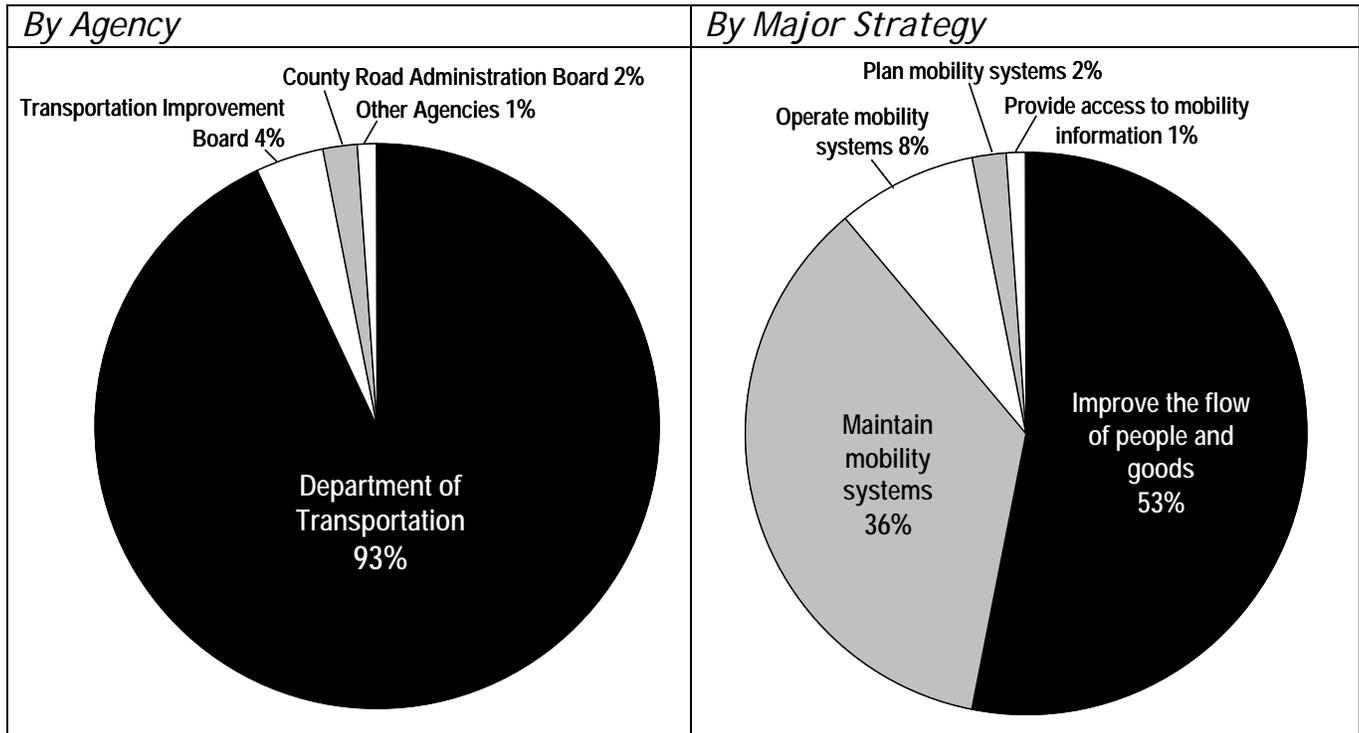


GMAP Fiscal Report

Mobility

Biennial Operating and Transportation Capital Budgets =
\$6.4 billion All Funds
\$0.2 million GFS

(Fund Sources: federal, dedicated funds)



Current Fiscal Status (Major Agencies)

July 2007 - September 2007 Expenditures

Dollars in Thousands

	Estimates-to-date	Actuals-to-date	Current Variance under/(over)	Prior Report
Department of Transportation	\$802,548	\$549,135	→ 31.6%	NA
Operating	165,850	151,947	8.4%	NA
Capital	636,698	397,188	→ 37.6%	NA

GMAP Fiscal Report

Mobility

Current Fiscal Status (Program Detail)

July 2007 - September 2007 Expenditures

Dollars in Thousands

	Estimates- to-date	Actuals- to-date	% Variance under/(over)	Prior Report
Department of Transportation				
B00 Toll Operations and Maintenance				
FTE Staff	18.0	9.4	47.8%	NA
	\$2,486	\$913	→63.3%	NA
C00 Information Technology				
FTE Staff	233.6	219.2	6.2%	NA
	\$8,599	\$6,733	→21.7%	NA
D00 Facility Maintenance/Operations-Operating				
FTE Staff	87.6	79.7	9.0%	NA
	\$4,824	\$3,108	→35.6%	NA
DOC Facility Maintenance, Operations and Construction - Capital				
FTE Staff	3.0	3.1	(3.3)%	NA
	\$87	\$105	(20.9)%	NA
E00 Transportation Equipment Fund				
FTE Staff	203.7	199.2	2.2%	NA
	\$11,256	\$8,550	→24.0%	NA
F00 Aviation				
FTE Staff	11.0	15.6	(41.8)%	NA
	\$1,023	\$526	→48.5%	NA
H00 Program Delivery, Management & Support				
FTE Staff	252.0	239.9	4.8%	NA
	\$6,178	\$5,632	8.8%	NA
IOC Improvements - Capital				
FTE Staff	1,710.5	1,803.4	(5.4)%	NA
	\$457,333	\$237,165	→48.1%	NA
K00 Transportation Economic Partnerships - Operating				
FTE Staff	4.5	1.5	66.7%	NA
	\$78	\$45	42.1%	NA
M00 Highway Maintenance and Operations				
FTE Staff	1,448.0	1,307.3	9.7%	NA
	\$37,358	\$36,502	2.3%	NA
POC Preservation - Capital				
FTE Staff	1,201.7	1,220.6	(1.6)%	NA
	\$139,443	\$138,293	.8%	NA
Q00 Traffic Operations - Operating				
FTE Staff	258.8	254.9	1.5%	NA
	\$6,420	\$5,743	→10.5%	NA
Q0C Traffic Operations - Capital				
FTE Staff	44.3	11.4	74.3%	NA
	\$4,145	\$671	→83.8%	NA
S00 Transportation Management and Support				
FTE Staff	172.8	181.5	(5.0)%	NA

GMAP Fiscal Report

Mobility

	Estimates- to-date	Actuals- to-date	% Variance under/(over)	Prior Report
	\$3,657	\$3,845	(5.1)%	NA
T00 Transportation Planning, Data, Research				
FTE Staff	193.9	197.7	(2.0)%	NA
	\$5,808	\$5,061	→12.9%	NA
U00 Charges from Other Agencies				
	\$19,852	\$15,895	→19.9%	NA
V00 Public Transportation				
FTE Staff	29.5	26.8	9.2%	NA
	\$2,647	\$5,260	→(98.7)%	NA
W0C Washington State Ferries, Capital				
FTE Staff	166.7	113.4	32.0%	NA
	\$21,647	\$15,031	→30.6%	NA
X00 Washington State Ferries, Operating				
FTE Staff	1,638.1	1,656.7	(1.1)%	NA
	\$52,133	\$51,202	1.8%	NA
Y00 Rail - Operating				
FTE Staff	7.9	9.6	(21.5)%	NA
	\$2,184	\$1,802	→17.5%	NA
Y0C Rail - Capital				
FTE Staff	12.0	11.2	6.7%	NA
	\$829	\$4,365	→(426.8)%	NA
Z00 Local Programs - Operating				
FTE Staff	43.0	41.4	3.7%	NA
	\$1,347	\$1,129	→16.2%	NA
Z0C Local Programs - Capital				
FTE Staff	0.0	.7	NA	NA
	\$13,214	\$1,557	→88.2%	NA
Department of Transportation Operating Totals				
FTE Staff	4,602.4	4,440.5	3.5%	NA
	\$165,850	\$151,947	8.4%	NA
Department of Transportation Capital Totals				
FTE Staff	3,138.3	3,163.8	(.8)%	NA
	\$636,698	\$397,188	→37.6%	NA

Key Fiscal Issues for the Department of Transportation

2008 Supplemental Operating Budget - Agency Request

- \$10.1 million in Other Funds for increased fuel costs;
- \$5.1 million in Other Funds to cover the increased cost of de-icer chemicals, which have increased nearly 13 percent;
- \$9.8 million in Other Funds to implement the new stormwater permit requirements;
- \$1.9 million Other Funds for the increased compensations costs for staff paid by internal payments to the Equipment Fund;
- \$3.3 million in Other Funds for higher utility rates and for create card fees;

Mobility

- \$4.3 million in Other Funds for higher costs associated with the electronic toll connection system;
- \$4.6 million in Other Funds to cover increased costs in the Ferry Division such as mileage reimbursement, maintenance contracts and shipyard costs, lubrication oil for all vessels, and leases for offices and terminals in Seattle;
- \$2.7 million in Other Funds for software to track and manage highway construction;
- \$3.1 million in Other Funds to cover the increased cost of roadway stripe paint;
- \$2.7 million in Other Funds to continue the agency's move to using the state's enterprise network, in order to minimize redundancy and increase operational efficiency;
- \$11.4 million in Other Funds for a variety of other items, such as oil spill prevention, airport planning, improvements in risk management, ferry vessel engine overhauls, ferry finance study, and other smaller items.

2008 Supplemental Capital Budget - Agency Request

- \$84.5 million in Other Funds (federal) is requested to replace the 520 floating bridge;
- \$6.5 million in Other Funds for the payment of a court judgment for contributing to the pollution of the Palermo well field;
- \$20 million in Other Funds to be set aside for emergencies declared by the Governor, such as flooding, ice and wind storms, and excess snowfall;
- \$6.5 million in Other Funds to develop methods to conserve ferry fuel and reduce emissions;
- \$6.5 million in Other Funds net for reductions and increases to match the enacted budget, make reappropriation adjustments, and fund other small items.

Expenditure Trends

For both operating and capital budgets, the department does not accrue expenditures, so actuals-to-date do not include work completed that is either not yet billed by the contractor or not yet paid by the department. As a result, recorded expenditure variances may be overstated. -

DOT Operating Budget

The DOT Operating budget is underspent by 8.4 percent as of the end of September. This variance is primarily due to the following programs:

- Toll Operations, Program B, is under-spent by 63 percent (\$1.6 million): Because of invoice issues there have been delays in payments to TransCore, the bridge operations contractor. In addition, there have been no expenditures for amounts budgeted for insurance because the bridge construction contractor still provides coverage.
- Information Technology, Program C, is underspent by nearly 22 percent (\$1.9 million): Enterprise Implementation projects are the major source of the variance. Planned work has not been accomplished because of difficulties in filling vacant project staff positions.
- Facility Maintenance and Operations, Program D, is underspent by more than 35 percent (\$1.7 million): Anticipated expenditures for completion of renovation projects initiated in the 2005-07 biennium have not yet been made. In addition, a scheduled payment to the Department of General Administration for space occupied by the department in the Edna Lucille Goodrich building was not made until October.

Mobility

- Transportation Equipment Fund, Program E, is underspent by 24 percent (\$2.7 million): Through September, deliveries of ordered equipment have been less than anticipated.
- Aviation, Program F, underspent by 48.5 percent (\$0.5 million): The local airport aid program is the major source of the variance. Progress on local airport preservation projects funded by state funds has been slower than anticipated. In addition, total expenditures for several completed projects were less than assumed in the budget, and some projects that were originally scheduled to begin in July, 2007 have been deferred until next year.
- Traffic Operations, Program Q, is underspent by 10.5 percent (\$0.7 million): Later than initially anticipated implementation of low-cost enhancement projects is the major source of the variance. The first set of projects were reviewed, prioritized, and approved in October 2007.
- Transportation Planning, Data, Research, Program T, is under-spent by nearly 13 percent (\$0.7 million). Research contract work is not progressing as quickly as planned.
- Charges from Other Agencies, Program U, is under-spent by nearly 20 percent (\$4.0 million): Major sources the variance are: (1) \$1.7 million of the variance is due to a later than anticipated billing from the Department of Personnel. (2) Payments to the Office of Financial Management are less than anticipated because risk management fees are being billed and paid quarterly while the allotments assumed annual payments. (3) Biennium-to-date billings for services provided by the Attorney General's office have been significantly less than anticipated.
- Public Transportation, Program V, is over-spent by nearly 99 percent (\$2.6 million): Reimbursement requests for public transportation grants have been processed earlier than anticipated.
- Rail, Program Y, is under-spent by 17.5 percent (\$0.4 million): A portion of budgeted expenditures for monthly maintenance of Talgo equipment was not incurred because the equipment was out of service for part of the July - September period for repairs of small cracks in suspension support systems. During this period, other equipment was provided by Amtrak to continue service.
- Local Programs, Program Z, is under-spent by 16 percent (\$0.2 million): The major source of the variance is a project streamlining contract with counties and cities, which had been budgeted for payment over the first three months of the biennium. However, through September only a small portion of the contract amount had been billed to the department.

DOT Capital Budget

The DOT Capital budget is underspent by nearly 38 percent as of the end of September.

- Highway Improvements, Program I, is underspent by 48 percent (\$220.2 million): Mobility Improvements projects are the major source of the variance. Projects responsible for major portions of the variance include:
 - * SR 167/SR 509 to I-5, Stage One - New Freeway which has had construction delayed to 2010.
 - *US 12/Frenchtown Vicinity to Walla Walla - Add Lane and SR 285/George Sellar Bridge - Additional EB Lane projects have been re-aged to accommodate a revised schedule that encompasses two full construction seasons.
 - *SR 522/UWBCC Campus Access had the ad date delayed from March 2006 to January 2007, due to environmental permit issues. Currently this project has been removed from ad and all bids have been rejected.

Mobility

- Traffic Operations-Capital, Program Q, is underspent by nearly 84 percent (\$3.5 million). Progress on the special advanced technical projects has been slower than anticipated.
- Washington State Ferries-Capital, Program W, is underspent by nearly 31 percent (\$6.6 million). Three projects are the major sources of the variance:
 - * Major expenditures for shipyard work on the MV Tacoma preservation project began in September instead of July as assumed in the initial allotments.
 - * Work on the propulsion systems for the new auto ferry vessels by the manufacturer has not progressed as much as initially anticipated.
 - * For the Anacortes Terminal project, right of way acquisition expenditures that were expected in August have not yet been made.
- Rail-Capital, Program Y, is over-spent by nearly 427 percent (\$3.5 million): Both rail passenger and rail freight projects contribute to the variance. For the rail passenger program, environmental assessment work on the Tacoma -Pt. Defiance project and right of way acquisition for the Vancouver Yard project have occurred earlier than anticipated. For the rail freight program, work on several grant funded projects has been completed earlier than anticipated. In addition, payments for the Palouse River and Coulee City Railroad acquisition were made earlier than assumed in the allotments.
- Local Programs-Capital, Program Z, is underspent by more than 88 percent (\$11.7 million). Expenditures for both federally funded city and county transportation projects and Freight Mobility Strategic Investment Strategic Board (FMSIB) projects have been substantially less than expected in the initial spending plan. The department is currently reviewing project estimates in preparation for adjustments in the allotments to provide a more realistic spending plan.

Agency Action Plan

The department will continue to monitor planned vs. actual expenditures as the biennium progresses. No specific action is required at this time.