor's contract is June 30, 2018;
- The ability to support toll operations through the 2020 decade; and,
- Ability to provide single-customer account for multiple transportation modes facilitating choice of travel.

### **Expenditure Calculations and Assumptions**

This package can be thought of in three distinct but related categories:

- Hosted vendor software solution for the CSC BOS (procured first).
- Vendor provided operation of the BOS (procured second and separately).
- State and contracted staff support of both procurements and implementation.

The assumptions for each category are described below.

**Hosted vendor software solution for the CSC BOS:** Costs for the CSC BOS vendor contract include software, software modification, hardware for the CSC—such as servers and hardware for the main hosted site and the disaster recovery site, data warehouse software, implementation and associated hardware, leasehold improvements to the CSC facility, procurement process for the CSC operator, transition of both vendors and data migration and legacy system operation for six months after system cut over. System implementation includes design, development, testing, and implementation and user acceptance. While WSDOT has prepared a detailed costing estimate to aid in developing this request, it is anticipated that the final procurement contract for this project will detail specific project milestones for payment rather than discrete system components. The total estimated for the CSC BOS system is \$19.4 million.

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**Vendor provided operation of the CSC BOS:** The main ongoing costs for the vendor operation of the CSC BOS is actually already assumed in the base Toll Division budget (assuming decision package BC Customer Service Center Vendor Operations and Maintenance is approved). However, as part of this package and this procurement effort, WSDOT anticipates making facilities improvements, funding to support a transition, and onboarding of a new CSC operator. Those costs total \$2.2 million.

**State and contracted staff support:** The procurement and successful implementation of a CSC BOS will be a multi-year project and is rated as a high risk project for the state. WSDOT and the Toll Division have determined that dedicating key staff and subject-matter experts is crucial to the project's success. Thus, eight FTEs and over 30,000 hours of consultant expertise, including contract quality assurance and independent verification and validation (IV&V) are included in the project budget. The eight state staff are fully backfilled and thus no offsetting savings are assumed in the program's base budget. The total cost estimate for the staff component of the project is \$6.4 million.

For purposes of estimating the implementation cost of the CSC BOS, WSDOT has assumed the following elements to be in-scope:

- Licensing of COTS and/or toll-industry specific software solutions;
- Systems integration services including:
  - Software configuration,
  - Design and development of required customizations,
  - Design and development of interfaces,
  - Design and development of data conversions including data migration support from the existing CSC BOS systems operator,
  - Planning and execution of testing including unit, system, user acceptance, security and performance testing,
  - Preparation of training materials, user documentation and technical documentation,
  - Delivery of user training in a train-the-trainer format,
  - Organizational change management advisory support to assist in preparing an organizational change management strategy/plan, and
  - Design, development and testing of Tolling data warehouse as an optional element;
- Establishment and ongoing management/operations of a development, production and disaster recovery environment (development and production will be in a vendor managed data center while the disaster recovery environment will either be at a vendor data center or a State managed site);
- Establishment and ongoing operations of the CSC telephony system including the interactive voice response system;
- Provision of local area network, work stations and other peripherals (printers, credit card readers, magnetic ink character readers, etc.) for the CSC and all walk-in sites; and
- Ongoing support of the application system and all aspects of the technical environment including the telephony system, work stations and other peripherals at the CSC.

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**WSDOT Staff assumptions:** The Tolling Division is requesting seven FTE's in fiscal year 2017 and eight in fiscal year 2018. The additional FTE in fiscal year 2018 is to support the transition of the CSC operations staff under the new operator contract. FTEs to backfill existing positions. This will enable the current (and more experienced) WSDOT staff to be dedicated to the system design, testing, implementation and go-live of the new customer service center. The following positions are proposed as part of the CSC RFP budget, are temporary for two years and will revert to previously held toll operations positions:

- Director of Systems and Engineering – this person will be the WSDOT project manager and responsible for delivery of the new BOS and on-boarding of new CSC operations vendor.
- Toll Systems Accounting Solutions Manager – currently this position is toll funded and is part of AFS. However, AFS has assigned this person to be fully dedicated to the system design, testing, implementation and cut over the old system to the new system. AFS will backfill current toll funded position with another person until the project is complete.
- Customer Service Center Manager – this person will be responsible for ensuring toll operation business are updated, designed, tested and implemented for the new BOS and represents the official user of the system. As with all positions, this position will be drawn from existing staff with the current position backfilled during system implementation.
- Customer Service Center Manager – this person will be responsible for ensuring the new operator of the call system onboards and trains staff accordingly. As with all positions, this position will be drawn from existing staff with the current position backfilled during system implementation.
- IT Specialist - currently this position is toll funded and is part of OIT. This person is to be fully dedicated to the system design, testing, implementation and cut over the old system to the new system. OIT will backfill current toll funded position with another person until the project is complete.
- Transportation Engineer – currently this position is toll funded. This person is to be fully dedicated to the system design, testing, implementation and cut over the old system to the new system. Tolling will backfill current toll funded position with another person until the project is complete.
- Contracts Specialist – currently this position is toll funded. This person is to be fully dedicated to the system design, testing, and implementation to ensure any and all contract issues are met during system and operator implementation. Tolling will backfill current toll funded position with another person until the project is complete.
- Auditor – currently this position is toll funded and in WSDOT Internal Audit Division. This person is to be fully dedicated to the system design, testing, implementation to ensure IV&V and quality assurance are met.

The following table details the budget assumption for the staff positions.

Costing - New CSC Contract (Systems and Operator)							
Category	Sub Task	Time (years)	FTE Base Hours/yr	Total Hours	Resources (#)	Rate (\$/hr or \$/yr)	
<b>A &amp; B</b>	Director of Systems and Engineering	2	2080	4160	1		147,204 \$
	Toll Systems Accounting Solutions Manager	2	2080	4160	1		90,645 \$
	CSC Manager	2	2080	4160	1		92,606 \$
	CSC Manager	1	2080	2080	1		92,606 \$
	IT Specialist	2	2080	4160	1		114,485 \$
	Transportation Engineer 4	2	2080	4160	1		112,063 \$
WSDOT	Contracts Specialist 3	2	2080	4160	1		98,673 \$
	Auditor WMS 02	2	2080	4160	1		130,526 \$
	Sub Total Staff and Benefits						

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**Personal Services Assumptions:** The following consultants have been identified to support WSDOT during the implementation of the CSC system and operator design, development, testing and implementation:

- General Toll Consultant (GTC) – services to include oversight of system design, development, testing, data migration, and implementation, for both the BOS and for the data warehouse. In addition, the GTC services to include CSC Operator RFP development, participation in solicitation, transition and go-live planning for the new CSC system, operator and facility.
- Expert Review Panel – services of the five-member industry expert review panel are for quarterly reviews to validate the implementation of the new BOS and CSC operator.
- Independent Verification and Validation (IV&V) – in accordance with the State Office of Chief Information Office risk assessment, this project qualifies as a level 3 risk and requires IV&V. The purpose of IV&V is to verify that user requirements are met alongside the design, development, testing and implementation of both the CSC system and the data warehouse.
- Quality Assurance – in accordance with the State Office of Chief Information Office, IT projects are to retain a quality assurance consultant to ensure the quality of the project meets WSDOT's requirements.

The following table identifies the budget assumptions used.

**Good and Services:** Goods and services make up the remainder of the budget request. The following table itemizes the proposed budget, but it should be noted that these are estimated costs and the final price will not be known until proposals are received and price is determined.

Activity	Estimated Price
CSCS Application Customization to include base modules, modifications, integrations, data migration (current and new vendor) plus contingency	\$16,158,042
Hardware to include equipment, licenses and maintenance for development server, main hosted site, disaster recovery site, customer service center, to include server, peripherals and CSR workstations	\$1,351,000
Delivery of data warehouse to include software, design, development, implementation, licenses and hardware	\$1,903,900
Leasehold improvement of new co-location site and walk-in center	\$325,000
Transition of current and old vendors	\$850,000
CSC new operator on-boarding	\$982,000
Total	\$21,569,942

Costing - New CSC Contract (Systems and Operator)								
Which costs and functions are one-time versus ongoing? What are the budget impacts in future biennials?								
Category	Task	Time (years)	FTE Base Hours/yr	Total Hours	Resource s (#)	Rate (\$/hr or \$/yr)	Total (\$)	20
	All costs are assumed to be one time. The annual recurring costs are identified in separate decision packages.							
C	GTC	2	1960	19600	10	170	3,332,000	\$ 1,3
	ERP	2	1000	2000		145	290,000	\$ 1
WSDOT	IV&V	2	1960	7840	2	130	1,019,200	\$ 5
	QA	2	1960	980	0.5	125	122,500	\$
Sub Total Personal Services							\$ 4,763,700	\$ 2,0

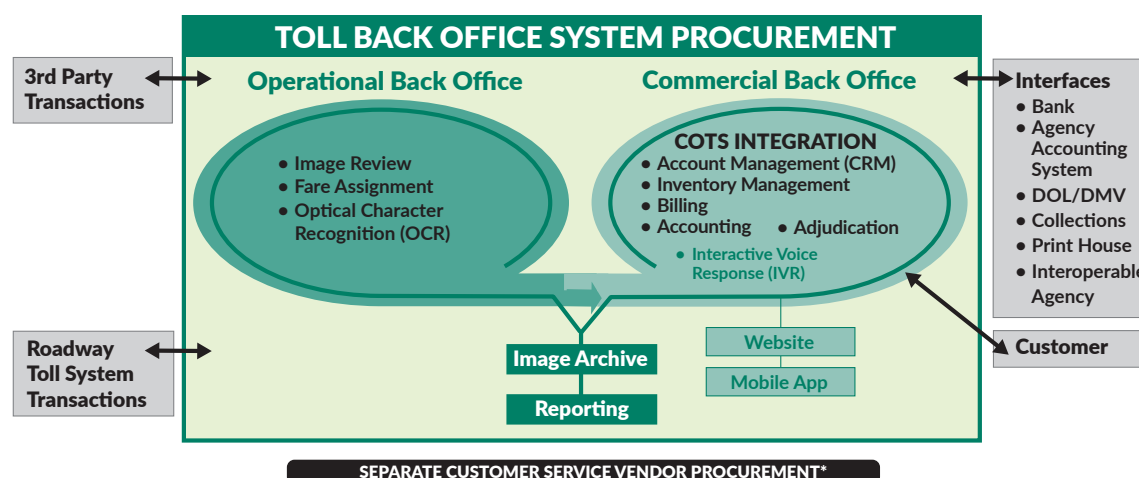
# WSDOT Toll Back Office System Replacement

## OVERVIEW

In December 2016, the Washington State Department of Transportation will issue a request for proposals (RFP) for a vendor to design, operate and maintain a toll back office system for its statewide *Good To Go!* program.

The toll back office system concept combines two distinct, yet integrated subsystems:

- The operational back office performs toll transaction management
- The commercial back office is planned to be an integrated enterprise resource planning (ERP) and customer relationship management (CRM) functions.



COTS = Commercial Off the Shelf DOL = Department of Licensing DMV = Department of Motor Vehicles

\* After the toll back office system contract is awarded, WSDOT will release a separate RFP for the *Good To Go!* customer service operations vendor (staffing for call center, mail processing, image review, etc.).

## KEY MILESTONES

<b>Sept. 2016</b>	Release Request for Qualifications
<b>Oct. 2016</b>	Release Draft RFP for Industry Comment
<b>Oct. 2016</b>	Announce Short-list of Pre-Qualified Proposers
<b>Dec. 2016</b>	Release RFP to Pre-Qualified list
<b>April 2017</b>	Final Proposals Due
<b>June 2017</b>	Announce Apparent

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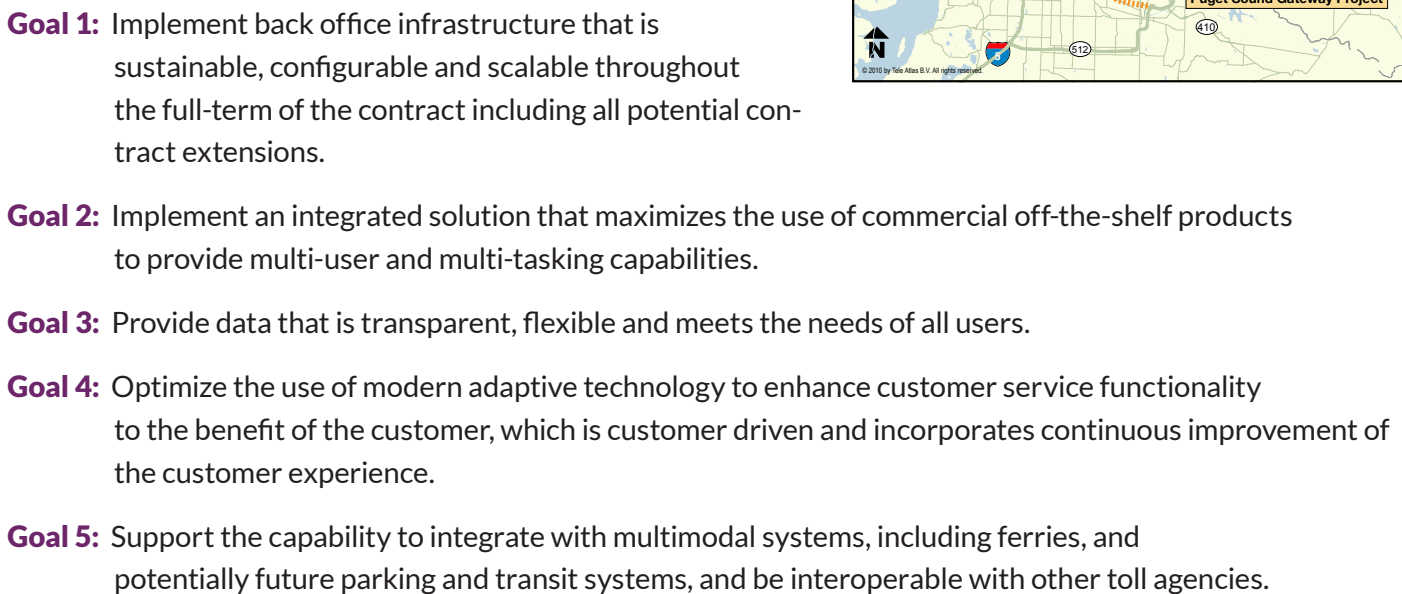
## Scope of toll back office system

- In fiscal year 2015 WSDOT processed 37.6 million toll transactions and \$138 million in revenue
- In the next 10 years, WSDOT projects to process 742 million toll transactions and \$2.3 billion in potential revenue
- Ability to integrate with Washington State Ferries to offer *Good To Go!* as an alternate payment method for ferry trips.
- Design, develop and test a tolling data warehouse as an optional element.
- WSDOT intends to maximize industry potential by encouraging partnering between tolling, financial and customer management integrators.
- WSDOT intends to maximize COTS integration into the commercial back office, while specifically avoiding a fully customized “in-house” double entry general ledger accounting solution.

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- Systems integration services including software, development and configuration customizations, interfaces, data conversions, testing, training, organizational change management.
- Establishment and ongoing management and operations of a development testing environment, production and disaster recovery environment.
- Establishment and ongoing operations of the customer service center telephone system including the interactive voice response system.
- Provision of local area network, work stations and other equipment for the customer service center and all customer walk-in offices.
- Ongoing support of the application system and all aspects of the technical environment including work stations and other equipment at the customer service center.



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Costing - New CSC Contract (Systems and Operator)											Systems		Operator		Total
Category2	Cost Center2	Task2	Sub Task2	Sub Task2	Time 2 (years)2	FTE Base Hours/yr2	Total 2 Hours2	Resource (#)2	Rate (\$/hr or \$/yr)2	Total (\$)	2018	2019	2018	20192	
A & B				Director of Systems and Engineering		2080	4160	1		\$ 294,408	\$ 110,403	\$ 110,403	\$ 36,801	\$ 36,801	
				Toll Systems Accounting Solutions Manager		2080	4160	1		\$ 181,290	\$ 67,984	\$ 67,984	\$ 2,661	\$ 661	
				CSC Manager		2080	4160	1		\$ 185,212	\$ 69,455	\$ 83,345	\$ 3,152	\$ 10,609	
				CSC Manager	1	2080	2080	1		\$ 92,606		\$ 3,152		\$ 69,455	
				IT Specialist		2080	4160	1		\$ 2 8,970	\$ 85,864	\$ 85,864	\$ 28,621	\$ 8,621	
				Transportation Engineer 4		2080	4160	1		\$ 2 4,126	\$ 84,047	\$ 84,047	\$ 28,016	\$ 8,016	
				Contracts Specialist 3		2080	4160	1		\$ 197,346	\$ 74,005	\$ 74,005	\$ 24,668	\$ 4,668	
				Auditor WMS 02		080	4160	1		\$ 261,052	\$ 97,895	\$ 97,895	\$ 32,632	\$ 32,632	
				Sub Total Staff and Benefits						\$ 1,665,010	\$ 589,652	\$ 626,694	\$ 196,551	\$ 53,462	\$ 1,666,358
C				GTC		1960	19600	10	170		\$ 1,332,800	\$ 1,332,800	\$ 333,200	\$ 333,200	
				ERP		1000	2000		145		\$ 108,750	\$ 108,750	\$ 36,250	\$ 36,250	
				IV&V		1960	7840		130		\$ 509,600	\$ 509,600			
			12 ,500	QA		1960	980	0.5	125	12 ,500	\$ 61,250	\$ 61,250			
				Sub Total Personal Services						\$ 4,763,700	\$ 2,012,400	\$ ,012,400	\$ 369,450	\$ 369,450	\$ 4,763,700
E															
				CSC Application Customization2											
	Vendor	System Development	CSC Application Customization	Modules (ERP: CRM, Cash Mgmt., GL, INV, AP, AR)		Per Module		62	300,000	1,800,000	\$ 900,000	\$ 900,000	\$ -	\$ -	
				Operational Back-Office		LS		12	3,000,000	3,000,000	\$ 1,500,000	\$ 1,500,000	\$ -	\$ -	
				System Integration (PM)	2.52	1960	4900	12	150	735,000	\$ 367,500	\$ 367,500	\$ -	\$ -	
				System Integration (Deputy PM)	2.52	1960	4900	12	150	735,000	\$ 367,500	\$ 367,500	\$ -	\$ -	
				System Integration (Functional Analysts)	2.52	1960	4900	2.52	150	1,837,500	\$ 918,750	\$ 918,750	\$ -	\$ -	
				System Integration (Tech Architect/DBA)	2.52	1960	4900	1.52	150	1,102,500	\$ 551,250	\$ 551,250	\$ -	\$ -	
				System Integration (Data Reporting)	2.52	1960	4900	12	150	735,000	\$ 367,500	\$ 367,500	\$ -	\$ -	
				System Integration (LS interface development hrs.)	2.52		4000	12	150	600,000	\$ 300,000	\$ 300,000	\$ -	\$ -	
				System Integration (Customizations)	2.52	1960	4900	32	150	2,205,000	\$ 1,102,500	\$ 1,102,500	\$ -	\$ -	
				Data Migration (Vendor)	1	2080	2080		150	624,000	\$ 312,000	\$ 312,000	\$ -	\$ -	
				Data Migration (ETCC)	1	2080	2080		25	936,000	\$ 468,000	\$ 468,000	\$ -	\$ -	
				Contingency						1,848,042	\$ 462,011	\$ 1,386,032	\$ -	\$ -	
				Subtotal CSC Application Customization						16,158,042	\$ 7,617,011	\$ 8,541,032	\$ -	\$ -	\$ 16,158,042
				Hardware (Development Server)2											
			Hardware	Development Setup (equipment & licenses)	12					100,000	\$ -	\$ 100,000			
				Maintenance and Support					40,000	80,000	\$ 40,000	\$ 40,000			
				Subtotal CSC Application Customization						180,000	\$ 40,000	\$ 140,000	\$ -	\$ -	\$ 180,000
				Hardware (Main Site)2											
			Hardware (Main Site)	E-commerce-Web Server	12	LS			100,000	100,000	\$ -	\$ 100,000			
				Voice/IVR Server	12	LS			75,000	75,000	\$ -	\$ 75,000			
				Database/Application Server	12	LS			150,000	150,000	\$ -	\$ 150,000			
				Business Intelligence/Reporting Server	12	LS			100,000	100,000	\$ -	\$ 100,000			
				Subtotal CSC Application Customization						425,000	\$ -	\$ 425,000	\$ -	\$ -	\$ 425,000
				Hardware (Disaster Recovery Site)2											
			Hardware (Disaster Recovery Site)	E-commerce-Web Server	12	LS			100,000	100,000	\$ -	\$ 100,000			
				Voice/IVR Server	12	LS			75,000	75,000	\$ -	\$ 75,000			
				Database/Application Server	12	LS			150,000	150,000	\$ -	\$ 150,000			
				Business Intelligence/Reporting Server	12	LS			100,000	100,000	\$ -	\$ 100,000			
				Subtotal CSC Application Customization						425,000	\$ -	\$ 425,000	\$ -	\$ -	\$ 425,000
				Hardware (Customer Service Center Site)2											
			Hardware (CSC Site)	Workstations (100)	12	800	170	units2	136,000	136,000	\$ -	\$ 136,000			
				Peripherals (Micro, CC, printer etc.)	12	LS			50,000	50,000	\$ -	\$ 50,000			
				Telephony	12	LS			125,000	125,000	\$ -	\$ 125,000			
				Dashboard	12			units2	10,000	10,000	\$ -	\$ 10,000			
				Subtotal CSC Application Customization						321,000	\$ -	\$ 321,000	\$ -	\$ -	\$ 321,000
				Data Warehouse Application Development2											
	Vendor	Application	Project Lead		0.752	1960	1470	12	180	264,600	\$ 88,200	\$ 176,400			
			Analyst Developer		0.752	1960	1470	12	150	20,500	\$ 73,500	\$ 147,000			
			Analyst Developer		0.752	1960	1960	12	150	294,000	\$ 98,000	\$ 196,000			
			DBA		0.752	1960	1470	0.52	180	132,300	\$ 44,100	\$ 88,200			
			Contingency							250,000	\$ 50,000				
				Subtotal CSC Application Customization						1,161,400	\$ 303,800	\$ 857,600	\$ -	\$ -	\$ 1,161,400
				Data Warehouse Database Licensee2											
			BI Tools	Software Licenses - 25 users		LS		12	300,000	300,000	\$ 50,000	\$ 50,000			
			Database Licenses	Licenses - 25 users				252	500	12,500	\$ -	\$ 12,500			
				Subtotal CSC Application Customization						312,500	\$ 50,000	\$ 62,500	\$ -	\$ -	\$ 312,500
				Hardware (Data Warehouse)2											
			Hardware	Development Server						100,000	\$ -	\$ 100,000			
				Production BI Environment						150,000	\$ 75,000	\$ 75,000			
				DR BI Environment						150,000	\$ -	\$ 150,000			
				Database Licenses	Server		LS		1	30,000	\$ 30,000	\$ -			
				Subtotal CSC Application Customization						430,000	\$ 105,000	\$ 325,000	\$ -	\$ -	\$ 430,000
				Facilities Leasehold Improvements2											
				Walk in center improvements	12				75,000	75,000				\$ 75,000	
				New location improvements for WSDOT co-location	1				250,000	250,000		\$ 125,000		\$ 125,000	
				Subtotal CSC Application Customization						325,000		125,000		200,000	\$ 325,000
				Transition2											
Systems	Old Vendor			Legacy System Operational 6 months	0.5				1,200,000	600,000		\$ 600,000			
	New Vendor			Miscellaneous (development bullpen)	1	LS			250,000	250,000		\$ 50,000			
				Subtotal CSC Application Customization						850,000		850,000			\$ 850,000
				CSC New Operator On Boarding2											
Systems				Design and testing of new back office system	1.52	1960	2940	32	100	882,000			\$ 441,000	\$ 441,000	
				Onboarding Transition Plan	12	LS			100,000	100,000			\$ 50,000	\$ 50,000	
				Subtotal CSC Application Customization						982,000			\$ 491,000	\$ 491,000	\$ 982,000



## Addendum for WSDOT 2017-19 Decision Package

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**Decision Package Code and Title:** CSC Systems & Operator RFPs

**Base Budget:** The proposal is an expansion of CSC request for proposal (RFP) procurement appropriation. Previous appropriation was provided for planning the scope of work, drafting the RFP and solicitation of the RFP. The 2017-19 request is to contract with the back office systems vendor, oversee the design, development, testing and implementation of the back office system. In addition, the operator of the back office will be procured and retained to aid in design of the system.

**What are other important connections or impacts related to this proposal?** Please complete the following table and provide detailed explanations or information below:

Impact(s) To:		Identify / Explanation
Regional/County impacts?	No	
Other local gov't impacts?	No	
Tribal gov't impacts?	No	
Other state agency impacts?	No	
Responds to specific task force, report, mandate, or exec order?	Yes	State Auditor's Office audit reports, legislative requests for increased customer service performance.
Does request contain a compensation change?	No	
Does request require a change to a collective bargaining agreement?	No	
Facility/workplace needs or impacts?	Yes	During the 2017-19 biennial budget year, WSDOT will discuss co-location with both system vendor and CSC vendor program management to ensure program delivery.
Capital Budget impacts?	No	



## 2020 Supplemental Budget Decision Package

Is change required to existing statutes, rules or contracts?	Yes	New contracts will be issued for two vendors, the system vendor and the CSC operator. In addition, as part of this project, the current CSC vendor will need an 18-month contract extension.
Is the request related to or a result of litigation?	No	
Is the request related to Puget Sound recovery?	No	
Identify other important connections		

**Please provide a detailed discussion of connections/impacts identified above.**

**Information technology:** Does this Decision Package include funding for any IT-related costs, including hardware, software, services (including cloud-based services), contracts or IT staff?

☐ No 

☒ Yes, continue to IT Addendum and follow the directions on the bottom of the addendum to meet requirements for OCIO review.)

## 2017-19 IT Addendum

### Part 1: Itemized IT Costs

Please itemize any IT-related costs, including hardware, software, services (including cloud-based services), contracts (including professional services, quality assurance, and independent verification and validation), or IT staff. Be as specific as you can. (See chapter 12.1 of the operating budget instructions for guidance on what counts as “IT-related costs”)

Information Technology items in this DP (insert rows as required)	FY 2018	FY 2019	FY 2020	FY 2021
CSC Application Customization	7,985,000	7,986,600	0,000	0,000
Hardware (Development server)	40,000	140,000	0,000	0,000
Hardware (Main Site)	0	425,000		
Hardware (Disaster Recovery site)	0	425,000		
Hardware (CSC Site)	0	425,000		
Data Warehouse Application Development	386,495	690,295		
Database licenses	50,000	292,500		
Hardware (Data Warehouse)	75,000	325,000		
<b>Total Cost</b>	<b>8,536,495</b>	<b>10,605,395</b>	<b>Enter Sum</b>	<b>Enter Sum</b>

### Part 2: Identifying IT Projects

If the investment proposed in the decision package is the development or acquisition of an IT project/system, or is an enhancement to or modification of an existing IT project/system, it will also be reviewed and ranked by the OCIO as required by RCW 43.88.092. The answers to the three questions below will help OFM and the OCIO determine whether this decision package is, or enhances/modifies, an IT project:

1. Does this decision package fund the development or acquisition of a new or enhanced software or hardware system or service? ☒ Yes ☐ No
2. Does this decision package fund the acquisition or enhancements of any agency data centers? (See [OCIO Policy 184](#) for definition.) ☐ Yes ☒ No
3. Does this decision package fund the continuation of a project that is, or will be, under OCIO oversight? (See [OCIO Policy 121](#).) ☐ Yes ☒ No

If you answered “yes” to any of these questions, you must complete a concept review with the OCIO before submitting your budget request. Refer to chapter 12.2 of the operating budget instructions for more information.

## **2020 Supplemental Budget Decision Package**

NOTE: WSDOT Tolling Division is working with OCIO and submitted a draft Investment Plan in May 2016.

It should also be noted the decision package is for the customer service center, which includes the operating system, E-commerce Web Server, Voice/IVR Server, Database/Application Server and Business Intelligence/Reporting Server. The back office system provider is asked to provide the back office system, telephony system and all peripherals associated with a customer call center.

# 2020 Supplemental Budget Decision Package

## Attachment - Supporting Document



## 2019-21 Biennium Budget Decision Package

**Agency:** 405 - Department of Transportation  
**Decision Package Code-Title:** B1 - CSC Toll Collection Reappropriation  
**Budget Session:** 2019-21 Regular  
**Budget Level:** Maintenance Level  
**Contact Info:** Amber Coulson  
(360) 705-7525 [CoulsoA@WSDOT.WA.GOV](mailto:CoulsoA@WSDOT.WA.GOV)

### Agency Recommendation Summary

The 2017 Legislature authorized \$27.9 million for the Washington State Department of Transportation (WSDOT) to replace the existing tolling customer service center and back office systems. Based on the current project schedule, the Customer Service Toll Collection System project (project) will have deliverables that span into the 2019-21 biennium. Therefore, the department requests a re-appropriation of \$3.0 million of the approved projected unspent project budget from 2017-19 biennium to the 2019-21 biennium in order to align timing of contract payments with the project schedule.

### Program Recommendation Summary

#### B00 - Toll Operations and Maintenance

The 2017 Legislature authorized \$27.9 million for the Washington State Department of Transportation (WSDOT) to replace the existing tolling customer service center and back office systems. Based on the current project schedule, the Customer Service Toll Collection System project (project) will have deliverables that span into the 2019-21 biennium. Therefore, the department requests a re-appropriation of \$3.0 million of the approved projected unspent project budget from 2017-19 biennium to the 2019-21 biennium in order to align timing of contract payments with the project schedule.

### Fiscal Summary

*Dollars in Thousands*

Operating Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund 09F - 1	\$71	\$0	\$0	\$0
Fund 16J - 1	\$1,238	\$0	\$0	\$0
Fund 511 - 1	\$532	\$0	\$0	\$0
Fund 535 - 1	\$699	\$0	\$0	\$0
Fund 595 - 1	\$460	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>		<b>\$3,000</b>		<b>\$0</b>
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Obj. C	\$320	\$0	\$0	\$0
Obj. E	\$2,680	\$0	\$0	\$0

### Package Description

With approval from the Legislature, the transition to replace the existing WSDOT tolling customer service center (CSC) and back office systems began in late 2016. Since then, the department has chosen the vendors and is working through the procurement process. The overall status of the project is at medium level risk, with low risk on scope and budget, but medium to high-risk concerns in regards to project schedule, quality management, human resource management, and communications.

Although some of the work activities for the project were originally scheduled for delivery during the 2019-21 biennium, in July 2017, WSDOT requested the full project funding during the 2017-19 biennium to enable the department to sign the contracts with the selected vendors within the approved budget amount. The 2017-19 enacted budget authorized \$27.9 million budget for the project ([Chapter 313, Laws of 2017, Section 209 \(6\)](#)).

# 2020 Supplemental Budget Decision Package

Although the department is working closely with the vendors to address the higher-risk concerns and to recover schedule where feasible, according to the latest project schedule dated May 2018, and submitted to Office of the Chief Information Officer (OCIO), Phase 2 (including Gate 4 and Gate 5) will be completed in fiscal year 2020. Therefore, at this time, the department estimates approximately \$3.0 million in project appropriation will not be used during the 2017-19 biennium. This estimate is subject to change based on how well the vendor adheres to the project schedule.

The department requests the re-appropriation of \$3.0 million to the 2019-21 biennium. This amount is the best estimate of the project spending rate, based on information available in August 2018. WSDOT will work closely with the Office of Financial Management and legislative partners to keep them informed if changes to this amount are necessary. This is a technical shift of approved funding between biennia and not an increase or change in total project costs.

## **What is the problem, opportunity or priority you are addressing with the request?**

No new purchase is planned. This is a technical shift of approved funding between biennia, and not an increase or change in total project costs.

## **What is your proposed solution?**

No new purchase is planned. This is a technical shift of approved funding between biennia, and not an increase or change in total project costs.

## **What alternatives were explored, and why was this alternative chosen?**

Since the department is already under contract with the two vendors and the approved project schedule spans both the 2017-19 and 2019-21 biennia, the department needs to align the budget with the timing of deliverable payouts. Therefore, no alternatives were explored.

This is a technical re-appropriation of a legislatively approved project budget. In addition to the legal obligation under the agreements, WSDOT is also under a financial obligation to bond investors, as the Legislature has directed that SR 99 tunnel toll revenues reimburse the Transportation Partnership Account for bonds in the amount up to \$200 million that support the Alaskan Way Viaduct replacement capital construction project. Completing the Customer Service Toll Collection System project is essential to collect future toll revenues.

## **Assumptions and Calculations**

### **Expansion or alteration of a current program or service:**

N/A

### **Detailed assumptions and calculations:**

Although the department is working closely with the vendors to address the higher risk concerns and to recover schedule where feasible, the re-appropriation amount is based on the current project schedule, which was submitted to OCIO in May 2018. At this time, the department anticipates \$3.0 million of project budget in 2017-19 biennium will be unspent and need to be re-appropriated into the 2019-21 biennium.

This is a one-time re-appropriation request. No further impact in 2021-23 biennium is anticipated.

The \$3.0 million re-appropriation amount is shared by five toll facilities based on the previously approved cost-allocation methodology. Please see the allocation details below.

### **Workforce Assumptions:**

There are no impacts on workforce.

## **Strategic and Performance Outcomes**

### **Strategic framework:**

This request supports Governor's Results Washington goal areas for prosperous economy and efficient, effective and accountable government. A healthy transportation network, to move people and goods effectively, is critical to support a prosperous economy. With the improvement of fuel efficiency and more people choosing alternative commute modes (transit, bike, or walk), having a sustainable alternative transportation funding source (in addition to gas tax revenues) is important to ensure the major regional transportation facilities have the financial resources to be maintained, repaired, or improved. The new CSC system and operator are the main foundation for the department to collect toll revenues from the existing toll facilities and the planned future toll facilities.

# 2020 Supplemental Budget Decision Package

In addition, the selection and implementation of the new CSC system and operator vendors provide the opportunity for the department to improve toll customer satisfaction and service reliability. As described under *Performance Outcomes*, enhanced self-service transactions and improved system capabilities will allow customer service representatives to provide faster and more efficient services, increase overall service reliability through automation, ensure fiscal responsibility through strong financial reporting and controls, and promote accountability through enhanced reporting and analysis.

## **Performance outcomes:**

As mentioned in the original 2017-19 biennium N1 CSC Systems & Operator RFPs decision package, the project aims to achieve following performance outcomes:

- Provide the opportunity to increase customer satisfaction for Toll Division customers through an enhanced customer website for self-service transactions and improved system capabilities which will allow customer service representatives to provide faster and more efficient service to walk-in and telephone customers;
- Increase overall Toll Division service reliability through automation of many existing manual processes and through improved access to lane system and CSC information through a new Tolling Data Warehouse;
- Promote effective government through a next generation system which improves the efficiency and effectiveness of Toll Division operations while ensuring business continuity;
- Ensure fiscal responsibility through strong financial reporting and controls in the CSC back office system (BOS) design; and

Promote accountability through enhanced availability to Toll Division information for management reporting and analysis.

## **Other Collateral Connections**

### **Intergovernmental:**

The Office of State Treasurer (OST) is a collateral connection, as toll revenue supports the debt payment obligations for bonds sold. The current CSC vendor does not have the system capacity to collect tolls from the newly added SR 99 facility.

In addition, other state agencies that have been actively involved in the project development or implementation include:

- Office of Financial Management (OFM)
- Office of the Chief Information Officer (OCIO)
- Department of Licensing (DOL)
- Office of Administrative Hearings (OAH)
- Department of Enterprise Services (DES)

### **Stakeholder response:**

Besides supporting the projects' debt repayments, toll revenues also provide funding to maintain, repair, or improve the transportation corridors. The state transportation network and the people and business who rely on the network will be negatively impacted.

The credit rating for the state may be adversely impacted if the department does not complete the project for the collection of toll revenue. This will likely increase the financing costs for all state public projects.

### **Legal or administrative mandates:**

N/A

### **Changes from current law:**

N/A

### **State workforce impacts:**

N/A

### **State facilities impacts:**

N/A

### **Puget Sound recovery:**

N/A

# 2020 Supplemental Budget Decision Package

## Agency Questions

**What is the problem, opportunity, or priority you are addressing with the request?**

Please see package description above.

**What is your proposed solution?**

Please see package description above.

**What are you purchasing and how does it solve the problem?**

Please see package description above.

**What alternatives did you explore and why was this option chosen?**

Please see package description above.

## Reference Documents

- B1- IT Addendum.docx
- B1-2017-19DP.pdf
- B1-CSC Procurement Re-appropriation Attachment 6-21-2018.pdf

## IT Addendum

**Does this Decision Package include funding for any IT-related costs, including hardware, software, (including cloud-based services), contracts or IT staff?**

Yes - B1- IT Addendum.docx

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** B3 SR 520 Insurance  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Hillary Badger, 360-705-7541  
badgerh@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The State Route (SR) 520 Bridge insurance costs have experienced increases in its annual premiums by a growing percentage in recent years. The department expects insurance costs will continue to increase due to a shift in market conditions for the insurance industry and the higher value of replacing the bridge – driven by increases in natural disasters; regional construction labor and materials costs; and higher business interruption costs due to higher traffic and revenue. This budget request aligns the program budget with anticipated annual insurance costs for the SR 520 Bridge.

**PROGRAM RECOMMENDATION SUMMARY:** The State Route (SR) 520 Bridge insurance costs have experienced increases in its annual premiums by a growing percentage in recent years. The department expects insurance costs will continue to increase due to a shift in market conditions for the insurance industry and the higher value of replacing the bridge – driven by increases in natural disasters; regional construction labor and materials costs; and higher business interruption costs due to higher traffic and revenue. This budget request aligns the program budget with anticipated annual insurance costs for the SR 520 Bridge.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 16J-1	287	797	797	797
<b>Total Expenditures</b>	<b>287</b>	<b>797</b>	<b>797</b>	<b>797</b>
<b>Biennial Totals</b>	<b>\$1,084</b>		<b>\$1,594</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	287	797	797	797

### PACKAGE DESCRIPTION

According to the Master Bond Resolution 1117, Section 7.07, the state is required to keep the SR 520 Bridge, its use, and operation insured at all times and in such amounts that are customary for similar facilities. The department evaluates the SR 520 Bridge insurance coverage options and insurance premiums annually. The actual total cost of insurance, including premium costs and DES Broker Fees attributed to the bridge, has increased by 11, 14, and 20 percent annually in recent years. The department will need additional spending authority to cover the increased costs of the SR 520 Bridge's insurance policy given the structure's importance to the local transportation network, along with the region's risk of natural disasters. Having coverage would lessen the financial burden on WSDOT in the case of an event, as well as, ensure repairs are quickly implemented and the interruptions to people and businesses are minimized.

The current policy covers approximately \$1.5 billion in bridge value with a \$10 million deductible. The fiscal year 2020 annual insurance premium for the SR 520 Bridge has increased by approximately \$548,000 to a total of \$3.3 million. The portion of the DES broker fee attributable to the bridge has also increased by about \$6,000 to a total of approximately \$61,000. Because of these two increases,



## 2020 Supplemental Budget Decision Package

the total cost of insurance has increased by approximately \$554,000 in fiscal year 2020. Assuming continuation of the average trend of insurance cost increases, the department estimates an additional \$1.1 million (rounded) is needed to cover the cost of the premiums during the 2019-21 biennium.

Maintaining insurance coverage for the bridge provides the department, bridge users, bond investors, and other stakeholders a level of confidence in the bridge's capacity to resume operations. Repairs to the transportation network may be implemented quicker and the business-interruption coverage will lessen the financial impact, as the policy will cover up to \$100 million of lost toll revenue due to suspended operations. This coverage provides assurance for continued coverage of debt payments.

### **What are the implications of not funding this proposal?**

Program outcomes: If this proposal is not funded, the increased insurance costs will place a heavy strain on the facility's budget, affecting other operating and maintenance activities. Per Master Bond Resolution 1117, Section 7.07, the State is legally required to maintain insurance for the facility and its operations.

### **What alternatives did you explore and why was this option chosen?**

According to the Master Bond Resolution 1117, Section 7.07, the State is required to keep the SR 520 Bridge and its use, and operation insured at ALL times and in such amounts that are customary for similar facilities. The department explored self-insurance and reducing coverage options, however, there were little to no savings, and both alternatives increased the State's risk in being able to quickly repair the bridge and resume normal operations.

In addition to the legally required insurance policy, the bridge's location in the region's transportation network make it pertinent to provide sufficient coverage to minimize risks and impacts. The department continually explores other alternatives such as reduction of coverage options, as applicable.

## **ASSUMPTIONS AND CALCULATIONS**

### **Expansion or alteration of a current program or service**

N/A

### **Detailed assumptions and calculations**

The need for additional appropriation authority is based on the fiscal year 2020 total insurance costs, as well as, an average increase of 15 percent that occurred between fiscal year 2017 and fiscal year 2020. The department assumes the insurance costs will not decrease in fiscal years 2022 and 2023. The increased costs reflect a shift in market conditions for the insurance industry and the higher value of replacing the bridge – driven by increases in natural disasters, regional construction labor and materials costs, and higher business interruption costs due to higher traffic and revenue.

Although the legislature provided an additional \$918,000 during the 2019 session to bring the current base budget for insurance on the SR 520 Bridge to \$6.2 million, another \$1.1 million will be necessary to cover projected insurance costs. A future decision package may be submitted to true-up the insurance costs, if necessary.

## 2020 Supplemental Budget Decision Package

### SR 520 Insurance Additional Funding Calculation

Last updated: 8/21/19

#### Insurance Cost <sup>1</sup>

Fiscal Year/ Biennium	Premium	DES Broker Fee <sup>2</sup>	Total Cost of Insurance	Dollar Increase	Percent Increase	Base Budget	Additional Need
2016	2,210,688	53,212	2,263,900	42,000			
2017	2,186,894	55,594	2,242,488	(21,412)			
<b>2015-17</b>	<b>\$4,397,582</b>	<b>\$108,806</b>	<b>\$4,506,388</b>				
2018	2,426,990	51,096	2,478,087	235,599	11%	2,634,000	(157,000)
2019	2,772,014	54,566	2,826,580	348,493	14%	2,634,000	193,000
<b>2017-19</b>	<b>\$5,199,004</b>	<b>\$105,662</b>	<b>\$5,304,666</b>			<b>\$5,268,000</b>	<b>\$36,000</b>
2020	3,320,404	60,615	3,381,019	554,439	20%	3,093,000	287,000
2021	3,809,437	80,457	3,889,893	508,875	15%	3,093,000	797,000
<b>2019-21</b>	<b>\$7,129,841</b>	<b>\$141,071</b>	<b>\$7,270,912</b>			<b>\$6,186,000</b>	<b>\$1,084,000</b>
2022	3,809,437	80,457	3,889,893	-	0%	3,093,000	797,000
2023	3,809,437	80,457	3,889,893	-	0%	3,093,000	797,000
<b>2021-23</b>	<b>\$7,618,873</b>	<b>\$160,914</b>	<b>\$7,779,787</b>			<b>\$6,186,000</b>	<b>\$1,594,000</b>

<sup>1</sup> The premium cost increase for fiscal year 2020 is based on the actual premium cost. The premium cost increase assumption for fiscal year 2021 is based on an average of the annual increases between fiscal years 2017 - 2020.

<sup>2</sup> The DES Broker Fee is a prorated portion of the amount DES charges WSDOT based on the amount of the premiums for the department. The broker fee beginning in fiscal year 2021 is estimated using an average cost of 2.1 percent of the premium, and is based on the average fee for SR 520 insurance between fiscal years 2016 - 2020.

#### Workforce assumptions

No workforce impacts are expected.

### STRATEGIC AND PERFORMANCE OUTCOMES

#### Strategic framework

This budget request supports the Governor's Results Washington priority of sustainable, efficient infrastructure, under both categories of reliable infrastructure and sustainable transportation. In terms of infrastructure, having insurance in place will contribute towards the goal of maintaining Washington infrastructure assets. In regards to transportation, insurance will provide for the repair or replacement of the bridge in the event the bridge is damaged. Maintaining the insurance coverage will also allow the department to service the debt of the existing bridge.

# 2020 Supplemental Budget Decision Package

## Performance outcomes

In providing coverage for the bridge, WSDOT will have less financial impact due to business interruption, users can reasonably expect the transportation network will be restored, and bond investors can be assured that the insurance policy will pay toward the bridge's debt during a period in which operations are suspended and revenue is not collected.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

N/A

### Stakeholder response

People and businesses in the Puget Sound region, the traveling public, as well as investors of the SR 520 Bridge are stakeholders. It is anticipated that these stakeholders would support full insurance coverage to assure that repairs against unanticipated events will have the funding to be performed, as well as providing confidence that the bonds used to finance the bridge would be repaid.

### Legal or administrative mandates

Section 7.07 of the Master Bond Resolution 1117 requires that the SR 520 Bridge be insured at all times and have coverage comparable to similar facilities. The corresponding page is attached to this Decision Package.

### Changes from current law

N/A

### State workforce impacts

N/A

### State facilities impacts

N/A

### Puget Sound recovery

N/A

## OTHER SUPPORTING MATERIALS

Section 7.07 of the Master Bond Resolution 1117 requires that the SR 520 Bridge be insured at all times and have coverage comparable to similar facilities. The corresponding page is attached to this Decision Package.

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

# 2020 Supplemental Budget Decision Package

ATTACHMENT EVIDENCE OF PROPERTY INSURANCE

**NAMED INSURED MEMBER(S):**

State of Washington - 520 Bridge

## 2020 Supplemental Budget Decision Package

<b>EVIDENCE OF PROPERTY INSURANCE</b>				ISSUE DATE (MM/DD/YY) 07/01/19	
THIS IS EVIDENCE THAT INSURANCE AS IDENTIFIED BELOW HAS BEEN ISSUED, IS IN FORCE, AND CONVEYS ALL THE RIGHTS AND PRIVILEGES AFFORDED UNDER THE POLICY.					
<b>PRODUCER</b>  ALLIANT INSURANCE SERVICES, INC. 1420 5TH AVENUE, SUITE 1500 SEATTLE, WA 98101  PH 206-962-2000 / FAX LICENSE NO. 0C36861 CODE SUB-CODE			<b>COMPANY</b>  VARIOUS PER ATTACHED SCHEDULE		
<b>INSURED</b>  ALLIANT PROPERTY INSURANCE PROGRAM (APIP)  STATE OF WASHINGTON - 520 BRIDGE 1500 JEFFERSON STREET SE OLYMPIA, WA 98504 1401		<b>EVIDENCE NUMBER</b> <div style="text-align: center;">APIP1920</div>		<b>POLICY NUMBER</b> <div style="text-align: center;">017471589/06 (Dec 13)</div>	
		EFFECTIVE DATE (MM/DD/YY)	EXPIRATION DATE (MM/DD/YY)	CONT. UNTIL TERMINATED IF CHECKED	<input type="checkbox"/>
		07/01/19	07/01/20		
THIS REPLACES PRIOR EVIDENCE DATED:					
<b>PROPERTY INFORMATION</b>					
LOCATION / DESCRIPTION  PENDING RECEIPT OF COMPANY POLICY(IES), THIS DOCUMENTATION IS PROVIDED AS EVIDENCE OF PROPERTY AND BOILER & MACHINERY INSURANCE COVERAGE FOR LOCATIONS ON FILE WITH ALLIANT INSURANCE SERVICES.					
<b>COVERAGE INFORMATION</b>					
COVERAGE / PERILS / FORMS / AMOUNT OF INSURANCE & DEDUCTIBLE					
"ALL RISK" OF DIRECT PHYSICAL LOSS OR DAMAGE AND ALL EXTENSIONS AND SUBLIMITS OF COVERAGE PER PEPIC MANUSCRIPT POLICY FORM. SUBJECT TO POLICY TERMS, CONDITIONS AND EXCLUSIONS.  LIMITS & DEDUCTIBLE ATTACHED FOR THE FOLLOWING: <div style="margin-top: 10px;"> <div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="border: 1px solid black; width: 30px; height: 30px; text-align: center; line-height: 30px; margin-right: 10px;">X</div> <div>PROPERTY COVERAGE</div> </div> <div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 30px; height: 30px; text-align: center; line-height: 30px; margin-right: 10px;">X</div> <div>BOILER &amp; MACHINERY COVERAGE</div> </div> </div>					
<b>REMARKS (INCLUDING SPECIAL CONDITIONS)</b>					
<b>CANCELLATION</b>					
SEE ATTACHED					
<b>ADDITIONAL INTEREST</b>					
<b>NAME AND ADDRESS</b>   <div style="text-align: center; padding-top: 20px;">EVIDENCE OF COVERAGE</div>		<b>NATURE OF INTEREST</b> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <input type="checkbox"/> MORTGAGEE         </div> <div style="text-align: center;"> <input type="checkbox"/> ADDITIONAL INSURED         </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="text-align: center;"> <input type="checkbox"/> LOSS PAYEE         </div> <div style="text-align: center;"> <input checked="" type="checkbox"/> (OTHER) EVIDENCE OF COVERAGE         </div> </div> <div style="margin-top: 10px;"> <b>SIGNATURE OF AUTHORIZED AGENT OF COMPANY</b>  </div>			

# 2020 Supplemental Budget Decision Package

## ALLIANT INSURANCE SERVICES, INC. ALLIANT PROPERTY INSURANCE PROGRAM (APIP) PROPERTY EVIDENCE ATTACHMENT

**TYPE OF INSURANCE:** ☒ Insurance ☐ Reinsurance

**NAMED INSURED:** State of Washington - 520 Bridge

**DECLARATION:** 13-States & Counties 2

**POLICY PERIOD:** July 1, 2019 to July 1, 2020

**POLICY NUMBER:** 017471589/06 (Dec 13)

**COMPANIES:** See Attached List of Companies

**TOTAL INSURED VALUES:** 1,492,278,737 as of June 27, 2019

**COVERAGES & LIMITS:**

- |    |             |   |
|----|-------------|---|
| \$ | 400,000,000 | Per Occurrence: all Perils, Coverages (subject to policy exclusions) and all Named Insureds (as defined in the policy) combined, per Declaration, regardless of the number of Named Insureds, coverages, extensions of coverage, or perils insured, subject to the following per occurrence and/or aggregate sub-limits as noted below.   |
| \$ | 100,000,000 | Flood Limit - Per Occurrence and in the Annual Aggregate (for those Named Insured(s) that purchase this optional dedicated coverage).   |
| \$ | 100,000,000 | Per Occurrence and in the Annual Aggregate for scheduled locations in Flood Zones A & V (inclusive of all 100 year exposures). This Sub-limit does not increase the specific flood limit of liability for those Named Insured(s) that purchase this optional dedicated coverage.  |
| \$ | 100,000,000 | Earthquake Shock - Per Occurrence and in the Annual Aggregate (for those Named Insured(s) that purchase this optional dedicated coverage).  |
| \$ | 100,000,000 | Combined Business Interruption, Rental Income and Tuition Income (and related fees). However, if specific values for such coverage have not been reported as part of the Named Insured's schedule of values held on file with Alliant Insurance Services, Inc., this sub-limit amount is limited to \$500,000 per Named Insured subject to maximum of \$2,500,000 Per Occurrence, Per Declaration for Business Interruption, Rental Income and Tuition Income combined. Coverage for power generating plants is excluded, unless otherwise specified. |
| \$ | 50,000,000  | Extra Expense.  |
| \$ | 25,000,000  | Miscellaneous Unnamed Locations for existing Named Insured's excluding Earthquake coverage for Alaska and California locations. If Flood coverage is purchased for scheduled locations, this extension will extend to include Flood coverage for any location not situated in Flood Zones A or V.   |

## 2020 Supplemental Budget Decision Package

### COVERAGES & LIMITS: (continued)

365 Days Extended Period of Indemnity

See Policy Provisions \$25,000,000 Automatic Acquisition up to \$100,000,000 or a Named Insured's Policy Limit of Liability if less than \$100,000,000 for 120 days excluding licensed vehicles for which a sub-limit of \$10,000,000 applies per policy Automatic Acquisition and Reporting Condition. Additionally a sub-limit of \$2,500,000 applies for Tier 1 Wind Counties, Parishes and Independent Cities for 60 days for the states of Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana, Texas and/or situated anywhere within the states of Florida and Hawaii. The peril of EQ is excluded for the states of Alaska and California. If Flood coverage is purchased for all scheduled locations, this extension will extend to include Flood coverage for any location not situated in Flood Zones A or V.

- \$ 1,000,000 Unscheduled Landscaping, tees, sand traps, greens, athletic fields and artificial turf and further subject to \$25,000 / 25 gallon maximum per item for existing Named Insureds excluding Earthquake coverage for Alaska and California locations. If Flood coverage is purchased for scheduled locations, this extension includes Flood coverage for any location not situated in Flood Zones A or V.
- \$ 5,000,000 or 110% of the scheduled values, whichever is greater for Scheduled Landscaping, tees, sand traps, greens, athletic fields and artificial turf and further subject to \$25,000 / 25 gallon maximum per item.
- \$ 50,000,000 Errors & Omissions - This extension does not increase any more specific limit stated elsewhere in this policy or Declarations.
- \$ 25,000,000 Course of Construction and Additions (including new) for projects with completed values not exceeding the sub-limit shown.
- \$ 2,500,000 Money & Securities for named perils only as referenced within the policy.
- \$ 2,500,000 Unscheduled Fine Arts.
- \$ 250,000 Accidental Contamination per occurrence and annual aggregate per Named Insured with \$500,000 annual aggregate for all Named Insureds per Declaration.
- \$ 750,000 Unscheduled infrastructure including but not limited to Tunnels, Bridges, Dams, Catwalks (except those not for public use), Roadways, Highways, Streets (including guardrails), Sidewalks (including guardrails), Culverts, Channels, Levees, Dikes, Berms, Embankments, Street Lights, Traffic Signals, Meters, Roadways or Highway Fencing, and all similar property unless a specific value has been declared. Unscheduled infrastructure coverage is excluded for the peril of Earthquake and excluded for Federal Emergency Management Agency (FEMA) and/or Office of Emergency Services (OES) declared disasters, providing said declaration provides funding for repairs.

## 2020 Supplemental Budget Decision Package

<b>COVERAGES &amp; LIMITS: (continued)</b>	\$	50,000,000	Increased Cost of Construction due to the enforcement of building codes/ ordinance or law (includes All Risk and Boiler & Machinery).
	\$	25,000,000	Transit.
	\$	2,500,000	Unscheduled Animals; not to exceed \$50,000 per Animal, per Occurrence.
	\$	2,500,000	Unscheduled Watercraft up to 27 feet.
		Not Covered	Per Occurrence for Off Premises Vehicle Physical Damage.
	\$	25,000,000	Off Premises Services Interruption including Extra Expense resulting from a covered peril at non-owned/operated locations.
	\$	5,000,000	Per Occurrence Per Named Insured subject to an Annual Aggregate of \$10,000,000 for Earthquake Shock on Licensed Vehicles, Unlicensed Vehicles, Contractor's Equipment and Fine Arts combined for all Named Insured(s) in this Declaration combined that do not purchase optional dedicated Earthquake Shock coverage, and/or where specific values for such items are not covered for optional dedicated Earthquake Shock coverage as part of the Named Insured's schedule of values held on file with Alliant Insurance Services, Inc..
	\$	5,000,000	Per Occurrence Per Named Insured subject to an Annual Aggregate of \$10,000,000 for Flood on Licensed Vehicles, Unlicensed Vehicles, Contractor's Equipment and Fine Arts combined for all Named Insured(s) in this Declaration combined that do not purchase optional dedicated Flood coverage, and/or where specific values for such items are not covered for optional dedicated Flood coverage as part of the Named Insured's schedule of values held on file with Alliant Insurance Services, Inc..
	\$	10,000,000	Contingent Business Interruption, Contingent Extra Expense, Contingent Rental Values and Contingent Tuition Income separately.
	\$	3,000,000	Tax Revenue Interruption – Per Policy Provisions. However, if specific values for such coverage have not been reported as part of the Named Insured's schedule of values held on file with Alliant Insurance Services, Inc., this sub-limit amount is limited to \$1,000,000 Per Occurrence – Per Policy Provisions.
	\$	500,000	Jewelry, Furs, Precious Metals and Precious Stones Separately.
	\$	1,000,000	Claims Preparation Expenses.
	\$	50,000,000	Expediting Expenses.
	\$	1,000,000	Personal Property Outside of the USA.
		Not Covered	Per Occurrence Per Declaration Upgrade to Green Coverage subject to the lesser of, the cost of upgrade, an additional 25% of the applicable limit of liability shown in the schedule of values or this sub limit.



## 2020 Supplemental Budget Decision Package

\$	500,000	Per Occurrence and Annual Aggregate per named insured for Communicable Disease subject to an APIP Program aggregate of \$10,000,000 for all declarations combined except Hospital declarations.
\$	100,000	Per Occurrence while in Storage and In Transit coverage subject to \$10,000 Deductible for Unmanned Aircraft as more fully defined in the Policy. Not Covered while in Flight.
\$	100,000	Per Occurrence with a \$1,000,000 Annual Aggregate per Declaration for Mold/Fungus Resultant Damage as more fully defined in the policy.

### VALUATION:

- Repair or Replacement Cost
- Actual Loss Sustained for Time Element Coverages
- Contractor's Equipment/Vehicles either Replacement Cost or Actual Cash Value as declared by each insured. If not declared, valuation will default to Actual Cash Value

### EXCLUSIONS

(Including but not limited to):

- Seepage & Contamination - *unless otherwise provided by the Pollution Liability Coverage per the Summary attached. If, insured purchases such coverage.*
- Cost of Clean-up for Pollution - *unless otherwise provided by the Pollution Liability Coverage per the Summary attached. If, insured purchases such coverage.*
- Mold - *as more fully described in the Master Policy Wording or otherwise provided when Pollution Liability Coverage is purchased, and as defined in the coverage Summary.*

**Deductibles: If two or more deductible amounts provided in the Declaration Page apply for a single occurrence the total to be deducted shall not exceed the largest per occurrence deductible amount applicable. (The Deductible amounts set forth below apply Per Occurrence unless indicated otherwise).**

### "ALL RISK"

#### DEDUCTIBLE:

\$	10,000,000	Per Occurrence, which will apply in the event a more specific deductible is not applicable to a loss.
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#### DEDUCTIBLES FOR SPECIFIC PERILS AND COVERAGES:

	\$10,000,000	Per Occurrence for Flood Zones A & V (inclusive of all 100 year exposures).
\$	10,000,000	All Flood Zones Per Occurrence excluding Flood Zones A & V.
\$	10,000,000	Earthquake Shock: If the stated deductible is a flat dollar amount, the deductible will apply on a Per Occurrence basis, unless otherwise stated. If the stated deductible is on a percentage basis, the deductible will apply Per Occurrence on a Per Unit basis, as defined in the policy form, subject to the minimum deductible per occurrence.
\$	1,000	Per Occurrence for Specially Trained Animals.

## 2020 Supplemental Budget Decision Package

**DEDUCTIBLES FOR  
SPECIFIC PERILS  
AND COVERAGES  
(continued):**

\$	500,000	Per Occurrence for Unscheduled infrastructure including but not limited to Tunnels, Bridges, Dams, Catwalks (except those not for public use), Roadways, Highways, Streets (including guardrails), Sidewalks (including guardrails), Culverts, Channels, Levees, Dikes, Berms, Embankments, Street Lights, Traffic Signals, Meters, Roadways or Highway Fencing, and all similar property unless a specific value has been declared. Unscheduled infrastructure coverage is excluded for the peril of Earthquake and excluded for Federal Emergency Management Agency (FEMA) and/or Office of Emergency Services (OES) declared disasters, providing said declaration provides funding for repairs.
\$	10,000	Per Vehicle or Item for Licensed Vehicles, Unlicensed Vehicles and Contractor's Equipment subject to \$100,000 Maximum Per Occurrence, Per Named Insured for the peril of Earthquake for Named Insured(s) who do not purchase dedicated Earthquake limits.
\$	50,000	Per Occurrence Per Named Insured for this Declaration for Fine Arts for the peril of Earthquake for Named Insured(s) who do not purchase dedicated Earthquake limits.
\$	10,000	Per Vehicle or Item for Licensed Vehicles, Unlicensed Vehicles and Contractor's Equipment subject to \$100,000 Maximum Per Occurrence, Per Named Insured for the peril of Flood for Named Insured(s) who do not purchase dedicated Flood limits.
\$	50,000	Per Occurrence Per Named Insured for this Declaration for Fine Arts for the peril of Flood for Named Insured(s) who do not purchase dedicated Flood limits.
	24 Hour	Waiting Period for Service Interruption for All Perils and Coverages.
	2.5%	of Annual Tax Revenue Value per Location for Tax Interruption.
	Not Covered	Per Occurrence for Off Premises Vehicle Physical Damage. If Off-Premises coverage is included/purchased, the stated deductible will apply to vehicle physical damage both on and off-premises on a Per Occurrence basis, unless otherwise stated. If Off-Premises coverage is not included, On-Premises/In-Yard coverage is subject to the All Risk (Basic) deductible.
	Not Covered	Per Occurrence for Contractor's Equipment.

**SPECIAL TERMS AND  
CONDITIONS:**

It is understood and agreed that notwithstanding anything contained herein to the contrary the following shall apply to this Policy:

Not Applicable

Not Applicable

Special Terms Limit

Not Applicable

Special Terms Deductible

## 2020 Supplemental Budget Decision Package

The following stand-alone coverages are provided by the APIP program but are not covered in the Limit of Liability or the Sub-Limits of Liability above or attached to the Master Policy Form Wording. Carriers providing these coverages are included in the Schedule of Carriers.

\$ 100,000,000	Per Named Insured Per Occurrence subject to \$200,000,000 Annual Aggregate of Declarations 1-14, 18-30 and 32-34 combined as respects Property Damage, Business Interruption, Rental Income and Extra Expense Combined for Terrorism (Primary Layer).
\$ 10,000,000	Per Occurrence Deductible for Primary Terrorism.
\$ 600,000,000	Per Named Insured for Terrorism (Excess Layer) subject to;
\$ 1,100,000,000	Per Occurrence, All Named Insureds combined in Declarations 1-14, 18-21, 23-30 and 32-34 for Terrorism (Excess Layer) subject to;
\$ 1,400,000,000	Annual Aggregate shared by all Named Insureds combined in Declarations 1-14, 18-21, 23-30 and 32-34, as respects Property Damage, Business Interruption, Rental Income and Extra Expense combined for Terrorism (Excess Layer).
\$ 500,000	Per Occurrence Deductible for Excess Terrorism (Applies only if the Primary Terrorism Limit is exhausted).
Not Covered	Information Security & Privacy Insurance with Electronic Media Liability Coverage. See attached Cyber Coverage Document for applicable Limits. (Cyber Liability) If, insured purchases such coverage.
Not Covered	Pollution Liability Insurance Coverage. See attached Pollution Liability Insurance Coverage Document for applicable limits and deductibles. If, insured purchases such coverage.

**TERMS & CONDITIONS:** 25% Minimum Earned Premium and cancellations subject to 10% penalty

Except Cyber Liability Premium is calculated on a pro-rata basis, unless there is a claim in which case the premium is deemed fully earned. If, insured purchases such coverage.

Except Pollution Liability Premium is 25% Earned at Inception, unless there is a claim in which premium is deemed fully earned. If, insured purchases such coverage.

**NOTICE OF CANCELLATION:** 90 days except 10 days for non-payment of premium

## 2020 Supplemental Budget Decision Package

**BROKER:** **ALLIANT INSURANCE SERVICES, INC.**  
**License No. 0C36861**

Deborah Bovee  
Senior Vice President

Brian A. White  
First Vice President

Conni Scott  
Account Manager.

***Coverage outlined in this Evidence Attachment is subject to the terms and conditions set forth in the policy. Please refer to policy for specific terms, conditions and exclusions.***

## 2020 Supplemental Budget Decision Package

### ALLIANT INSURANCE SERVICES, INC. ALLIANT PROPERTY INSURANCE PROGRAM (APIP) BOILER & MACHINERY EVIDENCE ATTACHMENT

<b>NAMED INSURED:</b>	State of Washington - 520 Bridge	
<b>DECLARATION:</b>	13-States & Counties 2	
<b>POLICY PERIOD:</b>	July 1, 2019 to July 1, 2020	
<b>POLICY NUMBER:</b>	017471589/06 (Dec 13)	
<b>COMPANIES:</b>	See Attached List of Companies	
<b>TOTAL INSURED VALUES:</b>	1,492,278,737 as of June 27, 2019	
<b>COVERAGES &amp; LIMITS:</b>	\$ 100,000,000	Boiler Explosion and Machinery Breakdown, (for those Named Insureds that purchase this optional dedicated coverage) as respects Combined Property Damage and Business Interruption/Extra Expense (Including Bond Revenue Interest Payments where Values Reported and excluding Business Interruption for power generating facilities unless otherwise specified). Limit includes loss adjustment agreement and electronic computer or electronic data processing equipment with the following sub-limits:
	Included	Jurisdictional and Inspections.
	\$ 10,000,000	Per Occurrence for Service/Utility/Off Premises Power Interruption.
	Included	Per Occurrence for Consequential Damage/Perishable Goods/Spoilage.
	\$ 10,000,000	Per Occurrence for Electronic Data Processing Media and Data Restoration.
	\$ 2,000,000	Per Occurrence, Per Named Insured and in the Annual Aggregate per Declaration for Earthquake Resultant Damage for Named Insureds who purchase Dedicated Earthquake Coverage.
	\$ 10,000,000	Per Occurrence for Hazardous Substances / Pollutants / Decontamination.
	Included	Per Occurrence for Machine or Apparatus used for Research, Diagnosis, Medication, Surgical, Therapeutic, Dental or Pathological Purposes.
<b>NEWLY ACQUIRED LOCATIONS:</b>	\$ 25,000,000	Automatic Acquisition for Boiler & Machinery values at newly acquired locations. Values greater than 25,000,000 or Power Generating Facilities must be reported within 120 days and must have prior underwriting approval prior to binding

## 2020 Supplemental Budget Decision Package

**VALUATION:** Repair or Replacement except Actual Loss sustained for all Time Element coverages

### EXCLUSIONS

**(Including but not limited to):**

- Testing
- Explosion, except for steam or centrifugal explosion
- Explosion of gas or unconsumed fuel from furnace of the boiler

### OBJECTS EXCLUDED:

**(Including but not limited to):**

- Insulating or refractory material
- Buried Vessels or Piping

### NOTICE OF

### CANCELLATION:

90 days except 10 days for non-payment of premium

### DEDUCTIBLES:

\$10,000,000 Except as shown for Specific Objects or Perils.

\$10,000,000 Electronic Data Processing Media.

\$10,000,000 Consequential Damage.

\$10,000,000 Objects over 200 hp, 1,000 KW/KVA/Amps or Boilers over 5,000 square feet of heating surface.

\$10,000,000 Objects over 350 hp, 2,500 KW/KVA/Amps or Boilers over 10,000 square feet of heating surface.

\$10,000,000 Objects over 500 hp, 5,000 KW/KVA/Amps or Boilers over 25,000 square feet of heating surface.

\$10,000,000 Objects over 750 hp, 10,000 KW/KVA/Amps or Boilers over 75,000 square feet of heating surface.

\$10,000,000 Objects over 25,000 hp, 25,000 KW/KVA/Amps or Boilers over 250,000 square feet of heating surface.

10 per foot / \$2,500 Minimum Deep Water Wells.

24 Hours Business Interruption/Extra Expense Except as noted below.

30 Days Business Interruption - Revenue Bond.

24 Hour Waiting Period Utility Interruption.

5 x 100% of Daily Value Business Interruption - All objects over 750 hp or 10,000 KW/KVA/Amps or 10,000 square feet heating surface.

5 x 100% of Daily Value Business interruption - All Objects at Waste Water Treatment Facilities and All Utilities.

## 2020 Supplemental Budget Decision Package

**BROKER:**

**ALLIANT INSURANCE SERVICES, INC.**  
**License No. 0C36861**

Deborah Bovee  
Senior Vice President

Brian A. White  
First Vice President

Conni Scott  
Account Manager.

***Coverage outlined in this Evidence Attachment is subject to the terms and conditions set forth in the policy. Please refer to policy for specific terms, conditions and exclusions.***

# 2020 Supplemental Budget Decision Package

## Disclosures / Disclaimers

This evidence of insurance is provided as a matter of convenience and information only. All information included in this evidence, including but not limited to personal and real property values, locations, operations, products, data, automobile schedules, financial data and loss experience, is based on facts and representations supplied to Alliant Insurance Services, Inc. by your organization. This evidence does not reflect any independent study or investigation by Alliant Insurance Services, Inc. or its agents and employees.

Please be advised that this evidence is also expressly conditioned on there being no material change in the risk between the date of this evidence and the inception date of the proposed policy (including the occurrence of any claim or notice of circumstances that may give rise to a claim under any policy which the policy being proposed is a renewal or replacement). In the event of such change of risk, the insurer may, at its sole discretion, modify, or withdraw this evidence, whether or not this offer has already been accepted.

This evidence is not confirmation of insurance and does not add to, extend, amend, change, or alter any coverage in any actual policy of insurance you may have. All existing policy terms, conditions, exclusions, and limitations apply. For specific information regarding your insurance coverage, please refer to the policy itself. Alliant Insurance Services, Inc. will not be liable for any claims arising from or related to information included in or omitted from this evidence of insurance.

Alliant embraces a policy of transparency with respect to its compensation from insurance transactions. Details on our compensation policy, including the types of income that Alliant may earn on a placement, are available on our website at [www.alliant.com](http://www.alliant.com). For a copy of our policy or for any inquiries regarding compensation issues pertaining to your account you may also contact us at: Alliant Insurance Services, Inc., Attention: General Counsel, 701 B Street, 6th Floor, San Diego, CA 92101.

Analyzing insurers' over-all performance and financial strength is a task that requires specialized skills and in-depth technical understanding of all aspects of insurance company finances and operations. Insurance brokerages such as Alliant Insurance typically rely upon rating agencies for this type of market analysis. Both A.M. Best and Standard and Poor's have been industry leaders in this area for many decades, utilizing a combination of quantitative and qualitative analysis of the information available in formulating their ratings.

A.M. Best has an extensive database of nearly 6,000 Life/Health, Property Casualty and International companies. You can visit them via this [AmBest Consumer Web link](http://www.AmBest.com). For additional information regarding insurer financial strength ratings visit Standard and Poor's website at [www.standardandpoors.com](http://www.standardandpoors.com).

Our goal is to procure insurance for you with underwriters possessing the financial strength to perform. Alliant does not, however, guarantee the solvency of any underwriters with which insurance or reinsurance is placed and maintains no responsibility for any loss or damage arising from the financial failure or insolvency of any insurer. We encourage you to review the publicly available information collected to enable you to make an informed decision to accept or reject a particular underwriter. To learn more about companies doing business in your state, visit the Department of Insurance website for that state.

## NY Regulation 194 and General Broker Compensation Disclosure

Alliant Insurance Services, Inc. is an insurance producer licensed by the State of New York and other States. Insurance producers are authorized by their license to confer with insurance purchasers about the benefits, terms and conditions of insurance contracts; to offer advice concerning the substantive benefits of particular insurance contracts; to sell insurance; and to obtain insurance for purchasers. The role of the producer in any particular transaction typically involves one or more of these activities.

Compensation will be paid to the producer, based on the insurance contract the producer sells. Depending on the insurer(s) and insurance contract(s) the purchaser selects, compensation will be paid by the insurer(s) selling the insurance contract or by another third party. Such compensation may vary depending on a number of factors, including



the insurance contract(s) and the insurer(s) the purchaser selects. In some cases, other factors such as the volume of business a producer provides to an insurer or the profitability of insurance contracts a producer provides to an insurer also may affect compensation.

The insurance purchaser may obtain information about compensation expected to be received by the producer based in whole or in part on the sale of insurance to the purchaser, and (if applicable) compensation expected to be received based in whole or in part on any alternative quotes presented to the purchaser by the producer, by requesting such information from the producer.

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## Other Disclosures / Disclaimers Cont.

### FATCA:

The Foreign Account Tax Compliance Act (FATCA) requires the notification of certain financial accounts to the United States Internal Revenue Service. Alliant does not provide tax advice so please contact your tax consultant for your obligation regarding FATCA.

### NRRA:

*(Applicable if the insurance company is non-admitted)*

The Non-Admitted and Reinsurance Reform Act (NRRA) went into effect on July 21, 2011. Accordingly, surplus lines tax rates and regulations are subject to change which could result in an increase or decrease of the total surplus lines taxes and/or fees owed on this placement. If a change is required, we will promptly notify you. Any additional taxes and/or fees must be promptly remitted to Alliant Insurance Services, Inc.

## Changes and Developments

It is important that we be advised of any changes in your operations, which may have a bearing on the validity and/or adequacy of your insurance. The types of changes that concern us include, but are not limited to, those listed below:

- Mergers and/or acquisition and any change in business ownership, including percentages.
- Any newly assumed contractual liability, granting of indemnities or hold harmless agreements.
- Any changes in existing premises including vacancy, whether temporary or permanent, alterations, demolition, etc. Also, any new premises either purchased, constructed or occupied
- Circumstances which may require an increased liability insurance limit.
- Any changes in fire or theft protection such as the installation of or disconnection of sprinkler systems, burglar alarms, etc. This includes any alterations to the system.
- Immediate notification of any changes to a scheduled of equipment, property, vehicles, electronic data processing, etc.
- Property of yours that is in transit, unless previously discussed and/or currently insured.

### Loss Notification Requirements:

Your policy will come with specific claim reporting requirements. Please make sure your organization understands these obligations and time limitations which are outlined in the attached Loss Notification documents. Contact your Alliant Service Team with any questions.

## LOSS NOTIFICATION REQUIREMENT

### ALLIANT PROPERTY INSURANCE PROGRAM (APIP)

Claim notifications need to be sent to Robert Frey, Diana Walizada and Sandra Doig. In the event this is a *Cyber* loss please include item III contact, for a *Pollution* loss please include item IV contact in addition to Alliant Insurance Services contacts.

- I. During regular business hours (between 8:30 AM and 5:00 PM PST), First Notice of Claim should be reported to Alliant Insurance Services via telephone, fax, mail or e-mail to our San Francisco Office:

Robert A. Frey, RPA  
Senior Vice President, Regional Claims Director  
Voice: (415) 403-1445 Cell: (415) 518-8490  
Email: [rfrey@alliant.com](mailto:rfrey@alliant.com)

Diana L. Walizada, AIC, CPIW, RPA, AINS  
Vice President, Claims Unit Manager  
Voice: (415) 403-1453  
Email: [dwalizada@alliant.com](mailto:dwalizada@alliant.com)

Address: Alliant Insurance Services, Inc.  
100 Pine St, 11<sup>th</sup> Floor  
San Francisco CA 94111  
Toll Free Voice: (877) 725-7695 Fax: (415) 403-1466

- II. Please be sure to include APIP's Claim Administrator as a CC on all Claims correspondence:

Sandra Doig  
McLaren's Global Claims Services  
1301 Dove St., Suite 200  
Newport Beach, CA 92660  
Voice: (949) 757-1413 Fax: (949) 757-1692  
Email: [sandra.doig@mclarens.com](mailto:sandra.doig@mclarens.com)

Address:

- III. Cyber Liability Carrier Beazley NY needs to also be provided with Notice of Claim immediately (if purchased):

Beth Diamond  
Beazley Group  
1270 Avenue of the America's, Suite 1200  
New York, NY 10020  
Fax: (546) 378-4039  
Email: [tmbclaims@beazley.com](mailto:tmbclaims@beazley.com)

Address:

Elaine G. Tizon, CISR  
Assistant Vice President, Claims Advocate  
100 Pine Street, 11<sup>th</sup> Floor  
San Francisco, CA 94111-5101  
Voice: (415) 403-1458 Fax: (415) 403-1466  
Email: [elaine.tizon@alliant.com](mailto:elaine.tizon@alliant.com)

Address:

- IV. Pollution Liability Carrier Allianz Global Corporate & Specialty (if purchased):

Allianz Global Corp. & Specialty Att: FNOL Claims Unit  
1 Progress Point Parkway, 2<sup>nd</sup> Floor  
O'Fallon, MO 63368  
In emergency call: (800) 558-1606  
Fax: (800) 323-6450  
Email: [NewLoss@agcs.allianz.com](mailto:NewLoss@agcs.allianz.com)

Address:

Akbar Sharif  
Claims Advocate  
1301 Dove St. Ste. 200  
Newport Beach, CA 92646  
Voice: (949) 260-5088 Fax: (415) 403-1466  
Email: [Akbar.Sharif@alliant.com](mailto:Akbar.Sharif@alliant.com)

Address:

Please include the Insured /JPA name along with the following information when reporting claims:

- Time, date and specific location of property damaged
- A description of the incident that caused the damage (such as fire, theft or water damage)
- Estimated amount of loss in dollars
- Contact person for claim including name, title, voice & fax numbers
- Complete and return the Property Loss Notice for processing.
- Mortgagee or Loss Payee name, address, and account number

IN THE EVENT OF A  
**PROPERTY LOSS:**

- 1) *Follow your organization procedures for reporting and responding to an incident*
- 2) *Alert local emergency authorities, as appropriate*
- 3) *Report the incident to Alliant Insurance Services immediately at:*

**877-725-7695**

**All property losses must be reported as soon as practicable upon knowledge within the risk management or finance division of the insured that a loss has occurred.**

Be prepared to give basic information about the location and nature of the incident, as well as steps which have been taken in response to the incident.

- 4) *Report the incident to McLarens Global Claims Services AND your Alliant representative*

## PROPERTY FIRST NOTICE OF LOSS FORM

SEND TO: Alliant Insurance Services, Inc.

BY MAIL: 100 Pine Street, 11<sup>th</sup> Floor, San Francisco, CA 94111

BY FAX: (415) 403-1466

BY EMAIL: [rfrey@alliant.com](mailto:rfrey@alliant.com) AND [dwalizada@alliant.com](mailto:dwalizada@alliant.com)

Carbon Copy APIP Claims Administrator: [sandra.doig@mclarens.com](mailto:sandra.doig@mclarens.com) and your Alliant representative

Today's Date: \_\_\_\_\_

Type of Claim: (check all that apply)

- |  |                                   |
|--|-----------------------------------|
| <input type="checkbox"/> Real Property     | <input type="checkbox"/> Vehicles |
| <input type="checkbox"/> Personal Property | <input type="checkbox"/> Other    |

### Insured's Name & Contact Information

Insured's Name: \_\_\_\_\_ Point of Contact: \_\_\_\_\_

Address: \_\_\_\_\_

Phone #: \_\_\_\_\_

### Broker/Agent's Name & Contact Information

Company Name: Alliant Insurance Services - Claims Point of Contact: Robert A. Frey & Diana L. Walizada

Address: 100 Pine Street, 11<sup>th</sup> Floor, San Francisco, CA 94111

Phone #: 1-877-725-7695

Fax #: 415-403-1466

### Policy Information

Policy Number: \_\_\_\_\_ Policy Period: \_\_\_\_\_

Limits of Liability: \_\_\_\_\_ per \_\_\_\_\_ agg Self-Insured Retention/Deductible: \_\_\_\_\_

### Loss Information

Date of Incident/Claim: \_\_\_\_\_ Location: \_\_\_\_\_

Description of Loss: \_\_\_\_\_

Please list all attached or enclosed documentation: ☐ (check if none provided) \_\_\_\_\_

Name of Person Completing This Form: \_\_\_\_\_

Signature: \_\_\_\_\_

## **2020 Supplemental Budget Decision Package**

**Per the PEPiP USA Form Master Policy Wording, Section IV General Conditions;**

### **J. NOTICE OF LOSS**

In the event of loss or damage insured against under this Policy, the Insured shall give notice thereof to ALLIANT INSURANCE SERVICES, INC., 100 Pine Street, 11th Floor, San Francisco, CA 94111-1073. TEL NO. (877) 725-7695, FAX NO. (415) 403-1466 of such loss. Such notice is to be made as soon as practicable upon knowledge within the risk management or finance division of the insured that a loss has occurred.

## IN THE EVENT OF A CYBER LOSS:

- 1) *Follow your organizations procedures for reporting and responding to an incident*
- 2) *Alert authorities, as appropriate*
- 3) *Report the incident to Beazley Group immediately at:*

[tmbclaims@beazley.com](mailto:tmbclaims@beazley.com)

**All Cyber losses must be reported as soon as practicable upon knowledge by the insured that a loss has occurred.**

Be prepared to give basic information about the location and nature of the incident, as well as steps which have been taken in response to the incident.

- 4) *Report the incident to Alliant Claims Department and your Alliant representative*

***SPECIAL NOTE REGARDING PRIVACY NOTIFICATION COSTS:***

The policy provides a \$500,000 Aggregate Limit for Privacy Notification Costs. If you utilize a Beazley vendor, the limit is increased to \$1,000,000.

Please contact Beazley for a list of approved vendors.

**CYBER FIRST NOTICE OF LOSS FORM**

**SEND TO:** Beazley Group

**BY MAIL:** 1270 Avenue of the America's, Suite 1200, New York, NY 10020

**BY FAX:** (546) 378-4039

**BY EMAIL:** [tmbclaims@beazley.com](mailto:tmbclaims@beazley.com)

**CC Alliant Claims Department:**

[elaine.tizon@alliant.com](mailto:elaine.tizon@alliant.com) , and your Alliant representative

**Today's Date:** \_\_\_\_\_

**Insured's Name & Contact Information**

**Insured's Name:** \_\_\_\_\_ **Point of Contact:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_

**Broker/Agent's Name & Contact Information**

**Company Name:** Alliant Insurance Services – Claims **Point of Contact:** Elaine Tizon

**Address:** 100 Pine Street, 11<sup>th</sup> Floor, San Francisco, CA 94111

**Phone #:** 877-725-7695 Fax #:415-403-1466

**Policy Information**

**Policy Number:** \_\_\_\_\_ **Policy Period:** \_\_\_\_\_

**Limits of Liability:** \_\_\_\_\_ **per** \_\_\_\_\_ **agg Self-Insured Retention/Deductible** \_\_\_\_\_

**Loss Information**

**Date of Incident/Claim:** \_\_\_\_\_ **Location:** \_\_\_\_\_

**Description of Loss:** \_\_\_\_\_

**Please list all attached or enclosed documentation:** ☐ (check if none provided) \_\_\_\_\_

**Name of Person Completing This Form:** \_\_\_\_\_

**Signature:** \_\_\_\_\_

## 2020 Supplemental Budget Decision Package

### A. NOTICE OF CLAIM, LOSS OR CIRCUMSTANCE THAT MIGHT LEAD TO A CLAIM

1. If any **Claim** is made against the **Insured**, the **Insured** shall, as soon as practicable upon knowledge by the **Insured**, forward to the Underwriters through persons named in Item 9.A. of the Declarations written notice of such **Claim** in the form of a telecopy, or express or certified mail together with every demand, notice, summons or other process received by the **Insured** or the **Insured's** representative; provided that with regard to coverage provided under Insuring Agreements I.A. and I.C., all **Claims** made against any **Insured** must be reported no later than the end of the **Policy Period**, in accordance with the requirements of the **Optional Extension Period** (if applicable), or within thirty (30) days after the expiration date of the **Policy Period** in the case of **Claims** first made against the Insured during the last thirty (30) days of the **Policy Period**.
2. With respect to Insuring Agreement I.B. for a legal obligation to comply with a **Breach Notice Law** because of an incident (or reasonably suspected incident) described in Insuring Clause I.A.1 or I.A.2, such incident or reasonably suspected incident must be reported as soon as practicable during the **Policy Period** after discovery by the Insured. For such incidents or suspected incidents discovered by the **Insured** within 60 days prior to expiration of the Policy, such incident shall be reported as soon as practicable, but in no event later than 60 days after the end the **Policy Period**, provided; if this Policy is renewed by Underwriters and covered **Privacy Notification Costs** are incurred because of such incident or suspected incident reported during the 60 day post **Policy Period** reporting period, then any subsequent **Claim** arising out of such incident or suspected incident is deemed to have been made during the **Policy Period**.
3. With respect to Insuring Agreements I.A. and I.C., if during the **Policy Period**, the **Insured** first becomes aware of any circumstance that could reasonably be the basis for a **Claim** it may give written notice to Underwriters in the form of a telecopy, or express or certified mail through persons named in Item 9.A. of the Declarations as soon as practicable during the **Policy Period** of:
  - a. the specific details of the act, error, omission, or **Security Breach** that could reasonably be the basis for a **Claim**;
  - b. the injury or damage which may result or has resulted from the circumstance; and
  - c. the facts by which the **Insured** first became aware of the act, error, omission or **Security Breach**

Any subsequent **Claim** made against the **Insured** arising out of such circumstance which is the subject of the written notice will be deemed to have been made at the time written notice complying with the above requirements was first given to the Underwriters.
4. A **Claim** or legal obligation under section X.A.1 or X.A.2 above shall be considered to be reported to the Underwriters when written notice is first received by Underwriters in the form of a telecopy, or express or certified mail or email through persons named in Item 9.A. of the Declarations of the **Claim** or legal obligation, or of an act, error, or omission, which could reasonably be expected to give rise to a **Claim** if provided in compliance with sub-paragraph X.A.3. above.



## ALLIANZ GLOBAL CORPORATE & SPECIALTY

IN THE EVENT OF AN

### ENVIRONMENTAL EMERGENCY:

- 1) *Follow your organization procedures for reporting and responding to an incident*
- 2) *Alert local emergency authorities, as appropriate*
- 3) *Report the incident immediately at:*

**800-558-1606**

- 4] *Report the incident to Alliant*

Akbar Sharif  
Claims Advocate  
949-260-5088  
415-403-1466 – fax  
[Akbar.Sharif@alliant.com](mailto:Akbar.Sharif@alliant.com)

Be prepared to give basic information about the location and nature of the incident, as well as steps which have been taken in response to the incident.

DO follow your organization's detailed response plan  
DO contact your management as well as appropriate authorities  
DO ensure anyone who could come in contact with a spill or release is kept away  
  
DO NOT ignore a potential spill or leak  
DO NOT attempt to respond beyond your level of training or certification

**SEND TO:** ALLIANZ GLOBAL CORPORATE & SPECIALTY

**BY MAIL:** Allianz Global Corporate & Specialty, Attn: FNOL Claims Unit, One Progress Point Parkway, 2<sup>nd</sup> Floor, O'Fallon, MO 63368

**BY FAX:** (888) 323-6450

**BY EMAIL:** [NewLoss@agcs.allianz.com](mailto:NewLoss@agcs.allianz.com)

**CC Alliant Insurance:** [Akbar.Sharif@alliant.com](mailto:Akbar.Sharif@alliant.com) and your Alliant Representative

**Today's Date:** \_\_\_\_\_

**Notice of: (check all that apply)**

- ☐ Pollution Incident                      ☐ Potential Claim                      ☐ Other \_\_\_\_\_  
☐ Third-Party Claim                      ☐ Litigation Initiated

**Insured's Name & Contact Information**

**Company Name:** \_\_\_\_\_ **Point of Contact:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Phone #:** \_\_\_\_\_

**Broker/Agent's Name & Contact Information**

**Company Name:** Alliant Insurance Services - Claims    **Point of Contact:** Akbar Sharif

**Address:** 1301 Dove St. Ste. 200 Newport Beach, CA 92660

**Phone #:** 1-949-260-5088

**Policy Information**

**Policy Number:** \_\_\_\_\_ **Policy Period:** \_\_\_\_\_

**Limits of Liability:** \_\_\_\_\_ per \_\_\_\_\_ agg Self-Insured Retention/Deductible \_\_\_\_\_

**Loss Information**

**Date of Incident/Claim:** \_\_\_\_\_ **Location:** \_\_\_\_\_

**Claimant Name/Address:** \_\_\_\_\_

**Description of Loss:** \_\_\_\_\_

\_\_\_\_\_

**Please list all attached or enclosed documentation:** ☐ (check if none provided) \_\_\_\_\_

\_\_\_\_\_

**Name of Person Completing This Form:** \_\_\_\_\_ **Signature:** \_\_\_\_\_

## VII. REPORTING AND COOPERATION

**A.** The “insured” must see to it that the Insurer receives written notice of any “claim” or “pollution condition”, as soon as practicable, at the address identified in Item 7.a. of the Declarations to this Policy. Notice should include reasonably detailed information as to:

1. The identity of the “insured”, including contact information for an appropriate person to contact regarding the handling of the “claim” or “pollution condition”;
2. The identity of the “covered location” or “covered operations”;
3. The nature of the “claim” or “pollution condition”; and
4. Any steps undertaken by the “insured” to respond to the “claim” or “pollution condition”. In the event of a “pollution condition”, the “insured” **must also take all reasonable measures to provide immediate verbal notice to the Insurer.**

**B.** The “insured” must:

1. As soon as practicable, send the Insurer copies of any demands, notices, summonses or legal papers received in connection with any “claim”;
2. Authorize the Insurer to obtain records and other information;
3. Cooperate with the Insurer in the investigation, settlement or defense of the “claim”;
4. Assist the Insurer, upon the Insurer’s request, in the enforcement of any right against any person or organization which may be liable to the “insured” because of “bodily injury”, “property damage”, “remediation costs” or “legal defense expense” to which this Policy may apply; and
5. Provide the Insurer with such information and cooperation as it may reasonably require.

**C.** No “insured” shall make or authorize an admission of liability or attempt to settle or otherwise dispose of any “claim” without the written consent of the Insurer. **Nor shall any “insured” retain any consultants or incur any “remediation costs” without the prior express written consent of the Insurer, except in the event of an “emergency response”. (Emergency Response coverage is limited to the first 7 days)**

**D.** Upon the discovery of a “pollution condition”, the “insured” shall make every attempt to mitigate any loss and comply with applicable “environmental law”. The Insurer shall have the right, but not the duty, to mitigate such “pollution conditions” if, in the sole judgment of the Insurer, the “insured” fails to take reasonable steps to do so. In that event, any “remediation costs” incurred by the Insurer shall be deemed incurred by the “insured”, and shall be subject to the “self-insured retention” and Limits of Liability identified in the Declarations to this Policy.

## APIP Pollution: Claim Reporting Fact Sheet

This page outlines the steps that should be taken BY YOUR ORGANIZATION, at the time of an environmental incident, to assure that the Pollution coverage offered with ACE through APIP is not jeopardized. We ask that you review this document and provide copies to all appropriate colleagues in advance of a possible incident.

Coverage under Pollution policies is dependent on specific compliance with claims and loss reporting; *especially* in the case of "Emergency Response" expenses that you may incur to address a pollution loss. For these "Emergency Response" expenses there is a strict seven (7) day window, following discovery of a "Pollution Condition" by the "Insured", after which reasonable expenses will not be reimbursed unless the carrier has given prior consent. It is **extremely important** pollution exposures be reported **immediately**; and clearly no later than seven (7) days.

Although we ask that you fully review your policy and all its' Terms and Conditions, we have highlighted some key sections of the ACE policy which address the **Emergency Response** issue and the reporting provisions:

**III. DEFENSE AND SETTLEMENT** C. The "insured" shall have the right and duty to retain a qualified environmental consultant to perform any investigation and/or remediation of any "pollution condition" covered pursuant to this Policy. The "insured" must receive the written consent of the Insurer prior to the selection and retention of such consultant, except in the event of an "emergency response". Any costs incurred prior to such consent shall not be covered pursuant to this Policy, or credited against the "self-insured retention", except in the event of an "emergency response".

### V. DEFINITIONS

**F. "Emergency response"** means actions taken and reasonable "remediation costs" 7 days following the discovery of a "pollution condition" by an "insured" in order to abate or respond to an imminent and substantial threat to human health or the environment arising out of such "pollution condition".

**T. "Pollution condition"** means: **2.** The discharge, dispersal, release, escape, migration, or seepage of any solid, liquid, gaseous or thermal irritant, contaminant, or pollutant, including smoke, soot, vapors, fumes, acids, alkalis, chemicals, hazardous substances, hazardous materials, or waste materials, on, in, into, or upon land and structures thereupon, the atmosphere, surface water, or groundwater.

**V. "Remediation costs"** means reasonable expenses incurred to investigate, quantify, monitor, mitigate, abate, remove, dispose, treat, neutralize, or immobilize "pollution conditions" to the extent required by "environmental law".

### VII. REPORTING AND COOPERATION

**A.** The "insured" must see to it that the Insurer receives written notice of any "claim" or "pollution condition", as soon as practicable, at the address identified in Item **7.a.** of the Declarations to this Policy. Notice should include reasonably detailed information as to: **1.** The identity of the "insured", including contact information for an appropriate person to contact regarding the handling of the "claim" or "pollution condition";

**B.** The "insured" must: **1.** As soon as practicable, send the Insurer copies of any demands, notices, summonses or legal papers received in connection with any "claim";

**C.** No "insured" shall make or authorize an admission of liability or attempt to settle or otherwise dispose of any "claim" without the written consent of the Insurer. Nor shall any "insured" retain any consultants or incur any "remediation costs" without the prior express written consent of the Insurer, except in the event of an "emergency response". (Emergency Response coverage is limited to the first 7 days)

**D.** Upon the discovery of a "pollution condition", the "insured" shall make every attempt to mitigate any loss and comply with applicable "environmental law". The Insurer shall have the right, but not the duty, to mitigate such "pollution conditions" if, in the sole judgment of the Insurer, the "insured" fails to take reasonable steps to do so. In that event, any "remediation costs" incurred by the Insurer shall be deemed incurred by the "insured", and shall be subject to the "self-insured retention" and Limits of Liability identified in the Declarations to this Policy.

The bottom line is if there is a Pollution event, please contact us **immediately** so that we can report the Incident and properly protect coverage for these unexpected events; please refer to the Claims Reporting form for proper contact information

## **SURPLUS LINES DISCLOSURE**

WASHINGTON

**This contract is registered and delivered as a surplus line coverage under the insurance code of the state of Washington, Title 48 RCW. It is not protected by any Washington state guaranty association law.**

Surplus Lines Broker Name/Initials: Alliant Specialty Insurance Services, Inc.

<b>Alliant Insurance Services Inc.</b> <b>1420 5th Avenue, Suite 1500 Seattle, WA 98101</b>
--

<b>NAMED INSURED:</b> State of Washington - 520 Bridge	<b>INVOICE DATE:</b> 06/28/2019 <b>CUSTOMER NUMBER:</b> STATOFW-08 <b>EFFECTIVE DATE:</b> July 1, 2019
---	--

INSURANCE CO: Various	INVOICE NUMBER: 1060848
POLICY NUMBER: 017471589/06 (Dec 13)	
<b>Total Property Premium:</b> <b>ABS Fee:</b> <b>Estimated SLT&amp;F's</b> <b>Broker Fee:</b>	\$ 3,186,066.00 \$ 50,184.00 \$ 67,262.12 \$ 0.00
<b>ALL RISK PROPERTY SUBTOTAL</b>	<b>\$ 3,303,512.12</b>

INSURANCE CO: Various	INVOICE NUMBER: 2060848
POLICY NUMBER: 017471589/06 (Dec 13)	
<b>EXCESS BOILER &amp; MACHINERY SUBTOTAL</b>	<b>\$ 16,892.00</b>

<b>TOTAL DUE AT THIS TIME</b>	<b>\$ 3,320,404.12</b>
-------------------------------	------------------------

*Total Due includes Premiums, Taxes and Fees where applicable. The Cyber Enhancement premium, should you have elected to purchase this coverage, is not included as part of this invoice.*

*Please return a copy of the invoice with your payment. Premiums are due and payable upon receipt of this invoice but no later than July 20, 2019. If payment is not received by the due date, policies may be subject to cancellation.*

*Alliant embraces a policy of transparency with respect to its compensation from insurance transactions. Details on our compensation policy, including the types of income that Alliant may earn on a placement, are available on our website at [www.alliant.com](http://www.alliant.com). For a copy of our policy or for any inquiries regarding compensation issues pertaining to your account you may also contact us at: Alliant Insurance Services, Attention: General Counsel, 701 B Street, 6th Floor, San Diego, CA 92101.*

# ***Important Notice of Remittance Payment Address***

We have implemented lockbox deposit services with our Bank. Please use this new address to avoid delays in processing your payments.

**Effective Immediately, please mail all future checks along with your remittance detail invoice to the following:**

## **Standard Mail Remittance Address:**

Alliant Insurance Services, Inc. – NPB Main  
P.O. Box 8473  
Pasadena, Ca 91109-8473

## **Overnight/Courier Remittance Address:**

Alliant Insurance Services, Inc. – Lockbox # 8473 – NPB Main  
Comerica Bank  
5th Floor  
2321 Rosecrans Avenue  
El Segundo, CA 90245

**STATE FINANCE COMMITTEE**

**OLYMPIA, WASHINGTON**

**RESOLUTION NO. 1117**

A RESOLUTION OF THE STATE FINANCE COMMITTEE OF THE STATE OF WASHINGTON PROVIDING FOR THE ISSUANCE OF BONDS OF THE STATE FOR THE PURPOSE OF PROVIDING FUNDS TO PAY AND REIMBURSE STATE EXPENDITURES FOR ELIGIBLE TOLL FACILITIES IDENTIFIED IN THE BOND ACT; PROVIDING FOR CERTAIN TERMS AND COVENANTS OF THE BONDS; PROVIDING FOR CERTAIN OTHER PROVISIONS SAFEGUARDING THE PAYMENT OF PRINCIPAL OF AND INTEREST ON THE BONDS; AND AUTHORIZING AND DIRECTING THE SALE OF THE BONDS IN ONE OR MORE SALES.

ADOPTED: SEPTEMBER 29, 2011



## **2020 Supplemental Budget Decision Package**

### **Section 7.07 Insurance**

The State covenants that it will keep the System and its use and operation thereof insured (including through self-insurance pool insurance) at all times in such amounts, subject to such exceptions and deductibles and against such risks, as are customary for similar facilities, including business interruption insurance. All insurance policies shall be carried with a responsible insurance company or companies authorized to do business in the State or shall be provided under a self-insurance program; any self-insurance program shall be actuarially sound in the written opinion of an accredited actuary, which opinion shall be filed with WSDOT at least annually. At any time and from time to time, the State may elect to terminate self-insurance of a given type. Upon making such election, the State shall obtain and maintain comparable commercial insurance.

The State covenants that it will take actions as it deems necessary to demand, collect and sue for any proceeds that may become due and payable to it under any insurance policy. To the extent that the State receives insurance payments under a business interruption insurance policy, those amounts shall be deposited into the Toll Facilities Account. To the extent that the State receives liquidated damages for delayed completion under a construction contract relating to the acquisition or construction of a Project, those amounts shall be deposited into the Toll Facilities Account.

### **Section 7.08 Damage or Destruction**

Immediately after any damage to or destruction of any part of the System that materially adversely affect the Toll Revenue, the State will promptly cause the repair, reconstruction or replacement of the damaged or destroyed property or to otherwise ameliorate the adverse impact on Toll Revenue; provided, however, nothing in this Section shall require the State to expend, for that repair, reconstruction or replacement, amounts other than Toll Revenue, insurance proceeds and Bond proceeds available therefor, and any other funds available for those purposes under this Master Resolution.

### **Section 7.09 Financial Records and Statements**

The State covenants that it will maintain books and accounts reflecting the operations of the System separately from other accounts, in accordance with Accounting Principles. The books and records of the System may form a part of the books and records of the State but shall be maintained as separate accounts. The State shall maintain accurate records showing all collections of Tolls and Motor Vehicle Fuel Taxes levied pursuant to Chapters 82.36 and 82.38 RCW and all payments made into and out of the Toll Facilities Account and the Toll Facility Bond Retirement Account, and those records shall be made available for inspection at any reasonable time by the Holders of any of the Outstanding Bonds.

In addition, the State covenants that as soon as practicable, but in no event more than one hundred fifty (150) days after the last day of each Fiscal Year, beginning with the Fiscal Year ending June 30, 2012, it will prepare or cause to be prepared a financial report of the results of operations of the System for that Fiscal Year (all or a portion of which may be part of the State's comprehensive annual financial report) in accordance with Accounting Principles, containing

# 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** B4 Toll Goods & Services O&M Increase  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Info:** Stacey Halverstadt, 360-705-7544  
halvers@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** Preliminary analysis of historical trends and offering Pay As You Go account option in 2020 without the \$30 deposit requirement indicates the toll credit card fees are expected to increase in the 2019-21 biennium by \$984,000 compared to November 2018 forecast. Spending authority is requested to align budget with the anticipated toll credit card cost increases. Ideally, if there were significant shifts in forecasted traffic, transactions, or cost-to-collect assumptions, a revision to these assumptions and/or estimates would be made as future 2019-21 supplemental budgets are developed by the Governor and the Legislature.

**PROGRAM RECOMMENDATION SUMMARY:** Preliminary analysis of historical trends and offering Pay As You Go account option in 2020 without the \$30 deposit requirement indicates the toll credit card fees are expected to increase in the 2019-21 biennium by \$984,000 compared to November 2018 forecast. Spending authority is requested to align budget with the anticipated toll credit card cost increases. Ideally, if there were significant shifts in forecasted traffic, transactions, or cost-to-collect assumptions, a revision to these assumptions and/or estimates would be made as future 2019-21 supplemental budgets are developed by the Governor and the Legislature.

## Fiscal detail:

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
16J-1 SR 520 Corridor Acct - State	212	213	224	226
511-1 Tacoma Narrows Toll - State	192	189	197	194
595-1 I-405 and SR 167 Express Toll Lane - State	88	90	97	99
<b>Total Expenditures</b>	<b>492</b>	<b>492</b>	<b>518</b>	<b>519</b>
<b>Biennial Totals</b>	<b>\$984</b>		<b>\$1,037</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	492	492	518	519

## PACKAGE DESCRIPTION

### Credit card cost increase due to higher toll revenues

As regional population and employment continue to grow, more vehicles are using toll facilities. Assuming the cost to collect each individual toll transaction stays the same, the increase in number of transactions or volume of vehicles using the toll facilities will drive the cost of collecting upward. This is because as each transaction brings in additional revenue, it also adds an additional cost to collect the revenue. Credit card fees are directly associated with the amount of revenue collected and the number of toll transactions processed.

Based on the actual toll revenue performance in fiscal year 2019, the toll revenue forecast update in November 2019 Transportation Revenue Council Forecast (TRFC) is likely to be higher than the forecast adopted at November 2018 TRFC. Assuming the rate of credit card usage stays the same, the revenue increase will lead to higher credit card fees.

## 2020 Supplemental Budget Decision Package

### **Credit card cost increase due to higher credit card rate**

During 2019 Session, Legislature approved agency Decision Package B6, Toll Goods and Services O&M Increase. In that decision package, the department estimates the credit card rate will be increased to 2.4 percent due to the improved credit card security function with the new Customer Service Center (CSC) system (expected to go live before February 2020).

In addition to the improvements of credit card data security, the new CSC system will enable the department to introduce Pay As You Go account, which also has impacts on credit card costs.

Pay As You Go is a *Good-to-Go!* (GTG) Account without the deposit requirement; the department will run credit card auto replenishment twice per month to get payments for all unpaid trips. Having a GTG account is the most efficient toll payment method; it lowers the toll rate for the toll payers and reduces the collection costs. Currently toll payers have to pay at least \$30 deposit into the account; this deposit requirement adds the financial burden for toll-exempt users (such as transit, carpoolers, or motorcyclist), low-income customers, or infrequent toll facility users. Providing the pay-as-you-go option will improve the customer experience, and may encourage more people to open GTG Account. However, the higher frequency of credit card usage will also increase the credit card rate.

The Washington State Department of Transportation (WSDOT) estimates the credit card rate will be increased by another 0.2 percent with the Pay As You Go option, resulting in a 2.6 percent credit card rate for 2019-21 biennium. The department will re-evaluate the credit card rate in future biennia when actual data become available and requests adjustments to align budget with the appropriate credit card cost estimates.

Credit card auto replenishment is the default payment method for GTG Account users. It is the most efficient method to ensure the quick collection of toll revenues. Credit card fees are the price the department pays for an efficient, convenient, and secure revenue collection process. When customers choose to pay their toll bill with a credit card, the department must pay the credit card vendor fees. Therefore not funding this proposal would require the department to reduce expenditures in areas such as customer services provided to the toll customers.

The department did not explore alternatives as these costs are driven by toll-traffic transactions and other factors not at the discretion of the agency (credit card fees). As the toll facility traffic increases, as has been experienced and is forecasted for the future, these costs will also rise. Additionally, the Washington State Transportation Commission considers the cost of credit cards fees, and toll rates are set to cover these costs.

The department has chosen the alternative of requesting the additional funding, based on these costs being required due to either traffic and revenue (T&R) increases or for the benefit of improving customer services.

# 2020 Supplemental Budget Decision Package

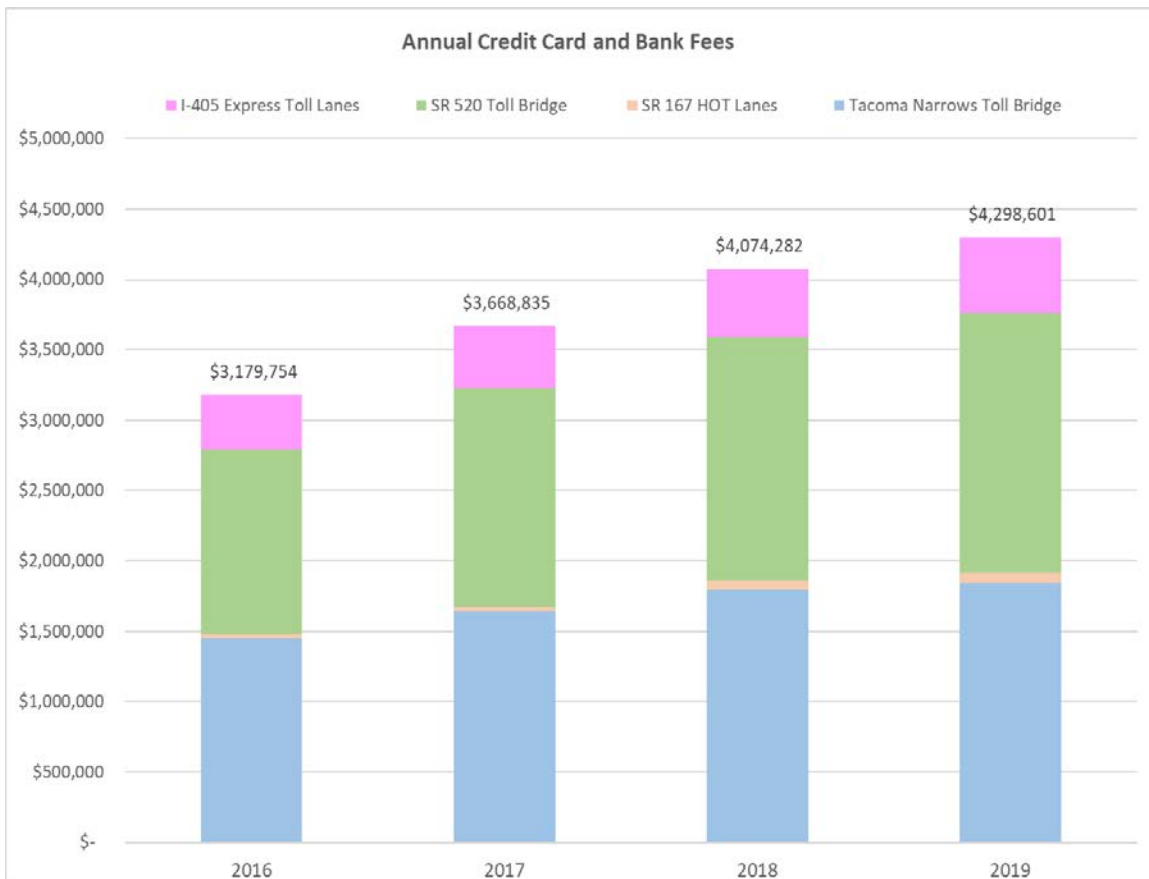
## ASSUMPTIONS AND CALCULATIONS

### Expansion or alteration of a current program or service

This request is a continuation of a current program. This request represents a minor cost increase to normal business operations. The tables and charts below are the annual credit-card fees and mailing expenditures in fiscal years 2016 through 2019. (Fiscal year 2019 will be finalized in early October, when the financial statement is available.)

	Fiscal Year	2016	2017	2018	2019
<b>Credit Cards &amp; Bank Fees</b>	Tacoma Narrows Toll Bridge	\$ 1,453,057	\$ 1,641,515	\$ 1,797,537	\$ 1,840,820
	SR 167 HOT Lanes	\$ 28,987	\$ 30,884	\$ 66,865	\$ 73,475
	SR 520 Toll Bridge	\$ 1,311,560	\$ 1,558,060	\$ 1,726,111	\$ 1,847,170
	I-405 Express Toll Lanes	\$ 386,150	\$ 438,376	\$ 483,769	\$ 537,137
	<b>Total Actuals</b>	<b>\$ 3,179,754</b>	<b>\$ 3,668,835</b>	<b>\$ 4,074,282</b>	<b>\$ 4,298,601</b>

Data source for fiscal year 2016 through 2018 are from WSDOT Financial Statements. Fiscal year 2019 data is based on WSDOT accounting records.



## 2020 Supplemental Budget Decision Package

### Credit Card Rate Estimate

Assume Credit Card Participation Rate of Revenue:

<b>88%</b>
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Credit Cards & Bank Fees	Tacoma Narrows Toll Bridge	\$ 1,453,057	\$ 1,641,515	\$ 1,797,537	\$ 1,840,820
	SR 167 ETLs	\$ 28,987	\$ 30,884	\$ 66,865	\$ 73,475
	SR 520 Toll Bridge	\$ 1,311,560	\$ 1,558,060	\$ 1,726,111	\$ 1,847,170
	I-405 Express Toll Lanes	\$ 386,150	\$ 438,376	\$ 483,769	\$ 537,137
	<b>Total</b>	<b>\$ 3,179,754</b>	<b>\$ 3,668,835</b>	<b>\$ 4,074,282</b>	<b>\$ 4,298,601</b>

Reported Total Revenue	Tacoma Narrows Toll Bridge	\$ 81,052,189	\$ 81,963,766	\$ 85,371,392	\$ -
	SR 167 ETLs	\$ 1,487,028	\$ 2,813,748	\$ 3,474,509	\$ -
	SR 520 Toll Bridge	\$ 76,726,558	\$ 83,754,042	\$ 86,363,518	\$ -
	I-405 Express Toll Lanes	\$ 15,784,753	\$ 23,248,193	\$ 27,842,618	\$ -
	<b>Total</b>	<b>\$ 175,050,528</b>	<b>\$ 191,779,749</b>	<b>\$ 203,052,037</b>	<b>\$ 211,086,000</b>

<b>Average Credit Card Rate</b>	Tacoma Narrows Toll Bridge	2.0%	2.3%	2.4%	
	SR 167 ETLs	2.2%	1.2%	2.2%	
	SR 520 Toll Bridge	1.9%	2.1%	2.3%	
	I-405 Express Toll Lanes	2.8%	2.1%	2.0%	
	<b>Total</b>	<b>2.1%</b>	<b>2.2%</b>	<b>2.3%</b>	<b>2.3%</b>

**Data Source:** Reported Revenues and credit card fees are based on Toll Financial Statements.  
FY 2019 actuals to be finalized in early October 2019.

### Detailed assumptions and calculations

The following assumptions and cost estimate is based on the November 2018 T&R forecast, the most up-to-date information available at the time of this request. An updated T&R forecast will be available in early November 2019. Ideally, if there are significant shifts in forecasted traffic, transactions, or cost-to-collect assumptions, a revision to these assumptions and/or estimates would be made as future 2019-21 budgets are developed by the Governor and the Legislature,.

Driven by toll revenue growth, as well as credit-card fee unit-cost increase, the department estimates \$984,000 additional appropriation authority is needed in the 2019-21 biennium for credit-card fee increases.

### \$984,000 for credit card fee increase

Higher revenues drive the increase on credit-card fees in future biennia and higher credit-card rate assumption. The estimate is based on the following assumptions:

- Assume credit-card rate will increase from 2.4 percent (assumed in the enacted 2019-21 budget) to 2.6 percent. This assumption reflects the actual rate of 2.3 percent in fiscal year 2019, the improved security measures introduced with the new back office system (explained in 2019 Session DP B6), and the improvement of customer services by introducing Pay As You Go account option.
- Assume credit card participation rate stays at the same ratio of 88 percent.

Based on the above key assumptions, the department expects an additional \$984,000 in credit-card fees in 2019-21 when comparing to the baseline in last year's Toll Goods and Services decision package. The amount will be updated upon publication of the November 2019 TRFC forecast. Please see the calculation details below.

**Credit Card Cost Estimate:**

	CY18 DP	CY19 DP
2019-21 Revenues (Nov. 2018 TRFC Forecast)	\$ 443,891,600	
2019-21 Revenues (TBD in Nov 2019)		\$ 452,769,000
Revenue Increase over the Base Assumption:		\$ 8,877,400
Credit Card Participation Rate	88%	88%
Credit Card Rate Assumption <sup>1</sup>	2.40%	2.60%
Credit Card Estimated Costs	\$ 9,375,000	\$ 10,359,000
<i>Credit Card Costs Increase due to Higher Revenues</i>		\$ 187,000
<i>Credit Card Costs Increase due to Improved Customer Convenience <sup>1</sup></i>		\$ 797,000
Credit Card Budget in 2019-21 Biennium <sup>2</sup>		\$ 9,375,000
Credit Card Cost Increase in 2019-21 Biennium		\$ 984,000
2021-23 Revenues (TBD in Nov 2019)		\$ 476,955,000
Credit Card Estimated Costs in 2021-23 Biennium		\$ 10,913,000
Credit Card Budget in 2021-23 Biennium		\$ 9,876,000
Credit Card Cost Increase in 2021-23 Biennium		\$ 1,037,000

**Notes:**

1. 2019 Legislature Session approved Decision Package B6, which assumes credit card rate will be increased to 2.4% due to the improved credit card security function with the new Customer Service Center (CSC) system. In addition to the improved security function, the introduction of "Pay As You Go" account (with zero deposit needed) will further increase the credit card rate. Pay As You Go reduces the financial burden for toll customers; customers have the option to open a Good-to-Go! account without the \$30 deposit. However, this customer service improvement feature also increases the frequency of credit card transactions, thus increases the credit card rate and costs. The department estimates the credit card rate will be increased by another 0.2% with the Pay As You Go option. The agency will re-evaluate the credit card increase in future biennia when actual data become available.

2. The biennium budget assumption is based on information listed in the approved 2019 Session Decision Package B6.

**Credit Card Cost Allocation**

	FY 2020	FY 2021	2019-21 Total	FY 2022	FY 2023	2021-23 Total
16J-1 SR 520	\$212,000	\$213,000	\$425,000	\$224,000	\$226,000	\$450,000
511-1 TNB	\$192,000	\$189,000	\$381,000	\$197,000	\$194,000	\$391,000
595-1 I-405 & SR 167	\$88,000	\$90,000	\$178,000	\$97,000	\$99,000	\$196,000
<b>Total</b>	<b>\$492,000</b>	<b>\$492,000</b>	<b>\$984,000</b>	<b>\$518,000</b>	<b>\$519,000</b>	<b>\$1,037,000</b>

**Workforce assumptions**

There are no workforce assumptions.

**STRATEGIC AND PERFORMANCE OUTCOMES**

**Strategic framework**

1. WSDOT's Strategic Plan Goals: This request meets the department's strategic plan goal of practical Solutions. This investment choice is guided by performance outcomes in order to achieve a truly integrated, sustainable transportation system.
  - a. Sustainability

As mentioned earlier (under Governor's Results Washington goal areas), having a sustainable alternative transportation funding source is important to ensure the major regional transportation facilities have the financial resources to be maintained, repaired, or improved.

2. Agency funding (by amount and fund source)

This decision package will affect four toll accounts. The impacted amount by fund is listed under *Fiscal detail* table.

**Performance outcomes**

The improved security functions of the credit card payment processing should reduce risk to the department, its vendor, and customers that utilize credit cards as a form of payment for tolls.

**OTHER COLLATERAL CONNECTIONS**

**Intergovernmental**

If toll revenue appropriation authority is not sufficient to cover operating and maintenance expenses for toll facilities, payments made on bonds backed by toll revenue could be delayed due to a shortfall in revenue. Delays in repayment would result in negative impacts to the state's credit rating, which could affect other agencies that rely on appropriations from bond proceeds. Lower credit ratings result in higher interest costs.

**Stakeholder response**

The state's credit rating could be negatively impacted if payments on bonds backed by toll revenues were delayed. This could affect bondholder willingness to purchase state bonds in the future.

**Legal or administrative mandates**

This proposal is not in response to litigation, an audit finding, executive order or task force recommendations.

**Changes from current law**

There are no necessary changes to existing statutes, rules, or contracts.

**State workforce impacts**

There is no impact to existing collective bargaining agreements, compensation, or benefits.

**State facilities impacts**

There is no impact to facility and workplace needs.

**Puget Sound recovery**

This request is not related to Puget Sound recovery efforts.

**OTHER SUPPORTING MATERIALS**

None

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.



**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** B6 SR 520 O&M Reserve Account  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Hillary Badger 360-705-7541  
 BadgerH@wsdot.wa.gov

#### AGENCY RECOMMENDATION SUMMARY

The Washington State Department of Transportation (WSDOT) is requesting a technical correction to the SR 520 Bridge's Operating and Maintenance Reserve Subaccount. In the enacted budget for the 2019-21 biennium, the amount for the reserve is increased by \$2.0 million without a corresponding increase to the facility's budget. Additionally, during the 2019 session, a reserve adjustment of \$891,000 that was intended to be ongoing was removed from the carryforward level. WSDOT requests that the \$2.9 million be restored to fulfill the reserve requirement from Master Bond Resolution 1117 and not adversely affect SR 520's allotted budget.

#### PROGRAM RECOMMENDATION SUMMARY

The Washington State Department of Transportation (WSDOT) is requesting a technical correction to the SR 520 Bridge's Operating and Maintenance Reserve Subaccount. In the enacted budget for the 2019-21 biennium, the amount for the reserve is increased by \$2.0 million without a corresponding increase to the facility's budget. Additionally, during the 2019 session, a reserve adjustment of \$891,000 that was intended to be ongoing was removed from the carryforward level. WSDOT requests that the \$2.9 million be restored to fulfill the reserve requirement from Master Bond Resolution 1117 and not adversely affect SR 520's allotted budget.

#### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 16J-1	1,439	1,438	1,439	1,438
<b>Total Expenditures</b>	<b>1,439</b>	<b>1,438</b>	<b>1,439</b>	<b>1,438</b>
<b>Biennial Totals</b>	<b>\$2,877</b>		<b>\$2,877</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	1,439	1,438	1,439	1,438

#### PACKAGE DESCRIPTION

According to Master Bond Resolution 1117, Section 6.03, the State is required to maintain an Operating and Maintenance Reserve Subaccount. The reserve is intended to pay operating and maintenances expenses in the case that available toll revenue is insufficient. The reserve is mandated to be equal to six months of budgeted operating and maintenance expenses.

This request has two parts. First, in the enacted budget for the 2019-21 biennium, the proviso related to the SR 520 reserve account increases the amount by \$2.0 million to \$11.0 million. The facility's budget was not correspondingly increased by the same amount, which decreases the allotted budget. The relevant sections of the 2017-19 and 2019-21 budgets are shown below:

Engrossed Senate Bill 5096, Section 209:

5       (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state  
6   appropriation and \$9,048,000 of the state route number 520 corridor  
7   account—state appropriation are provided solely for the purposes of  
8   addressing unforeseen operations and maintenance costs on the Tacoma  
9   Narrows bridge and the state route number 520 bridge, respectively.

Engrossed Substitute House Bill 1160, Section 209:

18       (1) \$1,300,000 of the Tacoma Narrows toll bridge account—state  
19   appropriation and \$11,034,000 of the state route number 520 corridor  
20   account—state appropriation are provided solely for the purposes of  
21   addressing unforeseen operations and maintenance costs on the Tacoma  
22   Narrows bridge and the state route number 520 bridge, respectively.

Secondly, during the 2019 session, the SR 520 operations and maintenance reserve adjustment of \$891,000 was removed from the carryforward level. This adjustment is intended to be an ongoing amount.

This request totals \$2.9 million as a technical correction for the previously mentioned issues. In doing so, the operations and maintenance reserve requirement is satisfied without adversely affecting SR 520's remaining allotted budget.

**What are the implications of not funding this proposal?**

If the reserve requirements are not met, then the State is not fulfilling its legal requirements per Master Bond Resolution 1117, Section 6.03. If funding is not provided, there will not be enough expenditure authority to support normal toll operations on the SR 520.

**What alternatives did you explore and why was this option chosen?**

The alternative explored was to fund the reserve amount from normal toll operations on the SR 520. This option would leave the program without adequate funding to cover operations and other obligations for SR 520.

**ASSUMPTIONS AND CALCULATIONS**

**Expansion or alteration of a current program or service**

N/A

# 2020 Supplemental Budget Decision Package

## Detailed assumptions and calculations

The following table shows reserve account changes from the 2017-19 biennia to the 2019-21 biennia.

### SR 520 Reserve Account Changes from 2017-19 to 2019-21 Biennia

Last updated: 9/5/2019

	FY1	FY2	Biennium Total
2017-19 SR 520 Reserve Amount per enacted budget:	\$ 4,524,000	\$ 4,524,000	\$ 9,048,000
2019-21 SR 520 Reserve Amount per enacted budget:	\$ 5,517,000	\$ 5,517,000	\$ 11,034,000
Difference	\$ 993,000	\$ 993,000	\$ 1,986,000
Operation & Maintenance Reserve Adjustment (BZ01):	\$ (446,000)	\$ (445,000)	\$ (891,000)
Total Amount for Correction:	\$ 1,439,000	\$ 1,438,000	\$ 2,877,000

## Workforce assumptions

N/A

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

Having the reserve account in place falls under the practical solutions goal of WSDOT's Strategic Plan. Ensuring that funds are available to cover operating and maintenance costs will allow for toll operations at the facility to continue without interference in the case toll revenue is insufficient. This touches upon demand management and transportation systems management and operations.

### Performance outcomes

Ensuring that funds are available to cover operating and maintenance costs will allow for toll operations at the facility to continue without interference in the case toll revenue is insufficient.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

N/A

### Stakeholder response

Master Bond Resolution 1117 was adopted for the State to issue toll revenue backed bonds. Among its terms and covenants are provisions to safeguard the payment of principle and interest on the bonds. The reserve account helps ensure that operating and maintenances costs can be paid to continue operations and toll revenue collection to pay back the bonds.

### Legal or administrative mandates

The Operating and Maintenance Reserve Subaccount is required per Master Bond Resolution 1117, Section 6.03.

### Changes from current law

N/A

**State workforce impacts**

N/A

**State facilities impacts**

N/A

**Puget Sound recovery**

N/A

**OTHER SUPPORTING MATERIALS**

Section 6.03 of Master Bond Resolution 1117, which states the requirements for an Operating and Maintenance Reserve Subaccount, is attached.

**INFORMATION TECHNOLOGY (IT)**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

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- (iii) Second Tier Debt Service Subaccount;
- (iv) Second Tier Common Debt Service Reserve Subaccount;
- (v) Third Tier Debt Service Subaccount;
- (vi) Third Tier Common Debt Service Reserve Subaccount;
- (vii) Fourth Tier Debt Service Subaccount; and
- (viii) Fourth Tier Common Debt Service Reserve Subaccount.

(c) ***Additional Subaccounts.*** The State reserves the right to establish one or more additional subaccounts, and subdivisions within those subaccounts, as the State may deem necessary or useful, which shall include, but not be limited to, Series Debt Service Reserve Subaccounts created pursuant to Bond Sale Resolutions.

(d) ***Treatment of Subaccounts and Subdivisions.*** Subaccounts, and subdivisions within those subaccounts, created within the Toll Facilities Account or the Toll Facility Bond Retirement Account may be accounted for as separate restricted fund balances or in such other fashion as the State determines is consistent with applicable state law and accounting practices.

## **Section 6.02 Toll Facilities Account**

All Toll Revenue shall be deposited in the Toll Facilities Account and used in accordance with the provisions of Section 6.12.

## **Section 6.03 Operating and Maintenance Reserve Subaccount**

Amounts in the Operating and Maintenance Reserve Subaccount shall be used by the State solely to pay Operating and Maintenance Expenses in the event and to the extent that available Toll Revenue is insufficient to pay all Operating and Maintenance Expenses when due. The amount required to be maintained in the Operating and Maintenance Reserve Subaccount shall be an amount equal to six months of budgeted Operating and Maintenance Expenses of the System for the current Fiscal Year as reflected in the System Budget. For the SR 520 Corridor, this amount shall be accumulated in the Operating and Maintenance Reserve Subaccount over a period of twelve months commencing with the third calendar month following the month in which collection of Tolls on the SR 520 Corridor commences, and, for any Additional Eligible Toll Facilities that become part of the System, the additional amount required to be maintained in the Operating and Maintenance Reserve Subaccount as the result of those Additional Eligible Toll Facilities becoming part of the System shall be accumulated in the Operating and Maintenance Reserve Subaccount over a period of twelve months commencing with the third calendar month following the month in which collection of Tolls on the Additional Eligible Toll Facilities commences. The amounts deposited in the Operating and Maintenance Reserve Subaccount are not pledged to Bondholders.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** BX CSC Vendor O&M Increase  
**Budget period:** 2019-21 (2020 Supplemental)  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Stacey Halverstadt, 360-705-7544  
 halvers@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The 2019 Legislature provided funding to maintain our existing toll vendor, ETCC through July 2019 and begin tolling with our new Back Office System (BOS) and Customer Service Center (CSC) vendors. The new BOS vendor, ETAN, needs additional time to complete critical deliverables. Therefore, the department has extended the existing statewide CSC vendor ETCC to January 2020. This allows the department to begin tolling on SR 99 Tunnel in November 2019 and time for ETAN to complete critical deliverables to Go-live with the new BOS and CSC system for statewide toll operation. The total costs associated with retaining our existing BOS and CSC vendor, ETCC from July 2019 to January 2020 includes increased operational costs that were not anticipated for the 2019-21 biennium. Costs associated with new CSC operation vendor (AECOM) are unknown at this time, but will require additional spending authority. The department will work with OFM and the legislature to keep them informed, as these additional costs become known.

**PROGRAM RECOMMENDATION SUMMARY:** The 2019 Legislature provided funding to maintain our existing toll vendor, ETCC through July 2019 and begin tolling with our new Back Office System (BOS) and Customer Service Center (CSC) vendors. The new BOS vendor, ETAN, needs additional time to complete critical deliverables. Therefore, the department has extended the existing statewide CSC vendor ETCC to January 2020. This allows the department to begin tolling on SR 99 Tunnel in November 2019 and time for ETAN to complete critical deliverables to Go-live with the new BOS and CSC system for statewide toll operation. The total costs associated with retaining our existing BOS and CSC vendor, ETCC from July 2019 to January 2020 includes increased operational costs that were not anticipated for the 2019-21 biennium. Costs associated with new CSC operation vendor (AECOM) are unknown at this time, but will require additional spending authority. The department will work with OFM and the legislature to keep them informed, as these additional costs become known.

### Fiscal Summary

<i>Dollars in Thousands</i>	FY 2020	FY 2021	FY 2022	FY 2023
<b>Expenditures</b>				
16J - SR 520 Corridor Acct State	TBD	0	0	0
511-1 Tacoma Narrows Toll - State	TBD	0	0	0
535-1 AWW Replacement Account - State	TBD	0	0	0
595-1 I-405 and SR 167 Express Toll Lane - State	TBD	0	0	0
<b>Total Expenditures</b>	<b>TBD</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>	<b>\$</b>		<b>\$0</b>	
<b>Staffing</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
FTEs	0	0	0	0
<b>Average Annual</b>				
<b>Object of Expenditure</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Goods and Services	0	0	0	0

# 2020 Supplemental Budget Decision Package

## PACKAGE DESCRIPTION

To improve the service quality and efficiency of toll operations, the Washington State Department of Transportation (WSDOT) is replacing the existing tolling customer service center and back office system with a second-generation back office system. The Customer Service Toll Collection System project is subject to OCIO oversight and subject to Section 701 IT pooled funds requirements. Until the newly selected back office systems vendor (ETAN) and the new customer service center operations vendor (AECOM) are in place and operational, the department must rely on the existing CSC vendor (ETCC) to maintain the daily operations of toll collection and customer service.

The 2019 legislature approved a budget that provided for ETAN and AECOM to begin toll customer service and operations before fiscal year 2020. Although the department is working closely with ETAN to address the project schedule concerns and to recover schedule where feasible, according to the latest project technology budget submitted to Office of the Chief Information Officer (OCIO), ETAN will not become operational until January 2020.

Meanwhile, the department needs to collect SR 99 Tunnel toll revenues to pay back the principle and interest of \$200 million bond proceeds for SR 99 tunnel construction. The first debt service payment was due in June 2019 and paid out of the MVA loan for SR 99 account.

To ensure toll collection on SR 99 Tunnel can start on November 9, 2019, and the toll customers can receive uninterrupted customer services supported by a fully functional CSC system, the department has extended the current statewide Customer Service Center (CSC) vendor (ETCC) to January 2020.

With the requested spending authority, the department will be able to make necessary monthly payments to the CSC vendors for them to process toll transactions, collect toll revenues, answer customers' inquiries, and handle increased customer demand during the launch of a new toll facility. This request is for one-time expenditures.

The implications of not funding this proposal will result in halting or delaying BOS and CSC system transition with our new vendors, and higher costs to the department, such as short-term lease extensions for customer centers and higher monthly vendor costs to keep staff on the project. The current BOS is 10 years old, and continued use of an aging back office system increases the risk of issues, which would affect the one million customer accounts supported by the system. Additionally, our customers have been anticipating the new features that will be introduced by new BOS, delaying or halting implementation will increase customer frustration and decrease public trust.

The alternative would be not extending the contract with ETCC from July 2019 to January 2020. This option was not chosen due to the significant impact of customer service to the one million customers, collection of toll revenues, and fulfilling the department's obligations under existing policies or signed contracts/agreements, as well as debt service.

## ASSUMPTIONS AND CALCULATIONS

### Expansion or alteration of a current program or service

This is the extension of a current service.

### Detailed assumptions and calculations

To be provided when additional details of expenditures are available.

### Workforce assumptions

No additional FTEs are required.

# 2020 Supplemental Budget Decision Package

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

1. Agency's strategic plan goals: This request meets WSDOT's Strategic Plan goal of Practical Solutions. This investment choice is guided by performance outcomes in order to achieve a truly integrated, sustainable transportation system.
  - Sustainability  
As mentioned earlier (under *Governor's Results Washington goal areas*), having a sustainable alternative transportation funding source is important to ensure the major regional transportation facilities have the financial resources to be maintained, repaired, or improved.
2. Agency funding (by amount and fund source)  
This decision package will impact four toll accounts. The impacted amount by fund is listed under *Fiscal detail*.

### Performance outcomes

Appropriate spending authority to pay toll CSC vendor will ensure November 2019 toll commencement date for SR 99 tunnel, as well as the normal operation of toll transaction processing and toll revenue collection for all toll facilities.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

The Office of the State Treasurer (OST) is a collateral connection, as toll revenue supports the debt payment obligations for bonds sold. The ETCC contract extension will provide the capacity to collect tolls from the newly added SR 99 facility in fall 2019.

### Stakeholder response

Stakeholders will support this request to maintain the daily operations of toll collection and avoid interruptions in customer service.

### Legal or administrative mandates

This proposal is not in response to litigation, an audit finding, executive order or task force recommendations.

### Changes from current law:

There are no necessary changes to existing statutes, rules or contracts.

### State workforce impacts:

There is no impact to existing collective bargaining agreements, compensation or benefits.

### State facilities impacts:

There is no impact to facility and workplace needs.

### Puget Sound recovery:

There is no impact to Puget Sound recovery efforts.

## OTHER SUPPORTING MATERIALS

N/A



## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

# 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** CS Replacing Legacy Capital Systems  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Joe Patterson, 360-705-7545  
patterj@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** WSDOT employs a number of information technology systems to manage and deliver \$4 billion per biennium in capital projects. Many of these systems are mainframe-based and over thirty years old. WSDOT is submitting this decision package as directed by the 2019-21 transportation budget to provide more detail on the next steps of the capital systems replacement (CSR) project. No additional funds are requested in this package; the \$3.2 million in costs for the CSR are proposed to be distributed to capital projects.

**PROGRAM RECOMMENDATION SUMMARY:** WSDOT employs a number of information technology systems to manage and deliver \$4 billion per biennium in capital projects. Many of these systems are mainframe-based and over thirty years old. WSDOT is submitting this decision package as directed by the 2019-21 transportation budget to provide more detail on the next steps of the capital systems replacement (CSR) project. No additional funds are requested in this package; the \$3.2 million in costs for the CSR are proposed to be distributed to capital projects.

**Fiscal detail:**  
(in thousands)

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: Distributed to State Accounts (DPS)	0	0	0	0
<b>Total Expenditures</b>				
<b>Biennial Totals</b>	<b>0</b>		<b>\$0</b>	
Staffing	FY 2020	FY 2021	FY 2022	FY 2023
FTEs	0	0	0	0
<b>Average Annual</b>				
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	0	0	0	0

## PACKAGE DESCRIPTION

### Funding Mechanism and History

This decision package is being submitted to meet Legislative requirements in section 210(3) of Chapter 416, Laws of 2019. The 2019 Legislature discontinued the use of the indirect distribution process until two conditions were met: (1) the project is evaluated and prioritized by the Office of the Chief Information Officer (OCIO); and (2) a decision package is submitted to the Office of Financial Management and the transportation committees of the Legislature as part of the normal budget development process.

This decision package proposes to distribute costs for the consultant services needed to complete

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and issue a RFP for Capital Systems Replacement (CSR) to capital projects. The estimated cost per project to fund the RFP effort is \$6,000. A separate decision package requesting approval to distribute costs for future design and implementation of a system will be submitted in the 2021 Legislative Session for the 2021-23 biennium. Development efforts in 2017-19 biennium were funded through an indirect distribution to projects that are funded in part or entirely by state funds.

### **Background**

IT systems used to manage and implement the department's capital program are highly customized mainframe solutions that do not support business processes and regulatory requirements. Additionally, these systems are interconnected through manual efforts, customization, incremental integration efforts, and the development of ad-hoc solutions applied over the last three decades. This package requests funding to continue efforts to modernize WSDOT's aging capital systems. WSDOT will fund the project through an indirect distribution process to the projects that benefit from this modernization effort.

Over the years, these systems underwent significant documented and undocumented customization, which inevitably required additional custom systems to be developed and integrated. This allowed increased capability to conduct daily operations, but were narrow in scope to cover known functional gaps. Because many of WSDOT's core financial and capital systems are highly customized systems built by WSDOT staff, the agency relies almost exclusively on WSDOT IT staff and business subject matter experts to maintain them. Many of the IT and business staff are at or nearing retirement eligibility. The agency anticipates that most will be eligible for retirement within the next decade. The ability for WSDOT to maintain these systems will certainly diminish as knowledgeable staff retire and exit the workforce. As a result, the window of opportunity for replacing these core mainframe systems is known, short and rapidly decreasing.

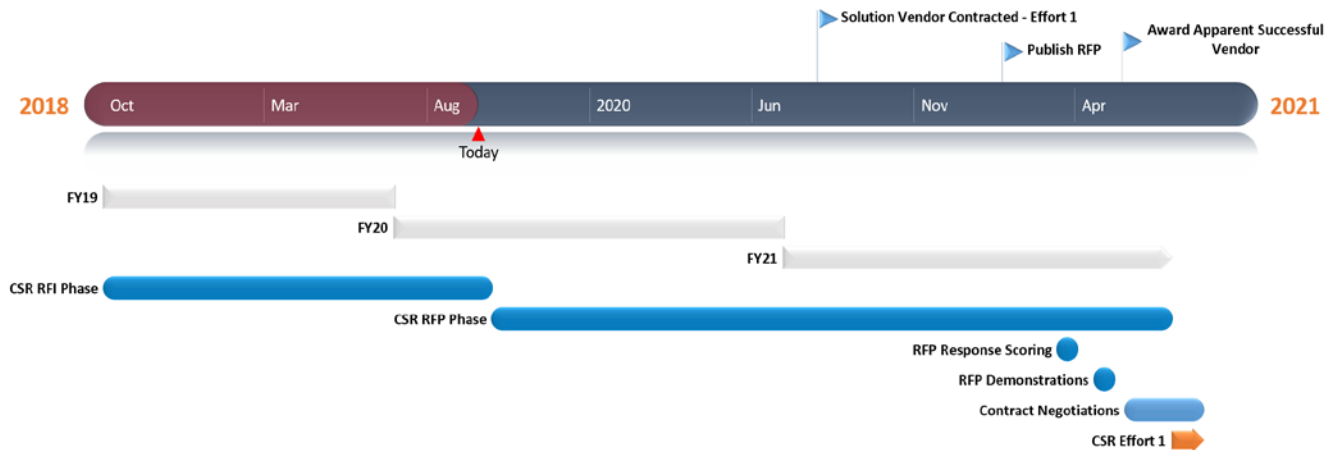
The scope of the CSR project is outside of the work being performed by "one Washington", which involves the replacement of Washington's core financial systems. Although, the new capital system will be reliant on financial data from the eventual "One Washington" financial system. Modernizing antiquated systems will lead to cost avoidance and better alignment with the replacement of Washington's core financial systems and allows the agency to continue business without disruption. For more detailed background on these systems, see attached CSR Background document.

Currently, the replacement of the core capital systems is envisioned to be accomplished in three efforts, which may overlap each other:

1. Capital Program Management: CPMS, including supporting systems TEIS Capital Projects, WOA and FATS.
2. Potential future RFPs
  - a. Construction Contract Administration: CAPS, potentially including CCIS and EBASE.
  - b. Materials (MATS) Lab Core systems: Material Evaluation Program, Material Testing System, Aggregate Source Approval.

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The Capital Program Management effort, allows the department to lay the foundation of portfolio, program and project management initiation, management and reporting processes and systems.



After the design is complete and implementation has begun on the first effort, the Executive Steering Committee will determine whether to proceed with the second effort, Construction Contract Administration. This approach ensures that the Construction effort will align with the new project management system and processes established. On completion of the Construction effort, design and the beginning of implementation for the third and final effort, MATS Lab Core systems, will begin.

The Construction and MATS lab efforts will require a Request for Proposal (RFP). However, the initial RFP phase of the CSR project will be designed to inform all three efforts of the potential vendor community available.

These systems will be replaced with highly configurable, commercial off the shelf (COTS) solutions that are industry tested and proven effective. The program will support each project's vendor selection to reduce one-off, unique and short life-span systems. At this time, the agency has not identified the specific COTS solutions to be used, but the options will be evaluated through a RFP.

### What are the implications of not funding this proposal?

Funding for this decision package was included in section 210(3) of Chapter 416, Laws of 2019, which provides \$21.5 million for the "...developing and maintaining information systems that support the operations and **program delivery** of the department...". However, including the development of the CSR project within the Information Technology Program (Program C), without providing associated funding, would require the department to discontinue work previously planned to occur in Program C.

### What alternatives did you explore and why was this option chosen?

Submitting the decision package and having the project evaluated by the OCIO satisfies the requirements specified in section 210(3) of Chapter 416, Laws of 2019. Thereby, allowing the department to propose funding for the development and replacement of legacy system through the use of an indirect rate applied to all capital project in the highway program that benefit from the replacement system. Project programmed in the highway construction program include an estimate for possible indirect costs, which will be used to avoid requesting increased funding for highway projects, specifically those funded by the three transportation revenue packages. The department estimates distributing the cost across the active highway construction projects would result in an indirect charge of approximately \$200 per project.

Alternatives that can be considered include:

- Stopping the CSR project;
- Proceeding using funding appropriated in Program C, which would require certain previously planned activities not to occur.

## ASSUMPTIONS AND CALCULATIONS

### Expansion or alteration of a current program or service

The Capital System Replacement project was initiated in the 2017-19 biennium. Costs in 2017-19 biennium were distributed across active projects in the Improvement and Preservation Programs. Approximately 340 projects were charged an average of \$1,600 for the RFI efforts. During the biennium, the project team documented core business requirements and issued a Request for Information. Six vendors responded, four of which were offered an opportunity to demonstrate their COTS solution. An analysis of existing systems, an evaluation of the vendor's software, and a risk assessment was used to inform the decision to proceed with issuing a Request for Proposal.

### Detailed assumptions and calculations

Consultant Positions	Hourly Rate	Hours	Biennial Cost
<b>Project Manager</b>	\$ 165.00	4,176	\$ 689,000
<b>OCM Practitioner</b>	\$ 185.00	4,176	\$ 773,000
<b>Business Analyst</b>	\$ 120.00	4,176	\$ 501,000
<b>Business Analyst</b>	\$ 120.00	4,176	\$ 501,000
<b>Business Analyst</b>	\$ 120.00	4,176	\$ 501,000
<b>Quality Assurance</b>	\$ 165.00	1,200	\$ 198,000
		<b>TOTAL</b>	<b>\$ 3,163,000</b>

The calculations for each position is based on the following assumptions:

- Current I/T contractor rates for consultants is based on negotiated 2019-21 rates.
- Current contractor rates for each position type of consultant were multiplied by work hours within each fiscal year, and then multiplied by the percent allocation for each position type of consultant.
- WSDOT staffing resources allocated less than 25 percent are not included in the budget total.

### Workforce assumptions

The project team consists of the following consultants: Project Manager, Organizational Change Manager, and three Business Analysts.

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This package supports the Governor's Results Washington goal of "Efficient, effective and accountable government." This will support modernizing our aging financial and capital systems with a positive impact on:

- Customer Satisfaction and Employee Engagement. As part of our project, WSDOT conducted over 50 employee interviews to assess WSDOT's organizational readiness for a modernization of capital systems. Additionally, the project team surveyed over 2,000 employees responsible for delivering the capital program. The results indicated that there was overwhelming support for a modern, streamlined and efficient capital system that eliminates double entry, data inaccuracy, and simplifies reporting. Across the board, employees are excited at the prospect of having modern capital systems to use in their daily work. We believe this will assist in our ability to attract and retain a talented workforce.
- Resource Stewardship. This package will support the strategic replacement for several of WSDOT's core capital systems, which will ensure proper stewardship of state and federal funds, as well as the ability to accurately account for the projects, and assets we manage.
- Transparency and Accountability. This program will modernize several core capital systems that WSDOT uses to manage and report on capital projects. It will support our efforts to provide more transparent and timely information to stakeholders.

This decision package also supports the WSDOT Secretary's investment framework within Practical Solutions related to Asset Management. The core capital systems are critical agency assets that are nearing the end of their useful life. CPMS is 31 years old and CAPS is 35 years old. The technical staff that support these systems and key business subject matter experts are nearing retirement, with no readily available talent pool to replace them.

### Performance outcomes

Ultimately, replacing WSDOT's legacy capital systems has a direct impact on our ability to efficiently implement over \$4 billion in capital projects per biennium and obligate approximately \$1.4 billion in Federal-Aid Highway Program funds per biennium. Implementing an integrated system will provide the following performance improvements:

- Timely recognition of problems to resolve these before they reach the crisis stage of damage control.
- Meeting needs for greater capacity.
- Addressing workforce reality through increased efficiency to meet growing reporting demands with short staff resources.
- Improving recording capabilities.
- Improving data.
- Retaining productive processes and systems to the maximum extent possible.
- Resource planning including cash flow, staff balancing and FTE forecasting, and milestone/change management tracking.

The department also expects to streamline project and program delivery by prioritizing the replacement of core capital systems based on overall organizational impact while ensuring partnership with statewide enterprise efforts.

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## OTHER COLLATERAL CONNECTIONS

### **Intergovernmental**

The department's reliance upon CPMS poses a risk to continuity of WSDOT's project management and implementation of the department's capital program. In the event of CPMS failure, OFM, the Legislature, and many other WSDOT stakeholders would be impacted by not being able to rely upon or access project information used in their business processes.

Improving communication regarding contract completion details will improve relationships with the Department of Revenue, Labor and Industries, and the Employment Security Department, all of whom have reporting responsibilities per RCW 60.28.051 regarding retainage tracking and release.

### **Stakeholder response**

The program will address the non-governmental stakeholders impacted, such as the construction contractors and subcontractors. WSDOT anticipates support from construction contractors and subcontractors since the implementation of a replacement for CAPS and supporting systems will have a positive impact on their administrative relationship with WSDOT. Finally, the department expects contractors will have reduced manual processes and direct access to real-time information about their contract.

Surety and insurance companies are other stakeholders that would benefit from a modern contract administration platform, allowing for better communication regarding contract updates and project milestones.

Payments to contractors would be effected since CPMS is used to verify funding availability and compliance with legislation direction.

### **Legal or administrative mandates**

NA

### **Changes from current law**

NA

### **State workforce impacts**

While there are no expected impacts to existing collective bargaining agreements, compensation or benefits, the project's Organizational Change Manager is working with the various unions to keep affected staff informed of the project.

### **State facilities impacts**

NA

### **Puget Sound recovery**

There is no direct relationship between Puget Sound recovery efforts and the department's capital systems. However, the systems that are being modernized do implement and monitor the performance of projects and programs that benefit the Puget Sound recovery, including the removal of fish barriers and the mitigation of Stormwater runoff.

## OTHER SUPPORTING MATERIALS

Background Sheet.

## INFORMATION TECHNOLOGY (IT)

### Information Technology

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☐ No, stop here. 

☒ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.



# 2020 Supplemental Budget Decision Package

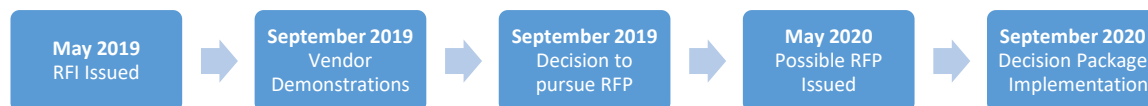
## Attachment for WSDOT Decision Package ML-CS Replacing Legacy Capital Systems

### Background

IT systems used to manage and implement the department's capital program are highly customized mainframe solutions that do not support business processes and regulatory requirements. Additionally, these systems are interconnected due to customization, incremental integration efforts, and the development of ad-hoc solutions applied over the last three decades. This package requests funding to continue efforts to modernize WSDOT's aging capital systems. WSDOT will fund the project through an indirect distribution process to the projects that benefit from this modernization effort.

This proposal allows WSDOT to continue progress of the Capital System Replacement (CSR) project during the 2019-21 biennium. The CSR project was established in 2017-19 to implement a full life-cycle Commercial-Off-the-Shelf (COTS) solution to replace core capital program and project management systems that have exceeded their useful life.

To date, the project team has documented core business functions, identified and started documenting workflows, business processes, and functional/operational requirements. Information on core business needs was incorporated in a Request for Information that was released in late May 2019. Six vendors submitted response to the RFI. Vendor submission were evaluated and offered an opportunity to demonstrate how their COTS solutions addressed WSDOT's capital business requirements. Evaluations of the vendor response and demonstrations were provided to the project's Executive Steering Committee. The Executive Steering Committee used this information to determine that the project should proceed with publishing a Request for Proposal in late spring 2020.



The Capital System Replacement project was placed under OCIO Oversight in May 2019. Consultant resources have been secured to lead the project, provide Organizational Change Management (OCM) support, and for independent Quality Assurance (QA) resources.

The Capital Program Management System (CPMS) is the primary tool WSDOT uses to establish, monitor, and deliver the statewide Capital Construction Program. CPMS's mainframe application is accessed through the Attachmate Reflections Workspace software. WSDOT staff use CPMS to plan, maintain, and deliver projects in the Improvement, Preservation, and Traffic programs, along with the Ferries, Rail, and Capital Facilities programs. It is the primary data input system and access point for all capital program management project information used in developing, monitoring, managing, and delivering WSDOT's capital construction program. The system provides data to program managers, program management staff, region administrators, project engineers, Office of Financial Management (OFM), legislators, and the Washington State Transportation Commission.

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This critical application was implemented in 1987 and resides on a mainframe platform. CPMS exists as the system of record for Washington State's capital project and program management and supplies key data to more than 16 other systems or applications. As a result of inherent limitations of CPMS, many layers of manual interfaces and processes have been implemented to meet mandatory state and federal requirements. These many processes and interfaces have led to data having to be entered multiple times resulting in data discrepancies, which requires staff to spend between 30 to 40 hours per month reconciling the information in CPMS to other integrated systems.

In addition, many systems and applications have been developed to fill in business and systems gaps, such as change management, project planning, scoping and trending, which are now functions of TEIS Capital Projects. WSDOT uses various internally developed and vendor supported systems to support business and federal requirements. One of these systems implemented in 1998, is the Federal Aid Tracking System (FATS). FATS supports the preparation, review and processing of federal funding authorization agreements and modifications. Another system is the Work Order Authorization (WOA) system, which initiates and records financial detail for projects. WOA also provides for funding approval of preliminary engineering, right of way and construction engineering expenditures for all projects in the capital construction program. There is no automated interface between WOA, FATS and CPMS. This requires significant manual effort from Capital Program Development and Management (CPDM) Division staff to keep CPMS, WOA, FATS and other systems in balance.

An additional system WSDOT plans to replace is the Contract Administration and Payment System (CAPS). Developed internally by the State, CAPS allows WSDOT to administer construction contract project milestones (i.e. award date, execution date, work start and end dates, etc.) and manage progress payments at an advanced project detail level not available in TRAINS. A key functionality no longer operational in CAPS is the ability to track contract bonding and insurance requirements.

CAPS is a critical application, which was implemented in 1983 on a mainframe platform and is considered to be past end of life. The system is resident on a mainframe in WSDOT's Headquarters building and does not have personal computer component. CAPS is accessed through the Extra! Bundle on the desktop of a user's computer. Many supporting systems interface directly to CAPS to enhance functionality in contract management. However, this increases the complexity involved for internal programming staff to continuously upgrade and maintain the associated software, leaving the current CAPS program fragile and at a high risk of failure.

Data within CAPS is closely tied to Construction Contracts Information System (CCIS), another mainframe system that tracks information on subcontractors, change orders, federal contract requirements, etc. CCIS automates the tracking of construction contract data and provides construction reporting. CCIS contains information on contracts, significant project milestones, and compliance figures. The mainframe component of the system provides a centralized statewide system by storing the data and handling many required and tedious checks and balances. The personal computer component uses a server resident Structured Query Language (SQL) mirror of the data to provide an easily manipulated set of tables for use with programs such as Access. CCIS was first identified for replacement in 1999.

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There have been few upgrades to both these systems over the past several decades due to the limited number of internal IT staff resources that can make the necessary changes to the daily interface needed to update both system's reporting requirements. In addition, interface issues to such a fragile system have limited the ability to utilize the full potential of another important construction-related system, the Estimate Bid Analysis System (EBASE). This server application is limited in its interaction with the CAPS system, simply because adding or upgrading new functionality could potentially crash all three systems (CAPS, CCIS and EBASE) simultaneously.

The input and maintenance of data within CAPS is a manual and repetitive process. The number of active contracts varies widely depending on seasonality and types of contracts that are under project management. With an average contract length of 15 months, there are approximately 200 active contracts within CAPS at any given time. The CAPS system processed over \$700 million in progress payments during FY 2018. Keeping these progress payments timely and accurate are important steps in keeping capital projects running effectively. Regional contract specialists initiate payments in CAPS. These payments are interfaced to TRAINS and ultimately processed through AFRS.

There is very limited capacity to apply business rules within CAPS to maintain data accuracy. In addition, there is a limited audit trail, as information is overwritten with new information and there is no ability to see who made the changes or what the original data contained. The current work-around for this deficiency is to print out every report and maintaining those records for 75 years in the State Record Center.

Most of the interfaces between these systems are manual and require duplicate entry to keep system source data up to date. An example is change orders for outstanding contracts. Change orders need to first be added manually to CCIS, then manually added to CAPS, in order for payment records to remain consistent between the systems. Contracts typically have multiple change orders (some with 50 or more) over the life of the contract.

Over the years, each of these systems underwent significant documented and undocumented customization, which inevitably required additional custom systems to be developed and integrated. This allowed increased capability to conduct daily operations, but were narrow in scope to cover known functional gaps. Because many of WSDOT's core financial and capital systems are highly customized systems built by WSDOT staff, the agency relies almost exclusively on WSDOT IT staff and business subject matter experts to maintain them. Many of the IT and business staff are at or nearing retirement eligibility. The agency anticipates that most will be eligible for retirement within the next decade. The ability for WSDOT to maintain these systems will certainly diminish as knowledgeable staff retire and exit the workforce. As a result, the window of opportunity for replacing these core mainframe systems is known, short and rapidly decreasing.

Modernizing antiquated systems will lead to cost avoidance and better alignment with the replacement of the agency's financial system and allows the agency to continue business without disruption.

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Replacement of the core capital systems will be accomplished in three efforts, which overlap each other and are expected to begin in late 2020:

1. Capital Program Management: CPMS, including supporting systems TEIS Capital Projects, WOA and FATS.
2. Construction Contract Administration: CAPS, potentially including CCIS and EBASE.
3. Materials (MATS) Lab Core systems: Material Evaluation Program, Material Testing System, Aggregate Source Approval.

The first effort, Capital Program Management, allows the department to lay the foundation of portfolio, program and project management initiation, management and reporting processes and systems. After the design is complete and implementation has begun on the first effort, the second effort, Construction Contract Administration, will begin. This approach ensures that the Construction effort will align with the new project management system and processes established. On completion of the Construction effort, design and the beginning of implementation for the third and final effort, MATS Lab Core systems, will begin.

The Construction and MATS lab efforts may require a Request for Proposal (RFP). However, the initial RFP phase of the CSR project will be designed to inform all three efforts of the potential vendor community available.

These systems will be replaced with highly configurable, commercial off the shelf (COTS) solutions that are industry tested and proven effective. The program will support each project's vendor selection to reduce one-off, unique and short life-span systems. At this time, the agency has not identified the specific COTS solutions to be used, but the options will be evaluated through a RFP.

Compleitive COTS solutions evolve to meet all regulatory requirements as well as supporting:

1. Performance improvements – overall increased capability of the software solution.
2. Defect resolutions – updates to the core of the software solution.
3. Functional enhancements – addition of new capabilities based on software vendor vision, including improved user interface, analytical tools and more.
4. Technology upgrades – upgrades to software components that are non-functional, no longer meet requirements, and enable modern technologies to keep all behind-the-scenes capabilities up to date. Examples include updated databases, integration protocols, or user interface technologies.
5. Minimal development and customization – out-of-box functionality supports industry best practices and reduces costly and detrimental custom development.
6. Configuration system modules – meets unique, diverse business needs. Better end user experience.
7. Compliance requirements – COTS solutions meet transparency, compliance, audit, financial and accounting standards.

Many WSDOT employees will be impacted by these individual projects:

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- Employees responsible for managing agency capital programs and projects use CPMS and supporting systems. These employees are located in headquarters, all regions, modes, mega programs and ferries. The agency anticipates this project will directly affect 300 WSDOT employees, but will also affect various external stakeholders that rely on capital project information including OFM, the Legislature, local jurisdictions, and the public.
- Employees responsible for managing construction contracts use CCIS, CAPS, and supporting systems. These employees are located in headquarters, all regions, modes, mega programs and ferries. The agency anticipates this project will directly affect over 400 employees, including fiscal analysts, contract specialist, project engineers and others. It will also affect various external stakeholders including contractors, bonding and insurance companies, OFM and the Legislature.

The impact, or change, to department employees is substantial within the program and each project. Organizational Change Management (OCM) addresses both the emotional and impassive impacts of change on employees through use of certified tools, techniques and activities throughout the project life. Discounting the risks by focusing on technical requirements of a project, and not the people impacted by the change can be costly, cause loss of productivity and result in project failure. OCM mitigates this risk by empowering employees to embrace and advocate change.

# 2019-21 IT ADDENDUM

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NOTE: Only use this addendum if your decision package includes IT and does NOT relate to the One Washington project.

## Part 1: Itemized IT Costs



2020 Supplemental IT  
Fiscal Estimates Works

## Part 2: Identifying IT Projects

1. Does this decision package fund the development or acquisition of a new or enhanced software or hardware system or service? ☐ Yes ☒ No
2. Does this decision package fund the acquisition or enhancements of any agency data centers? (See OCIO [Policy 184](#) for definition.) ☐ Yes ☒ No
3. Does this decision package fund the continuation of a project that is, or will be, under OCIO oversight? (See OCIO [Policy 121](#).) ☒ Yes ☐ No

## Part 3: IT Project Questions

### Agency readiness/solution appropriateness

#### Organizational change management

1. Describe the types of organizational changes expected because of this effort. How has your agency considered these impacts in planning the project and within this funding request? Include specific examples regarding planned Organizational Change Management (OCM) activities and whether or how the requested funding will support these efforts.

WSDOT has an established OCM practice and has contracted with external consultants to support this project. This team has already developed a comprehensive OCM strategy based on Prosci's ADKAR Model® and is implementing the detailed plan. This plan will support WSDOT staff statewide who are affected by the continued development of the CSR Replacement project. The goal of an OCM team is to enable each affected stakeholder to make the transition successfully from current to future state processes with minimal disruption to operational work.

The requested budget includes contracting with external consultants to continue to deliver on the OCM strategy. Examples of these activities include:

- Performing a readiness assessment
- Performing a sponsorship assessment
- Conducting stakeholder analysis
- Executing the communication and engagement plan
- Ensuring an effective training plan is developed and delivered
- Measuring progress, evaluating results and taking corrective action to ensure a high level of adoption

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### Agency technology portfolio risk assessment

2. How does this project integrate into and/or improve the overall health of your agency's IT portfolio? Include specific examples such as system efficiencies, technology risks mitigated, technology improvements achieved, etc.

The Capital Program Management System was implemented in 1987 and resides on a mainframe platform. CPMS exists as the system of record for Washington State's capital project and program management and supplies key data to more than 16 other systems or applications. As a result of inherent limitations of CPMS, many layers of manual interfaces and processes have been implemented to meet mandatory state and federal requirements. These many processes and interfaces have led to data having to be entered multiple times resulting in data discrepancies. Reconciling the information in CPMS to other integrated systems requires between 30 to 40 hours per month.

In addition, many systems and applications have been developed to fill in business and systems gaps such as change management, project planning, scoping and trending, which are now functions of TEIS Capital Projects. WSDOT uses various internally developed and vendor supported systems to support business and federal requirements. One of these systems implemented in 1998, is the Federal Aid Tracking System (FATS). FATS supports the preparation, review and processing of federal funding authorization agreements and modifications. Another system is the Work Order Authorization (WOA) system, which initiates and records financial detail for projects. WOA also provides for funding approval of preliminary engineering, right of way and construction engineering expenditures for all projects in the capital construction program. There is no automated interface between WOA, FATS and CPMS. This requires significant manual effort from Capital Program Development and Management (CPDM) Division staff to keep CPMS, WOA, FATS and other systems "in balance."

There is very limited capacity to apply business rules within legacy systems to maintain data accuracy. Additionally, many of the interfaces between these systems are manual and require duplicate entry to keep system source data up to date.

Continuing to maintain CPMS and the various other supporting systems, is rapidly becoming a high-risk option for WSDOT. As both IT and business staff that maintain these systems are nearing retirement eligibility, WSDOT must move forward with replacing these systems with modern, configurable COTS solutions. There are limited opportunities to make enhancements to CPMS and CAPS, as most IT resources are dedicated to addressing critical production issues with WSDOT mainframe systems. The WSDOT IT Division has already been cross-training staff that support various mainframe systems, but this pool of employees is rapidly shrinking.

Modernizing the legacy systems will lead to cost avoidance, reduced risk, and better alignment with the replacement of the agency's financial system and allows the agency to continue business without disruption.

### Solution scale

3. Explain how this investment is scaled appropriately to solve the proposed business problem. Described what considerations and decisions the agency has made to determine the sizing of this investment and why it is appropriate to solve the business problem outlined in the decision package.

The Capital System Replacement project was initiated in the 2017-19 biennium as a Request for Information (RFI). Based on OCIO assessment and evaluation the project was placed under OCIO

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oversight and is being reported on the OCIO website. The information gained from the RFI will inform whether the project should proceed with issuing a Request for Proposal. If the Executive Steering Committee approves proceeding with an RFP, what was learned in the Request for Information phase will also inform the scope and the phasing of projects. Through the development of the RFP, the scope, associated schedule, potential phasing, and cost would be determined. During the biennium, the project team documented core business requirements and issued a Request for Information. Six vendors responded, four of which were offered an opportunity to demonstrate their COTS solution. An analysis of existing systems, an evaluation of the vendor's software, and a risk assessment was used to inform the decision to proceed with issuing a Request for Proposal.

For the 2019-21 biennium, the decision package satisfies Legislative requirements to proceed with distributing costs for the consultant services need to complete and issue a RFP. A decision package requesting approval to distribute costs for design and implementation of a system will be submitted in the 2021 Legislative Session for the 2021-23 biennium.

### Resource availability

4. How has the agency determined the resources required for this effort to be successful? How does this funding request support that resourcing need? If the agency intends to use existing resources for this effort, how are risks around resource availability being addressed?

A team of consultants have been contracted to perform the efforts through the RFP phase of the project. The project team includes three WSDOT employees - two subject matter experts and a project director who are contributing less than 0.25 FTE of effort through the RFP phase of the project. If necessary, a decision package will be submitted for the 2021 Legislative Session to identify the cost associated with backfilling the state staff assigned to the project.

### Investment urgency

5. With regards to the urgency of this investment, please select **one** of the following that most closely describes the urgency of your investment, and **explain your reasoning**:

- ☐ This investment addresses a currently unmet, time sensitive legal mandate or addresses audit findings which require urgent action.

**Reason:**

- ☒ This investment addresses imminent failure of a mission critical or business essential system or infrastructure and will improve that issue.

**Reason:**

IT systems used to manage and implement the department's capital program are highly customized mainframe solutions that do not support business processes and regulatory requirements. Additionally, these systems are interconnected due to customization, incremental integration efforts, and the development of ad-hoc solutions applied over the last three decades.

Continuing to maintain CPMS and the various other supporting systems, is rapidly becoming a high-risk option for WSDOT. There are limited opportunities to make enhancements to CPMS and CAPS, as most IT resources are dedicated to addressing critical production issues with WSDOT mainframe systems.



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- ☐ This investment addresses an agency's backlog of technology systems and provides an opportunity for modernization or improvement.

**Reason:**

- ☐ This investment provides an opportunity to improve services, but does not introduce new capability or address imminent risks.

**Reason:**

### Architecture/Technology Strategy Alignment

#### Strategic alignment

6. Using specific examples, describe how this investment aligns with strategic elements of the Enterprise Technology Strategic Plan. Examples of strategic principles that tie back to tenets of the strategic plan include, but are not limited to: buy don't build, solutions hosted on modern hosting solutions, solutions promoting accessibility, early value delivery of functionality throughout the project, and modular implementation of project features.

This phase of the CSR project proposes to continue the work necessary to issue an RFP that will be used to select a vendor to design and implement a full life-cycle Commercial-Off-the-Shelf (COTS) solution to replace core capital program and project management systems that have exceeded their useful life.

The current project charter assumes implementation to occur over three replacement efforts: Project/Program Management System; Construction Management Systems; and Materials Testing Systems. Each of these efforts have standalone utility. Examples of alignment with the Enterprise Technology Strategic Plan include:

#### Efficient and Effective Government

- Consolidate common technology & services – replaces a number of legacy systems, including mainframe.
- Create constituent focused portals – eConstruction functionality will improve contract management by allowing contractors to submit information through portals.

#### IT Workforce

- Create an enterprise workforce development strategy – the programmers and administrators responsible for the legacy mainframe systems are specialized and difficult to replace. Moving to a modern platform will expand staff development and employment opportunities.

#### Enterprise Architecture

- Identify common business practices that can be supported by shared solutions – the business process across regions and programs are being documented. The project is looking for a integrated solution that provides best industry business practices.
- Increase capacity to manage & share information – information needed to manage, implement, and deliver the department's capital program is fragmented across dozens of systems. The project will allow for shared information and integrations that eliminate multiple data entry.
- Modernize infrastructure and applications – the project will replace legacy mainframe systems.

#### Security & Privacy

- Proactively assess application security – The project will comply with all OCIO security standards.

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## Technical alignment

7. Using specific examples, describe how this investment aligns with technical elements of the Enterprise Technology Strategic Plan. Examples of technical principles that tie back to tenets of the strategic plan include, but are not limited to: data minimization, incorporating security principles into system design and implementation, publishing open data, and incorporating mobile solutions into systems.

### Efficient & Effective Government

- Consolidate Technologies & Common Services – WSDOT currently has multiple program management systems, including legacy mainframe systems. Migrating all content to a COTS solution that supports the department's business processes will help contain support costs and increase efficiency.
- Create Accessibility – modern eConstruction solutions support mobile-based documentation and decision-making.

### General

- Optimized Government – WSDOT will improve the effectiveness of staff, processes, and systems by moving content from multiple content stores. The ECM allows the department to manage content, enforce records retention, and respond to public records requests more efficiently.

## Governance processes

8. What governance processes does your agency have in place to support this project, or what new governance processes will be introduced to accommodate this effort? Examples of governance processes include executive sponsorship and steering, vendor/contract management, change control, quality assurance (QA), independent verification and validation (IV&V), and incorporating stakeholder feedback into decision making processes. Provide examples of how your proposed budget includes adequate funding and planning for governance processes, if applicable.

The Capital System Replacement project established a comprehensive governance structure for the first phase of the project that will continue through the life of the project. This includes:

- A highly cross-functional Steering Committee made up of ten senior managers that represents key areas of the agency. This includes leadership with the authority to make both project and operational decisions.
- A highly effective project organizational structure with documented roles, responsibilities, and decision-making processes.
- Contracted external quality assurance consultants that monitor project activities and provide assessments and monthly reports.
- Oversight by the OCIO.

The project team has developed detailed plans related to governance, change control, quality management, vendor and contract management, and stakeholder management. The high level of agency leadership participation, project organizational structure, and execution of detailed plans contribute to the effective governance model currently used to manage the project.

## Interoperability, interfaces and reuse

9. Does this proposed solution support interoperability and/or interfaces of existing systems within the state? Does this proposal reuse existing components of a solution already in use in

## 2020 Supplemental Budget Decision Package

the state? If the solution is a new proposal, will it allow for such principles in the future? Provide specific examples.

The CSR project completed a self-assessment and was evaluated by the OCIO Oversight team. It was determined that the scope and magnitude of the project warranted OCIO oversight. Status, progress, and risk are being reported monthly on OCIO's oversight website.

The current implementation plan for the CSR project recognizes a three-phased approach to implementing the full IT solution. Each phase will extent the utility of a prior phase allowing for a comprehensive COTS solutions that meets the department's project/program management needs. The solution will integrate with the department's existing accounting system and is expected to simplify the deploy of a future statewide enterprise resource planning solution.

Depending on the scope of the project as approved by the Executive Steering Committee, there is likely to be integrations to existing WSDOT systems that are considered out-of-scope, including TRAINS. Until the scope for the CSR project is determined, it is unclear whether existing functionality will be replaced by the COTS solution or accessed through an integration to an existing WSDOT system. Solutions that are already in use that meet WSDOT's business needs will not be replaced.

Also, the department is currently replacing Oracle Contract Manager with Oracle Unifier, which has the potential, with the purchase of additional modules, to provide some of the functionality being evaluated in the CSR Request for Information.

### Business/Citizen Driven Technology

#### Measurable business outcomes

10. Describe how this proposed IT investment improves business outcomes within your agency? Provide specific examples of business outcomes in use within your agency, and how those outcomes will be improved as a result of this technology.

The project is expected to support the following agency goals:

- Continue the modernization of WSDOT's critical applications by replacing existing legacy mainframes and ad-hoc IT/business solutions.
- Eliminate duplication of effort, improve data quality, and replace manual business processes.
- Provide improved flexibility to meet current and future statutory and regulatory requirements.
- Provide contractor eConstruction functionality.

While the project is in the initial stages of documenting current business process there are examples of existing processes that will benefits from the development of a modern system. For example, a project office enters project information into a spreadsheet, desktop project management application. In some instances, the project schedule is entered into an enterprise project management system. This information is summarized and manually entered into the agency's Capital Program Management System. Updates to the information may be made at different intervals. The program information is then transferred nightly to the Transportation Executive Information System for analysis and processing.

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Another example, subject matter experts maintain asset information in spreadsheets. Assets condition and performance is evaluated using these spreadsheets. Those that are considered high priority for preservation and combined into projects following instructions issued by the Headquarters Program Management Division. These projects are manually entered into the department's Capital Program Management System. Nightly, the Capital Program Management System copies information into the Transportation Executive Information System where the newly created projects are evaluated by Priority Programming staff. Changes to the scope of these projects must be entered into the Capital Program Management System to be re-evaluated.

### Customer centered technology

11. Describe how this proposed investment improves customer experience. Include a description of the mechanism to receive and incorporate customer feedback. If the investment supports internal IT customers, how will agency users experience and interact with this investment? If the customers are external (citizen), how will the citizen experience with your agency be improved as result of implementing this investment? Provide specific examples.

The project has developed a comprehensive OCM strategy to allow the agency users to experience and interact with the new solution. Examples of feedback we've received at this early stage include:

- Validation of the future state processes and input into the assessment of impacts
- Participation in end users' surveys and other stakeholder data elicitation activities
  - Approximately 1,300 registered users of existing program management systems were surveyed. Information from stakeholder interviews and the survey will be shared with the Executive Steering Committee for consideration in whether to proceed with an RFP. If the project moves forward, the information will be used to develop the Organizational Change Management plan that will be used for the remainder of the project.
  - A majority (60%) believed modern systems would positively impact their ability to do their work and their ability to positively impact the people we serve.
- Access to vendor solution demonstrations
- Participation in project roles to provide key communication and support to peer end users

### Business process transformation

12. Describe how this IT investment supports business processes in your agency. Include the degree of change anticipated to business processes and the expected improvements as a result of this technology. Describe how the business and technology will coordinate and communicate project tasks and activities. Provide specific examples of how business processes are related to this technology and expected improvements to business processes as a result of implementing this technology.

At the successful completion of this project, WSDOT will have:

- Consolidated the current system and application framework.
- Transformed business processes to meet the requirements of the departments business need, using industry best practices. Business processes are in various states of documentation. Business analysts are current documenting "as-is" and "to-be" states.
- Eliminated the majority of the point-to-point data interfaces.
- Reduced expenditures related to upkeep of outdated systems and interfaces.

## 2020 Supplemental Budget Decision Package

- Gained value and efficiency in daily operations for the WSDOT workforce.
- A reduction in the cost to deliver a project through improved program and project management tools including enhanced project budgeting and costing
- More cost effective project programming decisions through enhanced needs identification, project scoping, project prioritization and selection tools
- Reduction in construction contract change orders, claims, project delays and overruns through more effective contract management and monitoring tools
- More effective use of the existing funding through improved lifecycle cost management as a result of implementation of an integrated transportation asset management solution with lifecycle cost modeling, needs identification, trade-off analysis, and performance-based budgeting capabilities
- Reduced information technology costs:
  - Decommissioning of the WSDOT mainframe
  - Redirection of the WSDOT information technology staff to supporting other line of business applications as a result of the elimination of standalone systems performing related functions

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** DA Wireless Sites Lease Adjustments  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Info:** Joe Patterson, 360-705-7545  
patterj@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** Additional appropriation authority is needed for unavoidable increases to leases for wireless radio communication sites. The wireless communication system is essential for the daily highway maintenance operations and is the primary source of communication during emergencies. This funding will allow the wireless communication system to continue to function at the current level of service without redirecting funds needed for other facilities maintenance.

**PROGRAM RECOMMENDATION SUMMARY:** Additional appropriation authority is needed for unavoidable increases to leases for wireless radio communication sites. The wireless communication system is essential for the daily highway maintenance operations and is the primary source of communication during emergencies. This funding will allow the wireless communication system to continue to function at the current level of service without redirecting funds needed for other facilities maintenance.

### Fiscal Summary

*Dollars in thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund: 108-1	\$71	\$93	0	0
<b>Total Expenditures</b>	<b>\$71</b>	<b>\$93</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>	<b>\$164</b>		<b>\$0</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	\$71	\$93	0	0

### PACKAGE DESCRIPTION

#### Background

The Washington State Department of Transportation's (WSDOT) wireless communication system provides statewide radio communication and data transmission that is vital to the department, other agencies, and the traveling public. Wireless communications supports emergency response, maintenance, and highway operations. Key components of the wireless systems support infrastructure includes radio sites, buildings and communications towers. These facilities are located across the state and at various locations such as mountaintops, maintenance facilities and along highways. The department has 94 wireless communication sites that are leased from various vendors and agencies. These sites have 105 separate leases associated with them, since some sites have separate leases to access to the land, space in a building, or space on a tower. Each lease contract contains language that either requires WSDOT to pay, or allows property owners to request, annual or term (5<sup>th</sup> year) increases in lease payments. Contracts also allow renegotiation of the terms of the lease if additional equipment is added to the site or tower.

Additional funding of \$164,000 is needed for increases in lease costs due to rate increases and additional space on wireless sites used for equipment. Additional space at sites is required because WSDOT is in the process of replacing its legacy radio system with the newer project-25 (P25) system, as required by RCW 43.105.33.

## 2020 Supplemental Budget Decision Package

P25 equipment is funded in the capital budget for preservation under the project Land Mobile Radio (project identification number G2000055). Placing this new equipment at the wireless sites increases any lease costs that are based on the amount of space used. The increase in lease costs for Phase 1 of P25 deployment has already been funded, covering the Northwest and North Central regions. Of the total request, \$136,000 is for the P25-related lease cost increases for Phase 2 (Olympic and South Central Regions) and Phase 3 (Southwest and Eastern regions.)

### **What are the implications of not funding this proposal?**

If the request were not approved, resources would need to be redirected from the Capital Facilities program's core work. Activities of core work include planned maintenance that prevents degradation of the facilities and sites, corrective and emergency maintenance, utilities for the buildings, and other operating costs. Statewide, the Capital Facilities program has funding for approximately 45 percent of what the industry standard recommends for structural maintenance and operations, and has an unfunded ten-year need of over \$300 million for maintenance and preservation activities for its assets. Redirection of existing resources would make this problem worse.

### **What alternatives did you explore and why was this option chosen?**

The department could terminate leases for some wireless sites, and reducing the wireless communication network. This is not an option WSDOT would support, due to the negative impact on maintenance operations, emergency response, traffic management, and information transmission. The Highway Maintenance program, Washington State Patrol, the Department of Natural Resources, and the state's Emergency Management Division are utilize WSDOT's wireless communications infrastructure.

The option of shifting funds from facilities preservation was also considered, but this would add to the current facility repair and replacement unfunded need. Therefore, the department elected to request additional spending authority for these unavoidable costs in order to maintain essential communications and to sustain facilities maintenance and operations activities without affecting department programs and agency performance.

## **ASSUMPTIONS AND CALCULATIONS**

### **Expansion or alteration of a current program or service**

NA

## 2020 Supplemental Budget Decision Package

The following table is a summary of the primary categories of leases and projected cost increases. Please see Attachment A for the detailed inventory calculations for each lease.

Lease Category	Number of sites	2020 Supplemental Request	Reason for Increase
New and existing sites	73	\$27,887	New and existing sites where the lessor is requiring rent increases - usually due to annual or term renewal increases.
*P25 Wireless System Additions and Site Improvements		\$136,472	Placing additional equipment (acquired via capital project) at the existing sites will require more leased space. Rental rates are based on the DNR Lease Rent Schedule, used by state agencies. Rate are renegotiated any time a change is made to the equipment installed at a site.
Existing leases - no annual rent increases	32	\$0	
<b>Total Leases</b>	<b>105</b>	<b>\$164,359</b>	
<b><i>Rounded to nearest thousands</i></b>		<b><i>\$164,000</i></b>	

\*The department is in the process of replacing its legacy radio system with the P25 standard system as part of the Land Mobile Radio Project, funded in program P, Preservation. The legacy system is rapidly approaching 20 years of service.

### Workforce assumptions

There are no workforce assumptions.

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This request supports the Governor's Results Washington outcome measure for improving Washington's resiliency by supporting infrastructure that provides communications between various state and local entities in case of emergency or disaster. This request also fits within the department's strategic goal of practical solutions by supporting state of good repair, by preventing the redirection of funds from Capital Facilities core maintenance work to pay for additional lease costs.

### Performance outcomes

Providing funding for increasing wireless lease costs supports the newer P25 capabilities, which will increase wireless radio communication to cover ninety-five percent of each operating region.



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## OTHER COLLATERAL CONNECTIONS

### **Intergovernmental**

Local governments and other state agencies are supportive of WSDOT's efforts to maintain wireless communications in case of emergencies.

### **Stakeholder response:**

There is no impact to non-governmental stakeholders by this proposal.

### **Legal or administrative mandates:**

This proposal is not in response to litigation, an audit finding, executive order or task force recommendations.

### **Changes from current law:**

There are no necessary changes to existing statutes, rules or contracts.

### **State workforce impacts:**

There is no impact to existing collective bargaining agreements, compensation or benefits.

### **State facilities impacts:**

There is no impact to facility and workplace needs.

### **Puget Sound recovery:**

There is no impact to Puget Sound recovery efforts.

## OTHER SUPPORTING MATERIALS

N/A

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** DB Local Government Fees  
 (Local Government Assessment Increases)  
**Budget period:** 2019-2021 (2020 Supplemental)  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Chelsea Buchanan, 360-705-7543  
 Buchach@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The department requests additional appropriation authority for increased obligations to local governments for property assessments. These fees are assessed to WSDOT for fire protection, weed control, irrigation, diking, drainage, and other local government services. Additional authority would support the Capital Facilities program to maintain WSDOT buildings at the current level, without redirecting its base maintenance funding to pay for increased assessments.

**PROGRAM RECOMMENDATION SUMMARY:** The department requests additional appropriation authority for increased obligations to local governments for property assessments. These fees are assessed to WSDOT for fire protection, weed control, irrigation, diking, drainage, and other local government services. Additional authority would support the Capital Facilities program to maintain WSDOT buildings at the current level, without redirecting its base maintenance funding to pay for increased assessments.

## Fiscal Summary

*Dollars in thousands*

Expenditures	FY 2020	FY 2021	FY2022	FY2023
Fund Number:108-1	36	41	41	41
<b>Total Expenditures</b>	<b>36</b>	<b>41</b>	<b>41</b>	<b>41</b>
<b>Biennial Totals</b>	<b>\$77</b>		<b>\$82</b>	
Staffing	FY 2020	FY 2021	FY2022	FY2023
FTEs	0	0	0	0
<b>Average Annual</b>	<b>0.0</b>			
Object of Expenditure	FY 2020	FY 2021	FY2022	FY2023
Salaries	0	0	0	0
Benefits	0	0	0	0
Goods and Services	36	41	41	41

## PACKAGE DESCRIPTION

Local governments have statutory authority to charge property owners, including government bodies, rate-based taxes for multiple purposes. Examples of taxing districts include counties, cities, municipalities, fire protection districts, local utility districts, etc. Example of assessments include fire protection, weed control, surface water management, irrigation, diking, drainage, and other local services. (This request does not include stormwater assessments, increases in stormwater assessments were addressed in the 2019-21 budget.) The department is obligated to pay these assessments, and over time, local governments have consistently increased rates and implemented new assessments. Additional appropriation authority for these increases will prevent the program from having to redirect funds from other facilities maintenance activities.

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### **What are the implications of not funding this proposal?**

Impacts would be to program outcomes. Because the agency is legally required to pay these assessments, if the request is not approved, resources would need to be redirected from the Capital Facilities program's core work. Core work covers the vast majority (approx. 1,000) of WSDOT's buildings and structures including maintenance shops, regional and administrative buildings, communication sites, and materials storage. Activities of core work include planned maintenance that prevents degradation of the facilities, corrective and emergency maintenance, utilities for the buildings, and other operating costs. Statewide, the Capital Facilities program has funding for approximately 45 percent of what the industry standard recommends for structural maintenance and operations, and has an unfunded ten-year need of over \$300 million for maintenance and preservation activities for its buildings and structures. Redirection of existing resources would exacerbate this problem.

### **What alternatives did you explore and why was this option chosen?**

Since assessment fees must be paid, the only alternative is to use existing appropriation authority already planned for Capital Facilities maintenance activities. This alternative was not chosen due to the adverse impacts on the state of good repair of WSDOT's facilities. State of good repair is a WSDOT priority. Due to the legal obligation to pay the fees, and the lack of control WSDOT has over these assessments, WSDOT is opting to request additional appropriation authority.

## **ASSUMPTIONS AND CALCULATIONS**

### **Expansion or alteration of a current program or service**

N/A

### **Detailed assumptions and calculations**

The following table shows the history of expenditures along with the calculations of the requested amounts for Program D, which use a four-year average. An Excel workbook with this information is also attached.

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### History of Program D, Fund 108-1 Expenditures for Object EZ03 Assessments (Non-Stormwater)

Biennium	Fiscal Years	Expenditures	Biennium Total	Dollars
2009-11	2010	\$105,184	\$162,185	
	2011	\$57,001		
2011-13	2012	\$128,129	\$254,255	\$92,070
	2013	\$126,126		
2013-15	2014	\$133,409	\$289,802	\$35,546
	2015	\$156,393		
2015-17	2016	\$165,957	\$330,599	\$40,798
	2017	\$164,642		
2017-19	2018	\$198,796	\$413,285	\$82,686
	2019	\$214,489		
2019-21 (projected)	2020	\$234,408	\$490,586	\$77,301
	2021	\$256,178		
Projecting 2019-21 Expenditures				
Recent Average Change				
Fiscal Year 2015 Expenditures		\$156,393		
Fiscal Year 2019 Expenditures		\$214,489		
Change		37.1%		
÷ by No. of Yrs. of Growth		4		
Average Annual Change		9.3%		

### Apply Recent Average Percentage Change to Determine Projected Change

Biennium	Fiscal Years	Fiscal Year Total	Biennium Total	Change From Prior
2017-19	2018 Expenditures	\$198,796	\$413,285	
	2019 Expenditures	\$214,489		
	2017-19 Expenditures	\$214,489		
2019-21	Projected Growth Rate	\$0	\$490,586	\$77,301
	2020 Estimate	\$234,408		
	Multiplied by 100% + Growth	\$0		
	2021 Estimate	\$256,178		
	2020 Supplemental Request			
	2017-19 Estimated Expenditures	\$413,285		
	2019-21 Estimated Expenditures	\$490,586		
	Requested Amount	\$77,301		
	Rounded	\$77,000		
	Fiscal Year Split	2020		
	2021	\$41,000		

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## Workforce assumptions

N/A

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

The Capital Facilities program supports WSDOT's strategic plan goal of deploying practical solutions that avoid higher cost projects by working to keep the state's facilities at a state of good repair. By ensuring facility maintenance and other support functions are not impacted by redirecting funds to increased assessments, agency buildings and structures will continue to be maintained at the current level. This will assist in maintaining workspaces that support workforce development, another WSDOT strategic goal.

### Performance outcomes

This request supports preventing a reduction in performance for Capital Facilities maintenance.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

Local governments would support and expect WSDOT to meet its obligations.

### Stakeholder response

State employees (WSDOT) are supportive of promoting state of good repair for their workspaces (by preventing a redirecting of existing funds to pay the increased assessments.)

### Legal or administrative mandates

Local governments are allowed under state law to charge and increase property assessments, including to government entities such as WSDOT.

### Changes from current law

N/A

### State workforce impacts

N/A

### State facilities impacts

N/A (This section pertains to a need for additional facilities).

### Puget Sound recovery

N/A


## OTHER SUPPORTING MATERIALS

See attached Excel workbook for assumptions and calculations.

## INFORMATION TECHNOLOGY (IT)

### Information Technology

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

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### for Object EZ03 Assessments (Non-Stormwater)

Biennium	Fiscal Years	Expenditures	Biennium Total	Dollars
2009-11	2010	\$105,184	\$162,185	
	2011	\$57,001		
2011-13	2012	\$128,129	\$254,255	\$92,070
	2013	\$126,126		
2013-15	2014	\$133,409	\$289,802	\$35,546
	2015	\$156,393		
2015-17	2016	\$165,957	\$330,599	\$40,798
	2017	\$164,642		

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			Fiscal 1 Dollars	Fiscal 2 Dollars	Total Months Dollars Jul - 2017 to Mo 25
Appropriation	Sub Sub Object	Sub Sub Object Name	FY1 EX	FY2 EX	Selected EX
010	EZ03	Assessments	198,796.33	214,489.40	413,285.73

			Fiscal 1 Dollars	Fiscal 2 Dollars	Total Months Dollars Jul - 2015 to Mo 25
Appropriation	Sub Sub Object	Sub Sub Object Name	FY1 EX	FY2 EX	Selected EX
010	EZ03	Assessments	165,956.86	164,642.43	330,599.29

			Fiscal 1 Dollars	Fiscal 2 Dollars	Total Months Dollars Jul - 2013 to Mo 25
Appropriation	Sub Sub Object	Sub Sub Object Name	FY1 EX	FY2 EX	Selected EX
010	EZ03	Assessments	133,408.72	156,392.83	289,801.55

			Fiscal 1 Dollars	Fiscal 2 Dollars	Total Months Dollars Jul - 2011 to Mo 25
Appropriation	Sub Sub Object	Sub Sub Object Name	FY1 EX	FY2 EX	Selected EX
010	EZ03	Assessments	128,129.09	126,126.38	254,255.47

			Fiscal 1 Dollars	Fiscal 2 Dollars	Total Months Dollars to Mo 25
Appropriation	Sub Sub Object	Sub Sub Object Name	FY1 EX	FY2 EX	Selected EX
010	EZ03	Assessments	105,184.33	57,000.98	162,185.31



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**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** DC Utilities Increases  
**Budget period:** 2019-2021 (2020 Supplemental)  
**Budget level:** ML - Maintenance Level  
**Contact Information:** Joe Patterson, 360-705-7545  
patterj@wsdot.wa.gov

### AGENCY RECOMMENDATION SUMMARY:

The Washington State Department of Transportation (WSDOT) requests additional appropriation to cover increased utility costs in the Capital Facilities program (Program D). This request focuses on electricity expenditures in Program D in the operation of nearly 1,000 buildings, and includes diesel/fuel oil and water service. With this increase in funding, the department will be able to maintain the current minimum level of service required to provide adequate working conditions for the department's employees.

### PROGRAM RECOMMENDATION SUMMARY:

The Washington State Department of Transportation (WSDOT) requests additional appropriation to cover increased utility costs in the Capital Facilities program (Program D). This request focuses on electricity expenditures in Program D in the operation of nearly 1,000 buildings, and includes diesel/fuel oil and water service. With this increase in funding, the department will be able to maintain the current minimum level of service required to provide adequate working conditions for the department's employees.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 108-1	107	107	107	107
<b>Total Expenditures</b>	<b>107</b>	<b>107</b>	<b>107</b>	<b>107</b>
<b>Biennial Totals</b>	<b>\$214</b>		<b>\$214</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	107	107	107	107

### PACKAGE DESCRIPTION

The department requests additional expenditure authority to cover higher diesel/fuel oil, electricity, and water costs. These utilities are essential for the operation of the department's over 1,000 owned facilities and structures including regional HQ buildings, maintenance area HQ buildings, maintenance section shops, and equipment and storage sheds. With this increase in funding, the department will be able to maintain the current minimum level of service required to provide adequate working conditions for the department's employees.

#### What are the implications of not funding this proposal?

If this request were not approved, resources would need to be redirected from the Capital Facilities program's core work. Activities of core work include planned maintenance that prevents degradation of the facilities and sites, corrective and emergency maintenance, utilities for the buildings, and other operating costs. Statewide, the Capital Facilities program has funding for approximately 45 percent of what the industry standard recommends for structural maintenance and operations, and has an unfunded ten-year need of over \$300 million for maintenance and preservation activities for its assets. Redirection of existing resources would make this problem worse.

## 2020 Supplemental Budget Decision Package

### What alternatives did you explore and why was this option chosen?

Funds could be shifted from other services to cover the increased cost of utilities. This alternative was not chosen due to the adverse impacts and reduction levels of service that would result. Because the agency is legally required to pay invoices for service provided, if the request is not approved, resources would need to be diverted from planned facility maintenance activities. The Capital Facilities Program is already operating with constrained maintenance resources, and further diversion of those resources would lower overall service levels and result in accelerated deterioration of agency facility assets

### ASSUMPTIONS AND CALCULATIONS

#### Expansion or alteration of a current program or service

Utilities are a continuation of services for statewide facilities.

#### Detailed assumptions and calculations

The calculations for Program D, fund 108-1 expenditures for objects EC03 (Diesel/Heating Oil), EC05 (Electricity), and EC09 (Water) are represented in the below tables and in further detail in the attached Excel spreadsheet. Each object of expenditure has its own tab in the attached spreadsheet. All items use a four-year trend to project future increases.

#### Capital Facilities

##### Program D - 2019-2021 (2020 Supplemental) Utilities Increases

*Dollars in Thousands*

Program	Object Code	Object Name	2017-19 Biennium Total	2019-2021 Biennium Total	Average Percent Change	FY 2020 Requested Funding
D	EC03	Diesel	\$107,594	\$130,146	3.68%	\$22,552
D	EC05	Electricity	\$3,780,614	\$3,879,349	3.84%	\$98,735
D	EC09	Water	\$655,072	\$747,525	9.44%	\$92,453
Total			\$4,543,280	\$4,757,020	5.65%	\$213,740
Rounded						\$214,000

**Diesel:** The method in the spreadsheet uses actual expenditures from 2014 to 2019 and calculated the average yearly growth rate in expenditures over the five-year period. The average historical growth rate for diesel is 3.68 percent used in fiscal years 2020 and 2021 to estimate for future projections.

Below is an overview of the historical diesel price trends during that time. The 2019-21 projected costs are based on June 2019 TEF Fuel Forecast dollar per gallon and the projected consumption of diesel fuel.

## 2020 Supplemental Budget Decision Package

### History of Pogram D, Fund 108-1 Expenditures for Diesel Fuel

Biennium	Fiscal Years	Expenditures	Biennium Total	Net Change	Price per gallon	*Estimated Gallons Consumed
2009-11	2010	\$37,825	\$70,365	\$0	\$2.48	15,233
	2011	\$32,540			\$3.16	10,304
2011-13	2012	\$112,165	\$208,391	\$138,025	\$3.72	30,125
	2013	\$96,226			\$3.68	26,151
2013-15	2014	\$71,571	\$120,964	(\$87,427)	\$3.57	20,052
	2015	\$49,393			\$2.95	16,740
2015-17	2016	\$28,240	\$69,156	(\$51,808)	\$1.24	22,712
	2017	\$40,915			\$2.09	19,536
2017-19	2018	\$50,930	\$107,594	\$38,438	\$2.44	20,887
	2019	\$56,663			\$2.62	21,597
2019-21	2020	\$67,390	\$130,146	\$22,552	\$3.01	22,392
	2021	\$62,756			\$2.70	23,216

\* Fiscal year 2019 consumption: Actual expenditures / \$ per gallon ( \$56,663/\$2.62 = \$21,597)

#### Calculation of Historic Average Growth

Fiscal Year 2015 Consumption	\$49,393
Fiscal Year 2019 Consumption	\$56,663
Percent Change	14.7%
÷ by No. of Yrs. of Growth	4
<b>Average Percent Change</b>	<b>3.680%</b>

#### Calculations for the Estimate of 2019-21 Consumption Projections & Expenditures

		Cost per Gallon	Estimated Expenditures
Fiscal Year 2019 Consumption	\$21,597		
Multiplied by Average % Change	3.680%		
<b>Fiscal Year 2020 Projected Consumption</b>	<b>\$22,392 X</b>	<b>\$3.01</b>	<b>\$67,390</b>
Fiscal Year 2020 Consumption Projection	\$22,392		
Multiplied by Average % Change	3.680%		
<b>Fiscal Year 2021 Projected Consumption</b>	<b>\$23,216 X</b>	<b>\$2.70</b>	<b>\$62,756</b>

<b>2019-21 Estimated Expenditures</b>	<b>\$130,146</b>
<b>Less 2017-19 Expenditures</b>	<b>\$107,594</b>
<b>Requested Amount</b>	<b>\$22,552</b>
<b>Rounded</b>	<b>\$23,000</b>

## 2020 Supplemental Budget Decision Package

**Electricity:** In the 2017-19 biennium, the program initiated a facility energy improvement project through the Department of Enterprise Service's Energy Services Performance Contract program. This project improved the energy efficiency at 860 department owned buildings across the state, and is expected to be complete in November 2019. While this project has already reduced energy consumption, the department has yet seen a full year's worth of effects. The projected cost savings are obligated to repay an \$11.6 million certificate of participation (COP) used for this project. This project does not offset utility rate increases, system additions (new buildings), or operational tempo (additional shifts and crews of other WSDOT staff using the facilities.)

As the result of realized cost savings through energy efficiency measures, actual expenditures came in \$359,000 less in the 2017-19 biennium when comparing to 2015-17 biennium. The reduced 2017-19 electricity expenditures are excluded from the calculation because the energy savings project spanned that biennium and therefore the actual expenditures are not a true reflection of costs compared to the baseline. The first full year of expenditures after project completion can be used as the new baseline to identify changes in utility rates, system additions and/or operational tempo influences in subsequent years.

The method in the spreadsheet uses actual expenditures from 2013 to 2017 as the baseline and calculated the average yearly growth rate in expenditures over the four-year period. The average historical growth rate for electricity is 3.84 percent used in fiscal years 2020 and 2021 to estimate for future projections.

### History of Program D, Fund 108-1 Expenditures for Electrical Utilities

Biennium	Fiscal Years	Expenditures	Biennium Total	Dollars
2009-11	2010	\$1,777,982	\$3,663,794	\$0
	2011	\$1,885,812		
2011-13	2012	\$1,867,248	\$3,745,466	\$81,672
	2013	\$1,878,218		
2013-15	2014	\$1,986,904	\$3,923,691	\$178,225
	2015	\$1,936,787		
2015-17	2016	\$1,972,637	\$4,139,455	\$215,764
	2017	\$2,166,818		
2017-19	2018	\$1,947,895	\$3,780,614	-\$358,841
	2019	\$1,832,719		
2019-21	2020	\$1,903,121	\$3,879,349	\$98,735
	2021	\$1,976,228		

## 2020 Supplemental Budget Decision Package

### Calculations For The Estimate of 2019-21 Expenditures

<b>Calculation of Historic Average Growth</b>	
Fiscal Year 2013 Expenditures	\$1,878,218
Fiscal Year 2017 Expenditures	<u>\$2,166,818</u>
Percent Change	15.4%
÷ by No. of Yrs. of Growth	<u>4</u>
<b>Average Percent Change</b>	<b>3.841%</b>
<b>Application of 3.12% Growth Rate to Prior Fiscal Year Estimated Expenditures</b>	

Biennium	Fiscal Year	Fiscal Year Amount	Biennium Total	\$ Change from Prior Biennium
<b>2017-19</b>	Fiscal Year 2018 Expenditures	\$1,947,895		
	Fiscal Year 2019 Expenditures	\$1,832,719	<b><u>\$3,780,614</u></b>	
<b>2019-21</b>	Fiscal Year 2019 Expenditures (base)	\$1,832,719		
	Multiplied by 100% + Growth Rate	3.84%		
	<b>Fiscal Year 2020 Estimate</b>	<b>\$1,903,121</b>		
	Multiplied by 100% + Growth Rate	3.84%		
	<b>Fiscal Year 2021 Estimate</b>	<b>\$1,976,228</b>	<b><u>\$3,879,349</u></b>	<b>\$98,735</b>
			<b>Rounded</b>	<b>\$99,000</b>

**Water:** The method in the spreadsheet uses actual expenditures from 2010 to 2019 and calculated the average yearly grow rate in expenditures over the nine-year period. The average historical growth rate for water is 9.44 percent used in fiscal years 2020 and 2021 to estimate for future projections.

### History of Program D, Fund 108-1 Expenditures for Water

Biennium	Fiscal Years	Expenditures	Biennium Total	Dollars
2009-11	2010	\$173,731	\$359,048	\$0
	2011	\$185,318		
2011-13	2012	\$198,305	\$431,077	\$72,029
	2013	\$232,772		
2013-15	2014	\$224,139	\$460,922	\$29,845
	2015	\$236,784		
2015-17	2016	\$274,923	\$582,741	\$121,819
	2017	\$307,818		
2017-19	2018	\$328,922	\$655,072	\$72,331
	2019	\$326,150		
2019-21	2020	\$356,924	\$747,525	\$92,453
	2021	\$390,601		

## 2020 Supplemental Budget Decision Package

### Calculations for the Estimate of 2019-21 Expenditures

Calculation of Historic Average Growth	
Fiscal Year 2013 Expenditures	\$1,878,218
Fiscal Year 2017 Expenditures	<u>\$2,166,818</u>
Percent Change	15.4%
÷ by No. of Yrs. of Growth	<u>4</u>
<b>Average Percent Change</b>	<b>3.841%</b>
<b>Application of 3.12% Growth Rate to Prior Fiscal Year Estimated Expenditures</b>	

Biennium	Fiscal Year	Fiscal Year Amount	Biennium Total	Change from Prior Biennium
<b>2017-19</b>	Fiscal Year 2018 Expenditures	\$1,947,895		
	Fiscal Year 2019 Expenditures	\$1,832,719	<b><u>\$3,780,614</u></b>	
<b>2019-21</b>	Fiscal Year 2019 Expenditures (base)	\$1,832,719		
	Multiplied by 100% + Growth Rate	3.84%		
	<b>Fiscal Year 2020 Estimate</b>	<b>\$1,903,121</b>		
	Multiplied by 100% + Growth Rate	3.84%		
	<b>Fiscal Year 2021 Estimate</b>	<b>\$1,976,228</b>	<b><u>\$3,879,349</u></b>	<b><u>\$98,735</u></b>
			<b>Rounded</b>	<b>\$99,000</b>

### Workforce assumptions

N/A

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

The Capital Facilities program supports WSDOT's strategic plan goal of deploying practical solutions that avoid higher cost projects by working to keep the state's facilities in a state of good repair. By ensuring facility maintenance and other support functions are not impacted by redirecting funds to increased utilities, agency buildings and structures will continue to be maintained at the current level. This will assist in maintaining workspaces that support workforce development, another WSDOT strategic goal.

### Performance outcomes

This request supports preventing a reduction in performance for Capital Facilities maintenance.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

Local utilities will support WSDOT meeting its financial obligations.

### Stakeholder response

N/A

**Legal or administrative mandates**

N/A

**Changes from current law**

N/A

**State workforce impacts**

N/A

**State facilities impacts**

N/A

**Puget Sound recovery**

N/A

**OTHER SUPPORTING MATERIALS**

See Attachment A.

**INFORMATION TECHNOLOGY (IT)**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

### Capital Facilities

#### Program D - 2019-2021 (2020 Supplemental) Utilities Increases

*Dollars in Thousands*

Program	Object Code	Object Name	2017-19 Biennium Total	2019-2021 Biennium Total	Average Percent Change	FY 2020 Requested Funding
D	EC03	Diesel	\$107,594	\$130,146	3.68%	\$22,552
D	EC05	Electricity	\$3,780,614	\$3,879,349	3.84%	\$98,735
D	EC09	Water	\$655,072	\$747,525	9.44%	\$92,453
<b>Total</b>			<b>\$4,543,280</b>	<b>\$4,757,020</b>	<b>5.65%</b>	<b>\$213,740</b>
<b>Rounded</b>						<b>\$214,000</b>



## 2020 Supplemental Budget Decision Package

### History of Pogram D, Fund 108-1 Expenditures for Diesel Fuel

Biennium	Fiscal Years	Expenditures	Biennium Total	Net Change	Price per gallon	*Estimated Gallons Consumed
2009-11	2010	\$37,825	\$70,365	\$0	\$2.48	15,233
	2011	\$32,540			\$3.16	10,304
2011-13	2012	\$112,165	\$208,391	\$138,025	\$3.72	30,125
	2013	\$96,226			\$3.68	26,151
2013-15	2014	\$71,571	\$120,964	(\$87,427)	\$3.57	20,052
	2015	\$49,393			\$2.95	16,740
2015-17	2016	\$28,240	\$69,156	(\$51,808)	\$1.24	22,712
	2017	\$40,915			\$2.09	19,536
2017-19	2018	\$50,930	\$107,594	\$38,438	\$2.44	20,887
	2019	\$56,663			\$2.62	21,597
2019-21	2020	\$67,390	\$130,146	\$22,552	\$3.01	22,392
	2021	\$62,756			\$2.70	23,216

\* Fiscal year 2019 consumption: Actual expenditures / \$ per gallon ( \$56,663/\$2.62 = \$21,597)

#### Calculation of Historic Average Growth

Fiscal Year 2015 Consumption	\$49,393
Fiscal Year 2019 Consumption	\$56,663
Percent Change	14.7%
÷ by No. of Yrs. of Growth	4
<b>Average Percent Change</b>	<b>3.680%</b>

#### Calculations for the Estimate of 2019-21 Consumption Projections & Expenditures

			Cost per Gallon	Estimated Expenditures
Fiscal Year 2019 Consumption	\$21,597			
Multiplied by Average % Change	3.680%			
<b>Fiscal Year 2020 Projected Consumption</b>	<b>\$22,392</b>	<b>X</b>	<b>\$3.01</b>	<b>\$67,390</b>
Fiscal Year 2020 Consumption Projection	\$22,392			
Multiplied by Average % Change	3.680%			
<b>Fiscal Year 2021 Projected Consumption</b>	<b>\$23,216</b>	<b>X</b>	<b>\$2.70</b>	<b>\$62,756</b>

<b>2019-21 Estimated Expenditures</b>	<b>\$130,146</b>
<b>Less 2017-19 Expenditures</b>	<b>\$107,594</b>
<b>Requested Amount</b>	<b>\$22,552</b>
<b>Rounded</b>	<b>\$23,000</b>

## 2020 Supplemental Budget Decision Package

### History of Program D, Fund 108-1 Expenditures for Electrical Utilities

Biennium	Fiscal Years	Expenditures	Biennium Total	Dollars
2009-11	2010	\$1,777,982	\$3,663,794	\$0
	2011	\$1,885,812		
2011-13	2012	\$1,867,248	\$3,745,466	\$81,672
	2013	\$1,878,218		
2013-15	2014	\$1,986,904	\$3,923,691	\$178,225
	2015	\$1,936,787		
2015-17	2016	\$1,972,637	\$4,139,455	\$215,764
	2017	\$2,166,818		
2017-19	2018	\$1,947,895	\$3,780,614	-\$358,841
	2019	\$1,832,719		
2019-21	2020	\$1,903,121	\$3,879,349	\$98,735
	2021	\$1,976,228		

### Calculations for the Estimate of 2019-21 Expenditures

#### Calculation of Historic Average Growth

Fiscal Year 2013 Expenditures	\$1,878,218
Fiscal Year 2017 Expenditures	<u>\$2,166,818</u>
Percent Change	15.4%
÷ by No. of Yrs. of Growth	<u>4</u>
<b>Average Percent Change</b>	<b>3.841%</b>

#### Application of 3.12% Growth Rate to Prior Fiscal Year Estimated Expenditures

Biennium	Fiscal Year	Fiscal Year Amount	Biennium Total	Change from Prior Biennium
<b>2017-19</b>	Fiscal Year 2018 Expenditures	\$1,947,895	<b><u>\$3,780,614</u></b>	
	Fiscal Year 2019 Expenditures	\$1,832,719		
<b>2019-21</b>	Fiscal Year 2019 Expenditures (base)	\$1,832,719	<b><u>\$3,879,349</u></b> <b>Rounded</b>	<b><u>\$98,735</u></b> <b>\$99,000</b>
	Multiplied by 100% + Growth Rate	3.84%		
	<b>Fiscal Year 2020 Estimate</b>	<b>\$1,903,121</b>		
	Multiplied by 100% + Growth Rate	3.84%		
	<b>Fiscal Year 2021 Estimate</b>	<b>\$1,976,228</b>		

## 2020 Supplemental Budget Decision Package

### History of Program D, Fund 108-1 Expenditures for Water

Biennium	Fiscal Years	Expenditures	Biennium Total	Dollars
2009-11	2010	\$173,731	\$359,048	\$0
	2011	\$185,318		
2011-13	2012	\$198,305	\$431,077	\$72,029
	2013	\$232,772		
2013-15	2014	\$224,139	\$460,922	\$29,845
	2015	\$236,784		
2015-17	2016	\$274,923	\$582,741	\$121,819
	2017	\$307,818		
2017-19	2018	\$328,922	\$655,072	\$72,331
	2019	\$326,150		
2019-21	2020	\$356,924	\$747,525	\$92,453
	2021	\$390,601		

### Calculations For The Estimate of 2019-21 Expenditures

<b>Calculation of Historic Average Growth</b>	
Fiscal Year 2015 Expenditures	\$236,784
Fiscal Year 2019 Expenditures	\$326,150
Percent Change	37.7%
÷ by No. of Yrs. of Growth	4
<b>Average Percent Change</b>	<b>9.435%</b>
<b>Application of 9.4% Growth Rate to Prior Fiscal Year Estimated Expenditures</b>	

Biennium	Fiscal Year	Fiscal Year Amount	Biennium Total	Change from Prior Biennium
<b>2017-19</b>	Fiscal Year 2018 Expenditures	\$328,922	<b>\$655,072</b>	
	Fiscal Year 2019 Expenditures	\$326,150		
	Prior Year Estimated Expenditures	\$326,150		
	Multiplied by 100% + Growth Rate	9.44%		
<b>2019-21</b>	<b>Fiscal Year 2020 Estimate</b>	<b>\$356,924</b>	<b>\$747,525</b>	<b>\$92,453</b>
	Multiplied by 100% + Growth Rate	9.44%		
	<b>Fiscal Year 2021 Estimate</b>	<b>\$390,601</b>		
			<b>Rounded</b>	<b>\$92,000</b>

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** FD Aviation Reappropriation  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Info:** My-Trang Le, 360-705-7517  
 lem@wsdot.wa.gov

#### AGENCY RECOMMENDATION SUMMARY:

The department requests reappropriation of state and federal spending authority for the Aviation Program for continuation of airport grant projects, the Disadvantaged Business Enterprise (DBE) Disparity Study, and the construction phase of the Methow Valley Airport Pavement Rehabilitation Project.

#### PROGRAM RECOMMENDATION SUMMARY

The department requests reappropriation of state and federal spending authority for the Aviation Program for continuation of airport grant projects, the Disadvantaged Business Enterprise (DBE) Disparity Study, and the construction phase of the Methow Valley Airport Pavement Rehabilitation Project.

#### Fiscal Summary

*Dollars in Thousands*

<b>Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Fund Number: 039-1	\$342	0	0	0
Fund Number: 039-2	\$287	0	0	0
<b>Total Expenditures</b>	<b>\$629</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>		<b>\$629</b>		<b>\$0</b>
<b>Object of Expenditure</b>	<b>FY 2020</b>			
Goods and Services	\$629	\$0	0	0
<b>Revenue</b>	<b>FY 2020</b>			
Fund Number: 039-2 Rev Source: 0320	\$287	\$0	0	0
<b>Total Revenue</b>	<b>\$287</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>		<b>\$287</b>		<b>\$0</b>

#### PACKAGE DESCRIPTION

The department is seeking reappropriation of \$629,000 of aeronautics account (\$342,000 state and \$287,000 federal) to complete airport grant projects, the construction phase of the Methow Valley Airport Pavement Rehabilitation Project, and the Disadvantaged Business Enterprise (DBE) Disparity Study. (This decision package will be updated in fall 2019 to reflect final 2017-19 expenditures and the updated Transportation Revenue Forecast.) Please see Attachment A for detail.

State funds committed to these projects that are unspent from the prior biennium remain in the Aeronautics Account and are available for the reappropriation. Please see Attachment B (Aviation Account Balance as of June 2019 forecast; this will be updated with the November Transportation Revenue forecast).

# 2020 Supplemental Budget Decision Package

## **Airport Grant Projects**

The reappropriation requested for \$333,000 for the Airport Aid Grant Program includes \$46,000 for grants awarded in the 2015-17 biennium, \$222,000 for grants awarded in the 2017-19 biennium, and \$65,000 in non-committed funds.

Several factors, including project delays, contribute to a rolling lag in spending:

- Airport sponsors are sometimes unable to complete their projects timely because state, federal, and airport sponsors' fiscal years are different.
- By the time, the state budget is enacted and the grant award process for the first year is completed, the first construction season of the state biennium has elapsed.
- The majority of construction occurs on airport aid projects during the summer, spring, and fall, construction can be disrupted by unseasonable weather, fires, and other natural occurrences, etc.

## **Methow Valley Airport Pavement Rehabilitation Project Construction Phase**

In 2018, the department completed a pavement rehabilitation project of the runway, taxiway connector, and aircraft-parking apron at Methow Valley State Airport. The construction was substantially complete in August 2018. Due to the contractor undergoing an audit by the Department of Labor & Industries, the department was required to withhold from the contractor \$200,000 or 5 percent of the contract amount, which cannot be paid to the contractor until releases are received from the Department of Revenue, Employment Security Department, and the Department of Labor & Industries.

Additionally the state's consultant providing engineering and construction management services is delayed in completing their work on the project until the withheld funds are paid to the contractor. The amount remaining on the consultant's agreement is \$46,000. Total for the project is \$246,000 (\$200,000 + \$46,000). (This includes state funds of \$24,600 of 2017-19 Airport Grant Project funding needing reappropriation; this amount is not double counted in the total for this decision package, however.)

## **Disadvantaged Business Enterprise (DBE) Disparity Study**

The department is also seeking reappropriation of \$66,000 of federal and \$9,000 of state appropriation authority to complete the DBE Disparity Study. The study was started in the 2017-19 biennium, and the consultant expects to provide the final report in 2019-21 biennium.

### **What are the implications of not funding this proposal?**

If the reappropriation for state funding is not approved, 2017-19 committed grant recipients would need to use the new funding for 2019-21 grant funding, thus reducing the amount available to new recipients and the amount of work that can be done in the next two years to improve airport infrastructure. In many cases, the 2019-21 appropriations for new state grants can be combined with local contributions to draw a 90 percent match in federal funds. Not funding this proposal may reduce the ability to leverage some federal and local funding.

If the reappropriation of federal authority is not approved, other work with federal awards for the 2019-21 biennium would need to be put on hold, as there would not be sufficient appropriation authority to cover all of the expenses.

### **What alternatives did you explore and why was this option chosen?**

For state funding, an alternative to reappropriation is to allow the remaining balance of previous awards to stay in the Aeronautics Account. In that case, a portion of 2019-21 appropriations for new grants would be used to complete the older projects, thus reducing the grant amount available to new recipients to \$2.4 million (\$2.7 million) new appropriation less

## 2020 Supplemental Budget Decision Package

\$333,000 or 12 percent of new awards). This option was not chosen because there is a backlog of repairs for public use airports and the new funding is expected to be awarded.

For federal funding, the only other option would be to utilize the program's baseline federal appropriation authority, which is fully committed, which would require putting some federal projects on hold. There would be no advantage to the state in doing this.

### ASSUMPTIONS AND CALCULATIONS

#### **Expansion or alteration of a current program or service:**

There is no expansion or alteration of a current program or service.

#### **Detailed assumptions and calculations:**

Please see Attachment A for detail for the Airport Grant, Methow Valley Airport Pavement Rehabilitation, and DBE Disparity Study Project. The request is for the difference between grant awards and preliminary final expenditures for 2017-19 (actual 2017-19 expenditures will be updated in fall 2019).

All reappropriation costs are one-time.

Please see Attachment B for the current 10-year financial plan for the Aeronautics Account, demonstrating current and future capacity for the account.

#### **Workforce Assumptions:**

No workforce impacts are expected.

### STRATEGIC AND PERFORMANCE OUTCOMES

#### **Strategic framework**

This decision package supports the Governor's Results WA outcome area of a Prosperous Economy and the goal of improved resiliency (public use airports contribute to both commerce and disaster response). For WSDOT's strategic goals, this request supports the practical solutions approaches to state of good repair and safety (in this case, resilience in case of disaster).

#### **Performance outcomes**

Reappropriation of state funds will ensure completion of previously planned and funded projects, resulting in the reduction of backlogged preservation and pavement repairs at public-use airports. In addition, completion of the projects supports a safe and efficient transportation network.

Reappropriation of federal funds will be used for completion of the Methow Valley Airport Pavement Rehabilitation Project and the DBE Disparity Study.

# 2020 Supplemental Budget Decision Package

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

County and local government-owned airports support funding for the proposal and this could also result in the ability of the airports to leverage federal funds.

### Stakeholder response

Non-governmental stakeholders of the airport aid grants are the privately owned public use airports, companies doing business with the airports, and all other persons and companies impacted by the spending of grant dollars. The department anticipates full support from aviation stakeholders. The stakeholders of the Disparity Study impacted by this proposal are the airports, consultants, and end users; the department anticipates support of this proposal.

### Legal or administrative mandates

N/A

### Changes from current law

N/A

### State workforce impacts

N/A

### State facilities impacts

N/A

### Puget Sound recovery

N/A

## OTHER SUPPORTING MATERIALS

Please see Attachments A and B.

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here.



☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## Attachment A

### Aviation - Reappropriation 2017-19 Airport Projects

Airport Sponsor	Airport	2015-17 Grant	Prelim. Expenditures as of July 31,	Amount for Reappropriation
			2019*	
City of Oroville	Dorothy Scott	8,075	7,816	259
City of Oroville	Dorothy Scott	8,663	7,722	941
Port of Ephrata	Ephrata Municipal	22,263	20,342	1,920
Kandace A. Harvey	Harvey Field	101,992	92,834	9,158
City of Chelan	Lake Chelan	36,338	34,684	1,654
Town of Odessa	Odessa Municipal	9,300	8,342	958
Lewis County	Packwood	108,846	100,543	8,303
Port of Benton	Richland	2,795	2,639	156
Port of Benton	Richland	140,473	125,129	15,344
Sequim Valley Airport	Sequim Valley	56,986	56,879	107
Town of Wilbur	Wilbur Municipal	22,256	20,228	2,029
Port of Port Angeles	William R. Fairchild International	41,311	35,647	5,664
<b>Total</b>		<b>559,000</b>	<b>513,000</b>	<b>46,000</b>
<b>2017-19 Grant</b>				
City of Arlington	Arlington Municipal	25,755	25,471	284
City of Brewster	Anderson Field	45,824	39,349	6,475
Port of Grays Harbor	Bowerman Field	10,000	8,286	1,714
Kittitas County	Bowers Field	25,136	17,274	7,862
Port of Bremerton	Bremerton National	9,937	9,879	58
Chelan County	Cashmere-Dryden	16,897	15,405	1,492
City of The Dalles	Columbia Gorge Regional/The Dalles Municipal	10,910	9,777	1,132
Port of Friday Harbor	Friday Harbor	11,750	9,521	2,229
Grant County Port District No. 7	Grand Coulee Dam	9,413	5,133	4,280
City of Chelan	Lake Chelan Municipal	19,254	11,155	8,099
Town of Lind	Lind Municipal	8,860	6,743	2,117
WSDOT Aviation	Methow Valley State	159,988	130,778	29,210
WSDOT Aviation	Methow Valley State	320,323	295,723	<b>24,600</b>
City of Ocean Shores	Ocean Shores Municipal	14,244	8,009	6,235
Town of Odessa	Odessa Municipal	38,808	23,818	14,990
Port of Orcas	Orcas Island	51,095	45,176	5,918
Lewis County	South Lewis County - Ed Carlson Memorial	75,000	11,667	63,333
City of Kelso	Southwest Washington Regional	20,228	18,741	1,488
City of Tonasket	Tonasket Municipal	39,316	15,305	24,011
City of Yakima	Yakima Air Terminal-McAllister Field	100,000	83,574	16,426
<b>Total</b>		<b>1,013,000</b>	<b>791,000</b>	<b>222,000</b>
Grant funds not committed through grant agreements				65,000
<b>Total Airport Aid Grant Reappropriation Request (State) (includes Methow Valley State Amount of \$24,600)</b>				<b>333,000</b>
Methow Valley State - Airfield Pavement Rehabilitation (State) - State amount included above - shown here for detail )				
				<b>24,600</b>
Methow Valley State - Airfield Pavement Rehabilitation (Federal)				221,000
<b>Total Methow Valley Airport Runway Project - Reappropriation (State + Federal)</b>				<b>246,000</b>
DBE Disparity Study (State)				
				9,000
DBE Disparity Study (Federal)				
				66,000
<b>Total DBE Disparity Study - Reappropriation (State + Federal)</b>				<b>75,000</b>
<b>Total State Funds Reappropriation Request (Airport Aid Grant + DBE State Match)</b>				<b>342,000</b>
<b>Total Federal Funds Reappropriation Request (Methow Valley Rehab + DBE Disparity Study)</b>				<b>287,000</b>
<b>Total Reappropriation Request (State and Federal)</b>				<b>\$ 629,000</b>



## 2020 Supplemental Budget Decision Package

### Attachment B

#### Aeronautics Account (039) - Dollars in Thousands

<u>Biennium</u>		<u>2017-19</u>	<u>2019-21</u>	<u>2021-23</u>	<u>2023-25</u>	<u>2025-27</u>
Beginning Fund Balance		\$676	\$1,265	\$390	\$176	77
Undesignated Reserve	S	0	0	0	0	0
State Aeronautics Revenue	S	7,163	7,145	7,271	7,383	7,442
Aviation Fuel Tax	S	5,415	5,388	5,491	5,585	5,627
Aircraft Registration Fees	S	208	203	206	208	210
Aircraft Excise Tax 100%	S	718	735	745	753	760
Aircraft Dealer's Licenses (Aircraft Dealers)	S	6	5	5	5	5
Aviation Fuel Tax from 108	S	817	815	825	833	841
Treasury Deposit Earnings	S	44	44	44	44	44
Local Revenue	L	171	60	61	62	63
Federal Revenue	F	7,722	2,542	2,150	2,150	2,150
Total Revenue		15,100	9,791	9,526	9,639	9,699
State Operating Expenditures	S	4,125	4,684	4,777	4,775	4,785
Airport Aid - State Grants	S	3,122	2,751	2,751	2,751	2,751
Reappropriation - Fed (2019-21 Enacted Budget)	S	(342)	342	0	0	0
Reappropriation - State (2019-21 Enacted Budget)	F	(287)	287	0	0	0
Local Expenditures	L	171	60	61	62	63
Federal Expenditures	F	7,722	2,542	2,150	2,150	2,150
Total Expenditures		14,511	10,666	9,739	9,738	9,749
<b>Ending Fund Balance</b>		<b>\$1,265</b>	<b>\$390</b>	<b>\$176</b>	<b>\$77</b>	<b>\$28</b>

Notes: Based on June 2019 Forecast, which will be updated for November 2019 forecast. Proposed Reappropriation for 2020 Supplemental is not shown; will be provided once final 2017-19 expenditures and updated 2019-21 revenue forecasts are available.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** TA Additional Local and Federal Authority  
**Budget period:** 2019-2021 (2020 Supplemental)  
**Budget level:** ML - Maintenance Level  
**Contact Information:** Stacey Halverstadt, 360-705-7544  
 HalverS@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The department's local and federal spending authority in Program T – Transportation Planning, Data, and Support is currently below the available local and federal funding and insufficient to fund state labor costs associated with delivering current State Planning and Research Work Program (SPR) and pooled fund research projects. Providing the needed local and federal spending authority will ensure utilization of the available local and federal funds to maintain current level of planning services, deliverables, and commitments made to our partners, as well as, lessen the need for future unanticipated receipts. The department is requesting additional appropriation to local and federal funding in Program T – Transportation Planning, Data, and Research.

**PROGRAM RECOMMENDATION SUMMARY:** The department's local and federal spending authority in Program T – Transportation Planning, Data, and Support is currently below the available local and federal funding and insufficient to fund state labor costs associated with delivering current State Planning and Research Work Program (SPR) and pooled fund research projects. Providing the needed local and federal spending authority will ensure utilization of the available local and federal funds to maintain current level of planning services, deliverables, and commitments made to our partners, as well as, lessen the need for future unanticipated receipts. The department is requesting additional appropriation to local and federal funding in Program T – Transportation Planning, Data, and Research.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
108-Fed-002	2,450	2,450	0	0
108-Local-001	200	200	0	0
<b>Total Expenditures</b>	<b>2,650</b>	<b>2,650</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>	<b>\$5,300</b>		<b>\$0</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Salaries	1,837	1,838	0	0
Benefits	613	612	0	0
Goods and Services	200	200	0	0
Revenue	FY 2020	FY 2021	FY 2022	FY 2023
108-Fed-0320-DOT	2,450	2,450	0	0
108-Loc-0597-	200	200	0	0
<b>Total Revenue</b>	<b>2,650</b>	<b>2,650</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>	<b>\$5,300</b>		<b>\$0</b>	

# 2020 Supplemental Budget Decision Package

## PACKAGE DESCRIPTION

The department's local and federal spending authority in Program T – Transportation Planning, Data, and Support is currently below the available local and federal funding and insufficient to fund state labor costs associated with delivering current State Planning and Research Work Program (SPR) and pooled fund research projects. Providing the needed local and federal spending authority will ensure utilization of the available local and federal funds to maintain current level of planning services, deliverables, and commitments made to our partners, as well as, lessen the need for future unanticipated receipts.

### Program T – Transportation, Planning, Data, and Research

Program T routinely receives federal funds for various grants. The department has unspent federal grant awards from prior years as a result of unfilled vacancies or changes in delivery schedule which, when combined with the current year's funding, exceed the available appropriation authority. Therefore, the department is requesting \$4.9 million of federal expenditure authority.

The additional federal authority will allow the department to deliver SPR Planning program activities that include, but are not limited to:

- Washington Transportation Plan,
- Modal system planning and integration,
- Corridor and network level planning, and
- Collaborative planning with Regional Transportation Planning Organizations, Metropolitan Planning Organizations, and Tribal and local governments.
- Travel Data Collection, Processing, Analysis and Reporting

### Program T – Research and Library Services

The department is also requesting expenditure authority for an additional \$400,000 of local funds to be used on non-federal contributions from partner states to WSDOT-led Transportation Pooled Fund Research Task Orders and Reimbursable Agreements.

#### What are the implications of not funding this proposal?

Not funding this decision package will constrain the department's ability to fund the existing workforce required to deliver WSDOT's SPR commitment to USDOT, as identified in regulation (23 CFR 420.105; 23 USC 134, 135, 303, 505), and to maintain the current level of planning services.

#### What alternatives did you explore and why was this option chosen?

The department has taken several actions to better align priorities and manage the budget for Program T, including elimination of several positions and shifting others to address higher priority planning activities. Various other alternatives have been explored to better align available planning activities with available funding including modification of approach used for corridor planning studies (currently underway), discounting lower priority activities, and lowering discretionary service levels for collection and processing of some data sets. All of these options have significant implications and customer impact. This additional appropriation request provides us the best option to deliver on the commitments the department has made to its customers and partners.

## 2020 Supplemental Budget Decision Package

### ASSUMPTIONS AND CALCULATIONS

#### Expansion or alteration of a current program or service

Program T Base Budget: The current federal funds appropriation authority for Program T is approximately \$18.6 million. This amount falls short in funding the existing workforce required to deliver WSDOT's SPR commitment to USDOT and to maintain the current level of planning services. No increase to the existing number of FTEs is planned as a result of this proposal.

In the 2017-19 Program T total SPR funding expenditures were \$24 million.

In the current biennium, Research has a base local appropriation authority of \$800,000. About \$650,000 is allocated to WSDOT Transportation pooled fund projects, carried forward from the 2017-19 biennium into the 2019-21 biennium. However, the remaining balance of \$150,000 is not sufficient to cover additional state and local funds on pooled fund research projects.

#### Detailed assumptions and calculations

Local funds are assumed to come from partner states and will be used for WSDOT Transportation Pooled Fund Research Task Orders and Reimbursable Agreements. The department assumes any additional federal authority will be fully exhausted in the course of completing the work funded by the federal grants.

#### Program T Federal Funds Balance Sheet

<b>Program T Planning</b> (Based on Actual Carry Forward Balances)	<b>2017-19 Biennium</b>	<b>Program T Planning</b>	<b>2019-21 Biennium</b>
Carry Forward	\$7,716,822		<b>\$4,912,477</b>
FHWA Apportionment - FFY 2017	2,571,425	FFY 2019	2,699,851
FHWA Apportionment - FFY 2018	10,524,750	FFY 2020(e)	10,799,463
FHWA Apportionment - FFY 2019	8,099,552	FFY 2021(e)	8,099,552
<b>Total of Revenues</b>	<b>\$28,912,549</b>		<b>\$26,511,343</b>
Appropriation Authority	28,598,000	(e)	18,561,300
Actual Expenditures	24,000,072		
<b>Net for Carryover</b>	<b>\$4,912,477</b>	<b>Requested Appropriation Authority</b>	<b>\$4,900,000</b>
(e) = estimated			

## 2020 Supplemental Budget Decision Package

The following table shows \$435,000 of estimated state and local funds for only fiscal year 2020 (Financial data currently not available for fiscal year 2021). In addition, two more WSDOT pooled fund studies are currently being worked on and may have partner states that can only contribute state or local funds. The request for additional local spending authority is necessary in order to spend state and local contributions on approved pooled fund projects.

### 19-21 Biennium Estimated State and Local Transportation Pooled Fund (TPF) Contributions

TPF-5(241) Western States Rural Transportation Consortium			
Commitment Amount	For Fiscal Year	Partner State	Comments
\$5,000	2018	Utah DOT	Payment Received
\$5,000	2019	Utah DOT	Payment Received
<b>\$10,000</b>	<b>Total</b>		

TPF-5(343) Roadside Safety for MASH Implementation			
Commitment Amount	For Fiscal Year	Partner State	Comments
\$50,000	2019	Canada	
\$50,000	2020	Canada	
\$50,000	2020	Colorado	
\$50,000	2019	Massachusetts	
\$50,000	2020	Massachusetts	
\$50,000	2020	Oregon	
\$25,000	2020	Utah	
\$50,000	2019	Wisconsin	
\$50,000	2020	Wisconsin	
<b>\$425,000</b>	<b>Total</b>		

### Workforce assumptions

No increase in the number of FTE's is requested as part of this proposal. The \$4.9 million requested is intended to cover labor cost and benefits to maintain current FTE level required to deliver the department's SPR commitments.

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This request for additional spending authority to fund existing staff labor and benefits costs will allow WSDOT to maintain the department's commitment to deliver the State Planning and Research (SPR) Work Program as approved by USDOT. Delivery of this program furthers Results Washington's goals for a prosperous economy, sustainable energy and clean environment, healthy and safe communities, and efficient, effective and accountable government. It also delivers results on WSDOT's strategic plan in all three goal areas of inclusion, workforce development, and practical solutions.

This request for additional local spending authority would help WSDOT to continue the department's commitment to lead Transportation pooled fund studies. The spending authority is needed to spend state and local pooled fund contributions from partner states to fund transportation research projects. The Transportation Pooled Fund (TPF) Program is administered by Federal Highway Administration and is a popular means for state DOTs, private organizations, and FHWA to pool funds in solving transportation-related problems through research, planning, and technology transfer. Pooling resources is an effective way to marginalize costs, and provides efficient use of taxpayer dollars.

# 2020 Supplemental Budget Decision Package

## **Performance outcomes**

The additional federal appropriation authority will provide the program capacity to complete the planned federally-funded studies and activities in the 2019-21 biennium. For Program T, the additional federal authority will be programmed for various planning and practical solutions projects and activities as described in the 2019-21 WSDOT State Planning and Research Work Program.

WSDOT currently leads seven TPF studies, the additional local appropriation authority will provide the Research Program the capacity to complete the planned work on approved pooled fund projects.

## **OTHER COLLATERAL CONNECTIONS**

### **Intergovernmental**

It is anticipated that WSDOT's partners at USDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPO), Regional Planning Organizations (RTPO), and tribal governments would be supportive of this proposal to deliver the department's commitment in the SPR Work Program. Inadequate funding for this program will adversely impact our partner's (MPO/RTPOs) ability to deliver their respective planning programs.

### **Stakeholder response**

Planning and research are critical components of delivering the Department's work program. Planning and research inform decision making at WSDOT. Inadequate funding for planning and research will hamper the department's ability to make informed decisions regarding the state's transportation network. This can have an adverse impact on the users of the transportation network, general public, businesses, commerce, and other non-governmental customers.

### **Legal or administrative mandates**

Maintain current level of planning service and delivery of planning commitments made in the SPR, approved by USDOT. When FHWA determines that the planning activities of national significance, identified in regulation (23 CFR 420.105; 23 USC 134, 135, 303, 505) are being adequately addressed, they will allow state DOTs and MPOs maximum flexibility in the use of FHWA planning and research funds to meeting highway and local public transportation planning needs at the national, state, and local levels.

### **Changes from current law**

No changes to statutes, rules, or contracts are expected as part of this proposal.

### **State workforce impacts**

Funding basic labor costs and benefits ensures compensation for represented and unrepresented employees working to deliver the planning program at WSDOT. Not funding this proposal will limit WSDOT's ability to fund existing labor cost and results in a significant workforce reduction.

### **State facilities impacts**

There is no impact to facility and workplace needs.

### **Puget Sound recovery**

There is no impact to Puget Sound recovery efforts.

## OTHER SUPPORTING MATERIALS

None

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** UA Payment to OMWBE  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Info:** Mai Vu, 360-705-7546  
vunhum@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Department of Transportation's (WSDOT) Charges from Other Agencies Program (Program U) requests \$522,000 for increase services through the Office of Minority and Women Business Enterprises (OMWBE). An adjustment to WSDOT's state appropriation authority is needed to meet its contractual obligations with OMWBE.

**PROGRAM RECOMMENDED SUMMARY:** The Washington State Department of Transportation's (WSDOT) Charges from Other Agencies Program (Program U) requests \$522,000 for increase services through the Office of Minority and Women Business Enterprises (OMWBE). An adjustment to WSDOT's state appropriation authority is needed to meet its contractual obligations with OMWBE.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY2021	FY2022	FY2023
Fund Number: 108-1	144	378	378	378
<b>Total Expenditures</b>	<b>144</b>	<b>378</b>	<b>378</b>	<b>378</b>
<b>Biennial Totals</b>	<b>\$522</b>		<b>\$756</b>	
Object of Expenditure	FY 2020	FY2021	FY2022	FY2023
Salaries	77	248	248	248
Benefits	24	86	86	86
Contracts	8	8	8	8
Goods and Services	2	44	44	44
Travel	-7	-8	-8	-8

### PACKAGE DESCRIPTION

WSDOT is requesting \$522,000 to pay OMWBE for the increase costs associated with administering the federal certification program for 2019-21 biennium. OMWBE has received more applications for federal certification over the years that are pertinent to WSDOT business requirements. The 2019-21 biennium memorandum of understanding (MOU) between WSDOT and OMWBE does not reflect this increase.



## 2020 Supplemental Budget Decision Package

The table below shows the increases in new applications for federal certification, by calendar years.

Calendar Year	In State DBE	Out of State DBE	Small Business Enterprises	Total	Total Yearly Increase	Yearly Increase Percentage
2014	99	47	20	166	-	-
2015	104	81	15	200	34	20%
2016	93	90	13	196	-4	-2%
2017	125	96	29	250	54	28%
2018	196	96	29	321	71	28%

The applications submitted to OMWBE are submitted by small businesses that are owned and controlled by minority, women, and socially and economically disadvantaged persons. The state certifications apply to firms that are eligible to participate in contracting opportunities with state and local governments. These certifications support WSDOT's strategic goal for an inclusive and diverse workforce through ensuring our purchasing is supporting these small businesses. In the 2017-19 biennium, OMWBE received 526 new applications for federal certification, in addition to 1,089 annual application that have to be reviewed.

Certification Workload	Number of Applications	Hours Needed
EXPANSIONS (Disadvantage Business Enterprises (DBE) and Small Business Enterprises (SBE)) <sup>1</sup>	19	285
OUT OF STATE – New Applications only <sup>2</sup>	153	765
ANNUAL Renewals for all DBE and SBE <sup>3</sup>	1,089	4,148
NEW DBE and SBE Applications <sup>4</sup>	354	7,434
<b>TOTAL Applications to Review/Hours Needed</b>	<b>1,615</b>	<b>12,632</b>

<sup>1</sup> On average, an expansion of services application takes 15 hours to complete.

<sup>2</sup> On average, a new out of state federal application takes five hours to complete. OMWBE analysts tracked their time to complete these tasks and mapped the entire new DBE process in a three-day LEAN event.

<sup>3</sup> On average, an annual update takes 1.7 hours to complete. The hours are multiplied by two (2) for the biennial basis.

<sup>4</sup> On average, a new in state federal applications takes 21 hours to complete.

For a typical certification, OMWBE reviews the applicant's resume for qualifications, verifies that the firm has the necessary equipment to perform the work. OMWBE visits the business location(s) to verify the existence of the business as well the listed equipment. A new application takes approximately 21 hours for review and certification. The following table below shows the staff time dedicated to review the applications.

Available Work Days per Year	251
Available Work Hours per Year	2,008
Percent of Job Description	60%
Available Leave per Year <sup>1</sup>	288
Hours Allowed for Files per Job Description.	1,204.80
Adjusted Total Hours Available <sup>2</sup>	1,032.00

<sup>1</sup> Includes holidays and maximum sick and annual leave.

<sup>2</sup> Hours allowed for files per job description less available leave per year.

## 2020 Supplemental Budget Decision Package

Current interagency agreement between WSDOT and OMWBE provides 9,288 hours for certification, or nine Management Analyst 4 (MA4) at part-time. However, the current workload requires 12,632 hours to process federal applications for the 2019-21 biennium, which is 3,344 more hours than the agreement covers.

OMWBE is currently operating at a loss, which is not sustainable. Analysts are processing more applications for the DBE program than the agreement covers and this has caused a significant backlog of over 500 renewals for the state certification program. By focusing more on the DBE program, OMWBE has been able to comply with the 90-days compliance for the past two year and would like to stay in compliance on WSDOT's behalf.

OMWBE is requesting two analysts to process new applications within regulatory requirements and build in capacity of the growing program over the 2019-21 biennium. OMWBE proposes one analyst be stationed at the WSDOT Eastern Region Headquarters, and the second analyst stationed in the business development center in Seattle. These region specific analysts will enhance OMWBE's capability to serve these regions by being a permanent presence for stakeholders in the regions, and facilitate the ability of Olympia based staff to spend less time traveling to conduct onsite interviews statewide and more time focused on processing DBE applications. OMWBE analyst in those regions would also benefit by the increased opportunity to coordinate with WSDOT Office of Employment Opportunities (OEO) staff in the regions.

### **What are the implications of not funding this proposal?**

A workload beyond the current staffing capacity will increase processing times for new applications and jeopardize the ability to meet regulatory requirements. OMWBE cannot expend more resources than the MOU covers. The agency is unable to remove firms that do not qualify for the program as there is not capacity to perform the necessary investigations. This affects the integrity of the DBE program and fraud may result.

OMWBE will not be able to increase the pool of qualified, certified firms for utilization by WSDOT and contractors. This means there will be fewer certified firms available for WSDOT and contractors to meet program goals. Washington small businesses employ 51 percent of Washington's total workforce. Many of these businesses are women, minority and veteran owned. Less of these firms means fewer jobs in Washington.

### **What alternatives did you explore and why was this option chosen?**

OMWBE will not be able to provide the same level of service if this request is not funded. At which point, quality of services could be jeopardized which could lead to being out of compliance with federal requirements (49 Code of Federal Regulation Part 26, Title VI, and FHWA WSDOT conciliation agreement. Therefore, no alternatives were explored.

## **ASSUMPTIONS AND CALCULATIONS**

### **Expansion or alteration of a current program or service**

The calculations assume two FTE equivalent at the Management Analyst 4 from May 2020 forward. The salaries and benefits include the bowwaves of three percent COLA in fiscal year 2020 to fiscal year 2022. Management Analyst 4 also received five percent increase from reclassification, besides the COLA.

Increases in Goods and Services are from the Self Insurance Liability Account (SILA) premium and Attorney General. Some savings will result from reducing the travel of staff from headquarters to job sites north of headquarters.

# 2020 Supplemental Budget Decision Package

## Detailed assumptions and calculations

Expenditures by Objects	Base			Biennium 2019-21				Biennium 2021-23			
	Fiscal Year 2018	Fiscal Year 2019	Total Base	Fiscal Year 2020	Fiscal Year 2021	Biennium Total 2019-21	Increase from Base	Fiscal Year 2022	Fiscal Year 2023	Biennium Total 2021-23	Increase from Base
Salary	\$541,874	\$541,874	\$1,083,748	\$618,826	\$789,586	\$1,408,412	\$324,663	\$789,586	\$789,586	\$1,579,171	\$495,423
Benefits	193,125	193,125	386,250	217,665	278,989	496,654	110,404	278,989	278,989	557,978	171,728
Contracts	-	-	-	8,091	8,091	16,182	16,182	8,091	8,091	16,182	16,182
Goods & Services	287,662	287,662	575,324	329,676	331,638	661,314	85,990	331,638	331,638	663,276	87,952
Travel	22,575	22,575	45,150	15,267	15,267	30,535	(14,615)	15,267	15,267	30,535	(14,615)
Capital Outlays	5,263	5,263	10,526	4,761	4,761	9,521	(1,005)	4,761	4,761	9,521	(1,005)
<b>Total Expenditures</b>	<b>\$1,050,499</b>	<b>\$1,050,499</b>	<b>\$2,100,998</b>	<b>\$1,194,287</b>	<b>\$1,428,332</b>	<b>\$2,622,619</b>	<b>\$521,620</b>	<b>\$1,428,332</b>	<b>\$1,428,332</b>	<b>\$2,856,664</b>	<b>\$755,666</b>

## Workforce assumptions

NA

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This decision package supports Governor's Results Washington outcome measure of Prosperous Economy. For WSDOT's strategic connections, this decision package supports inclusion.

### Performance Outcomes

The performance expectation is to meet contractual and financial obligations to other agencies.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

State agencies providing services to WSDOT would support the department in meeting its financial obligations, including OMWBE, and other state agencies that could be impacted if funding were diverted cover increased payments to OMWBE.

### Stakeholder response

N/A

### Legal or administrative mandates

N/A

### Changes from current law

N/A

### State workforce impacts

N/A

### State facilities impacts

N/A

### Puget Sound recovery


N/A

## OTHER SUPPORTING MATERIALS

N/A

## INFORMATION TECHNOLOGY

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

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## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** UB Payments to Other Agencies  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Nhu-Mai Vu, 360-705-7546  
VuNhuM@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Department of Transportation's (WSDOT) Charges from Other Agencies Program (Program U) requests additional expenditure authority to meet increased billing costs from other state agencies. This includes \$10 million for the Department of Enterprise System's self-insured retention for indemnity payouts; lease and utilities for the Edna Lucille Goodrich (ELG) office building; as well as, ongoing expenses for the Office of Minority and Women's Business Enterprises (OMWBE) payments for federal certifications; and for the Office of Financial Management (OFM) for services such as climate reduction, non-marine labor relations, and personnel. Without additional appropriations, WSDOT will not be able to make these payments.

**PROGRAM RECOMMENDATION SUMMARY:** The Washington State Department of Transportation's (WSDOT) Charges from Other Agencies Program (Program U) requests additional expenditure authority to meet increased billing costs from other state agencies. This includes \$10 million for the Department of Enterprise System's self-insured retention for indemnity payouts, lease and utilities for the Edna Lucille Goodrich (ELG) office building, as well as, ongoing expenses for the Office of Minority and Women's Business Enterprises (OMWBE) payments for the federal certifications, and for the Office of Financial Management (OFM) for services such as climate reduction, non-marine labor relations, and personnel. Without additional appropriations, WSDOT will not be able to make these payments.

### Fiscal Summary

*Dollars in thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 108-1	5,444	5,444	444	444
<b>Total Expenditures</b>	<b>5,444</b>	<b>5,444</b>	<b>444</b>	<b>444</b>
<b>Biennial Totals</b>	<b>\$10,888</b>		<b>\$888</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	5,444	5,444	444	444

### PACKAGE DESCRIPTION

The department pays for services provided by other state agencies through the appropriation provided in Program U. Costs within Program U are forecasted by the Central Budget Office each year based on information from other state agencies and an analysis of historical patterns, but they are not completely predictable, as other agencies can notify WSDOT of changes at any time. Unlike many other programs in WSDOT, there is no capacity to provide a different mix of services or make other tradeoffs in order to cover unexpected expenditures. Effectively, there is no reserve within program U.

Most of the Program U expenses are billed under the Central Services Model (CSM), which is administered by Office of Financial Management (OFM). OFM periodically provides an update of CSM charges, which is also a forecast and subject to change. Of the total \$74.5 million budget, currently, \$58 million of the Program U budget is in the CSM. OFM uses the model to adjust appropriations and

## 2020 Supplemental Budget Decision Package

prorate estimated expenditures from the serving agencies to all the state agencies that benefit from those services.

The remaining \$15.5 million of the 2019-21 biennial budget in Program U is for other bills that come to WSDOT not modeled by OFM. For these services, many cost types are statewide services from RCWs. These primarily include other OFM charges, Attorney General (ATG) charges, and Department of Enterprise Services (DES) charges. The Edna Lucille Goodrich (ELG) building's leases and utilities are obligated through a multi-year lease contract. Self-insurance premiums cover liabilities up to \$10 million, and the excess insurance that is purchased by DES covers liabilities above \$15 million. The gap between the \$10 million, and \$15 million is the amount WSDOT is required to pay and these expenditures are not budgeted.

The table below shows the various agencies and their services to WSDOT.

### Other Agencies Providing Services to WSDOT Paid by Program U

Agency	Service/Charges
Department of Enterprise Services (DES)	Mail service, leased parking, Capitol campus building maintenance, capital projects, building rent, utilities, real estate services, risk management self-insurance premium, personnel services, enterprise applications, and fuel contracts management
WA-Tech (Consolidated Technical Services)	Information technology statewide services required of every state agency
Office of Financial Management (OFM)	Labor relations; Federal liaison; Human Resources Director – personnel services; Results Washington (performance metrics); Climate Emission Reduction program; OFM central services; and Enterprise Applications
Office of Minority and Women's Business Enterprises (OMWBE)	Federal certification of Disadvantaged Business Enterprises (DBE).
Secretary of State	Archives and records management
State Auditor's Office	Audit services
Office of the Attorney General	Legal services

The department is seeking an additional \$10.9 million to pay for its self-insured retention for indemnity payouts related to litigation and the rising costs from other state agencies. These obligations are non-discretionary and include:

1. \$371,000 for increases for the ELG building (covers lease and utilities).
2. \$82,000 for Climate Emission Reduction services from OFM.
3. \$49,000 for Non-Marine Labor Relations services from OFM.
4. \$140,000 for Personnel services from OFM.

## 2020 Supplemental Budget Decision Package

5. \$246,000 to OMWBE for the federal certification of disadvantaged businesses. In June 2018, OMWBE notified the department of increased workload for disadvantaged business certifications and an increase in payment needed from WSDOT. This increase was provided in the 2019 supplemental enacted budget, however they were identified as a one-time expenditure but this increase is an ongoing need. The ML-UA-Payment to OMWBE 2020 supplemental decision package is for an increase over the \$246,000, to reflect further workload increases above this request.
6. \$10 million for DES for legal cases that require WSDOT's self-insured retention. The retention is the amount above the state's Self-Insurance Liability Account (SILA) claim limit of \$10 million (covered by standard self-insurance premiums) that state agencies are required to pay before the state's excess insurance is available.

In the case of Sharkey v. State of Washington and Litvinchuk, King County Cause No. 18-2-00347-4, the jury awarded over \$18 million. WSDOT must pay for \$5 million gap in insurance between the \$10 million limit for standard self-insurance and \$15 million threshold where excess insurance begins to pay.

WSDOT is subject to other lawsuits, which the potential liability exceeds \$10 million and this would require the agency's self-insured retention. Given the lack of reserve in Program U the additional \$5 million is prudent to retain in the fund given that some other cases may be settled this biennium.

### **What are the implications of not funding this proposal?**

If the requests are not funded, the department will not be able to pay these expenses and meet the contractual obligations to other state agencies. The other state agencies billing WSDOT would be affected, as would the relationship between WSDOT and these agencies.

### **What alternatives did you explore and why was this option chosen?**

WSDOT does not have discretion about whether or not these items are billed. The only alternative is to wait to request the necessary funds from the Legislature until the 2021 supplemental. This shifts the receipt of additional appropriation authority to very close to the end of the biennium, and increases the risk the funds not being available when payments are due. The department would either have to plan to scale back service levels in another budget program, or not pay its obligations in order to transfer sufficient funds to Program U. This can only be done if allowed by OFM and the Legislature via transfer authority in the last two months of the biennium.

# 2020 Supplemental Budget Decision Package

## ASSUMPTIONS AND CALCULATIONS

### Detailed assumptions and calculations

Items one through five are ongoing expenses. Item six is a one-time request; however, these expenditures could very likely arise in the future if similar settlements occur.

#### WSDOT Program U - 2020 Supplemental Budget Request Assumptions & Calculations

			2015-17 Biennium	2017-19 Biennium	2019-21 Biennium	2020 Supplemental
Services		Assumptions for Requests	Actual Expenditures	Actual Expenditures	Estimated Expenditures	Requested Funding
1	ELG Lease	Per lease schedule	\$3,176,979	\$3,386,070	\$3,633,257	\$236,000
	ELG Utilities	\$82,003/month, last 6 months in fiscal year 2019 x 24	1,774,120	1,832,888	1,968,077	135,000
2	Climate Emissions Reduction	Estimate from OFM	254,000	264,000	346,000	82,000
3	Non-Marine Labor Relations	Estimate from OFM	454,180	486,008	535,000	49,000
4	HR Director - Personnel Services	Estimate from OFM	1,735,183	1,766,732	1,906,500	140,000
5	Certification of Disadvantaged Business Enterprises	Same level of funding - \$2.1 million - as that of 2017-19 Biennium. Additional request is on a separate package.	940,000	2,101,000	2,623,000	246,000
6	Excess Insurance for Indeminty	Actual award and potential awards in excess of \$5 million	0	2,500,000	10,000,000	10,000,000
Total Request for Package			\$8,334,462	\$12,336,698	\$21,011,834	\$10,888,000

**Item 1)** The requested amount for the ELG lease is the difference between the total in the signed contract in 2019-21 biennium to those in 2017-19. For the ELG utilities, the request amount is the difference between the actual expenditure in 2017-19 biennium to the estimated expenditure in 2019-21. The estimated expenditure is based on June 2019 billing multiplied by 24 months. The department assumes the utilities rate will remain the same as June 2019 through the 2019-21 biennium.

**Item 2)** The requested amount is the difference between the estimated expenditure from OFM's billings for 2019-21 biennium and the actual in 2017-19.

**Item 3)** The requested amount is the difference between the estimated expenditure from OFM's billings for 2019-21 biennium and the actual in 2017-19.

**Item 4)** The requested amount is the difference between the estimated expenditures from OFM's billing for 2019-21 biennium and the actual in 2017-19.

**Item 5)** The request is a technical correction. The amount was approved and funded in 2019 Supplemental budget. This amount is ongoing and needs to be carried forward into 2019-21 biennium, and continued for future biennia.



## 2020 Supplemental Budget Decision Package

**Item 6)** The request is for the self-insured retention of indemnity that is above the \$10 million limit available from the SILA (Self Insurance Liability Account) for any given claim. The award from the jury in the Sharkey case on August 22, 2019 was \$18 million, higher than the \$10 million available from the SILA standard level. WSDOT's obligation is \$5 million, with the remainder to be covered by the state's excess insurance policy. WSDOT anticipates that there could be some additional cases this biennium that could also require the self-insured retention of \$5 million.

### **Expansion or alteration of a current program or service**

There is no expansion or alteration of the current program or services.

### **Workforce assumptions**

N/A

## **STRATEGIC AND PERFORMANCE OUTCOMES**

### **Strategic framework**

The identified projects in the package description support the Governor's Result Washington outcome measure of Efficient, Effective and Accountable Government by meeting obligations to other agencies, particularly in areas that are performed centrally to be more efficient. For the WSDOT's strategic connections, this package supports inclusion by addressing DBE workload for OMWBE. This item supports practical solutions by avoiding the potential of diverting funds from other budget programs that support state of good repair (if the Legislature and OFM allow at the end of biennium).

### **Performance Outcomes**

The performance expectation is to meet contractual and financial obligations to other agencies and meet federal certification timelines for DBE.

## **OTHER COLLATERAL CONNECTIONS**

### **Intergovernmental**

State agencies providing services to WSDOT would support the department in meeting its financial obligations that could be impacted if funding were diverted to cover increased payments to OFM, DES, and OMWBE.

### **Stakeholder response**

N/A

### **Legal or administrative mandates**

The lease and utilities for the ELG building are contractual obligations. The Climate Emissions Reduction by Chapter 39.34 RCW, Non-Marine Labor Relations by RCW 41.80.140, and Personnel Services are obligations under Chapter 39.26 RCW. The Certification for Disadvantaged Business Enterprises is the requirement to obtain federal funding for WSDOT projects.

### **Changes from current law**

N/A

**State workforce impacts**

N/A

**State facilities impacts**

N/A

**Puget Sound recovery**

N/A

**OTHER SUPPORTING MATERIALS**

N/A

**INFORMATION TECHNOLOGY (IT)**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** VA Vanpool Reappropriation  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Hillary Badger, 360-705-7541  
BadgerH@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** Constraints in manufacturer parts have created delivery delays for 13 vans to Pierce Transit during the 2017-19 biennium. The department requests the authority to re-appropriate the unspent spending authority from 2017-19 biennium to the 2019-21 to ensure delivery of vans in accordance with the project scope. There is no change to the total cost or project scope.

**PROGRAM RECOMMENDATION SUMMARY:** Constraints in manufacturer parts have created delivery delays for 13 vans to Pierce Transit during the 2017-19 biennium. The department requests the authority to re-appropriate the unspent spending authority from 2017-19 biennium to the 2019-21 to ensure delivery of vans in accordance with the project scope. There is no change to the total cost or project scope.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 218-1	\$249	0	0	0
<b>Total Expenditures</b>	<b>\$249</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>	<b>\$249</b>		<b>\$0</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Grants	\$249	0	0	0

### PACKAGE DESCRIPTION

Vanpools are a flexible, comfortable, cost-effective way for groups of five to 15 commuters to share their ride to work. Riders, usually people who live and/or work in the same vicinity, volunteer to drive, refuel, and clean for the van.

Manufacture parts constraints have created delivery delays for 13 vans to Pierce Transit during the 2017-19 biennium. Therefore, the department is requesting reappropriation of unspent funding from 2017-19 biennium to the 2019-21 biennium.

#### **What are the implications of not funding this proposal?**

Without this reappropriation, the department would not have the funds to cover the cost of vehicle delivery and acceptance in the 2019-21 biennium. The impact on the citizens, who depend on this service to get to work, would be significant.

## 2020 Supplemental Budget Decision Package

PIN	Project Title	2017-19	2017-19	2020	Comments
		Biennium	Biennium	Supplemental	
		Award	Expenditures	Reappropriation	
N/A Vanpool	Pierce Transit Vanpool Program	\$249,275	\$0	\$249,275	Manufacturer parts constraints have created delays for delivery of 13 vans to Pierce Transit during the 2017-19 biennium. The cost of one van is \$19,175. Reappropriation in the amount of \$249,275 is required to enable Pierce Transit to accept and pay for the vans in the 2019-21 biennium.

### What alternatives did you explore and why was this option chosen?

The alternative would be to cut the vanpool program in Pierce Transit. The impact would be significant on citizens who rely on this service to get to work and home. Procuring the vans and continuing to provide the service is the preferred option. Therefore, the department is requesting reappropriation of unspent funding from 2017-19 biennium to the 2019-21 biennium to cover the cost of the 13 vans being purchased for the vanpool program.

The manufacture is committed to deliver the vans in the 2019-21 biennium. The vans will be inspected and accepted as appropriated, then used to provide transportation services on defined routes as planned.

## ASSUMPTIONS AND CALCULATIONS

### Expansion or alteration of a current program or service

This is not an expansion or alteration of a current program or service. This request reappropriates funding from the 2017-19 biennium to the 2019-21 in order to ensure delivery of 13 vans per the project scope.

### Detailed assumptions and calculations

Each van costs \$19,175. (13 x \$19,175 equals \$249,275)

### Workforce assumptions

This reappropriation does not require adjustments to FTE information.

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

The identified projects in the package description support the Governor's Result Washington outcome measure of Prosperous Economy. For the WSDOT's strategic connections, this package supports the practical solutions.

### Performance outcomes

The vanpool program provides employees with a reliable, convenient, and affordable ride to work. The results would be less congestion, reduced number of personal cars on the road, and less pollution to the environment.

## OTHER COLLATERAL CONNECTIONS

### **Intergovernmental**

Approval of this reappropriation request will enable the transit agency to purchase the vans and provide the service to employees as originally planned. This is important for achieving the strategic goals of the programs.

### **Stakeholder response**

N/A

### **Legal or administrative mandates**

N/A

### **Changes from current law**

N/A

### **State workforce impacts**

N/A

### **State facilities impacts**

N/A

### **Puget Sound recovery**

N/A

## OTHER SUPPORTING MATERIALS

N/A

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** VB Special Needs Reappropriation  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Information:** Mai Vu, 360-705-7546  
VuNhum@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** Constraints in manufacturer parts have created delivery delays for two Americans with Disabilities Act (ADA) expansion vans to Okanogan County during the 2017-2019 biennium. The department requests the authority to reappropriate the unspent spending authority from 2017-19 biennium to the 2019-21 to ensure delivery of the vans in accordance with the project scope. There is no change to the total cost or project scope.

**PROGRAM RECOMMENDATION SUMMARY:** Constraints in manufacturer parts have created delivery delays for two Americans with Disabilities Act (ADA) expansion vans to Okanogan County during the 2017-2019 biennium. The department requests the authority to reappropriate the unspent spending authority from 2017-19 biennium to the 2019-21 to ensure delivery of the vans in accordance with the project scope. There is no change to the total cost or project scope.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund 218	\$19	0	0	0
<b>Total Expenditures</b>	<b>\$19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>	<b>\$19</b>		<b>\$0</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Grants	\$19	0	0	0

### PACKAGE DESCRIPTION

Manufacturer constraints and production backlog have created delays for delivery of two Americans with Disabilities Act (ADA) expansion vans to Okanogan County Transportation & Nutrition (T&N) during the 2017-19 biennium. The manufacture is committed to deliver the vans in the 2019-21 biennium. The vans will be inspected and accepted as appropriated, then used to provide transportation services to people with special needs. There is no change to total project cost or scope.

#### What are the implications of not funding this proposal?

Without this reappropriation, the department would not have the funds to cover the cost of vehicle delivery and acceptance in the 2019-21 biennium. The impact on the citizens, who depend on this service to get to work and other destinations, would be significant.

#### What alternatives did you explore and why was this option chosen?

The alternative would be to cut the two ADA expansion vans for Okanogan County. The impact on the citizens, who depend on this service to get to work and other destinations, would be significant. Purchasing the vans and continuing to provide the service is the preferred option. Therefore, the department is requesting reappropriation of unspent funding from 2017-19 biennium to the 2019-21 biennium to purchase two ADA expansion vans.

## 2020 Supplemental Budget Decision Package

PIN	Project Title	2017-19 Biennium Award	2017-19 Biennium Expenditures	2020 Supplemental Reappropriation	Comments
N/A Special Needs	Okanogan County Transportation & Nutrition: purchase two (2) expansion ADA accessible raised-roof gas powered vans.	\$19,262	\$0	\$19,262	The Manufacturer was able to deliver the two ADA vans within the 2017-19 biennium. Reappropriation in the amount of \$19,262 is required to enable Okanogan County T&N to accept and pay for the vans in the 2019-21 biennium. The county will use local match to cover the full cost of the two vans.

### ASSUMPTIONS AND CALCULATIONS

#### Expansion or alteration of a current program or service

This is not an expansion or alteration of the current Public Transportation Special Needs program. This request re-appropriates funding from the 2017-19 biennium to the 2019-21 biennium order to ensure delivery of two ADA expansion vans per the project scope.

#### Detailed assumptions and calculations

ESHB 1160 (section 220) provided \$62.7 million for the special needs transportation grant program to provide necessary services to people with special needs throughout the state. The scope of this grant program includes the purchase of ADA vans and buses. This request seeks \$19,262 in reappropriation.

#### Workforce assumptions

N/A

### STRATEGIC AND PERFORMANCE OUTCOMES

#### Strategic framework

The identified projects in the package description support the Governor's Result Washington outcome measure of Prosperous Economy. For the WSDOT's strategic connections, this package supports inclusion and practical solutions. Under the American Disability Act, access to transportation services must be provided to people with special needs, with exceptions. The special needs transportation grant program provides funding to ensure that no one is left behind in Washington State. This includes operating the services and purchasing the necessary equipment including but not limited to ADA vehicles.

#### Performance outcomes

The identifiable results would be:

- Inclusion/providing services to all citizen in Washington State,
- Reliable and transportation alternatives are provided to special needs citizens
- Safe and accessible vehicles are available on all routes.

# 2020 Supplemental Budget Decision Package

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

Approval of this reappropriation will enable the transit agency to purchase the ADA vans and provide the service to people with special needs. This is important for achieving the strategic goals of the programs.

### Stakeholder response

N/A

### Legal or administrative mandates

N/A

### Changes from current law

N/A

### State workforce impacts

N/A

### State facilities impacts

N/A

### Puget Sound recovery

N/A

## OTHER SUPPORTING MATERIALS

N/A

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.



## 2020 Supplemental Budget Decision Package

**Agency:** 405 - Department of Transportation  
**DP Code/Title:** VG - Regional Mobility Reappropriation  
**Budget Session:** 2020 Supplemental  
**Budget Level:** ML – Maintenance Level  
**Contact Info:** Nhu-Mai Vu, (360) 705-7546  
[VuNhuM@wsdot.wa.gov](mailto:VuNhuM@wsdot.wa.gov)

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Department of Transportation (WSDOT) is requesting a reappropriation of 2017-19 state funds to support the work that will be delivered during the 2019-21 biennium. The department is also requesting the advancement from the 2021-23 biennium into 2019-21 to support Pierce Transit's application for Capital Investment Grant (CIG) funding through the Federal Transit Administration (FTA).

**PROGRAM RECOMMENDATION SUMMARY:** The Washington State Department of Transportation is requesting a reappropriation of 2017-19 state funds to support the work that will be delivered during the 2019-21 biennium. The department is also requesting the advancement from the 2021-23 biennium into 2019-21 to support Pierce Transit's application for Capital Investment Grant (CIG) funding through the Federal Transit Administration (FTA).

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number: 11B-1	5,316	5,316	0	0
<b>Total Expenditures</b>	<b>\$5,316</b>	<b>5,316</b>	<b>0</b>	<b>0</b>
<b>Biennial Totals</b>		<b>\$10,632</b>		<b>\$0</b>
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Grants	5,316	5,316	0	0

### PACKAGE DESCRIPTION

The Regional Mobility Grant (RMG) Program provides funding for projects identified in LEAP Transportation Document 2019-2 that reduce travel delay and improve connections between counties and regional population centers. These projects help the state reach its goals of reducing greenhouse emissions and vehicle-miles traveled. The Connecting Washington revenue package provided additional grant funding in this program, bringing the total RMG Program level to \$77.7 million in the 2019-21 biennium.

This decision package requests:

1. Reappropriation of approximately \$9.9 million to 2019-21 biennial budget to align the budget with the current delivery schedules on 15 projects; these schedule adjustments do not change the scope or overall total projects' cost.
2. Reduction of approximately \$1.4 million from 2019-21 biennial budget on the Kitsap Transit Wheaton Way Transit Center project and SR 525 - Pedestrian & Traffic Improvements project from their overspending in 2017-19 biennium. The overspending allowed early completion of the work and require adjustments in the 2019-21 biennium. These adjustments do not change the scope or overall total projects' cost.
3. Advancement of \$2.1 million on Pierce Transit's Pacific Ave/SR 7 Corridor BRT Stations project. Pierce Transit applied for CIG funding through FTA. The grant amount is for \$60 million, and total project cost for the Pierce Transit BRT Project is \$150 million. Pierce

## 2020 Supplemental Budget Decision Package

Transit is using state funds in their CIG application to fulfill part of the match requirements. However, FTA will not approve the application unless the full amount provided by state funds is appropriated in the 2019-21 biennium. Delaying the state funding will have significant impact on Pierce Transit's ability to deliver this project. This adjustment does not change the scope or overall total project cost.

Overall, not funding this proposal will prevent transit agencies to complete their projects that have already started. For the SR 7 Express Service Tacoma to Parkland/ Spanaway particularly, FTA will not award the CIG grant of \$60 million to Pierce Transit unless the full amount planned for by the state is appropriated in the 2019-21 biennium. Delaying the advancement of funding will prevent the project from moving forward.

No alternatives were explored. This request is to complete legislatively approved projects by aligning spending authority with the timing of project payments.

### ASSUMPTIONS AND CALCULATIONS

#### **Expansion or alteration of a current program or service**

This is not an expansion or alteration of a current program or service. This request is to reappropriate and adjust the funding from the 2017-19 biennium for capital construction and equipment projects that carry over into the 2019-21. In addition, this request includes a request for advancement of funding from the 2021-23 biennium to the 2019-21 biennium for one project.

#### **Detailed assumptions and calculations**

The 2015 Connecting Washington revenue package directed new resources to the Regional Mobility Grant (RMG) Program, which was first enhanced by the new revenue in fiscal year 2016. The enacted budget made further adjustments to the program, with 2019-21 biennial appropriations for RMG grants set at \$77.7 million.

The calculations are based on updated project schedules and reflect the estimated amounts for each project that will be payable during the 2019-21 biennium. This request is for reappropriation, adjustments, and advancement for \$10.6 million. Of this amount, there is \$9.9 million in reappropriation, \$1.4 million in adjustment, and \$2.1 million in advancement. The advancement is for Pierce Transit's project to support their CIG application.

# 2020 Supplemental Budget Decision Package

## REGIONAL MOBILITY GRANTS

PIN	Project Title	WSDOT Request for Fund Adjustments	Total Legislative Approval	Comments
<b>Reappropriation</b>				
20130027	Seattle DOT, 23rd Avenue Transit Improvements	\$100,000	\$4,000,000	This project funds activities to increase awareness of the transit improvements provided by SDOT's 23rd Avenue Corridor Improvements project. As such, activities need to occur after substantial completion of the project, which occurred later than expected.
20150008	King County Metro - Route 245 Corridor Speed and Reliability Improvements	27,156	2,192,000	Additional time was needed to complete the analysis for the traffic signal re-timing and channelization modifications.
20150009	King County Metro - Park and Ride Efficiency and Access Project	839,405	2,595,000	Additional Coordination with City partners have slowed progress on construction elements, moving budgeted costs out into the 2019-2021 biennium. In addition, prior biennium total was adjusted to account for the liquidation of expenditure accrual.
20150024	Mason Transit - Park and Ride Development	1,381,659	4,750,000	The project includes improvements at five locations. An extensive public engagement process to purchase land for one of the sites, coordination with a related WSDOT fish-barrier removal project, contamination at one of the sites and a lengthy intersection control-type determination process have resulted in project delays.
20170003	King County Metro Northgate Transit Center TOD - Access and Facility Improvement.	572,873	5,241,007	Design refinements for bus layover space moved the construction timeline for that project element into the 2019-2021 biennium. We are currently negotiating with the City of Seattle for new bus layover spaces and developing the scope of work for needed improvements.
20170005	King County Metro Eastlake Off-Street Layover Facility	293,431	8,096,800	Delays were experienced in finalizing project design and approval with the project partners, moving the project timeline and costs into the 2019-2021 biennium.
20170008	King County Metro Renton to Auburn Transit Speed, Reliability & Service	378,617	8,193,000	Additional time was needed to complete the design work for the bus lanes and bus stops upgrades.
20170009	Kitsap Transit Silverdale Transit Center	1,562,232	7,000,000	Challenges with right-of-way acquisition have resulted in delays.
20170012	C-TRAN Diesel/Electric Hybrid Vehicle Purchase	199,775	5,812,993	The bus manufacture was not able to deliver all the buses before the end of the 2017-19 biennium. The anticipated delivery date is September 2019. Reappropriation is required to pay for the remaining buses.
20170017	Everett, City of-80 Stall Park and Ride Expansion	40,025	750,000	Delays in acquiring construction permits from the City of Everett led to a delay in the start of construction.
20170024	King County Metro Transit Speed & Reliability Hot Spot Imp Program	400,000	2,000,000	Design refinements and delays experienced getting concurrence from city partners moved construction costs out into the 2019-2021 State biennium.
20170025	Seattle, City of - Delridge to Burien RapidRide Line	3,535,076	10,000,000	Planning for this partnering project between Seattle DOT and King County Metro involved many stakeholders with often competing interests and took longer than expected, which delayed the design effort.
20170027	Klickitat County Mt. Adams Express	223,926	800,000	The project funds two vehicles and associated operations. Due to manufacture's challenges with vehicles production and delivery, the buses were not delivered on time. Reappropriation is required to cover the cost of the project in the 2019-21 biennium.
20170029	Pierce Transit S/SR 7 Park-and-Ride/Bus	113,780	4,000,000	Progress has been delayed due to various issues. Site selection, traffic impacts, transit bus movement, passenger travel movement considerations, and current and future projects occurring in the vicinity of proposed park-and-ride preferred area have all required additional analysis.
20170A32	Lake Stevens, City of - US 2 Trestle HOV/Transit Trestle Congestion	218,640	1,822,000	The interchange justification report for a related project (US 2 east-side interchange) included detailed traffic analysis that resulted in refining project elements for this project, which delayed the start of design. The changes will result in an increase in performance.

## REGIONAL MOBILITY GRANTS

PIN	Project Title	WSDOT Request for Fund Adjustments	Total Legislative Approval	Comments
<b>Adjustment for overspending</b>				
20150106	WSDOT - SR 525 - Pedestrian & Traffic Improvements	-41,428	2,271,000	Additional design effort was required to complete the plans and prepare the project for advertisement in the first quarter of 2019-21 biennium. Reduction of the allocation in 2019-21 biennium will offset the overspending in 2017-19.
20170014	Kitsap Transit Wheaton Way Transit Center	-1,313,571	6,000,000	Construction progressed faster than expected, with significant work completed ahead-of-schedule. Reduce the allocation in 2019-21 biennium to offset the overspending in 2017-19.
<b>Adjustment for Advancement</b>				
20190A23	Pierce Transit: Pacific Ave/SR 7 Corridor BRT Stations	2,100,000	4,200,000	The funds are part of Pierce Transit's required match for a FTA Small Starts Capital Investment Grant. One requirement for match funds is that they be committed with all legislative approvals in place with no further actions required to allow access to the funds. Delaying the funding will prevent the project from moving forward.
<b>Total</b>		<b>\$10,631,597</b>	<b>\$79,723,800</b>	

### Workforce Assumptions

This reappropriation does not require adjustments to FTE information.

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

The identified projects in the package description support the Governor's Result Washington outcome measure of Prosperous Economy. For the WSDOT's strategic connections, this package supports inclusion and practical solutions.

### Performance outcomes

This decision package will increase efficiency and optimize resources under each project. It will also enable the projects to maximize performance while maintaining the intent of the Regional Mobility Grant Program that calls for better connectivity and reduced congestion. Reducing vehicle miles traveled and improved air quality are two measures that will improve when these projects are delivered. This decision package strives to meet the target of Sustainable energy and a clean environment. Specifically, Clean Transportation, 1.1: Reduce transportation related greenhouse gas emissions from 44.9 mmt/year (projected 2020) to 37.5 mmt/year (1990) by 2020 and 1.1.a: Reduce the average emissions of greenhouse gases for each vehicle mile traveled in Washington by 25 percent from 1.15 lbs. in 2010 to 0.85 lbs. by 2020.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

Aligning the financial plan with the current delivery schedule of these projects will allow the local governments responsible for these projects to meet their strategic goals and achieve the performance measures required under the RMG program.

### Stake holder response

There is no impact to non-governmental stakeholders by this proposal.

**Legal or administrative mandates**

This proposal is not in response to litigation, an audit finding, executive order or taskforce recommendations.

**Changes from current law**

There are no necessary changes to existing statutes, rules or contracts.

**State workforce impacts**

There is no impact to existing collective bargaining agreements, compensation or benefits.

**State facilities impacts**

There is no impact to facility and workplace needs.

**Puget Sound recovery**

There is no impact to Puget Sound recovery efforts.

**OTHER SUPPORTING MATERIALS**

N/A

**INFORMATION TECHNOLOGY (IT)**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here.



☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

**Agency:** 405 - Department of Transportation  
**DP Code/Title:** VH - Transit Projects  
**Budget Session:** 2020 Supplemental  
**Budget Level:** ML – Maintenance Level  
**Contact Info:** Nhu-Mai Vu (360) 705-7546  
 VuNhuM@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Department of Transportation (WSDOT) is requesting the reappropriation of 2017-19 state funds to support the continuing work that will be delivered during the 2019-21 biennium. The department is also requesting biennial adjustments where funds are advanced from the 2021-23 biennium into 2019-21 to support Pierce Transit's application for Capital Investment Grant (CIG) funding through the Federal Transit Administration (FTA).

**PROGRAM RECOMMENDATION SUMMARY:** The Washington State Department of Transportation (WSDOT) is requesting the reappropriation of 2017-19 state funds to support the continuing work that will be delivered during the 2019-21 biennium. The department is also requesting biennial adjustments where funds are advanced from the 2021-23 biennium into 2019-21 to support Pierce Transit's application for Capital Investment Grant (CIG) funding through the Federal Transit Administration (FTA).

## Fiscal Summary

*Dollars in Thousands*

Operating Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund Number 218 - 1	\$7,561	\$7,561	\$0	\$0
Total Expenditures	<b>\$7,561</b>	<b>\$7,561</b>	<b>\$0</b>	<b>\$0</b>
<b>Biennial Totals</b>	<b>\$15,122</b>		<b>\$0</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Grant	\$7,561	\$7,561	\$0	\$0

## Package Description

The Connecting Washington Transit Projects (TIERS Projects) provide funding for projects as identified in LEAP Transportation Document 2019-2. These projects help the state reach its goals of reducing greenhouse emissions and vehicle-miles traveled. These projects also facilitate increased efficiency, connectivity, and alignment among different public transportation services, resulting in a better integration within the different modes of the overall transportation system.

This decision package requests:

1. Reappropriation of \$5.3 million from 2017-19 biennium to align the budget with the current delivery schedules on three projects. These schedule adjustments do not change the scope or overall total projects' cost.
2. Advancement of \$9.8 million on Pierce Transit's SR 7 Express Service Tacoma to Parkland/Spanaway project. Pierce Transit applied for CIG funding through FTA. The grant amount is for \$60 million, and total project cost for the Pierce Transit BRT Project is \$150 million. Pierce Transit is using state funds in its CIG application to fulfill part of the match requirements. However, FTA will not approve the application unless the full amount provided by state funding is appropriated in the 2019-21 biennium. Delaying the state funding will have significant impact on Pierce Transit's ability to deliver this project. This adjustment does not change the scope or overall total project cost.

A detailed description and justification for each project is summarized in the table below.

TRANSIT PROJECTS				
PIN	Project Title	Request for Fund Adjustments	Total Legislature Approval	Comments
<b>Reappropriation</b>				
G2000034	Spokane Central City Line	335,239	15,000,000	Changes in the design consultant staff, including a change in the project manager led to delays in delivering the design.
G2000041	Northgate Transit Center Pedestrian Bridge	4,000,000	10,000,000	A shift in alignment later in design had a significant impact to the design schedule, including impacting the environmental permitting process.
G2000045	SR 7 Express Service Tacoma to Parkland/Spanaway	986,725		Reason for underspending: progress has been delayed by jurisdiction requests for additional traffic study along the corridor.
<b>Adjustment for Advancement</b>				
G2000045	SR 7 Express Service Tacoma to Parkland/Spanaway	9,800,000	15,000,000	Reason for advancing funds from 2021-23 biennium: the funds are part of Pierce Transit's required match for a FTA Small Starts Capital Investment Grant. FTA will not award the CIG grant (\$60 million) to Pierce Transit unless the full amount planned for the project in state funds is appropriated in the 2019-21 biennium. Delaying the funding will prevent the project from moving forward.
<b>Total</b>		<b>15,121,964</b>	<b>40,000,000</b>	

#### What are the implications of not funding this proposal?

Overall, not funding this proposal will prevent transit agencies from completing their projects that have already started. For the SR 7 Express Service Tacoma to Parkland/Spanaway, FTA will not award the CIG grant of \$60 million to Pierce Transit unless the full amount planned for by the state is appropriated in the 2019-21 biennium. Delaying the advancement of funding will prevent the project from moving forward.

#### What alternatives did the department explore and why was this option chosen?

No alternatives were explored. This request is to complete legislatively approved projects by aligning spending authority with the timing of project payments.

### ASSUMPTIONS AND CALCULATIONS

#### Expansion or alteration of a current program or service:

This is not an expansion or alteration of a current program or service. This request is to reappropriate funding from the 2017-19 biennium to the 2019-21 for capital construction and equipment projects that carry over into the next fiscal period. The request also includes advancement of dollars from the 2021-23 biennium into 2019-21 for one project.

#### Detailed assumptions and calculations

Calculations are based on updated project schedules and reflect the estimated amounts for each project that will be payable during the 2019-21 biennium.

The request is for reappropriation and biennial adjustments in the amount of \$15.1 million. Of this amount, there is \$5.3 million in reappropriation and \$9.8 million from advancing 2021-23 biennium allocation on Pierce Transit's project to support their CIG application. There is no increase in the project costs.

# 2020 Supplemental Budget Decision Package

## **Workforce Assumptions**

This request does not require adjustments to FTE.

## **STRATEGIC AND PERFORMANCE OUTCOMES**

### **Strategic framework**

The identified projects in the package description support the Governor's Result Washington outcome measure of Prosperous Economy. For the WSDOT's strategic connections, this package supports inclusion and practical solutions.

### **Performance outcomes**

These projects facilitate increased efficiency, connectivity, and alignment between the different public transportation services, resulting in a better integration within the different modes of the overall transportation system, while helping the state reach its goals of reducing greenhouse emissions and vehicle-miles traveled.

## **OTHER COLLATERAL CONNECTIONS**

### **Intergovernmental**

This request impacts Spokane Transit, City of Seattle, and Pierce Transit. The ability to deliver the projects listed in this decision package will significantly be impacted resulting in delayed or reduced service levels to the public.

### **Stakeholder response**

The funding provided under the transit (tier) project list is provided for transit agencies, cities, and counties. This request does not directly impact non-governmental stakeholders.

### **Legal or administrative mandates**

This request is not in response to litigation, an audit finding, executive order, or task force recommendations.

### **Changes from current law**

This request does not require changes to existing statutes, rules, or contracts.

### **State workforce impacts**

This request does not impact existing collective bargaining agreements, compensation, or benefits.

### **State facilities impacts**

This request does not impact facilities and workplace needs.

### **Puget Sound recovery**

This request is not related to Puget Sound recovery efforts.

## **OTHER SUPPORTING MATERIALS**

N/A



## INFORMATION TECHNOLOGY (IT)

**Does this Decision Package include funding for any IT-related costs, including hardware, software, (including cloud-based services), contracts or IT staff?**

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Department of Transportation  
**DP Code/Title:** 8F Fuel Rate Adjustments  
**Budget Session:** 2020 Supplemental  
**Budget Level:** ML – Maintenance Level  
**Contact Info:** Joe Patterson, 360-705-7545  
patterj@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Transportation Revenue Forecast Council provides quarterly updates for fuel prices. These affect various Washington State Department of Transportation (WSDOT) programs that use gas and diesel fuel for motor vehicles and equipment to maintain and operate the state highway system. WSDOT's Transportation Equipment Fund (TEF) is responsible for the acquisition, maintenance and operating costs of about 6,500 vehicles and equipment of all types. Department programs use this equipment to operate and maintain the highway system and to support department activities. The department is providing a placeholder for future changes to appropriation authority that reflect updated fuel prices from the Transportation Revenue Forecast Council forecast and fuel consumption estimates from TEF.

**PROGRAM RECOMMENDATION SUMMARY:** A budget adjustment is requested for changes in TEF equipment rental charges due to fuel costs for the following programs.

**B00 - Toll Operations and Maintenance**  
**C00 - Information Technology**  
**D0C - Facility Maintenance, Op and C Cap**  
**E00 - Transportation Equipment Fund**  
**F00 - Aviation**  
**H00 - Program Delivery Mgmt and Support**  
**M00 - Highway Maintenance and Operations**  
**Q00 - Traffic Operations-Operating**  
**S00 - Transportation Management & Support**  
**T00 - Transportation Planning, Data and Research**  
**V00 - Public Transportation**  
**X00 - Washington State Ferries**  
**Y00 - Rail - Operating**  
**Z00 - Local Programs - Operating**

## 2020 Supplemental Budget Decision Package

### Fiscal Summary

*Dollars in Thousands*

<b>Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Fund 039-1	-	-	-	-
Fund 595-1	-	-	-	-
Fund 108-1	-	-	-	-
Fund 109-1	-	-	-	-
Fund 218-1	-	-	-	-
Fund 410-6	-	-	-	-
<b>Total Expenditures</b>	-	-	-	-
<b>Biennial Totals</b>	-	-	-	-
<b>Object of Expenditure</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
Obj. E	-	-	-	-
Obj. F	-	-	-	-
<b>Revenue</b>	<b>FY 2020</b>	<b>FY 2021</b>	<b>FY 2022</b>	<b>FY 2023</b>
410 - 0402	-	-	-	-
410 - 0450	-	-	-	-
<b>Total Revenue</b>	-	-	-	-
<b>Biennial Totals</b>	-	-	-	-

### Package Description

WSDOT's Transportation Equipment Fund (TEF) is responsible for the acquisition, maintenance and operating costs of about 6,500 vehicles and equipment of all types. Department programs use this equipment to operate and maintain the highway system and support department activities. In the 2019-21 biennium, programs will use approximately 7.5 million gallons of fuel.

As a nonappropriated, internal service fund, TEF charges rent for the use of equipment to recover costs. The rental rates paid by department programs include fuel costs; these rental rates will decrease in 2019-21 because of lower fuel costs. Changes in TEF rent owed affects WSDOT operating programs. Changes in TEF rental rates for capital programs is ultimately reflected in the cost of capital projects.

This total change in TEF budget (nonappropriated spending authority) reflects both the changes for programs within WSDOT as well as fuel sold to other agencies, such as the Washington State Patrol.

#### What are the implications of not funding this proposal?

WSDOT's Transportation Equipment Fund (TEF) is responsible for the acquisition of fuel and the various vehicles and equipment used by WSDOT programs to maintain and operate the state highway system. As a nonappropriated, internal service fund, TEF charges rent for the use of equipment to recover costs. The rental rates paid by department programs include fuel costs. In addition, TEF purchases fuel sold to other agencies. Without the adjustments requested in this package, the department would not be able to recover costs, accurately distribute charges to WSDOT programs, nor appropriately bill other state agencies for equipment rentals and fuel.

## 2020 Supplemental Budget Decision Package

TEF fuel appropriations are typically adjusted by the Legislature mid-biennium, to reflect forecasted changes in price and consumption. If there are major changes in the September 2019, November 2019, or February 2020 Transportation Revenue Forecast Council forecast of fuel prices for TEF, WSDOT would submit updated materials to the Office of Financial Management (OFM) and the Legislature for the November 2019 and February 2020 revenue forecasts.

### What alternatives did you explore and why was this option chosen?

The alternative is to wait to put forward a decision package until the second supplemental request in fall of 2020. This option was not chosen because before the 2020 Legislature adjourns, there would be three more fuel forecasts (September 2019, November 2019, and February 2020), providing additional information to adjust fuel appropriations for the remainder of the biennium. If the department waited for a second supplemental, and an increased fuel appropriation were needed, funds would likely not be available until May 2021 at the earliest, the last two months of the 2019-21 biennium. At that point, TEF will have already had to make decisions about reductions in its base operating budget in order to cover fuel.

## ASSUMPTIONS AND CALCULATIONS

### Expansion or alteration of a current program or service

N/A

### Detailed assumptions and calculations

The table below and Attachment A are based on the June 2019 fuel-price forecast of the Transportation Revenue Forecast Council. The calculations also take into account actual consumption and prices through June 2019, and the forecast of fuel consumption for July 2019 forward based on the prior two-year average for each forecasted month. After determining the total change at the aggregate level, the change is distributed to various programs based upon the type and amount of equipment each program rents from TEF. This information will be updated for the November 2019 and February 2020 transportation revenue forecasts.

Change in Estimated TEF Expenditures for Fuel from March 2019 to June 2019 Forecast Current 2019-21 Budget Based on March 2019 Forecast									
	WSDOT			Other Agencies			Total Program E		
	Fiscal Year 2018	Fiscal Year 2019	2017-19 Biennium	Fiscal Year 2018	Fiscal Year 2019	2017-19 Biennium	Fiscal Year 2018	Fiscal Year 2019	2017-19 Biennium
<b>Gasoline</b>									
Gallons	1,309,245	1,305,614	2,614,859	3,022,256	3,032,033	6,054,289	4,331,501	4,337,647	8,669,148
Price Per Gallon	\$2.9933	\$2.8148	\$2.9042	\$2.9928	\$2.8146	\$2.9036	\$2.9933	\$2.8148	\$2.9037
<b>Total Unleaded</b>	<b>\$3,919,000</b>	<b>\$3,675,000</b>	<b>\$7,594,000</b>	<b>\$9,045,000</b>	<b>\$8,534,000</b>	<b>\$17,579,000</b>	<b>\$12,964,000</b>	<b>\$12,209,000</b>	<b>\$25,173,000</b>
<b>Diesel</b>									
Gallons	2,417,321	2,453,410	4,870,731	233,353	237,082	470,435	2,650,674	2,690,492	5,341,166
Price Per Gallon	\$3.0219	\$3.1014	\$3.0620	\$3.0212	\$3.1002	\$3.0610	\$3.0219	\$3.1014	\$3.0619
<b>Total Straight Dies</b>	<b>\$7,305,000</b>	<b>\$7,609,000</b>	<b>\$14,914,000</b>	<b>\$705,000</b>	<b>\$735,000</b>	<b>\$1,440,000</b>	<b>\$8,010,000</b>	<b>\$8,344,000</b>	<b>\$16,354,000</b>
<b>Total Gas &amp; Diesel</b>									
Gallons	3,726,566	3,759,024	7,485,590	3,255,609	3,269,115	6,524,724	6,982,175	7,028,139	14,010,314
Dollars	<b>\$11,224,000</b>	<b>\$11,284,000</b>	<b>\$22,508,000</b>	<b>\$9,750,000</b>	<b>\$9,269,000</b>	<b>\$19,019,000</b>	<b>\$20,974,000</b>	<b>\$20,553,000</b>	<b>\$41,527,000</b>

**Forecast for 2019-21 Based on June 2019 Fuel Forecast**

	WSDOT			Other Agencies			Total Program E		
	Fiscal Year 2020	Fiscal Year 2021	2019-21 Biennium	Fiscal Year 2020	Fiscal Year 2021	2019-21 Biennium	Fiscal Year 2020	Fiscal Year 2021	2019-21 Biennium
<b>Gasoline</b>									
Gallons	1,310,212	1,307,063	2,617,275	3,025,825	3,037,387	6,063,212	4,336,037	4,344,450	8,680,487
Price Per Gallon	\$2.7919	\$2.4720	\$2.6321	\$2.7916	\$2.4715	\$2.6313	\$2.7919	\$2.4720	\$2.6315
<b>Total Unleaded</b>	<b>\$3,658,000</b>	<b>\$3,231,000</b>	<b>\$6,889,000</b>	<b>\$8,447,000</b>	<b>\$7,507,000</b>	<b>\$15,954,000</b>	<b>\$12,105,000</b>	<b>\$10,738,000</b>	<b>\$22,843,000</b>
<b>Diesel</b>									
Gallons	2,406,768	2,437,580	4,844,348	231,817	234,776	466,593	2,638,585	2,672,356	5,310,941
Price Per Gallon	\$3.0094	\$2.7031	\$2.8553	\$3.0110	\$2.7047	\$2.8569	\$3.0094	\$2.7031	\$2.8554
<b>Total Diesel</b>	<b>\$7,243,000</b>	<b>\$6,589,000</b>	<b>\$13,832,000</b>	<b>\$698,000</b>	<b>\$635,000</b>	<b>\$1,333,000</b>	<b>\$7,941,000</b>	<b>\$7,224,000</b>	<b>\$15,165,000</b>
<b>Total Gas &amp; Diesel</b>									
Gallons	3,716,980	3,744,643	7,461,623	3,257,642	3,272,163	6,529,805	6,974,622	7,016,806	13,991,428
Dollars	\$10,901,000	\$9,820,000	\$20,721,000	\$9,145,000	\$8,142,000	\$17,287,000	\$20,046,000	\$17,962,000	\$38,008,000

**Change From March 2019 Forecast to June 2019 Forecast for 2019-21**

	WSDOT			Other Agencies			Total Program E		
	Fiscal Year 2020	Fiscal Year 2021	2019-21 Biennium	Fiscal Year 2020	Fiscal Year 2021	2019-21 Biennium	Fiscal Year 2020	Fiscal Year 2021	2019-21 Biennium
<b>Gasoline</b>									
Gallons	967	1,449	2,416	3,569	5,354	8,923	4,536	6,803	11,339
Price Per Gallon	(\$0.2014)	(\$0.3428)	(\$0.2720)	(\$0.2012)	(\$0.3431)	(\$0.2723)	(\$0.2014)	(\$0.3428)	(\$0.2722)
<b>Total Unleaded</b>	<b>(\$261,000)</b>	<b>(\$444,000)</b>	<b>(\$705,000)</b>	<b>(\$598,000)</b>	<b>(\$1,027,000)</b>	<b>(\$1,625,000)</b>	<b>(\$859,000)</b>	<b>(\$1,471,000)</b>	<b>(\$2,330,000)</b>
<b>Diesel</b>									
Gallons	(10,553)	(15,830)	(26,383)	(1,536)	(2,306)	(3,842)	(12,089)	(18,136)	(30,225)
Price Per Gallon	(\$0.0125)	(\$0.3983)	(\$0.2067)	(\$0.0102)	(\$0.3955)	(\$0.2041)	(\$0.0125)	(\$0.3983)	(\$0.2065)
<b>Total Diesel</b>	<b>(\$62,000)</b>	<b>(\$1,020,000)</b>	<b>(\$1,082,000)</b>	<b>(\$7,000)</b>	<b>(\$100,000)</b>	<b>(\$107,000)</b>	<b>(\$69,000)</b>	<b>(\$1,120,000)</b>	<b>(\$1,189,000)</b>
<b>Total Gas &amp; Diesel</b>									
Gallons	(9,586)	(14,381)	(23,967)	2,033	3,048	5,081	(7,553)	(11,333)	(18,886)
Dollars	(\$323,000)	(\$1,464,000)	(\$1,787,000)	(\$605,000)	(\$1,127,000)	(\$1,732,000)	(\$928,000)	(\$2,591,000)	(\$3,519,000)

**Workforce Assumptions**

N/A

**STRATEGIC AND PERFORMANCE OUTCOMES**

**Strategic framework**

TEF vehicles and equipment directly support maintenance and operations of the state highway system, which supports the Governor's Results Washington Goal 2, Prosperous Economy.

The TEF program supports the department's strategic plan goal of practical solutions by providing asset management for the fleet of vehicles and equipment. TEF's work to maintain the vehicle fleet enables WSDOT core work, such as highway maintenance, to occur without being impeded by out of repair or unavailable equipment. .

**Performance outcomes**

This is a technical adjustment to align the budget to most-recently projected fuel prices and expected consumption.

**OTHER COLLATERAL CONNECTIONS**

**Intergovernmental**

Other state agencies, such as the Washington State Patrol, purchase fuel from TEF fuel sites. These agencies understand the need to adjust fuel rates rent periodically, and are invested in TEF fuel sites remaining open throughout the state.

**Stakeholder response**

N/A

**Legal or administrative mandates**

N/A

**Changes from current law**

N/A

**State workforce impacts**

N/A

**State facilities impacts**

N/A

**Puget Sound recovery**

N/A

**REFERENCE MATERIALS**

**Attachment A: ML – 8F TEF Fuel Rate Adjustment**

(Fiscal summary estimates based for fiscal years 2019 and 2020, based on the June 2019 fuel-price forecast of the Transportation Revenue Forecast Council.

This information will be updated for the November 2019 and February 2020 transportation revenue forecasts.)

**INFORMATION TECHNOLOGY**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## Attachment A: ML – 8F TEF Fuel Rate Adjustment

### Fiscal Summary

*Dollars in Thousands*

<b>Expenditures</b>	<b>FY 2020</b>	<b>FY 2021</b>
Fund 039-1:	\$-1	\$-1
Fund 595-1:	\$-1	\$0
Fund 108-1:	\$-660	\$-657
Fund 109-1:	\$-13	\$-12
Fund 218-1:	\$-10	\$-10
Fund 410-6:	\$-867	\$-865
<b>Total Expenditures</b>	<b>\$-1,761</b>	<b>\$-1,758</b>
<b>Biennial Total</b>	<b>\$-4,884\$</b>	
<b>Object of Expenditure</b>	<b>FY 2020</b>	<b>FY 2021</b>
Obj. E	\$-1,579	\$-1,573
Obj. F	\$-867	\$-865
<b>Revenue</b>	<b>FY 2020</b>	<b>FY 2021</b>
410 - 0402:	\$-894	\$-893
410 - 0450	\$-867	\$-865
<b>Total Revenue</b>	<b>\$-1,761</b>	<b>\$-1,758</b>
<b>Biennial Total</b>	<b>\$-3,519</b>	

# 2020 Supplemental Budget Decision Package

**Agency:** 405 Department of Transportation  
**DP Code/Title:** 5W WSF Fuel Costs  
**Budget Session:** 2020 Supplemental  
**Budget Level:** ML – Maintenance Level  
**Contact Info:** My-Trang Le, 360-705-7517  
[lem@wsdot.wa.gov](mailto:lem@wsdot.wa.gov)

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Department of Transportation (WSDOT) is providing a placeholder for future changes to appropriation authority that reflect updated fuel prices from the Transportation Revenue Forecast Council forecast and fuel consumption estimates from Washington State Ferries (WSF).

**PROGRAM RECOMMENDATION SUMMARY:**  
**X00 - Washington State Ferries**

The Washington State Department of Transportation (WSDOT) is providing a placeholder for future changes to appropriation authority that reflect updated fuel prices from the Transportation Revenue Forecast Council forecast and fuel consumption estimates from Washington State Ferries (WSF).

## Fiscal Summary

*Dollars in Thousands*

Operating Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund 109 - 1	-	-	-	-
<b>Total Expenditures</b>	-	-	-	-
<b>Biennial Totals</b>	-	-	-	-
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Obj. E	-	-	-	-

## PACKAGE DESCRIPTION

The department is proposing an adjustment to the Washington State Ferries (WSF) appropriation for fuel, subject to future fuel forecasts. This decision package is a placeholder.

### Background

Washington State Ferries (WSF) is the largest consumer of biodiesel fuel in state government. Ferries' fuel budget is based on the number of gallons consumed per year at the anticipated per-gallon price. The per-gallon price used to calculate the necessary budget adjustment was the June 2019 Fuel Price Forecast for biodiesel (B5), non-hedged, including all applicable taxes and fees, and then adjusted for the impact of fuel hedges executed.

For the baseline in forecasting, the department uses actual B5 biodiesel prices, including delivery fees, applicable taxes, and required markup costs from vendors. On July 1, 2013, WSF began receiving a sales tax exemption on biodiesel fuel purchases. This exemption has been incorporated into the baseline B5 biodiesel price forecast. An adjustment to the baseline to mitigate volatility is then applied to the B5 biodiesel price to derive the unhedged fuel-price forecast. This adjustment is intended to mitigate the volatility of using a single price point in forecasting. The department compares the crude oil prices of five forecasting entities – WSDOT official forecast, Global Insight, New York Mercantile Exchange (NYMEX), Consensus Economics, and Economy.com – and determines the difference between the baseline forecast and the five forecasting entities' average price. These data are used to



## 2020 Supplemental Budget Decision Package

adjust the baseline for a forecast of non-hedged B5 biodiesel prices.

### **Forecast and Hedging Updates**

Based on the June 2019 Forecast, the average non-hedged B5 fuel price is projected to be \$1.97 per-gallon for the 2019-21 biennium, down from the \$2.01 per-gallon price from the March 2019 forecast.

The non-hedged per-gallon forecasted prices are adjusted to account for fuel hedges that have been executed. As of September 12, 2019, the department has hedged 8,816,000 gallons for the 2019-21 biennium. Hedges are entered into for budget stability and are locked in below the fuel prices that are forecasted at the time of the hedge. Therefore, the final per-gallon price of B5 biodiesel for the biennium, taking into account the June 2019 forecast, executed hedges, fees, and consultant cost is \$1.97per-gallon.

### **What are the implications of not funding this proposal?**

Ferries fuel appropriations are typically adjusted by the Legislature mid-biennium, to reflect forecasted changes in price and consumption, and to incorporate fuel hedges. Without an adjustment when prices or consumption goes up, the risk to WSF operations is insufficient funding for fuel, requiring ferries to use other operating funds, affecting areas such as training, maintenance contracts, hiring, and level of service. (If the appropriation were higher than needed because fuel costs/consumption decrease, the fuel appropriation is legally prohibited to be used in other ways (via budget proviso), and the excess funds would stay in the Puget Sound Ferry Operations Account-State (109-1)).

If there are major changes in the September 2019, November 2019, or February 2020 Transportation Revenue Forecast Council forecast of fuel prices for Washington State Ferries (WSF), WSDOT would submit updated materials to the Office of Financial Management (OFM) and the Legislature.

### **What alternatives did you explore and why was this option chosen?**

The alternative is to wait to put forward a decision package until the second supplemental request in fall of 2020. This option was not chosen because before the 2020 Legislature adjourns, there would be three more fuel forecasts (September 2019, November 2019, and February 2020), providing additional information to adjust fuel appropriations for the remainder of the biennium. If the department waited for a second supplemental, and an increased fuel appropriation were needed, funds would likely would not be available until May 2021 at the earliest, the last two months of the 2019-21 biennium. At that point, WSF will have already had to make decisions about reductions in its base operating budget in order to cover fuel.

## **ASSUMPTIONS AND CALCULATIONS**

### **Expansion or alteration of a current program or service**

N/A

# 2020 Supplemental Budget Decision Package

## Detailed assumptions and calculations

Calculations are based on the June 2019 Adjusted B5 Biodiesel Forecast for the 2019-21 biennium, adjusted for the impact of executed hedges and the cost of a fuel hedging consultant (please see attachment A). Most of fuel purchased at Harbor Island is based on a five percent biodiesel blend, with the price based on the department's June 2019 official forecast for biodiesel. The calculation compares projected costs for 2019-21 to the value of the fuel budget in the 2019-21 appropriation that was enacted in the 2019 Legislative Session.

**Note:** These figures will be updated for the September 2019 and February 2020 transportation forecasts, as well as for any additional fuel hedges that are executed.

## Workforce Assumptions

N/A

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This technical change supports the Governor's Results Washington outcome area of Efficient, Effective, and Accountable Government. The periodic adjustment of appropriations for fuel based on updated forecast provides certainty for WSF as it plans for and operates services for customers, by ensuring there is enough funding for fuel regardless of the market and the mix of vessels in service. Alternately, if fuel prices or consumption significantly decreases, this method allows a reduction in appropriation to be considered. This method of adjusting fuel costs provides transparency during the budget process.

### Performance outcomes

This is a technical adjustment to align the budget to most-recently projected fuel prices and expected consumption.

## OTHER COLLATERAL CONNECTIONS

### Intergovernmental

None

### Stakeholder response

Ferry stakeholders are supportive of adjustments to ferries appropriations that recognize additional costs, so that services are not impacted.

### Legal or administrative mandates

None

### Changes from current law

None

### State workforce impacts

None

### State facilities impacts

None

**Puget Sound recovery**  
None

## REFERENCE DOCUMENTS

Attachment A - 2019-21 June 2019 Fuel Cost Estimate.pdf

## INFORMATION TECHNOLOGY

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## Attachment A

### Washington State Ferries Fuel Cost Estimates Estimates Based on June 2019 Motor Fuel Price Forecast (as of June 25, 2019 Update with September 3, 2019 Hedge)

Total Budget	FY 2020	FY 2021	2019-2021 Biennium (Projected)
2017-19 Fuel Approp in Section 221(3), Laws of 2018.	\$ 38,577,000	\$ 37,684,000	\$ 76,261,000
<b>Total Gallons Required</b>	<b>18,894,428</b>	<b>18,817,034</b>	<b>37,711,462</b>
<u>Hedged</u>			
Total Gallons Hedged	8,316,000	0	8,316,000
Average price per gallon hedged fuel, including fees	\$1.95	\$0.00	\$1.95
<b>Subtotal Cost of Hedged Fuel, Including Fees</b> (rounded to \$ in 1,000s)	<b>\$16,211,520</b>	<b>\$0</b>	<b>\$16,211,520</b>
<u>Non-Hedged</u>			
Total Gallons Not Hedged	10,578,428	18,817,034	29,395,462
Average price per gallon biodiesel (B5), including fees	\$1.96	\$1.97	\$1.97
<b>Subtotal Cost of Non-Hedged Fuel, Including Fees</b> (rounded to \$ in 1,000s)	<b>\$20,733,719</b>	<b>\$37,069,557</b>	<b>\$57,803,276</b>
<b>TOTAL Fuel Costs Including Fees (rounded to \$ in 1,000s)</b>	<b>\$36,945,000</b>	<b>\$37,070,000</b>	<b>\$74,015,000</b>
Average Cost per Gallon, Including Fees	\$1.96	\$1.97	\$1.96
Fuel Hedging Consultant Cost	\$50,000	\$50,000	\$100,000
<b>Total Cost of Fuel and Hedging Consultant</b>	<b>\$36,995,000</b>	<b>\$37,120,000</b>	<b>\$74,115,000</b>
Average Cost per Gallon Including Fees and Hedging Consultant	\$1.96	\$1.97	\$1.97
<b>Variance: Updated Cost Estimate versus Appropriation</b>	<b>(\$1,582,000)</b>	<b>(\$564,000)</b>	<b>(\$2,145,000)</b>

Note: Chapter 16, Laws of 2011 (2ESSB 5742) exempts WSF from having to pay sales tax on fuel purchased for ferries beginning in 2013-15.

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** XA WSF Leases  
**Budget period:** 2020 Supplemental  
**Budget level:** ML Maintenance Level  
**Contact Info:** My-Trang Le, (360) 705-7517  
 lem@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** The Washington State Department (WSDOT) requests additional appropriation authority for mandatory cost increases in leases and utilities for Washington State Ferries (WSF). Utility costs include electricity, water, sewer, garbage, stormwater, propane, natural gas, and other heating costs at WSF terminals, the maintenance facility, and the warehouse. Terminal lease costs are increasing at the Anacortes, Mukilteo, Kingston, and Sidney ferry terminals. In addition, WSF expects a rate increase at its existing headquarters and operations center in Seattle beginning September 2020. Providing additional appropriation authority will prevent WSF from having to redirect current resources to cover these increased costs.

**PROGRAM RECOMMENDATION SUMMARY:** The Washington State Department (WSDOT) requests additional appropriation authority for mandatory cost increases in leases and utilities for Washington State Ferries (WSF). Utility costs include electricity, water, sewer, garbage, stormwater, propane, natural gas, and other heating costs at WSF terminals, the maintenance facility, and the warehouse. Terminal lease costs are increasing at the Anacortes, Mukilteo, Kingston, and Sidney ferry terminals. In addition, WSF expects a rate increase at its existing headquarters and operations center in Seattle beginning September 2020. Providing additional appropriation authority will prevent WSF from having to redirect current resources to cover these increased costs.

## Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
Fund 109-1	247	908	1,029	1,029
<b>Total Expenditures</b>	<b>247</b>	<b>908</b>	<b>1,029</b>	<b>1,029</b>
<b>Biennial Totals</b>	<b>\$1,991</b>		<b>\$2,058</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Goods and Services	247	908	1,029	1,029

## PACKAGE DESCRIPTION

### Utilities

Utility costs at Washington State Ferries (WSF) terminals increase periodically with rate increases from local utility companies. These affect terminals, the warehouse, and the Eagle Harbor maintenance facility. As ridership and traffic at terminals increases, there is also increased utilization of some utilities. For the past four years, total WSF utility costs have increased by an annual average of 4.04 percent. Based on updated actual expenditures for the 2017-19 biennium, and projection that continues this growth pattern, the estimated need for utilities in the 2019-21 biennium is an additional \$313,000 over the 2019-21 enacted budget level.

## 2020 Supplemental Budget Decision Package

### **Leases**

Increases in leases, as for utilities, cut into the base funding that WSF has to operate its services. The state's Department of Enterprise Services (DES) negotiates leases on behalf of WSDOT, including most leases for WSF. WSDOT Capital Facilities (funded primarily through Program D) provides oversight over leases from a WSDOT perspective, and the Office of Financial Management (OFM) Technology Services and Facilities Planning provides oversight and long-term statewide planning and direction, including looking at consolidation and cost avoidance opportunities between state agencies.

The terminals at Anacortes, Mukilteo, and Kingston have leases for the use of the property, and Sidney, B.C. has a lease for the use of the ferry terminal. These costs, as established in the terminal lease contracts, are scheduled to increase by an inflation factor based on location. The 2019-21 budget requested funding for the increases known at the time; the additional lease increases requested at this time are in excess of these.

The highest lease cost to WSF is for its headquarters (HQ) and operations center located in downtown Seattle. Seattle is a difficult market for leases. For the terms of its current five-year lease, WSF has paid a rate of \$25 per square foot, which is lower than might be expected for this market area. The current lease expires August 31, 2020. DES has begun the process of renewing the lease and proceeding towards negotiations. DES analysis indicates that market rates in Seattle could result in lease costs of \$50 per square foot, double the current rate. For the purposes of this request, the department is requesting \$45 per square foot. The market rate median for central Seattle per OFM Technology Services and Facilities planning as of the second quarter of fiscal year 2019 is \$45.51. This cost for this lease increase will be distributed to both operating (X) and capital (W) programs.

### **Why extend the lease in Seattle?**

Lead-time to relocate the WSF HQ and operations center is expected to be at least three years by OFM Technology Services and Facilities. Relocating includes planning, locating appropriate space, space modifications, and moving. Relocating WSF HQ and operations to a different location is more complex than moving many state offices, due to the requirements of having an operations center running 24 hours a day, seven days a week. The building also houses the WSF emergency operations center.

The current location meets the WSF business need for proximity to several ferry terminals. Being in Seattle itself allows a direct route to the Eagle Harbor Maintenance facility on Bainbridge Island. The Seattle area is closest to the business ferry runs – Mukilteo, Bremerton and Bainbridge Island, and Edmonds.

Note, the amount requested in this decision package reflects only the lease increase for the HQ and operations center to the X program. Costs for the W program will appear in the capital project list. However, the calculations below provide the detail for the total projected increased cost for all of WSF.

### **What are the implications of not funding this proposal?**

There is no alternative to paying these costs, as they are contractually required. The only option would be to absorb the costs. WSF's largest cost centers are labor and fuel. WSF operates its vessels with the minimum crew allowed by the United States Coast Guard. Reducing crewing is not an option, and WSF actively pursues efforts to conserve fuel and seek the most stable fuel prices. Therefore, increases in mandatory costs require reductions elsewhere in the ferries operating budget.

### **What alternatives did you explore and why was this option chosen?**

For utilities and terminal leases, there is no alternative to paying these costs, as they are contractually required. For lease costs for the HQ and operations center, the alternative is

## 2020 Supplemental Budget Decision Package

examining whether an alternate location would be more cost effective and meet business needs. This could be pursued through DES. However, for the current biennium, there is not an option to relocate ferries, due to the lead-time required for this effort. In addition, WSF already downsized its HQ and operations center in the 2015-17 biennium to reduce its footprint and costs in the building. Space planning indicates further consolidation at the current location is not practical.

Another alternative considered is to wait to request the lease for the HQ and operations center until the 2021-second supplemental agency request submitted in fall of 2020. However, this approach is not recommended. Receiving second supplemental funding would likely not occur until May 2021 (assuming Legislative budgets passing in April 2020), and with only two months left in the biennium, WSF would have already had to make operating budget decisions in order to avoid overspending. These decisions would likely affect services for WSF customers.

### ASSUMPTIONS AND CALCULATIONS

#### Expansion or alteration of a current program or service

The WSF operating budget included approximately \$2.3 million per-year for utility costs at WSF terminals beginning in 2015-17 and \$2.5 million per-year in 2017-19 and \$2.7 million per-year in 2019-21. The fund source is Puget Sound Ferry Operations Account-State (109-1) and there are no FTEs associated with these utility expenditures.

See the following table for two biennia of leases.

WSF Leases: 2020 Supplemental Budget Request

Leases	2019-21 Enacted Budget			Projected Cost - 2020 Supplemental			2019-21 Increase/Decrease		
	FY20	FY21	Biennium	FY20	FY21	Biennium	FY20	FY21	Biennium
<b>Terminal Leases</b>									
Kingston Terminal	\$213,177	\$213,177	\$426,354	\$208,254	\$208,254	\$416,508	(\$5,000)	(\$5,000)	(\$10,000)
Orcas Terminal	19,200	19,200	38,400	19,200	19,200	38,400	-	-	-
Sidney, B. C. Terminal	175,565	175,565	351,130	139,256	139,256	278,511	(36,000)	(36,000)	(72,000)
Anacortes Ferry Terminal Rent	434,560	456,560	891,120	550,000	550,000	1,100,000	115,000	93,000	208,000
Mukiteo Terminal Lease	240,032	240,032	480,064	289,905	299,762	589,666	50,000	60,000	110,000
<b>Total Terminal Leases</b>	<b>\$1,082,534</b>	<b>\$1,104,534</b>	<b>\$2,187,068</b>	<b>\$1,206,615</b>	<b>\$1,216,471</b>	<b>\$2,423,086</b>	<b>\$124,000</b>	<b>\$112,000</b>	<b>\$236,000</b>
<b>2901 Lease (WSF HQ)</b>									
2901 Building Lease Program X only	\$908,350	\$908,350	\$1,816,700	\$908,355	\$1,513,925	\$2,422,280	-	\$606,000	\$606,000
2901 Building Lease Program W only	1,254,395	1,254,395	2,508,790	1,254,395	2,090,658	3,345,053	-	836,000	836,000
<b>Total 2901 Lease (WSF HQ)</b>	<b>\$2,162,745</b>	<b>\$2,162,745</b>	<b>\$4,325,490</b>	<b>\$2,162,750</b>	<b>\$3,604,583</b>	<b>\$5,767,333</b>	<b>-</b>	<b>\$1,442,000</b>	<b>\$1,442,000</b>
<b>Total Leases</b>	<b>\$3,245,279</b>	<b>\$3,267,279</b>	<b>\$6,512,558</b>	<b>\$3,369,365</b>	<b>\$4,821,055</b>	<b>\$8,190,419</b>	<b>124,000</b>	<b>\$1,554,000</b>	<b>\$1,678,000</b>

### Detailed assumptions and calculations

#### Utilities

For the past four years, utility costs have increased by an annual average of about 4 percent (fiscal year 2016 to fiscal year 2019). Forecasted expenditures are derived by applying average annual growth fiscal year 2016 to fiscal year 2018. Fiscal year 2019 expenditures represent actuals through June.

The budget base was last adjusted in the 2019 session for the 2019-21 biennium and this amount is reflected in the table.

All costs are ongoing. Out-year costs are based on the fiscal year 2021 figure. Further budget requirements beyond the 2019-21 biennium will likely continue to increase annually with rate increases and increased ridership.

**WSF Utilities: 2020 Supplemental Budget Request**

Annual						
	Actual Expenditure History				Forecasted Expenditures	
	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
EC01 Utilities - General	954,098	921,152	1,092,398	1,122,205	\$1,167,565	\$1,236,564
EC02 Natural/Propane Gas	35,470	31,970	38,175	32,267	\$33,571	\$34,928
EC04 Other Heating/Power	49,318	53,236	55,226	59,652	\$62,064	\$64,572
EC05 Electricity	1,014,172	1,053,487	981,061	1,100,854	\$1,145,352	\$1,191,648
EC09 Water	234,445	273,573	317,040	260,082	\$270,595	\$289,853
<b>Total</b>	<b>\$2,287,504</b>	<b>\$2,333,416</b>	<b>\$2,483,899</b>	<b>\$2,575,061</b>	<b>\$2,679,146</b>	<b>\$2,817,566</b>
Increase		\$45,913	\$150,482	\$91,162		
% Increase		2.01%	6.45%	3.67%		
Average Increase				4.04%		
<i>Budget Base<sup>a</sup></i>	<i>\$ 1,997,500</i>	<i>\$ 2,063,500</i>	<i>\$ 2,376,714</i>	<i>\$ 2,441,614</i>	<i>\$ 2,556,010</i>	<i>\$ 2,627,501</i>
<b>Projected Shortfall (rounded to \$1,000s)</b>					<b>123,000</b>	<b>190,000</b>
<b>2019-21 Projected Shortfall:</b>					<b>\$313,000</b>	

Forecasted expenditures are derived by applying average annual growth from fiscal year 2016 to fiscal year 2019 (4.04 percent).

<sup>a</sup> The last increase provided in an enacted budget for utilities was for the 2019-21 biennium.

## Leases

Terminal leases are increased using the consumer price index (CPI) annually based on the location of the terminal. All costs are ongoing. Out-year costs are based on the fiscal year 2021 figure. Budget requirements beyond the 2019-21 biennium will likely continue to increase annually with rate increases, increased ridership, and infrastructure improvement.

Specific information for each terminal follows:

- Kingston Terminal and Sidney, B.C Terminal are projected to cost the same for fiscal year 2020 as they did in fiscal year 2019
- Orcas Terminal lease is a flat fee; no increase in the 2020 Supplemental Budget Request
- Anacortes Ferry Terminal Rent is estimated to increase 32 percent to 44 percent, bringing the total rent estimate to \$500,000-\$600,000
- Mukilteo Terminal lease projected costs are based on \$23,888 per month plus CPI

Costs for the 2901 Building (WSF HQ) are based on the following information:

- Square footage remains the same (WSF has already reduced their footprint in the building) – 7,209
- Existing lease: monthly price per square foot – June 2019 – August 2020 - \$25
- Projected lease costs: monthly price per square foot – Sept 2020 - \$45
- Forty-two percent operating (42%) / Fifty-eight percent capital (58%)
- Ongoing costs in the out-biennia are assumed at the rate of \$45 per square foot since there is a 5-year lease



	2015-17 Biennium			2017-19 Biennium		
Leases	FY16	FY17	Biennium	FY18	FY19	Biennium
<b>Terminal Leases</b>						
Kingston Terminal	\$200,891	\$201,198	\$402,089	\$203,897	\$208,254	\$412,151
Orcas Terminal	8,000	19,200	27,200	19,200	19,200	38,400
Sidney, B. C. Terminal	125,124	127,111	252,235	137,978	139,256	277,233
Anacortes Ferry Terminal Rent	414,763	415,178	829,941	420,575	429,407	849,982
Mukiteo Terminal Lease	237,887	205,627	443,514	284,083	267,528	551,611
<b>Total Terminal Leases</b>	<b>\$986,664</b>	<b>\$968,314</b>	<b>\$1,954,979</b>	<b>\$1,065,732</b>	<b>\$1,063,645</b>	<b>\$2,129,377</b>
<b>2901 Lease (WSF HQ)</b>						
2901 Building Lease Program X only	\$756,963	\$907,851	\$1,664,814	\$907,599	\$907,599	\$1,815,198
2901 Building Lease Program W only	1,440,970	1,614,689	3,055,658	1,298,167	1,298,167	2,596,333
<b>Total 2901 Lease (WSF HQ)</b>	<b>\$2,197,932</b>	<b>\$2,522,540</b>	<b>\$4,720,472</b>	<b>\$2,205,766</b>	<b>\$2,205,766</b>	<b>\$4,411,531</b>
<b>Total Leases</b>	<b>\$3,184,597</b>	<b>\$3,490,854</b>	<b>\$6,675,451</b>	<b>\$3,271,498</b>	<b>\$3,269,410</b>	<b>\$6,540,908</b>

#### Workforce assumptions

N/A

## STRATEGIC AND PERFORMANCE OUTCOMES

#### Strategic framework:

This request supports the Governor's Results Washington goal area of Effective, Efficient, and Accountable Government by providing budget certainty for WSF services and resources to pay obligations. New funding for unavoidable operating costs, such as utilities and leases, is in line with the department's practical solutions framework of state of good repair, by preventing the potential diversion of resources from maintenance needs.

**Performance outcomes:** Approval of this request will allow WSF to meet contractually required cost increases without affecting core WSF services including training, maintenance, and services to customers.

## OTHER COLLATERAL CONNECTIONS

#### Intergovernmental

Utility districts would be supportive of WSF's meeting its obligations.

#### Stakeholder response

Ferry riders and ferry advisory committees would be supportive of sustaining WSF operations by funding mandatory cost increases, to avoid changes that could negatively affect services and ferry maintenance.

#### Legal or administrative mandates

N/A

**Changes from current law**  
N/A

**State workforce impacts**  
N/A

**State facilities impacts**  
N/A

**Puget Sound recovery**  
N/A

**OTHER SUPPORTING MATERIALS**  
N/A

## **INFORMATION TECHNOLOGY (IT)**

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

## 2020 Supplemental Budget Decision Package

**Agency:** 405 Washington State Department of Transportation  
**DP code/title:** XB WSF MEBA Agreement  
**Budget period:** 2020 Supplemental  
**Budget level:** ML – Maintenance Level  
**Contact Info:** My-Trang Le, (360) 705-7517  
 lem@wsdot.wa.gov

**AGENCY RECOMMENDATION SUMMARY:** Additional appropriation authority is requested to fund the requirements of a labor agreement contracted with the Marine Engineers Beneficial Association (MEBA) for additional training opportunities for licensed and unlicensed engine room staff. This request also covers related costs such as travel, backfill for while employees are at training. This request would enable up to an additional 64 unlicensed engine room crew per year be trained in order to develop skills and prepare them for exams to progress into licensed positions, such as assistant engineer. For licensed staff, it would enable up to an additional 64 crew per year to increase their skill level so that they could progress to positions such as chief engineer.

**PROGRAM RECOMMENDATION SUMMARY:** Additional appropriation authority is requested to fund the requirements of a labor agreement contracted with the Marine Engineers Beneficial Association (MEBA) for additional training opportunities for licensed and unlicensed engine room staff. This request also covers related costs such as travel, backfill for while employees are at training. This request would enable up to an additional 64 unlicensed engine room crew per year be trained in order to develop skills and prepare them for exams to progress into licensed positions, such as assistant engineer. For licensed staff, it would enable up to an additional 64 crew per year to increase their skill level so that they could progress to positions such as chief engineer.

### Fiscal Summary

*Dollars in Thousands*

Expenditures	FY 2020	FY 2021	FY 2022	FY 2023
109-1	100	404	404	404
<b>Total Expenditures</b>				
<b>Biennial Totals</b>	<b>\$504</b>		<b>\$980</b>	
Staffing	FY 2020	FY 2021	FY 2022	FY 2023
FTEs	1.1	2.2	2.2	2.2
<b>Average Annual</b>	<b>1.7</b>		<b>2.2</b>	
Object of Expenditure	FY 2020	FY 2021	FY 2022	FY 2023
Salaries	59	237	237	237
Goods and Services	18	74	74	74
Travel	23	93	93	93

### PACKAGE DESCRIPTION

In June 2019, representatives from the Office of Financial Management (OFM), Washington State Department of Transportation (WSDOT) and the Marine Employees Beneficial Association (MEBA) agreed in contract to make an additional 63 weekly training seats available for courses at the Calhoon MEBA Engineering School located in Easton, Maryland for unlicensed engine room staff. Similarly, Rule 29 of the WSF-MEBA Collective Bargaining Agreement for *Licensed* Engineering Officers was changed to adopt an additional 63 weekly training seat.

Fully funding this project will support the addition of 126 weeks of classroom instruction for the biennium for nine courses that range from one to six weeks, for 64 staff each fiscal year.

Additional training would provide the means to create a pool of licensed oilers to select from when licensed officer positions become available due to expected workforce attrition. For licensed officers, training will ensure their knowledge reflects current safety and regulatory requirements for the continued safe operations of vessels and prepare them for advancement.

**What are the implications of not funding this proposal?**

WSF will be unable to afford the training unless additional funding is received

**What alternatives did you explore and why was this option chosen?**

The other option would be funding this agreement and related costs from base WSF operations funding; however, this was rejected as it would require diverting funds from WSF's other operations, including maintenance or other training activities.

## ASSUMPTIONS AND CALCULATIONS

**Expansion or alteration of a current program or service**

Complete information will be available at a later date.

**Detailed assumptions and calculations**

Costs are based on a two-year cycle. See tables below for cost calculations.

- The number of training weeks is based on a contribution of \$74,000 per year, which provides Washington State Ferries with 64 additional weeks of class per year.
- The fiscal year 2020 costs assume a partial year implementation
- All costs are assumed to be ongoing.

**Weekly Costs by Position Type (Excludes Tuition Costs)**

Oiler	Days	Personnel	Unit Cost	Itemized Totals
Calhoon Room and Board	6	1	\$113	\$675
Per Diem Meals ( First and last days, travel)	2	1	41	83
Flight to Maryland	0	1	700	700
Oiler, 12 hours for travel days	1	1	543	543
Average Oiler Training Days	5	1	452	2,261
<b>Oiler Straight time, Total Cost</b>				<b>\$4,261</b>

Assistant Engineer	Days	Personnel	Unit Cost	Itemized Totals
Calhoon Room and Board	6	1	113	675
Per Diem Meals ( First and last days, travel)	2	1	41	83
Flight to Maryland	0	1	700	700
Assistant Engineer, 12 hours for travel days	1	1	823	823
Average Assistant Engineer Training Days	5	1	686	3,429
<b>Assistant Engineer Straight time, Total Cost</b>				<b>\$5,709</b>

Chief	Days	Personnel	Unit Cost	Itemized Totals
Calhoon Room and Board	6	1	113	675
Per Diem Meals ( First and last days, travel)	2	1	41	83
Flight to Maryland	0	1	700	700
Chief, 12 hours for travel days	1	1	960	960
Average Chief Training Days	5	1	800	4,002
<b>Chief Straight time, Total Cost</b>				<b>\$6,419</b>

### Calhoon Tuition Costs, Port Engineer Approved List

	Weeks	Max Students	Tuition unit cost
Diesel Engineering	6	12	\$7,110
Engine room Resource Management (ERM)	1	16	1,500
Machine Shop Proficiency	2	12	2,000
Industrial Networking	1	12	1,100
Instrumentation	2	12	2,000
Management of Electrical and Electronic Control Equipment (MEECE)	1	24	1,200
Programmable Logic Controls (PLC)	1	10	1,000
Marine Electric Propulsion / High Voltage Safety (MEP/HSV)	2	12	2,370
Leadership and Management	1	12	1,300
<b>Average cost of tuition per student, per week</b>			<b>\$1,152</b>

Summary Annual Cost	Seats	Weekly Costs	Total (Rounded)
Total Non-Labor Costs	64	1,458	\$93,000
Marine Employees Beneficial Association (MEBA) Tuition Costs	64	1,152	74,000
Labor costs for Oilers	32	2,804	90,000
Labor costs for Assistant Engineers	16	4,251	68,000
Labor Costs for Chiefs	16	4,962	79,000
<b>Total Associated costs</b>			<b>\$404,000</b>

Planned Course of Instruction	Weeks
Diesel Engineering	6
ERM	1
Machine Shop Proficiency	2
Industrial Networking	1
Instrumentation	2
MEECE	1
PLC	1
MEP/HSV	2
Leadership and Management	1

### Workforce assumptions

Fiscal year 2020 FTEs assume a partial year implementation

- FTE calculations for fiscal year 2021 and beyond are based on 62 hours (12 for travel, 50 for training) per week, for a total of 62 hours per week \* 64 weeks per year / 1,776 hours per FTE = 3,968 hours / 1.776 hours per FTE = 2.2 FTEs

## STRATEGIC AND PERFORMANCE OUTCOMES

### Strategic framework

This proposal supports the Governor's Results Washington Goal Areas of Prosperous Economy and Efficient, Effective, and Accountable Government. A developed and fully trained engine room crew is expected to enhance and promote a safer, more reliable and cost-effective transportation mode that will improve service and reliability to the communities and businesses of the region.

WSDOT's priorities addressed are as follows:

- **Workforce Development:** Establishing and implementing a pool of candidates for licensed engineering officer positions demonstrates WSF's commitment to developing our employees as well as ensuring a smooth transition as licensed officers retire from the workforce.
- **Asset Management:** Enhancing the knowledge and broadening the training of engineering personnel will result in an improved maintenance management program and vessel reliability.
- **Safety:** Skilled and knowledgeable maintainers and leaders equate to safe and reliable operations during routine and unforeseen causality situations

**Performance outcomes**

Expected outcomes include an increased number of unlicensed engine room crew sitting for exams and promoting to licensed positions, and ability to fill chief engineer positions after retirements.

**OTHER COLLATERAL CONNECTIONS**

**Intergovernmental**

N/A

**Stakeholder response**

No opposition to this proposal is expected.

**Legal or administrative mandates**

N/A

**Changes from current law**

N/A

**State workforce impacts**

This request specifically addresses labor agreements and related costs.

**State facilities impacts**

N/A

**Puget Sound recovery**


N/A

**OTHER SUPPORTING MATERIALS**

N/A

## INFORMATION TECHNOLOGY (IT)

Does this DP include funding for any IT-related costs, including hardware, software (including cloud-based services), contracts, or IT staff?

☒ No, stop here. 

☐ Yes, please complete the IT-addendum on the following page, and follow the directions on the bottom of the addendum to meet requirements for OCIO review. After completing the IT addendum, please upload the document to continue.

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# Summarized Revenue

by Account and Source



## Summarized Revenue by Account and Source

Agency: 405 Department of Transportation

Session: 2020 Supp

Version: 2020SUPP - 2020 Supplemental Budget

Program: Agency Level - All Programs at the Program Level

Supporting Text Included

Dollars in Thousands

	Maintenance Level		Policy Level		Annual Totals		Biennial Total
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	
<b>039 - Aeronautics</b>							
0320 - Dept of Transportatn - F							
FD - Reapprop - Aviation - F00	287	0	0	0			
Total - 0320 - Dept of Transportatn - F	287	0	0	0	287		287
<b>039 - Aeronautics - Federal</b>	<b>287</b>				<b>287</b>		<b>287</b>
<b>Total - 039 - Aeronautics</b>	<b>287</b>				<b>287</b>		<b>287</b>
 <b>096 - Highway Infrastruct</b>							
0320 - Dept of Transportatn - F							
AB - Reapprop - Capital Projects - Z0C	178	178	0	0			
Total - 0320 - Dept of Transportatn - F	178	178	0	0	178	178	356
<b>096 - Highway Infrastruct - Federal</b>	<b>178</b>	<b>178</b>			<b>178</b>	<b>178</b>	<b>356</b>
<b>Total - 096 - Highway Infrastruct</b>	<b>178</b>	<b>178</b>			<b>178</b>	<b>178</b>	<b>356</b>
 <b>099 - PS Cap Construction</b>							
0320 - Dept of Transportatn - F							
AA - Capital Projects - W0C	14,668	14,669	0	0			
AB - Reapprop - Capital Projects - W0C	10,717	10,718	0	0			
Total - 0320 - Dept of Transportatn - F	25,385	25,387	0	0	25,385	25,387	50,772
0597 - Reimburs Contracts - P/L							
AA - Capital Projects - W0C	1,022	1,022	0	0			
AB - Reapprop - Capital Projects - W0C	1,192	1,193	0	0			
Total - 0597 - Reimburs Contracts - P/L	2,214	2,215	0	0	2,214	2,215	4,429
<b>099 - PS Cap Construction - Federal</b>	<b>25,385</b>	<b>25,387</b>			<b>25,385</b>	<b>25,387</b>	<b>50,772</b>
<b>099 - PS Cap Construction - Private/Local</b>	<b>2,214</b>	<b>2,215</b>			<b>2,214</b>	<b>2,215</b>	<b>4,429</b>

## Summarized Revenue by Account and Source

Agency: 405 Department of Transportation

Session: 2020 Supp

Version: 2020SUPP - 2020 Supplemental Budget

Program: Agency Level - All Programs at the Program Level

Supporting Text Included

Dollars in Thousands

	Maintenance Level		Policy Level		Annual Totals		Biennial Total
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	
<b>Total - 099 - PS Cap Construction</b>	<b>27,599</b>	<b>27,602</b>			<b>27,599</b>	<b>27,602</b>	<b>55,201</b>
<b>108 - Motor Vehicle Accnt</b>							
0320 - Dept of Transportatn - F							
AA - Capital Projects - I0C	2,320	2,319	0	0			
AA - Capital Projects - P0C	8,434	8,434	0	0			
AA - Capital Projects - Q0C	90	90	0	0			
AB - Reapprop - Capital Projects - I0C	4,169	4,168	0	0			
AB - Reapprop - Capital Projects - P0C	9,559	9,559	0	0			
AB - Reapprop - Capital Projects - Q0C	313	313	0	0			
AB - Reapprop - Capital Projects - Z0C	16,939	16,938	0	0			
TA - Additional Local & Federal Auth. - T00	2,450	2,450	0	0			
Total - 0320 - Dept of Transportatn - F	44,274	44,271	0	0	44,274	44,271	88,545
0597 - Reimburs Contracts - P/L							
AA - Capital Projects - I0C	12,054	12,055	0	0			
AA - Capital Projects - P0C	1,124	1,125	0	0			
AA - Capital Projects - Q0C	11	10	0	0			
AB - Reapprop - Capital Projects - I0C	9,907	9,907	0	0			
AB - Reapprop - Capital Projects - Q0C	29	29	0	0			
AB - Reapprop - Capital Projects - Z0C	3,750	3,750	0	0			
TA - Additional Local & Federal Auth. - T00	200	200	0	0			
Total - 0597 - Reimburs Contracts - P/L	27,075	27,076	0	0	27,075	27,076	54,151
<b>108 - Motor Vehicle Accnt - Federal</b>	<b>44,274</b>	<b>44,271</b>			<b>44,274</b>	<b>44,271</b>	<b>88,545</b>
<b>108 - Motor Vehicle Accnt - Private/Local</b>	<b>27,075</b>	<b>27,076</b>			<b>27,075</b>	<b>27,076</b>	<b>54,151</b>
<b>Total - 108 - Motor Vehicle Accnt</b>	<b>71,349</b>	<b>71,347</b>			<b>71,349</b>	<b>71,347</b>	<b>142,696</b>

## Summarized Revenue by Account and Source

Agency: 405 Department of Transportation

Session: 2020 Supp

Version: 2020SUPP - 2020 Supplemental Budget

Program: Agency Level - All Programs at the Program Level

Supporting Text Included

Dollars in Thousands

	Maintenance Level		Policy Level		Annual Totals		Biennial Total
	FY2020	FY2021	FY2020	FY2021	FY2020	FY2021	
<b>218 - Multimodal Account</b>							
0320 - Dept of Transportatn - F							
AA - Capital Projects - Y0C	(300)	(300)	0	0			
AB - Reapprop - Capital Projects - Y0C	450	449	0	0			
Total - 0320 - Dept of Transportatn - F	150	149	0	0	150	149	299
<b>218 - Multimodal Account - Federal</b>	<b>150</b>	<b>149</b>			<b>150</b>	<b>149</b>	<b>299</b>
<b>Total - 218 - Multimodal Account</b>	<b>150</b>	<b>149</b>			<b>150</b>	<b>149</b>	<b>299</b>
<b>Agency: 405 DOT - Federal</b>	<b>70,274</b>	<b>69,985</b>			<b>70,274</b>	<b>69,985</b>	<b>140,259</b>
<b>Agency: 405 DOT - Private/Local</b>	<b>29,289</b>	<b>29,291</b>			<b>29,289</b>	<b>29,291</b>	<b>58,580</b>
<b>Total - Agency: 405 DOT</b>	<b>99,563</b>	<b>99,276</b>			<b>99,563</b>	<b>99,276</b>	<b>198,839</b>
- unknown source title - Z							

**AA - Capital Projects - I0C**

Funding is adjusted in the 2019-21 biennium to reflect current spending plans on legislatively approved projects. For more details see the Capital Improvement and Preservation Program (CIPP) document.

**AA - Capital Projects - I0C**

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**AA - Capital Projects - W0C**

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**AA - Capital Projects - Y0C**

Funding is adjusted in the 2019-21 biennium to reflect current spending plans on legislatively approved projects. For more details see the Capital Improvement and Preservation Program (CIPP) document.

**AB - Reapprop - Capital Projects - I0C**

The Department is requesting a reappropriation of funds for work that was expected to be done in 2017-19, but did not progress as planned and will need to be done in the 2019-21 biennium. The reappropriation summary report submitted with the budget outlines the methodology and assumptions of the reappropriations.

**AB - Reapprop - Capital Projects - I0C**

The Department is requesting a reappropriation of funds for work that was expected to be done in 2017-19, but did not progress as planned and will need to be done in the 2019-21 biennium. The reappropriation summary report submitted with the budget outlines the methodology and assumptions of the reappropriations.

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**Summarized Revenue by Account and Source****Agency: 405 Department of Transportation****Session: 2020 Supp****Version: 2020SUPP - 2020 Supplemental Budget****Program: Agency Level - All Programs at the Program Level***Supporting Text Included**Dollars in Thousands*

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**Summarized Revenue by Account and Source****Agency: 405 Department of Transportation****Session: 2020 Supp****Version: 2020SUPP - 2020 Supplemental Budget****Program: Agency Level - All Programs at the Program Level***Supporting Text Included**Dollars in Thousands***AB - Reapprop - Capital Projects - Z0C**

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**AB - Reapprop - Capital Projects - Z0C**

The Department is requesting a reappropriation of funds for work that was expected to be done in 2017-19, but did not progress as planned and will need to be done in the 2019-21 biennium. The reappropriation summary report submitted with the budget outlines the methodology and assumptions of the reappropriations.

**FD - Reapprop - Aviation - F00**

The Washington State Department of Transportation (WSDOT) requests reappropriation of state and federal spending authority for the Aviation Program for continuation of airport grant projects, the Disadvantaged Business Enterprise (DBE) Disparity Study, and the construction phase of the Methow Valley Airport Pavement Rehabilitation Project.

**TA - Additional Local & Federal Auth. - T00**

The Washington State Department of Transportation's (WSDOT) local and federal spending authority in Program T – Transportation Planning, Data, and Support is currently below the available local and federal funding and insufficient to fund state labor costs associated with delivering current State Planning and Research Work Program (SPR) and pooled fund research projects. Providing the needed local and federal spending authority will ensure utilization of the available local and federal funds to maintain current level of planning services, deliverables, and commitments made to our partners, as well as, lessen the need for future unanticipated receipts. The department is requesting additional appropriation to local and federal funding in Program T – Transportation Planning, Data, and Research.

**TA - Additional Local & Federal Auth. - T00**

The Washington State Department of Transportation's (WSDOT) local and federal spending authority in Program T – Transportation Planning, Data, and Support is currently below the available local and federal funding and insufficient to fund state labor costs associated with delivering current State Planning and Research Work Program (SPR) and pooled fund research projects. Providing the needed local and federal spending authority will ensure utilization of the available local and federal funds to maintain current level of planning services, deliverables, and commitments made to our partners, as well as, lessen the need for future unanticipated receipts. The department is requesting additional appropriation to local and federal funding in Program T – Transportation Planning, Data, and Research.

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# **Transportation Specific Budget Submittal Requirements**

## **Approved Project Scope 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

Enacted Budget Version:	BIN#	Enacted Budget Project Title	Enacted Budget Project Description	Approved Title Change	Agency Proposed Project Description	Agency Submitted Request	Status	Date
19LEGFIN	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	The Tulalip Tribes is the lead on the 116th Interchange Improvement project and 88th Street Interchange project. The Connecting Washington Account contribution will complete the 116th Interchange project. Any funding remaining will be used for the 88th Street interchange improvement project.	I-5/116th Street NE, 88th Street NE, and SR 528/Marine Drive Interchanges	The Tulalip Tribes is the lead on the 116th Street NE Interchange improvement project and the 88th Street NE interchange project. The Connecting Washington Account contribution will complete the 116th NE interchange project. Any funding remaining will be split for the 88th Street NE and SR 528/Marine Drive interchanges for operational and safety improvements.	7.16.19	Approved (1)	8.13.19
19LEGFIN	L1000120	SR 18 Eastbound Off-Ramp	Constructs an eastbound SR 18 off-ramp with connection to SR 164.	SR 164 East Auburn Access project	Due to growth an development, the western portion of SR 164 experiences congestion exceeding capacity resulting in an increased rate of pedestrian and vehicle collisions. The project will provide congestion relief, enhance safety, improve travel reliability for people and goods, and address travel demand. The improvements will support the population growth, wellbeing, and economic development of the local communities.	7.16.19	Approved (1)	8.13.19
19LEGFIN	N00900R	SR 9 Snohomish River Bridge Replacement	Constructs a second bridge bridge over the Snohomish River to increase capacity and safety in the corridor.	SR 9/Marsh Road to 2nd Street Vic - Widening with Bridge Construction	Widen SR 9 to a four lane configuration, between Marsh Road and the 2nd Street Interchange, to increase capacity and safety in the corridor. The project includes construction of a second bridge over the Snohomish River.	7.16.19	Approved (1)	8.13.19

Referenced Budget in the Footnotes;

(1) A approved August 2019, 2020 Supplemental budget request will reflect approval.

**Transfer Requests**

Section 601 of Engrossed Senate House Bill 1160 authorizes the Director of Financial Management to approve allocation adjustments for highway projects funded with 2005 Transportation Partnership Account (TPA) and 2015 Connecting Washington (CWA) appropriations.

Consistent with the process established by the Office of Financial Management, the department submits the necessary documentation for review and approval of these requests. These adjustments address cash flow issues that would otherwise prevent project delivery.

**Administrative Transfers**

Section 601, Subsection 1(g) of Engrossed Senate House Bill 1160 authorizes the department to make transfers between projects if the amount being transferred does not exceed \$250,000 or 10 percent of the total project cost. Furthermore, any transfers made are to be reported quarterly to the Director of Financial Management, and the Chairs of the Legislative Transportation committees.

The following is a summary of Section 601 transfers requested and administrative transfers reported for the 2017-19 biennium to date:

Note: Although, current enacted ESB 5096 does not require reporting for the 2003 Transportation Account (Nickel), these summary reports are for the previous year enacted 2015-17 (ESHB 2524) funds including the Nickel funds. Next reporting cycle will include TPA and CWA only.

# Section 601 Transfers Summary

2017-19 Quarter 5 (ending Sept 2018)

Projects requiring funding	CWA	TPA	Total	Description
No transfer during this time.	-	0	0	
<b>Total</b>	-	0	0	

Projects providing funds	Nickel	TPA	Total	Description
No transfer during this time	0	-	0	
<b>Total</b>	0	-	0	

2017-19 Quarter 6 (ending Dec 2018)

No transfer during this time.

2017-19 Quarter 7 (ending Mar 2019)

No transfer requests during this time.

2017-19 Quarter 8 (ending June 2019)

No transfer requests during this time.

## Section 601 Administrative Transfers Summary

## 2017-19 Quarter 5 (ending Sept 2018)

Projects requiring additional funds	CWA	TPA	Total	Description
SR/9 Snohomish River Bridge Replacement (N00900R)	50	-	50	This advancement of PE funding is necessary to begin the process of procuring a consultant for the project. This will ensure that the consultant is on board and ready to begin design work on July 1, 2019. The \$50,000 is needed to develop a scope of work, selection criteria, advertise, select a consultant, and negotiate the contract.
<b>Total</b>	<b>50</b>	<b>-</b>	<b>50</b>	

Projects providing additional funds	CWA	TPA	Total	Description
SR 520 Seattle Corridor Investments - West End (M00400R)	-50	-	-50	Delivery plan updated to address right of way acquisition issues.
<b>Total</b>	<b>-50</b>	<b>-</b>	<b>-50</b>	

## 2017-19 Quarter 6 (ending Dec 2018)

Projects requiring additional funds	CWA	TPA	Total	Description
SR 14/Camas Washougal - Add Lanes and Build Interchange (401409W)		225	225	Additional funding needed to complete right of way and close out the project.
I-5/Mellen Stree I/C to Grand Mound I/C -Add Lanes (400508W)		150	150	Re-aging of plant establishment expenditures. Additional funded is needed to
SR 9/Lake Stevens Way to 20th St Se - Improve Intersection (100916G)		25	25	complete right of way and close out project.
SR 529/Ebey Slough Bridge -Replace Bridge (152908E)		10	10	Additional funding needed to pay for adjusted sales tax obligations.
SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections (100914G)		5	5	Additional funding needed to complete right of way and close out the project.
<b>Total</b>		<b>415</b>	<b>415</b>	

Projects providing additional funds	Nickel	TPA	Total	Description
SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane (816701C)	-	-415	-415	Delayed closeout of a right of way easement with King County.
<b>Total</b>	<b>-</b>	<b>-415</b>	<b>-415</b>	

## 2017-19 Quarter 7 (ending Mar 2019)

Projects requiring additional funds	CWA	TPA	Total	Description
SR 9/Snohomish River Bridge Replacement (N00900R)	50		50	Advanced funding of \$50K is needed to perform traffic analysis, environmental review, and other activities to ensure that the project is delivered on the current legislative schedule. This advancement is in additon to the \$50K advancement reported in November 2018.
<b>Total</b>	<b>50</b>		<b>50</b>	

Projects providing additional funds	CWA	TPA	Total	Description
SR 520 Seattle Corridor Improvements - West End (M00400R)	-50		-50	Delivery Plan updated to address right of way acquisition issues.
<b>Total</b>	<b>-50</b>		<b>-50</b>	

## 2017-19 Quarter 8 (ending June 2019)

Projects requiring additional funds	CWA	TPA	Total	Description
<b>Total</b>				

Projects providing additional funds	CWA	TPA	Total	Description
<b>Total</b>				

## **Structurally Deficient and at Risk Bridges**

### *ESSB 1160, Section 307(7)*

(9) \$22,729,000 of the motor vehicle account—federal appropriation and \$533,000 of the motor vehicle account—state appropriation are provided solely for the preservation of structurally deficient bridges or bridges that are at risk of becoming structurally deficient. These funds must be used widely around the state of Washington. When practicable, the department shall pursue design-build contracts for these bridge projects to expedite delivery. The department shall provide a report that identifies the progress of each project funded in this subsection as part of its annual agency budget request.

**TEIS Capital Projects - Project List**  
**2020 Capital Supplemental Budget - Agency Request**

**Structurally Deficient Bridge and at Risk Bridges**

PIN	Project Title	Prior	17 - 19	19 - 21	21 - 23	23 - 25	25 - 27	27 - 29	29 - 31	Total
109071A	I-90/EB Winery Rd Bridge - Deck Overlay	47,000	778,000	28,000	0	0	0	0	0	853,000
215301E	SR 153/Methow River Bridges - Deck Rehabilitation_2	556,000	1,000	0	0	0	0	0	0	557,000
310135F	US 101/Elwha River Bridge - Bridge Replacement	297,000	2,711,000	22,598,000	7,473,000	0	0	0	0	33,079,000
409714B	US 97/Satus Creek Bridge - Bridge Replacement	59,000	761,000	3,024,000	2,763,000	0	0	0	0	6,607,000
450607A	SR 506/Lacamas Creek Bridge Replacement	147,000	1,010,000	4,063,000	0	0	0	0	0	5,220,000
508208P	I-82/Yakima Valley Highway Bridge WB - Deck Rehabilitation	861,000	1,145,000	112,000	0	0	0	0	0	2,118,000
508208R	I-82/SR 821/Thrall Road Bridge EB - Deck Rehabilitation	1,525,000	319,000	0	0	0	0	0	0	1,844,000
508208S	I-82/Columbia River Bridge EB - Truss Deck Replacement	718,000	11,705,000	0	0	0	0	0	0	12,423,000
509008X	I-90/West Side Canal Bridge WB - Deck Rehabilitation	342,000	68,000	0	0	0	0	0	0	410,000
509013L	I-90/Yakima River Bridge W of Ellensburg WB - Deck Rehabilitation	101,000	4,221,000	1,328,000	0	0	0	0	0	5,650,000
509013N	I-90/Yakima River Bridge E of Cle Elum WB - Deck Rehabilitation	142,000	3,643,000	1,582,000	0	0	0	0	0	5,367,000
509013O	I-90/Yakima River Bridge W of Ellensburg EB - Deck Rehabilitation	77,000	1,974,000	3,376,000	0	0	0	0	0	5,427,000
509013R	I-90/Renslow Bridge EB - Deck Rehabilitation	358,000	1,465,000	0	0	0	0	0	0	1,823,000
509014H	I-90/Taneum Creek Bridge WB - Deck Rehabilitation	434,000	56,000	0	0	0	0	0	0	490,000
509014I	I-90/Big Creek Bridge WB - Deck Rehabilitation	449,000	-84,000	0	0	0	0	0	0	365,000
509015I	I-90/Denny Creek Rd Bridge WB - Deck Rehabilitation	115,000	569,000	13,000	0	0	0	0	0	697,000
509016L	I-90/S Fork Snoqualmie Bridge E of North Bend EB - Deck Rehabilitation	93,000	464,000	358,000	0	0	0	0	0	915,000
509705P	US 97/Satus Creek 3rd Crossing Bridge - Deck Rehabilitation	468,000	230,000	46,000	0	0	0	0	0	744,000
602613F	SR 26/N Fork Palouse River Bridge - Special Repair	139,000	12,000	0	0	0	0	0	0	151,000
609021A	I-90/N Wahl Rd S Bridge - Deck Repair	634,000	1,000	0	0	0	0	0	0	635,000
609023R	I-90/BNSF Crossing N Bridge - Deck Repair	783,000	1,000	0	0	0	0	0	0	784,000
609023S	I-90/BNSF Crossing S Bridge - Deck Repair	698,000	1,000	0	0	0	0	0	0	699,000
619503L	US 195/N Fork Palouse River Bridge - Replace Rail	69,000	7,000	0	0	0	0	0	0	76,000
619503M	US 195/N Fork Palouse River Bridge - Special Repair	241,000	24,000	0	0	0	0	0	0	265,000
<b>Total Actual and Plan spending</b>		<b>9,353,000</b>	<b>31,082,000</b>	<b>36,528,000</b>	<b>10,236,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>87,199,000</b>
<b>20DOT001 Budget Request - SD Bridge (L1000068)</b>		<b>8,419,000</b>	<b>22,755,000</b>	<b>22,129,000</b>						<b>53,303,000</b>
<b>Excess between Spending and Leg. Line item</b>		<b>(934,000)</b>	<b>(8,327,000)</b>	<b>(14,399,000)</b>	<b>(10,236,000)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(33,896,000)</b>
<b>Programmatic Investment Areas covering Excess</b>										
L1100071	Connecting Washington Account	200,000	52,000	2,471,000	2,763,000					5,486,000
OBP2001	Bridge Replacment Preservation			11,928,000	7,473,000	0	0	0	0	19,401,000
OBP2002	Bridge Repair Preservation	734,000	8,275,000			0	0	0	0	9,009,000
<b>Total in Other Programmatic BIN's</b>		<b>934,000</b>	<b>8,327,000</b>	<b>14,399,000</b>	<b>10,236,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,896,000</b>

Structurally Deficient Bridge:

The 2015 legislature funded a \$53 million investment in Structurally Deficient and at Risk Bridges. There are multiple projects funded from the Structurally Deficient Bridge and at Risks Bridges budget line item (L1000068) as well as the Bridge Repair Preservation (OBP2002), Bridge Replacement Preservation (OBP2001), and Connecting Washington Highway Preservation (L1100071) BIN's. This report identifies the progress of projects funded from the L1000068 BIN per the budget proviso requirements and identifies projects funded from multiple programmatic BIN's (highlighted in gray).

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

**Nickel/TPA/CW Status Report requirements:**

(a) Comparison of the original project cost estimate approved in the 2003, 2005, and 2015 project list to the completed cost of the project, or the most recent legislatively approved budget and total project costs for projects not yet completed.

(b) Highway projects that may be reduced in scope and still achieve a functional benefit.

(c) Highway projects that have experienced scope increases and that can be reduced in scope.

(d) Highway projects that have lost significant local or regional contributions which were essential to completing the project

(e) Contingency amounts allocated to projects

				Budget History (a) (Dollars in Thousands)																		Delivery Performance			Scope Status & Options									
BIN	Project	Project Title	Est % Design & Initial Funding	Rev Package	08LEGIN	04LEGIN	05LEGIN	06LEGIN	07LEGIN	08LEGIN	09LEGIN	10LEGIN	11LEGIN	12LEGIN	13LEGIN	14LEGIN	15LEGRAR	14LEGIN	17LEGIN	18LEGIN	19LEGIN	2000TOT1	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Project Status (1%)	Delivery Status	(%) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Last Local or Regional Funding?	(e) Estimated Contingency	Comments		
US 2																																		
1002318	1002318	US 2/Evan Buell to Sultan Startup - Stormwater Drainage Improvements	3% Design	TPA	-			799	862	1,012	1,012	-	-	-	-	-	-	-	-	-	-	-	-	1,012	26.7%	Over Budget	Completed	No			No	-		
100232C	100232C	US 2/20th St Intersection Vic - Stormwater Drainage Improvements	3% Design	TPA	-			441	452	534	534	-	-	-	-	-	-	-	-	-	-	-	-	534	20.9%	Over Budget	Completed	No			No	-		
100236E	100236E	US 2/Pike Farm Road and Gunn Road - Add Turn Lanes	<1% Design	Nickel	973	972	972	972	1,322	1,306	1,346	1,257	1,262	-	1,257	-	-	-	-	-	-	-	-	1,257	29.2%	Over Budget	Completed	No			No	-	- Budget: A portion of the increase is due to unanticipated temporary water pollution/erosion control (\$50,000) and for additional design required (\$125,000). However, a majority of the increase was due to escalation in bid prices and an increase to construction engineering Schedule: The project is being delivered 3 quarters early.	
2002002	2002002	US 2/Wenatchee - Build Trail Connection	3% Design	TPA	-			1,000	1,015	1,589	1,835	-	1,835	1,802	1,803	-	-	-	-	-	-	-	-	1,803	80.3%	Over Budget	Completed	No			No	-		
2002001	200201E	US 2/US 97 Frontage E - New Interchange	<1% Design	Nickel	25,350	16,550	17,548	17,548	21,575	21,935	-	20,996	20,698	20,697	20,892	-	-	-	-	-	-	-	-	20,892	-18.4%	On Budget	Completed	No			No	-		
2002001	200201H	US 2/5 of Orondo - Add Paving Lane	<1% Design	TPA	-			2,950	2,728	3,124	3,364	3,512	2,767	2,423	2,423	2,412	-	-	-	-	-	-	-	2,412	-5.4%	On Budget	Completed	No			No	-		
2002001	200201I	US 2/East Wenatchee N - Access Control	<1% Design	TPA	-			360	360	360	360	360	364	365	364	365	367	364	366	359	359	359	359	359	-0.3%	On Budget	Design			No	-	14		
200203E	200203E	US 2/Wenatchee River Bridge - Replace Bridge (aka PIN 000255P)	1% Design	TPA	-			10,000	10,000	12,223	12,223	12,223	11,739	7,963	6,697	6,682	8,079	8,080	8,130	8,209	8,604	8,604	8,547	8,547	-14.5%	On Budget	Completed	No			No	-	342	
200201E	200201P	US 2/Wenatchee River Bridge	1% Design	TPA	-			10,000	10,000	12,223	12,223	12,223	11,739	7,963	6,697	6,682	8,080	8,060	8,130	8,209	8,604	8,604	8,547	8,547	-14.5%						No	-	342	
200201E	200201E	US 2/Chewaukum Creek - Replace Bridge (aka PIN 000255Q)	1% Design	TPA	-			7,000	7,000	7,000	7,048	7,000	8,367	5,543	5,809	5,804	6,257	6,375	6,488	6,566	6,426	-	6,427	6,427	-8.2%	On Budget	Completed	No			No	-	257	
200201E	200201Q	US 2/Chewaukum Creek	1% Design	TPA	-			7,000	7,000	7,000	7,048	7,000	8,367	5,543	5,809	5,804	6,257	6,375	6,488	6,566	6,426	-	6,427	6,427							No	-	257	
200201E	200201E	US 2/Chewaukum Creek - Replace Bridge (aka PIN 000255Q)	1% Design	TPA	-			7,000	7,000	7,048	7,000	8,367	5,543	5,809	5,804	6,257	6,375	6,488	6,566	6,426	-	6,427	6,427								No	-	257	
200221H	200221H	US 2/Dryden - Install Signal	60% Design	Nickel	320	320	461	461	408	498	-	482	-	-	-	-	-	-	-	-	-	-	-	482	50.6%	Over Budget	Completed	No			No	-	- Budget: The cost increase is due to escalated construction material costs and adjustment for inflation. Schedule: This project was tied to the US 2/Lawson-Paving project and was delivered one year early.	
600229S	600229S	US 2/Coblet Rd Intersection - Intersection Improvements	1% Design	TPA	-			1,000	1,000	1,025	1,052	1,171	-	-	-	-	-	-	-	-	-	-	-	1,171	17.1%	On Budget	Completed	No			No	-	- Budget: The CN phase was deleted from this project. State funds were able to deliver the scope of work by installing signing and additional striping at the intersection. The Region will continue to monitor and evaluate the effectiveness of these enhancements.	
600230C	600230C	US 2/N Glen-Eli Chatteray Rd Intersection - Intersection Improvements	1% Design	TPA	-			1,000	1,000	1,026	1,055	1,174	804	740	692	-	-	-	-	-	-	-	-	692	-30.8%	On Budget	Completed	No			No	-	- Budget: Delivered under budget due to good bids.	
N00200H	N00200H	US Hwy 2 Safety	CW													17,000	17,000	19,000	19,000			19,000	19,000	19,000	11.8%	Over Budget	Underway	No	No	No	No	760		
300341E	300341E	SR 3/38 303 Interchange (Waga Way) - Construct Ramp	3% Design	Nickel	15,179	17,276	17,091	22,204	24,828	24,828	-	-	-	-	-	-	-	-	-	-	-	-	24,828	63.6%	Over Budget	Completed	No	Yes, Local funding added	No	No	No	-	- Budget: Cost increases are the result of additional design elements required (noise barriers, soil nail walls, concrete retaining walls, wetland mitigation and fauna treatments), traffic flow and safety modifications made, and damage repair required because of adverse weather. In addition, \$4.1 million of local funds were added to the project to address work on the local system. Furthermore, the 2003 project list excluded expanded/planned design and right of way funded with PEF. Adjusting for the PEF dollars and excluding the local work, the project has increased 21% over the initial 2003 funding. Scope: Local funded improvements were added to the project. Schedule: This project has been delayed 2 years as a result of significant project redesign and environmental permitting delays which delayed the advertisement of this project. The changes were primarily driven by modifications of zoning and land use by Kitsap County in the vicinity of the interchange that rendered the previously shelved design flawed.	
300344C	300344C	SR 3/Belfair Bypass - New Alignment	<1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	14,530	14,533	14,963	14,960	14,960	14,574	3,386	-	-	-	3,386	N/A	N/A	Deleted	Construction	No		No	No	1,059	Project funded by Connecting Washington.	
300344D	300344D	SR 3/Belfair Area Improvements - Mobility (aka PIN 30033MP)	1% Design	TPA	-			15,700	17,322	16,134	16,635	16,636	18,027	18,154	18,154	18,113	19,259	21,368	23,046	24,001	26,485	26,485	26,485	68.7%	Over Budget	Completed	No			No	No	1,059		
300344D	300344D	SR 3/Belfair Area Improvements - Mobility (aka PIN 30033MP)	1% Design	TPA	-			17,322	16,134	16,635	16,636	18,027	18,154	18,154	18,113	19,259	21,368	23,046	24,001	26,485	26,485	26,485	26,485	68.7%	Over Budget	Completed	No			No	No	1,059		
300344D	300344H	SR 3/Belfair Area Improvements	1% Design	TPA	-			15,700	17,322	16,134	16,635	16,636	18,027	18,154	18,154	18,113	19,259	21,368	23,046	24,001	26,485	26,485	26,485	68.7%	Over Budget	Completed	No			No	No	1,059		
300348B	300348B	SR 3/Arment Ave. to Goldsborough Ct. Bridge - Safety	1% Design	TPA	-			12,483	13,314	13,863	13,863	13,863	13,865	13,865	-	-	-	-	-	-	-	-	-	13,865	N/A	N/A	Deferred/Deleted	No		No	-	-		
300348B	300348B	SR 3/Act US 201 to Mill Creek - Safety	3% Design	TPA	-			2,000	2,230	2,239	2,299	2,586	480	467	467	-	-	-	-	-	-	-	-	467	-76.7%	Under Budget	Completed	No			No	-	- Budget: Favorable market condition for bids resulted in decreased construction costs. Schedule: The project is being delivered 1 quarter late as a result of a delay in advertisement, stemming from delay in utility relocation work by Qwest.	
300355A	300355A	SR 3/Imperial Way to Sunnyslope - Add Lanes	3% Design	TPA	1,929	2,417	2,144	2,893	2,911	1,609	-	-	-	-	-	-	-	-	-	-	-	-	-	1,609	-38.1%	Under Budget	Completed	No			No	-	- Budget: Favorable market condition for bids resulted in decreased construction costs. Schedule: The project is being delivered 1 quarter late as a result of a delay in advertisement, stemming from delay in utility relocation work by Qwest.	
300366A	300366A	SR 3/SR 106 S Belfair - Install Signal	3% Design	TPA	-			1,023	1,059	760	815	-	-	-	-	-	-	-	-	-	-	-	-	815	-20.3%	Under Budget	Completed	No			No	-	- Budget: The project decrease is primarily the result of favorable bids that resulted in decreased construction costs.	
L200017E	L200017E	SR 3/SR 304 Interchange Modification	CW													4,200	4,200	4,200	4,200	4,200	4,200	4,200	4,200	0.0%	On Budget	Completed	No	No	No	No	168			
L200020H	L200020H	SR 3/Freight Corridor	CW													66,910	66,910	66,910	66,910	66,910	66,910	66,910	66,910	0.0%	On Budget	Underway	No	No	No	No	2,676			
US 6																								10,000	N/A	N/A	Deleted			No	No	400	Project funded by Connecting Washington.	
400411A	400411A	SR 4/Abernathy Creek Bridge Replacement (aka PIN BRIDGE 1)	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Creek Bridge Replacement (aka PIN BRIDGE 1)	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A	400411A	SR 4/Abernathy Bridge	1% Design	TPA	-			15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	15,000	10,000	10,000	10,000	10,000	0.0%	On Budget	Completed	No			No	-	400	
400411A																																		

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

		Budget History (a) Dollars in Thousands																				Delivery Performance			Scope Status & Options				(e)					
BIN	Project	Project Title	Est % Design @ Initial Funding / 1% Design	Rev Package	03LEGRN	04LEGRN	05LEGRN	06LEGRN	07LEGRN	08LEGRN	09LEGRN	10LEGRN	11LEGRN	12LEGRN	13LEGRN	14LEGRN	15LEGRN	16LEGRN	17LEGRN	18LEGRN	19LEGRN	2007OT001	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (± 5%)	Delivery Status Delivered/Depleted	(b) Can the Scope be Reduced?	(c) Scope Change? Yes, Change	(c) If Previously Increased, Can it Reduce Back Down?	(d) Last Local or Regional Funding?	(e) Estimated Contingency	Comments		
1005360	1005360	1/5/SR 525 Interchange Phase (aka PIN 10053NC2)		TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,010	20,010		N/A	N/A	Delivered/Depleted	No	Yes, Change	No	No	800	Scope: The original project was to construct a new ramp from southbound I-5 to southbound SR 525. During design, it was discovered that the initial design concept was not feasible due to constructability challenges. The Department proposed to use the funds on other improvements within the same corridor. The 2007 Legislature approved the scope change and appropriated \$20 million as the State's contribution to improving Lynnwood City Center Access.	
1005360	1005360	1/5/SR 525 Interchange Phase (aka PIN 10053NC2)	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20,010	20,010									800		
1005378	1005378	1/5/196th St (SR 524) Interchange SB Braided Ramp (aka PIN 10053NC1)	1% Design	TPA	-	-	18,300	20,347	20,000	20,000	20,000	20,000	20,001	20,001	20,010	20,010	20,010	20,010	20,010	20,010	20,010	-	-	31,570	-28.3%	Under Budget	Completed	No			No	-	-	
1005378	1005378	1/5/196th St (SR 524) Interchange SB Braided Ramp (aka PIN 10053NC1)	1% Design	TPA	-	-	-	47,730	54,182	54,991	59,491	52,195	33,775	32,775	32,522	32,583	32,001	31,548	31,570	31,570	-	-	31,570										-	
1005378	10053NC1	1/5/196th St (SR 524) Interchange SB Braided Ramp					44,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									-		
100543M	100543M	1/5/SR 525 to Marine View Drive - Add HOV Lanes	30% Design	Nickel	246,286	221,629	219,237	219,236	220,575	220,575	221,427	221,313	220,118	220,112	220,100	220,050	220,050	220,041	-	-	-	-	220,041	-10.7%	Under Budget	Completed	No			No	-	-		
100544G	100544G	1/5/41st St Interchange Improvements (aka PIN 10053NC4)	1% Design	TPA	-	-	40,400	41,103	42,844	42,844	42,844	42,837	-	-	-	-	-	-	-	-	-	-	42,837	5.5%	Over Budget	Completed	No	Yes, Local funded work added	No	No	-	-		
100544G	100544G	1/5/41st St Interchange Improvements (aka PIN 10053NC4)	1% Design	TPA	-	-	40,400	41,103	42,844	42,844	42,844	42,837	-	-	-	-	-	-	-	-	-	-	42,837									-		
100552A	100552A	1/5/116th Street Interchange (aka PIN 10057T1)	N/A WSDOT contribution to Tribe's project	TPA	-	-	900	900	-	900	900	-	-	-	-	-	-	-	-	-	-	-	900	0.0%	On Budget	Completed	No			No	-	-		
100552A	100552A	1/5/116th Street Interchange (aka PIN 10057T1)	N/A WSDOT contribution to Tribe's project	TPA	-	-	-	900	-	900	900	-	-	-	-	-	-	-	-	-	-	-	900									-		
100552A	10057T1	1/5/116th Street Interchange					900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									-		
1005525	1005525	1/5/SR 532 NB Interchange Ramps - Add Turn Lanes	30% Design	Nickel	8,115	8,106	8,106	8,106	8,117	7,172	7,188	6,741	6,684	6,683	-	-	-	-	-	-	-	-	6,683	-17.6%	Under Budget	Completed	No			No	-	-		
100553N	100553N	1/5/172nd St NE (SR 531) Interchange - Rebuild Interchange (aka PIN 10053NC3)		TPA	7,390	7,474	13,148	35,426	42,242	44,612	46,790	37,262	34,762	33,484	33,173	33,172	33,120	33,120	-	-	-	-	33,120	6.5%	Over Budget	Completed	No			No	-	-		
100553N	100553N	1/5/172nd St NE (SR 531) Interchange - Rebuild Interchange (aka PIN 10053NC3)		TPA	7,390	7,474	13,148	35,426	42,242	44,612	46,790	37,262	34,762	33,484	33,173	33,172	33,120	33,120	-	-	-	-	33,120									-		
100553N	10055NC5	1/5/172nd St NE (SR 531) Snickley Point Interchange Improvements	30% Design	TPA	-	-	17,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									-		
1005595	1005595	1/5/Fisher Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	248	264	277	285	319	298	240	240	-	-	-	-	-	-	-	-	240	-3.3%	On Budget	Completed	No			No	-	-		
100560A	100560A	1/5/300th St NW Vic to Anderson Rd Vic - Install Cable Barrier	3% Design	TPA	-	-	1,176	1,288	-	1,288	-	-	-	-	-	-	-	-	-	-	-	-	1,288	9.5%	Over Budget	Completed	No			No	-	-		
1005668	1005668	1/5/2nd Street Bridge-Replace Bridge	30% Design	Nickel	13,667	13,681	14,679	14,333	14,412	14,412	-	-	-	-	-	-	-	-	-	-	-	-	14,412	5.5%	Over Budget	Completed	No			No	-	-		
1005698	1005698	1/5/5R 11 Vic to Weigh Station Vic - Install Cable Barrier	3% Design	TPA	-	-	497	436	-	436	-	-	-	-	-	-	-	-	-	-	-	-	436	-12.3%	Under Budget	Completed	No			No	-	-		
1005825	1005825	1/5/SR Viaduct, 5 Seattle Vicinity - Bridge Repair	3% Design	TPA	-	-	3,910	3,991	1,108	1,266	-	-	-	-	-	-	-	-	-	-	-	-	1,266	-67.6%	Under Budget	Completed	No			No	-	-		
1005835	1005835	1/5/Chuckanut Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	948	1,021	1,113	1,145	1,282	560	455	455	-	-	-	-	-	-	-	-	455	-52.0%	Under Budget	Completed	No			No	-	-		
100583W	100583W	1/5/Padden Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	431	465	507	521	584	268	222	195	193	-	-	-	-	-	-	-	193	-55.3%	Under Budget	Completed	No			No	-	-		
100584A	100584A	1/5/SR Ramps at SR 11/Old Fairhaven Parkway - Add Ramp Lane	3% Design	Nickel	1,575	1,571	1,647	1,647	2,426	2,423	2,362	2,362	2,249	2,249	2,245	-	-	-	-	-	-	-	2,245	42.6%	Over Budget	Completed	No	Yes, Local funded work added	No	No	-	-		
100585C	100585C	1/5/SR 11 to 36th Street - Median Cross Over Protection (aka PIN 000588B)	1% Design	TPA	-	-	370	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	-72.0%	Under Budget	Completed	No			No	-	-		
100585C	000588B	1/5/SR 11 to 36th Street - Median Cross Over Protection					370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-									-		
100585C	100585C	1/5/SR 11 to 36th Street - Median Cross Over Protection (aka PIN 000588B)	1% Design	TPA	-	-	-	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68									-		
100585Q	100585Q	1/5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction (aka PIN 100590D)	1% Design	TPA	16,585	17,926	27,561	27,827	27,298	27,298	27,298	27,299	22,358	22,357	22,345	22,563	22,563	22,496	22,490	22,490	-	-	22,496	-18.0%	Under Budget	Completed	No			No	-	-		
100585Q	100590D	1/5/Downtown Bellingham On/Off Ramps - Ramp Reconstruction					10,300	-															-										-	
100585Q	100585Q	1/5/36th St Vicinity to SR 542 Vicinity - Ramp Reconstruction (aka PIN 100590D)	1% Design	TPA	16,585	17,926	17,201	27,827	27,298	27,298	27,298	27,299	22,358	22,357	22,345	22,563	22,563	22,496	22,490	22,490	-	-	22,490										-	
100590B	100590B	1/5/SR 542 Vicinity to Bakerview Rd - Install Cable Barrier	3% Design	TPA	-	-	379	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	202	-46.6%	Under Budget	Completed	No			No	-	-		
100591G	100591G	1/5/Squallum Creek Vicinity - Stormwater Drainage Improvements	3% Design	TPA	-	-	361	387	408	420	470	195	150	150	-	-	-	-	-	-	-	-	150	-58.4%	Under Budget	Completed	No			No	-	-		
100591Y	100591Y	1/5/Bakerview Rd to Nooksack River Br-Slater Rd VIC - Safety Improv	<1% Design	Nickel	782	784	784	707	111	120	125	67	46	46	-	-	-	-	-	-	-	-	46	-94.1%	Under Budget	Completed	No	Yes, Reduction	No	No	-	-		
100593G	100593G	1/5/Main Street to SR 548 - Median Cross Over Protection (aka PIN 000588C)	3% Design	TPA	-	-	890	409	409	-	-	-	-	-	-	-	-	-	-	-	-	-	409	54.2%	Under Budget	Completed	No			No	-	-		
100593G	000588C	1/5/Main Street to SR 548 - Median Cross Over Protection					890	-														-	-									-		
100593G	100593G	1/5/Main Street to SR 548 - Median Cross Over Protection (aka PIN 000588C)	3% Design	TPA	-	-	-	409	409	-	-	-	-	-	-	-	-	-	-	-	-	-	409									-		
100595D	100595D	1/5/Blaine Vicinity - Median Cross Over Protection					-	245	245	-	-	-	-	-	-	-	-	-	-	-	-	-	245	0.0%	On Budget	Completed	No			No	-	-		



WSDOT Highway Construction Program  
Nickel / TPA/CN Project Budget History  
ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

			Budget History (a) Dollars in Thousands																	Delivery Performance				Scope Status & Options						
			03LEGIN	04LEGIN	05LEGIN	06LEGIN	07LEGIN	08LEGIN	09LEGIN	10LEGIN	11LEGIN	12LEGIN	13LEGIN	14LEGIN	15LEGIN	16LEGIN	17LEGIN	18LEGIN	19LEGIN	2007001	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (1 %)	Delivery Status	(b) Can the Scope be Reduced?	(c) Scope Change?	(d) If Previously Increased, can it Reduce Back Down?		(e) Lost Local or Regional Funding?	(f) Estimated Contingency
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	799	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1005978	1005978	1/5 SR 534 to Cook Rd - Corridor Access Study (aka PIN STUDY 3)	N/A Study	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

[illegible]

WSDOT Highway Construction Program  
 Nickel / TPA/CW Project Budget History  
 ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

Budget History (a) - Dollars in Thousands																	Delivery Performance				Scope Status & Options												
BIN	Project	Project Title	Est % design @ initial funding	Rev Package	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	OLEGFIN	DALEGFIN	2000TODOL	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (\$ %)	Delivery Status	(b) Can the Scope be Reduced?	(c) Scope Change?	(c) If Previously Increased, Can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	Comments		
100955A	200951A	SR 9/Noack Rd Vicinity to Cherry St - New Alignment	30% Design	Nickel	16,883	16,975	17,399	16,975	18,027	18,027	18,027	17,767	17,772	17,772	17,765	17,765	17,764	17,764	17,772	17,749	-	17,749	5.1%	On Budget	Completed	No	No	No	No	-	Budget: The budget was increased by \$90,000 as a result of RW settlement costs. In addition, project design costs was higher due to additional work for environmental permits, utility and railroad issues. Schedule: This project was delivered 1 year late.		
L2000170	L2000170	9th Street Plaza Roundabout		CW	-	-	-	-	-	-	-	-	-	-	-	-	3,900	3,900	3,900	-	-	3,900	0.0%	On Budget	Underway	No	No	No	No	-	Transferred from 2 program in 2016.		
N02000R	N02000R	SR 9/Stronovich River Bridge Replacement		CW	-	-	-	-	-	-	-	-	-	-	-	-	142,100	142,100	142,100	142,100	142,100	142,100	0.0%	On Budget	Underway	No	No	No	No	5,684	Section 607 title and scope change approved 8/13/2019.		
N02040R	N02040R	SR 9/9th 204 Interchange		CW	-	-	-	-	-	-	-	-	-	-	-	-	69,500	69,500	69,500	69,500	69,500	69,500	0.0%	On Budget	Underway	No	No	No	No	2,780			
5-11	5-11	SR 14/S Interchange-Josh Wilson Rd - Rebuild Interchange (aka PIN 1005000)	1% Design	TPA	-	-	10,000	10,606	10,935	12,004	12,840	12,967	10,471	10,112	10,108	10,064	10,018	10,018	-	-	-	10,018	0.2%	On Budget	Completed	No	No	No	No	-			
501100F	5055000	SR 14/S Interchange-Josh Wilson Rd	1% Design	TPA	-	-	10,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
501100F	501100F	SR 14/S Interchange-Josh Wilson Rd - Rebuild Interchange (aka PIN 1005000)	1% Design	TPA	-	-	10,000	10,506	10,935	12,004	12,840	12,967	10,471	10,112	10,108	10,064	10,018	10,018	-	-	-	10,018	-	-	-	-	-	-	-	-	-		
501100G	501100G	SR 14/Chuckanut Park and Ride - Build Park and Ride (aka PIN PR0002)	1% Design	TPA	-	-	4,000	4,000	7,000	12,690	12,690	12,991	11,874	11,496	11,866	-	11,843	11,843	-	-	-	-	11,843	196.1%	Over Budget	Completed	No	Yes	Local funded work added	No	No	-	Budget: The increase on the original scope of work is due to real estate cost escalation. The remaining cost increase is the result of local funds being added by Shaggy Tunnel to fund construction. Excluding the local funds (\$6.5 million) and their associated scope of work, this project is 75% over the initial budget. Review: Local funded work was added to construct the road.
501100G	501100G	SR 14/Chuckanut Park and Ride - Build Park and Ride (aka PIN PR0002)	1% Design	TPA	-	-	4,000	7,000	12,690	12,690	12,991	11,874	11,496	11,866	-	11,843	11,843	-	-	-	-	11,843	-	-	-	-	-	-	-	-	-		
5-12	5-12	Chuckanut Park and Ride		TPA	-	-	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
501216A	501216A	US 12/Chenoweth Rd Vicinity - Intersection Improvements	3% Design	TPA	-	-	2,300	2,711	3,115	1,455	-	-	-	-	-	-	-	-	-	-	-	1,455	-41.8%	Under Budget	Completed	No	No	No	No	-	-		
301261A	301261A	US 12/Montealeone Vicinity to Elma - Install Cable Barrier	1% Design	TPA	-	-	1,219	1,620	-	-	-	-	-	-	-	-	-	-	-	-	-	1,620	32.9%	Over Budget	Completed	No	No	No	No	-	-	Budget: The initial increase is due to an updated estimate based on the design at the time. This subsequent increase was the result of needed fill and grading work, additional erosion control, replacement of drainage structure, and additional cable guardrail. Schedule: The project was delivered 1 year early.	
501202Z	501202Z	US 12/Walla to Walla Walla - Corridor Study	3% Design	Nickel	2,960	7,234	1,663	9,465	5,465	5,468	-	-	-	-	-	-	-	-	-	-	-	5,468	84.7%	Over Budget	Completed	No	Yes	Increase	No	No	2,066	Budget: The project cost increase is due to the scope change noted below which was primarily covered by the receipt of an additional federal earmark (\$4 million). The remainder of the increase is due to material cost escalation for fuel related unit costs, inflation, and a minor redesign in the roadway alignment to avoid a historic site. Scope: As a result of a value engineering study, local support, and an additional earmark, an interchange and an at-grade intersection were added to the project.	
501203X	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	3% Design	Nickel/TPA	-	-	45,406	50,479	66,382	56,577	59,538	56,972	51,002	51,879	51,822	51,704	51,694	51,694	51,662	51,652	51,652	51,652	13.8%	Over Budget	Completed	No	Yes	Increase	No	No	-	Budget: Project increases are the result of a federal earmark and local funds added to the project. Excluding the local funds (\$254,000) and the associated work, the project was 0% over the initial budget. Scope: Local funded improvements were added to the scope of the project.	
501204C	501204C	US 12/708 124 to McNary Pool - Add Lanes	<1% Design	Nickel	11,800	11,751	12,303	12,299	-	12,092	-	-	12,098	12,098	12,092	12,092	12,092	12,092	12,099	12,099	-	12,099	2.5%	On Budget	Completed	No	Yes	Local funded work added	No	No	-	Budget: Project increases are the result of a federal earmark and local funds added to the project. Excluding the local funds (\$254,000) and the associated work, the project was 0% over the initial budget. Scope: Local funded improvements were added to the scope of the project.	
501205D	501205D	US 12/Attalla Vicinity to US 730 - Add Lanes	<1% Design	Nickel	10,427	10,147	10,427	5,737	800	800	-	800	801	801	-	-	-	-	-	-	-	801	-92.3%	Under Budget	Completed	No	Yes	Reduction	No	No	-	Budget: Low cost enhancements are being considered to deliver a function benefit in this corridor, specifically in the vicinity of US 12 and US 730. Scope: A study of alignment alternatives was completed and determined that this project was not needed with the preferred alternative.	
501208I	501208I	US 12/Old Naches Highway - Build Interchange	3% Design	Nickel	38,295	37,839	38,294	35,794	37,178	38,465	38,465	38,440	38,444	38,444	38,440	38,439	38,439	38,439	38,439	38,439	38,439	38,439	0.4%	N/A	Deferred/Deferred	No	No	No	No	1,538			
501211N	501211N	US 12/Tilton River W Crossing - Replace Bridge	1% Design	TPA	2,540	2,533	6,208	6,250	7,568	8,123	9,061	6,076	6,393	6,022	5,999	6,000	5,998	5,999	6,016	6,015	6,007	6,007	-3.1%	On Budget	Completed	No	No	No	No	240			
501211P	501211P	US 12/Tilton River W Crossing - Replace Bridge	1% Design	TPA	2,045	2,047	4,178	4,274	5,795	6,213	6,681	6,020	5,571	4,887	4,875	4,974	5,020	5,020	5,033	5,033	5,033	5,033	20.5%	Over Budget	Completed	No	No	No	No	-	-	Budget: The project cost increase was primarily due to a design change in the initial alignment and frontage road length required to avoid the Boise Cascade Waste Disposal and Composting Site. In addition, the low bidder came in almost 9% over the engineers estimate due to the recent unpredictable escalation in asphalt prices. Schedule: This project was delivered 1 quarter early.	
501211W	501211W	US 12/Attalla Vicinity - Add Lanes	3% Design	Nickel	30,313	30,313	30,313	15,022	16,201	15,889	-	-	-	-	-	-	-	-	-	-	-	15,889	53.8%	Over Budget	Completed	No	No	No	No	-	-	Budget: The project cost increase was primarily due to a design change in the initial alignment and frontage road length required to avoid the Boise Cascade Waste Disposal and Composting Site. In addition, the low bidder came in almost 9% over the engineers estimate due to the recent unpredictable escalation in asphalt prices. Schedule: This project was delivered 1 quarter early.	
501212I	501212I	US 12/708 124 Intersection - Build Interchange	1% Design	TPA	-	-	20,000	21,385	29,844	26,767	29,490	24,014	22,251	21,955	21,308	21,408	21,358	21,310	21,317	21,317	21,317	21,317	6.6%	Over Budget	Completed	No	Yes	Local funded work added	No	No	853	Budget: The increase is due to \$167,000 of local funds being added to this project in connection with adjacent work on the local system. Excluding these local funds and associated work added, the project is -13% under the initial budget. Scope: Local funded improvements were added to the scope of the project.	
501212O	501212O	US 12/40th Ave Interchange - Interchange Improvements	3% Design	TPA	-	-	2,000	2,170	2,123	2,106	-	-	-	-	-	-	-	-	-	-	-	2,106	5.3%	On Budget	Completed	No	Yes	Local funded work added	No	No	-		
501213E	501213E	US 12/Naches River N of Yakima - Stabilize Slopes (aka PIN CHRONIC)	1% Design	TPA	-	-	515	2,116	1,162	2,260	2,285	2,976	2,977	2,998	2,996	2,954	-	-	-	-	-	2,954	39.6%	Over Budget	Completed	No	No	No	No	-	-		
501213E	501213E	US 12/Naches River N of Yakima - Stabilize Slopes (aka PIN CHRONIC)	1% Design	TPA	-	-	515	516	2,162	2,960	2,285	2,976	2,977	2,998	2,996	2,954	-	-	-	-	-	2,954	-	-	-	-	-	-	-	-	-		
501213E	CHRONIC	US 12, Naches River		TPA	-	-	1,600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
L2000175	L2000175	US 12/Widest Bridge Replacement		CW	-	-	-	-	-	-	-	-	-	-	-	-	12,000	12,000	12,000	12,000	8,300	8,300	-30.8%	On Budget	Completed	No	No	No	No	332			
N01200R	N01200R	Schweidler Road Improvements		CW	-	-	-	-	-	-	-	-	-	-	-	-	1,550	1,550	1,550	1,488	-	1,488	-4.0%	On Budget	Completed	No	No	No	No	-	-		
729000R	729000R	US 12/Walla Walla Corridor Improvements		CW	-	-	-	-	-	-	-	-	-	-	-	-	168,807	168,807	168,807	168,807	168,807	168,807	0.0%	On Budget	Underway	No	No	No	No	6,752			
5-13	5-13	SR 14/Lexer Rd interchange - Add Ramp Signal	<1% Design	TPA	-	-	1,000	1,029	977	973	-	-	-	-	-	-	-	-	-	-	-	973	-2.7%	On Budget	Completed	No	Yes	Reduction	No	No	-	Budget: Despite the scope reduction below, this project has experienced materials cost escalation which prevented a larger budget savings than first anticipated. Scope: Originally planned to signalize both off-ramps at this interchange, the scope was reduced following a traffic analysis that concluded only the southbound off-ramp needed the improvement. Budget: This increase is the result of construction material cost escalation and right of way costs. As a result of new bridge standards to seismic design and the subsequent associated cost increase, the scope reduction identified below is being implemented in order to keep this project within current budget. Scope: Although still maintaining the intended safety and mobility benefits, the project scope was reduced by shortening the length of the widening to be completed within the original project limits and doing some additional work at the east end of the project. Schedule: This project was delivered 1.5 years late due to the above.	
401408S	401408S	SR 14/Canas Washougal - Add Lanes and Build Interchange (aka PIN 401493C)	< 1% Design	TPA	930	-	40,000	40,000	57,000	57,000	57,000	57,000	56,723	49,738	48,701	48,657	48,656	48,531	48,665	48,553	48,553	48,777	48,777	21.4%	Over Budget	Completed	No	Yes	Reduction	No	No	1,951	
401409W	401409W	SR 14/Canas Washougal - Add Lanes and Build Interchange (aka PIN 401493C)	< 1% Design	TPA	-	-	40,000	-	57,000	57,000	57,000	57,000	56,723	49,738	48,701	48,657	48,656	48,531	48,665	48,553	48,553	48,777	-	-	-	-	-	-	-	-	1,951		
401409W	401493C	SR 14/Canas Washougal Widening & I/C		TPA	930	-	40,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L1000157	L1000157	SR 14 Access Improvements		CW	-	-	-	-	-	-	-	-	-	-	-	-	7,500	7,500	7,500	7,500	7,726	7,726	0.0%	On Budget	Underway	No	No	No	No	-	309	Project added by Legislature in 2016.	
L2000174	L2000174	SR 14 Wind River Junction		CW	-	-	-	-	-	-	-	-	-	-	-	-	5,130	6,300	6,300	6,805	8,752	8,736	69.6%	On Budget	Underway	No	No	No	No	345			
L2000162	L2000162	SR 14/Canas Slough Bridge		CW	-	-	-	-	-	-	-	-	-	-	-	-																	

**ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary**

		Budget History (a) Dollars in Thousands																			Delivery Performance			Scope Status & Options																																																																																																																																																																																																																																							
ID	BIN	Project	Project Title	Est % design @ initial funding	Rev Package	OIEGPN	OLEGPN	OSEGPN	OUEGPN	CLEGPN	GLEGPN	HLEGPN	ILEGPN	JLEGPN	KLEGPN	LLEGPN	MLEGPN	NLEGPN	OLEGPN	PLEGPN	QLEGPN	2020T01	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (+/-)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	Comments																																																																																																																																																																																																																															
201700C	201700C	SR 17/Moses Lake to Ephrata - Widening	<1% Design	TPA	-	-	-	5,000	5,000	5,000	5,000	4,850	3,780	3,462	3,462	-	-	-	-	-	-	-	3,462	-35.9%	Under Budget	Completed	No	Yes	No	No	-	Scope: The project was originally scoped to complete the widening and environmental work associated with widening SR 17 to four lanes. This effort was completed with less than the full budget. The 2007 Legislature approved a scope change that allowed construction of a passing lane to alleviate congestion. This effort will be combined with the SR 17/Trompsen Moses Lake - Passing Lane project.																																																																																																																																																																																																																															
201700C	201700C	SR 17/Widening	<1% Design	TPA	-	-	-	5,000	5,000	5,000	5,000	4,850	3,780	3,462	3,462	-	-	-	-	-	-	-	3,462	-35.9%	Under Budget	Completed	No	Yes	No	No	-	Scope: The project was originally scoped to complete the widening and environmental work associated with widening SR 17 to four lanes. This effort was completed with less than the full budget. The 2007 Legislature approved a scope change that allowed construction of a passing lane to alleviate congestion. This effort will be combined with the SR 17/Trompsen Moses Lake - Passing Lane project.																																																																																																																																																																																																																															
201701D	201701D	SR 17/Othello Vic to Soap Lake Vic - Install Lighting	<1% Design	TPA	-	-	-	415	448	523	563	622	590	396	188	-	-	-	-	-	-	-	188	-37.2%	Under Budget	Completed	No	Yes	No	No	-	Scope: The project was originally scoped to complete the widening and environmental work associated with widening SR 17 to four lanes. This effort was completed with less than the full budget. The 2007 Legislature approved a scope change that allowed construction of a passing lane to alleviate congestion. This effort will be combined with the SR 17/Trompsen Moses Lake - Passing Lane project.																																																																																																																																																																																																																															
201701E	201701E	SR 17/H of Moses Lake - Add Paving Lane	<1% Design	TPA	-	-	-	3,000	1,961	1,317	1,306	-	645	647	627	628	-	-	-	-	-	-	628	-37.2%	Under Budget	Completed	No	Yes	No	No	-	Scope: The project was originally scoped to complete the widening and environmental work associated with widening SR 17 to four lanes. This effort was completed with less than the full budget. The 2007 Legislature approved a scope change that allowed construction of a passing lane to alleviate congestion. This effort will be combined with the SR 17/Trompsen Moses Lake - Passing Lane project.																																																																																																																																																																																																																															
201701F	201701F	SR 17/Adams Co Line - Access Control	<1% Design	TPA	-	-	-	80	80	80	80	80	81	82	81	101	102	102	105	105	105	105	105	105	-38.5%	Over Budget	Completed	No	Yes	No	No	-	Budget: The cost increase is due to material cost escalation for bid items higher than engineers estimate and inflation. Schedule: The project was delayed 1 quarter.																																																																																																																																																																																																																														
201729A	201729A	SR 17/Pioneer Valley to Stratford Rd - Widen to Four Lanes	30% Design	TPA	2,676	3,112	15,215	16,112	20,989	20,985	-	20,987	21,066	-	-	-	-	-	-	-	-	-	21,066	-38.5%	Over Budget	Completed	No	Yes	No	No	-	Budget: The cost increase is due to material cost escalation for bid items higher than engineers estimate and inflation. Schedule: The project was delayed 1 quarter.																																																																																																																																																																																																																															
201813F	201813F	SR 18/E 304th to SR 516 - Median Cross Over Protection [aka PIN MCOPOOS]	3% Design	TPA	-	-	-	830	250	-	250	-	-	-	-	-	-	-	-	-	-	-	250	-69.9%	Under Budget	Completed	No	Yes	No	No	-	Budget: The cost decrease is due to construction savings. Schedule: The project was delivered 1 year early as a result of bundling with other similar projects under one contract.																																																																																																																																																																																																																															
201813F	201813F	SR 18/E 304th to SR 516 - Median Cross Over Protection [aka PIN MCOPOOS]	3% Design	TPA	-	-	-	415	250	-	250	-	-	-	-	-	-	-	-	-	-	-	250	-69.9%	Under Budget	Completed	No	Yes	No	No	-	Budget: The cost decrease is due to construction savings. Schedule: The project was delivered 1 year early as a result of bundling with other similar projects under one contract.																																																																																																																																																																																																																															
201813F	201813F	SR 18/E 304th to SR 516 - Median Cross Over Protection [aka PIN MCOPOOS]	3% Design	Nickel	62,743	69,372	70,850	68,526	68,504	68,504	68,508	68,129	67,978	67,944	-	-	-	-	-	-	-	-	67,944	-37.2%	Under Budget	Completed	No	Yes	No	No	-	Budget: The cost increase is due to construction overruns in erosion control, weed/migration, earthwork (excavation & disposal), traffic control, permit violation penalties, quantity increases above estimated amounts on 103rd items, construction cost escalation and emitting king county sales tax from early estimates. Schedule: The project was delivered over 1 year late due to the issues associated with the above overruns.																																																																																																																																																																																																																															
201813F	201813F	SR 18/E 304th to SR 516 - Median Cross Over Protection [aka PIN MCOPOOS]	3% Design	Nickel	98,189	97,859	100,239	115,429	127,317	128,815	128,061	127,993	127,900	127,899	127,181	127,230	127,241	127,211	127,240	1	-	-	127,240	-37.2%	Under Budget	Completed	No	Yes	No	No	-	Budget: The cost increase is due to construction overruns in erosion control, weed/migration, earthwork (excavation & disposal), traffic control, permit violation penalties, quantity increases above estimated amounts on 103rd items, construction cost escalation and emitting king county sales tax from early estimates. Schedule: The project was delivered over 1 year late due to the issues associated with the above overruns.																																																																																																																																																																																																																															
201820C	201820C	SR 18/Maple Valley to Issaquah/Hobart Rd. [aka PIN 1018MVA]	30% Design	Nickel	87,769	97,859	108,239	115,429	127,317	128,815	128,061	127,993	127,900	127,899	127,181	127,230	127,241	127,211	127,240	1	-	-	127,240	-37.2%	Under Budget	Completed	No	Yes	No	No	-	Budget: The cost increase is due to construction overruns in erosion control, weed/migration, earthwork (excavation & disposal), traffic control, permit violation penalties, quantity increases above estimated amounts on 103rd items, construction cost escalation and emitting king county sales tax from early estimates. Schedule: The project was delivered over 1 year late due to the issues associated with the above overruns.																																																																																																																																																																																																																															
201820C	201820C	SR 18/Maple Valley to Issaquah/Hobart Rd. [aka PIN 1018MVA]	30% Design	Nickel	10,420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Budget: The cost increase is due to construction overruns in erosion control, weed/migration, earthwork (excavation & disposal), traffic control, permit violation penalties, quantity increases above estimated amounts on 103rd items, construction cost escalation and emitting king county sales tax from early estimates. Schedule: The project was delivered over 1 year late due to the issues associated with the above overruns.																																																																																																																																																																																																																														
201822A	201822A	SR 18/Issaquah/Hobart Rd. to Tigard - Add Lanes [aka PIN 1018MVA]	<1% Design	Nickel	3,022	3,022	3,022	3,022	3,022	3,022	3,022	3,022	3,023	3,025	3,025	3,022	3,022	3,022	3,022	3,025	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026	3,026

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESH# 1160 - Sec 312: Budget, Scope, and Schedule Summary

Budget History (in Dollars in Thousands)																	Delivery Performance				Scope Status & Options					Comments					
BIN	Project	Project Title	Est % design @ initial funding	Rev Package	03LEGFN	04LEGFN	05LEGFN	06LEGFN	07LEGFN	08LEGFN	09LEGFN	10LEGFN	11LEGFN	12LEGFN	13LEGFN	14LEGFN	15LEGFN	16LEGFN	17LEGFN	18LEGFN	19LEGFN	2020T001	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (\$ %)		Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, Can it Reduce Back Down?	(d) Local or Regional Funding?
200400Q	200400Q	190/Two Way Transit - Transit and HOV - Stage 1	3% Design	Nickel/TPA	15,000	15,745	42,837	50,445	49,965	50,432	33,400	42,729	41,337	41,161	41,215	-	-	-	-	-	-	-	41,215	-12.6%	Under Budget	Completed	No	Yes	No	No	-
200400Q	200400Q	190/Seattle to Mercer Island - Two Way Transit/HOV	3% Design	TPA	-	-	32,170	30,328	33,600	42,729	41,337	41,161	41,215	-	-	-	-	-	-	-	-	-	41,215	-	Under Budget	Completed	No	Yes	No	No	-
200400Q	200400Q	190/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3	3% Design	Nickel/TPA	15,000	15,745	17,177	50,445	17,795	20,504	-	-	-	-	-	-	-	-	-	-	-	-	20,504	-	Under Budget	Completed	No	Yes; Increase; Change	No	No	-
200400Q	200400T	190/Two Way Transit - Transit and HOV - Stage 1	<1% Design	Nickel/TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100615	100615	190/Issaquah to North Bend - Route Development Study (aka PIN 1090EC3)	<1% Design	TPA	-	-	2,000	2,000	2,000	2,000	-	2,000	2,002	1,902	1,900	-	-	-	-	-	-	-	1,900	-5.0%	On Budget	Completed	-	-	-	No	-
100615	100615	190/Issaquah to North Bend - Route Development Study (aka PIN 1090EC3)	<1% Design	TPA	-	-	-	2,000	2,000	2,000	-	2,000	2,002	1,902	1,900	-	-	-	-	-	-	-	1,900	-	On Budget	Completed	-	-	-	No	-
100615	100615	190/Issaquah to North Bend - Route Development Study (aka PIN 1090EC3)	<1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
100615	100615	190/Issaquah to North Bend - Route Development Study (aka PIN 1090EC3)	<1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10070C	10070C	190/EB Ramps to SR 18 - Add Signal and Turn Lanes	60% Design	Nickel	3,354	3,314	3,191	3,300	5,012	5,012	5,012	4,835	4,837	-	-	-	-	-	-	-	-	-	4,837	44.2%	Over Budget	Completed	No	-	-	No	-
10070C	10070C	190/EB Ramps to SR 18 - Add Signal and Turn Lanes	60% Design	Nickel	3,354	3,314	3,191	3,300	5,012	5,012	5,012	4,835	4,837	-	-	-	-	-	-	-	-	-	4,837	44.2%	Over Budget	Completed	No	-	-	No	-
10070C	10070C	190/EB Ramps to SR 18 - Add Signal and Turn Lanes	60% Design	Nickel	3,354	3,314	3,191	3,300	5,012	5,012	5,012	4,835	4,837	-	-	-	-	-	-	-	-	-	4,837	44.2%	Over Budget	Completed	No	-	-	No	-
10070C	10070C	190/EB Ramps to SR 18 - Add Signal and Turn Lanes	60% Design	Nickel	3,354	3,314	3,191	3,300	5,012	5,012	5,012	4,835	4,837	-	-	-	-	-	-	-	-	-	4,837	44.2%	Over Budget	Completed	No	-	-	No	-
10079A	10079A	190/EB Ramps to SR 202 - Construct Roundabout	<1% Design	Nickel	932	940	940	940	1,832	1,843	1,843	1,843	1,847	1,847	1,843	1,842	-	-	-	-	-	-	1,842	97.6%	Over Budget	Completed	No	-	-	No	-
10079A	10079A	190/EB Ramps to SR 202 - Construct Roundabout	<1% Design	Nickel	932	940	940	940	1,832	1,843	1,843	1,843	1,847	1,847	1,843	1,842	-	-	-	-	-	-	1,842	97.6%	Over Budget	Completed	No	-	-	No	-
200900A	200900A	190/Silica Road to East of Adams Road - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	322	-73.2%	Under Budget	Completed	No	-	-	No	-
200900A	200900A	190/Silica Road to East of Adams Road - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	322	-73.2%	Under Budget	Completed	No	-	-	No	-
200900A	200900A	190/Silica Road to East of Adams Road - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	322	-73.2%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	Under Budget	Completed	No	-	-	No	-
200900B	200900B	190/SR 17 to Grant/Adams County Line - Median Cross Over Protection (aka PIN 0908B8)	1% Design	TPA	-	-	1,200	787	-	-	-	-	-	-	-	-	-	-	-	-	-	-	787	-34.4%	</						

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESHB 1100 - Sec 312: Budget, Scope, and Schedule Summary

Budget History (a) Dollars in Thousands																	Delivery Performance				Scope Status & Options					Comments																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
BIN	Project	Project Title	Est % Design @ Initial Funding	Rev Package	08/EG/PM	04/EG/PM	02/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM		01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM	01/EG/PM

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESH# 1160 - Sec 312: Budget, Scope, and Schedule Summary

Budget History (a) Dollars in Thousands																	Delivery Performance				Scope Status & Options				Comments								
BIN	Project	Project Title	Est % design @ Initial Funding	Rev Package	03LEGN	04LEGN	05LEGN	06LEGN	07LEGN	08LEGN	09LEGN	10LEGN	11LEGN	12LEGN	13LEGN	14LEGN	15LEGN	16LEGN	17LEGN	18LEGN	19LEGN	Last Legislative Budget/Initial Cost	% Change from Initial Budget	Initial Budget Status (± %)		Delivery Status	(b) Can the Scope be Reduced?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency			
SR 104	3104078	SR 104/Hood Canal Bridge - Replace E Reef	1% Design	TPA	271,460	274,244	453,412	470,130	470,085	470,085	498,968	519,179	521,156	526,503	519,550	519,513	519,117	519,117	518,650	518,650	-	6,095	518,650	14.4%	Over Budget	Completed	No		No	-	-		
3104070	3104070	SR104/Port Angeles Graving Dock Settlement and Remediation	TPA	-	-	-	-	6,840	6,840	6,840	5,957	6,333	6,093	6,089	6,088	6,089	6,089	378	6,095	6,095	6,095	6,095	6,095	6,095	-10.9%	N/A	Completed	No		No	244	-	
3104070	3104070	SR104/Port Angeles Graving Dock Settlement and Remediation	TPA	-	-	-	-	6,840	6,840	6,840	5,957	6,333	6,093	6,089	6,088	6,089	6,089	378	6,095	6,095	6,095	6,095	6,095	6,095	-10.9%	N/A	Completed	No		No	244	-	
SR 105	410510A	SR 105/Smith Creek Bridge Replacement (aka PIN 010555W)	1% Design	TPA	-	-	-	12,000	12,000	12,000	12,000	13,198	12,163	12,169	12,172	9,941	9,941	9,941	9,818	9,825	9,806	-	-	9,806	-18.3%	On Budget	Completed	No		No	-	-	
410510A	010555W	SR 105/Smith Creek	TPA	-	-	-	12,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
410510A	410510A	SR 105/Smith Creek Bridge Replacement (aka PIN 010555W)	1% Design	TPA	-	-	-	12,000	12,000	12,000	12,000	13,198	12,163	12,169	12,172	9,941	9,941	9,941	9,818	9,825	9,806	-	-	9,806	-	-	-	-	-	-	-	-	
410510B	410510B	SR 105/North River Bridge (aka PIN 010555X)	1% Design	TPA	-	-	-	23,000	23,000	23,000	23,000	24,900	23,159	23,163	23,166	13,074	13,066	13,067	12,942	13,221	13,139	-	-	13,139	-42.9%	On Budget	Completed	No		No	-	-	
410510B	010555X	SR 105/North River	TPA	-	-	-	23,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
410510B	410510B	SR 105/North River Bridge (aka PIN 010555X)	1% Design	TPA	-	-	-	23,000	23,000	23,000	24,900	23,159	23,163	23,166	13,074	13,066	13,067	12,942	13,221	13,139	-	-	13,139	-	-	-	-	-	-	-	-	-	
SR 106	310603A	SR 106/Shoob Creek - Improve Fish Passage	1% Design	Nickel	1,280	1,277	1,779	1,777	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,777	38.9%	Over Budget	Completed	No		No	-	-	-
SR 107	12000116	SR 107/Chetals River Bridge (S. Montano Bridge) Approach and Rail Stop	CW	-	-	-	-	-	-	-	-	-	-	-	-	-	12,500	12,500	12,500	12,500	21,848	21,848	21,848	0.0%	On Budget	Underway	No	No		No	874	-	
SR 109	310918A	SR 109/Mockits River Bridge 109/023 - Replacement (aka PIN 010900A)	1% Design	TPA	3,654	3,508	2,630	2,630	2,630	6,057	6,057	6,129	6,130	6,130	6,069	6,070	6,070	6,070	6,070	6,071	6,071	-	6,071	6,071	130.8%	N/A	Deferred/Deleted			No	243	-	
310918A	010900A	SR 109, Mockits River	TPA	-	-	2,630	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
310918A	310918A	SR 109/Mockits River Bridge 109/023 - Replacement (aka PIN 010900A)	1% Design	TPA	3,654	3,508	2,630	2,630	2,630	6,057	6,057	6,129	6,130	6,130	6,069	6,070	6,070	6,070	6,070	6,071	6,071	-	6,071	6,071	-	-	-	-	-	No	243	-	
SR 112	311218B	SR 112/Hoko-Ovette Rd - Safety	80% Design	Nickel	1,518	1,592	1,500	1,592	464	-	-	-	-	-	-	-	-	-	-	-	-	-	464	49.4%	Under Budget	Completed	No	Yes Reduction		No	-	-	-
311236A	311236A	SR 112/Neah Bay to Selku - Roadside Safety Improvements	< 1% Design	TPA	-	-	-	10,373	10,373	10,373	10,373	10,373	7,194	6,875	6,590	-	-	-	-	-	-	-	6,590	36.5%	Under Budget	Completed	No		No	-	-	-	
311237A	311237A	SR 112/Hoko/Pyrit Rivers - Erosion Control (aka PIN 011200A)	1% Design	TPA	-	-	-	250	250	250	250	-	-	-	-	-	-	-	-	-	-	-	250	0.0%	On Budget	Completed	No		No	-	-	-	-
311237A	011200A	SR 112, Hoko/Pyrit Rivers	TPA	-	-	-	250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
311237A	311237A	SR 112/Hoko/Pyrit Rivers - Erosion Control (aka PIN 011200A)	1% Design	TPA	-	-	-	250	250	250	250	-	-	-	-	-	-	-	-	-	-	-	250	-	-	-	-	-	-	-	-	-	-
SR 124	312401D	SR 124/East at US 12 - Reconstruction	80% Design	Nickel	348	323	-	357	308	-	-	308	311	-	-	-	-	-	-	-	-	-	311	10.7%	Under Budget	Completed	No		No	-	-	-	-
SR 126	210008	SR 126/W of Chehalis - Central Lighting	<1% Design	TPA	-	-	-	205	217	252	266	286	299	184	174	-	-	-	-	-	-	-	174	15.1%	Under Budget	Completed	No		No	-	-	-	-
210008	210008	SR 126/W of Chehalis - Central Lighting	CW	-	-	-	205	217	252	266	286	299	184	174	-	-	-	-	-	-	-	-	174	15.1%	Under Budget	Completed	No		No	-	-	-	-
SR 115	1200020B	SR 115/Orisk Bridge Rehabilitation	CW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1200020B	1200020B	SR 115/Orisk Bridge Rehabilitation	CW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
310508B	310508B	SR 116/Orisk Bridge Rehabilitation	CW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
310508B	310508B	SR 116/Orisk Bridge Rehabilitation	CW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 141	314100C	SR 141/Junta Blvd to S 300th St, Stage 2 - Widens to Five Lanes	60% Design	Nickel	25,639	25,575	27,352	30,154	25,495	26,155	26,159	26,091	26,057	26,048	26,037	26,038	26,032	26,012	-	-	-	-	26,012	12.2%	Under Budget	Completed	No		No	-	-	-	-
314100C	314100C	SR 141/Junta Blvd to S 300th St, Stage 2 - Widens to Five Lanes	60% Design	Nickel	25,639	25,575	27,352	30,154	25,495	26,155	26,159	26,091	26,057	26,048	26,037	26,038	26,032	26,012	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
316108A	316108A	SR 161/SR 167 EB Ramp - Redesign Ramps	<1% Design	Nickel	2,239	2,241	2,241	2,241	2,967	3,065	-	2,820	2,800	2,800	-	-	-	-	-	-	-	-	2,800	37.3%	Over Budget	Completed	No		No	-	-	-	
316114A	316114A	SR 161/200th St to S 170th St - Widens Roadway	80% Design	Nickel	16,135	16,499	16,954	16,789	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16,789	5.8%	Under Budget	Completed	No		No	-	-	-	-
316118A	316118A	SR 161/24th St (E to Jovita) - Add Lanes	30% Design	Nickel	21,570	21,575	21,575	26,575	31,999	32,545	34,267	37,600	39,866	39,993	42,790	46,719	47,719	50,782	52,137	52,088	52,068	52,068	52,068	140.5%	Over Budget	Completed	No	Yes Change		No	2,075	-	
316118C	316118C	SR 161/36th to Victory 24th St E - Widens to 5 Lanes	80% Design	Nickel	16,460	17,391	17,060	17,231	17,234	15,635	-	11,252	31,387	31,387	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	N/A	N/A	Deferred/Deleted	No		No	1,255	-	
316118A	316118A	SR 161/234th St to 205th St E - Add Lanes	80% Design	Nickel	16,460	17,391	17,060	17,231	17,234	15,635	-	11,252	31,387	31,387	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	N/A	N/A	Deferred/Deleted	No		No	1,255	-	
316118A	316118A	SR 161/234th St to 205th St E - Add Lanes	80% Design	Nickel	16,460	17,391	17,060	17,231	17,234	15,635	-	11,252	31,387	31,387	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	31,386	N/A	N/A	Deferred/Deleted	No		No	1,255	-	
316130A	316130A	SR 161/Clear Lake N Rd to Tamawac Creek - Spot Safety Improvements	3% Design	TPA	-	-	-	3,000	3,411	4,127	4,454	4,794	4,572	4,737	4,887	1,609	2,096	2,051	2,051	-	-	2,051	31.6%	Under Budget	Completed	No		No	-	-	-	-	
SR 162	316218A	SR 162/Orisk Bridge For Kids - Safety (aka PIN EVAC)	< 1% Design	TPA	-	-	-	850	850	-	850	-	850	852	852	850	850	850	850	853	854	854	854	854	0.5%	On Budget	Design			No	34	-	-
316218A	316218A	SR 162/Orisk Bridge For Kids - Safety (aka PIN EVAC)	< 1% Design	TPA	-	-	-	850	850	-	850	-	850	852	852																		

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					Budget History (a) Dollars in Thousands																	Delivery Performance				Scope Status & Options							
BIN	Project	Project Title	Est % design of initial funding	Rev Package	03LEGIN	04LEGIN	05LEGIN	06LEGIN	07LEGIN	08LEGIN	09LEGIN	10LEGIN	11LEGIN	12LEGIN	13LEGIN	14LEGIN	15LEGIN	16LEGIN	17LEGIN	18LEGIN	19LEGIN	2007TOT	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (\$M)	Delivery Status	(b) Can the Scope be Reduced?	(c) Scope Change?	(d) If Previously Increased, can it Reduce Back Down?	(e) Last Local or Regional Funding?	(f) Estimated Contingency	Comments	
8167018	8167018	SR 167 HOT Lanes Pilot Project - Managed Lanes	30% Design	TPA	-	-	13,780	15,384	17,877	17,877	18,817	18,809	18,814	18,814	18,806	18,807	18,787	18,787	-	-	-	2007001	18,787	36.3%	Over Budget	Completed	No			No	-	Budget: The 2006 increase was due to added preliminary engineering costs associated with the complexity of this pilot project. The 2007 increase was the result of refined construction cost estimates for sign bridges, barrier walls, erosion control and public outreach. The 2008 increase was the result of additional traffic control due to the many separate locations of the sign structures not taken into account in the estimate and the need to add temporary striping in order to meet the committed open to traffic date. Schedule: The project was completed 1 year early.	
816701C	816701C	SR 167/26th St E Vic to S 277th St Vic - Southbound Managed Lane (aka PIN 8167012)	< 1% Design	TPA	-	-	80,000	80,000	80,000	80,000	82,000	82,000	82,005	82,010	82,005	82,005	81,924	83,927	83,950	83,951	83,951	83,951	83,951	83,951	4.9%	On Budget	Completed	No		No	-	3,357	-
816701C	816701C	SR 167 - SR 430 to 15th St SW - HOV	< 1% Design	TPA	-	-	80,000	80,000	80,000	80,000	82,000	82,000	82,005	82,010	82,005	82,005	81,924	83,927	83,930	83,931	83,931	83,931	83,931	83,931	4.9%	On Budget	Completed	No		No	-	3,357	-
816701C	816701C	SR 167/26th St E Vic to S 277th St Vic - Southbound Managed Lane (aka PIN 8167012)	< 1% Design	TPA	-	-	80,000	80,000	80,000	80,000	82,000	82,000	82,005	82,010	82,005	82,005	81,924	83,927	83,930	83,931	83,931	83,931	83,931	83,931	4.9%	On Budget	Completed	No		No	-	3,357	-
816719A	816719A	SR 167/S 180th St to I-405 - SR Widening (aka PIN 8405005)	< 1% Design	TPA	-	-	50,000	50,000	17,810	17,381	19,048	18,993	18,844	18,843	18,837	18,837	18,837	-	-	-	-	-	18,837	42.3%	Under Budget	Completed	No		No	-	-	-	
8405005	8405005	SR 167/S 180th St to I-405 - SR Widening (aka PIN 8405005)	< 1% Design	TPA	-	-	50,000	50,000	17,810	17,381	19,048	18,993	18,844	18,843	18,837	18,837	18,837	-	-	-	-	-	18,837	42.3%	Under Budget	Completed	No		No	-	-	-	
8405005	8405005	SR 167 / I-405 To SE 180th St	< 1% Design	TPA	-	-	50,000	50,000	17,810	17,381	19,048	18,993	18,844	18,843	18,837	18,837	18,837	-	-	-	-	-	18,837	42.3%	Under Budget	Completed	No		No	-	-	-	
M060009	M060009	SR 167/SR 30th Puget Sound Gateway	CW	-	-	-	-	-	-	-	-	-	-	-	-	-	1,871,500	1,871,500	1,871,500	1,871,500	1,951,900	1,951,900	1,951,900	4.2%	On Budget	Underway	No	No	No	-	78,156	-	
116901D	116901D	SR 169/SR 416th Intersection Improvements	1% Design	TPA	-	-	5,050	5,050	6,308	2,549	-	-	-	-	-	-	-	-	-	-	-	-	2,549	49.5%	Under Budget	Completed	No		No	-	-	-	
116911T	116911T	SR 169/SE 26th St Vicinity (Formerly SE 288th Street) - Add Turn Lanes (aka PIN 016900A)	3% Design	TPA	2,152	2,026	3,831	2,519	2,606	2,669	2,669	2,446	2,446	2,447	2,438	-	-	-	-	-	-	-	2,438	36.4%	Under Budget	Completed	No		No	-	-	-	
116911T	116911T	SR 169/SE 26th St Vicinity (Formerly SE 288th Street) - Add Turn Lanes (aka PIN 016900A)	3% Design	TPA	2,152	2,026	3,831	2,519	2,606	2,669	2,669	2,446	2,446	2,447	2,438	-	-	-	-	-	-	-	2,438	36.4%	Under Budget	Completed	No		No	-	-	-	
116911T	116911T	SR 169/SE 26th St Vicinity (Formerly SE 288th Street) - Add Turn Lanes (aka PIN 016900A)	3% Design	TPA	2,152	2,026	3,831	2,519	2,606	2,669	2,669	2,446	2,446	2,447	2,438	-	-	-	-	-	-	-	2,438	36.4%	Under Budget	Completed	No		No	-	-	-	
116912C	116912C	SR 169/SR 516 (Four Corners) Vicinity - Add Lanes (aka PIN 016900A)	N/A WSDOT contribution	TPA	-	-	2,500	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500	0.0%	On Budget	Completed	No		No	-	-	-	
116912C	116912C	SR 169/SR 516 (Four Corners) Vicinity - Add Lanes (aka PIN 016900A)	N/A WSDOT contribution	TPA	-	-	2,500	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500	0.0%	On Budget	Completed	No		No	-	-	-	
116912C	116912C	SR 169 @ 516 (Four Corners)	1% Design	TPA	-	-	2,500	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2,500	0.0%	On Budget	Completed	No		No	-	-	-	
116912H	116912H	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	350	2,500	2,818	2,818	2,818	-	2,818	2,820	2,820	-	-	-	-	-	-	-	-	2,820	12.8%	Over Budget	Completed	No		No	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
1182	1182	SR 169/140th Way SE to SR 900 - Add Lanes	1% Design	TPA	-	-	-	-	-	-																							



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		Budget History (a) - Dollars in Thousands																	Delivery Performance				Scope Status & Options					Comments																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
R/N	Project	Project Title	Est % design @ initial funding	Rev Package	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN		OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN	OLEGPN

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

		Budget History (a) Dollars in Thousands																				Delivery Performance				Scope Status & Options				(e) Estimated Contingency	Comments		
BIN	Project	Project Title	Est % design @ initial funding	Rev Package	03LEGFN	04LEGFN	05LEGFN	06LEGFN	07LEGFN	08LEGFN	09LEGFN	10LEGFN	11LEGFN	12LEGFN	13LEGFN	14LEGFN	15LEGFN	16LEGFN	17LEGFN	18LEGFN	19LEGFN	20070801	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (1 %)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, Can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	Comments	
881006	881006	I-405/Tukwila to Bellevue Widening and Express Toll Lanes		TPA	-	-	-	-	-	-	-	-	-	15,822	15,824	15,822	15,822	17,444	21,625	21,733	21,656	21,656	21,656	21,656	36.9%	Over Budget	Design	No	No		No	866	
881006	881006	I-405/Tukwila to Bellevue Widening and Express Toll Lanes		TPA	-	-	-	-	-	-	-	-	-	15,822	15,824	15,822	15,822	17,444	21,625	21,733	21,656	21,656	21,656	21,656	36.9%	Over Budget	Design	No	No		No	866	
L1000110	L1000110	I-405/NE 132nd Interchange - Totem Lake		CW	-	-	-	-	-	-	-	-	-	-	-	-	-	75,000	75,000	75,000	75,000	81,000	83,000	81,000	10.7%	Over Budget	Underway	No	No		No	3,320	2019 budget request for \$8 million in 21-23 to fund the replacement of the fish culvert impacted by the CWA funded project.
M00000R	M00000R	I-405 Renton to Lynnwood - Corridor Widening		CW	-	-	-	-	-	-	-	-	-	-	-	-	-	1,225,200	1,225,200	1,225,200	1,225,337	1,225,337	1,271,420	1,271,420	3.8%	On Budget	Underway	No	No		No	50,857	Section 601 CWA cashflow donor. Favorable bids on the I-405/SR 167 Interchange - Direct Connector project resulted in an updated expenditure plan that reduced the cash flow needed to 17-18. \$35 million TPA/Nickel savings added from I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA) SR 881002 as directed in the enacted budget bill ESSB 6106 (S. Session 386 [4]).
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800	16,800	-	-	-	-	-	-	-	-	-	-	-	-	-	16,800	N/A	N/A	Deleted	No	No		No	-	
SR 410	SR 410	SR 410/White River - Stabilize Slopes (aka PIN 041000A)	1% Design	TPA	-	-	16,800	16,800	16,800																								

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

		Budget History (a) Dollars in Thousands																				Delivery Performance				Scope Status & Options										
BIN	Project	Project Title	Est % design @ initial funding	Rev Package	01/01/01	04/01/01	07/01/01	10/01/01	01/01/02	04/01/02	07/01/02	10/01/02	01/01/03	04/01/03	07/01/03	10/01/03	01/01/04	04/01/04	07/01/04	10/01/04	01/01/05	04/01/05	07/01/05	10/01/05	2000TOTAL	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (± %)	Delivery Status	(b) Can the Scope be Reduced?	(c) Scope Change?	(d) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	Comments	
152201C	152201C	SR 522/5 to I-405 - Multimodal Improvements	1% Design	Nickel/TPA	9,681	6,891	20,819	21,199	22,181	22,573	22,487	22,461	22,561	22,562	22,541	22,540	22,541	22,541	22,545	22,566	22,566	22,566	22,566	22,566	22,566	22,566	8.2%	Over Budget	Completed	No			No	903	Budget: The major increase is a result of the scope change noted below. Other adjustments reflect minor changes in local funding (\$1.1 million) and federal earmarks being added to the projects. Based on the 2005 scope and funding provided and excluding the increase in local and federal funding/scope, this project is 5% over the 2005 budget. Scope: The scope was increased in 2005 when the Legislature funded a \$13 million contribution improvements within the City of Kenmore.	
152218A	152218A	SR 522/University of Washington Bothell - Build Interchange (aka PIN 152218WB)	30% Design	Nickel/TPA	8,000	8,000	27,827	30,120	31,367	47,127	48,827	48,830	47,054	46,917	46,835	46,735	46,769	46,769	-	-	-	-	-	-	-	-	46,769	68.1%	Over Budget	Completed	No			No	-	-
152218A	152218A	SR 522/University of Washington Bothell - Build Interchange	30% Design	Nickel/TPA	-	8,000	27,827	30,120	31,367	47,127	48,827	48,830	47,054	46,917	46,835	46,735	46,769	46,769	-	-	-	-	-	-	-	-	46,769							No	-	-
152218A	152218WB	Bothell - UW Campus Access		Nickel	8,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
152218A	152218WB	Bothell - UW Campus Access		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
152218A	152218WB	Bothell - UW Campus Access		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
152218A	152218WB	Bothell - UW Campus Access		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
152218A	152218WB	Bothell - UW Campus Access		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
152218A	152218WB	Bothell - UW Campus Access		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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152218A	152218WB	Bothell - UW Campus Access		Nickel	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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152218A	152218WB	Bothell - UW Campus Access</																																		

**ESHB 1160 - Sec 312: Budget, Scope, and Schedule Summary**

2019-2020		2021-2022		2023-2024		2025-2026		2027-2028		2029-2030		2031-2032		2033-2034		2035-2036		2037-2038		2039-2040		2041-2042		2043-2044		2045-2046		2047-2048		2049-2050		2051-2052		2053-2054		2055-2056		2057-2058		2059-2060		2061-2062		2063-2064		2065-2066		2067-2068		2069-2070		2071-2072		2073-2074		2075-2076		2077-2078		2079-2080		2081-2082		2083-2084		2085-2086		2087-2088		2089-2090		2091-2092		2093-2094		2095-2096		2097-2098		2099-2100		2101-2102		2103-2104		2105-2106		2107-2108		2109-2110		2111-2112		2113-2114		2115-2116		2117-2118		2119-2120		2121-2122		2123-2124		2125-2126		2127-2128		2129-2130		2131-2132		2133-2134		2135-2136		2137-2138		2139-2140		2141-2142		2143-2144		2145-2146		2147-2148		2149-2150		2151-2152		2153-2154		2155-2156		2157-2158		2159-2160		2161-2162		2163-2164		2165-2166		2167-2168		2169-2170		2171-2172		2173-2174		2175-2176		2177-2178		2179-2180		2181-2182		2183-2184		2185-2186		2187-2188		2189-2190		2191-2192		2193-2194		2195-2196		2197-2198		2199-2200		2201-2202		2203-2204		2205-2206		2207-2208		2209-2210		2211-2212		2213-2214		2215-2216		2217-2218		2219-2220		2221-2222		2223-2224		2225-2226		2227-2228		2229-2230		2231-2232		2233-2234		2235-2236		2237-2238		2239-2240		2241-2242		2243-2244		2245-2246		2247-2248		2249-2250		2251-2252		2253-2254		2255-2256		2257-2258		2259-2260		2261-2262		2263-2264		2265-2266		2267-2268		2269-2270		2271-2272		2273-2274		2275-2276		2277-2278		2279-2280		2281-2282		2283-2284		2285-2286		2287-2288		2289-2290		2291-2292		2293-2294		2295-2296		2297-2298		2299-2300		2301-2302		2303-2304		2305-2306		2307-2308		2309-2310		2311-2312		2313-2314		2315-2316		2317-2318		2319-2320		2321-2322		2323-2324		2325-2326		2327-2328		2329-2330		2331-2332		2333-2334		2335-2336		2337-2338		2339-2340		2341-2342		2343-2344		2345-2346		2347-2348		2349-2350		2351-2352		2353-2354		2355-2356		2357-2358		2359-2360		2361-2362		2363-2364		2365-2366		2367-2368		2369-2370		2371-2372		2373-2374		2375-2376		2377-2378		2379-2380		2381-2382		2383-2384		2385-2386		2387-2388		2389-2390		2391-2392		2393-2394		2395-2396		2397-2398		2399-2400		2401-2402		2403-2404		2405-2406		2407-2408		2409-2410		2411-2412		2413-2414		2415-2416		2417-2418		2419-2420		2421-2422		2423-2424		2425-2426		2427-2428		2429-2430		2431-2432		2433-2434		2435-2436		2437-2438		2439-2440		2441-2442		2443-2444		2445-2446		2447-2448		2449-2450		2451-2452		2453-2454		2455-2456		2457-2458		2459-2460		2461-2462		2463-2464		2465-2466		2467-2468		2469-2470		2471-2472		2473-2474		2475-2476		2477-2478		2479-2480		2481-2482		2483-2484		2485-2486		2487-2488		2489-2490		2491-2492		2493-2494		2495-2496		2497-2498		2499-2500		2501-2502		2503-2504		2505-2506		2507-2508		2509-2510		2511-2512		2513-2514		2515-2516		2517-2518		2519-2520		2521-2522		2523-2524		2525-2526		2527-2528		2529-2530		2531-2532		2533-2534		2535-2536		2537-2538		2539-2540		2541-2542		2543-2544		2545-2546		2547-2548		2549-2550		2551-2552		2553-2554		2555-2556		2557-2558		2559-2560		2561-2562		2563-2564		2565-2566		2567-2568		2569-2570		2571-2572		2573-2574		2575-2576		2577-2578		2579-2580		2581-2582		2583-2584		2585-2586		2587-2588		2589-2590		2591-2592		2593-2594		2595-2596		2597-2598		2599-2600		2601-2602		2603-2604		2605-2606		2607-2608		2609-2610		2611-2612		2613-2614		2615-2616		2617-2618		2619-2620		2621-2622		2623-2624		2625-2626		2627-2628		2629-2630		2631-2632		2633-2634		2635-2636		2637-2638		2639-2640		2641-2642		2643-2644		2645-2646		2647-2648		2649-2650		2651-2652		2653-2654		2655-2656		2657-2658		2659-2660		2661-2662		2663-2664		2665-2666		2667-2668		2669-2670		2671-2672		2673-2674		2675-2676		2677-2678		2679-2680		2681-2682		2683-2684		2685-2686		2687-2688		2689-2690		2691-2692		2693-2694		2695-2696		2697-2698		2699-2700		2701-2702		2703-2704		2705-2706		2707-2708		2709-2710		2711-2712		2713-2714		2715-2716		2717-2718		2719-2720		2721-2722		2723-2724		2725-2726		2727-2728		2729-2730		2731-2732		2733-2734		2735-2736		2737-2738		2739-2740		2741-2742		2743-2744		2745-2746		2747-2748		2749-2750		2751-2752		2753-2754		2755-2756		2757-2758		2759-2760		2761-2762		2763-2764		2765-2766		2767-2768		2769-2770		2771-2772		2773-2774		2775-2776		2777-2778		2779-2780		2781-2782		2783-2784		2785-2786		2787-2788		2789-2790		2791-2792		2793-2794		2795-2796		2797-2798		2799-2800		2801-2802		2803-2804		2805-2806		2807-2808		2809-2810		2811-2812		2813-2814		2815-2816		2817-2818		2819-2820		2821-2822		2823-2824		2825-2826		2827-2828		2829-2830		2831-2832		2833-2834		2835-2836		2837-2838		2839-2840		2841-2842		2843-2844		2845-2846		2847-2848		2849-2850		2851-2852		2853-2854		2855-2856		2857-2858		2859-2860		2861-2862		2863-2864		2865-2866		2867-2868		2869-2870		2871-2872		2873-2874		2875-2876		2877-2878		2879-2880		2881-2882		2883-2884		2885-2886		2887-2888		2889-2890		2891-2892		2893-2894		2895-2896		2897-2898		2899-2900		2901-2902		2903-2904		2905-2906		2907-2908		2909-2910		2911-2912		2913-2914		2915-2916		2917-2918		2919-2920		2921-2922		2923-2924		2925-2926		2927-2928		2929-2930		2931-2932		2933-2934		2935-2936		2937-2938		2939-2940		2941-2942		2943-2944		2945-2946		2947-2948		2949-2950		2951-2952		2953-2954		2955-2956		2957-2958		2959-2960		2961-2962		2963-2964		2965-2966		2967-2968		2969-2970		2971-2972		2973-2974		2975-2976		2977-2978		2979-2980		2981-2982		2983-2984		2985-2986		2987-2988		2989-2990		2991-2992		2993-2994		2995-2996		2997-2998		2999-3000	
Item	Project	Project Title	Est % design @ Initial Funding	Rev Package	SELEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN	OLEGIN																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

WSDOT Highway Construction Program  
Nickel / TPA/CW Project Budget History  
ENHB 1160 - Sec 312: Budget, Scope, and Schedule Summary

				Budget History (a) Dollars in Thousands																		Delivery Performance				Scope Status & Options							
BIN	Project	Project Title	Est % design @ Initial Funding	Rev Package	04LEGFIN	04LEGFN	05LEGFIN	05LEGFN	07LEGFIN	07LEGFN	08LEGFIN	08LEGFN	10LEGFIN	11LEGFIN	12LEGFIN	13LEGFIN	14LEGFIN	15LEGBAR	16LEGFIN	17LEGFIN	18LEGFIN	19LEGFIN	2000T001	Last Legislative Budget/Current Cost	% Change from Initial Budget	Initial Budget Status (1.5%)	Delivery Status	(b) Can the Scope be Reduced?	Scope Change?	(c) If Previously Increased, can it Reduce Back Down?	(d) Lost Local or Regional Funding?	(e) Estimated Contingency	Comments
099999A	009799T	US 97 Klickitat County Roadside Safety Improvements		TPA	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	011299H	SR 112 Roadside Safety Improvements		TPA	-	-	1,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	014299D	SR 142 Roadside Safety Improvements		TPA	-	-	1,900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	016999E	SR169, SR410, SR425, SR900 and SR 520 Roadside Safety Improvement		TPA	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	020399H	SR 203 and SR 522 Roadside Safety Improvement		TPA	-	-	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	043099H	SR 410 and SR 164 Roadside Safety Improvement		TPA	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	043200A	SR 432 Roadside Safety Improvements		TPA	-	-	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	054299L	SR 542 and SR 547 Roadside Safety Improvement		TPA	-	-	1,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	099999A	Statewide Roadside Safety Improvements Program (TPA)	< 1% Design	TPA	-	-	-	-	36,680	36,710	30,415	31,616	29,754	29,465	29,392	-	-	-	-	-	-	29,435	-	-	-	-	-	-	-	-	-	-	
099999A	100099A	SR 11, SR 525, and SR 900 - Roadside Safety Improvements (aka PIN 001199A)	1% Design	TPA	-	-	-	800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099E	SR 169, SR 410, SR 525, SR 900 and SR 520 Roadside Safety Improvement (aka PIN 010999E)	1% Design	TPA	-	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099F	SR 20 and SR 530 Roadside Safety Improvement (aka PIN 020099F)	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099H	SR 203 and SR 522 Roadside Safety Improvement (aka PIN 020099H)	1% Design	TPA	-	-	-	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099K	SR 410 and SR 164 Roadside Safety Improvement (aka PIN 041099K)	1% Design	TPA	-	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099L	SR 542 and SR 547 Roadside Safety Improvement (aka PIN 054299L)	1% Design	TPA	-	-	-	1,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099N	SR 11, SR 11, and SR 20 Roadside Safety Improvement (aka PIN 000099N)	1% Design	TPA	-	-	-	1,400	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099O	US 2 and SR 92 Roadside Safety Improvement (aka PIN 000299O)	1% Design	TPA	-	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	100099T	SR 92, SR 520, SR 530, and SR 534 - Roadside Safety Improvements (aka PIN 000299O)	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	200201M	US 2/Roadside Safety Improvements - Safety (aka PIN 000299H)	1% Design	TPA	-	-	-	800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	202000B	SR 20/W of Chelan - Roadside Safety Improvements (aka PIN 002099B)	1% Design	TPA	-	-	-	1,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	202600C	SR 26/Roadside Safety Improvements (aka PIN 002699H)	3% Design	TPA	-	-	-	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	300007X	State Highways in E. Clallam, Jefferson, Kitsap & Mason Co.'s Safety (aka PIN 000000X)	< 1% Design	TPA	-	-	-	2,900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	300007Y	W Olympic Peninsula - Roadway Safety Improvements (aka PIN 000000Y)	< 1% Design	TPA	-	-	-	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	300007Z	State Highways in Pierce and Thurston Counties - Roadside Safety Imp. (aka PIN 000000Z)	< 1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	311236B	SR 112/Selkirk Vicinity to US 101 - Install Guardrail (aka PIN 011236B)	< 1% Design	TPA	-	-	-	1,800	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	400000R	SR 4 and SR 401 Roadside Safety Improvements (aka PIN 000499H)	1% Design	TPA	-	-	-	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	400708R	SR 7/Lewis County Roadside Safety Improvements (aka PIN 000799M)	1% Design	TPA	-	-	-	1,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	409706A	US 97/Klickitat County Roadside Safety Improvements aka PIN 009799T	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	414207H	SR 142/Roadside Safety - Roadside Improvements (aka PIN 014299O)	1% Design	TPA	-	-	-	1,900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	443207A	SR 432/Roadside Safety Improvements (aka PIN 043200A)	1% Design	TPA	-	-	-	600	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	501208O	US 12/Walzburg to Tucannon River - Roadside Safety (aka PIN 001299F)	1% Design	TPA	-	-	-	166	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	501208P	US 12/Tucannon River to Astin C/L - Roadside Safety (aka PIN 001299F)	1% Design	TPA	-	-	-	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	501208Q	US 12/Wildcat Creek to Naches River - Roadside Safety (aka PIN 000000Q)	1% Design	TPA	-	-	-	507	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	501401K	SR 14/Benton County Roadside Safety Improvements (aka PIN 001499C)	1% Design	TPA	-	-	-	1,710	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	524101T	SR 241/Sunnyside to SR 24 - Roadside Safety (aka PIN 000000H)	1% Design	TPA	-	-	-	1,665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	541002M	SR 410/Morse Creek to US 12 - Roadside Safety Improvements (aka PIN 000000X)	1% Design	TPA	-	-	-	692	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	582101S	SR 821/Selah to Ellensburg - Roadside Safety Improvements (aka PIN 000000X)	1% Design	TPA	-	-	-	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	600050A	State Highways in Adams & Franklin Counties Roadside Safety Improvements (aka PIN 000000P)	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	600050B	State Highways in Lincoln County Roadside Safety Improvements (aka PIN 000000T)	1% Design	TPA	-	-	-	1,010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	600050C	State Highways in North Stevens & Ferry Counties Roadside Safety Improv. (aka PIN 000000U)	1% Design	TPA	-	-	-	900	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	600050D	State Highways in Spokane, Stevens, & Pend Oreille Co.'s Roadside Safety (aka PIN 000000W)	1% Design	TPA	-	-	-	1,010	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
099999A	600050E	Whitman and 5 Spokane Co - Roadside Safety Improvements (aka PIN 000000V)	1% Design	TPA	-	-	-	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
0814ENV	0814ENV	Environmental Mitigation Reserve - Nickel/TPA		Nickel/TPA	-	-	-	-	-	-	-	-	9,938	11,552	11,498	11,973	12,643	10,803	10,568	10,360	11,997	12,020	12,020	20.9%	N/A	Under Construction	No			No			
0814ENV	0814ENV	Environmental Mitigation Reserve - Nickel/TPA		Nickel/TPA	-	-	-	-	-	-	-	-	9,938	11,552	11,498	11,973	12,643	10,803	10,568	10,360	11,997	12,020	12,020										

## Annual Practical Design Savings Report

### Submitted with WSDOT's 2020 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, a number of projects have been fully completed and closed out with the identified final savings:

• SR 150/No-See-Um Road Intersection – Realignment – L2200092	\$0
• SR 3/SR 304 Interchange Modification – L1100092	\$1,803,248
• Palouse Rail Loadout Improvements – L2000112	\$0
• Point Defiance Rail Bypass - Lakewood Safety – L1000144	\$115,664
• West Vancouver Freight Access – L1100082	\$0
• West Whitman Railroad Improvement District – L2000172	\$76,263
• 41st St Rucker/Ave Freight Corridor in Everett – NRUCKER	\$0
• Lyon Creek Culvert – L1000133	\$104,444

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.

Three additional projects that are part of Legislative BINs were also completed. Actual Legislative BIN final savings will be calculated after all projects within the BIN are complete:

- I-405/NE 30th St & NE 44th St - Ramp Improvements – M00900R
- I-5/Mounts Rd vicinity – VMS – M00100R
- SR 244/SR 255 – Benton City Construct Intersection Improvements – T104000

### 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 30<sup>th</sup>, 2019, \$56,392,000 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, \$2,332,014 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:

- **SR 14 Access Improvements** - Funding is provided for access improvement projects along the SR 14 corridor, to include roundabouts at 15th and 32nd, in the vicinity of Washougal, and for an access options study in the vicinity of 27th. 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.

- **I-5/Marvin Road/SR 510 Interchange** - 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.
- **US 395/Safety Corridor Improvements** – This project will add acceleration and deceleration lanes, improve existing left turn lanes, and construct safety improvements between Pasco and the Franklin county line north of Connell to reduce congestion and the risk of collisions. 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.

- **US 395/NSC BNSF - 2nd Railroad Realignment** – 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.
- **SR 14/ Wind River Junction** - 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.

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.

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.

- **I-82/ EB WB On and Off Ramps** - This project will complete the interchange by constructing a westbound on-ramp and eastbound off-ramp to provide full access to South Union Gap. 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.

- **I-90/Eastgate to SR 900 - Corridor Improvements** - Re-constructing the existing shoulders to full depth pavement, re-striping of the eastbound and westbound I-90 to create an additional auxiliary lane on each direction between Eastgate and Westlake Sammamish Parkway (WLSP) interchanges, and modifying the westbound I-90 off-ramp to WLSP will increase the freeway capacity and improve mobility. 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.
- **SR 167/I-5 to SR 509 - Stage 1A** - 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.
- **I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)** - This project continues the widening of the I-405 corridor between Renton and Bellevue; including the implementation of Express Toll Lanes (ETL) and rebuilding impacted interchanges. Also, construct a peak-use shoulder lane on southbound SR 167 between SR 516 and S 277th Street to address near-term need to mitigate changing traffic patterns from the I-405 Renton to Bellevue project. 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.
- **I-90/Medical Lake I/C to Geiger Field I/C – Reconstruction** - This project designs and reconstruct interchange at Medical Lake Exit 272 west of Spokane. The 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.
- **SR 107/Chehalis River Bridge - Structural Rehabilitation** - This project will replace the timber structure on the south approach, replace all of the bridge railings, and remove and replace the existing portal beams which will extend the service life of the bridge. 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.

- **Clinton Tml Road Improvements** – Funding is provided for improvements along Ferry Dock Road, the ferry terminal pick-up/drop-off lane, and sidewalk ADA sites. 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.

While the following project did not report Practical Design Savings, it also has implemented practical design principles.

- **Olympic Region Maintenance and Administration Facility** - Replace the existing Olympic Region Maintenance and Administrative Facility with a new facility at the Marvin Road site. 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.

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 Steve Roark, State Design Engineer at (360) 705-7231 or [RoakS@wsdot.wa.gov](mailto:RoakS@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 Jay Alexander, Director of Capital Program Development and Management at (360) 705-7121 or [alexanja@wsdot.wa.gov](mailto:alexanja@wsdot.wa.gov).

## Annual Summary of Practical Design Savings

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers	Practical Design	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
<b><u>Highway Construction - Improvement Program</u></b>						
L1100069	SR 162 Study/Design				N/A <sup>9</sup>	
L1000157	SR 14 Access Improvements	7,500,000 450,000	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 <sup>1</sup>	Project Title <sup>2</sup>	Legislative	Engineers		Practical Design	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) <sup>3</sup>	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
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>
L2000123	I-82/ EB WB On and Off Ramps	34,400,000	30,871,000	22,102,000	8,769,000	<p>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.</p>
L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	73,200,000	67,304,000	57,831,000	9,473,000	<p>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.</p>
M00400R	SR 520 Seattle Corridor Improvements - West End	1,642,500,000	1,376,192,000			

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
	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 Seattle Corridor Improvements - West End (Additional construction packages yet to be advertised)		858,304,000			
<b>M00800R</b>	<b>US 395 North Spokane Corridor</b>					
	US 395/NSC Columbia to Freya	<b>878,900,000</b>	<b>713,567,000</b>	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.
			18,676,000			
	US 395/NSC BNSF - 2nd Railroad Realignment		44,348,000		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.
				63,639,000		
	US 395 North Spokane Corridor (Additional construction packages yet to be advertised)		<b>650,543,000</b>			

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers Est. at AD in 2014	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		\$ (uninflated) <sup>5</sup>		
L1000112	SR 20/Sharpes Corner Vicinity Intersection	13,400,000			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.
			12,341,000	10,399,000		
M00600R	SR 167/SR 509 Puget Sound Gateway					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 167/I-5 to SR 509 - Stage 1A	1,875,500,000	1,474,652,000	51,092,000	0	



Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative	Engineers		Practical Design	Detailed Summary on Application of Practical Design
		Project Cost Estimate in YOE \$ (inflated) <sup>3</sup>	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
	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 <sup>th</sup> 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 <sup>th</sup> 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.
	Additional SR 167/SR 509 Puget Sound Gateway construction packages yet to be advertised		1,420,220,000			
T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	50,000,000	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 St NE Interchange - Tulalip Tribe Lead		45,762,000			
	I-5/116th Street and 88th Street Interchanges - Improvements (Additional construction packages yet to be advertised)		30,123,000			

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
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.
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.
T104000	I-82 West Richland - Red Mountain Interchange	28,400,000	25,076,000			
	SR 224/SR 225 - Benton City - Construct Intersection Improvements		3,326,000	3,236,000	0 <sup>7</sup>	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.
M00900R	I-405 Renton to Lynwood - Corridor Widening	1,225,000,000	1,048,940,000 <sup>14</sup>			
	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 Direct Connector - Widening		274,444,000	274,444,000	0 <sup>7</sup>	The project foot print was reduced, construction of a new wall was significantly reduced, avoided widening of an overcrossing and incorporated LED lighting.

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		Estimate in YOE \$ (inflated) <sup>3</sup>		\$ (uninflated) <sup>5</sup>	Savings <sup>6</sup>	
	I-405/NE 30th St & NE 44th St - Ramp Improvements		1,056,000	1,056,000	0 <sup>7</sup>	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/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.
	I-405/Renton to Bellevue - Corridor Widening (Additional construction packages yet to be advertised)		174,264,000			
<b>N01200R</b>	<b>Schouweiler Road Improvements</b>	<b>1,550,000</b>	<b>1,489,000</b>	1,539,000	0 <sup>11</sup>	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. <sup>15</sup>
<b>L1100069</b>	<b>I-5/JBLM to S. 38th St HOV lane Feasibility Study</b>	<b>200,000</b>			N/A <sup>9,11</sup>	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.
<b>M00100R</b>	<b>I-5 JBLM Corridor Improvements</b>	<b>494,400,000</b>	<b>439,261,000<sup>14</sup></b>			
	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/Mounts Rd vicinity - VMS		669,000	670,000	0 <sup>11</sup>	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-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.

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
	I-5JBLM Corridor Improvements (Additional construction packages yet to be advertised)		143,479,000			
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 <sup>14</sup>	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 <sup>11</sup>	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.
	I-90/Medical Lake & Geiger Interchanges (Additional construction packages yet to be advertised)		8,214,000			
L2000223	I-5/Rebuild Chamber Way Interchange Improvements	75,000,000	61,984,000			

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Engineers		Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
	I-5/Chamber Way Bridge - Emergency Repair and Replacement <sup>10</sup>		6,957,000	9,011,000	0	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.
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.
<b>Highway Construction - Preservation Program</b>						
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.

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost Estimate in YOE	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers Est. at AD in 2014	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		\$ (inflated) <sup>3</sup>		\$ (uninflated) <sup>5</sup>		
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.
<b>Ferry - Capital Program</b>						
L2000109	#4 - 144 capacity vessel	122,000,000	111,585,000	111,585,000	0 <sup>7</sup>	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.
L2000166	Clinton Tml Road Improvements	3,000,000	2,797,770	2,941,517	0	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.
900010L	Seattle Tml Preservation <sup>12</sup>	316,807,000	287,244,000	315,830,000		

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		Est. at AD in 2014 \$ (uninflated) <sup>5</sup>		
	SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement		244,246,000	273,391,000	0 <sup>13</sup>	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.  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.  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.
	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 <sup>13</sup>	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
<b>Facilities - Capital Program</b>						
L1000151	Olympic Region Maintenance and Administration Facility	40,000,000	36,923,869	52,951,101	N/A <sup>15</sup>	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.

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers Est. at AD in 2014	Practical Design	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		\$ (uninflated) <sup>5</sup>	Savings <sup>6</sup>	
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 <sup>14</sup>	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 <sup>11</sup>	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.
L1000144	Point Defiance Rail Bypass - Lakewood Safety	2,000,000	1,926,000	1,926,000	0 <sup>7,11</sup>	Connecting WA funded the construction phase only. No practical design savings are applicable to construction only funded projects.
L1100082	West Vancouver Freight Access	1,900,000	1,779,000	1,779,000	0 <sup>7,11</sup>	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 <sup>11</sup>	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 <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Contribution	Local Jurisdiction Self-Reported Savings <sup>8</sup>
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#### Local Programs<sup>8</sup>

NRUCKER	41st St Rucker/Ave Freight Corridor in Everett	1,500,000	0 <sup>11</sup>
L2000080	SR-203/Coe-Clemons Culvert Replacement	500,000	0 <sup>11</sup>
L2000200	28th/24th Street Sea-Tac	2,000,000	0
L1000133	Lyon Creek Culvert	875,000	0
L2000218	Jovita Seismic Wall	1,000,000	0 <sup>11</sup>
L1000092	SR 99/Burlington N Overpass Replacement	2,000,000	0
L1000094	Issaquah-Fall City Road	3,500,000	0



Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost Estimate in YOE	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers Est. at AD in 2014	Practical Design Savings <sup>6</sup>	Detailed Summary on Application of Practical Design
		\$ (inflated) <sup>3</sup>		\$ (uninflated) <sup>5</sup>		
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	
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 Bridge	20,000,000			0	
L2000181	South Lander Street	7,000,000			0	
Total Cumulative Practical Design Savings					56,392,000	
Cumulative Practical Design Savings by Program						
	Highway Improvement				53,415,000	
	Highway Preservation				2,399,000	
	Ferry - Capital				578,000	
	Facilities - Capital				0	
	Rail - Capital				0	
	Local Programs				0	

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Legislative Project Cost	Legislative Cost in 2014 \$ (uninflated) <sup>4</sup>	Engineers Est. at AD in 2014	Practical Design	Detailed Summary on Application of Practical Design
		Estimate in YOE \$ (inflated) <sup>3</sup>		\$ (uninflated) <sup>5</sup>	Savings <sup>6</sup>	

\*Project data as of 6/30/2019; Each annual report will reflect cumulative project delivery information as of the report date. Projects will begin showing on this report following construction advertisement.

<sup>1</sup> This is the legislative project identification number.

<sup>2</sup> 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.

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

<sup>4</sup> Legislative project cost portrayed in 2014 dollars.

<sup>5</sup> Engineers estimate of total project cost at advertisement portrayed in 2014 dollars.

<sup>6</sup> 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.

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

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

<sup>9</sup> Study only. No practical design savings are applicable to studies.

<sup>10</sup> 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.

<sup>11</sup> Project is complete.

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

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

<sup>14</sup> Previously reported in a Practical Design Savings Report. The uninflated cost in 2014 dollars was incorrectly calculated. This report corrects that error.

<sup>15</sup> 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 <sup>1</sup>	Project Title <sup>2</sup>	Scope Changes		Cost of Materials Savings <sup>5</sup>	Unused Contingency <sup>6</sup>	Retired Risk Savings <sup>7</sup>	Actual Project Savings <sup>11</sup>
		Practical Design Savings <sup>3</sup>	& Associated Impacts on Risk Savings <sup>4</sup>				
Highway Construction - Improvement Program							
T104000	I-82 West Richland - Red Mountain Interchange						
	SR 224/SR 225 - Benton City - Construct Intersection Improvements	0 <sup>8</sup>	0	0	0	0	0 <sup>12</sup>
M00900R	I-405 Renton to Lynwood - Corridor Widening						
	I-405/SR 167 Direct Connector - Widening	0 <sup>8</sup>	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	I-405/NE 30th St & NE 44th St - Ramp Improvements	0 <sup>8</sup>	0	0	0	0	0 <sup>12</sup>
	I-405/SR 167 Interchange Catch Basins - Drainage Repair	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	I-405/Renton to Bellevue - Corridor Widening & ETL (Stage 2)	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
N01200R	Schouweiler Road Improvements	0	0	0	37,937	0	62,600
L1100069	I-5/JBLM to S. 38th St HOV lane Feasibility Study	0	0	0	0	0	14,400
L1100110	I-5/Marvin Road/SR 510 Interchange	23,488,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000074	SR 14/ Wind River Junction	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000094	I-90/Medical Lake & Geiger Interchanges						
	I-90/Medical Lake I/C to Geiger Field I/C - Reconstruction	394,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000107	SR 162 Study/Design	0	0	0	0	0	141,300
L2000123	I-82/ EB WB On and Off Ramps	8,769,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000128	US 395/Safety Corridor	1,340,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000161	US 101/Lynch Road Intersection Improvements	2,781,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	9,473,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Scope Changes					Actual Project Savings <sup>11</sup>
		Practical Design Savings <sup>3</sup>	& Associated Impacts on Risk Savings <sup>4</sup>	Cost of Materials Savings <sup>5</sup>	Unused Contingency <sup>6</sup>	Retired Risk Savings <sup>7</sup>	
	I-5/Mounts Rd to Center Dr - Auxiliary Lane Extension	484,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	I-5/Mounts Rd vicinity - VMS	0	0	0	0	0	0 <sup>12</sup>
	I-5/Steilacoom-DuPont Rd to Thorne Ln - Corridor Improvements	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>T32800R</b>	<b>SR 518 Des Moines Interchange Improvement</b>	259,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>L2200092</b>	<b>SR 150/No-See-Um Road Intersection - Realignment</b>	0	0	0	0	0	0
<b>L2000176</b>	<b>SR 3/SR 304 Interchange Modification</b>	1,985,000	0	0	54,600	0	1,803,248
<b>L2000223</b>	<b>I-5/Rebuild Chambers Way Interchange Improvements</b>						
	I-5/Chamber Way Bridge - Emergency Repair and Replacement	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>L2000163</b>	<b>Dolarway Intersection Improvements</b>	8,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>L2000058</b>	<b>US 195/Colfax to Spangle - Add Passing Lane</b>						
	US 195/Colfax to Spangle - Add Passing Lane - Stage 1	5,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	US 195/Colfax to Spangle - Add Passing Lane - Stage 2	25,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>M00400R</b>	<b>SR 520 Seattle Corridor Improvements - West End</b>						
	SR 520/Montlake to Lake Washington - I/C and Bridge	2,268,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>M00800R</b>	<b>US 395 North Spokane Corridor</b>						
	US 395/NSC Columbia to Freya	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	US 395/NSC BNSF - 2nd Railroad Realignment	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>L1000112</b>	<b>SR 20/Sharpes Corner Vicinity Intersection</b>	1,942,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>L1000157</b>	<b>SR 14 Access Improvements</b>	194,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>M00600R</b>	<b>SR 167/SR 509 Puget Sound Gateway</b>						
	SR 509/28th/24th Ave S - City of SeaTac Lead	0 <sup>8</sup>	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	SR 167/I-5 to SR 509 - Stage 1A	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>T20700SC</b>	<b>I-5/116th Street and 88th Street Interchanges - Improvements</b>						
	I-5/116th St NE Interchange - Tulalip Tribe Lead	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Scope Changes		Cost of Materials Savings <sup>5</sup>	Unused Contingency <sup>6</sup>	Retired Risk Savings <sup>7</sup>	Actual Project Savings <sup>11</sup>
		Practical Design Savings <sup>3</sup>	& Associated Impacts on Risk Savings <sup>4</sup>				
<b>Highway Construction - Preservation Program</b>							
G2000055	Land Mobile Radio (LMR) Upgrade	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000075	US 12/Wildcat Bridge	2,399,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000116	SR 107/Chehalis River Bridge - Structural Rehabilitation	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>Ferry - Capital Program</b>							
L2000109	#4 - 144 capacity vessel	0 <sup>8</sup>	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000166	Clinton Tml Road Improvements	0	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
900010L	Seattle Tml Preservation						
	SR 519/Seattle Trm - Terminal Bldg & N. Trestle Replacement	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	SR 519/Seattle Trm Slip 3 - OHL & Transfer Span Replacement	578,000	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	SR 519/Seattle Trm - Passenger-Only Ferry Facilities Replacement	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
952515P	Mukilteo Tml Improvement	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>Facilities - Capital Program</b>							
L1000151	Olympic Region Maintenance and Administration Facility	N/A <sup>13</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000079	Euclid Ave Administration Facility Consolidation Project	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>Rail - Capital Program</b>							
L1100083	Port of Warden Rail Infrastructure Expansion	0 <sup>14</sup>	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000112	Palouse Rail Loadout Improvements	0	0	0	0	0	0
L1000144	Point Defiance Rail Bypass - Lakewood Safety	0 <sup>8</sup>	0	0	115,664	0	115,664
L1100082	West Vancouver Freight Access	0	0	0	0	0	0
L2000172	West Whitman Railroad Improvement District	0	0	0	0	0	76,263
<b>Local Programs<sup>10</sup></b>							
L2000233 <sup>15</sup>	SR 502 Main Street Project/Widening						
	SR 502 Main Street Project/Widening - Stage 1	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000064	Ridgefield Rail Overpass	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000182	Street Improvements near School for the Blind	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
NRUCKER	41st St Rucker/Ave Freight Corridor in Everett	0	0	0	0	0	0
L2000080	SR-203/Coe-Clemons Culvert Replacement	0	N/A	N/A	N/A	N/A	0

Leg BIN <sup>1</sup>	Project Title <sup>2</sup>	Scope Changes		Cost of Materials Savings <sup>5</sup>	Unused Contingency <sup>6</sup>	Retired Risk Savings <sup>7</sup>	Actual Project Savings <sup>11</sup>
		Practical Design Savings <sup>3</sup>	& Associated Impacts on Risk Savings <sup>4</sup>				
L2000200	<b>28th/24th Street Sea-Tac</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L1000133	<b>Lyon Creek Culvert</b>	0	0	0	0	0	104,444
L2000218	<b>Jovita Seismic Wall</b>	0	0	0	0	0	14,095
L1000092	<b>SR 99/Burlington N Overpass</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L1000094	<b>Issaquah-Fall City Road</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000133	<b>228th &amp; Union Pacific Grade Separation (City of Kent)</b>						
	228th & Union Pacific Grade Separation - Stage 1	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	228th & Union Pacific Grade Separation - Stage 2	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	228th & Union Pacific Grade Separation - Stage 4	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	228th & Union Pacific Grade Separation - Stage 5	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000171	<b>35th Street Mill Creek</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L1000132	<b>SR 163/N 46th St. to N 54th St.</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L1000087	<b>I-5/Port of Tacoma road Interchange</b>						
	I-5/Port of Tacoma Road Interchange - Stage 1	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L1000081	<b>Community Facilities District Improvements (Redmond)</b>						
	Community Facilities District Improvements - Stage 1	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
	Community Facilities District Improvements - Stage 2	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000132	<b>Duportail Bridge</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000136	<b>Harbour Reach Extension</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000137	<b>Sammamish Bridge Corridor</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
L2000181	<b>South Lander Street</b>	0	0 <sup>4</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	TBD <sup>9</sup>	
<b>Total</b>		56,392,000					2,332,014

\*Project data as of 6/30/2019; each annual report will reflect cumulative project delivery information as of the report date. Projects will begin showing on this report following construction advertisement.

<sup>1</sup>This is the legislative project identification number.

<sup>2</sup>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.

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

<sup>3</sup>Practical 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.

<sup>4</sup>Scope 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.

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

<sup>6</sup>Contingency 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.

<sup>7</sup>Risk 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.

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

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

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

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

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

<sup>13</sup>The 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.

<sup>14</sup>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.

<sup>15</sup>An incorrect BIN was previously used. This report corrects this error.

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

# **Toll Credits Report**



**Washington State Department of Transportation**  
**10 Year Plan for Use of Toll Credits**  
**January 1, 2019**  
*(Dollars in Millions)*

												GRAND TOTAL
	FFY 18	FFY 19	FFY 20	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25	FFY 26	FFY 27	FFY 28	
Toll Credit Beginning Balance	\$2,449	\$2,370	\$2,269	\$2,169	\$2,069	\$1,968	\$1,868	\$1,768	\$1,668	\$1,567	\$1,467	
Actual and Estimated Additional Toll Credits Earned in Future Biennium <sup>[1]</sup>	-	-	-	-	-	-	-	-	-	-	-	
<b>Total Estimated Toll Credits</b>	<b>\$2,449</b>	<b>\$2,370</b>	<b>\$2,269</b>	<b>\$2,169</b>	<b>\$2,069</b>	<b>\$1,968</b>	<b>\$1,868</b>	<b>\$1,768</b>	<b>\$1,668</b>	<b>\$1,567</b>	<b>\$1,467</b>	
Planned Use of Toll Credits - WSDOT's Capital Construction Program <sup>[2]</sup>	55.9	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	787.5
Toll Credits needed to match future WSDOT Discretionary Funds <sup>[3]</sup>	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	76.4
Toll Credits For Highways and Local Programs <sup>[4]</sup>	6.4	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	22.0	261.5
Toll Credits for SR 520 Bridge Replacement and HOV Program GARVEE <sup>[5]</sup>	14.2	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	199.9
Kitsap Transit Passenger Only Ferry Project (Local Project) <sup>[6]</sup>	0.3	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	19.1
Public Transportation Program <sup>[7]</sup>	0.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.4
<b>Federal Land Access Program Grants <sup>[8]</sup></b>	<b>0.2</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>1.7</b>	<b>19.3</b>
Public Private Partnership Program <sup>[9]</sup>	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	50.0
T Program Activities <sup>[10]</sup>	2.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	3.8
<b>Total Toll Credit Usage for Highway Construction, Washington State Ferries, High Priority / Discretionary Funds, and Other Agencies</b>	<b>\$79</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$1,428</b>
<b>Remaining Balance of Total Credits</b>	<b>\$2,370</b>	<b>\$2,269</b>	<b>\$2,169</b>	<b>\$2,069</b>	<b>\$1,968</b>	<b>\$1,868</b>	<b>\$1,768</b>	<b>\$1,668</b>	<b>\$1,567</b>	<b>\$1,467</b>	<b>\$1,367</b>	<b>-</b>

**Notes:**

1. Toll credits are certified every two years. Calculations will be prepared at the end of the even year of the two year period. WSDOT is in the process of certifying additional toll credits for FFY2017 and FFY2018
2. WSDOT's capital construction program includes the Improvement, Preservation, Traffic Ops, and Ferry Programs. Match assumed to be 13.5% of the federal funds.
3. Match for federal discretionary projects in the Improvement, Preservation, Traffic Ops, and Ferry Programs. Match assumed to be 20% of the federal funds.
4. \$22 million of toll credits per year are set-aside for Highways & 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 debt.
6. The 2011-2018 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 beginning federal fiscal year 2016
8. Federal Land Access Program will allow toll credit usage beginning federal fiscal year 2017 for projects administered by Western Federal Lands
9. \$50 million was set-aside for the Public Private Partnership Program beginning federal fiscal year 2017
10. Program T activities (planning, study, training, etc.) will utilize toll credits starting in federal fiscal year 2017

**History of Certified Toll Credits Usage and Remaining Balance**  
**Washington State**  
**as of January 1, 2019**

Federal Fiscal Year	Certified Toll Credits	WSDOT [2] [3] [5] [10]	Highways & Local Programs [4]	Transit Projects (FTA)	Kitsap Transit ESHB 1175 [6]	Public Transportaiton [7]	Western Federal Lands [8]	TOTAL Toll Credits Used (Expenditures)	Balance Available
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	177,481,021	35,797,353	10,880,601	-	-	-	-	46,677,954	1,747,139,125
2010	157,622,463	35,093,759	10,796,020	-	-	-	-	45,889,779	1,858,871,809
2011	152,215,338	44,291,567	6,691,346	4,057	-	-	-	50,986,970	1,960,100,177
2012	316,401,909	37,870,377	7,050,386	1,040,574	-	-	-	45,961,338	2,230,540,749
2013	518,238,810	42,738,945	5,372,961	1,647,735	966,172	-	47,684	50,773,497	2,698,006,062
2014	-	57,141,668	7,288,208	1,618,822	966,172	-	896,553	67,911,423	2,630,094,639
2015	-	56,153,586	448,211	2,951,554	740,145	-	420,798	60,714,294	2,569,380,345
2016	-	40,792,045	5,546,271	4,658,509	740,145	-	290,540	52,027,510	2,517,352,835
2017	-	45,386,519	9,455,579	6,010,819	374,283	74,180	418,408	61,719,788	2,455,633,046
2018	-	59,301,066	6,420,667	12,979,624	297,703	312,167	218,198	79,529,425	2,376,103,622
<b>Totals</b>	<b>3,250,638,579</b>	<b>731,820,709</b>	<b>105,039,406</b>	<b>30,911,694</b>	<b>4,084,620</b>	<b>386,347</b>	<b>2,292,181</b>	<b>874,534,958</b>	<b>\$ 2,376,103,622</b>

\* \$316,401,909 the amount of toll credit certified in 2012 is being recertified in 2015 to account for -\$9,935,817 revenue adjustment on TNB.

**ADDITIONAL FERRY REQUIREMENTS**

The Department will submit an update to the Greater Level of Detail that was originally required by Chapter 247, Laws of 2010 electronically.

## National Highway Freight Program (NHFP)

ESHB 1160 – Section 311(8)(a) & 910(5)

(1) As part of its annual budget submittal, the department of transportation shall provide:

b) a status report on the projects funded using federal national highway freight program funds.

Year Selected	Agency	Project Title	NHFP Funds Awarded	Status	Scope
2018	Port of Everett	South Terminal Modernization Project Phase II - <b>TRANSFER TO MARAD</b>	1,812,200	NHFP funds transferred to MARAD. Construction contract awarded and underway.	Strengthens the remaining 560 feet of the South Terminal, install 700 feet of crane rail to support two 100-ft gauge gantry cranes, and construct a double rail siding to support the cargo operations.
2018	Seattle	S Lander Street Grade Separation & Railway Safety project - <b>TRANSFER TO FRA</b>	3,000,000	NHFP funds transferred to FRA. Construction contract awarded and underway.	Builds an east-west bridge over the north-south BNSF rail line – a line that carries 3,200 rail cars per day, half of all BNSF freight traveling in WA State. The grade-separated travelway will eliminate over 4.5 hours/day of delay for truck freight and people walking, biking and driving, significantly improving the connection of people and goods to the regional and state transportation network.
2018	Fife	Pacific Highway E - 54th Ave E Intersection Improvements	2,000,000	Construction contract awarded and underway.	Constructs a second westbound left-lane turn lane, new signal poles, illumination and other intersection improvements.
2018	Sumner	142nd Ave & 24th St	4,707,200	Construction contract awarded and underway.	Resurfaces 142nd Ave E and 24th St E. This corridor connects the north and south sections of the Sumner/Pacific Manufacturing Industrial Center to SR 167.
2018	Spokane County	Bigelow Gulch - Forker Road Connector Project 4A	5,871,876	Construction contract awarded and underway.	Constructs a portion of the Bigelow Gulch project at the existing Forker Road Intersection. A structure will be constructed for Bigelow traffic to pass over Forker traffic to eliminate left turning traffic on Bigelow Gulch Road. Connections to existing Bigelow Gulch Road west near Evergreen and east of Forker will be made to provide a driveable link.
2018	WSDOT	I-90 Floating Bridges - Replace Anchor Cables	5,769,979	Construction contract awarded and underway.	Replace anchor cables on the Lacey V Murrow & Homer M Hadley floating bridge.
2019	Northwest Seaport Alliance	Port Community Technology System	<i>Cancelled</i>	\$1.5M returned and provided to Tacoma for the Taylor Way project.	
2019	Tacoma	Taylor Way Rehabilitation	10,394,996	Design and right of way complete moving forward to advertise construction contract.	Reconstruct roadway (Taylor Way) to heavy haul standards, remove/upgrade rail crossings, widen SR509/Taylor Way intersection, install fiber/ITS/signal improvements, new sidewalks and curb ramps, street lighting and channelization.
2019	WSDOT	SR 501/I-5 to SW 26th St Ext Vic Including Couplet - Paving	1,768,540	Design is underway	Resurface the deteriorating pavement with a hot mix asphalt overlay to extend the life of the existing pavement.
2019	Longview	SR 432 Corridor Improvements - Ph 2 (Design only)	920,000	Design underway	This 2 phase project will improve the SR 432 Corridor at two locations: SR 411/432 on-ramp and off-ramp interchange and California Way/SR 432 intersection.
2019	Union Gap	Regional Beltway Connector	1,990,000	Design and right of way underway	Project will provide a direct route from Interstate 82/US 97 South Union Gap Interchange to the industrial area and serve as the east/west freight corridor.
2020	Longview	SR 432 Corridor Improvements - Ph 2 (RW and construction)	4,380,000	<i>Funding not available until after October 1, 2020</i>	This 2 phase project will improve the SR 432 Corridor at two locations: SR 411/432 on-ramp and off-ramp interchange and California Way/SR 432 intersection.
2020	Port of Pasco	Big Pasco Intermodal Rail Reconstruction	1,300,000	<i>Funding not available until after October 1, 2020</i>	Reconstruct 12,300 LF of WWII era Port-owned rail which is actively used for intermodal transloading and bulk deliveries.
2020	Spokane Valley	Barker Road/BNSF Grade Separation	6,000,000	<i>Funding not available until after October 1, 2020</i>	Replace an at-grade crossing with an overpass of BNSF's railroad and ties into SR290 to the north with an at grade intersection.
2020	Kennewick (PE) / WSDOT (CN)	US 395/Ridgeline Drive Interchange	1,944,259	<i>Design is underway</i>	Construct grade separated interchange at US395/Ridgeline Drive, with Ridgeline Drive to go over US395.
<b>Total</b>			<b>51,859,050</b>		

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# **2020 Capital Improvement and Preservation Program (CIPP) Summary**

# Washington State Department of Transportation

## 2020 Capital Improvement and Preservation Program

### Introduction

The Washington State Department of Transportation provides and supports safe, reliable and cost effective transportation options to improve livable communities and economic viability for people and businesses. The department is responsible for building, preserving, maintaining, and operating the State highway system and the State ferry system. WSDOT is also responsible for preserving, maintaining and operating several state airports and preserves; as well, the agency maintains a short line freight railroad and contracts for operation, preservation and maintenance of the Amtrak Cascades passenger rail service between Vancouver, British Columbia and Eugene, Oregon. The department also works in partnership with others to maintain and improve local roads, railroads, airports, and multi-modal alternatives to driving.

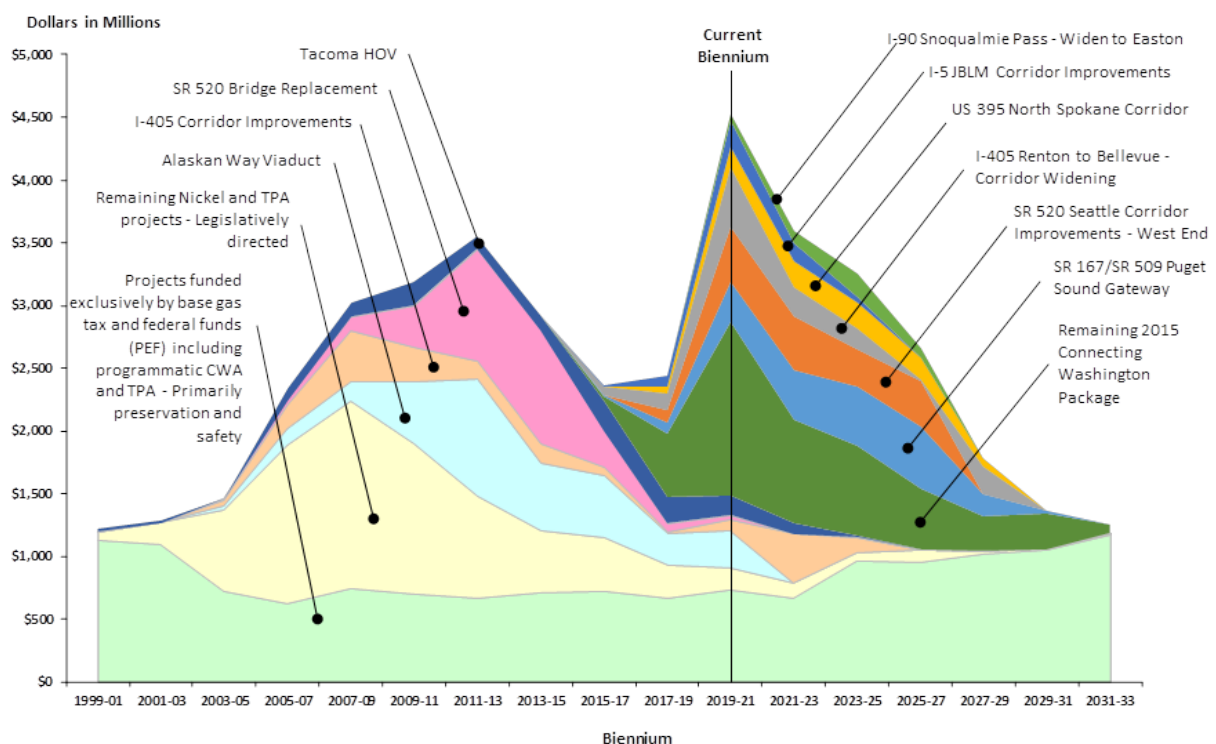
WSDOT operates 18,600 miles of state highway, over 3,300 bridge structures, 47 safety rest areas, 22 ferry vessels and 20 ferry terminals, 16 state owned/managed airports, 298 miles of WSDOT-owned short line freight railroad, 125 miles of dedicated bike lanes and 400 miles of sidewalk within/adjacent to WSDOT right-of-way. Investments in transportation create living-wage jobs, support economic growth, promote vibrant communities and position businesses for participation in the global economy. Transportation is the foundation that moves goods to market, people to jobs, and families to activities.

WSDOT is continuing delivery of a new era of projects through the 2015 Connecting Washington (CW) transportation package by working with communities and partners to grow the capacity of our multimodal system.

### WSDOT Highway Construction Program with Revenue Packages

#### 2020 Agency Proposed Supplemental Budget

20DOT001 (Excludes sub-programs 16 and 17)



One of the key delivery expectations of the Legislature requires utilizing Practical Solutions on projects funded through the 16-year program. WSDOT is using the Practical Solutions approach to increase the focus on transportation system performance and enable more flexible and sustainable transportation investment decisions. The approach includes increasing collaboration with communities and partners as the department identifies needs and develops coordinated strategies to address the needs. This improves WSDOT's ability to make the right investment at the right place, especially when given such latitude through the agency's budget.

Our efforts are expanding to find Practical Solutions in all aspects of our business processes, asset management efforts, multimodal transportation systems operations, planning and design, and project construction practices. Some key characteristics of Practical Solutions are:

Practical Solutions is our approach to achieving the WSDOT mission – how we plan, design, build, operate and maintain the state's transportation system. Our goal is to identify and solve problems as quickly and inexpensively as possible.

This approach uses performance-based, data-driven decision-making, and early community involvement to guide the development and delivery of transportation investments.

We will work with other state transportation service providers to develop coordinated strategies for addressing preservation, safety, mobility, economic vitality, environmental, and stewardship performance goals. Practical Solutions strategies include:

- Lowest lifecycle cost to preserve the system in a state of good repair.
- Target Zero strategies for safety.
- Transportation system management.
- Demand management.
- Capital project investment.

### **Upcoming Transportation Challenges**

#### **Highway Preservation – Immediate Investment is Critical**

The Preservation funding gap is large, and action needs to be taken in the near-term to be able to address it. WSDOT communicated this funding gap to the Washington State Legislature in both the 2018 and 2019 State of Transportation. WSDOT estimates a \$3.3 billion preservation need in Highways for the next ten years. This includes pavements, bridges, and other highway assets. This amount is not to achieve excellent condition, but for acceptable performance at the lowest practicable cost, or lowest life cycle cost – the types of investment mandated by RCW 47.05.

The many urgent preservation needs for the State Highways include:

- 3,600 lane miles of pavement that are past due for preservation, and another 4,000 are due for preservation.

- 15 bridges need replacement, 19 need major rehabilitation.
- 39 steel bridges are past due for painting, and an additional 60 steel bridges are due for painting.
- 30 concrete bridge decks are past due for repair, and 56 more are due.
- Hundreds of feet of guardrail that is either dilapidated or has been hit, but there are no funds for replacement.
- Dozens of unstable slopes with high risks are unable to be mitigated, and existing slope mitigation assets are beginning to fail.

Based on current funding levels, bridge and pavement assets are currently meeting their stated performance targets and are anticipated to do so over the next four years. However, based on future condition modeling, WSDOT anticipates that conditions for bridges and pavements will drop below the target levels by the ten-year mark if funding levels are not increased. The expected result is 30% of roads predicted to be in Poor condition, and 15% of bridges.

This will cause State of Good Repair funding gap in the outer years of the Plan. One of the primary results is that it will cost nearly three times the amount to restore these assets to acceptable condition compared with properly timed preservation. If the funding is not provided, there will be rough roads, reduction in speed limits, load posted or load restricted bridges, closed bridges, and failed roadways.

Some current examples:

- Difficult trade-offs exist as part of WSDOT's paving program - At current funding levels, all paving on ramps and roadways with a speed limit of 40 MPH or less was removed from the program, starting in 21-23 because there are insufficient funds to address all of the higher speed facilities.
- Cost increases in its steel bridge painting program - Unit costs are increasing by 10% because of the amount of steel repair necessary due to corrosion. This could have been prevented if the paint was applied when the structure was due for painting instead of years beyond its due date.

Immediate investment is necessary to avoid future liability and preserve the state highway system. The 2019 Governor's proposed budget expanded the 601 flexibility to include the Preservation Program by allowing the transfer of Connecting Washington Funds between the I and P program. This flexibility was not included in the final 2019-21 enacted budget, but would fund some of the urgent preservation work needed. The agency is requesting the addition of this flexibility language in the 2020 supplemental, which aligns with the Governor's priorities and direction.

### **Ferries Preservation Challenges and Needs**

The Washington State Ferries (WSF) plays an important role in the state's transportation system. It has 22 vessels and 20 terminals that provide a critical east-west link in the Puget Sound. The system is the fourth largest system in the world by number of passengers, and is the largest ferry operator in the United States. The system has a replacement value of more than \$4.9 billion and provides 24.5 million trips annually, serving businesses, commuters, and leisure travelers. Due to the expanding population in the Puget Sound Area, future ridership is trending upward.

Washington State Ferries completed their long-range plan in 2019. This plan identified the need to preserve the existing fleet and increase fleet size to maintain reliable service, allow for maintenance and repair existing vessels. Demand is projected to increase: Ridership is expected to grow more than 30% – from 24.7 million riders in 2018 to approximately 32.5 million in 2040. Walk-on passenger ridership is



expected to increase by 45%, and vehicle ridership by 21%.

The demands on the ferry system lead to ongoing deterioration of terminals and vessels that must be maintained, rehabilitated, or replaced to preserve the acceptable condition and reliability of the marine transportation system. The average age of the vessel fleet is 28 years, with the newest vessel being one year old, and the oldest being 60 years old. Of twenty-two vessels in service, 50% are rated in Good Condition, 41% in Fair Condition, and 9% in Poor Condition. For the 20 ferry terminals systems, 82% are rated in Good Condition, 12% are in Fair Condition, and 7% are in Poor Condition. As the ferry system assets continue to age and deteriorate, WSDOT expects to see increased impacts to service for both terminals and vessels.

The Washington State Ferry System is facing several major challenges. The first challenge is insufficient preservation and maintenance funding necessary to keep the system in a State of Good Repair. WSF is expected to receive approximately \$1.25 billion in capital funding for the next ten years. The system needs an estimated \$3.4 billion in capital funding for the next ten years to preserve and maintain ferry terminals and vessels, which leaves an unfunded gap of approximately \$2.15 billion.

Another challenge facing the Ferry System is the increase of unscheduled vessels “out of service” time due to emergency repairs, which also impacts planned preservation and maintenance on other vessels. There is a limited availability of adequate dry dock space that can handle the types of maintenance and preservation needed by the Ferry System. The system is also challenged by the lack of relief vessels to accommodate longer out of service times necessary to perform preservation and maintenance.

#### **Other Preservation Challenges and Needs**

One of the most significant challenges facing WSDOT is inadequate maintenance and preservation funding necessary to take care of WSDOT-owned Airports, WSDOT-owned Public Transportation assets, Rail assets, WSDOT Facilities, Equipment, and Information Technology. WSDOT anticipates receiving approximately \$900 million in maintenance and preservation funding for the next ten years for these assets. The need is an estimated \$2.35 billion in capital funding for the next ten years to preserve and maintain the WSDOT-owned Airports, WSDOT-owned Public Transportation assets, Rail assets, WSDOT Facilities, Equipment, and Information Technology, which leaves an unfunded gap of approximately \$1.45 billion. Without additional funding, WSDOT will be forced to consider additional more difficult trade-offs between maintaining and/or preserving one asset over another. This approach does not allow WSDOT to manage the system at its lowest life cycle cost and often forces the department to delay preservation where costly reconstruction or replacement may be required.

WSDOT Facilities have 14% rated in Good Condition, 38% in Fair Condition and 48% in Poor Condition. An additional estimate of \$310 million over the next ten years would 1) reduce the backlog for Preservation and Improvement Minor Work Projects and Facility Replacement Major Projects, as well as 2) reduce a prioritized list of capital projects to address facility deficiencies. Such is communicated in the 2019-21 Facilities Maintenance Backlog Reduction Plan. This estimation communicates the estimated funding level needed to achieve and maintain all Facility assets in a State of Good Repair.

WSDOT Equipment has 42% of the equipment rated in Good Condition, 35% in Fair Condition, and 21% in Poor Condition. An unfunded needs estimate of \$268 million over the next ten years would 1) address the deferred equipment replacement backlog from the previous 10 years, and 2) allow WSDOT Fleet Equipment (TEF) to implement level purchasing methodology. The estimation would allow TEF to keep the WSDOT Equipment in a State of Good Repair. This, however, assumes that WSDOT Fleet Equipment can

operate as a cost recovery program, as intended per State law, and set appropriate equipment rental rates.

The WSDOT IT Division has 37% of the ITD-managed assets rated “Good,” 35% rated “Fair,” and 28% rated “Poor.” An additional estimate of \$256 million over the next ten years would allow for ITD to 1) migrate Mainframe-hosted applications off the mainframe, 2) address IT staffing to develop, administer, and maintain ITD-managed databases in a State of Good Repair, and 3) allows ITD to implement a Hardware Replacement Cycle that is consistent with OFM Recommended Useful Life Cycles. The three proposed investments would meet the State of Good Repair criteria for critical IT databases and applications as well as keep hardware assets within their useful life cycles.

WSDOT Rail has 25% of the assets rated “Good,” 48% rated “Fair,” and 27% rated “Poor.” An additional estimate of \$248 million over the next ten years reflects the addition of three locomotives, total passenger fleet replacement in the mid-2020s, and completion of a portion of the PCC System Rehabilitation Plan. The investment would bring the locomotives, the passenger train sets, and a portion of the PCC System into a State of Good Repair.

### **Fish Investments**

The 2019 legislature provided \$100 million in state and federal funds for the 2019-21 fish passage program, which was not adequate to ramp up investments to meet the 2013 federal injunction requirement to correct barriers by 2030. During bill signing, the Governor directed the department to utilize the 2017-19 underspent appropriation and Section 601 process to advance Connecting Washington Funds to invest in fish barrier removal to meet the federal injunction requirements.

The department submitted a Section 601 advancement request to increase the biennium expenditures by \$100 million with plans to submit another request in November to increase the investment in 2019-21 to \$275 million in total. WSDOT proposed a two-step approach to allow time to verify delivery assumptions, including cash flow capacity necessary to do the transfer.

The \$275 million investment in 2019-21 will not only accelerate fish barrier removal, but allow additional design work to deliver \$726 million in 2021-23 to be on track to meet the federal injunction by 2030. If funding does not materialize for 2021-23 in the 2020 legislative session, there will be contracts that would have to be cancelled. Executing contracts in excess of funding available in 2021-23 won’t occur until after the legislative session, allowing the department to get feedback and direction from the legislature.

The table and chart below outline the needed funding.

<b>Biennium (in Millions)</b>	<b>13-15</b>	<b>15-17</b>	<b>17-19</b>	<b>19-21</b>		<b>21-23</b>	<b>23-25 to 29-31</b>	<b>Cumulative Total through 29-31</b>
Current Funding	\$24	\$67	\$109	\$275*		\$78*	\$186*	\$739
Compliance Funding	--	--	--	--		\$726	\$2,595	\$3,796
Barriers Corrected	19	25	22	24		90- 100**	390-420	515-540
% Habitat Gained	4%	10%	10%	10-15%		20-25%	21-31%	90%+

\*Current law with 601 adjustment

# Washington State Department of Transportation

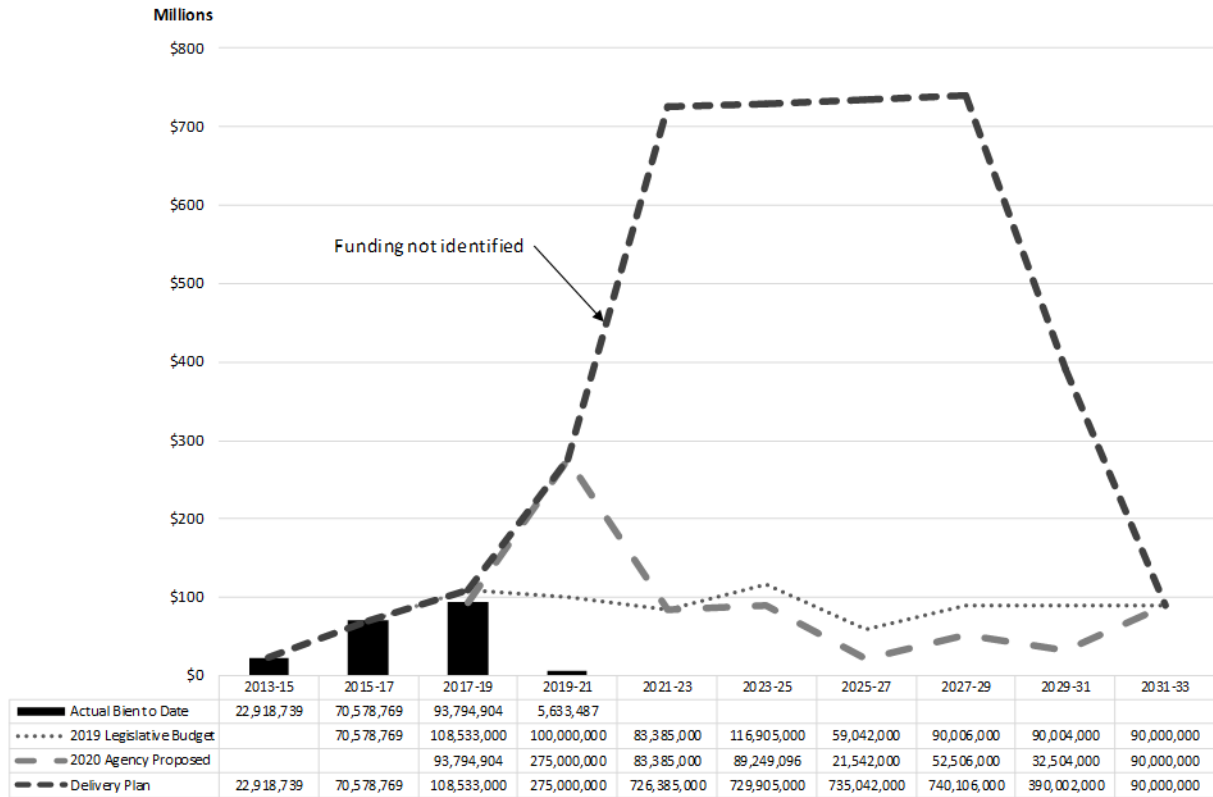
## 2020 Capital Improvement and Preservation Program

September 20, 2019

\*\*If compliance funding is approved

### Fish Barrier Program

#### Delivery Performance (14/IL) through August, 2019



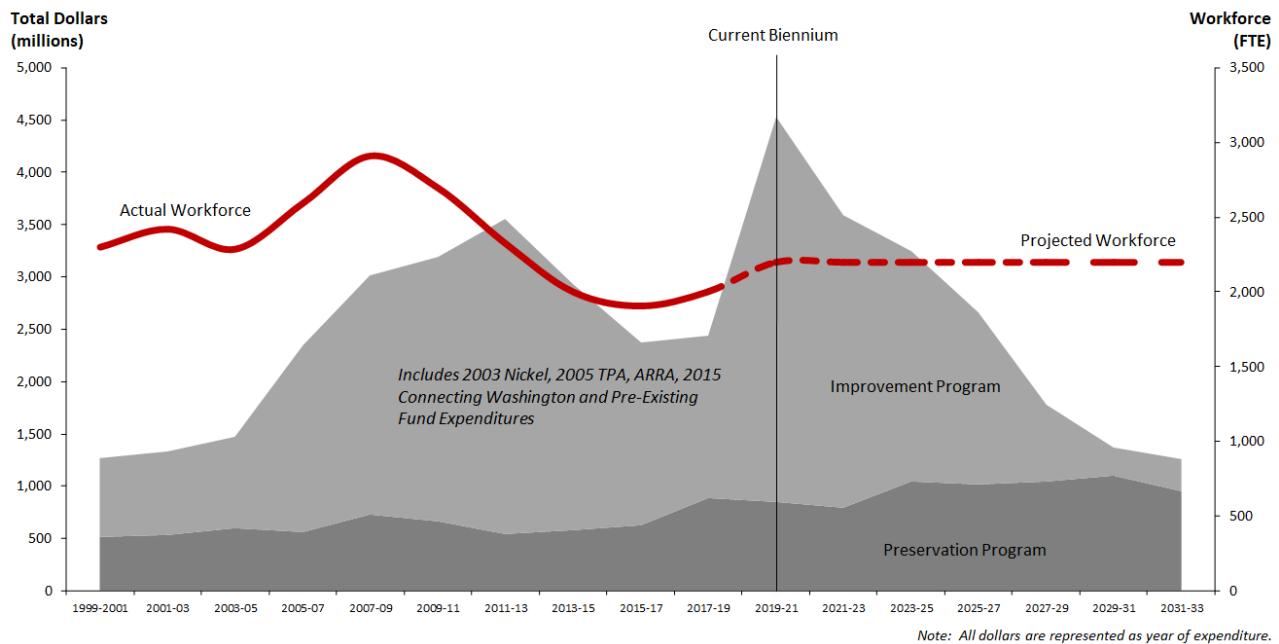
**Workforce impacts:** As the department completes the Nickel and Transportation Partnership Packages, there are impacts to workforce at the program and regional levels. While implementing the Connecting Washington Transportation package, WSDOT estimates it will require between 2,100 to 2,300 Full Time 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 sustainable staffing level to avoid attrition of experienced engineering staff.
- Retaining and recruiting a strong talent pool in a strong job market.
- Providing effective training for WSDOT staff to effectively deliver the construction program.

**2020 Agency Proposed Supplemental - Highway Construction Program  
Program Expenditures and Workforce Projection**

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



**Budget Flexibility for Delivery Efficiencies**

The transportation budget structure continues to present challenges to the department. With increasing pressures on the operating budgets, both state and federal funds have become over restrictive and inefficient to manage. Restricted provisions are not a sustainable long-term approach to deliver a robust transportation program that demands flexibility to utilize a modern and innovative design-build program.

With this increasing pressure, WSDOT is requesting to add transfer authority between the Improvement and Preservation program for CW funding similar to the Motor Vehicle Account in ESHB sec 307 (3), to advance CWA preservation we need this flexibility. Proposed language would be similar to ESHB section 307 (3) for the MVA state and MVA fed appropriation allowing the department to transfer funds between programs I and P to utilize capacity as appropriate.

WSDOT requests continuing the need for flexibility through Section 601 funds transfer authority. This important section allows the department the flexibility to delivery projects more efficiently. We want to continue this mechanism that is intended to give us flexibility to deliver Washington State's robust transportation programs. "The department of transportation is expected to use the flexibility provided in this section to assist in the delivery and completion of all transportation partnership account and connecting Washington account projects on the LEAP transportation document reference this Sec. 601. ESHB 1160."

WSDOT has found that flexibility moving appropriation authority is the most efficient use of revenue. Increased/continuing flexibility to move appropriations between capital programs would allow the most efficient use of the revenue. Every delayed project has an inflationary cost and lost benefit to the system. Allowing projects to advance to take advantage of funding that is available because other projects may be delayed is an efficient use of the revenue.

In addition, performance requirements that came into effect through the Moving Ahead for Progress in the 21st Century Act ([MAP-21](#)) would cause additional challenges in managing funds and cash flow without additional state budget flexibility. MAP-21 aims to achieve set objectives by assessing the performance of state transportation systems compared to national goals and enforcing minimum requirements.

The new transportation rules will require state DOTs to measure and report performance in the following areas: safety, pavement and bridge, system performance/congestion, freight movement, and congestion mitigation and air quality (CMAQ). If a state does not meet performance requirements it could be subject to “penalties,” which restrict the use of federal funding to certain activities. These restrictions may not align with legislative direction.

### **Implementing Design-Build projects**

The Governor’s proposed 2019 Transportation Appropriations bill includes a provision that would allow WSDOT to use existing Connecting Washington appropriation capacity for design-build projects. If the existing appropriation capacity is insufficient, the department could request the sale of up to \$200 million of Connecting Washington bonds, and to access a corresponding amount of appropriation authority. In conversations with OFM during budget deliberations, the department recommended \$200 million be provided. This amount was recommended for the following reasons:

- Fit within the existing Connecting Washington Bond Authorization<sup>1</sup>.
- Aligned with the \$200 million identified for contingency in the Connecting Washington Balance Sheet<sup>2</sup>.
- Is sufficient to allow larger design-build to proceed to Request For Proposal without limiting a design-builder’s performance.

Without this ability, WSDOT must include maximum performance specifications in contracts to limit the amount of work a contractor can perform within a biennium. If this flexible approach is allowed, it could result in:

- Reduced costs
- Significant schedule reductions
- Reduced overhead
- Reduced public impacts/disruptions

### **State/Fed exchange with Locals and the challenges**

For projects using federal funds, the Federal Highway Administration (FHWA) requires compliance with financial and administrative requirements. Such requirements can be overly burdensome and unnecessarily increase the project delivery costs for local units of government such as counties. In some cases, local governments believe that implementing and reporting on these federal requirements adds cost and time to their projects. Eliminating federal funds from local road programs and replacing them with state funds would reduce the magnitude of oversight and allow projects to be designed and constructed at a faster pace and at a lower cost. By streamlining the use of federal funds and providing local jurisdictions with a more efficient option to construct projects, local transportation jurisdictions could receive benefits from the project more quickly.

Of the State Transportation Agencies researched, most limit their exchange program with local jurisdictions to funding provided for STPBG Flexible and sub-allocated by population. If Washington followed this example, up to \$119.4 million could be exchanged with state funds (excludes STBGP Off-System Bridge of

<sup>1</sup> <http://leap.leg.wa.gov/leap/Budget/Detail/2015/CTBondBill0629.pdf>

<sup>2</sup> <http://leap.leg.wa.gov/leap/Budget/Detail/2015/CTBalSheet0629.pdf>

\$22.9 million). The department would have to determine whether high priority projects exist within the population areas, which may be challenging in population areas less than 5,000.

This approach can only be used during “non-penalty” MAP 21 performance periods of time, when there are no additional restrictions on federal funding.

#### **Construction Costs and Inflation:**

Construction escalation and availability of workforce are affecting WSDOT’s ability to deliver projects. Each year as part of the budget development process, WSDOT reviews current inflation data and compares it to the assumptions used to inflate estimates by phase. The project estimates for the department’s budget submittal are based on the national sources. However, based on the department’s experience over the past year, the actual inflation in construction costs we are seeing in Washington State is significantly greater than 2.7%, which is the projected nationwide construction inflation.

The department is also seeing bids on contracts being affected by the declining number of bidders on WSDOT contracts. From 2003-2006 (prior to the collapse of the housing market) robust construction led to a decrease in bidders on our project. The housing market recession significantly increased bidders on our projects from 2007 through 2010. Since 2010, we have seen a steady decline in the number of bidders with the improvement in the local, national and global economies. Currently, with an average of 2.5 bidders per project, we are well below what we saw during the last construction peak in 2006. At times limited competition for WSDOT contracts have led to an increase in bid prices above the Engineer’s Estimate.

#### **How WSDOT manages these challenges**

The Pre-existing funded projects (PEF) and programmatic investment areas are adjusted to accommodate the inflation increases by re-aging projects by priorities to stay within current funding levels.

The Connecting Washington and remaining TPA projects are handled in several ways:

- If the project is constructed over a long time period, with multiple contracts, then the total project budget was not increased at this submittal. Project estimated increases will be monitored and addressed at a later date.
- If the project has upcoming contracts that need additional funding to award, then a budget increase is included in the budget submittal.

#### **Increased Reporting and Monitoring**

Over time, the transportation appropriation bills have accumulated a number of funds management requirements that have made managing the capital program challenging. This practice forces the agency to direct changes in the sequencing or exchanging of fund sources on projects. This leads to additional work and resources from Region and Modal Program management staff and increased reporting and monitoring.

An example of the budget structure that causes reporting challenges is the programmatic investment budget items for bridge preservation. A project could be partially funded from two of the four budget items L1000068 Structurally Deficient and At Risk Bridges, OBP2002 Bridge Repair Preservation, OBP2001 Bridge Replacement Preservation and L1100071 Highway System Preservation.

#### **Capital Program Adjustments Highlights**

**Washington State Department of Transportation**  
**2020 Capital Improvement and Preservation Program**

September 20, 2019

The following items are highlights of adjustments in the supplemental budget request.

**I. Technical Adjustments**

- (PIN: L1000240) SR 9/South Lake Stevens Road Roundabout: Add \$2 million of local contribution funds from City of Lake Stevens and Costco, which will show a total budget of \$4 million.
- (PIN: NPARADI) SR 522/Paradise Lake Rd Interchange & Widening on SR 522 (Design/Engineering): Legislative project list has all funding in design phase. This adjustment is adding a right of way phase utilizing the design phase funding.
- (PIN: 508208M) I-82/Red Mountain Vicinity- Pre-Design Analysis: Additional \$490,000 dedicated federal funds were available through the 2016 Federal Repurposed funds request. The funds were originally earmarked for this project.
- (PIN: 316706C) SR 167/SR 410 to SR 18 - Congestion Management: Changed Toll Account from 167 to 405.
- (PIN: L2000234) I-405/SR 522 to I-5 Capacity Improvements – Moved \$35 million of TPA/Nickel from this project back to I405 Renton to Bellevue project where it was already expended. This was a governor's veto item. Note: This will leave a funding gap of \$35 million on the construction phase of I-405/SR 522 to I-5 Capacity Improvement project.
- (L1000280) I-405/North 8<sup>th</sup> Street Direct Access Ramp in Renton - Funding is not consistent. The \$250 million shown in the project list is not included in ESSB 5825. Project list adjusted to show \$20 million for design and no construction funding.
- (PIN: OBI4000 Fish Barrier) - The 2019 Legislature provided \$100 million of state and federal funds for the 2019-21 fish passage program. At the direction of OFM, the agency will submit Section 601 advancement requests to increase this biennium expenditures to \$275 million. WDOT proposed to do a two-step approach. The first 601 request of \$100 million was submitted prior to the agency's 2020 supplemental budget request. The remaining advancement will be requested in November.
- Reappropriations from 2017-19 to 2019-21 – The highway construction program includes \$670 million of reappropriations. These 2017-19 under expenditures are proposed to be reappropriated into 2019-21. This will provide CW cash flow to cover all current delivery schedules for all CW improvement projects, allow for pilot advancements, and provide flexibility in 2019-21 to advance fish and preservation work consistent with the Governor's Veto direction.
- 601 cash flow approved adjustments - Aside from the planned 601 advancement for the fish passage program, the only approved cash flow adjustments have been administrative adjustments (less than \$250,000) related to the biennium closeout.
- Section 607 approved Title and Scope changes - In July, three Title and Scope change requests were submitted and approved by the Legislature in the Letter on August 13th:
  - (T20700SC) I-5/116th Street and 88th Street Interchanges – Improvements  
The Tulalip Tribes requested the scope change in order to address critical congestion issues that impair access to and from the reservation. Revised scope adds operational and safety

- improvements at SR 528/Marine Drive interchange.
  - (L1000120) SR 18 Eastbound Off-Ramp  
The requested change allows WSDOT and all Stakeholders the flexibility to pursue a solution that more appropriately meets the regional performance needs and addresses existing issues on both SR 18 and SR 164. Revised scope does not specifically identify the solution.
  - (N00900R) SR 9 Snohomish River Bridge Replacement  
Clarifying that the project scope is to build a second bridge and widen the corridor to four lanes on either side of the river, rather than replacing the existing bridge.
- The various federal fund types have been collapsed into a single federal fund type for the I and P program consistent with other Capital programs. This reduces the administrative burden of showing all the federal programs in the budget. Federal program detail is available when needed.

### **Capital Program Proposals**

#### **II. Highways (I/P programs)**

- (TNBPRES) SR 16/Tacoma Narrows Bridge R&R Preservation - Updated assumptions on the RR costs requires additional 2019-21 of \$1.64 million and in total an increase of \$667,000 in toll funds.
- (152099V) SR 520/Evergreen Point Floating Bridge R&R Preservation – Updated assumptions on the RR costs requires additional 2019-21 of \$9.97 million and in total an increase of \$111.6 million in toll funds.
- (1405RRT) I-405/Bellevue to Lynnwood R&R – Updated assumptions on the RR costs requires additional 2019-21 of \$3 million and in total an increase of \$129 million in toll funds.
- (099907Q) Federal Funds Placeholder for Preservation Program – Add \$20 million additional federal funding placeholder. This provides additional appropriation to cover unanticipated cash flow fluctuations and potentially avoid the need to go through an unanticipated receipt process if additional federal funds are received.
- (L2000290) Set Aside for Preservation Litigation Funds – Add additional \$2.5 million previously requested to allow for funding for anticipated litigation-related costs of the highway system.

#### **III. Ferry Capital**

- Eleven million dollars is requested for the Seattle Terminal project. Two million dollars is local funding associated with the passenger-only facility. The other \$9 million is due to materialized risks and cost increases associated with the added items from the 2019 session. The project has received a \$5.9 million federal grant that will help offset some of the increase.
- The Seattle Terminal needs to advance approximately \$58 million from 2021-23 to 2019-21 due to the contractor's planned schedule.
- The Coast Guard has directed steel replacement for three vessels at an estimated cost of \$6.2 million. This work was unanticipated and to absorb the cost within the program will negatively affect the preservation of other vessels.



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- Corroded steel has been found on the Elwha's car deck. Nineteen million dollars is requested to repair the steel (\$10 million) and make other repairs (\$9 million) to increase the reliability of this vessel.
- Ferry Capital is reappropriating approximately \$44.8 million from the 2017-19 biennium.

**IV. Rail Program (Y)**

- The Rail program is reappropriating approximately \$22.5 million from the 2017-19 biennium.

**V. Local Programs (Z)**

- Local Programs is reappropriating approximately \$107 million from the 2017-19 biennium.
- 607 proposed Scope Change – A request will be submitted at the request of the City of Redmond in September for L1000081 Community Facilities District Improvements. The City of Redmond and Sound Transit coordinated planned work to avoid “throw-way” work due to the delivery of the Sound Transit downtown Redmond Light Rail Extension project. This coordination required a scope change request.

**VI. Capital Facilities Program (D)**

- Capital Facilities is reappropriating approximately \$10.4 million from the 2017-19 biennium.

**VII. Traffic Capital Program (Q)**

- Traffic Capital is reappropriating approximately \$2.2 million from the 2017-19 biennium.

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Project Variance Report

SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
Facilities Capital															
D3	100010T	Northwest Region TMC Improvements	17,000	0	(17,000)	0	0	-	13,523,000	0	(13,523,000)		X	X	Project complete and removed from project list.
D3	888899M	Dayton Ave RHQ - Purchase Furniture	0	0	-	1,565,000	1,565,000	-	1,565,000	1,565,000	-				
D3	D300701	Statewide Administrative Support	979,000	925,000	(54,000)	979,000	979,000	-	14,283,000	14,229,000	(54,000)				
D3	D309701	Preservation and Improvement Minor Works Projects	4,099,000	2,996,000	(1,103,000)	4,521,000	5,624,000	1,103,000	48,082,000	55,508,000	7,426,000		X	X	Some sub-projects are funded from more than one project and our system only allows them to roll up into one project. The split between the projects is off, but the total is still valid. This will be fixed in future budget submittals.
D3	D311701	NPDES Facilities Projects	495,000	522,000	27,000	250,000	250,000	-	2,495,000	2,956,000	461,000			X	Prior Period Adjustments
D3	D398136	NPDES Facilities Construction and Renovation	66,000	306,000	240,000	0	0	-	1,139,000	703,000	(436,000)			X	Prior Period Adjustments
D3	D398898	Existing Facilities Building Codes Compliance	458,000	1,257,000	799,000	0	146,000	146,000	2,063,000	2,626,000	563,000		X	X	Some sub-projects are funded from more than one project and our system only allows them to roll up into one project. The split between the projects is off, but the total is still valid. This will be fixed in future budget submittals.
D3	D399301	Olympic Region Headquarters Facility Site Debt Service	573,000	499,000	(74,000)	575,000	575,000	-	6,128,000	6,053,000	(75,000)				
D3	L1000151	Olympic Region Maintenance and Administration Facility	15,166,000	6,142,000	(9,024,000)	42,497,000	51,523,000	9,026,000	58,539,000	58,541,000	2,000		X	X	Re-Appropriation
D3	L2000079	Euclid Ave Administration Facility Consolidation Project	9,300,000	9,279,000	(21,000)	0	0	-	12,000,000	11,979,000	(21,000)				
D3	L2000287	Northwest Region Headquarters Renovation	3,400,000	3,205,000	(195,000)	43,100,000	43,297,000	197,000	46,500,000	46,502,000	2,000				
Highway Improvement															
I1	000015R	Dept of Revenue - Sales Tax on Projects on Federal/Tribal land	13,000	0	(13,000)	0	0	-	99,000	86,000	(13,000)			X	Completed. Unspent funds released.
I1	099905Q	Local Funds Placeholder for Improvement Program	10,000,000	0	(10,000,000)	10,000,000	10,000,000	-	90,000,000	90,000,000	-				This is a placeholder for situations where local funds are contributed for the state to deliver local scope of work.
I1	081002	Pedestrian & Bicycle Improvements	46,000	8,000	(10,000,000)(38,000)	0	0	-	3,474,000	3,436,000	-				
I1	08100A	Mobility Reappropriation for Projects Assumed to be Complete	8,000	0	(8,000)	0	8,000	8,000	14,136,000	14,136,000	(38,000)			X	Reappropriation.
I1	100098U	WA-BC Joint Transportation Action Plan - Int'l Mobility & Trade Corridor	212,000	227,000	15,000	200,000	200,000	-	741,000	756,000	15,000				
I1	100502B	I-5/SR 161/SR 18 Interchange Improvements - Stage 2	228,000	268,000	40,000	0	1,000	1,000	1,902,000	1,943,000	41,000			X	Increased cost to complete NEPA, the preliminary BA, and design documentation. Construction is unfunded.
I1	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	3,173,000	1,136,000	(1,000,000)(2,037,000)	15,955,000	17,991,000	2,036,000	21,234,000	21,234,000	-		X	X	Reappropriation.
I1	100536D	I-5/SR 525 Interchange Phase	0	0	-	0	0	-	20,010,000	20,010,000	-				
I1	100900F	SR 9/212th St SE to 176th St SE, Stage 3 - Add Lanes	91,000	11,000	(80,000)	0	0	-	53,543,000	53,463,000	-				
I1	100904B	SR 9/176th Street SE to SR 96 - Widening	7,026,000	2,115,000	(4,911,000)	12,348,000	17,262,000	4,914,000	22,076,000	22,079,000	3,000		X	X	Reappropriation.
I1	100914G	SR 9/SR 96 to Marsh Rd - Add Lanes and Improve Intersections	27,000	32,000	5,000	0	1,000	1,000	29,534,000	29,540,000	6,000			X	Increased right of way costs at project closure.
I1	100916G	SR 9/Lake Stevens Way to 20th St SE - Improve Intersection	47,000	62,000	15,000	0	0	-	11,803,000	11,818,000	15,000				
I1	100921G	SR 9/SR 528 - Improve Intersection	0	0	-	0	0	-	3,847,000	3,847,000	-				
I1	100922G	SR 9/84th St NE (Getchell Road) Improve Intersection	36,000	25,000	(11,000)	0	11,000	11,000	6,745,000	6,745,000	-			X	Reappropriation.
I1	140504C	I-405/SR 167 Interchange - Direct Connector	296,000	262,000	(34,000)	0	34,000	34,000	41,618,000	41,618,000	-			X	Reappropriation.
I1	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	7,000	4,000	(3,000)	31,000	34,000	3,000	22,566,000	22,566,000	-				
I1	152234E	SR 522/Snohomish River Bridge to US 2 - Add Lanes	707,000	859,000	152,000	294,000	149,000	(145,000)	145,630,000	145,637,000	7,000			X	Reappropriation.
I1	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	212,000	195,000	(17,000)	0	17,000	17,000	1,879,000	1,879,000	-			X	Reappropriation.
I1	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	141,000	57,000	(84,000)	0	84,000	84,000	7,501,000	7,501,000	-			X	Reappropriation.
I1	181001	SR 520/Bellevue Corridor Improvements - East End	68,000	68,000	-	0	0	-	2,576,000	2,576,000	-				
I1	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	493,000	278,000	(215,000)	0	215,000	215,000	40,075,000	40,075,000	-			X	Reappropriation.
I1	202802J	SR 28/Wenatchee to I-90 - Study	35,000	0	(35,000)	0	0	-	102,000	67,000	(35,000)			X	Completed. Unspent funds released.
I1	202802V	SR 28/E End of the George Sellar Bridge - Construct Bypass	70,000	2,000	(68,000)	0	0	-	28,273,000	28,205,000	-				
I1	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	9,000	6,000	(3,000)	0	3,000	3,000	17,437,000	17,437,000	(68,000)			X	Reappropriation.
I1	300344D	SR 3/Belfair Area - Widening and Safety Improvements	2,385,000	2,126,000	(259,000)	8,000	267,000	259,000	26,485,000	26,485,000	-			X	Reappropriation.
I1	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	236,363,000	218,716,000	(17,647,000)	136,568,000	154,215,000	-	1,478,546,000	1,478,546,000	-		X	X	Reappropriation.
I1	300596T	I-5/SR 510 to SR 512 - Mobility Improvements	193,000	193,000	-	0	0	-	22,423,000	22,423,000	-				
I1	310101F	US 101/Dawley Rd Vic to Blyn Highway - Add Climbing Lane	0	0	-	0	0	17,847,000	3,218,000	3,218,000	-				
I1	310102F	US 101/Gardiner Vicinity - Add Climbing Lane	0	0	-	0	0	-	2,560,000	2,560,000	-				
I1	310107B	US 101/Shore Rd to Kitchen Rd - Widening	95,000	85,000	(10,000)	0	10,000	10,000	51,059,000	51,059,000	-			X	Reappropriation.
I1	316118A	SR 161/24th St E to Jovita - Add Lanes	194,000	0	(194,000)	0	0	-	52,068,000	51,874,000	(194,000)				
I1	316118C	SR 161/36th to Vicinity 24th St E - Widen to 5 lanes	0	0	-	0	0	-	31,386,000	31,386,000	-				
I1	316706C	SR 167/SR 410 to SR 18 - Congestion Management	567,000	637,000	70,000	17,712,000	17,642,000	(70,000)	129,200,000	129,200,000	-				
I1	351025A	SR 510/Yelm Loop - New Alignment	2,000	0	(2,000)	0	0	-	29,349,000	29,347,000	-				
I1	370401A	SR 704/Cross Base Highway - New Alignment	0	0	-	0	0	-	40,900,000	40,900,000	(2,000)				
I1	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	219,000	68,000	(151,000)	0	151,000	151,000	85,698,000	85,698,000	-			X	Reappropriation.
I1	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	3,185,000	2,589,000	(596,000)	32,000	800,000	768,000	152,966,000	153,138,000	172,000		X	X	Increased cost at project closure.
I1	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	15,000	1,000	(14,000)	0	14,000	14,000	34,913,000	34,913,000	-			X	Reappropriation.
I1	401409W	SR 14/Camas Washougal - Add Lanes and Build Interchange	101,000	287,000	186,000	0	38,000	38,000	48,553,000	48,777,000	224,000			X	Additional funding needed to complete right of way and close out the project.
I1	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	2,564,000	1,061,000	(1,503,000)	0	11,000	11,000	39,765,000	38,273,000	(1,492,000)		X	X	Completed. Unspent funds released.
I1	450208W	SR 502/I-5 to Battle Ground - Add Lanes	2,944,000	1,478,000	(1,466,000)	0	1,511,000	1,511,000	82,799,000	82,844,000	45,000		X	X	Reappropriation. Local funding added.
I1	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	140,000	17,000	(123,000)	0	123,000	123,000	51,652,000	51,652,000	-			X	Reappropriation.

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SubPgm	PIN	Project Title	19LEGFIN 17 - 19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
I1	501210T	US 12/Nine Mile Hill to Woodward Canyon Vic - Build New Highway	1,775,000	1,793,000	18,000	0	16,000	16,000	5,337,000	5,371,000				X	Reappropriation. Higher than anticipated right of way costs.
I1	502402E	SR 24/I-82 to Keys Rd - Add Lanes	3,000	1,000	(2,000)	0	4,000	4,000	50,524,000	50,526,000				X	Reappropriation. Higher than anticipated right of way costs.
I1	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges	203,000	0	(203,000)	235,000	438,000	203,000	2,003,000	2,003,000	34,000 2,000			X	Reappropriation.
I1	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	5,000	1,000	(4,000)	0	4,000	4,000	41,021,000	41,021,000	-			X	Reappropriation.
I1	524003S	SR 240/Kingsgate Way - Signalize Intersection	212,000	736,000	524,000	0	75,000	75,000	452,000	1,051,000			X	X	Reappropriation.
I1	600001A	US 395/NSC-Francis Ave to Farwell Rd - New Alignment	0	1,000	1,000	0	0	-	0	209,422,000	599,888		X	X	Unanticipated 17-19 expenditure at project closure.
I1	600010A	US 395/North Spokane Corridor	19,733,000	12,777,000	(6,956,000)	17,000	6,974,000	6,957,000	229,709,000	229,710,000	1,000		X	X	Reappropriation.
I1	609049B	I-90/Spokane to Idaho State Line - Corridor Design	2,285,000	704,000		0	1,581,000	1,581,000	8,023,000	8,023,000			X	X	Reappropriation.
I1	800502K	I-5/SR 161/SR 18 - Interchange Improvements	1,243,000	65,000		0	1,178,000	1,178,000	89,276,000	89,276,000	-		X	X	Reappropriation.
I1	809936Z	SR 99/Alaskan Way Viaduct - Replacement	375,143,000	255,015,000	(1,581,000)	180,647,000	300,775,000	-	3,325,774,000	3,325,774,000	-		X	X	Reappropriation.
I1	809940B	SR 99/Viaduct Project - Construction Mitigation	12,500,000	12,500,000	(1,178,000)	3,000,000	3,000,000	120,128,000	38,170,000	38,170,000	-				
I1	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	2,493,000	2,014,000	(479,000)	60,000	539,000	479,000	83,931,000	83,931,000	-			X	Reappropriation.
I1	840502B	I-405/SR 181 to SR 167 - Widening	157,000	101,000	(56,000)	42,000	98,000	56,000	140,044,000	140,044,000	-			X	Reappropriation.
I1	840541F	I-405/I-90 to SE 8th St - Widening	0	0	-	5,000,000	5,000,000	-	179,816,000	179,816,000	-				
I1	840551A	I-405/NE 8th St to SR 520 Braided Ramps - Interchange Improvements	1,000	0	(1,000)	0	0	-	203,268,000	203,267,000	(1,000)				
I1	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	6,000	1,000	(5,000)	0	0	-	31,347,000	31,342,000					
I1	852006W	SR 520 Westside Design Development	0	0	-	0	0	-	24,000,000	24,000,000	(5,000)				
I1	8B11001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	35,000	23,000	(12,000)	0	12,000	12,000	164,275,000	164,275,000	-			X	Reappropriation.
I1	8B11002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	39,589,000	1,677,000	(37,912,000)	1,200,000	4,112,000	2,912,000	377,741,000	342,741,000	(35,000,000)		X	X	\$35 million TPA/Nickel savings transferred to I-405 Renton to Bellevue (M00900R) as directed in the enacted budget bill ESSB 6106.SL Section 306 (14). Reappropriation.
I1	8B11003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	61,699,000	61,604,000	(95,000)	28,882,000	28,977,000	95,000	2,679,890,000	2,679,890,000	-				
I1	8B11006	I-405/Renton to Bellevue Widening and Express Toll Lanes	4,136,000	4,107,000	(29,000)	0	29,000	29,000	21,656,000	21,656,000	-			X	Reappropriation.
I1	8B11009	SR 520/Repayment of Sales Tax for Bridge Replacement	0	0	-	0	0	-	159,400,000	159,400,000	-				
I1	G2000088	I-5/Columbia River Bridge	0	0	-	35,000,000	35,000,000	-	35,000,000	35,000,000	-				
I1	L1000033	Lake Washington Congestion Management	288,000	1,000	(287,000)	0	287,000	287,000	86,931,000	86,931,000	-			X	Reappropriation.
I1	L1000059	SR 523 Corridor Study	135,000	0	(135,000)	0	0	-	316,000	181,000	(135,000)			X	Completed. Unspent funds released.
I1	L1000098	SR 520/124th St Interchange (Design and Right of Way)	0	0	-	19,800,000	19,800,000	-	40,900,000	40,900,000	-				
I1	L1000099	I-5/Slater Road Interchange - Improvements	0	0	-	2,000,000	2,000,000	-	21,100,000	21,100,000	-				
I1	L1000110	I-405/NE 132nd Interchange - Totem Lake	8,000,000	5,624,000	(2,376,000)	54,000,000	56,376,000	2,376,000	83,000,000	83,000,000	-		X		Reappropriation.
I1	L1000111	I-5/179th St Interchange	500,000	433,000	(67,000)	0	67,000	67,000	50,500,000	50,500,000	-			X	Reappropriation.
I1	L1000113	I-90/SR 18 Interchange Improvements	5,000,000	4,806,000	(194,000)	73,100,000	73,821,000	721,000	150,000,000	150,527,000	527,000		X		Reappropriation. Local funding added.
I1	L1000114	SR 531/43rd Ave NE to 67th Ave NE - Corridor Improvements	0	2,000	2,000	4,900,000	4,898,000	(2,000)	39,300,000	39,300,000	-				
I1	L1000120	SR 18 Eastbound Off-Ramp	3,160,000	804,000		11,840,000	14,196,000	2,356,000	15,000,000	15,000,000	-		X	X	Reappropriation.
I1	L1000157	SR 14 Access Improvements	2,193,000	1,629,000	(564,000)	4,980,000	5,770,000	790,000	7,500,000	7,726,000	226,000		X	X	Reappropriation. Local funding added.
I1	L1000158	US 2 Trestle IJR	1,992,000	1,913,000	(79,000)	950,000	1,029,000	79,000	3,501,000	3,501,000	-				
I1	L1000163	I-405 NB Hard Shoulder Running -- SR 527 to I-5	3,222,000	3,222,000	-	36,000	36,000	-	11,586,000	11,586,000	-				
I1	L1000176	SR 99/I-5 Interchange - Fife	500,000	500,000	-	0	0	-	500,000	500,000	-				
I1	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	100,000	15,000	(85,000)	8,900,000	8,985,000	85,000	27,000,000	27,000,000	-				
I1	L1000223	I-5/Rush Road Interchange Improvements	0	0	-	1,000,000	679,000	(321,000)	1,000,000	1,000,000	-			X	Updated project delivery delivery schedule. Construction is unfunded.
I1	L1000231	I-5 Corridor from Mounts Road to Tumwater	0	0	-	2,250,000	2,250,000	-	2,250,000	2,250,000	-				
I1	L1000240	SR 9/South Lake Stevens Road Roundabout	0	0	-	2,000,000	4,000,000	2,000,000	2,000,000	4,000,000	-		X	X	Local funding added.
I1	L1000276	SR 162/410 Interchange Design and Right of Way Project	0	0	-	1,000,000	1,000,000	-	1,000,000	1,000,000	2,000,000				
I1	L1000280	I-405/North 8th Street Direct Access Ramp in Renton	0	0	-	0	0	-	250,000,000	250,000,000	-				
I1	L1100048	31st Ave SW Overpass - Improvements	945,000	233,000	(712,000)	0	712,000	712,000	1,102,000	1,102,000	-		X	X	Reappropriation.
I1	L1100101	SR 520/148th Ave NE Overlake Access Ramp	2,980,000	1,788,000	(1,192,000)	60,120,000	61,312,000	1,192,000	68,000,000	68,000,000	-		X		Reappropriation.
I1	L1100110	I-5/Marvin Road/SR 510 Interchange	50,626,000	25,905,000	(24,721,000)	19,500,000	44,489,000		72,000,000	72,268,000	268,000		X	X	Reappropriation. Local funding added.
I1	L2000057	SR 26/Dusty to Colfax - Add Climbing Lanes	0	0	-	11,150,000	11,150,000	24,989,000	11,150,000	11,150,000	-				
I1	L2000058	US 195/Colfax to Spangle - Add Passing Lane	10,062,000	9,217,000	(845,000)	0	845,000	845,000	11,650,000	11,650,000	-		X	X	Reappropriation.
I1	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	500,000	300,000	(200,000)	1,100,000	1,300,000	200,000	23,000,000	23,000,000	-			X	Reappropriation.
I1	L2000094	I-90/Medical Lake & Geiger Interchanges	8,000,000	3,257,000	(4,743,000)	18,500,000	23,928,000	5,428,000	26,600,000	27,285,000	685,000		X	X	Reappropriation. Local funding added.
I1	L2000099	I-5/Mill Plain Boulevard	0	0	-	0	0	-	97,700,000	97,700,000	-				
I1	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	3,918,000	2,287,000	(1,631,000)	18,000,000	19,631,000	1,631,000	25,000,000	25,000,000	-		X		Reappropriation.
I1	L2000107	SR 162 Study/Design	87,000	1,000	(86,000)	0	86,000	86,000	396,000	396,000	-			X	Reappropriation.
I1	L2000118	SR 539/Guide Meridian	0	0	-	0	0	-	40,000,000	40,000,000	-				
I1	L2000119	I-5/Northbound on-ramp at Bakerview	3,500,000	1,299,000	(2,201,000)	6,500,000	8,701,000	2,201,000	10,000,000	10,000,000	-		X	X	Reappropriation.
I1	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	3,250,000	978,000		20,750,000	23,022,000	2,272,000	26,900,000	26,900,000	-		X	X	Reappropriation.
I1	L2000123	I-82/ EB WB On and Off Ramps	17,100,000	11,828,000	(5,272,000)	17,300,000	22,572,000	5,272,000	34,400,000	34,400,000	-		X	X	Reappropriation.
I1	L2000124	I-90/Front Street IJR	2,300,000	1,905,000	(2,272,000)	0	395,000	395,000	2,300,000	2,300,000	-			X	Reappropriation.

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SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
I1	L2000127	US 395/Ridgeline Intersection	4,000,000	0		17,000,000	21,000,000	4,000,000	21,000,000	21,000,000	-		X	X	Reappropriation.
I1	L2000139	I-5/156th NE Interchange in Marysville	0	0	-	0	0	-	42,000,000	42,000,000	-				
I1	L2000163	Dolarway Intersection Improvements	3,009,000	2,881,000	(4,000,000) (128,000)	0	129,000	129,000	3,919,000	3,920,000	1,000			X	Reappropriation.
I1	L2000170	SR 125/9th Street Plaza - Intersection Improvements	398,000	412,000	14,000	3,502,000	3,488,000	(14,000)	3,900,000	3,900,000	-				
I1	L2000175	SR 16/Corridor Congestion Study	2,128,000	1,306,000	(822,000)	0	822,000	822,000	3,000,000	3,000,000	-		X	X	Reappropriation.
I1	L2000176	SR 3/SR 304 Interchange Modification	3,801,000	2,000,000	(1,801,000)	0	1,801,000	1,801,000	4,200,000	4,200,000	-		X	X	Reappropriation.
I1	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	9,837,000	5,958,000	(3,879,000)	61,675,000	65,554,000	3,879,000	73,200,000	73,200,000	-		X	X	Reappropriation.
I1	L2000202	SR 240/Richland Corridor Improvements	0	0	-	5,000,000	5,000,000	-	5,000,000	5,000,000	-				
I1	L2000204	I-5/North Lewis County Interchange	0	0	-	0	0	-	50,500,000	50,500,000	-				
I1	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	14,157,000	13,529,000	(628,000)	4,000,000	4,628,000	628,000	76,100,000	76,100,000	-		X	X	Reappropriation.
I1	L2000229	I-5 Peak Hour Use Lanes and Interchange Improvements	9,900,000	4,081,000	(5,819,000)	44,600,000	50,494,000	5,894,000	84,400,000	84,475,000	75,000		X	X	Reappropriation.
I1	L2000234	I-405/SR 522 to I-5 Capacity Improvements	7,960,000	7,970,000	10,000	83,000,000	82,991,000	(9,000)	640,001,000	605,002,000			X		2019 Governor's veto. These Nickel/TPA funds were transferred to the Renton to Bellevue project and spent in 17-19.
I1	L2000246	SR 104 Realignment for Ferry Traffic	500,000	37,000	(463,000)	0	463,000	463,000	500,000	500,000	(34,999,000)			X	Reappropriation.
I1	L2000255	I-5/Exit 274 Interchange	550,000	68,000	(482,000)	0	482,000	482,000	550,000	550,000				X	Reappropriation.
I1	L2000259	Replacement Bridge on Interstate 5 across the Columbia River	350,000	179,000	(171,000)	0	171,000	171,000	350,000	350,000				X	Reappropriation.
I1	L2000280	SR 241/Sunnyside Vicinity Improvements	1,500,000	0	(1,500,000)	0	1,500,000	1,500,000	1,500,000	1,500,000	-		X	X	Reappropriation.
I1	M00100R	I-5 JBLM Corridor Improvements	152,428,000	81,336,000	(71,092,000)	165,000,000	236,092,000		494,400,000	494,400,000	-		X	X	Reappropriation.
I1	M00400R	SR 520 Seattle Corridor Improvements - West End	214,405,000	98,014,000		396,224,000	512,615,000	71,092,000	1,643,315,000	1,643,315,000	-		X	X	Reappropriation.
I1	M00600R	SR 167/SR 509 Puget Sound Gateway	133,651,000	88,282,000	(116,391,000) (45,369,000)	265,100,000	310,469,000	116,391,000	1,953,900,000	1,953,900,000	-		X	X	Reappropriation.
I1	M00800R	US 395 North Spokane Corridor	67,454,000	61,747,000	(5,707,000)	164,000,000	170,445,000	6,445,000	878,900,000	879,638,000	738,000		X	X	Reappropriation. Local funding added.
I1	M00900R	I-405/Renton to Bellevue - Corridor Widening	167,305,000	125,194,000	(42,111,000)	384,425,000	470,002,000	43,389,000 85,577,000	1,225,337,000	1,271,420,000	46,083,000		X	X	Favorable bids on the I-405/SR 167 Interchange - Direct Connector project resulted in an updated expenditure plan that reduced the cash flow needed in 17-19. \$35 million TPA/Nickel savings added from I-405/Kirkland Vicinity Stage 2 – Widening (Nickel/TPA) BIN 8B1002 as directed in the enacted budget bill ESSB 6106.SL Section 306 (14). Reappropriation.
I1	N00900R	SR 9/Snohomish River Bridge Replacement	0	90,000	90,000	5,300,000	5,210,000	(90,000)	142,100,000	142,100,000	-				
I1	N52600R	SR 526 Corridor Improvements	3,000,000	1,443,000		6,000,000	7,557,000	1,557,000	47,197,000	47,197,000	-		X	X	Reappropriation.
I1	N92040R	SR 9/SR 204 Interchange	6,785,000	6,926,000	141,000	34,831,000	34,690,000	(141,000)	69,500,000	69,500,000	-				
I1	NPARAD	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	750,000	709,000	(1,557,000) (41,000)	12,800,000	12,916,000	116,000	23,550,000	23,625,000	75,000				
I1	T10300R	SR 28 East Wenatchee Corridor Improvements	250,000	195,000	(55,000)	4,050,000	4,105,000	55,000	58,500,000	58,500,000	-				
I1	T10400O	I-82 West Richland - Red Mountain Interchange	1,509,000	24,000		4,603,000	6,088,000	1,485,000	28,400,000	28,400,000	-		X	X	Reappropriation.
I1	T20400R	I-5 Federal Way - Triangle Vicinity Improvements	0	0	-	0	0	-	85,000,000	85,000,000	-				
I1	T20700SC	I-5/116th Street and 88th Street Interchanges - Improvements	18,735,000	12,234,000	(1,485,000) (6,501,000)	5,150,000	11,651,000	6,501,000	49,939,000	49,939,000	-		X	X	Reappropriation.
I1	T20900R	US-12/Walla Walla Corridor Improvements	33,786,000	13,191,000		118,000,000	138,595,000		168,807,000	168,807,000	-		X	X	Reappropriation.
I1	T21100R	I-82 Yakima - Union Gap Economic Development Improvements	0	0	(20,595,000)	0	4,000,000	4,000,000 20,595,000	64,413,000	64,413,000	-		X	X	Using authority provided in ESHB1160 Section 306 (22)(a)(i) to advance \$2.0 million from the 2021-23 biennium into 2019-21 for Preliminary Engineering and \$2.0 million from 2023-25 into 2019-21 for the construction phase.
I1	T30400R	SR 3 Freight Corridor	300,000	219,000	(81,000)	9,900,000	9,981,000	81,000	66,910,000	66,910,000	-				
I1	T32700R	SR 510/Yelm Loop Phase 2	3,500,000	1,307,000		31,413,000	33,606,000	2,193,000	58,500,000	58,500,000	-		X	X	Reappropriation.
I1	T32800R	SR 518 Des Moines Interchange Improvement	12,411,000	11,590,000	(821,000)	0	836,000	836,000	13,515,000	13,530,000	15,000		X	X	Reappropriation. Local funding added.
I2	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	6,413,000	510,000	(2,193,000)	0	5,903,000	5,903,000	86,191,000	86,191,000	-		X	X	
I2	099902I	Safety Project Reserve - Collision Reduction	0	0	-	0	0	-	131,127,000	131,127,000	-				
I2	099902J	Safety Project Reserve - Collision Prevention	0	0	(5,903,000)	0	0	-	305,956,000	305,956,000	-				
I2	08I2010	Collision Prevention	94,776,000	69,097,000		57,732,000	59,749,000	2,017,000	352,154,000	328,492,000			X		Lower than anticipated federal expenditures in 17-19. State funds added to 19-21 to balance federal match and for non-participating expenditures.
I2	08I2011	Collision Reduction	40,619,000	37,442,000	(25,679,000) (5,177,000)	24,743,000	26,900,000	2,157,000	150,927,000	149,907,000	(23,662,000)		X		Lower than anticipated federal expenditures in 17-19. State funds added to 19-21 to balance federal match and for non-participating expenditures.
I2	154205G	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	1,000	0	(1,000)	0	1,000	1,000	5,826,000	5,826,000	(1,020,000)			X	Reappropriation.
I2	200201J	US 2/East Wenatchee N - Access Control	59,000	5,000	(54,000)	0	54,000	54,000	359,000	359,000	-			X	Reappropriation.
I2	201701G	SR 17/Adams Co Line - Access Control	43,000	21,000	(22,000)	0	22,000	22,000	105,000	105,000	-			X	Reappropriation.
I2	202801J	SR 28/E Wenatchee - Access Control	841,000	278,000	(563,000)	2,200,000	2,763,000	563,000	3,041,000	3,041,000	-		X	X	Reappropriation.
I2	310116D	US 101/Lynch Road - Safety Improvements	192,000	192,000	-	0	0	-	1,005,000	1,005,000	-				
I2	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	497,000	247,000	(250,000)	0	250,000	250,000	854,000	854,000				X	Reappropriation.
I2	350728A	SR 507/Vicinity East Gate Rd to 208th St E - Safety	0	4,000	4,000	0	0	-	0	2,818,000	2,818,000		X	X	Unanticipated 17-19 expenditure at project closure.
I2	450000A	SR 500/St Johns Blvd - Build Interchange	36,000	16,000	(20,000)	0	20,000	20,000	45,098,000	45,098,000	-			X	Reappropriation.
I2	501208J	US 12/Old Naches Highway - Build Interchange	0	0	-	0	0	-	38,439,000	38,439,000	-				

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SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
I2	501212I	US 12/SR 124 Intersection - Build Interchange	63,000	6,000	(57,000)	0	57,000	57,000	21,317,000	21,317,000	-			X	Reappropriation.
I2	L1000034	Alaskan Way Viaduct - Automatic Shutdown	1,000	0	(1,000)	0	0	-	4,117,000	4,116,000	(1,000)				Completed. Unspent funds released.
I2	L1000112	SR 20/Sharpes Corner Vicinity Intersection	11,792,000	10,852,000	(940,000)	0	940,000	940,000	13,400,000	13,400,000	-		X	X	Reappropriation.
I2	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	230,000	243,000	13,000	570,000	580,000	10,000	800,000	800,000	-				
I2	L1000247	US 101/Morse Creek Safety Barrier	0	0	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-				
I2	L2000074	SR 14/ Wind River Junction	3,373,000	2,951,000	(422,000)	4,215,000	5,121,000	906,000	8,252,000	8,736,000	484,000		X	X	Reappropriation. Local funding added.
I2	L2000091	SR 432 Longview Grade Crossing	5,500,000	1,697,000	(3,803,000)	14,400,000	18,203,000	3,803,000	85,000,000	85,000,000	-		X	X	Reappropriation.
I2	L2000128	US 395/Safety Corridor Improvements	5,000,000	928,000		10,000,000	14,072,000	4,072,000	15,000,000	15,000,000	-		X	X	Reappropriation.
I2	L2000161	US 101/Lynch Road Intersection Improvements	5,000,000	2,626,000	(2,374,000) (4,072,000)	0	2,374,000	2,374,000	5,000,000	5,000,000	-		X	X	Reappropriation.
I2	L2000169	SR 20/Oak Harbor to Swantown Roundabout	0	0	-	0	0	-	30,000,000	30,000,000	-				
I2	L2000236	SR 26 & US 195 Safety Improvements	416,000	387,000	(29,000)	0	29,000	29,000	416,000	416,000	-			X	Reappropriation.
I2	L2000238	SR 900 Pedestrian Safety	14,000	3,000	(11,000)	318,000	32,000	(286,000)	332,000	333,000				X	Updated project delivery delivery schedule.
I2	L2000252	SR 525 Improvements - Freeland Vicinity	1,500,000	807,000	(693,000)	0	693,000	693,000	1,500,000	1,500,000	1,000		X	X	Reappropriation.
I2	L2000279	US 101/Lower Hoh Road Intersection Improvements	94,000	133,000	39,000	506,000	467,000	(39,000)	600,000	600,000	-				
I2	L2200042	SR 20 Race Road to Jacob's Road	138,000	56,000	(82,000)	24,000	106,000	82,000	3,678,000	3,678,000	-			X	Reappropriation.
I2	L2200092	SR 150/No-See-Um Road Intersection - Realignment	4,328,000	4,256,000	(72,000)	0	72,000	72,000	8,493,000	8,493,000	-			X	Reappropriation.
I2	N00200R	US Hwy 2 Safety	2,100,000	1,688,000	(412,000)	2,600,000	3,012,000	412,000	19,000,000	19,000,000	-			X	Reappropriation.
I2	N30500R	SR 305 Construction - Safety & Mobility Improvements	10,700,000	3,153,000	(7,547,000)	18,900,000	26,447,000	7,547,000	36,800,000	36,800,000	-		X	X	Reappropriation.
I3	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	51,000	42,000	(9,000)	0	9,000	9,000	3,026,000	3,026,000	-			X	Reappropriation.
I3	101826A	SR 18/Tigergate to I-90 - Add Lanes	44,000	3,000	(41,000)	0	0	-	3,023,000	2,982,000					
I3	209703H	US 97/North of Brewster - Passing Lane	1,000	0	(1,000)	0	0	-	1,459,000	1,458,000	(1,000)				
I3	300310S	SR 3/SR 16 Gorst Practical Design - Planning Study	216,000	161,000	(55,000)	0	0	-	415,000	360,000	(4,000)			X	Completed. Unspent funds released.
I3	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	22,000	1,000	(21,000)	0	21,000	21,000	34,803,000	34,803,000	(35,000)			X	Reappropriation.
I3	508201S	I-82/South Union Gap I/C - Improvements	535,000	533,000	(2,000)	0	2,000	2,000	3,219,000	3,219,000	-			X	Reappropriation.
I3	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	601,000	142,000	(459,000)	557,000	1,510,000	953,000	2,962,000	3,456,000	494,000		X	X	Project cost increase due to the addition of repurposed federal funds. An update to the delivery schedule has resulted in the deferral of planned expenditures into 19-21. Reappropriation.
I3	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	82,638,000	69,876,000		4,877,000	17,639,000		564,921,000	564,921,000	-		X	X	Reappropriation.
I3	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	398,000	8,000	(390,000) (12,762,000)	305,000	714,000	409,000 12,762,000	703,000	722,000				X	This project qualified for the use of re-purposed federal earmark funds. Reappropriation
I3	L2000117	SR 501/I-5 to Port of Vancouver	2,300,000	484,000		4,700,000	6,516,000	1,816,000	7,000,000	7,000,000	19,000		X	X	Reappropriation.
I3	L2000343	US 101/East Sequim Corridor Improvements	0	0	-	1,290,000	622,000	(668,000)	1,290,000	1,291,000	-		X	X	Updated project delivery delivery schedule.
I3	L2220062	SR 14/Bingen Underpass	3,445,000	2,147,000	(1,816,000) (1,298,000)	17,785,000	19,083,000	1,298,000	26,000,000	26,000,000	1,000		X		Reappropriation.
I3	M00500R	I-90 Snoqualmie Pass - Widen to Easton	9,253,000	6,929,000		36,500,000	38,824,000	2,324,000	426,400,000	426,400,000	-		X	X	Reappropriation.
I4	099902F	Environmental Retrofit Project Reserve - Fish Barrier Passage	0	0	-	0	0	-	165,961,000	165,961,000	-				
I4	099902K	Environmental Retrofit Project Reserve - Stormwater Runoff	1,000,000	0	(2,324,000)	0	1,000,000	1,000,000	10,383,000	10,383,000	-		X	X	Reappropriation.
I4	099902N	Project Reserve - Noise Reduction	0	0	-	140,000	140,000	-	3,254,000	3,254,000	-				
I4	099902Q	Environmental Retrofit Project Reserve - Chronic Environment Deficiency	3,000,000	0	(1,000,000)	0	3,000,000	3,000,000	8,730,000	8,730,000	-		X	X	Re-aging reserve for emergent projects.
I4	0B14001	Fish Passage Barrier	108,533,000	93,855,000	(14,678,000)	100,000,000	225,963,000		685,770,000	697,055,000			X	X	Advancing \$100 million of CWA funds per section 601 transfer request (Sept 2019).
I4	0B14002	Noise Wall & Noise Mitigation Improvements	2,709,000	436,000	(3,000,000)	1,218,000	3,582,000	2,364,000	4,814,000	4,905,000	91,000		X	X	Re-aging of projects funded by this programmatic investment.
I4	0B14003	Stormwater & Mitigation Site Improvements	5,455,000	2,716,000		4,429,000	4,440,000	11,000	35,808,000	33,080,000	11,285,000		X		Re-aging of projects funded by this programmatic investment.
I4	0B14004	Chronic Environmental Deficiency Improvements	8,933,000	7,917,000	(2,273,000)	5,023,000	5,145,000	122,000	63,255,000	62,361,000	(894,000)		X		Re-aging of projects funded by this programmatic investment.
I4	0B14ENV	Environmental Mitigation Reserve - Nickel/TPA	3,515,000	2,566,000	(2,739,000) (649,000)	1,680,000	2,652,000	972,000	11,997,000	12,020,000	(2,728,000) 23,000		X	X	Re-aging of projects funded by this programmatic investment.
I4	310918A	SR 109/Moclips River Bridge - Replace Bridge	0	0	(1,016,000)	0	0	-	6,071,000	6,071,000	-				
I4	400506M	I-5/Chehalis River Flood Control	1,878,000	0		0	0	-	6,793,000	4,915,000	(1,878,000)		X	X	Completed. Unspent funds released.
I4	800524Z	I-5/Ship Canal Bridge - Noise Mitigation Study	1,000	0	(1,000) (1,878,000)	0	0	-	4,920,000	4,919,000	(1,000)				
I4	L2000160	I-5/Ship Canal Noise Wall	0	0	-	400,000	400,000	-	3,500,000	3,500,000	-				
I4	L2000253	US 395/N Yelm Street - Noise Study	200,000	39,000	(161,000)	0	0	-	200,000	39,000	(161,000)			X	Completed. Unspent funds released.
I5	095901X	Set Aside for Improvement Program Support Activities - Improvements	28,963,000	28,921,000	(42,000)	28,963,000	28,963,000	-	379,353,000	379,311,000	(42,000)				
I7	TNB001A	SR16/ Repayment of Sales Tax for New Tacoma Narrows Bridge	0	0	-	0	0	-	57,593,000	57,593,000	-				
Highway Preservation															
P1	0BP1001	Chip Seal Roadways Preservation	52,970,000	47,447,000	(5,523,000)	67,502,000	68,342,000	840,000	307,101,000	302,418,000	(4,683,000)		X		This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the reluit of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P1	0BP1002	Asphalt Roadways Preservation	168,915,000	259,689,000	90,774,000	109,658,000	112,116,000	2,458,000	2,460,846,000	2,554,078,000	93,232,000		X		This programmatic investment overspent in 17-19 and the federal capacity was provided by the underexpenditures in other preservation programmatic areas.. Over expenditures are the reluit of advancing high priority projects and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.

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SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
P1	0BP1003	Concrete Roadways Preservation	143,692,000	133,120,000	(10,572,000)	49,092,000	59,324,000	10,232,000	515,684,000	515,344,000	(340,000)		X	X	This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the relult of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P1	L1000198	Preservation Activities	10,000,000	10,631,000	631,000	10,000,000	9,369,000	(631,000)	90,000,000	90,000,000	-		X		Higher than anticipated expenditures at biennium close out.
P1	L1100071	Highway System Preservation	162,814,000	157,596,000	(5,218,000)	118,712,000	123,930,000	5,218,000	1,090,962,000	1,090,962,000	-		X		Reappropriation.
P2	099955H	Seismic Bridges Program - High & Med. Risk (TPA)	6,000	6,000	-	0	0	-	51,387,000	51,387,000	-				
P2	0BP2001	Bridge Replacement Preservation	19,940,000	10,549,000	(9,391,000)	3,259,000	3,607,000	348,000	378,924,000	369,881,000	(9,043,000)		X	X	This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the relult of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P2	0BP2002	Bridge Repair Preservation	128,731,000	82,766,000	(45,965,000)	135,207,000	136,520,000	1,313,000	1,686,476,000	1,641,824,000	(44,652,000)		X		This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the relult of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P2	0BP2003	Bridge Scour Prevention Preservation	8,300,000	1,263,000	(7,037,000)	1,419,000	1,721,000	302,000	42,042,000	35,307,000	(6,735,000)		X	X	This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the relult of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P2	0BP2004	Bridge Seismic Retrofit Preservation	18,550,000	3,951,000	(14,599,000)	23,381,000	37,980,000	14,599,000	193,473,000	193,473,000	-		X	X	This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the relult of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P2	100934R	SR 9/Pilchuck Creek - Replace Bridge	237,000	15,000	(222,000)	0	222,000	222,000	15,611,000	15,611,000	-			X	Reappropriation.
P2	109947B	SR 99/Aurora Bridge - Painting	14,982,000	22,406,000	7,424,000	13,839,000	10,934,000	(2,905,000)	46,795,000	51,314,000	4,519,000		X	X	This is a steel bridge, painted with lead-based products. Federal environmental regulations (National Pollutant Discharge Elimination System) prohibits discharge of any pollutants to waters of the state. WSDOT recently revised the Steel Bridge Containment standard specification to meet the federal and state environmental regulations. The CN cost for Stage 2 of this project has increased at award due to higher bids mainly from bid item "Containment of Abrasives". The new requirement for zero emissions resulted in all four bidders submitting significantly higher bids on this item. The increase in 17-19 planned expenditures reflects the contractor's updated schedule.
P2	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	1,747,000	336,000		544,000	10,509,000	9,965,000	404,338,000	515,904,000			X	X	Increase reflects updated assumptions for the preservation of toll related facilities.
P2	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	505,000	504,000	(1,411,000) (1,000)	0	1,000	1,000	33,045,000	33,045,000	111,566,000 -			X	Reappropriation.
P2	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	108,000	21,000	(87,000)	0	87,000	87,000	18,826,000	18,826,000	-			X	Reappropriation.
P2	200201K	US 2/Wenatchee River Bridge - Replace Bridge	1,000	-57,000	(58,000)	0	1,000	1,000	8,604,000	8,547,000				X	Sales tax accrual in 17-19.
P2	200201L	US 2/Chiwaukum Creek - Replace Bridge	0	1,000		0	0	-	0	6,427,000	(5,427,000)	X	X	X	Unanticipated expenditure at project closure.
P2	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	163,000	87,000	(76,000) 1,000	0	76,000	76,000	6,095,000	6,095,000	-			X	Reappropriation.
P2	400411A	SR 4/Abernathy Creek Br - Replace Bridge	0	0	-	0	0	-	10,000,000	10,000,000	-				
P2	400612A	SR 6/Rock Creek Br E - Replace Bridge	55,000	121,000	66,000	1,000	50,000	49,000	10,130,000	10,245,000				X	Increase due to additional right of way acquisition needs.
P2	400612B	SR 6/Rock Creek Br W - Replace Bridge	44,000	0	(44,000)	0	44,000	44,000	7,261,000	7,261,000	115,000			X	Reappropriation.
P2	400694A	SR 6/Willapa River Br - Replace Bridge	2,000	0	(2,000)	0	2,000	2,000	6,960,000	6,960,000	-			X	Reappropriation.
P2	501211N	US 12/Tieton River W Crossing - Replace Bridge	8,000	0	(8,000)	0	0	-	6,015,000	6,007,000	(8,000)				
P2	619503K	US 195/Spring Flat Creek - Bridge Replacement	0	0	-	0	0	-	3,302,000	3,302,000					
P2	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	2,035,000	1,435,000	(600,000)	16,736,000	14,405,000	(2,331,000)	19,871,000	23,523,000	3,652,000 -		X	X	The project was planned as a two season project, however current design and construction methods will require three construction seasons to complete the work. The cost increase is due to the addition of new design elements. The new work is a double left-turn lane which includes associated signal modification, pavement replacement, striping modifications at this intersection, and additional striping to the west to tie into existing bike lanes. Reappropriation.
P2	L1000068	Structurally Deficient and At Risk Bridges	21,599,000	22,755,000	1,156,000	23,282,000	22,129,000		53,300,000	53,303,000	3,000		X	X	Reappropriation.
P2	L2000075	US 12/Wildcat Bridge Replacement	7,974,000	7,487,000	(487,000)	0	487,000	487,000	8,300,000	8,300,000	-			X	Reappropriation.
P2	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	5,556,000	3,311,000	(2,245,000)	16,023,000	18,268,000	(1,153,000) 2,245,000	21,848,000	21,848,000	-		X	X	Reappropriation.
P2	L2000174	SR 241/Mabton Bridge	5,970,000	708,000		6,000,000	11,262,000	5,262,000	11,970,000	11,970,000	-		X	X	Reappropriation.
P2	L2000203	SR 155/Omak Bridge Rehabilitation	0	0	-	11,000,000	11,000,000	-	11,000,000	11,000,000	-				
P2	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	918,000	263,000	(5,262,000) (655,000)	7,906,000	9,550,000	1,644,000	24,043,000	24,720,000	677,000		X	X	Increase reflects updated assumptions for the preservation of toll related facilities.
P3	099902D	Other Facilities Project Reserve - Major Drainage/Electrical Systems	0	0	-	0	0	-	96,853,000	96,853,000	-				
P3	099906Q	Local Funds Placeholder for Preservation Program	4,000,000	0		4,000,000	4,000,000	-	36,000,000	36,000,000					This is a placeholder for situations where local funds are contributed for the state to deliver local scope of work.
P3	099907Q	Federal Funds Placeholder for Preservation Program	10,000,000	0	(4,000,000) (10,000,000)	10,000,000	30,000,000	20,000,000	90,000,000	270,000,000	180,000,000		X	X	This is a placeholder for situations where additional federal funds is received through federal redistribution or other federal discretionary programs and/or to cover unanticipated program level federal cash flow acceleration.



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P3	09915E	Safety Rest Areas with Sanitary Disposal - Preservation Program	1,406,000	0		423,000	423,000	-	7,315,000	5,909,000			X	X	Reserve for the preservation of recreational vehicle sanitary disposal systems at state rest areas. Funds are allocated to projects when needs are identified.
P3	099960K	Federal Funds Placeholder for Emergency Relief Funds	20,000,000	0	(1,406,000)	20,000,000	20,000,000	-	180,000,000	180,000,000	(1,406,000)				This is a placeholder for emergency events with some events being eligible for federal reimbursement from emergency relief funds.
P3	099960P	Statewide Safety Rest Area Minor Projects and Emergent Needs	504,000	0	(20,000,000) (504,000)	350,000	350,000	-	4,659,000	4,155,000	-		X	X	Statewide reserve for minor rest area preservation needs. Funds minor capital purchases of an emergency or emergent nature.
P3	0BP3001	Emergency Relief Preservation	8,396,000	11,153,000	2,757,000	115,000	713,000	598,000	61,482,000	64,837,000	(504,000) 355,000		X	X	Increase is due to projects being funded from the Federal Funds Placeholder for Emergency Relief Funds (099960K)
P3	0BP3002	Unstable Slopes Preservation	17,379,000	14,484,000	(2,895,000)	4,436,000	4,590,000	154,000	139,694,000	136,953,000	(2,741,000)		X		This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the result of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P3	0BP3003	Major Electrical Preservation	1,241,000	1,340,000	99,000	4,013,000	4,931,000	918,000	24,591,000	25,608,000	1,017,000		X	X	This programmatic investment overspent in 17-19 and the federal capacity was provided by the underexpenditures in other preservation programmatic areas.. Over expenditures are the result of advancing high priority projects and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P3	0BP3004	Major Drainage Preservation	2,677,000	6,737,000	4,060,000	5,342,000	5,345,000	3,000	23,425,000	27,488,000	4,063,000		X	X	This programmatic investment overspent in 17-19 and the federal capacity was provided by the underexpenditures in other preservation programmatic areas.. Over expenditures are the result of advancing high priority projects and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P3	0BP3005	Rest Areas Preservation	2,676,000	2,414,000	(262,000)	1,741,000	2,996,000	1,255,000	15,995,000	16,988,000	993,000		X	X	This programmatic investment underspent in 17-19. Unspent RV account funds are carried forward to 19-21
P3	0BP3006	Weigh Stations Preservation	9,231,000	4,808,000		5,000,000	9,423,000	4,423,000	34,894,000	34,894,000	-		X	X	Reappropriation.
P3	0BP3007	Preservation of Highway Safety Features	9,050,000	8,577,000	(473,000) (4,423,000)	9,958,000	10,122,000	164,000	231,209,000	230,900,000	(309,000)				This programmatic investment underspent in 17-19 and the federal capacity was used to delivery additional asphalt pavement projects. Under expenditures are the result of unanticipated project delays and/or investment trade-off decisions based on current highway asset conditions. PEF state funds adjusted in 19-21 to ensure adequate match for federal funding.
P3	1405RRT	I-405/Bellevue to Lynnwood R&R - Preservation	0	0	-	0	3,018,000	3,018,000	107,290,000	474,722,000	367,432,000		X	X	Increase reflects updated assumptions for the preservation of toll related facilities.
P3	G2000055	Land Mobile Radio (LMR) Upgrade	11,553,000	9,906,000	(1,647,000)	25,036,000	26,683,000	1,647,000	37,038,000	37,038,000	-		X		Reappropriation.
P3	L2000187	SR 167/HOT Lanes Tolling Equipment R&R	1,000	0	(1,000)	0	0	-	841,000	840,000	(1,000)				
P3	L2000291	SR 99 Tunnel R&R - Preservation	0	0	-	10,000	10,000	-	40,690,000	311,300,000			X	X	Increase reflects updated assumptions for the preservation of toll related facilities.
P4	095901W	Set Aside for Preservation Program Support Activities	48,615,000	48,383,000	(232,000)	61,615,000	61,615,000	-	829,222,000	828,990,000	(232,000) 270,610,000				
P4	L2000290	Set Aside for Preservation Litigation Funds	5,000,000	3,807,000	(1,193,000)	2,500,000	5,000,000	2,500,000	7,500,000	8,807,000	1,307,000		X	X	Request for an additional \$2.5 million to allow for funding for anticipated litigation-related costs of the highway system.
Traffic Operations Capital															
Q3	000005Q	Reserve funding for Traffic Operations Capital Projects	3,777,000	0		6,321,000	6,321,000	-	41,044,000	37,267,000			X		Unused Funding Reserve for potential projects
Q3	000510Q	CVISN-CVISN-Deployment Stations along I-5, I-90, and I-82	1,000	0	(1,000)	0	0	-	3,033,000	0	(3,033,000)		X	X	Project complete and removed from project list.
Q3	000515Q	Expanded CVISN-automated Infrared Roadside Screening	1,000	0	(3,777,000) (1,000)	0	0	-	332,000	0	(332,000)			X	Project complete and removed from project list.
Q3	000516Q	Expanded CVISN-Replace iSINC WIM Computers	66,000	66,000	-	0	0	-	850,000	850,000	-				
Q3	000600Q	Statewide LED Roadway Lighting Energy Reduction Project	325,000	326,000	1,000	0	0	-	1,510,000	1,511,000					
Q3	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)	120,000	15,000	(105,000)	0	106,000	106,000	134,000	135,000				X	Re-Appropriation
Q3	100017Q	I-5 & I-90 Ramp Meter Enhancements	340,000	125,000	(215,000)	0	215,000	215,000	340,000	340,000	-			X	Re-Appropriation
Q3	100513Q	I-5/NB Vicinity Southcenter - VMS Replacement	0	0	-	0	0	-	255,000	0	(255,000)			X	Project complete and removed from project list.
Q3	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters	232,000	165,000	(67,000)	506,000	325,000	(181,000)	866,000	866,000	-			X	The schedule is delayed to allow for further negotiations between WSDOT, the City of Marysville and the
Q3	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation	445,000	407,000	(38,000)	3,000	41,000	38,000	450,000	450,000	-			X	Re-Appropriation
Q3	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters	780,000	776,000	(4,000)	0	50,000	50,000	780,000	826,000				X	High bids due to shortage of specialized tradespeople and high traffic control in congested area.
Q3	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems	30,000	0	(30,000)	0	30,000	30,000	196,000	196,000	46,000			X	Re-Appropriation
Q3	100528Q	I-5/SB N 145th St Vicinity - Variable Message Sign Installation	0	0	-	0	0	-	948,000	0	(948,000)		X	X	Project complete and removed from project list.
Q3	100555Q	I-5/North Everett to SR 528 - ITS	1,000	0	(1,000)	0	0	-	2,371,000	0	(2,371,000)		X	X	Project complete and removed from project list.
Q3	101812Q	SR 18/WB Ramps & SE 304th Street Intersection	12,000	0	(12,000)	0	0	-	61,000	0	(61,000)			X	Project complete and removed from project list.
Q3	102020Q	SR 20/Oak Harbor and SR 20 Spur to Pulver Rd - Signal Integration	0	0	-	0	0	-	501,000	0	(501,000)		X	X	Project complete and removed from project list.
Q3	109025Q	I-90/EB E Mercer Way - ITS	0	53,000	53,000	200,000	197,000	(3,000)	200,000	250,000				X	High engineer's estimate and bids due to shortage of specialized tradespeople and high traffic control in
Q3	109062Q	I-90/Highpoint to SR 18 - Fiber Extension	0	0	-	840,000	840,000	-	840,000	840,000	50,000				
Q3	152233Q	SR 522/Fales-Echo Lake Rd Interchange - Ramp Meters	0	68,000	68,000	500,000	731,000	231,000	500,000	799,000	299,000			X	High bids on Traffic Data accumulation and Ramp Metering Systems.
Q3	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	122,000	64,000	(58,000)	0	58,000	58,000	129,000	129,000				X	Re-Appropriation
Q3	153054A	SR 530/Chief Brown Road Vicinity - Flashing Radar Speed Signs	40,000	0	(40,000)	0	0	-	40,000	0	(40,000)			X	Project complete and removed from project list.
Q3	200004N	Stage 2 - NCR Basin ITS Communications and Travelers Information	23,000	0	(23,000)	0	0	-	361,000	0	(361,000)			X	Project complete and removed from project list.
Q3	200202T	US2/Stevens Pass -- ITS Emergency Power	0	0	-	0	0	-	244,000	0	(244,000)			X	Project complete and removed from project list.
Q3	200208Q	US 2/W of Wenatchee - VMS	11,000	2,000	(9,000)	0	0	-	413,000	404,000					
Q3	200210Q	US 2/W of Stevens Pass Camera installation	185,000	0	(185,000)	0	0	-	185,000	0	(185,000)			X	Project complete and removed from project list.
Q3	200212Q	US 2 Vicinity Variable Message Signs	0	48,000		0	167,000	167,000	0	215,000	215,000			X	Project added to program
Q3	202000W	SR20/Wauconda Summit - RWIS and Camera	151,000	56,000	48,000 (95,000)	0	166,000	166,000	295,000	366,000	71,000			X	Increased cost is due to needing a tower to get a radio signal to the sight. The original cost esitmate assumed
Q3	202400Q	NCR Basin ITS Phase 3	424,000	33,000	(391,000)	0	397,000	397,000	424,000	430,000	6,000			X	Re-Appropriation

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Q3	228500Q	SR 285/Wenatchee Area - ITS Conduit	0	0	-	450,000	450,000	-	450,000	450,000	-				
Q3	300044Q	Region Wide HAR Improvements and Fiber Expansion	70,000	0	(70,000)	0	0	-	764,000	0	(764,000)		X	X	Project complete and removed from project list.
Q3	300519Q	I-5/Olympia Area Southbound - Congestion Management	0	0	-	550,000	797,000	247,000	550,000	797,000	247,000			X	Increase due to unanticipated costs identified during the design phase such as illumination, electrical service
Q3	316706Q	SR 167/SR 410 to SR 18 - ITS	8,000	0	(8,000)	92,000	100,000	8,000	1,000,000	1,000,000	-				
Q3	351207Q	SR 512/SR 7 to I-5 - Congestion Management	5,000	0	(5,000)	0	0	-	1,556,000	0	(1,556,000)		X	X	Project complete and removed from project list.
Q3	351207R	SR 512/I-5 to SR 7 EB - Congestion Management	94,000	22,000	(72,000)	401,000	474,000	73,000	495,000	496,000				X	Re-Appropriation
Q3	400016T	Vancouver Urban ITS Device Infill	94,000	70,000	(24,000)	0	24,000	24,000	900,000	900,000				X	Re-Appropriation
Q3	400017F	SWR Legacy Fiber Upgrade	1,000	0	(1,000)	0	0	-	54,000	0	(54,000)			X	Project complete and removed from project list.
Q3	400017Q	Clark County CMAQ VAST Projects	32,000	32,000	-	0	0	-	119,000	119,000	-				
Q3	400017R	SWR Ramp Meter Study 2016 - Vancouver Metro Area	8,000	0	(8,000)	0	0	-	89,000	0	(89,000)			X	Project complete and removed from project list.
Q3	400018Q	Centralized Signal System - Joint ATMS throughout Clark County	200,000	200,000	-	0	0	-	200,000	200,000	-				
Q3	400019Q	Centralized Signal System Enhancements	83,000	6,000	(77,000)	369,000	446,000	77,000	452,000	452,000	-			X	Re-Appropriation
Q3	400019R	I-5/I-205 Urban Ramp Meter - Phase 1	509,000	642,000	133,000	0	36,000	36,000	509,000	678,000	169,000			X	Increase due to unexpected overruns on contract.
Q3	400019V	Regional Video Sharing	150,000	142,000	(8,000)	0	9,000	9,000	150,000	151,000				X	Re-Appropriation
Q3	401412Q	SR 14/Traveler Information Enhancements Phase II	4,000	0	(4,000)	0	0	-	375,000	0	(375,000)			X	Project Complete
Q3	401417Q	SR 14 ATIS Infill; I-5 to Evergreen	1,067,000	417,000	(650,000)	34,000	691,000	657,000	1,101,000	1,108,000	7,000		X	X	Re-Appropriation
Q3	409716Q	US 97/Centerville Rd to Yakima Co - Variable Message Signs	242,000	0	(242,000)	0	0	-	481,000	0	(481,000)			X	Project complete and removed from project list.
Q3	414119Q	SR 141/Flashing School Zone Signs	30,000	18,000	(12,000)	0	1,000	1,000	30,000	19,000	(11,000)			X	Project closeout, the additional funds were not required.
Q3	420520Q	I-205/NB Mill Plain On-Ramp - Ramp Meter	0	0	-	466,000	466,000	-	466,000	466,000	-				
Q3	420522Q	I-205/SB Mill Plain and SB 18th St On-Ramps - Ramp Meters	0	45,000	45,000	240,000	26,000	(214,000)	240,000	71,000	(169,000)			X	Changed the scope and title of this project from "I-205/SB Mill Plain & 18th Street On-Ramps - Ramp Meter
Q3	450317Q	SR 503 ATIS Infill-I/S Bypass; 4th Plain to Main St. and Signal Study	723,000	0	(723,000)	0	0	-	815,000	0	(815,000)		X	X	Project complete and removed from project list.
Q3	450317T	SR 503, Fourth Plain to Main Street ITS Device Infill	380,000	398,000	18,000	0	0	-	380,000	398,000					
Q3	509019Q	I-90/SR 18 Interchange Vic EB - Install VMS	0	0	-	400,000	400,000	-	400,000	400,000	18,000				
Q3	509019Q	I-90/Ellensburg Vicinity - Install VMS and Traffic Cameras	0	0	-	0	0	-	529,000	0	(529,000)		X	X	Project complete and removed from project list.
Q3	518203Q	I-182/Argent Rd Vicinity EB - Install VMS	0	0	-	520,000	520,000	-	520,000	520,000	-				
Q3	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras	3,000	-20,000	(23,000)	0	24,000	24,000	260,000	261,000				X	Re-Appropriation
Q3	600024Q	Eastern Region CCTV Systems - New Installs	200,000	266,000	66,000	0	45,000	45,000	200,000	311,000	111,000			X	Increase due to inadequate amount of prep work at the site.
Q3	600227Q	US 2/Spotted Rd to I-90 - ITS	4,000	0	(4,000)	0	0	-	594,000	0	(594,000)		X	X	Project complete and removed from project list.
Q3	609004Q	I-90/Sprague Rest Area Traveler Information	26,000	3,000	(23,000)	0	23,000	23,000	133,000	133,000				X	Re-Appropriation
Q3	609006Q	Spokane Area Traffic Volume Collection	134,000	371,000	237,000	0	18,000	18,000	151,000	406,000	255,000			X	Funding split between 609006Q and 609007Q updated
Q3	609007Q	Spokane Area Traffic Volume Collection	600,000	14,000	(586,000)	0	337,000	337,000	600,000	351,000	(249,000)			X	Funding split between 609006Q and 609007Q updated
Q3	609047Q	I-90/Freeway/Arterial Integrated Corridor Management 2019 - 2021	0	0	-	550,000	510,000	(40,000)	550,000	550,000	-				
Q3	639516Q	US 395/Hawthorne Rd - Intersection Improvements	10,000	5,000	(5,000)	0	5,000	5,000	953,000	953,000				X	Re-Appropriation
Q3	L2000230	SR 240/Hagen Road - Traffic Lights	161,000	17,000	(144,000)	0	0	-	305,000	161,000	(144,000)			X	Project completed under budget.
Q3	L2000254	SR 3 Speed & Crosswalk Signs	57,000	0	(57,000)	0	0	-	57,000	0	(57,000)			X	Project complete and removed from project list.
Q3	L2000338	SR 99 Aurora Bridge ITS	0	0	-	700,000	700,000	-	700,000	700,000	-				
Washington State Ferries Construction															
W1	OWBAL19	Program W Appropriation Balance for 17-19 PSCC-State	4,468,000	0		0	0	-	4,468,000	0			X	X	Balancing line - Not a project
W1	900001G	Point Defiance Tml Preservation	0	0	(4,468,000)	0	0	-	14,480,000	12,361,000	(2,119,000)		X	X	Prior Period Adjustments
W1	900001H	Point Defiance Tml Improvement	395,000	292,000	(103,000)	200,000	304,000	104,000	1,565,000	665,000			X	X	Prior Period Adjustments, Re-Appropriation
W1	900002G	Tahlequah Tml Preservation	0	0	-	0	0	-	19,155,000	18,470,000	(900,000)		X		Prior Period Adjustments
W1	900002H	Tahlequah Tml Improvement	141,000	61,000	(80,000)	702,000	782,000	80,000	1,208,000	851,000				X	Prior Period Adjustments, Re-Appropriation
W1	900005M	Fauntleroy Tml Preservation	1,892,000	43,000		4,936,000	6,786,000	1,850,000	109,399,000	109,393,000	(357,000)		X	X	Re-Appropriation
W1	900005N	Fauntleroy Tml Improvement	0	0	(1,849,000)	0	0	-	617,000	0	(617,000)		X	X	Project Removed
W1	900006S	Vashon Tml Preservation	128,000	16,000	(112,000)	470,000	582,000	112,000	34,773,000	19,238,000	(15,535,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	900006T	Vashon Tml Improvement	68,000	0	(68,000)	0	68,000	68,000	5,200,000	101,000	(5,099,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	900010L	Seattle Tml Preservation	172,463,000	180,705,000	8,242,000	114,956,000	176,816,000		455,468,000	466,415,000			X	X	Acceleration of CN funds from 21-23. Cost increase is due to realized risk and cost increases on added scope from 2019 budget. \$2m of the cost increase is local funding associated with the passenger only facility.
W1	900010M	Seattle Tml Improvement	1,120,000	210,000	(910,000)	3,500,000	4,384,000	884,000	15,194,000	6,072,000			X	X	Prior Period Adjustments, Re-Appropriation
W1	900012K	Port Townsend Tml Preservation	0	0	-	0	0	-	32,913,000	18,982,000	(13,931,000)		X	X	Prior Period Adjustments
W1	900012L	Port Townsend Tml Improvement	1,000	1,000	-	0	1,000	1,000	2,193,000	3,000	(2,190,000)		X	X	Prior Period Adjustments
W1	900022I	Lopez Tml Preservation	0	0	-	406,000	406,000	-	19,380,000	10,888,000			X	X	Prior Period Adjustments
W1	900022J	Lopez Tml Improvement	533,000	402,000	(131,000)	0	87,000	87,000	1,161,000	534,000	(8,492,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	900024F	Shaw Tml Preservation	0	0	-	2,000	0	(2,000)	8,368,000	5,915,000	(2,453,000)		X	X	Prior Period Adjustments
W1	900024G	Shaw Tml Improvement	0	0	-	0	0	-	34,000	0	(34,000)			X	Project Removed
W1	900026P	Orcas Tml Preservation	0	0	-	275,000	275,000	-	21,045,000	14,886,000			X	X	Prior Period Adjustments
W1	900026Q	Orcas Tml Improvement	90,000	28,000	(62,000)	75,000	137,000	62,000	2,211,000	2,045,000	(6,159,000)			X	Prior Period Adjustments, Re-Appropriation



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SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
W1	900028U	Friday Harbor Tml Preservation	0	0	-	243,000	243,000	-	10,395,000	10,395,000	-				
W1	900028V	Friday Harbor Tml Improvement	0	0	-	0	0	-	957,000	0	(957,000)		X	X	Project Removed
W1	900040N	Eagle Harbor Maint Facility Preservation	85,000	78,000	(7,000)	0	8,000	8,000	82,669,000	49,394,000	(33,275,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	900040O	Eagle Harbor Maint Facility Improvement	334,000	355,000	21,000	1,368,000	1,368,000	-	17,889,000	15,839,000			X	X	Prior Period Adjustments
W1	902017K	Coupeville (Keystone) Tml Preservation	0	0	-	0	0	-	20,107,000	17,203,000	(2,904,000)		X	X	Prior Period Adjustments
W1	902017M	Coupeville (Keystone) Tml Improvement	39,000	1,000	(38,000)	161,000	199,000	38,000	1,652,000	201,000	(1,451,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	902020C	Anacortes Tml Preservation	0	0	-	2,386,000	2,386,000	-	86,150,000	76,639,000			X	X	Prior Period Adjustments
W1	902020D	Anacortes Tml Improvement	2,148,000	598,000		110,000	1,832,000	1,722,000	24,362,000	7,296,000	(9,511,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	910413Q	Edmonds Tml Preservation	0	0	(1,550,000)	355,000	355,000	-	61,594,000	60,403,000	(17,066,000)		X		Prior Period Adjustments
W1	910413R	Edmonds Tml Improvement	4,254,000	637,000		494,000	522,000	28,000	42,800,000	27,723,000	(1,191,000)		X	X	Prior Period Adjustments, Cost decreased because the terminal bulkhead ground stabilization was determined to not be needed.
W1	910414P	Kingston Tml Preservation	1,208,000	29,000	(3,617,000)	1,921,000	3,100,000	1,179,000	52,588,000	48,019,000	(15,077,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	910414S	Kingston Tml Improvement	0	0	(1,179,000)	0	0	-	178,000	0	(178,000)			X	Project Removed
W1	916008R	Southworth Tml Preservation	535,000	9,000	(526,000)	2,309,000	2,835,000	526,000	47,167,000	47,169,000	2,000		X	X	Re-Appropriation
W1	916008S	SR 160/Southworth Ferry Terminal - Improvements	0	0	-	0	0	-	640,000	0	(640,000)		X	X	Project Removed
W1	930410T	Bremerton Tml Preservation	255,000	21,000	(234,000)	210,000	446,000	236,000	48,796,000	47,036,000			X	X	Prior Period Adjustments, Re-Appropriation
W1	930410U	Bremerton Tml Improvement	1,109,000	569,000	(540,000)	0	654,000	654,000	1,472,000	1,371,000	(1,760,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	930513G	Bainbridge Island Tml Preservation	7,340,000	1,945,000	(5,395,000)	8,656,000	10,226,000	1,570,000	65,382,000	64,479,000	(903,000)		X	X	Delayed 2 years in anticipation of other program needs, cost increased because the traffic model indicated walkway needed to be wider which increased needed size of related structures.
W1	930513H	Bainbridge Island Tml Improvement	37,000	5,000	(32,000)	0	32,000	32,000	2,080,000	121,000	(1,959,000)		X	X	Prior Period Adjustments, Re-Appropriation
W1	952515P	Mukilteo Tml Improvement	58,793,000	37,721,000		61,111,000	84,478,000		187,300,000	187,347,000	47,000		X	X	Prior Period Adjustments, Re-Appropriation, Bids came in high and the project was split into additional contracts and re-Bid.
W1	952516R	Clinton Tml Preservation	0	0	(21,072,000)	400,000	400,000	23,367,000	17,162,000	15,886,000			X		Prior Period Adjustments
W1	952516S	Clinton Tml Improvement	0	0	-	25,000	25,000	-	36,287,000	35,919,000	(1,276,000)				Prior Period Adjustments
W1	998521A	RFP Development and Installation of a One Account-Based Ticketing System	243,000	91,000	(152,000)	0	153,000	153,000	401,000	402,000	(368,000)			X	Re-Appropriation
W1	998521B	Lfe Extension of Electronic Fare System (EFS)	707,000	697,000	(10,000)	0	11,000	11,000	1,166,000	1,167,000				X	Re-Appropriation
W1	998602A	WSF/IT Terminal Telecommunications	0	0	-	500,000	500,000	-	500,000	500,000	1,000				
W1	998603A	WSF/Systemwide - Ladder Safety	0	0	-	260,000	260,000	-	260,000	260,000	-				
W1	998604A	WSF/IT EFS Preservation	0	0	-	450,000	450,000	-	450,000	450,000	-				
W1	998901J	WSF/Administrative Support - Allocated to W1	6,747,000	6,594,000	(153,000)	7,462,000	7,616,000	154,000	41,523,000	41,365,000	(158,000)				
W1	998901O	WSF/Systemwide - Dispatch System Replacement	1,779,000	621,000		0	0	-	1,779,000	621,000			X	X	Project Cancelled due to higher than anticipated costs.
W1	998925A	Security System Upgrades Placeholder for W1	1,226,000	366,000	(860,000)	0	404,000	404,000	3,549,000	3,093,000	(1,158,000)			X	Re-Appropriation
W1	998926A	WSF/Systemwide Terminals - Out Biennia Security LCCM Preservation Needs	241,000	0	(241,000)	0	0	-	11,181,000	10,940,000	(436,000)				
W1	G2000087	Electric Ferry Planning Team	0	0	-	495,000	495,000	-	495,000	495,000	-				
W1	L1000016	Primavera Project Management System	277,000	154,000	(123,000)	348,000	348,000	-	2,473,000	2,351,000	(122,000)				
W1	L1000168	Seattle Tml - Slip 2 and LCCM	0	0	-	0	0	-	48,646,000	46,210,000	(2,436,000)		X		Prior Period Adjustments
W1	L2000007	Terminal Project Support	7,070,000	5,737,000	(1,333,000)	6,981,000	6,981,000	-	89,190,000	87,864,000			X		Support costs were under budget.
W1	L2000110	Ferry Vessel and Terminal Preservation	104,000	0	(104,000)	0	0	-	21,068,000	20,964,000	(1,326,000)				
W1	L2000166	Clinton Tml Road Improvements	2,763,000	2,018,000	(745,000)	25,000	796,000	771,000	3,004,000	3,030,000	26,000		X	X	Re-Appropriation
W1	L2000300	ORCA Card Next Generation	0	0	-	2,300,000	2,300,000	-	3,500,000	3,500,000	-				
W1	L2200083	ADA Visual Paging Project	288,000	75,000	(213,000)	0	102,000	102,000	2,167,000	1,418,000	(749,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944401D	MV Issaquah Preservation	2,423,000	1,908,000	(515,000)	2,221,000	2,736,000	515,000	59,907,000	52,224,000			X	X	Prior Period Adjustments, Re-Appropriation
W2	944401E	MV Issaquah Improvement	626,000	708,000	82,000	203,000	121,000	(82,000)	2,671,000	2,441,000	(7,683,000)			X	Prior Period Adjustments, Re-Appropriation
W2	944402D	MV Kittitas Preservation	3,726,000	3,728,000	2,000	2,696,000	2,696,000	-	61,155,000	51,894,000	(230,000)		X	X	Prior Period Adjustments
W2	944402E	MV Kittitas Improvement	483,000	710,000	227,000	203,000	2,000	(201,000)	2,721,000	2,232,000	(9,261,000)			X	Prior Period Adjustments, Re-Appropriation
W2	944403D	MV Kitsap Preservation	3,685,000	3,402,000	(283,000)	266,000	2,934,000	2,668,000	45,602,000	36,846,000	(489,000)		X	X	Prior Period Adjustments, Cost increase is due to Coast Guard Mandated Steel Replacement.
W2	944403E	MV Kitsap Improvement	368,000	590,000	222,000	830,000	608,000	(222,000)	3,354,000	2,717,000	(8,756,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944404D	MV Cathlamet Preservation	3,986,000	5,009,000	1,023,000	1,741,000	1,418,000	(323,000)	53,005,000	47,682,000	(637,000)		X	X	Prior Period Adjustments, Cost increase is due to Coast Guard Mandated Steel Replacement.
W2	944404E	MV Cathlamet Improvement	368,000	553,000	185,000	849,000	664,000	(185,000)	3,058,000	2,736,000	(5,323,000)			X	Prior Period Adjustments, Re-Appropriation

(322,000)

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SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
W2	944405D	MV Chelan Preservation	2,029,000	1,726,000	(303,000)	4,945,000	5,248,000	303,000	76,186,000	62,016,000			X	X	Prior Period Adjustments, Re-Appropriation
W2	944405F	MV Chelan Improvement	143,000	137,000	(6,000)	203,000	274,000	71,000	2,620,000	2,221,000	(14,170,000)			X	Prior Period Adjustments, Re-Appropriation
W2	944406D	MV Sealth Preservation	1,443,000	1,470,000	27,000	250,000	223,000	(27,000)	62,972,000	52,652,000	(399,000)		X	X	Prior Period Adjustments
W2	944406E	MV Sealth Improvement	429,000	428,000	(1,000)	203,000	168,000	(35,000)	2,613,000	2,134,000	(10,320,000)			X	Prior Period Adjustments
W2	944412C	MV Klahowya Preservation	4,000	0	(4,000)	0	0	-	6,276,000	0	(6,276,000) (479,000)		X	X	Project Removed
W2	944413B	MV Tillikum Preservation	1,223,000	901,000	(322,000)	0	322,000	322,000	5,476,000	1,223,000	(4,253,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944413C	MV Tillikum Improvement	55,000	23,000	(32,000)	0	81,000	81,000	2,315,000	1,623,000	(692,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944431D	MV Hyak Preservation	1,863,000	1,855,000	(8,000)	0	0	-	19,924,000	3,742,000			X	X	Prior Period Adjustments
W2	944431E	MV Hyak Improvement	167,000	87,000	(80,000)	0	0	-	1,111,000	87,000	(10,182,000)		X	X	Prior Period Adjustments
W2	944432G	MV Elwha Preservation	18,812,000	25,547,000	6,735,000	2,581,000	20,952,000	18,371,000	37,572,000	49,760,000	(1,024,000) 12,188,000		X	X	Prior Period Adjustments, Cost increase is due to Coast Guard Mandated Steel Replacement on the vehicle deck, needed equipment replacements and funds to restore regular preservation needs displaced from last biennium's steel replacement on the passenger deck.
W2	944432H	MV Elwha Improvement	92,000	211,000	119,000	83,000	266,000	183,000	2,275,000	2,000,000				X	Prior Period Adjustments
W2	944433D	MV Kaleetan Preservation	3,182,000	4,111,000	929,000	211,000	1,599,000	1,388,000	49,880,000	31,617,000	(275,000)		X	X	Prior period adjustments. Vessel needs more work than previously estimated.
W2	944433E	MV Kaleetan Improvement	309,000	546,000	237,000	180,000	473,000	293,000	3,390,000	2,555,000	(18,263,000)		X	X	The increase is due to the 2017 CMAQ grant project that was added.
W2	944434D	MV Yakima Preservation	2,168,000	1,767,000	(401,000)	5,142,000	5,543,000	401,000	63,937,000	46,562,000	(835,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944434E	MV Yakima Improvement	810,000	856,000	46,000	232,000	186,000	(46,000)	3,112,000	2,562,000	(17,375,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944441B	MV Walla Walla Preservation	2,988,000	2,506,000	(482,000)	495,000	1,051,000	556,000	72,133,000	37,839,000	(550,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944441C	MV Walla Walla Improvement	687,000	698,000	11,000	180,000	63,000	(117,000)	4,148,000	2,284,000	(34,294,000)		X	X	Prior Period Adjustments
W2	944442B	MV Spokane Preservation	14,195,000	13,917,000	(278,000)	8,372,000	8,650,000	278,000	91,800,000	64,792,000	(1,864,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944442C	MV Spokane Improvement	604,000	329,000	(275,000)	180,000	455,000	275,000	4,378,000	2,307,000	(27,008,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944471A	MV Chetzemoka Preservation	1,453,000	1,074,000	(379,000)	731,000	1,110,000	379,000	45,895,000	45,762,000	(2,071,000) (139,000)			X	Prior Period Adjustments, Re-Appropriation
W2	944476B	MV Chetzemoka Improvement	28,000	127,000	99,000	255,000	156,000	(99,000)	3,286,000	1,799,000			X	X	Prior Period Adjustments
W2	944477A	MV Salish Preservation	1,787,000	1,349,000	(438,000)	761,000	1,199,000	438,000	56,769,000	56,168,000	(1,487,000) (601,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944477B	MV Salish Improvement	18,000	289,000	271,000	255,000	296,000	41,000	3,125,000	2,107,000			X	X	Prior Period Adjustments
W2	944478B	MV Kennewick Preservation	483,000	66,000	(417,000)	141,000	558,000	417,000	53,721,000	53,721,000	(1,018,000)	-		X	Re-Appropriation
W2	944478C	MV Kennewick Improvement	18,000	38,000	20,000	180,000	215,000	35,000	3,384,000	3,305,000				X	Prior Period Adjustments
W2	944499C	MV Puyallup Preservation	2,263,000	3,303,000	1,040,000	5,887,000	4,847,000		97,490,000	87,455,000	(79,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944499D	MV Tacoma Preservation	10,020,000	10,020,000	-	13,892,000	13,892,000	-	137,585,000	137,585,000	(10,035,000)	-			
W2	944499E	MV Wenatchee Preservation	328,000	88,000	(240,000)	15,439,000	15,439,000	-	122,052,000	112,765,000			X		Prior Period Adjustments, The Coast Guard Mandated Steel Replacement is included in this cost.
W2	944499F	MV Puyallup Improvement	939,000	1,063,000	124,000	255,000	190,000	(65,000)	4,014,000	2,776,000	(9,287,000)		X	X	Prior Period Adjustments
W2	944499G	MV Tacoma Improvement	1,273,000	1,471,000	198,000	350,000	152,000	(198,000)	4,298,000	3,143,000	(1,238,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	944499H	MV Wenatchee Improvement	664,000	626,000	(38,000)	353,000	411,000	58,000	3,762,000	2,560,000	(1,155,000)		X	X	Prior Period Adjustments, Re-Appropriation
W2	990040W	MV Chimacum Preservation	1,000	0	(1,000)	1,184,000	1,177,000	(7,000)	41,488,000	41,480,000	(1,202,000) 8,000				
W2	990041W	MV Chimacum Improvement	0	0	-	255,000	255,000	-	1,569,000	1,569,000	-				
W2	990051A	MV Suquamish Improvement	0	0	-	120,000	120,000	-	120,000	120,000	-				
W2	998951A	WSF/Administrative Support - Allocated to W2	3,054,000	3,592,000	538,000	2,776,000	2,776,000	-	86,439,000	86,234,000	(205,000)				
W2	998951F	Security System Upgrades Placeholder for W2	1,691,000	431,000		0	259,000	259,000	5,190,000	4,382,000			X	X	The increase on 17-19 biennium is due to adding the security work on MV Yakima
W2	998951P	New CMAQ Grants Placeholders	0	0	(1,260,000)	43,000	2,843,000	2,800,000	43,000	2,843,000	(402,000) 2,800,000		X	X	New CMAQ grants to be distributed to projects.
W2	G2000080	Electric Vessel RFP	600,000	373,000	(227,000)	0	228,000	228,000	600,000	601,000				X	Re-Appropriation
W2	G2000084	Electric Ferry - Conversion	0	0	-	41,500,000	41,500,000	-	41,500,000	41,500,000	1,000	-			
W2	L1000006	MV Tokitae Preservation	427,000	94,000	(333,000)	0	333,000	333,000	28,917,000	28,917,000	-			X	Re-Appropriation
W2	L1000007	MV Samish Preservation	1,233,000	1,069,000	(164,000)	126,000	290,000	164,000	35,102,000	35,102,000	-			X	Re-Appropriation
W2	L1000008	MV Tokitae Improvement	75,000	128,000	53,000	245,000	192,000	(53,000)	1,725,000	1,725,000	-			X	Re-Appropriation
W2	L1000009	MV Samish Improvement	268,000	390,000	122,000	255,000	133,000	(122,000)	1,869,000	1,869,000	-			X	Re-Appropriation
W2	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)	1,575,000	1,042,000	(533,000)	0	470,000	470,000	122,257,000	122,194,000	(63,000)			X	Re-Appropriation
W2	L1100038	LNG Security Planning and Outreach	1,000	0	(1,000)	0	0	-	471,000	0	(471,000)			X	Project complete and removed from project list.
W2	L2000006	Vessel Project Support	3,872,000	3,897,000	25,000	4,117,000	4,117,000	-	46,131,000	46,156,000	25,000				
W2	L2000109	#4 - 144 capacity vessel	42,725,000	43,503,000	778,000	0	157,000	157,000	122,000,000	122,935,000	935,000		X	X	Additional funding used to purchase spare parts for the vessel.

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W2	L2000301	Maintenance Management System	0	0	-	400,000	400,000	-	400,000	400,000	-				
W2	L2000329	#1 New Vessel - 144 Hybrid Electric	0	0	-	99,000,000	99,000,000	-	188,000,000	188,000,000	-				
W2	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)	1,400,000	258,000		0	212,000	212,000	124,089,000	123,159,000			X	X	Re-Appropriation
W2	L2200039	#2 - 144-Capacity Vessel (MV Samish)	590,000	465,000	(125,000)	0	171,000	171,000	119,291,000	119,338,000	(930,000)			X	Re-Appropriation
W3	999910K	Emergency Repair	7,100,000	5,619,000		5,000,000	5,357,000	357,000	58,870,000	56,427,000	47,000		X		Prior Period Adjustments, Re-Appropriation
Rail					(3,481,000)						(3,442,000)				
Y4	700000E	ARRA Program Management	5,881,000	2,741,000		0	572,000	572,000	55,041,000	52,473,000	(2,568,000)		X	X	Re-Appropriation, Agreements with Amtrak and Consultant on the procurement of the replacement locomotive is still in process.
Y4	700001C	New Locomotives (8) (ARRA)	19,245,000	18,573,000	(3,140,000)	0	494,000	494,000	59,875,000	59,697,000				X	Re-Appropriation
Y4	700010C	Passenger Rail Equipment Replacement - Insurance	5,608,000	5,608,000	-	10,000,000	10,000,000	-	27,746,000	27,746,000	(178,000)	-			
Y4	730310A	Tacoma- Point Defiance Bypass (ARRA)	30,224,000	14,754,000		0	0	-	191,124,000	175,654,000			X		Project is complete, ARRA program funding ended.
Y4	770220A	Seattle- King Street Station Track Upgrades (ARRA)	0	-1,000	(15,470,000)	0	1,000	1,000	0	28,382,000	(15,470,000)		X	X	Project complete and removed from project list.
Y4	HSR001	State Corridor Safety and Positive Train Control Compliance	1,000,000	0		500,000	1,500,000	1,000,000	1,500,000	1,500,000	28,382,000	-	X	X	Re-Appropriation
Y4	HSR002	Locomotive Service Equipment and Overhaul	1,500,000	632,000	(868,000)	2,500,000	3,369,000	869,000	4,000,000	4,001,000	1,000		X	X	Re-Appropriation
Y4	HSR003	Existing Passenger Rail Equipment Compatibility and Reliability	1,000,000	0		9,500,000	10,500,000	1,000,000	10,500,000	10,500,000	-		X	X	Re-Appropriation
Y4	HSR004	Point Defiance Bypass Revenue Service	5,000,000	4,649,000	(351,000)	4,000,000	4,351,000	351,000	9,000,000	9,000,000	-				Re-Appropriation
Y4	HSR005	Operational Modifications after new Service Launch	250,000	0	(250,000)	750,000	1,000,000	250,000	1,000,000	1,000,000	-			X	Re-Appropriation
Y4	HSR006	HSR Program Closeout	500,000	415,000	(85,000)	0	86,000	86,000	500,000	501,000				X	Re-Appropriation
Y4	L1000144	Point Defiance Rail Bypass - Lakewood Safety	1,828,000	0		0	0	-	1,885,000	0	1,000		X	X	Project complete and removed from project list.
Y4	L2220057	Cascades Corridor Slide Prevention and Repair	5,395,000	4,352,000	(1,043,000)	6,602,000	7,645,000	1,043,000	35,036,000	35,036,000	(1,885,000)	-	X	X	Re-Appropriation
Y4	P02001A	Cascades Train Sets - Overhaul	2,147,000	541,000	(1,828,000)	0	1,608,000	1,608,000	9,002,000	9,004,000			X	X	Re-Appropriation
Y5	700401A	W&I Railroad - Marshall to Oakesdale Track Rehab (2019 FRAP)	0	0	(1,606,000)	780,000	780,000	-	780,000	780,000	2,000	-			
Y5	700410B	Palouse Grain Growers - Palouse Rail Loadout Improvements (2015 FRAP)	-57,000	0	57,000	0	0	-	6,000	0	(6,000)			X	Project complete and removed from project list.
Y5	700602A	Washington Eastern - Track Rehab - MP 11-24, 37-57 (2019 FRAP)	0	0	-	812,000	812,000	-	812,000	812,000	-				
Y5	720201A	Columbia Walla Walla Railroad - Aggregate Hopper Cars (2019 FRAP)	0	0	-	312,000	312,000	-	312,000	312,000	-				
Y5	720311A	Port of Pend Oreille - Usk to Newport Track Rehab (2019 FRAP)	0	0	-	624,000	624,000	-	624,000	624,000	-				
Y5	721410A	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRIB)	0	0	-	250,000	250,000	-	250,000	250,000	-				
Y5	721410B	Port of Benton - Yakima & Berry Bridges & Jadwin Ave Xing (2019 FRAP)	0	0	-	1,560,000	1,560,000	-	1,560,000	1,560,000	-				
Y5	722814A	Port of Everett - South Terminal Modernization Project ( 2019 FRIB)	0	0	-	6,157,000	6,157,000	-	6,157,000	6,157,000	-				
Y5	725910A	Ridgefield Rail Overpass	909,000	3,000	(906,000)	606,000	906,000	300,000	1,515,000	909,000	(606,000)		X	X	Added funds to close the 17-19 biennium. Reducing funding back to current levels for the 21-23 biennium.
Y5	726811A	Tacoma Rail - Tote Yard Improvement (2019 FRIB)	0	0	-	400,000	400,000	-	400,000	400,000	-				
Y5	726813A	Tacoma Rail - Marine View Drive Track Rehab (2019 FRAP)	0	0	-	1,144,000	1,144,000	-	1,144,000	1,144,000	-				
Y5	726821A	Tacoma Rail - Mazda Siding Upgrade (2019 FRIB)	0	0	-	240,000	240,000	-	240,000	240,000	-				
Y5	741110A	Columbia Basin Railroad - Wheeler to Moses Lake Rehab (2019 FRAP)	0	0	-	728,000	728,000	-	728,000	728,000	-				
Y5	741411A	Columbia Basin RR - Schrag Rail & Tie Replacement Phase II (2015 FRAP)	166,000	0	(166,000)	0	0	-	188,000	0	(188,000)			X	Project complete and removed from project list.
Y5	744210A	Puget Sound & Pacific Railroad - Hoquiam Bridge (2019 FRAP)	0	0	-	874,000	874,000	-	874,000	874,000	-				
Y5	750101A	Rainier Rail - Blakeslee to Chehalis Bridges (2019 FRAP)	0	0	-	458,000	458,000	-	458,000	458,000	-				
Y5	750210A	Snohomish Co - 240th St/SR9 Grade Crossing Improvements (2015 FRAP)	144,000	110,000	(34,000)	0	34,000	34,000	185,000	185,000				X	Project complete and removed from project list.
Y5	757111A	Central Washington RR - Sunnyside to Granger Track Rehab (2019 FRAP)	0	0	-	676,000	676,000	-	676,000	676,000	-				
Y5	F01000A	Statewide - Freight Rail Investment Bank	0	0	-	89,000	89,000	-	35,865,000	36,832,000			X		Prior Period Adjustments
Y5	F01001A	Statewide - Emergent Freight Rail Assistance Projects	0	0	-	330,000	3,116,000	2,786,000	41,360,000	44,146,000	967,000 2,786,000		X	X	Funding from projects completed under budget or are unable to move forward is added back to the program for future projects.
Y5	F01111B	Palouse River and Coulee City RR - Rehabilitation	1,129,000	696,000	(433,000)	365,000	798,000	433,000	12,345,000	12,345,000	-			X	Re-Appropriation
Y5	G2000056	Clark County Chelatchie Prairie RR (2017 FRAP)	400,000	401,000	1,000	0	0	-	400,000	401,000	1,000				
Y5	G2000057	Tidewater - Improve and Expand Existing Siding (2017 FRAP)	1,612,000	11,000		0	0	-	1,612,000	11,000			X	X	Project is not moving forward
Y5	G2000058	Yakima Central Railway - Install New Siding (2017 FRAP)	405,000	405,000	(1,601,000)	0	0	-	405,000	405,000	(1,601,000)	-			
Y5	G2000059	Washington and Idaho Railway - Track Rehabilitation (2017 FRAP)	699,000	645,000	(54,000)	0	0	-	699,000	645,000	(54,000)				

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Y5	G2000060	Port of Pend Orielle - Usk to Newport Track Rehab (2017 FRAP)	572,000	572,000	-	0	0	-	572,000	572,000	-				
Y5	G2000061	Columbia Basin RR - Othello Line Rehabilitation (2017 FRAP)	600,000	590,000	(10,000)	0	0	-	600,000	590,000	(10,000)				
Y5	G2000064	Port of Everett (2017 FRIB)	5,000,000	5,000,000	-	0	0	-	5,000,000	5,000,000	-				
Y5	G2000071	Central Washington Railroad - Track Rehabilitation (2017 FRAP)	700,000	587,000	(113,000)	0	0	-	700,000	587,000	(113,000)			X	Project completed under budget.
Y5	G2000072	Puget Sound & Pacific Railroad-Grays Harbor At-Grade (2017 FRAP)	339,000	340,000	1,000	0	0	-	339,000	340,000	1,000				
Y5	G2000073	Kennewick Terminal LLC- Track Rehabilitation (2017 FRAP)	305,000	305,000	-	0	0	-	305,000	305,000	-				
Y5	G2000074	Kettle Falls International Railway, LLC - Rail Line Rehab (2017 FRAP)	1,000,000	0		0	0	-	1,000,000	0			X	X	Project complete and removed from project list.
Y5	G2000075	Eastern Washington Gateway RR - Hopper Railcars Purchase (2017 FRAP)	409,000	406,000	(1,000,000) (3,000)	0	0	-	409,000	406,000	(1,000,000) (3,000)				
Y5	L1000146	Grays Harbor Rail Corridor Safety Study	300,000	75,000	(225,000)	0	226,000	226,000	300,000	301,000	1,000			X	Re-Appropriation
Y5	L1000147	South Kelso Railroad Crossing	900,000	823,000	(77,000)	11,600,000	11,678,000	78,000	25,000,000	25,001,000	1,000				
Y5	L1000167	Bridge 12 (Salmon Creek) Replacement	2,604,000	0		0	2,605,000	2,605,000	2,800,000	2,801,000	1,000		X	X	Re-Appropriation
Y5	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs	150,000	1,000	(149,000) (2,604,000)	0	150,000	150,000	150,000	151,000	1,000			X	Re-Appropriation
Y5	L1000180	West Plains/Spokane International Airport Rail Development	2,000,000	1,897,000	(103,000)	0	104,000	104,000	2,000,000	2,001,000	1,000			X	Re-Appropriation
Y5	L1000181	PV Hooper Rail Line Improvements - Rail Siding	1,000,000	1,000,000	-	0	0	-	1,000,000	1,000,000	-				
Y5	L1000191	PV Hooper Track Improvements	3,800,000	83,000		0	3,718,000	3,718,000	3,800,000	3,801,000	1,000		X	X	Re-Appropriation
Y5	L1000233	Chelatchie Prairie Railroad Roadbed Rehabilitation	0	0	(3,717,000)	1,500,000	1,500,000	-	1,500,000	1,500,000	1,000				
Y5	L1000235	Port of Moses Lake Northern Columbia Basin Railroad Feasibility Study	0	0	-	250,000	250,000	-	250,000	250,000	-				
Y5	L1000239	Grade Separation at Bell Road	0	0	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-				
Y5	L1000242	Spokane Airport Transload Facility	0	0	-	500,000	500,000	-	500,000	500,000	-				
Y5	L1100080	Port of Moses Lake	5,400,000	2,654,000	(2,746,000)	14,500,000	17,247,000	2,747,000	20,900,000	20,901,000	1,000		X	X	Re-Appropriation
Y5	L1100082	West Vancouver Freight Access	1,425,000	0		0	0	-	1,901,000	0			X	X	Project complete and removed from project list.
Y5	L1100083	Port of Warden Rail Infrastructure Expansion	1,950,000	1,922,000	(28,000) (1,425,000)	0	29,000	29,000	2,001,000	2,002,000	1,000 (1,901,000)			X	Re-Appropriation
Y5	L2000112	Palouse Rail Loadout Improvements	193,000	0	(193,000)	0	0	-	301,000	0	(301,000)			X	Project complete and removed from project list.
Y5	L2000172	West Whitman Railroad Improvement Project	201,000	0	(201,000)	0	0	-	204,000	0	(204,000)			X	Project complete and removed from project list.
Y5	L2000173	Connell Rail Interchange	992,000	438,000	(554,000)	9,000,000	9,554,000	554,000	10,001,000	10,001,000	-		X		Re-Appropriation
Y5	L2000179	Highline Grain LLC - PCC Central WA Branch Rehab (2015 FRAP)	1,467,000	1,467,000	-	1,467,000	1,467,000	-	7,337,000	7,337,000	-				
Y5	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	7,906,000	4,252,000	(3,654,000)	12,698,482	16,357,057	3,658,575	53,002,482	53,007,057	4,575		X	X	Re-Appropriation
Y5	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	40,000	2,000	(38,000)	1,110,000	1,149,000	39,000	1,150,000	1,151,000	1,000				
Local Programs															
Z2	OLP5002	State Infrastructure Bank	1,071,000	232,000	(839,000)	1,774,000	2,613,000	839,000	10,323,000	10,323,000	-		X	X	Re-Appropriation, Repayment of funding loaned
Z2	L1000081	Community Facilities District Improvements (Redmond)	3,612,000	1,438,000	(2,174,000)	1,100,000	3,274,000	2,174,000	5,000,000	5,000,000	-		X	X	Re-Appropriation, Negotiations w/Sound Transit to develop CN Schedule
Z2	L1000087	I-5/Port of Tacoma Road Interchange	4,100,000	2,885,000	(1,215,000)	16,200,000	17,415,000	1,215,000	22,300,000	22,300,000	-		X		Re-Appropriation, Delay construction start
Z2	L1000089	Mottman Rd Pedestrian & Street Improvements	0	0	-	0	0	-	7,608,000	7,608,000	-				
Z2	L1000092	SR 99/Burlington N Overpass Replacement	1,789,000	1,789,000	-	0	0	-	2,000,000	2,000,000	-				
Z2	L1000094	Issaquah-Fall City Road	3,500,000	0		1,500,000	5,000,000	3,500,000	5,000,000	5,000,000	-		X	X	Re-Appropriation, Construction started 8/2019
Z2	L1000132	SR 163/N 46th St. to N 54th St.	2,267,000	2,257,000	(10,000) (3,500,000)	0	11,000	11,000	2,500,000	2,501,000	1,000			X	
Z2	L1000187	Woodin Ave Bridge	280,000	150,000	(130,000)	0	130,000	130,000	280,000	280,000	-			X	Re-Appropriation
Z2	L2000017	SR 516/Wax Rd to 185th Ave SE - Improvements	704,000	382,000	(322,000)	0	322,000	322,000	2,800,000	2,800,000	-			X	Re-Appropriation
Z2	L2000064	Ridgefield Rail Overpass	3,521,000	0		3,950,000	7,471,000	3,521,000	7,768,000	7,768,000	-		X	X	Re-Appropriation, RW acquisition w/BNSF
Z2	L2000065	SR 502 Main Street Project/Widening	3,165,000	1,759,000	(1,406,000) (3,521,000)	4,500,000	5,906,000	1,406,000	7,700,000	7,700,000	-		X	X	Re-Appropriation, Several stages in project w/multiple design and delivery schedules
Z2	L2000066	Lewis Street Bridge	1,400,000	1,251,000	(149,000)	24,600,000	24,749,000	149,000	26,000,000	26,000,000	-				
Z2	L2000067	East-West Corridor Overpass and Bridge	0	0	-	0	0	-	50,044,000	50,044,000	-				
Z2	L2000104	Covington Connector	4,840,000	74,000		19,160,000	23,926,000	4,766,000	24,000,000	24,000,000	-		X	X	Re-Appropriation, RW underway
Z2	L2000120	Orchard Street Connector	560,000	60,000	(500,000) (4,766,000)	9,440,000	9,940,000	500,000	10,000,000	10,000,000	-		X		Re-Appropriation, RW underway
Z2	L2000132	Duportail Bridge	15,250,000	8,167,000	(7,083,000)	22,750,000	29,833,000	7,083,000	38,000,000	38,000,000	-		X	X	Re-Appropriation, Construction of stage 1 underway
Z2	L2000133	228th & Union Pacific Grade Separation (City of Kent)	5,179,000	3,929,000	(1,250,000)	6,000,000	7,250,000	1,250,000	15,000,000	15,000,000	-		X	X	Re-Appropriation, Staged CN - final stage underway
Z2	L2000134	41st Street Rucker Avenue Freight Corridor Phase 2	0	0	-	0	0	-	36,500,000	36,500,000	-				

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SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
22	L2000136	Harbour Reach Extension	4,100,000	1,168,000	(2,932,000)	11,000,000	13,932,000	2,932,000	15,100,000	15,100,000	-		X	X	Re-Appropriation, Dealing w/appeal hearing on the permitting expect CN late 2019
22	L2000137	Sammamish Bridge Corridor	1,000,000	554,000	(446,000)	11,000,000	11,446,000	446,000	12,000,000	12,000,000	-				
22	L2000164	Brady Road	0	0	-	6,000,000	6,000,000	-	6,000,000	6,000,000	-				
22	L2000171	35th Street Mill Creek	4,750,000	2,960,000	(1,790,000)	1,000,000	2,790,000	1,790,000	5,750,000	5,750,000	-		X	X	Re-Appropriation, Construction underway
22	L2000181	South Lander Street	5,135,000	2,029,000	(3,106,000)	1,865,000	4,971,000	3,106,000	7,000,000	7,000,000	-		X	X	Re-Appropriation, Construction underway
22	L2000200	28th/24th Street Sea-Tac	160,000	160,000	-	0	0	-	2,000,000	2,000,000	-				
22	L2000205	I-5/Mellen Street Connector	733,000	589,000	(144,000)	6,800,000	6,944,000	144,000	7,533,000	7,533,000	-				
22	L2000218	Jovita Seismic Wall	14,000	14,000	-	0	0	-	1,000,000	1,000,000	-				
22	L2000256	Barker Rd/Trent Ave Grade Separation	1,500,000	988,000	(512,000)	0	512,000	512,000	1,500,000	1,500,000	-		X	X	Re-Appropriation, Final design & RW underway
22	L2000264	South Lake Stevens Multi-Use Path	300,000	0	(300,000)	1,000,000	1,300,000	300,000	1,300,000	1,300,000	-			X	Re-Appropriation
22	L2000270	NE 132nd Street Sidewalk	85,000	71,000	(14,000)	415,000	429,000	14,000	500,000	500,000	-				
22	L2000272	Viking Way	250,000	0	(250,000)	250,000	500,000	250,000	500,000	500,000	-			X	Re-Appropriation
22	L2000274	Chelan - Traffic Improvements	100,000	0	(100,000)	200,000	300,000	100,000	300,000	300,000	-			X	Re-Appropriation
22	L2000275	Shelton - Downtown Connector Project	1,000,000	1,000,000	-	0	0	-	1,000,000	1,000,000	-				
22	L2000276	Lyman - Prevedal Road Repairs	300,000	292,000	(8,000)	0	8,000	8,000	300,000	300,000	-			X	
22	L2000277	White Salmon- Courtney Road	0	0	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-				
22	L2220059	SR 516/Jenkins Creek to 185th Avenue - Widening	2,000,000	173,000	-	11,522,000	13,349,000	1,827,000	13,522,000	13,522,000	-		X	X	Re-Appropriation, Permitting and RW delays
22	N52400R	SR 524: 48th Ave W - 37th Ave W Widening	4,851,000	2,819,000	(1,827,000)	10,000,000	12,032,000	2,032,000	14,864,000	14,864,000	-		X	X	Re-Appropriation, Completing design & RW w/ CN late 2019
22	NEDMOND	SR 99 Revitalization in Edmonds	700,000	371,000	(329,000) (2,032,000)	300,000	629,000	329,000	10,000,000	10,000,000	-			X	Re-Appropriation
22	T10600R	Complete SR 522 Improvements-Kenmore	0	0	-	0	0	-	8,000,000	8,000,000	-				
22	WLBTRSTL	Wilburton Trestle	0	0	-	2,500,000	2,500,000	-	2,500,000	2,500,000	-				
28	O1F035A	S 228th Street Extension & Grade Separation	3,265,000	1,366,000	-	0	1,899,000	1,899,000	8,623,000	8,623,000	-		X	X	Re-Appropriation, Staged CN - final stage underway
29	G2000001	Lake Forest Park Traffic Study	475,000	475,000	- (1,899,000)	0	0	-	475,000	475,000	-				
29	G2000004	Gravelly Lake Non-Motorized Trail	2,507,000	2,507,000	-	0	0	-	2,640,000	2,640,000	-				
29	G2000005	U District Gateway Bridge	8,254,000	8,654,000	400,000	400,000	0	(400,000)	8,800,000	8,800,000	-			X	Re-Appropriation
29	G2000006	Wilburton Reconnection Project	0	0	-	5,000,000	5,000,000	-	5,000,000	5,000,000	-				Coordination w/WSDOT I-405 project
29	G2000007	Yakima Greenway Bike Trail	105,000	105,000	-	0	0	-	2,000,000	2,000,000	-				
29	G2000008	54th Street Project	264,000	264,000	-	0	0	-	745,000	745,000	-				
29	G2000009	Cirque Drive - Sunset to 83rd	129,000	7,800	(121,200)	0	0	-	380,000	258,800	(121,200)			X	Project complete and removed from project list.
29	G2000010	Cowiche Canyon Trail	182,000	96,000	(86,000)	1,800,000	1,886,000	86,000	2,000,000	2,000,000	-				
29	G2000011	Mountains to Sound Greenway	6,000,000	0	-	8,000,000	14,000,000	6,000,000	14,000,000	14,000,000	-		X	X	Re-Appropriation, Delay due to RW including air space lease w/WSDOT
29	G2000012	Schuster Parkway Trail	0	0	(6,000,000)	0	0	-	4,000,000	4,000,000	-				
29	G2000013	SR 520 Trail Grade Separation at 40th Street	2,448,000	784,000	-	8,119,000	9,783,000	1,664,000	10,700,000	10,700,000	-		X	X	Re-Appropriation, Finalizing design for CN in 2019-21
29	G2000014	Steel Lake Park to Downtown Trail	189,000	189,000	- (1,664,000)	0	0	-	300,000	300,000	-				
29	G2000015	Bay Street Pedestrian Project	526,000	520,000	(6,000)	2,955,000	2,961,000	6,000	3,500,000	3,500,000	-				
29	G2000016	Burke-Gilman Trail Transit Access, Safety & Efficiency Improvements	0	0	-	0	0	-	16,000,000	16,000,000	-				
29	G2000017	Milton Trail Head/Interurban Trail	405,000	4,000	(401,000)	0	401,000	401,000	405,000	405,000	-			X	Re-Appropriation, Delay in design consultant selection
29	G2000018	City of Pacific - Interurban Trail	1,805,000	344,000	-	45,000	1,506,000	1,461,000	1,850,000	1,850,000	-		X	X	Re-Appropriation, CN in 2019-21
29	G2000019	Deschutes Valley Trail Connection	0	0	- (1,461,000)	0	0	-	5,800,000	5,800,000	-				
29	G2000020	Guemes Channel Trail	0	0	-	0	0	-	3,500,000	3,500,000	-				
29	G2000021	Lake City Business District Sidewalks	0	0	-	2,000,000	2,000,000	-	2,000,000	2,000,000	-				
29	G2000023	Seattle Waterfront Loop Feasibility Study	0	0	-	0	0	-	500,000	500,000	-				
29	G2000024	SR 520 Regional Bike Path and Trail	887,000	655,000	(232,000)	0	0	-	2,800,000	2,568,000	(232,000)				
29	G2000025	Trestle - Park & Ride - Trail	0	0	-	0	0	-	250,000	250,000	-				
29	G2000026	Washington Park to Ferry Terminal - Trail	0	0	-	0	0	-	750,000	750,000	-				
29	G2000048	NE 52nd Street Blvd - Cross Kirkland Corridor	0	0	-	0	0	-	1,086,000	1,086,000	-				
29	G2000078	Redmond Ridge NE Roundabout	0	0	-	800,000	800,000	-	800,000	800,000	-				
29	L1000133	Lyon Creek Culvert	139,000	35,000	(104,000)	0	0	-	875,000	771,000	(104,000)			X	Project complete and removed from project list.

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Project Variance Report

SubPgm	PIN	Project Title	19LEGFIN 17-19	20DOT001 17 - 19	Variance 17 - 19	19LEGFIN 19 - 21	20DOT001 19 - 21	Variance 19 - 21	19LEGFIN Total	20DOT001 Total	Variance Total	New/Deleted	±\$500,000	±10% Change	Comments
29	L1000148	SR 523 145th Street	0	0	-	12,500,000	12,500,000	-	25,000,000	25,000,000	-				
29	L1000165	Traffic Avenue / SR 410 Interchange	44,000	44,000	-	500,000	500,000	-	800,000	800,000	-				
29	L1000166	North Bend Street Overlay	100,000	100,000	-	0	0	-	100,000	100,000	-				
29	L1000169	National Highway Freight Program	43,800,000	17,530,000	(26,270,000)	15,213,000	41,483,000		331,413,000	331,413,000	-		X	X	Re-Appropriation, Various schedules for multiple projects
29	L1000175	West Main Street Realignment Project - Phase II	2,500,000	467,000		500,000	2,533,000	2,033,000	3,000,000	3,000,000	-		X	X	Re-Appropriation, Completing final design
29	L1000177	Edmonds Street Waterfront Connector	500,000	700,000	200,000	6,200,000	6,000,000	(200,000)	6,700,000	6,700,000	-				
29	L1000178	Montesano Compact Roundabout	550,000	521,000	(29,000)	0	0	-	550,000	521,000	(30,000)				
29	L1000182	SR 900-12th Ave NW Enhanced Turning Capacity	500,000	0	(500,000)	1,000,000	1,500,000	500,000	1,500,000	1,500,000	-		X	X	Re-Appropriation, Delayed to complete traffic study w/state parks
29	L1000184	Emergency Road Repair Project - North 8th Street - Lynden	350,000	290,000	(60,000)	0	0	-	350,000	290,000	(60,000)			X	Project complete and removed from project list.
29	L1000185	SR 9/4th Street NE - Frontier Village Access Improvement	0	0	-	420,000	420,000	-	420,000	420,000	-				
29	L1000186	Triangle Truss Bridge Deck Replacement	30,000	7,000	(23,000)	270,000	293,000	23,000	300,000	300,000	-				
29	L1000189	Aubrey Davis Park Master Plan	85,000	100,000	15,000	15,000	0	(15,000)	100,000	100,000	-			X	Re-Appropriation
29	L1000193	Bronson Way Bridge - Seismic Retrofit and Painting	300,000	0	(300,000)	2,700,000	3,000,000	300,000	3,000,000	3,000,000	-			X	Re-Appropriation
29	L1000194	8th Street Bridges - Protective Barriers	350,000	350,000	-	0	0	-	350,000	350,000	-				
29	L1000195	Main Street Revitalization Project	360,000	0	(360,000)	0	360,000	360,000	360,000	360,000	-			X	Re-Appropriation
29	L1000196	Interurban Trail & Trailhead Relocation	0	0	-	1,200,000	1,200,000	-	1,200,000	1,200,000	-				
29	L1000200	SR 547 Pedestrian and Bicycle Safety Trail	305,000	141,000	(164,000)	0	164,000	164,000	305,000	305,000	-			X	Re-Appropriation
29	L1000201	Covington Way SE Intersection Improvements	0	0	-	300,000	300,000	-	300,000	300,000	-				
29	L1000202	Coal Creek Drive Repairs	125,000	125,000	-	0	0	-	125,000	125,000	-				
29	L1000222	Beech Street Extension	0	0	-	1,000,000	1,000,000	-	1,000,000	1,000,000	-				
29	L1000224	Dupont-Steilacoom Road Improvements	0	0	-	3,900,000	3,900,000	-	3,900,000	3,900,000	-				
29	L1000244	SR 104/ 40th Place NE Roundabout	0	0	-	650,000	650,000	-	650,000	650,000	-				
29	L1000249	Clinton to Ken's Corner Trail	0	0	-	860,000	860,000	-	860,000	860,000	-				
29	L1000250	I-405/ 44th Gateway Signage and Green-Scaping Improvements	0	0	-	210,000	210,000	-	210,000	210,000	-				
29	L1000252	Edmonds Waterfront Connector	0	0	-	750,000	750,000	-	750,000	750,000	-				
29	L1000260	Wallace Kneeland and Shelton Springs Road intersection improvements	0	0	-	650,000	650,000	-	650,000	650,000	-				
29	L1000270	Complete 224th Phase 2	0	0	-	1,500,000	1,500,000	-	1,500,000	1,500,000	-				
29	L1000279	Colville Airport Meteorological Station	0	0	-	60,000	60,000	-	60,000	60,000	-				
29	L1000281	Ballard-Interbay Regional Transportation system plan	0	0	-	700,000	700,000	-	700,000	700,000	-				
29	L1000282	Mickelson Parkway	0	0	-	750,000	750,000	-	750,000	750,000	-				
29	L1000283	South 314th St Improvements	0	0	-	300,000	300,000	-	300,000	300,000	-				
29	L1000284	Ridgefield South I-5 Access Planning	0	0	-	250,000	250,000	-	250,000	250,000	-				
29	L1000285	Washougal 32nd St Underpass Design & Permitting	0	0	-	300,000	300,000	-	300,000	300,000	-				
29	L1100049	Scott Avenue Reconnection Project	614,000	32,000	(582,000)	300,000	882,000	582,000	2,000,000	2,000,000	-		X	X	Re-Appropriation, Continued coordination w/stakeholders to determine next steps
29	L2000188	Pedestrian and Bicycle Safety Grant Program	27,755,000	14,488,000	(13,267,000)	25,070,000	38,337,000		147,272,000	147,272,000	-		X	X	Re-Appropriation, Program of projects in various stages of delivery
29	L2000189	Safe Routes to Schools Grant Program	25,992,000	18,704,000	(7,288,000)	29,170,000	36,458,000	7,288,000	211,508,000	211,508,000	-		X	X	Re-Appropriation, Program of projects in various stages of delivery
29	L2000228	Thornton Road Overpass	1,885,000	1,561,000	(324,000)	12,167,000	12,491,000	324,000	19,167,000	19,167,000	-				
29	L2000237	Renton Avenue Pedestrian Safety	0	0	-	590,000	590,000	-	590,000	590,000	-				
29	L2000239	Bus Lane Signage Vashon Ferry Terminal	75,000	10,000	(65,000)	0	65,000	65,000	75,000	75,000	-			X	Re-Appropriation
29	L2000240	4th Ave SW Enhancement Project	620,000	619,000	(1,000)	0	1,000	1,000	620,000	620,000	-			X	Re-Appropriation
29	L2000241	South 116th Street Peter Western Bridge Repairs	270,000	128,000	(142,000)	230,000	372,000	142,000	500,000	500,000	-			X	Re-Appropriation
29	L2000242	Centennial Trail Connector -Phase 3	200,000	37,000	(163,000)	300,000	463,000	163,000	500,000	500,000	-			X	Re-Appropriation
29	L2000243	SW 27th/Strander Blvd Connection Phase 3	500,000	0	(500,000)	0	500,000	500,000	500,000	500,000	-		X	X	Re-Appropriation, City notified project is being stopped
29	L2000245	Lake Forest Park SR 104/Lyon Creek Culvert	270,000	0	(270,000)	270,000	540,000	270,000	540,000	540,000	-			X	Re-Appropriation
29	L2000247	Goodwin Bridge/ West Cashmere.	1,552,000	1,628,000	76,000	448,000	372,000	(76,000)	2,000,000	2,000,000	-			X	Re-Appropriation
29	L2000248	Bingen Walnut Creek Railroad Crossing	130,000	130,000	-	0	0	-	130,000	130,000	-				

## **2020 Supplemental Project Reappropriations – All Capital Programs September 2019**

The Department is requesting a reappropriation of funds for work that was expected to be done in 2017-19, but did not progress as planned and will need to be done in the 2019-21 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 2017-19 is generally assumed to be the first work completed in the 2019-21 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 2019-21 as a result of underspending in 2017-19. 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 2017-19 is reappropriated to 2019-21.
- The reappropriation amount identified is the lesser of the amount of underspending in 2017-19 and the amount needed in 2019-21 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).

## 2017-19 Biennium Reappropriations Summary

<u>Program</u>	<u>Account</u>	<u>Account Description</u>	<u>Reappropriation Amount</u>
D0C	09H-S	Transportation Partnership Account - State	-
D0C	108-S	Motor Vehicle Account - State	1,372,000
D0C	20H-S	Connecting Washington Account - State	9,024,000
			<b>10,396,000</b>
I0C	09H-S	Transportation Partnership Account - State	160,388,000
I0C	108-F	Motor Vehicle Account - Federal	8,337,000
I0C	108-L	Motor Vehicle Account - Local	19,814,000
I0C	108-S	Motor Vehicle Account - State	10,007,000
I0C	20H-S	Connecting Washington Account - State	425,258,000
I0C	215-R	Special Category C Account - State	6,137,000
I0C	218-S	Multimodal Transportation Account - State	15,000
I0C	550-S	Transportation 2003 Account - State	1,571,000
I0C	595-S	I-405 and SR 167 Express Toll Lanes Account - State	-
			<b>631,527,000</b>
P0C	09F-S	High-Occupancy Toll Lanes Operations - State	-
P0C	09H-S	Transportation Partnership Account - State	1,967,000
P0C	108-F	Motor Vehicle Account - Federal	19,118,000
P0C	108-L	Motor Vehicle Account - Local	-
P0C	108-S	Motor Vehicle Account - State	381,000
P0C	16J-S	SR 520 Corridor Account - State	1,411,000
P0C	20H-S	Connecting Washington Account - State	14,859,000
P0C	511-S	Tacoma Narrows Toll Bridge Account - State	655,000
P0C	550-S	Transportation 2003 Account - State	-
			<b>38,391,000</b>
Q0C	108-F	Motor Vehicle Account - Federal	626,000
Q0C	108-L	Motor Vehicle Account - Local	58,000
Q0C	108-S	Motor Vehicle Account - State	1,547,000
			<b>2,231,000</b>
W0C	099-F	Puget Sound Capital Construction Account - Federal	21,435,000
W0C	099-L	Puget Sound Capital Construction Account - Local	2,385,000
W0C	099-S	Puget Sound Capital Construction Account - State	15,516,000
W0C	09H-S	Transportation Partnership Account - State	1,849,000
W0C	20H-S	Connecting Washington Account - State	2,829,000
W0C	550-S	Transportation 2003 Account - State	804,000
			<b>44,818,000</b>
Y0C	02M-S	Essential Rail Assistance Account - State	351,000
Y0C	094-S	094 Transportation Infrastructure Account - State	-
Y0C	218-F	Multimodal Transportation Account - Federal	899,000
Y0C	218-S	Multimodal Transportation Account - State	21,288,000
			<b>22,538,000</b>
Z0C	096-F	Highway Infrastructure Account - Federal	356,000
Z0C	096-S	Highway Infrastructure Account - State	483,000
Z0C	09H-S	Transportation Partnership Account - State	630,000
Z0C	106-S	Highway Safety Account - State	514,000
Z0C	108-F	Motor Vehicle Account - Federal	33,877,000
Z0C	108-L	Motor Vehicle Account - Local	7,500,000
Z0C	108-S	Motor Vehicle Account - State	7,605,000
Z0C	20H-S	Connecting Washington Account - State	30,671,000
Z0C	218-S	Multimodal Transportation Account - State	25,815,000
			<b>107,451,000</b>



**2017-19 Biennium Reappropriations  
By Project**

<b>Program</b>	<b>BIN</b>	<b>Project Title</b>	<b>Account</b>	<b>17-19 Approp</b>	<b>17-19 Actual</b>	<b>17-19 Underrun</b>	<b>19-21 Request</b>	<b>Reappropriation<sup>1</sup></b>
D	D309701	Preservation and Improvement Minor Works Projects	108-S	4,099,000	2,996,000	(1,103,000)	5,624,000	1,103,000
D	D399301	Olympic Region Headquarters Facility Site Debt Service	108-S	573,000	499,000	(74,000)	575,000	74,000
D	L2000287	Northwest Region Headquarters Renovation	108-S	3,400,000	3,205,000	(195,000)	43,297,000	195,000
D	L1000151	Olympic Region Maintenance and Administration Facility	20H-S	15,166,000	6,142,000	(9,024,000)	51,523,000	9,024,000
I	053255C	SR 532/Camano Island to I-5 Corridor Improvements (TPA)	09H-S	6,412,000	509,000	(5,903,000)	5,903,000	5,903,000
I	0B14001	Fish Passage Barrier	09H-S	200,000	33,000	(167,000)	18,706,000	167,000
I	0B14ENV	Environmental Mitigation Reserve - Nickel/TPA	09H-S	2,375,000	1,759,000	(616,000)	1,971,000	616,000
I	100904B	SR 9/176th Street SE to SR 96 - Widening	09H-S	7,026,000	2,112,000	(4,914,000)	17,262,000	4,914,000
I	100922G	SR 9/84th St NE (Getchell Road) Improve Intersection	09H-S	36,000	25,000	(11,000)	11,000	11,000
I	140504C	I-405/SR 167 Interchange - Direct Connector	09H-S	296,000	262,000	(34,000)	34,000	34,000
I	154205G	SR 542/Everson Goshen Rd Vic to SR 9 Vic - Intersections Improvements	09H-S	1,000	-	(1,000)	1,000	1,000
I	200201J	US 2/East Wenatchee N - Access Control	09H-S	59,000	5,000	(54,000)	54,000	54,000
I	201701G	SR 17/Adams Co Line - Access Control	09H-S	43,000	21,000	(22,000)	22,000	22,000
I	202800D	SR 28/Jct US 2 and US 97 to 9th St, Stage 1 - New Alignment	09H-S	493,000	278,000	(215,000)	215,000	215,000
I	202801J	SR 28/E Wenatchee - Access Control	09H-S	841,000	278,000	(563,000)	2,763,000	563,000
I	228501X	SR 285/W End of George Sellar Bridge - Intersection Improvements	09H-S	9,000	6,000	(3,000)	3,000	3,000
I	300344D	SR 3/Belfair Area - Widening and Safety Improvements	09H-S	2,285,000	2,097,000	(188,000)	196,000	188,000
I	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	09H-S	236,048,000	218,623,000	(17,425,000)	153,993,000	17,425,000
I	316218A	SR 162/Orting Area - Construct Pedestrian Evacuation Crossing	09H-S	497,000	247,000	(250,000)	250,000	250,000
I	316706C	SR 167/SR 410 to SR 18 - Congestion Management	09H-S	232,000	-	(232,000)	3,812,000	232,000
I	400510A	I-5/SR 432 Talley Way Interchanges - Rebuild Interchanges	09H-S	14,000	1,000	(13,000)	14,000	13,000
I	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	09H-S	2,563,000	1,061,000	(1,502,000)	1,502,000	1,502,000
I	450000A	SR 500/St Johns Blvd - Build Interchange	09H-S	36,000	16,000	(20,000)	20,000	20,000
I	450208W	SR 502/I-5 to Battle Ground - Add Lanes	09H-S	2,944,000	1,433,000	(1,511,000)	1,511,000	1,511,000
I	501212I	US 12/SR 124 Intersection - Build Interchange	09H-S	63,000	6,000	(57,000)	57,000	57,000
I	508201O	I-82/Valley Mall Blvd - Rebuild Interchange	09H-S	22,000	1,000	(21,000)	21,000	21,000
I	509009B	I-90/Snoqualmie Pass East - Hyak to Keechelus Dam - Corridor Improvement	09H-S	82,638,000	69,876,000	(12,762,000)	17,639,000	12,762,000
I	600010A	US 395/North Spokane Corridor	09H-S	7,769,000	6,862,000	(907,000)	924,000	907,000
I	800502K	I-5/SR 161/SR 18 - Interchange Improvements	09H-S	1,243,000	65,000	(1,178,000)	1,178,000	1,178,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	09H-S	194,263,000	87,277,000	(106,986,000)	197,450,000	106,986,000
I	816701C	SR 167/8th St E Vic to S 277th St Vic - Southbound Managed Lane	09H-S	2,493,000	2,014,000	(479,000)	539,000	479,000
I	850901F	SR 509/I-5 to Sea-Tac Freight & Congestion Relief	09H-S	6,000	1,000	(5,000)	5,000	5,000
I	8B11001	I-405/South Renton Vicinity Stage 2 - Widening (Nickel/TPA)	09H-S	34,000	22,000	(12,000)	12,000	12,000
I	8B11002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	09H-S	26,415,000	1,368,000	(25,047,000)	4,052,000	4,052,000
I	8B11003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	09H-S	49,353,000	49,295,000	(58,000)	28,940,000	58,000
I	8B11006	I-405/Renton to Bellevue Widening and Express Toll Lanes	09H-S	4,136,000	4,107,000	(29,000)	29,000	29,000
I	L1000033	Lake Washington Congestion Management	09H-S	120,000	1,000	(119,000)	119,000	119,000
I	L1000158	US 2 Trestle IJR	09H-S	1,050,000	971,000	(79,000)	1,029,000	79,000
I	0B14001	Fish Passage Barrier	108-F	60,342,000	57,648,000	(2,694,000)	47,655,000	2,694,000
I	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	108-F	2,806,000	1,011,000	(1,795,000)	15,596,000	1,795,000
I	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	108-F	122,000	54,000	(68,000)	68,000	68,000
I	310107B	US 101/Shore Rd to Kitchen Rd - Widening	108-F	83,000	81,000	(2,000)	2,000	2,000
I	502402E	SR 24/I-82 to Keys Rd - Add Lanes	108-F	1,000	-	(1,000)	2,000	1,000
I	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	108-F	531,000	120,000	(411,000)	1,430,000	411,000
I	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	108-F	387,000	6,000	(381,000)	699,000	381,000
I	600010A	US 395/North Spokane Corridor	108-F	215,000	173,000	(42,000)	42,000	42,000
I	609049B	I-90/Spokane to Idaho State Line - Corridor Design	108-F	2,193,000	652,000	(1,541,000)	1,542,000	1,541,000

<sup>1</sup> Certain project reappropriations may be adjusted to remove underspent risk reserves.

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
I	L1000033	Lake Washington Congestion Management	108-F	168,000	-	(168,000)	168,000	168,000
I	L1100048	31st Ave SW Overpass - Improvements	108-F	912,000	216,000	(696,000)	685,000	685,000
I	L2200042	SR 20 Race Road to Jacob's Road	108-F	111,000	55,000	(56,000)	80,000	56,000
I	T104000	I-82 West Richland - Red Mountain Interchange	108-F	493,000	-	(493,000)	493,000	493,000
I	152201C	SR 522/I-5 to I-405 - Multimodal Improvements	108-L	7,000	4,000	(3,000)	34,000	3,000
I	153160A	SR 531/43rd Ave NE to 67th Ave. NE - Widening	108-L	212,000	195,000	(17,000)	17,000	17,000
I	300344D	SR 3/Belfair Area - Widening and Safety Improvements	108-L	100,000	29,000	(71,000)	71,000	71,000
I	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	108-L	276,000	56,000	(220,000)	220,000	220,000
I	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	108-L	131,000	-	(131,000)	131,000	131,000
I	400508W	I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes	108-L	762,000	-	(762,000)	762,000	762,000
I	420511A	I-205/Mill Plain Interchange to NE 18th St - Build Interchange - Stage 2	108-L	1,000	-	(1,000)	1,000	1,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	108-L	27,904,000	14,762,000	(13,142,000)	20,148,000	13,142,000
I	840502B	I-405/SR 181 to SR 167 - Widening	108-L	114,000	43,000	(71,000)	98,000	71,000
I	8BI1002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	108-L	16,000	9,000	(7,000)	8,000	7,000
I	8BI1003	SR 520/ Bridge Replacement and HOV (Nickel/TPA)	108-L	50,000	13,000	(37,000)	37,000	37,000
I	L2000127	US 395/Ridgeline Intersection	108-L	4,000,000	-	(4,000,000)	6,000,000	4,000,000
I	L2000163	Dolarway Intersection Improvements	108-L	818,000	689,000	(129,000)	129,000	129,000
I	L2000280	SR 241/Sunnyside Vicinity Improvements	108-L	1,000,000	-	(1,000,000)	1,000,000	1,000,000
I	L2200092	SR 150/No-See-Um Road Intersection - Realignment	108-L	799,000	726,000	(73,000)	72,000	72,000
I	M00400R	SR 520 Seattle Corridor Improvements - West End	108-L	114,000	-	(114,000)	456,000	114,000
I	T32800R	SR 518 Des Moines Interchange Improvement	108-L	49,000	12,000	(37,000)	52,000	37,000
I	0BI100A	Mobility Reappropriation for Projects Assumed to be Complete	108-S	8,000	-	(8,000)	8,000	8,000
I	0BI4001	Fish Passage Barrier	108-S	8,446,000	2,346,000	(6,100,000)	6,100,000	6,100,000
I	100521W	I-5/NB Seneca St to SR 520 - Mobility Improvements	108-S	367,000	125,000	(242,000)	2,395,000	242,000
I	153915A	SR 539/Lynden-Aldergrove Port of Entry Improvements	108-S	19,000	3,000	(16,000)	16,000	16,000
I	310107B	US 101/Shore Rd to Kitchen Rd - Widening	108-S	12,000	4,000	(8,000)	3,000	3,000
I	508201S	I-82/South Union Gap I/C - Improvements	108-S	35,000	33,000	(2,000)	2,000	2,000
I	508208M	I-82/Red Mountain Vicinity - Pre-Design Analysis	108-S	70,000	22,000	(48,000)	80,000	48,000
I	508208O	I-82/US 12 Interchange to Yakima Ave - Add lanes and Replace Bridges	108-S	203,000	-	(203,000)	438,000	203,000
I	509016O	I-90/Canyon Rd Interchange - EB Ramp Terminal Improvements	108-S	11,000	2,000	(9,000)	15,000	9,000
I	524003S	SR 240/Kingsgate Way - Signalize Intersection	108-S	212,000	106,000	(106,000)	75,000	75,000
I	609049B	I-90/Spokane to Idaho State Line - Corridor Design	108-S	92,000	52,000	(40,000)	39,000	39,000
I	L1000111	I-5/179th St Interchange	108-S	500,000	433,000	(67,000)	67,000	67,000
I	L1100048	31st Ave SW Overpass - Improvements	108-S	33,000	17,000	(16,000)	27,000	16,000
I	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	108-S	500,000	127,000	(373,000)	373,000	373,000
I	L2000236	SR 26 & US 195 Safety Improvements	108-S	416,000	387,000	(29,000)	29,000	29,000
I	L2000238	SR 900 Pedestrian Safety	108-S	14,000	3,000	(11,000)	32,000	11,000
I	L2000246	SR 104 Realignment for Ferry Traffic	108-S	500,000	37,000	(463,000)	463,000	463,000
I	L2000252	SR 525 Improvements - Freeland Vicinity	108-S	1,500,000	807,000	(693,000)	693,000	693,000
I	L2000255	I-5/Exit 274 Interchange	108-S	500,000	18,000	(482,000)	482,000	482,000
I	L2000259	Replacement Bridge on Interstate 5 across the Columbia River	108-S	350,000	179,000	(171,000)	171,000	171,000
I	L2000280	SR 241/Sunnyside Vicinity Improvements	108-S	500,000	-	(500,000)	500,000	500,000
I	L2200042	SR 20 Race Road to Jacob's Road	108-S	27,000	1,000	(26,000)	26,000	26,000
I	N00200R	US Hwy 2 Safety	108-S	2,000,000	1,685,000	(315,000)	315,000	315,000
I	NPARADI	SR 522/Paradise Lk Rd Interchange & Widening on SR 522 (Design/Engineeri	108-S	750,000	634,000	(116,000)	12,916,000	116,000
I	0BI4001	Fish Passage Barrier	20H-S	39,400,000	33,577,000	(5,823,000)	142,323,000	5,823,000
I	L1000110	I-405/NE 132nd Interchange - Totem Lake	20H-S	8,000,000	5,624,000	(2,376,000)	56,376,000	2,376,000
I	L1000112	SR 20/Sharpes Corner Vicinity Intersection	20H-S	11,792,000	10,852,000	(940,000)	940,000	940,000
I	L1000113	I-90/SR 18 Interchange Improvements	20H-S	5,000,000	4,802,000	(198,000)	198,000	198,000
I	L1000157	SR 14 Access Improvements	20H-S	2,193,000	1,572,000	(621,000)	5,601,000	621,000
I	L1100101	SR 520/148th Ave NE Overlake Access Ramp	20H-S	2,980,000	1,788,000	(1,192,000)	61,312,000	1,192,000

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
I	L1100110	I-5/Marvin Road/SR 510 Interchange	20H-S	50,626,000	25,831,000	(24,795,000)	44,295,000	24,795,000
I	L2000058	US 195/Colfax to Spangle - Add Passing Lane	20H-S	10,062,000	9,217,000	(845,000)	845,000	845,000
I	L2000061	SR 28/SR 285, North Wenatchee Area Improvements	20H-S	500,000	300,000	(200,000)	1,300,000	200,000
I	L2000074	SR 14/ Wind River Junction	20H-S	3,119,000	2,303,000	(816,000)	4,601,000	816,000
I	L2000091	SR 432 Longview Grade Crossing	20H-S	5,500,000	1,697,000	(3,803,000)	18,203,000	3,803,000
I	L2000094	I-90/Medical Lake & Geiger Interchanges	20H-S	8,000,000	3,254,000	(4,746,000)	23,246,000	4,746,000
I	L2000102	SR 14/I-205 to SE 164th Ave - Auxiliary Lanes	20H-S	3,918,000	2,287,000	(1,631,000)	19,631,000	1,631,000
I	L2000107	SR 162 Study/Design	20H-S	87,000	1,000	(86,000)	86,000	86,000
I	L2000117	SR 501/I-5 to Port of Vancouver	20H-S	2,300,000	484,000	(1,816,000)	6,516,000	1,816,000
I	L2000119	I-5/Northbound on-ramp at Bakerview	20H-S	3,500,000	1,299,000	(2,201,000)	8,701,000	2,201,000
I	L2000122	I-90/Barker to Harvard - Improve Interchanges & Local Roads	20H-S	2,750,000	851,000	(1,899,000)	16,649,000	1,899,000
I	L2000123	I-82/ EB WB On and Off Ramps	20H-S	17,100,000	11,828,000	(5,272,000)	22,572,000	5,272,000
I	L2000124	I-90/Front Street IJR	20H-S	2,300,000	1,905,000	(395,000)	395,000	395,000
I	L2000128	US 395/Safety Corridor Improvements	20H-S	5,000,000	928,000	(4,072,000)	14,072,000	4,072,000
I	L2000161	US 101/Lynch Road Intersection Improvements	20H-S	5,000,000	2,626,000	(2,374,000)	2,374,000	2,374,000
I	L2000175	SR 16/Corridor Congestion Study	20H-S	2,128,000	1,306,000	(822,000)	822,000	822,000
I	L2000176	SR 3/SR 304 Interchange Modification	20H-S	3,801,000	2,000,000	(1,801,000)	1,801,000	1,801,000
I	L2000201	I-90/Eastgate to SR 900 - Corridor Improvements	20H-S	9,837,000	5,958,000	(3,879,000)	65,554,000	3,879,000
I	L2000223	I-5/Rebuild Chamber Way Interchange Improvements	20H-S	11,496,000	10,868,000	(628,000)	4,628,000	628,000
I	L2220062	SR 14/Bingen Underpass	20H-S	3,445,000	2,147,000	(1,298,000)	19,083,000	1,298,000
I	M00100R	I-5 JBLM Corridor Improvements	20H-S	152,428,000	81,336,000	(71,092,000)	236,092,000	71,092,000
I	M00400R	SR 520 Seattle Corridor Improvements - West End	20H-S	214,291,000	98,014,000	(116,277,000)	512,099,000	116,277,000
I	M00500R	I-90 Snoqualmie Pass - Widen to Easton	20H-S	9,253,000	6,929,000	(2,324,000)	57,824,000	2,324,000
I	M00600R	SR 167/SR 509 Puget Sound Gateway	20H-S	133,651,000	88,282,000	(45,369,000)	310,469,000	45,369,000
I	M00800R	US 395 North Spokane Corridor	20H-S	61,454,000	56,799,000	(4,655,000)	168,655,000	4,655,000
I	M00900R	I-405/Renton to Bellevue - Corridor Widening	20H-S	167,168,000	90,057,000	(77,111,000)	461,536,000	77,111,000
I	N00200R	US Hwy 2 Safety	20H-S	100,000	3,000	(97,000)	2,697,000	97,000
I	N30500R	SR 305 Construction - Safety & Mobility Improvements	20H-S	10,700,000	3,153,000	(7,547,000)	26,447,000	7,547,000
I	N52600R	SR 526 Corridor Improvements	20H-S	3,000,000	1,443,000	(1,557,000)	7,557,000	1,557,000
I	T10300R	SR 28 East Wenatchee Corridor Improvements	20H-S	250,000	195,000	(55,000)	4,105,000	55,000
I	T104000	I-82 West Richland - Red Mountain Interchange	20H-S	1,016,000	24,000	(992,000)	5,595,000	992,000
I	T20900R	US-12/Walla Walla Corridor Improvements	20H-S	33,786,000	13,191,000	(20,595,000)	138,595,000	20,595,000
I	T30400R	SR 3 Freight Corridor	20H-S	300,000	219,000	(81,000)	9,981,000	81,000
I	T32700R	SR 510/Yelm Loop Phase 2	20H-S	3,500,000	1,307,000	(2,193,000)	33,606,000	2,193,000
I	T32800R	SR 518 Des Moines Interchange Improvement	20H-S	12,362,000	11,578,000	(784,000)	784,000	784,000
I	600010A	US 395/North Spokane Corridor	215-R	5,000,000	-	(5,000,000)	5,000,000	5,000,000
I	L1000199	SR 18 Widening - Issaquah/Hobart Rd to Raging River	215-R	100,000	15,000	(85,000)	7,985,000	85,000
I	M00800R	US 395 North Spokane Corridor	215-R	6,000,000	4,948,000	(1,052,000)	1,052,000	1,052,000
I	600010A	US 395/North Spokane Corridor	218-S	5,000	-	(5,000)	5,000	5,000
I	L1000173	SR 527 Pedestrian Safety Project - The Parker & Quincy Memorial Pathway	218-S	230,000	220,000	(10,000)	580,000	10,000
I	0B14ENV	Environmental Mitigation Reserve - Nickel/TPA	550-S	1,140,000	784,000	(356,000)	681,000	356,000
I	101822A	SR 18/Issaquah/Hobart Rd to Tigergate - Add Lanes	550-S	51,000	42,000	(9,000)	9,000	9,000
I	300504A	I-5/Tacoma HOV Improvements (Nickel/TPA)	550-S	39,000	37,000	(2,000)	2,000	2,000
I	400506H	I-5/NE 134th St Interchange (I-5/I-205) - Rebuild Interchange	550-S	88,000	68,000	(20,000)	20,000	20,000
I	501203X	US 12/Frenchtown Vicinity to Walla Walla - Add Lanes	550-S	140,000	17,000	(123,000)	123,000	123,000
I	502402E	SR 24/I-82 to Keys Rd - Add Lanes	550-S	2,000	1,000	(1,000)	2,000	1,000
I	524002G	SR 240/Richland Y to Columbia Center I/C - Add Lanes	550-S	5,000	1,000	(4,000)	4,000	4,000
I	600010A	US 395/North Spokane Corridor	550-S	6,744,000	5,741,000	(1,003,000)	1,003,000	1,003,000
I	809936Z	SR 99/Alaskan Way Viaduct - Replacement	550-S	30,098,000	30,097,000	(1,000)	3,384,000	1,000
I	8B11002	I-405/Kirkland Vicinity Stage 2 - Widening (Nickel/TPA)	550-S	13,158,000	300,000	(12,858,000)	52,000	52,000
P	100934R	SR 9/Pilchuck Creek - Replace Bridge	09H-S	237,000	15,000	(222,000)	222,000	222,000

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**Notes:**

<sup>1</sup> Certain project reappropriations may be adjusted to remove underspent risk reserves.

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
P	152908E	SR 529/Ebey Slough Bridge - Replace Bridge	09H-S	505,000	504,000	(1,000)	1,000	1,000
P	153203D	SR 532/General Mark W. Clark Memorial Bridge - Replace Bridge	09H-S	108,000	21,000	(87,000)	87,000	87,000
P	200201K	US 2/Wenatchee River Bridge - Replace Bridge	09H-S	1,000	-	(1,000)	1,000	1,000
P	400612B	SR 6/Rock Creek Br W - Replace Bridge	09H-S	3,000	-	(3,000)	3,000	3,000
P	629001D	SR 290/Spokane River E Trent Br - Replace Bridge	09H-S	1,862,000	209,000	(1,653,000)	10,592,000	1,653,000
	0BP2004	Bridge Seismic Retrofit Preservation	108-F	18,384,000	3,802,000	(14,582,000)	36,631,000	14,582,000
P	0BP3006	Weigh Stations Preservation	108-F	9,014,000	4,520,000	(4,494,000)	9,214,000	4,494,000
P	400612B	SR 6/Rock Creek Br W - Replace Bridge	108-F	41,000	-	(41,000)	41,000	41,000
P	400694A	SR 6/Willapa River Br - Replace Bridge	108-F	1,000	-	(1,000)	1,000	1,000
	0BP2004	Bridge Seismic Retrofit Preservation	108-S	166,000	149,000	(17,000)	1,349,000	17,000
P	310407D	SR104/Port Angeles Graving Dock Settlement and Remediation	108-S	163,000	87,000	(76,000)	76,000	76,000
P	400694A	SR 6/Willapa River Br - Replace Bridge	108-S	1,000	-	(1,000)	1,000	1,000
P	L1000068	Structurally Deficient and At Risk Bridges	108-S	844,000	557,000	(287,000)	840,000	287,000
P	152099V	SR 520/Evergreen Point Floating Bridge R&R - Preservation	16J-S	1,747,000	336,000	(1,411,000)	10,509,000	1,411,000
P	G2000055	Land Mobile Radio (LMR) Upgrade	20H-S	11,553,000	9,906,000	(1,647,000)	26,683,000	1,647,000
P	L1100071	Highway System Preservation	20H-S	162,814,000	157,596,000	(5,218,000)	123,930,000	5,218,000
P	L2000075	US 12/ Wildcat Bridge Replacement	20H-S	7,974,000	7,487,000	(487,000)	487,000	487,000
P	L2000116	SR 107/Chehalis River Bridge (S. Montesano Bridge) Approach and Rail Rep	20H-S	5,556,000	3,311,000	(2,245,000)	18,268,000	2,245,000
P	L2000174	SR 241/Mabton Bridge	20H-S	5,970,000	708,000	(5,262,000)	11,262,000	5,262,000
P	TNBPRES	SR 16/Tacoma Narrows Bridge R&R - Preservation	511-S	918,000	263,000	(655,000)	9,550,000	655,000
Q	202000W	SR20/Wauconda Summit - RWIS and Camera	108-F	119,000	35,000	(84,000)	134,000	84,000
Q	400016T	Vancouver Urban ITS Device Infill	108-F	73,000	56,000	(17,000)	17,000	17,000
Q	400019Q	Centralized Signal System Enhancements	108-F	61,000	5,000	(56,000)	331,000	56,000
Q	401417Q	SR 14 ATIS Infill; I-5 to Evergreen	108-F	795,000	326,000	(469,000)	495,000	469,000
Q	152711Q	SR 527/Bothell to Dumas Rd - Pedestrian & Bicycle Improvements	108-L	122,000	64,000	(58,000)	58,000	58,000
Q	100015Q	SR 527 & SR 96 Adaptive Signal Control System (County lead)	108-S	120,000	15,000	(105,000)	106,000	105,000
Q	100017Q	I-5 & I-90 Ramp Meter Enhancements	108-S	340,000	125,000	(215,000)	215,000	215,000
Q	100515Q	I-5/Northbound vicinity Marysville - Ramp Meters	108-S	232,000	165,000	(67,000)	325,000	67,000
Q	100516Q	I-5/CCTV Enhancement S 188th St to NE 80th St - Camera Installation	108-S	445,000	407,000	(38,000)	41,000	38,000
Q	100517Q	I-5/SB NE 45th St to NE 130th St - Ramp Meters	108-S	780,000	776,000	(4,000)	50,000	4,000
Q	100522Q	I-5/Mercer Street NB and SB Ramp Meter Systems	108-S	30,000	-	(30,000)	30,000	30,000
Q	202000W	SR20/Wauconda Summit - RWIS and Camera	108-S	32,000	21,000	(11,000)	32,000	11,000
Q	202400Q	NCR Basin ITS Phase 3	108-S	424,000	33,000	(391,000)	397,000	391,000
Q	316706Q	SR 167/SR 410 to SR 18 - ITS	108-S	8,000	-	(8,000)	100,000	8,000
Q	351207R	SR 512/I-5 to SR 7 EB - Congestion Management	108-S	94,000	22,000	(72,000)	474,000	72,000
Q	400016T	Vancouver Urban ITS Device Infill	108-S	21,000	14,000	(7,000)	7,000	7,000
Q	400019Q	Centralized Signal System Enhancements	108-S	22,000	1,000	(21,000)	115,000	21,000
Q	400019V	Regional Video Sharing	108-S	150,000	142,000	(8,000)	9,000	8,000
Q	401417Q	SR 14 ATIS Infill; I-5 to Evergreen	108-S	272,000	91,000	(181,000)	196,000	181,000
Q	414119Q	SR 141/Flashing School Zone Signs	108-S	30,000	18,000	(12,000)	1,000	1,000
Q	524001Q	SR 240/Jadwin Ave to I-182 - Install Traffic Cameras	108-S	3,000	(20,000)	(23,000)	24,000	23,000
Q	609004Q	I-90/Sprague Rest Area Traveler Information	108-S	26,000	3,000	(23,000)	23,000	23,000
Q	609007Q	Spokane Area Traffic Volume Collection	108-S	600,000	14,000	(586,000)	337,000	337,000
Q	639516Q	US 395/Hawthorne Rd - Intersection Improvements	108-S	10,000	5,000	(5,000)	5,000	5,000
W	900010M	Seattle Tml Improvement	099-F	1,000	-	(1,000)	1,000	1,000
W	902020D	Anacortes Tml Improvement	099-F	1,239,000	446,000	(793,000)	793,000	793,000
W	910413R	Edmonds Tml Improvement	099-F	2,109,000	111,000	(1,998,000)	67,000	67,000
W	916008R	Southworth Tml Preservation	099-F	386,000	9,000	(377,000)	2,645,000	377,000
W	930513G	Bainbridge Island Tml Preservation	099-F	1,526,000	1,039,000	(487,000)	5,251,000	487,000
W	944401E	MV Issaquah Improvement	099-F	304,000	262,000	(42,000)	43,000	42,000
W	944402D	MV Kittitas Preservation	099-F	2,668,000	2,649,000	(19,000)	2,406,000	19,000

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**Notes:**

<sup>1</sup> Certain project reappropriations may be adjusted to remove underspent risk reserves.

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
W	944403D	MV Kitsap Preservation	099-F	2,244,000	1,038,000	(1,206,000)	305,000	305,000
W	944405D	MV Chelan Preservation	099-F	1,692,000	1,485,000	(207,000)	2,168,000	207,000
W	944405F	MV Chelan Improvement	099-F	37,000	-	(37,000)	175,000	37,000
W	944413B	MV Tillikum Preservation	099-F	992,000	780,000	(212,000)	137,000	137,000
W	944441B	MV Walla Walla Preservation	099-F	2,385,000	2,078,000	(307,000)	963,000	307,000
W	944442B	MV Spokane Preservation	099-F	13,177,000	13,039,000	(138,000)	7,557,000	138,000
W	944471A	MV Chetzemoka Preservation	099-F	1,163,000	1,005,000	(158,000)	753,000	158,000
W	944477A	MV Salish Preservation	099-F	1,204,000	80,000	(1,124,000)	12,000	12,000
W	944478B	MV Kennewick Preservation	099-F	69,000	58,000	(11,000)	7,000	7,000
W	944499E	MV Wenatchee Preservation	099-F	167,000	16,000	(151,000)	15,086,000	151,000
W	944499F	MV Puyallup Improvement	099-F	608,000	333,000	(275,000)	47,000	47,000
W	952515P	Mukilteo Tml Improvement	099-F	27,825,000	9,996,000	(17,829,000)	17,832,000	17,829,000
W	L1000006	MV Tokitae Preservation	099-F	352,000	71,000	(281,000)	120,000	120,000
W	L1000007	MV Samish Preservation	099-F	1,092,000	999,000	(93,000)	93,000	93,000
W	L2200083	ADA Visual Paging Project	099-F	149,000	-	(149,000)	101,000	101,000
W	900010L	Seattle Tml Preservation	099-L	26,949,000	24,598,000	(2,351,000)	4,355,000	2,351,000
W	910413R	Edmonds Tml Improvement	099-L	101,000	67,000	(34,000)	424,000	34,000
W	900001H	Point Defiance Tml Improvement	099-S	395,000	292,000	(103,000)	304,000	103,000
W	900002H	Tahlequah Tml Improvement	099-S	141,000	61,000	(80,000)	782,000	80,000
W	900006S	Vashon Tml Preservation	099-S	128,000	16,000	(112,000)	582,000	112,000
W	900006T	Vashon Tml Improvement	099-S	68,000	-	(68,000)	68,000	68,000
W	900010M	Seattle Tml Improvement	099-S	972,000	210,000	(762,000)	3,710,000	762,000
W	900022J	Lopez Tml Improvement	099-S	533,000	402,000	(131,000)	87,000	87,000
W	900026Q	Orcas Tml Improvement	099-S	90,000	28,000	(62,000)	137,000	62,000
W	900040N	Eagle Harbor Maint Facility Preservation	099-S	85,000	78,000	(7,000)	8,000	7,000
W	902017M	Coupeville (Keystone) Tml Improvement	099-S	39,000	1,000	(38,000)	199,000	38,000
W	902020D	Anacortes Tml Improvement	099-S	909,000	152,000	(757,000)	1,039,000	757,000
W	910413R	Edmonds Tml Improvement	099-S	2,044,000	459,000	(1,585,000)	31,000	31,000
W	910414P	Kingston Tml Preservation	099-S	1,208,000	29,000	(1,179,000)	2,720,000	1,179,000
W	916008R	Southworth Tml Preservation	099-S	149,000	-	(149,000)	190,000	149,000
W	930410T	Bremerton Tml Preservation	099-S	255,000	21,000	(234,000)	446,000	234,000
W	930410U	Bremerton Tml Improvement	099-S	1,109,000	569,000	(540,000)	654,000	540,000
W	930513G	Bainbridge Island Tml Preservation	099-S	5,814,000	906,000	(4,908,000)	5,873,000	4,908,000
W	930513H	Bainbridge Island Tml Improvement	099-S	37,000	5,000	(32,000)	32,000	32,000
W	944401D	MV Issaquah Preservation	099-S	449,000	297,000	(152,000)	2,736,000	152,000
W	944402E	MV Kittitas Improvement	099-S	366,000	291,000	(75,000)	2,000	2,000
W	944405D	MV Chelan Preservation	099-S	337,000	241,000	(96,000)	3,080,000	96,000
W	944406D	MV Sealath Preservation	099-S	276,000	44,000	(232,000)	10,000	10,000
W	944406E	MV Sealath Improvement	099-S	429,000	301,000	(128,000)	121,000	121,000
W	944413B	MV Tillikum Preservation	099-S	231,000	121,000	(110,000)	185,000	110,000
W	944413C	MV Tillikum Improvement	099-S	55,000	23,000	(32,000)	38,000	32,000
W	944432G	MV Elwha Preservation	099-S	1,031,000	668,000	(363,000)	18,481,000	363,000
W	944433D	MV Kaleetan Preservation	099-S	680,000	44,000	(636,000)	181,000	181,000
W	944433E	MV Kaleetan Improvement	099-S	309,000	273,000	(36,000)	165,000	36,000
W	944434D	MV Yakima Preservation	099-S	437,000	306,000	(131,000)	5,543,000	131,000
W	944441B	MV Walla Walla Preservation	099-S	603,000	428,000	(175,000)	88,000	88,000
W	944442B	MV Spokane Preservation	099-S	1,018,000	878,000	(140,000)	1,093,000	140,000
W	944442C	MV Spokane Improvement	099-S	496,000	167,000	(329,000)	399,000	329,000
W	944471A	MV Chetzemoka Preservation	099-S	290,000	69,000	(221,000)	357,000	221,000
W	944478B	MV Kennewick Preservation	099-S	414,000	8,000	(406,000)	551,000	406,000
W	944499E	MV Wenatchee Preservation	099-S	161,000	72,000	(89,000)	353,000	89,000

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
W	944499G	MV Tacoma Improvement	099-S	648,000	512,000	(136,000)	98,000	98,000
W	944499H	MV Wenatchee Improvement	099-S	331,000	293,000	(38,000)	364,000	38,000
W	952515P	Mukilteo Tml Improvement	099-S	1,483,000	89,000	(1,394,000)	2,857,000	1,394,000
W	990040W	MV Chimacum Preservation	099-S	1,000	-	(1,000)	42,000	1,000
W	998521A	RFP Development and Installation of a One Account-Based Ticketing System	099-S	243,000	91,000	(152,000)	153,000	152,000
W	998521B	Life Extension of Electronic Fare System (EFS)	099-S	707,000	697,000	(10,000)	11,000	10,000
W	999910K	Emergency Repair	099-S	7,100,000	5,619,000	(1,481,000)	5,357,000	357,000
W	G2000080	Electric Vessel RFP	099-S	600,000	373,000	(227,000)	228,000	227,000
W	L1000006	MV Tokitae Preservation	099-S	75,000	23,000	(52,000)	213,000	52,000
W	L1000007	MV Samish Preservation	099-S	141,000	70,000	(71,000)	197,000	71,000
W	L1000016	Primavera Project Management System	099-S	277,000	154,000	(123,000)	348,000	123,000
W	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)	099-S	75,000	12,000	(63,000)	3,000	3,000
W	L2000007	Terminal Project Support	099-S	7,070,000	5,737,000	(1,333,000)	6,981,000	1,333,000
W	L2200083	ADA Visual Paging Project	099-S	139,000	75,000	(64,000)	1,000	1,000
W	900005M	Fauntleroy Tml Preservation	09H-S	1,892,000	43,000	(1,849,000)	6,786,000	1,849,000
W	900010L	Seattle Tml Preservation	20H-S	46,919,000	46,710,000	(209,000)	69,819,000	209,000
W	952515P	Mukilteo Tml Improvement	20H-S	29,485,000	27,636,000	(1,849,000)	63,789,000	1,849,000
W	L2000166	Clinton Tml Road Improvements	20H-S	2,763,000	1,992,000	(771,000)	796,000	771,000
W	L1000063	#3 - 144-Capacity Vessel (MV Chimacum)	550-S	1,500,000	1,030,000	(470,000)	467,000	467,000
W	L2200038	#1 - 144-Capacity Vessel (MV Tokitae)	550-S	1,400,000	258,000	(1,142,000)	212,000	212,000
W	L2200039	#2 - 144-Capacity Vessel (MV Samish)	550-S	590,000	465,000	(125,000)	171,000	125,000
Y	F01111B	Palouse River and Coulee City RR - Rehabilitation	02M-S	686,000	335,000	(351,000)	716,000	351,000
Y	725910A	Ridgefield Rail Overpass	218-F	900,000	2,000	(898,000)	898,000	898,000
Y	770220A	Seattle- King Street Station Track Upgrades (ARRA)	218-F	-	(1,000)	(1,000)	1,000	1,000
Y	700000E	ARRA Program Management	218-S	2,807,000	2,235,000	(572,000)	572,000	572,000
Y	700001C	New Locomotives (8) (ARRA)	218-S	779,000	285,000	(494,000)	494,000	494,000
Y	725910A	Ridgefield Rail Overpass	218-S	9,000	1,000	(8,000)	8,000	8,000
Y	750210A	Snohomish Co - 240th St/SR9 Grade Crossing Improvements (2015 FRAP)	218-S	144,000	110,000	(34,000)	34,000	34,000
Y	F01111B	Palouse River and Coulee City RR - Rehabilitation	218-S	422,000	340,000	(82,000)	82,000	82,000
Y	HSR001	State Corridor Safety and Positive Train Control Compliance	218-S	1,000,000	-	(1,000,000)	1,500,000	1,000,000
Y	HSR002	Locomotive Service Equipment and Overhaul	218-S	1,500,000	632,000	(868,000)	3,369,000	868,000
Y	HSR003	Existing Passenger Rail Equipment Compatibility and Reliability	218-S	1,000,000	-	(1,000,000)	10,500,000	1,000,000
Y	HSR004	Point Defiance Bypass Revenue Service	218-S	5,000,000	4,649,000	(351,000)	4,351,000	351,000
Y	HSR005	Operational Modifications after new Service Launch	218-S	250,000	-	(250,000)	1,000,000	250,000
Y	HSR006	HSR Program Closeout	218-S	500,000	415,000	(85,000)	86,000	85,000
Y	L1000146	Grays Harbor Rail Corridor Safety Study	218-S	300,000	75,000	(225,000)	226,000	225,000
Y	L1000147	South Kelso Railroad Crossing	218-S	900,000	823,000	(77,000)	11,678,000	77,000
Y	L1000167	Bridge 12 (Salmon Creek) Replacement	218-S	2,604,000	-	(2,604,000)	2,605,000	2,604,000
Y	L1000172	Chelatchie Prairie Railroad - Railroad Tunnel Emergency Repairs	218-S	150,000	1,000	(149,000)	150,000	149,000
Y	L1000180	West Plains/Spokane International Airport Rail Development	218-S	2,000,000	1,897,000	(103,000)	104,000	103,000
Y	L1000191	PV Hooper Track Improvements	218-S	3,800,000	83,000	(3,717,000)	3,718,000	3,717,000
Y	L1100080	Port of Moses Lake	218-S	5,400,000	2,654,000	(2,746,000)	17,247,000	2,746,000
Y	L1100083	Port of Warden Rail Infrastructure Expansion	218-S	1,950,000	1,922,000	(28,000)	29,000	28,000
Y	L2000173	Connell Rail Interchange	218-S	992,000	438,000	(554,000)	9,554,000	554,000
Y	L2000191	Palouse River and Coulee City RR - Rehabilitation - New Law	218-S	7,906,000	4,252,000	(3,654,000)	10,354,075	3,654,000
Y	L2000289	Rail Crossing Improvements at 6th Ave. and South 19th St.	218-S	40,000	2,000	(38,000)	399,000	38,000
Y	L2220057	Cascades Corridor Slide Prevention and Repair	218-S	5,395,000	4,352,000	(1,043,000)	5,610,000	1,043,000
Y	P02001A	Cascades Train Sets - Overhaul	218-S	2,147,000	541,000	(1,606,000)	1,608,000	1,606,000
Z	OLP500Z	State Infrastructure Bank	096-F	488,000	132,000	(356,000)	1,337,000	356,000
Z	OLP500Z	State Infrastructure Bank	096-S	583,000	100,000	(483,000)	1,276,000	483,000
Z	L2000188	Pedestrian and Bicycle Safety Grant Program	09H-S	1,096,000	466,000	(630,000)	1,380,000	630,000

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
Z	L2000189	Safe Routes to Schools Grant Program	106-S	3,487,000	2,973,000	(514,000)	1,314,000	514,000
Z	01F035A	S 228th Street Extension & Grade Separation	108-F	3,265,000	1,366,000	(1,899,000)	1,899,000	1,899,000
Z	L1000169	National Highway Freight Program	108-F	43,800,000	17,530,000	(26,270,000)	41,483,000	26,270,000
Z	L1100049	Scott Avenue Reconnection Project	108-F	614,000	32,000	(582,000)	882,000	582,000
Z	L2000017	SR 516/Wax Rd to 185th Ave SE - Improvements	108-F	704,000	382,000	(322,000)	322,000	322,000
Z	L2000189	Safe Routes to Schools Grant Program	108-F	15,681,000	11,227,000	(4,454,000)	22,754,000	4,454,000
Z	L2200089	Slater Road Bridge	108-F	350,000	-	(350,000)	350,000	350,000
Z	L2000132	Duportail Bridge	108-L	7,500,000	-	(7,500,000)	18,000,000	7,500,000
Z	L1000175	West Main Street Realignment Project - Phase II	108-S	2,500,000	467,000	(2,033,000)	2,533,000	2,033,000
Z	L1000182	SR 900-12th Ave NW Enhanced Turning Capacity	108-S	500,000	-	(500,000)	1,500,000	500,000
Z	L1000187	Woodin Ave Bridge	108-S	280,000	150,000	(130,000)	130,000	130,000
Z	L1000193	Bronson Way Bridge - Seismic Retrofit and Painting	108-S	300,000	-	(300,000)	3,000,000	300,000
Z	L1000195	Main Street Revitalization Project	108-S	360,000	-	(360,000)	360,000	360,000
Z	L2000171	35th Street Mill Creek	108-S	750,000	-	(750,000)	750,000	750,000
Z	L2000241	South 116th Street Peter Western Bridge Repairs	108-S	270,000	128,000	(142,000)	372,000	142,000
Z	L2000243	SW 27th/Strander Blvd Connection Phase 3	108-S	500,000	-	(500,000)	500,000	500,000
Z	L2000245	Lake Forest Park SR 104/Lyon Creek Culvert	108-S	270,000	-	(270,000)	540,000	270,000
Z	L2000250	E Nob Hill Blvd	108-S	190,000	6,000	(184,000)	184,000	184,000
Z	L2000256	Barker Rd/Trent Ave Grade Separation	108-S	1,500,000	988,000	(512,000)	512,000	512,000
Z	L2000263	SR 522 Crossing in Kenmore	108-S	250,000	-	(250,000)	500,000	250,000
Z	L2000267	35th Ave. SE Reconstruction Project	108-S	500,000	-	(500,000)	500,000	500,000
Z	L2000268	Willis St (SR 516) and 4th Ave Roundabout	108-S	500,000	203,000	(297,000)	2,797,000	297,000
Z	L2000272	Viking Way	108-S	250,000	-	(250,000)	500,000	250,000
Z	L2000276	Lyman - Prevedal Road Repairs	108-S	300,000	292,000	(8,000)	8,000	8,000
Z	L2000282	Grove Street Overcrossing	108-S	500,000	235,000	(265,000)	265,000	265,000
Z	L2000285	Odessa - County Road Bridge Replacement	108-S	100,000	-	(100,000)	100,000	100,000
Z	L2000286	Wenatchee - Confluence Parkway	108-S	400,000	146,000	(254,000)	254,000	254,000
Z	L1000081	Community Facilities District Improvements (Redmond)	20H-S	3,612,000	1,438,000	(2,174,000)	3,274,000	2,174,000
Z	L1000087	I-5/Port of Tacoma Road Interchange	20H-S	4,100,000	2,885,000	(1,215,000)	17,415,000	1,215,000
Z	L1000094	Issaquah-Fall City Road	20H-S	3,500,000	-	(3,500,000)	5,000,000	3,500,000
Z	L1000132	SR 163/N 46th St. to N 54th St.	20H-S	2,267,000	2,257,000	(10,000)	11,000	10,000
Z	L2000064	Ridgefield Rail Overpass	20H-S	3,521,000	-	(3,521,000)	7,471,000	3,521,000
Z	L2000065	SR 502 Main Street Project/Widening	20H-S	3,165,000	1,759,000	(1,406,000)	5,906,000	1,406,000
Z	L2000066	Lewis Street Bridge	20H-S	1,400,000	1,251,000	(149,000)	13,749,000	149,000
Z	L2000104	Covington Connector	20H-S	4,840,000	74,000	(4,766,000)	23,926,000	4,766,000
Z	L2000120	Orchard Street Connector	20H-S	560,000	60,000	(500,000)	9,940,000	500,000
Z	L2000133	228th & Union Pacific Grade Separation (City of Kent)	20H-S	5,179,000	3,929,000	(1,250,000)	7,250,000	1,250,000
Z	L2000136	Harbour Reach Extension	20H-S	4,100,000	1,168,000	(2,932,000)	13,932,000	2,932,000
Z	L2000137	Sammamish Bridge Corridor	20H-S	1,000,000	554,000	(446,000)	11,446,000	446,000
Z	L2000171	35th Street Mill Creek	20H-S	4,000,000	2,960,000	(1,040,000)	2,040,000	1,040,000
Z	L2000181	South Lander Street	20H-S	5,135,000	2,029,000	(3,106,000)	4,971,000	3,106,000
Z	L2000205	I-5/Mellen Street Connector	20H-S	733,000	589,000	(144,000)	6,944,000	144,000
Z	L2000228	Thornton Road Overpass	20H-S	1,885,000	1,561,000	(324,000)	12,491,000	324,000
Z	L2220059	SR 516/Jenkins Creek to 185th Avenue - Widening	20H-S	2,000,000	173,000	(1,827,000)	13,349,000	1,827,000
Z	N52400R	SR 524: 48th Ave W - 37th Ave W Widening	20H-S	4,851,000	2,819,000	(2,032,000)	12,032,000	2,032,000
Z	NEDMOND	SR 99 Revitalization in Edmonds	20H-S	700,000	371,000	(329,000)	629,000	329,000
Z	G2000010	Cowiche Canyon Trail	218-S	182,000	96,000	(86,000)	1,886,000	86,000
Z	G2000011	Mountains to Sound Greenway	218-S	6,000,000	-	(6,000,000)	14,000,000	6,000,000
Z	G2000013	SR 520 Trail Grade Separation at 40th Street	218-S	2,448,000	784,000	(1,664,000)	9,783,000	1,664,000
Z	G2000015	Bay Street Pedestrian Project	218-S	526,000	520,000	(6,000)	2,961,000	6,000
Z	G2000017	Milton Trail Head/Interurban Trail	218-S	405,000	4,000	(401,000)	401,000	401,000

Notes: WSDOT

<sup>1</sup> Certain project reappropriations may be adjusted to remove underspent risk reserves.

<u>Program</u>	<u>BIN</u>	<u>Project Title</u>	<u>Account</u>	<u>17-19 Approp</u>	<u>17-19 Actual</u>	<u>17-19 Underrun</u>	<u>19-21 Request</u>	<u>Reappropriation<sup>1</sup></u>
Z	G2000018	City of Pacific - Interurban Trail	218-S	1,805,000	344,000	(1,461,000)	1,506,000	1,461,000
Z	L1000186	Triangle Truss Bridge Deck Replacement	218-S	30,000	7,000	(23,000)	293,000	23,000
Z	L1000200	SR 547 Pedestrian and Bicycle Safety Trail	218-S	305,000	141,000	(164,000)	164,000	164,000
Z	L2000188	Pedestrian and Bicycle Safety Grant Program	218-S	26,659,000	14,022,000	(12,637,000)	36,957,000	12,637,000
Z	L2000189	Safe Routes to Schools Grant Program	218-S	6,824,000	4,504,000	(2,320,000)	12,390,000	2,320,000
Z	L2000239	Bus Lane Signage Vashon Ferry Terminal	218-S	75,000	10,000	(65,000)	65,000	65,000
Z	L2000240	4th Ave SW Enhancement Project	218-S	620,000	619,000	(1,000)	1,000	1,000
Z	L2000242	Centennial Trail Connector -Phase 3	218-S	200,000	37,000	(163,000)	463,000	163,000
Z	L2000262	Columbia River Renaissance Trail Connection	218-S	200,000	-	(200,000)	500,000	200,000
Z	L2000264	South Lake Stevens Multi-Use Path	218-S	300,000	-	(300,000)	1,300,000	300,000
Z	L2000270	NE 132nd Street Sidewalk	218-S	85,000	71,000	(14,000)	429,000	14,000
Z	L2000271	520 Montlake Noise Mitigation	218-S	250,000	64,000	(186,000)	436,000	186,000
Z	L2000274	Chelan - Traffic Improvements	218-S	100,000	-	(100,000)	300,000	100,000
Z	L2000284	Port of Moses Lake - Hangar Expansion	218-S	100,000	76,000	(24,000)	24,000	24,000

**Notes:**

<sup>1</sup> Certain project reappropriations may be adjusted to remove underspent risk reserves.