

Project Compare: 2010 Governor's February Update vs. Senate Chair's Proposal
Department of Transportation
(Dollars in Thousands)

Version	Prior	2009-11	2011-13	2013-15	2015-17	2017-19	2019-21	2021-23	2023-25	2025 +	Total
Highway Improvements Program (I)											
<i>1-5/ITS Advanced Traveler Information Systems</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	0	2,600	0	0	0	0	0	0	0	0	2,600
Difference	0	2,600	0	0	0	0	0	0	0	0	2,600
<i>SR 9/SR 204 Intersection Improvement project</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	0	500	0	0	0	0	0	0	0	0	500
Difference	0	500	0	0	0	0	0	0	0	0	500
<i>US 12/SR 122/Williams St - Intersection Improvements</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	0	500	0	0	0	0	0	0	0	0	500
Difference	0	500	0	0	0	0	0	0	0	0	500
<i>1-90/Two Way Transit - Transit and HOV Improvements</i>											
Governor (February Update)	25,863	14,674	60,283	42,920	50	0	0	0	0	0	143,790
Senate	25,863	14,674	60,283	42,920	50	9,410	0	0	0	0	153,200
Difference	0	0	0	0	0	9,410	0	0	0	0	9,410
<i>1-90/Two Way Transit - Transit and HOV Improvements - Stage 2 & 3</i>											
Governor (February Update)	19,078	21,591	2,060	0	0	0	0	0	0	18,370	61,099
Senate	19,078	21,591	2,060	0	0	0	0	0	0	0	42,729
Difference	0	0	0	0	0	0	0	0	0	-18,370	-18,370
<i>US 97/Cameron Lake Road - Intersection Improvements</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	0	900	0	0	0	0	0	0	0	0	900
Difference	0	900	0	0	0	0	0	0	0	0	900
<i>Alaskan Way Viaduct - Automatic Shutdown</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	0	5,500	0	0	0	0	0	0	0	0	5,500
Difference	0	5,500	0	0	0	0	0	0	0	0	5,500
<i>SR 99/Alaskan Way Viaduct - Replacement</i>											
Governor (February Update)	325,662	568,523	961,215	733,440	518,660	0	0	0	0	0	3,107,500
Senate	325,662	561,023	879,215	505,440	128,660	0	0	0	0	0	2,400,000
Difference	0	-7,500	-82,000	-228,000	-390,000	0	0	0	0	0	-707,500

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Highway Improvements Program (I) (continued)											
<i>US 101/Shore Rd to Kitchen Rd - Widening</i>											
Governor (February Update)	3,921	20,483	36,551	21,931	0	0	0	0	0	0	82,886
Senate	<u>3,921</u>	<u>14,088</u>	<u>26,833</u>	<u>8,918</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>53,760</u>
Difference	0	-6,395	-9,718	-13,013	0	0	0	0	0	0	-29,126
<i>US 395/NSC-Francis Ave to Farwell Rd - New Alignment</i>											
Governor (February Update)	167,928	22,547	0	0	0	0	0	0	0	0	190,475
Senate	<u>167,928</u>	<u>30,234</u>	<u>27,313</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>225,475</u>
Difference	0	7,687	27,313	0	0	0	0	0	0	0	35,000
<i>SR 520/ Bridge Replacement and HOV (Nickel/TPA)</i>											
Governor (February Update)	164,030	269,569	552,829	764,559	237,001	0	0	0	0	0	1,987,988
Senate	<u>164,030</u>	<u>395,302</u>	<u>917,920</u>	<u>652,963</u>	<u>237,001</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,367,216</u>
Difference	0	125,733	365,091	-111,596	0	0	0	0	0	0	379,228
<i>SR 532/Camano Island to I-5 Corridor Improvements (TPA)</i>											
Governor (February Update)	15,853	46,475	1,022	575	131	511	0	0	0	0	64,567
Senate	<u>15,853</u>	<u>47,975</u>	<u>1,022</u>	<u>575</u>	<u>131</u>	<u>511</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>66,067</u>
Difference	0	1,500	0	0	0	0	0	0	0	0	1,500
Highway Preservation Program (P)											
<i>Sale of Surplus Property</i>											
Governor (February Update)	0	1,266	0	0	0	0	0	0	0	0	1,266
Senate	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Difference	0	-1,266	0	0	0	0	0	0	0	0	-1,266
<i>Seismic Bridges Program - High & Med. Risk (TPA)</i>											
Governor (February Update)	16,382	26,684	18,262	16,719	8,773	0	0	0	0	0	86,820
Senate	<u>16,382</u>	<u>24,660</u>	<u>16,262</u>	<u>16,719</u>	<u>8,773</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>82,796</u>
Difference	0	-2,024	-2,000	0	0	0	0	0	0	0	-4,024
<i>SR 21/Vic. Malo to Kettle River - Paving</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	<u>0</u>	<u>2,100</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,100</u>
Difference	0	2,100	0	0	0	0	0	0	0	0	2,100

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Washington State Ferries Capital Program (W)											
<i>144 Auto Vessel</i>											
Governor (February Update)	61,913	10,900	0	0	0	0	0	0	0	0	72,813
Senate	<u>61,913</u>	<u>10,950</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>72,863</u>
Difference	0	50	0	0	0	0	0	0	0	0	50
<i>64-Car Class Ferry Construction</i>											
Governor (February Update)	17,216	124,998	69,407	0	0	0	0	0	0	0	211,621
Senate	<u>17,216</u>	<u>124,998</u>	<u>70,944</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>213,158</u>
Difference	0	0	1,537	0	0	0	0	0	0	0	1,537
<i>Communications</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	<u>0</u>	<u>1,733</u>	<u>1,786</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>3,519</u>
Difference	0	1,733	1,786	0	0	0	0	0	0	0	3,519
<i>Reduce Budget for 3 Terminal Engineer positions not filled.</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	<u>0</u>	<u>-244</u>	<u>-488</u>	<u>-488</u>	<u>-488</u>	<u>-488</u>	<u>-488</u>	<u>-488</u>	<u>-488</u>	<u>-488</u>	<u>-3,660</u>
Difference	0	-244	-488	-488	-488	-488	-488	-488	-488	-488	-3,660
<i>4th and 5th New Vessels</i>											
Governor (February Update)	0	0	70,000	248,950	0	0	0	0	0	0	318,950
Senate	<u>0</u>	<u>0</u>	<u>72,000</u>	<u>133,900</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>205,900</u>
Difference	0	0	2,000	-115,050	0	0	0	0	0	0	-113,050
Rail Capital Program (Y)											
<i>ARRA High Speed Rail Grant</i>											
Governor (February Update)	0	0	0	0	0	0	0	0	0	0	0
Senate	<u>0</u>	<u>560,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>560,000</u>
Difference	0	560,000	0	0	0	0	0	0	0	0	560,000
<i>Clark County/Chelatchie Prairie RR - Track Rehabilitation</i>											
Governor (February Update)	0	1,000	0	0	0	0	0	0	0	0	1,000
Senate	<u>0</u>	<u>2,000</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2,000</u>
Difference	0	1,000	0	0	0	0	0	0	0	0	1,000
<i>Placeholder to cover federally ineligible expenditures</i>											
Governor (February Update)	0	3,640	0	0	0	0	0	0	0	0	3,640
Senate	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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Rail Capital Program (Y) (continued)											
Difference	0	-3,640	0	0	0	0	0	0	0	0	-3,640
<i>Port of Ephrata/Ephrata - Additional Spur Rehabilitation</i>											
Governor (February Update)	0	479	0	0	0	0	0	0	0	0	479
Senate	0	363	0	0	0	0	0	0	0	0	363
Difference	0	-116	0	0	0	0	0	0	0	0	-116
<i>Port of Everett - New Rail Track (FRIB)</i>											
Governor (February Update)	0	1,200	0	0	0	0	0	0	0	0	1,200
Senate	0	0	0	0	0	0	0	0	0	0	0
Difference	0	-1,200	0	0	0	0	0	0	0	0	-1,200
<i>Statewide - Freight Rail Investment Bank</i>											
Governor (February Update)	707	69	5,000	5,000	5,000	5,000	5,000	5,000	6,000	0	36,776
Senate	707	5,069	5,000	5,000	5,000	5,000	5,000	5,000	6,000	0	41,776
Difference	0	5,000	0	0	0	0	0	0	0	0	5,000
<i>Tacoma Rail/Roy - New Connection to BNSF and Yelm-owned Spur</i>											
Governor (February Update)	0	525	0	0	0	0	0	0	0	0	525
Senate	0	0	0	0	0	0	0	0	0	0	0
Difference	0	-525	0	0	0	0	0	0	0	0	-525
Local Programs (Z)											
<i>West Vancouver Freight Access</i>											
Governor (February Update)	0	4,372	0	0	0	0	0	0	0	0	4,372
Senate	0	5,072	0	0	0	0	0	0	0	0	5,072
Difference	0	700	0	0	0	0	0	0	0	0	700