



**Washington State
Department of Transportation**

2013-15

Quarterly Financial Report

Through September 2014

**Financial Administration
Budget and Financial Analysis**

December 1, 2014

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Introduction and Summary Information

Introduction and Contacts

The Washington State Department of Transportation (WSDOT) is responsible for preserving and operating a safe transportation system as efficiently as possible. The 2013-15 Biennium Transportation budget appropriates \$9.2 billion for all state transportation operations and capital needs. Of this amount, WSDOT's appropriation is \$6.8 billion. In addition to the appropriation, the department has expenditure authority through unanticipated receipts and non-appropriated accounts.

This Quarterly Financial Report summarizes the department's fifth quarter 2013-15 biennial expenditures (through September 30, 2014 and including fiscal year closing adjustments) and compares those to spending plans. Revenue estimates are based on the September 2014 forecast adopted by the Transportation Revenue Forecast Council. Variances between planned and actual dollars and FTEs greater than ten percent for biennium to-date amounts are discussed in the *Agency Expenditure Detail by Program* section.

Please direct any questions or comments to one of the following individuals:

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Contacts by Program:

Program	Program Executive	Program Managers	Program Designees	Program Contacts	Budget Manager
B	Craig Stone	Ed Shumpert	Ed Shumpert	Judith Kallo	Joe Patterson
C	Katy Taylor	Grant Rodeheaver	Tom Parma	Bob Loveless	Joe Patterson
D	Linea Laird	Chris Christopher	Yvonne Medina	Thanh Nguyen	Dan Lawrence
E	Linea Laird	Chris Christopher	Greg Hansen	Jim Richardson	Dan Lawrence
F	Amy Scarton	Tristan Atkins	Tristan Atkins	Anita Gausepohl	My-Trang Le
H	Linea Laird	Laura Sanborn	Laura Sanborn	Lorri Riches	Stacey Halverstadt
I	Linea Laird/ Amy Arnis	Jay Alexander	Jay Alexander	Gary Lebow	Doug Clouse
K	Amy Arnis	Tonia Buell (acting)	Tonia Buell (acting)	Laura Sanborn	My-Trang Le
M1/M2/M3	Linea Laird	Chris Christopher	Greg Selstead	Rob Kirkwood	Dan Lawrence
M5/M6	Amy Arnis	Jennifer Dahl	Jennifer Dahl	Dave Davis	Dan Lawrence
P	Linea Laird / Amy Arnis	Jay Alexander	Jay Alexander	Gary Lebow	Doug Clouse
Q	Linea Laird	John Nisbet	Mike Dornfeld	Rob Kirkwood	Dan Lawrence
S	Amy Arnis / Katy Taylor	Doug Vaughn	Megan Atkinson	Joe Patterson	Joe Patterson
T	Amy Scarton	Kerri Woehler	Laura Sanborn	Terry Hayner	Joe Patterson
U	Amy Arnis	Doug Vaughn	Elise Greef	Dan Lawrence	Dan Lawrence
V	Amy Scarton	Brian Lagerberg	Vacant	David Chenaur (acting)	Brian Connell
W	Lynne Griffith	Jean Baker	John Bernhard	Vacant	Stacey Halverstadt
X	Lynne Griffith	Jean Baker	John Bernhard	Matt Hanbey	Stacey Halverstadt
Y	Amy Scarton	Ron Pate	Jason Biggs	Brent Thompson (operating)/ Sheridan Botts (capital)	My-Trang Le
Z	Amy Scarton	Kathleen Davis	Eileen Leingang	Doug Clouse	Doug Clouse
AEMRA	Linea Laird	Megan White	Megan White	Joe Witczak	Joe Patterson
AROW	Linea Laird	Terry Meara	Terry Meara	Jennifer Holden	Joe Patterson

Agency Subprograms

Subprogram	Subprogram
B1 Toll Oversight and Planning	Q1 Traffic Management and Support
B2 Tacoma Narrows Bridge Toll Op. and Maintenance	Q2 Traffic Operations Activities
B3 High Occupancy Toll Lanes Maintenance and Op.	Q3 Special Advanced Technology Projects
B4 I-405 Express Toll Lanes Operation	S1 Executive Management and Support
B5 State Route 520 Toll Operations	S2 Finance and Administration
C1 Business and Administration	T2 Planning
C2 Field Services	T3 Research and Library Services
C3 Infrastructure Services	T6 Pass Through Funds
C4 Enterprise Implementation	U0 Charges From/Payments to Other Agencies
C5 Information and Applications	V1 Public Transportation Administration
C6 Software Maintenance Contracts	V2 Public Transportation
C7 Data Management	V4 Rural Mobility Grant Programs
D3 Facilities - Capital	V5 Regional Mobility Grant Program
D4 Facilities - Operating	V6 Modal Coordination Program
E1 Transportation Equipment Fund	V7 Statewide Commute Trip Reduction
F1 Aviation Management and Support	V8 Public Transportation Safety and Security
F2 Airport Investment	V9 Transportation Demand Management Core Program
F3 State Airports	W1 Terminal Construction
F4 Aviation Emergency Services	W2 Vessel Construction
F5 Aviation Planning	W3 Emergency Repairs
H1 Headquarters Program Delivery Mgmt. and Support	X0 Payroll Suspense
H2 Regional Program Delivery Mgmt. and Support	X1 Operations - Vessels
H3 Environmental Program Delivery Mgmt. and Support	X2 Operations - Terminals
I1 Mobility Improvements	X3 Operations - Management and Support
I2 Safety Improvements	X4 Maintenance - Vessels
I3 Economic Initiatives Improvements	X6 Maintenance - Terminals
I4 Environmental Retrofit Improvement	X7 Maintenance - Management and Support
I5 Program Support Improvements	X8 Finance and Administration Support
I6 Regional Transit Authority Improvements	X9 Executive Management Support
I7 State Route 16 Tacoma Narrows Bridge	Y2 Rail Freight Operations
K2 Public-Private Partnerships	Y3 Rail Passenger Operations
M1 Maintenance Management and Support	Y4 Rail Passenger Capital
M2 Maintenance - on State System	Y5 Rail Freight Capital
M3 Maintenance Sales and Services To Others	Y6 King Street Station
M5 Inventory and Stores Administration	Z1 Local Programs Management and Support
M6 Undistributed - Inventory Suspense	Z2 Local Programs Investments - Off State System
P1 Roadway Preservation	Z3 Bicycle and Pedestrian Coordination
P2 Structures Preservation	Z6 Operating Subsidy - Wahkiakum County
P3 Other Facilities Preservation	Z9 Local Agency Investments on the State System
P4 Program Support Preservation	OM Advanced Environmental Mitigation Revolving Account
P5 Undistributed Costs Mats Lab/Geo./Printing	OR Advance Right of Way Revolving Account
P7 Undistributed Costs - Project Engineer	
P8 Undistributed Costs - Direct Project Support	

Agency Expenditure Summary by Program

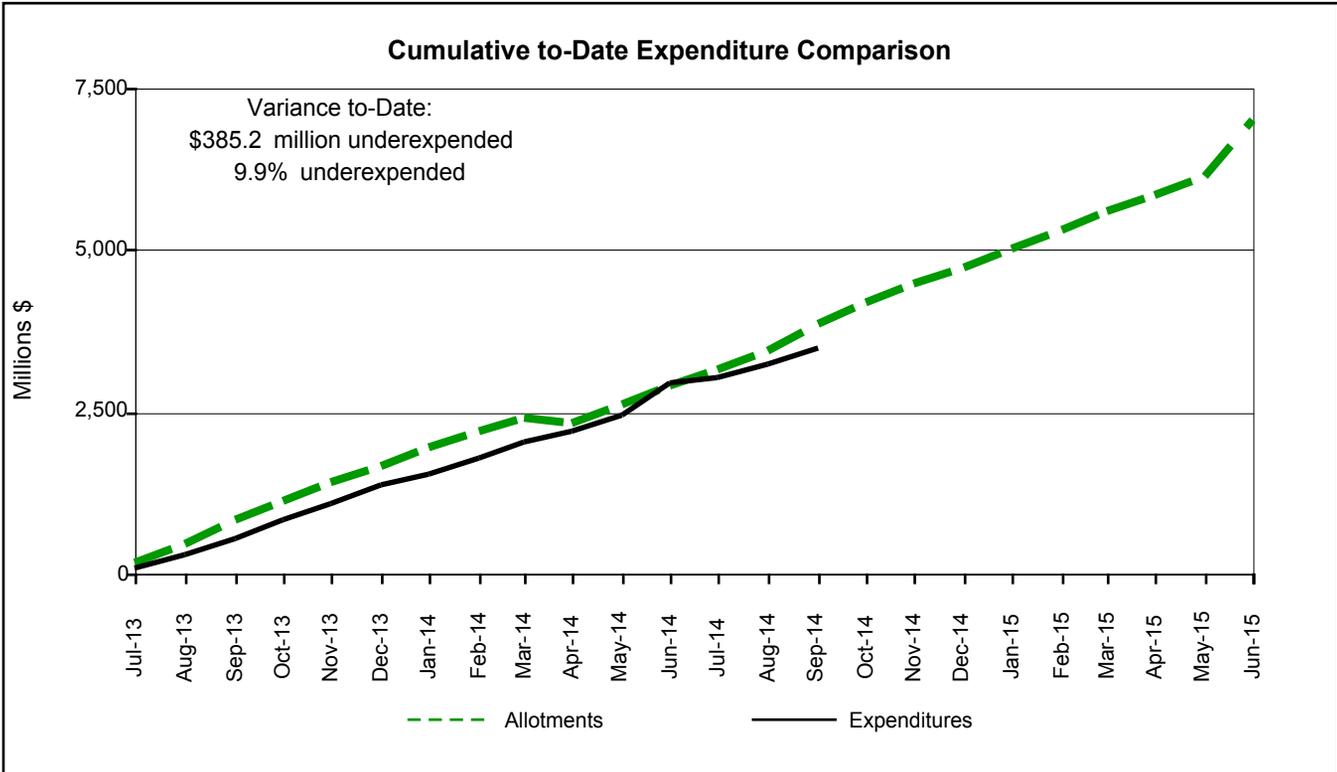
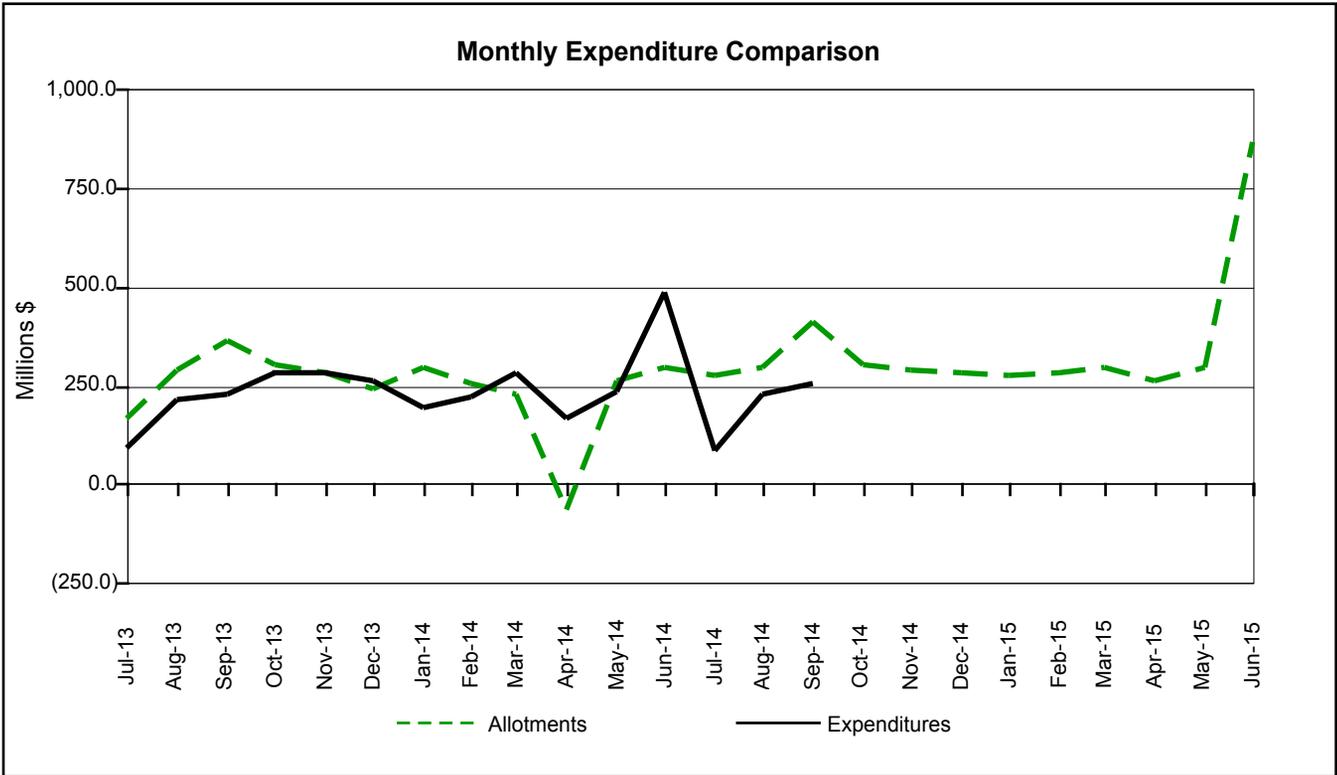
Dollars in Millions

Programs	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Operating								
B Toll Operations and Maintenance	9.9	9.5	38.5	35.4	3.1	8.1%	58.9	68.2 *
C Information Technology	8.8	9.1	44.6	42.9	1.7	3.8%	71.9	72.0 *
D Facilities-Operating	2.9	2.7	15.9	15.9	0.0	0.0%	26.1	26.1 *
F Aviation	1.4	0.8	5.0	4.0	0.9	18.4%	8.2	10.1 *
H Program Delivery Management and Support	6.1	5.7	29.6	28.3	1.4	4.6%	49.1	49.4 *
K Public-Private Partnerships	0.1	0.1	0.4	0.3	0.0	7.1%	0.6	0.6 *
M Highway Maintenance and Operations	51.8	45.3	249.4	245.7	3.7	1.5%	406.8	411.6 *
Q Traffic Operations-Operating	7.5	6.3	34.7	32.2	2.5	7.1%	55.8	55.9 *
S Transportation Management and Support	3.5	3.4	17.6	16.8	0.8	4.5%	28.6	28.7 *
T Transportation Planning, Data and Research	8.2	5.8	39.7	39.0	0.7	1.8%	66.1	67.2 *
U Charges From/Payments to Other Agencies	19.4	19.7	56.1	55.3	0.8	1.4%	77.2	77.7 *
V Public Transportation	13.1	5.1	67.0	62.0	5.0	7.4%	151.9	152.9 *
X Ferries Operations and Maintenance	62.3	58.4	302.5	295.0	7.5	2.5%	482.7	483.5 *
Y Rail-Operating	3.6	3.3	24.4	25.4	(1.0)	(3.9)%	46.2	46.2 *
Z Local Programs-Operating	1.4	1.3	7.1	6.6	0.4	5.8%	11.3	11.3 *
Subtotal Operating	199.9	176.5	932.3	904.8	27.5	2.9%	1,541.3	1,561.3 *
Capital								
D Facilities-Capital	4.4	3.0	9.5	7.3	2.3	23.8%	23.9	23.9
I Improvements	473.8	211.7	1,752.2	1,484.6	267.6	15.3%	3,231.9	3,670.3 *
P Preservation	141.4	103.4	429.1	413.0	16.2	3.8%	671.9	726.4 *
Q Traffic Operations-Capital	2.9	0.4	7.3	4.5	2.8	38.0%	13.4	14.3 *
W Ferries Division Construction	33.0	17.9	171.8	152.8	19.0	11.1%	379.3	379.3
Y Rail-Capital	68.9	(8.3)	174.7	121.1	53.6	30.7%	449.1	485.1 *
Z Local Programs-Capital	41.0	40.1	307.2	320.4	(13.2)	(4.3)%	547.6	547.6
Subtotal Capital	765.4	368.1	2,851.9	2,503.7	348.2	12.2%	5,317.0	5,846.9 *
Subtotal	965.3	544.6	3,784.2	3,408.5	375.7	9.9%	6,858.4	7,408.2 *
Non-Appropriated Budgeted**								
E Transportation Equipment Fund	12.3	16.6	91.5	82.0	9.5	10.4%	156.3	156.3
S Transportation Management and Support	0.0	0.0	0.1	0.1	0.0	0.0%	0.2	0.2
Subtotal Non-Appropriated Budgeted**	12.4	16.7	91.6	82.1	9.5	10.4%	156.5	156.5
Agency Total								
Total	977.6	561.3	3,875.8	3,490.5	385.2	9.9%	7,014.9	7,564.7 *

* The 2013-15 Expenditure Authority includes dollars placed in unallotted and/or reserve status.

** "Non-Appropriated Budgeted" portions of operating programs are reflected separately because program expenditures are reimbursed from other WSDOT programs.

Agency Level



Agency Major Revenue Sources

Dollars in Millions

September-2014 First Quarter FY 2015	Biennium To Date		Budget Forecast ^(b)	Current Forecast ^(a)
	Forecast ^(a)	Actual	Feb-14	Sep-14
Motor Vehicle Fuel Tax				
Collection - Motor Vehicle Account	1,599.6	1,601.5	2,531.2	2,535.8
Distribution				
Refunds and Transfers	84.2	84.2	138.5	135.8
Distribution to TIB and CRAB (Local Governments)	164.4	164.4	260.5	261.3
Distribution to Other State Accounts	79.3	79.3	125.7	126.0
Distribution to Cities and Counties	302.3	302.2	478.6	480.3
Distribution to Nickel Account	200.2	200.2	317.2	318.1
Distribution to Transportation Partnership Account	340.3	340.3	539.3	540.8
Total Distribution from Motor Vehicle Account	1,170.5	1,170.5	1,859.8	1,862.3
Net Fuel Tax Revenue to Motor Vehicle Acct.	429.0	430.9	671.4	673.6
Licenses, Permits, and Fees				
Motor Vehicle (108)	261.2	260.7	422.4	423.7
State Patrol (081)	188.5	189.8	300.9	304.5
State Ferries (109)	9.6	9.7	15.2	15.5
Capital Vessel Replacement (18J)	0.0	0.0	10.3	10.3
RV Disposal Fee (097)	0.9	0.7	1.3	1.3
Multimodal Fund (218)	84.2	85.2	135.7	137.3
Transportation 2003 (Nickel) Account (555)	46.8	47.4	77.0	76.1
Transportation Partnership Account (09H)	25.5	26.3	41.8	42.2
Freight Mobility Investment Account (11E)	6.0	6.0	6.0	6.0
DOL Services Account (201)	3.8	3.8	6.1	6.1
License Plate Technology Account (06T)	1.9	1.9	3.0	3.0
Multiuse Roadway Safety Account Collections (571)	0.0	0.0	1.2	0.5
Total Licenses, Permits, and Fees	628.4	631.5	1,020.8	1,026.4
Rental Car Sales Tax	37.0	36.8	51.8	54.7
Sales Tax on Motor Vehicles	39.2	39.3	62.0	63.1
Use Tax on Motor Vehicles	7.6	7.6	12.1	12.1
Business Related Revenue (Motor Vehicle Account)	12.5	12.0	14.5	18.3
Farebox Revenue	223.5	225.7	335.3	344.9
Non-Farebox Revenue	4.5	4.7	7.5	8.0
Toll Operations Revenue				
Tacoma Narrows Bridge Tolls (511)	82.5	81.1	133.5	133.5
TNB Transponder Sales, Violations and Fees (511)	0.9	1.3	2.3	2.3
TNB Civil Penalties (511)	0.8	0.3	2.6	2.6
HOT Lane SR 167 Tolls (09F)	1.6	1.6	2.6	2.6
HOT Lane Transponder Sales and Fees (09F)	0.1	0.1	0.1	0.1
SR 520 Corridor (16J)	77.2	76.1	133.3	133.3
SR 520 Corridor Transponder Sales and Fees (16J)	3.3	2.8	1.0	1.0
SR 520 Civil Penalties and Fees (17P)	11.4	7.9	18.3	18.3
Total Toll Operation Revenue	177.9	171.0	293.7	293.7
Aircraft Fuel Tax (c)	3.6	3.7	6.7	6.5

Bonds (d)	2013-15 Appropriation	Proceeds Sold To Date
R-49	50	15
Nickel	297	170
TPA	812	415
Total	1,159	600
SR 520		
GARVEE	323	323
TIFIA	300	10
Remaining Bond Authorization	344	-
2011-13 Net Proceeds (f)	148	148
Total	1,115	481
TOTAL BONDS	2,274	1,081

(a) The biennium to date and current biennial forecast columns reflect the Sept 2014 forecast.

(b) The biennial budget column reflects the February 2014 revenue forecast. The February 2014 forecast was assumed in the development of the 2014 Transportation Budget (ESSB 6001, CH. 222 laws of 2014 PV). The Bond Proceeds are not forecasted but reflect current appropriations. The February 2014 forecast for TNB and SR 520 includes actual experience through December 2013

(c) Aircraft fuel tax does not include a transfer of 0.028% of gross fuel tax collections from the Motor Vehicle Account (108) to the Aeronautics Account (039).

(d) SR 520 TIFIA and SR 520 are fully appropriated however, Section 306 (12) (d) requires \$84 million of the SR520 federal appropriation be unallotted and \$354.4 million of the SR 520 state appropriation be unallotted.

(e) Remaining bond authorization include \$111 million in Triple Pledge bond proceeds.

(f) Net proceeds from bonds sold in 2011-13, but authorized in 2013-15 so proceeds can be assigned.

Agency Expenditure Summary by Source and Fund

Dollars in Millions

Fund Source	Account	Quarter Allotments	Quarter Expenditures	Biennium Allotments	to-Date Expenditures	Biennial Plan	Expenditure Authority
Appropriated Funds							
State							
02M	Essential Rail Assistance	0.0	0.0	0.3	0.2	1.0	1.0
039	Aeronautics	1.3	0.8	4.9	3.9	7.9	7.9 *
045	State Vehicle Parking	0.1	0.0	0.4	0.3	0.8	0.8
094	Transportation Infrastructure	0.8	0.5	4.2	3.8	7.2	9.2 *
096	Highway Infrastructure	0.0	0.0	0.1	0.0	0.2	0.2
099	Puget Sound Capital Construction	7.9	5.1	28.8	25.4	63.8	63.8
09F	High Occ Toll Lanes Operations	0.2	0.2	1.2	1.0	1.9	1.9 *
09H	Transportation Partnership	144.3	99.0	710.5	597.2	1,376.4	1,376.4
106	Highway Safety	6.0	0.8	18.3	18.9	32.4	32.4
108	Motor Vehicle	115.9	103.5	531.0	497.7	856.8	858.9 *
109	Puget Sound Ferry Operations	62.4	58.6	302.9	295.3	483.1	483.9 *
11B	Regional Mobility Grant Program	8.0	1.2	18.3	14.3	51.1	51.1
153	Rural Mobility Grant Program	0.6	0.8	9.9	8.8	17.0	17.0
16J	State Route Number 520 Corridor	84.3	70.0	379.1	405.6	553.1	914.4 *
17P	State Route Number 520 Civil Penalties	0.5	0.6	2.6	2.6	4.2	4.2 *
215	Special Category "C"	0.1	0.1	0.1	0.1	0.1	0.1
218	Multimodal Transportation	22.8	3.7	83.1	65.5	157.8	159.8 *
511	Tacoma Narrows Toll Bridge	4.1	3.8	15.6	14.9	23.3	25.1 *
550	Transportation 2003 (Nickel)	37.8	25.7	225.1	233.2	519.9	519.9
595	I-405 Express Toll Lanes Ops	0.0	0.0	0.0	0.0	1.5	2.0 *
Subtotal State		497.1	374.4	2,336.3	2,189.0	4,159.6	4,530.1 *
Local							
039	Aeronautics	0.0	0.0	0.0	0.0	0.0	0.0
099	Puget Sound Capital Construction	0.2	0.0	0.3	0.1	1.3	1.3
108	Motor Vehicle	5.5	1.7	20.8	13.1	178.8	179.0 *
109	Puget Sound Ferry Operations	0.0	0.0	0.1	0.0	0.1	0.1
218	Multimodal Transportation	0.0	0.0	0.0	0.0	0.4	0.5 *
Subtotal Local		5.7	1.7	21.2	13.2	180.6	181.0 *
Federal							
039	Aeronautics	0.0	0.0	0.1	0.1	0.3	2.2 *
096	Highway Infrastructure	0.2	0.0	1.0	0.0	1.6	1.6
099	Puget Sound Capital Construction	12.0	5.7	44.8	35.0	118.4	118.4
108	Motor Vehicle	219.4	124.6	776.6	700.5	1,134.7	1,194.9 *
16J	State Route Number 520 Corridor	118.0	0.0	118.0	10.0	216.0	300.0 *
218	Multimodal Transportation	60.3	(5.6)	152.5	106.4	403.3	436.3 *
Subtotal Federal		410.0	124.8	1,092.9	851.9	1,874.4	2,053.4 *
Total Appropriated Funds		912.7	500.8	3,450.5	3,054.2	6,214.6	6,764.4 *
Non-Appropriated Funds							
State							
410	Transportation Equip. Fund	12.4	16.7	91.6	82.1	156.5	156.5
Subtotal State		12.4	16.7	91.6	82.1	156.5	156.5
Local							
432	King Street Station	0.0	0.0	0.0	0.0	0.2	0.2
495	Toll Collection	0.0	0.0	0.0	0.0	0.0	0.0
759	Miscellaneous Program	0.0	0.0	0.0	0.0	0.2	0.2
784	Misc. Trans. Program	18.3	4.3	42.2	25.0	102.0	102.0
Subtotal Local		18.3	4.3	42.2	25.0	102.4	102.4
Federal							
784	Misc. Trans. Program-ARRA	1.1	0.0	5.3	4.1	8.4	8.4
784	Misc. Trans. Program	33.2	39.5	286.2	325.2	533.0	533.0
Subtotal Federal		34.2	39.5	291.5	329.3	541.4	541.4
Total Non-Appropriated Funds		64.9	60.4	425.3	436.4	800.3	800.3
Agency Total		977.6	561.3	3,875.8	3,490.6	7,014.9	7,564.7 *

2013-15 Agency Level Budget Plan, Expenditure Authority

Dollars in Millions

Programs	2013 Legislative Appropriations (a)	+ 2014 Legislative Appropriations	+ 2015 Legislative Appropriations	+ Unanticipated Receipts (b)	+ Non-Appropriated Funds (c)	+ Compensation Adjustments	= Expenditure Authority
Operating							
B Toll Operations and Maintenance	62.7	5.5	0.0	0.0	0.0	0.0	68.2
C Information Technology	72.1	-0.1	0.0	0.0	0.0	0.0	72.0
D Facilities-Operating	26.3	-0.1	0.0	0.0	0.0	0.0	26.1
F Aviation	9.5	0.5	0.0	0.0	0.0	0.0	10.1
H Program Delivery Management & Support	48.4	1.1	0.0	0.0	0.0	0.0	49.4
K Public-Private Partnerships	0.6	0.0	0.0	0.0	0.0	0.0	0.6
M Highway Maintenance & Operations	407.0	1.3	0.0	0.0	3.2	0.0	411.6
Q Traffic Operations-Operating	52.8	-0.4	0.0	0.3	3.2	0.0	55.9
S Transportation Management & Support	28.3	0.2	0.0	0.2	0.0	0.0	28.7
T Transportation Planning, Data & Research	48.6	0.9	0.0	0.1	17.5	0.0	67.2
U Charges From/Payments to Other Agencies	82.1	-4.4	0.0	0.0	0.0	0.0	77.7
V Public Transportation	109.7	1.9	0.0	0.0	41.2	0.0	152.9
X Ferries Operations & Maintenance	485.2	-1.7	0.0	0.0	0.0	0.0	483.5
Y Rail-Operating	32.9	13.1	0.0	0.1	0.2	0.0	46.2
Z Local Programs-Operating	11.3	-0.1	0.0	0.0	0.1	0.0	11.3
Subtotal Operating	1,477.4	17.8	0.0	0.7	65.5	0.0	1,561.3
Capital							
D Facilities-Capital	21.5	2.3	0.0	0.0	0.0	0.0	23.9
I Improvements	3,478.1	94.4	0.0	0.0	97.7	0.0	3,670.3
P Preservation	698.6	19.9	0.0	0.0	7.9	0.0	726.4
Q Traffic Operations-Capital	11.2	3.1	0.0	0.0	0.0	0.0	14.3
W Ferries Division Construction	291.3	87.7	0.0	0.0	0.3	0.0	379.3
Y Rail-Capital	376.5	108.4	0.0	0.0	0.2	0.0	485.1
Z Local Programs-Capital	58.5	16.9	0.0	0.0	472.1	0.0	547.6
Subtotal Capital	4,935.8	332.8	0.0	0.0	578.3	0.0	5,846.9
Subtotal	6,413.2	350.5	0.0	0.7	643.8	0.0	7,408.2
Non-Appropriated Budgeted (d)							
E Transportation Equipment Fund	0.0	0.0	0.0	0.0	156.3	0.0	156.3
S Transportation Management & Support	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Subtotal Non-Appropriated Budgeted	0.0	0.0	0.0	0.0	156.5	0.0	156.5
Agency Total	6,413.2	350.5	0.0	0.7	800.3	0.0	7,564.7

(a) Legislative Appropriations include the 2013-15 Transportation Budget Bill – ESSB 5024 (Chapter 306, Laws of 2013, PV) and the 2014 Supplemental Transportation Budget Bill – ESSB 6001 (Chapter 222, Laws of 2014, PV).

(b) See Appendix B, Unanticipated Receipts, or specific program for details.

(c) See Appendix C, Non-Appropriated Funds, or specific program for details.

(d) "Non-Appropriated Budgeted" portions of operating programs are reflected separately because program expenditures are reimbursed from other WSDOT programs.

Agency Level Budget Plan, Biennial Plan

Dollars in Millions

Programs	Expenditure			=	Biennial Plan	
	Authority	—	Unallotted			—
Operating						
B Toll Operations and Maintenance	68.2		9.3		0.0	58.9
C Information Technology	72.0		0.0		0.1	71.9
D Facilities-Operating	26.1		0.0		0.0	26.1
F Aviation	10.1		1.8		0.0	8.2
H Program Delivery Management and Support	49.4		0.3		0.1	49.1
K Public-Private Partnerships	0.6		0.0		0.0	0.6
M Highway Maintenance and Operations	411.6		4.0		0.8	406.8
Q Traffic Operations-Operating	55.9		0.0		0.1	55.8
S Transportation Management and Support	28.7		0.0		0.1	28.6
T Transportation Planning, Data and Research	67.2		1.0		0.1	66.1
U Charges From/Payments to Other Agencies	77.7		0.5		0.0	77.2
V Public Transportation	152.9		1.0		0.0	151.9
X Ferries Operations and Maintenance	483.5		0.0		0.8	482.7
Y Rail-Operating	46.2		0.0		0.0	46.2
Z Local Programs-Operating	11.3		0.0		0.0	11.3
Subtotal Operating	1,561.3		17.7		2.2	1,541.3
Capital						
D Facilities-Capital	23.9		0.0		0.0	23.9
I Improvements	3,670.3		438.4		0.0	3,231.9
P Preservation	726.4		54.5		0.0	671.9
Q Traffic Operations-Capital	14.3		0.9		0.0	13.4
W Ferries Division Construction	379.3		0.0		0.0	379.3
Y Rail-Capital	485.1		36.0		0.0	449.1
Z Local Programs-Capital	547.6		0.0		0.0	547.6
Subtotal Capital	5,846.9		529.8		0.0	5,317.0
Subtotal	7,408.2		547.6		2.2	6,858.4
Non-Appropriated Budgeted**						
E Transportation Equipment Fund	156.3		0.0		0.0	156.3
S Transportation Management and Support	0.2		0.0		0.0	0.2
Subtotal Non-Appropriated Budgeted**	156.5		0.0		0.0	156.5
Agency Total	7,564.7		547.6		2.2	7,014.9

** "Non-Appropriated Budgeted" portions of operating programs are reflected separately because program expenditures are reimbursed from other WSDOT programs.

Agency Expenditure Detail by Program

Program B, Toll Operations and Maintenance

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	to-Date Expenditures	Percent Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Common Toll Expenditure Suspense Account	0	0	0	0	0	0.0%	0	0
Toll Oversight And Planning	63,300	112,571	572,000	474,335	97,665	17.1%	763,000	764,000
Tacoma Narrows Bridge Toll Op. and Maint.	4,090,700	3,815,173	15,543,600	14,902,665	640,935	4.1%	23,221,000	25,007,000
High Occupancy Toll Lanes Op. and Maint.	215,500	219,645	1,155,900	990,425	165,475	14.3%	1,897,000	1,942,000
I-405 Express Toll Lanes	0	0	0	0	0	0.0%	1,500,000	2,019,000
State Route 520 Toll Operations	5,547,200	5,397,597	21,224,800	19,017,235	2,207,565	10.4%	31,502,000	38,423,000
Total Expenditures	9,916,700	9,544,985	38,496,300	35,384,660	3,111,640	8.1%	58,883,000	68,155,000

Sources of Funds (Accounts)

High Occ Toll Lanes Operations-State	215,500	219,645	1,155,900	990,425	165,475	14.3%	1,897,000	1,942,000
Motor Vehicle-State	63,300	102,546	322,000	328,388	(6,388)	(2.0)%	513,000	514,000
Puget Sound Ferry Operations-State	0	10,024	250,000	145,947	104,053	41.6%	250,000	250,000
State Route Number 520 Corridor-State	5,030,100	4,835,106	18,624,900	16,413,274	2,211,626	11.9%	27,351,000	34,267,000
State Route Number 520 Civil Penalties-State	517,100	562,492	2,599,900	2,603,961	(4,061)	(0.2)%	4,151,000	4,156,000
Toll Collection-Nonappropriated Funds	0	0	0	0	0	0.0%	0	0
Tacoma Narrows Toll Bridge-State	4,090,700	3,815,173	15,543,600	14,902,665	640,935	4.1%	23,221,000	25,007,000
I-405 Express Toll Lanes Ops-State	0	0	0	0	0	0.0%	1,500,000	2,019,000
Total Funds	9,916,700	9,544,985	38,496,300	35,384,660	3,111,640	8.1%	58,883,000	68,155,000

FTE Status	39.3	29.2	38.6	29.1	9.6	24.8%	38.3
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Biennial Plan versus Expenditure Authority: Funding for state employee health insurance is adjusted from \$763 per month per employee to \$703 per month per employee in fiscal year 2015. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 Supplemental Budget. For Program B, the amount in reserve for health benefits is \$22,000. In addition, the 2013-15 Biennial Plan is less than the Expenditure Authority because \$7.3 million was placed into unallotted status to reflect an operation and maintenance reserve for unforeseen costs at Tacoma Narrows Bridge and State Route 520 Bridge facilities. The program also placed \$519,000 of the I-405 Express Toll Lanes (ETL) into unallotted status until a plan to begin tolling is approved by the Office of Financial Management, in consultation with the transportation committees of the Legislature. In addition, \$1.4 million of the Customer Service Center (CSC) vendor re-procurement proviso is placed into unallotted status until a procurement plan is approved by the Office of Financial Management, in consultation with the transportation committees of the Legislature.

VARIANCE EXPLANATIONS

Expenditure Status

Toll Oversight and Planning: The variance is due to expenditures related to the statewide customer service center integration plan occurring later than planned.

High Occupancy Toll Lanes Maintenance & Operations: The variance is due to lower than planned vendor costs, staffing costs due to vacancies, and delay in the CSC re-procurement project.

State Route 520 Toll Operations: The variance is due to credit card fees and transponder related costs being lower than expected as well as staffing costs being lower than planned due to vacancies. Additionally, a portion of the variance is due to the delay in the CSC re-procurement project.

Program B, Toll Operations and Maintenance (Continued)

Source of Funds (Accounts)

High Occupancy Toll Lanes Operations-State: See explanation in High Occupancy Toll Lanes Maintenance and Operations.

Puget Sound Ferry Operations-State: See explanation for Toll Oversight and Planning.

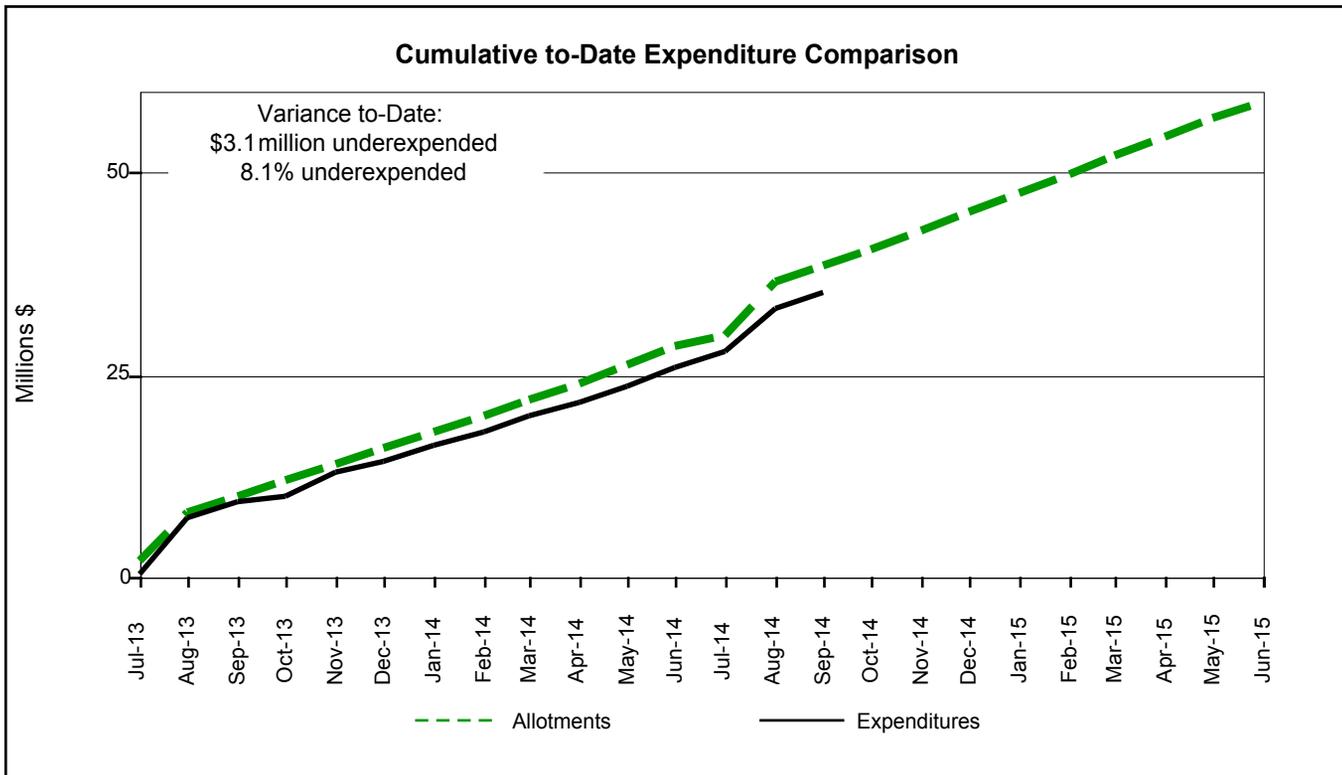
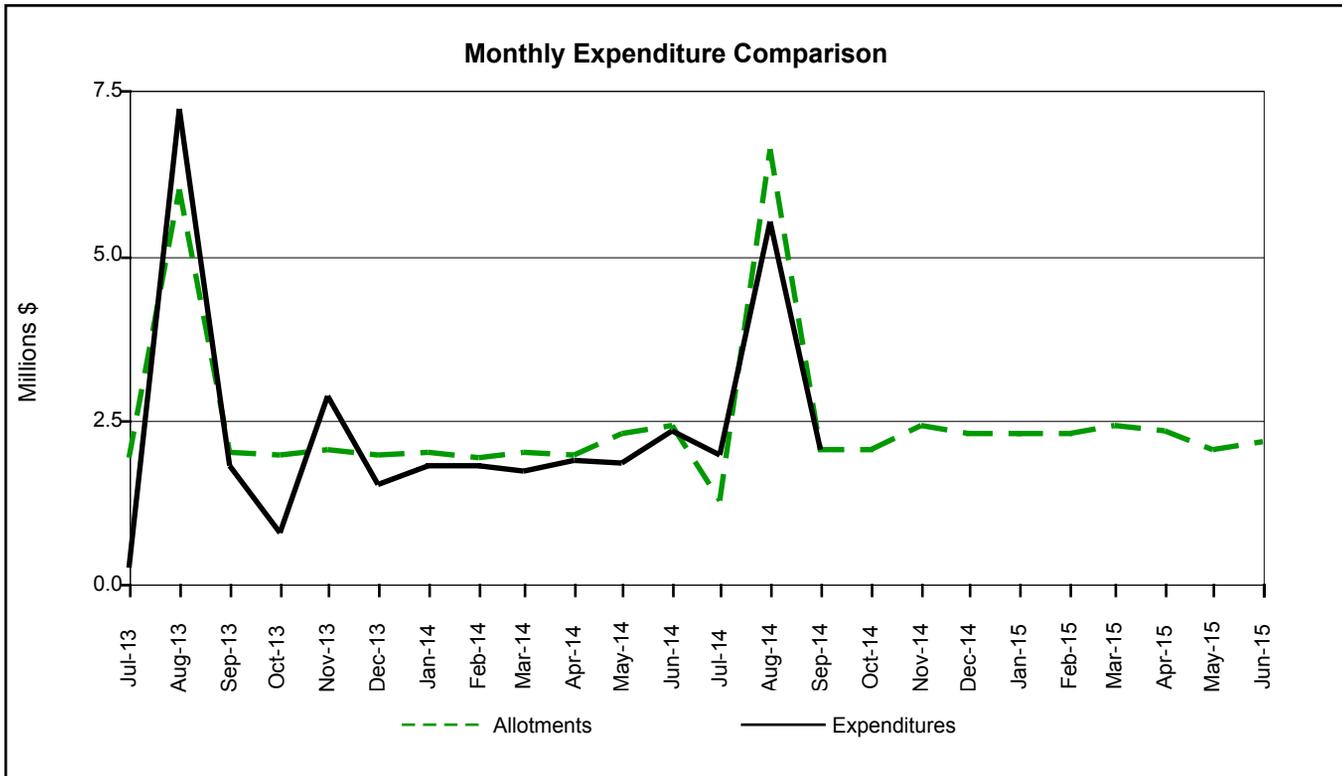
State Route 520 Corridor-State: See explanation for SR 520 Toll Operations.

FTE Status: The FTE variance is primarily due to vacancies.

ALLOTMENT ADJUSTMENTS

Allotments were adjusted to reflect the delay in developing a request for proposal for a new vendor contract for the tolling Customer Service Center.

Program B, Toll Operations and Maintenance (continued)



Program C, Information Technology

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Business And Administration	286,000	297,009	1,586,000	1,522,660	63,340	4.0%	2,693,000	2,699,000
Field Services	3,635,000	3,836,754	18,596,000	17,745,574	850,426	4.6%	29,694,000	29,743,000
Infrastructure Services	1,535,800	1,215,763	7,800,400	7,118,845	681,555	8.7%	13,131,200	13,151,200
Enterprise Implementation	189,000	286,307	1,244,000	1,244,789	(789)	(0.1)%	1,975,000	1,979,000
Information And Applications	1,254,000	1,390,849	6,310,000	6,137,537	172,463	2.7%	10,075,000	10,098,000
Software Maintenance Contracts	1,337,000	1,527,161	6,125,000	6,253,071	(128,071)	(2.1)%	9,718,000	9,718,000
Data Management	578,000	563,846	2,895,000	2,854,090	40,910	1.4%	4,617,000	4,626,000
Total Expenditures	8,814,800	9,117,688	44,556,400	42,876,568	1,679,832	3.8%	71,903,200	72,014,200

Sources of Funds (Accounts)

Transportation Partnership-State	139,000	150,709	869,000	1,023,972	(154,972)	(17.8)%	1,460,000	1,460,000
Motor Vehicle-State	8,104,000	8,352,207	40,763,000	39,108,344	1,654,656	4.1%	65,825,000	65,936,000
Puget Sound Ferry Operations-State	85,000	188,181	217,000	188,181	28,819	13.3%	263,000	263,000
Multimodal Transportation-State	329,000	269,915	1,810,000	1,591,204	218,796	12.1%	2,883,000	2,883,000
Transportation 2003 (Nickel)-State	157,000	155,901	886,000	953,515	(67,515)	(7.6)%	1,460,000	1,460,000
Misc. Trans. Program-Nonappropriated Funds	800	774	11,400	11,353	47	0.4%	12,200	12,200
Total Funds	8,814,800	9,117,688	44,556,400	42,876,568	1,679,832	3.8%	71,903,200	72,014,200

Total Funds

FTE Status	225.1	232.3	225.1	227.2	(2.1)	(1.0)%	225.1
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Biennial Plan versus Expenditure Authority: Funding for state employee health insurance is adjusted from \$763 per month per employee to \$703 per month per employee in fiscal year 2015. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 Supplemental Budget. For Program C, the amount in reserve for health benefits is \$111,000.

VARIANCE EXPLANATIONS

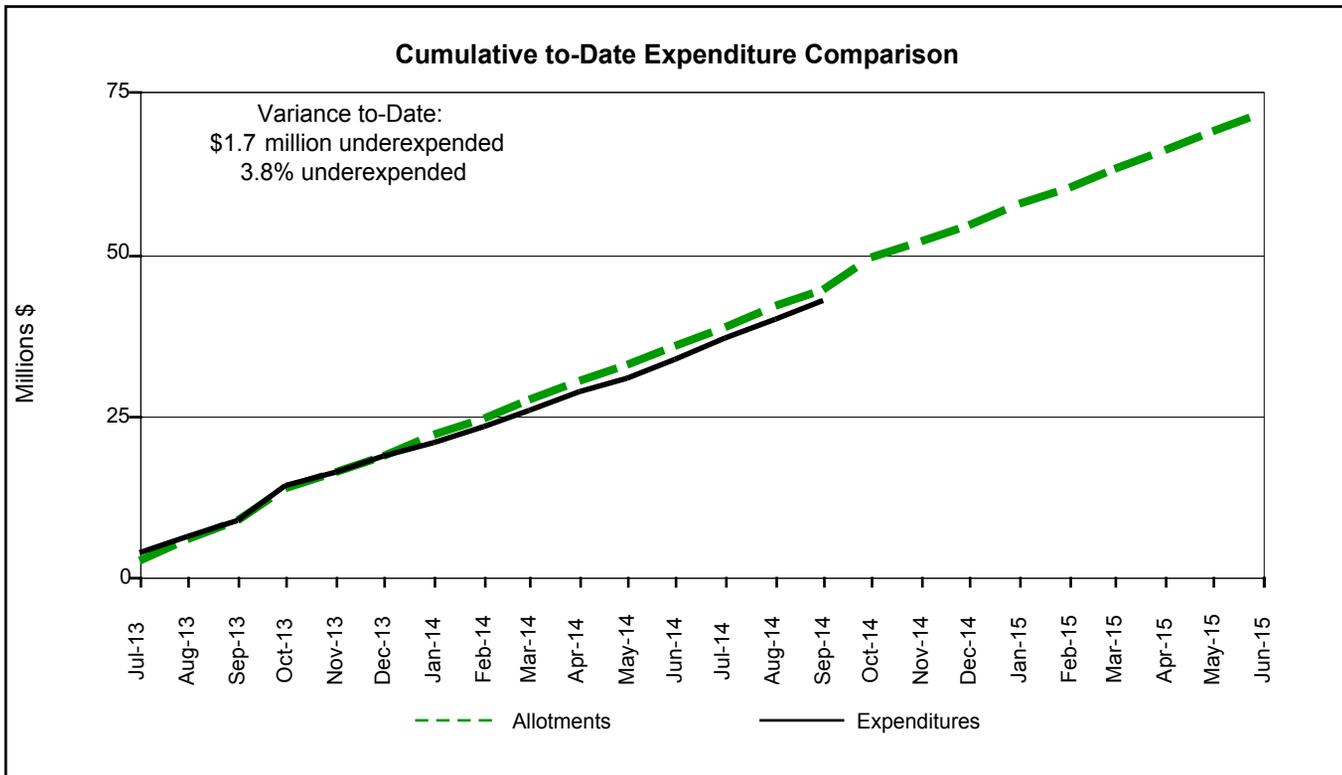
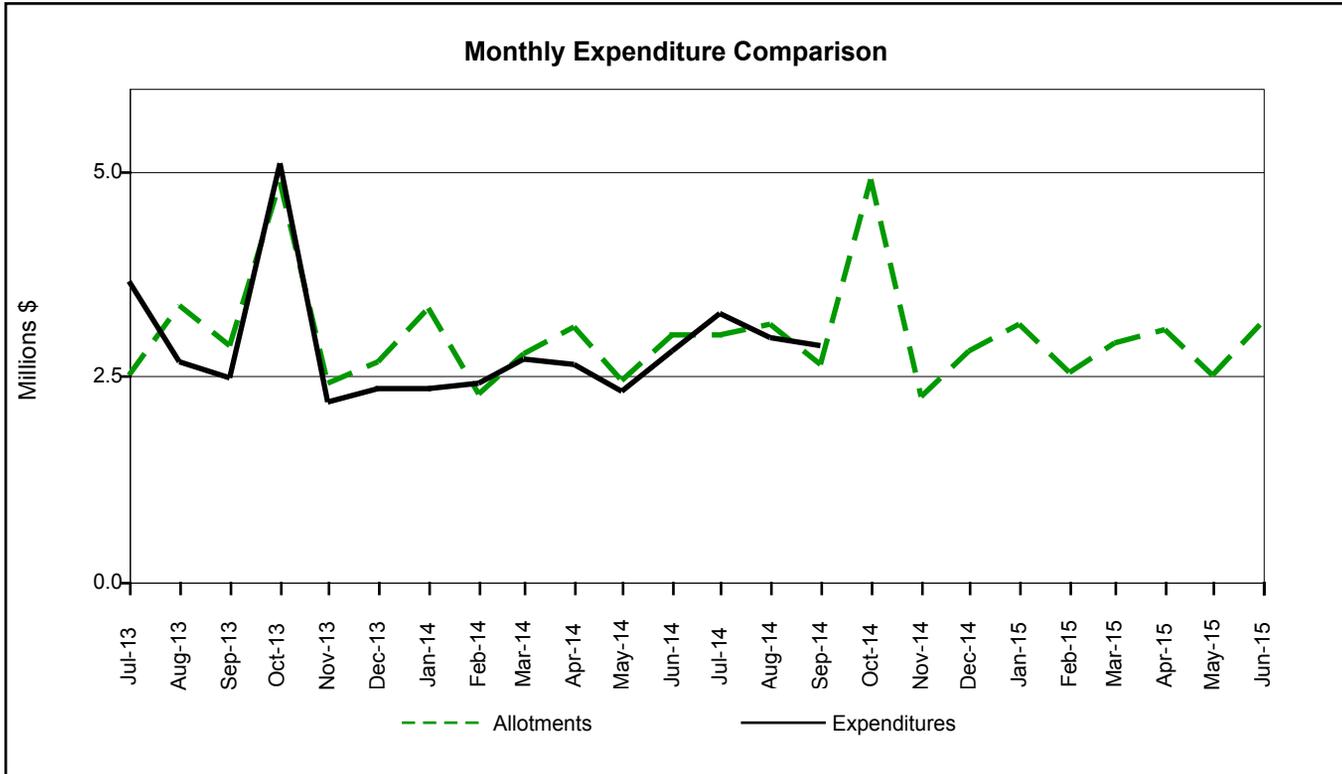
Source of Funds (Accounts)

Transportation Partnership-State: The variance is due to earlier-than-planned expenditures for software license renewals.

Puget Sound Ferry Operations-State: The variance is due to expenditures paid from the Motor Vehicle Account having not yet been transferred.

Multimodal Transportation-State: The variance is due to later-than-planned expenditures for technology research subscriptions.

Program C, Information Technology (continued)

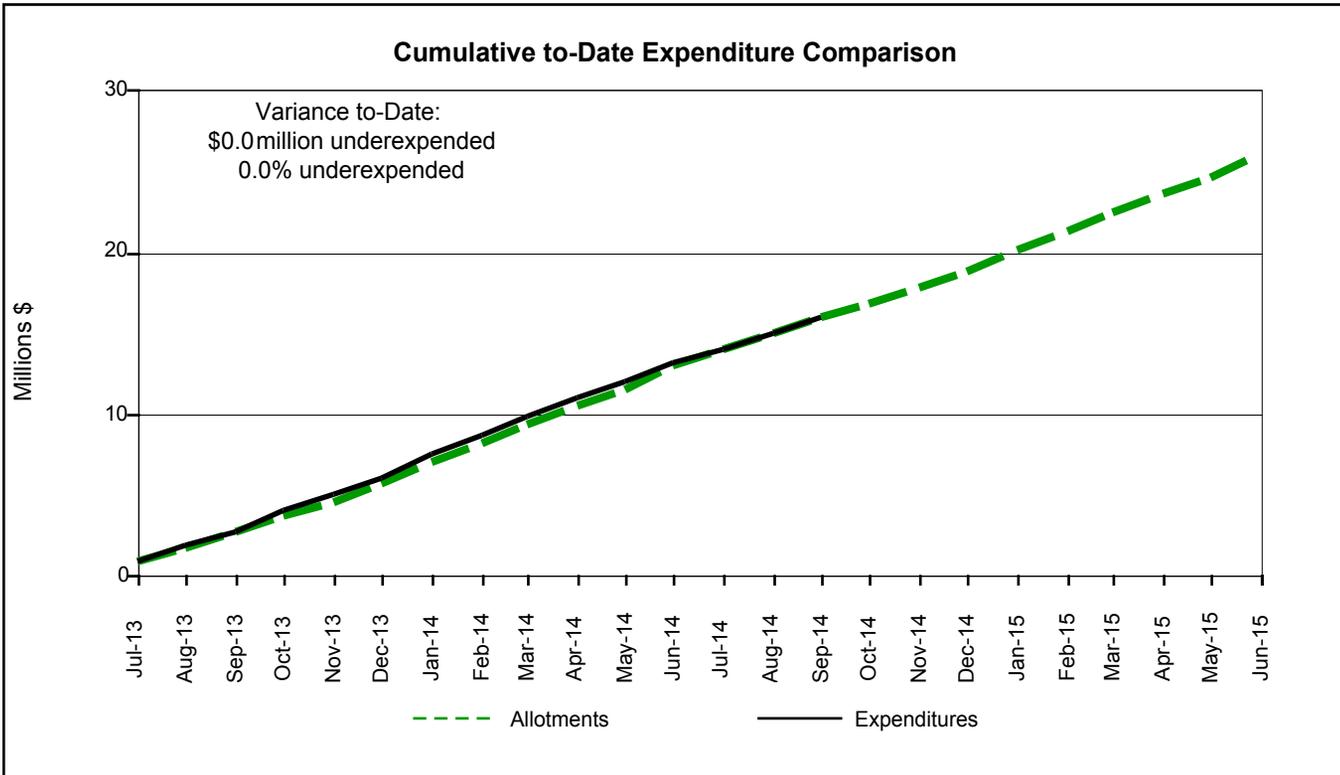
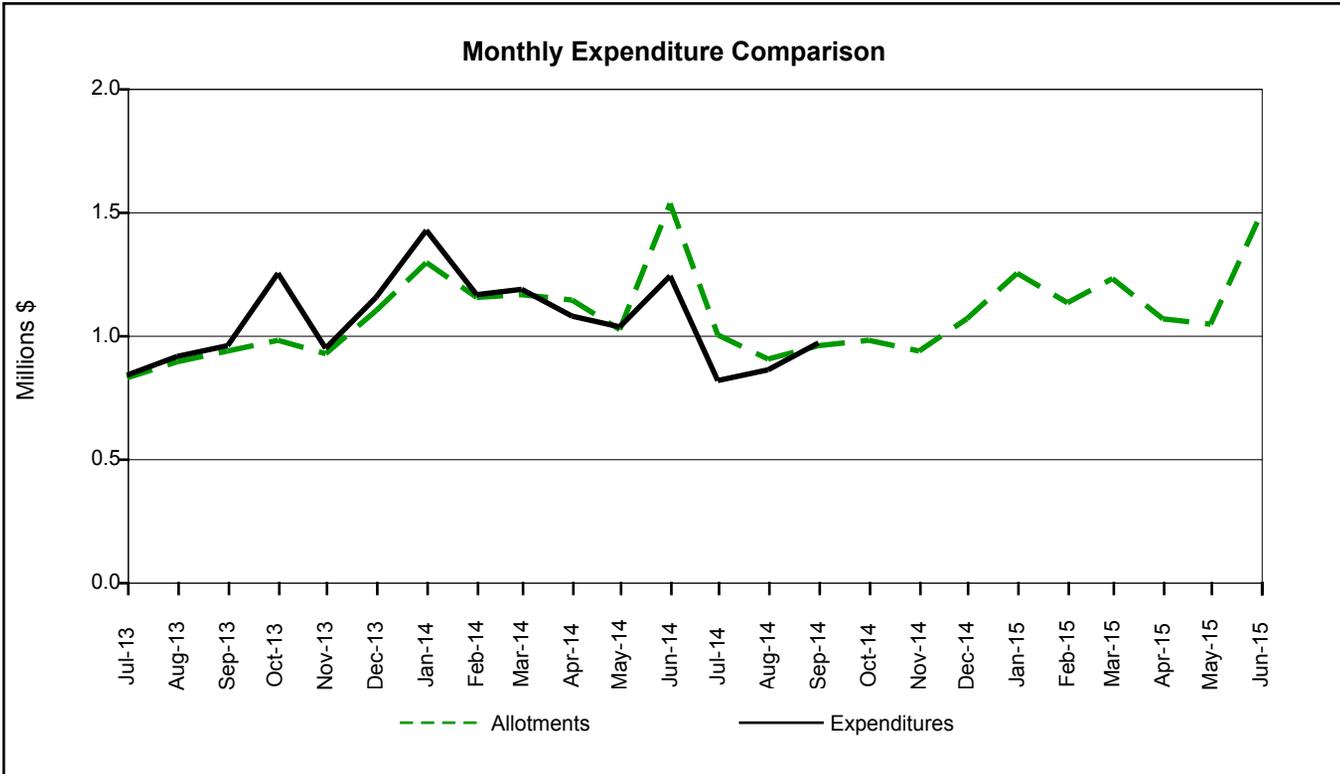


Program D, Facilities-Operating

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium to-Date Expenditures	Percent Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Capital Facilities-Maintenance and Operation	2,869,800	2,656,854	15,867,900	15,862,476	5,424	0.0%	26,071,000	26,114,000
Total Expenditures	2,869,800	2,656,854	15,867,900	15,862,476	5,424	0.0%	26,071,000	26,114,000
Sources of Funds (Accounts)								
Motor Vehicle-State	2,869,800	2,656,854	15,867,900	15,862,476	5,424	0.0%	26,071,000	26,114,000
Misc. Trans. Program-Nonappropriated Funds	0	0	0	0	0	0.0%	0	0
Total Funds	2,869,800	2,656,854	15,867,900	15,862,476	5,424	0.0%	26,071,000	26,114,000
FTE Status	73.9	67.6	73.6	68.9	4.7	6.4%	73.3	

Biennial Plan versus Expenditure Authority: The Biennial Plan is \$43,000 less than Expenditure Authority because the 2014 supplemental transportation budget funded health benefit rates at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget.

Program D, Facilities-Operating (continued)



Program D, Facilities-Capital

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Capital Facilities-Construction	4,364,000	2,981,181	9,532,300	7,263,474	2,268,826	23.8%	23,859,000	23,859,000
Total Expenditures	4,364,000	2,981,181	9,532,300	7,263,474	2,268,826	23.8%	23,859,000	23,859,000
Sources of Funds (Accounts)								
Transportation Partnership-State	1,889,900	2,689,042	4,322,700	5,094,641	(771,941)	(17.9)%	14,390,000	14,390,000
Motor Vehicle-State	2,474,100	292,139	5,209,600	2,168,832	3,040,768	58.4%	9,469,000	9,469,000
Total Funds	4,364,000	2,981,181	9,532,300	7,263,474	2,268,826	23.8%	23,859,000	23,859,000
FTE Status	17.2	8.3	13.9	8.5	5.4	38.7%	12.3	

VARIANCE EXPLANATIONS

Expenditure Status

Capital Facilities-Construction: There are two primary reasons for the variance between the biennium to-date spending plan and actual expenditures. First, minor preservation projects are delayed due to region workforce availability. And, second, major projects related to building code and stormwater permit compliance at Everett, Aberdeen, and Tumwater are delayed due to city permitting processes. Project expenditures are anticipated to catch up to allotments within the next quarter.

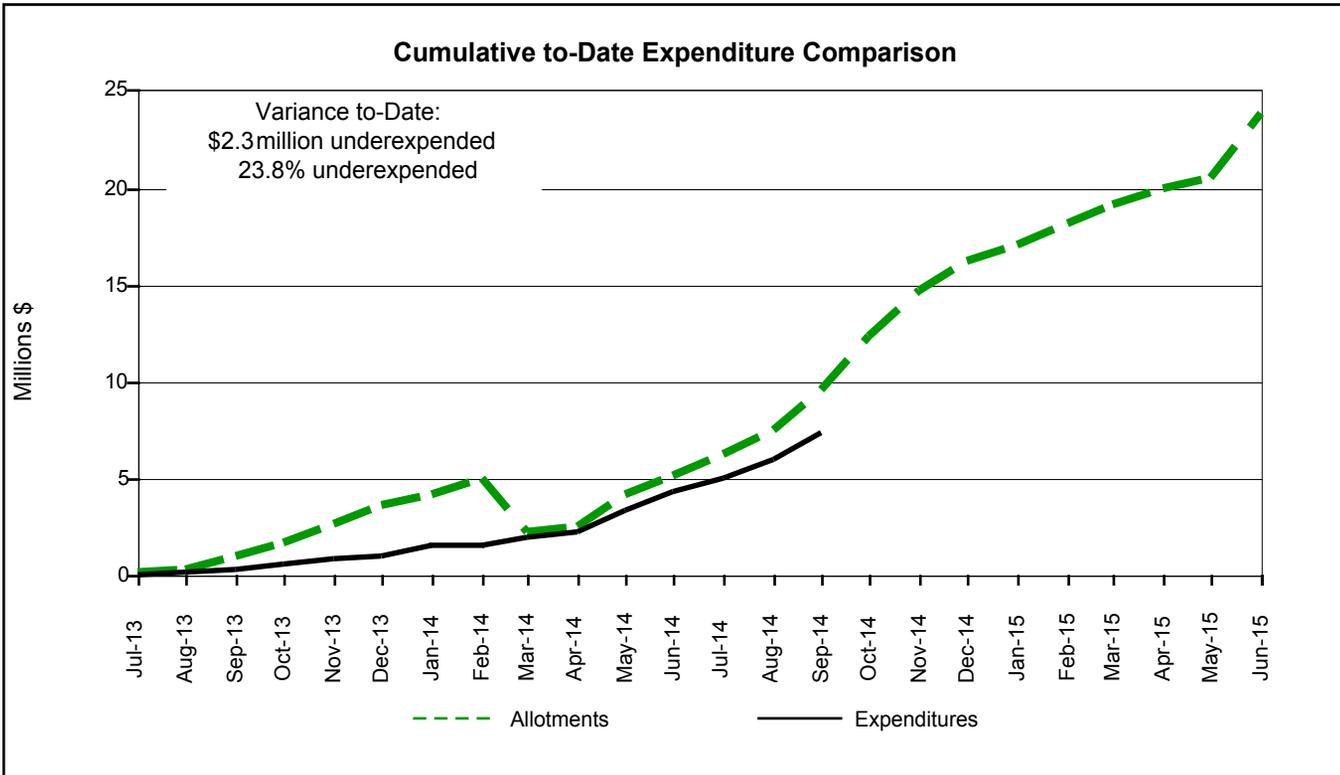
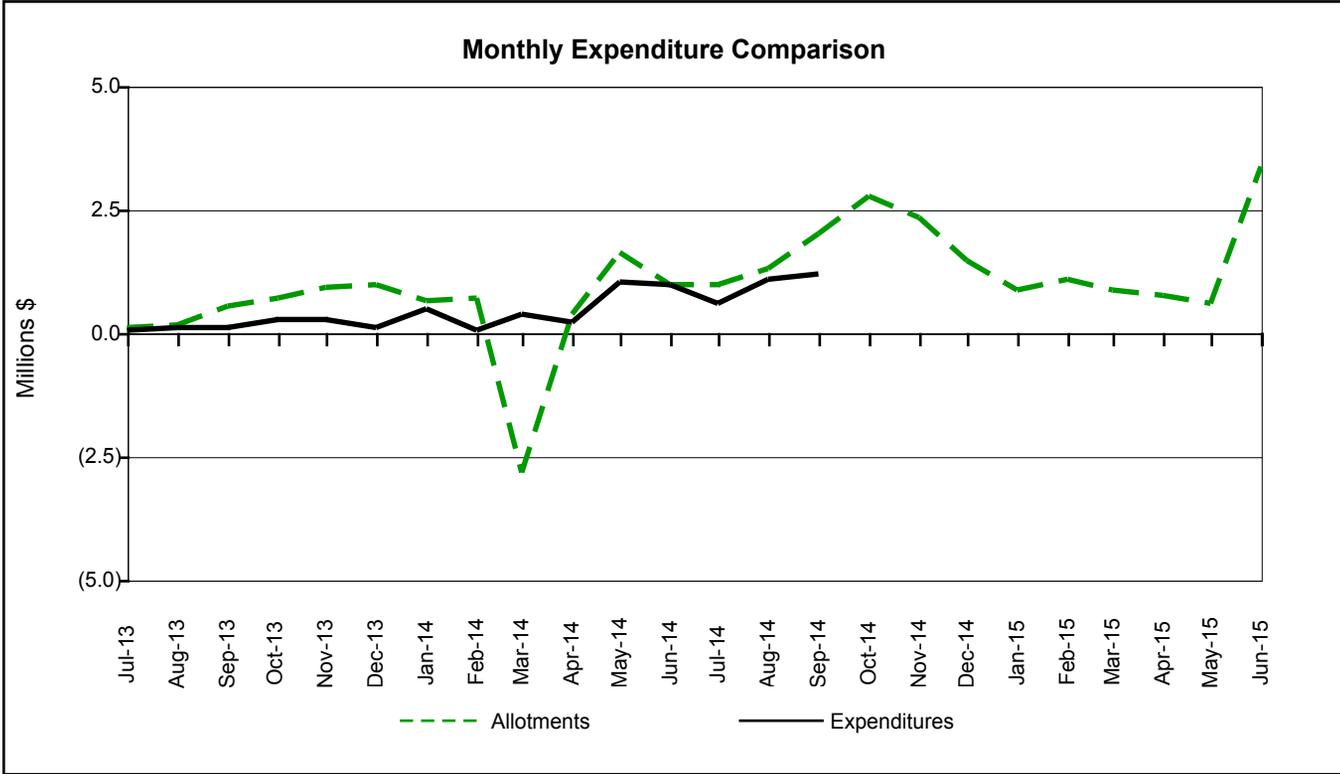
Source of Funds (Accounts)

Transportation Partnership-State: The procurement and installation of the stormwater detention systems and steel fabrication work for the Northwest Region Traffic Management Center project occurred earlier than planned. The project remains within budget and is anticipated to be operationally complete in April 2015.

Motor Vehicle Account-State: See the explanation for Capital Facilities-Construction.

FTE Status: See the explanation for Motor Vehicle Account-State.

Program D, Facilities-Capital (continued)



Program E, Transportation Equipment Fund

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Transportation Equipment Fund	12,340,000	16,633,063	91,488,000	81,962,683	9,525,317	10.4%	156,287,000	156,287,000
Total Expenditures	12,340,000	16,633,063	91,488,000	81,962,683	9,525,317	10.4%	156,287,000	156,287,000
Sources of Funds (Accounts)								
Transportation Equip. Fund-Nonappropriated Funds	12,340,000	16,633,063	91,488,000	81,962,683	9,525,317	10.4%	156,287,000	156,287,000
Total Funds	12,340,000	16,633,063	91,488,000	81,962,683	9,525,317	10.4%	156,287,000	156,287,000
FTE Status	207.0	206.3	208.8	206.0	2.8	1.3%	209.3	

Note: As of September 30, 2014, the cash balance for the Transportation Equipment Fund is \$16,856,188 while equipment that has been ordered but not yet received totaled \$13,500,731.

VARIANCE EXPLANATIONS

Expenditure Status

Transportation Equipment Fund:

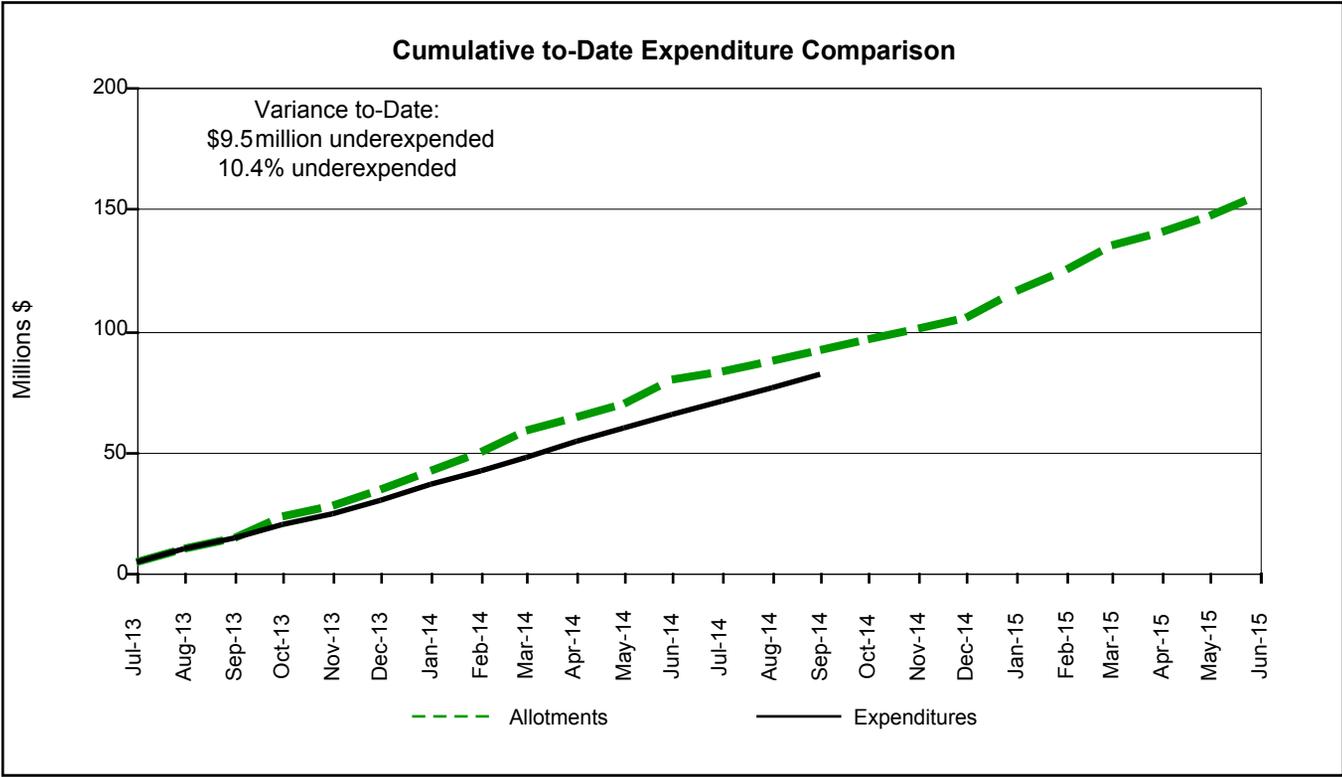
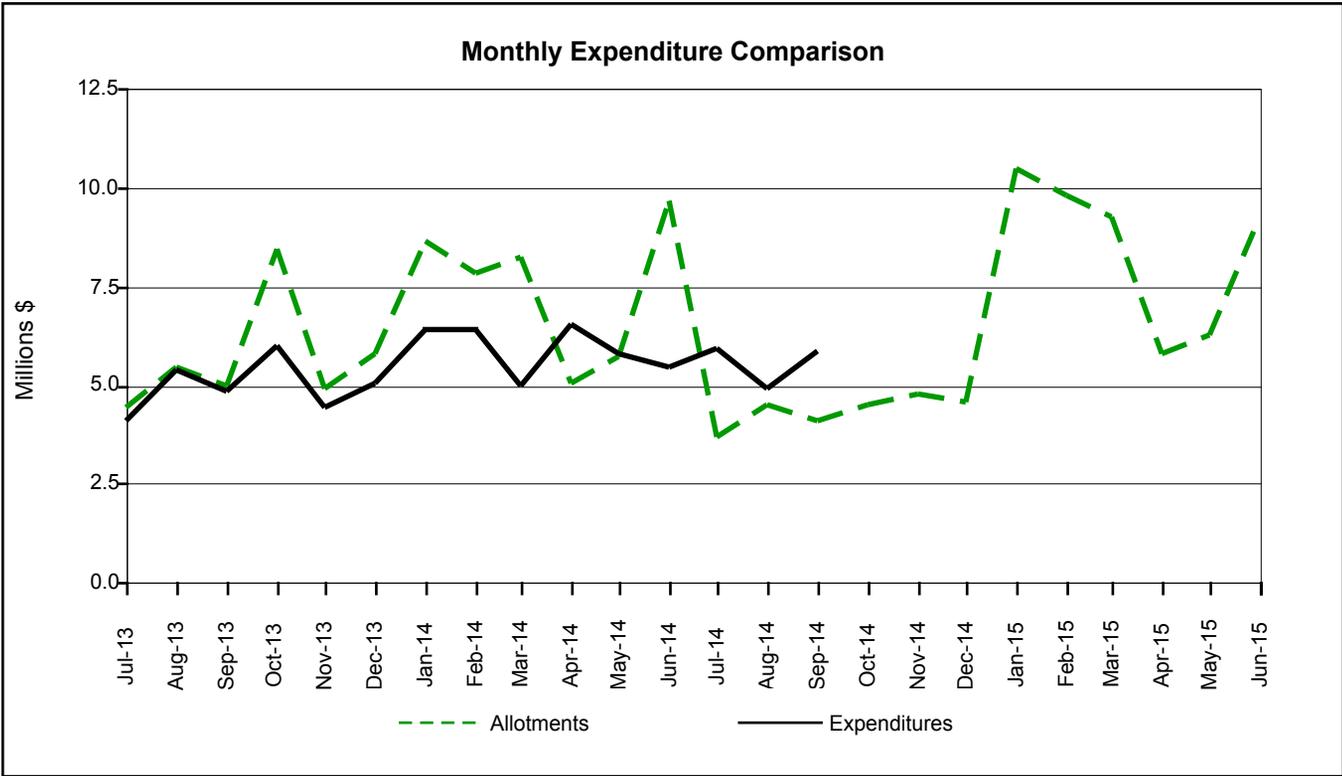
Expenditures to-date for equipment are less than planned because of delays in purchasing. The responsibility for all purchasing was transferred from the Department of Enterprise Services to the department at the start of 2013-15 biennium; an additional staff person was hired in January 2014 to catch up with equipment purchasing, in addition to other duties. The backlog is being addressed and equipment purchasing is catching up to the plan.

TEF fuel expenditures through September exceed the plan as a result of higher than planned consumption, offset by lower than planned per-gallon prices, for a net variance of approximately \$260,000.

Source of Funds

Transportation Equipment Fund-Nonappropriated Funds: See the explanation above for Transportation Equipment Fund.

Program E, Transportation Equipment Fund (continued)



Program F, Aviation

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Aviation Management and Support	247,150	183,713	1,024,780	895,952	128,828	12.6%	1,484,820	1,489,820
Airport Investment	739,850	347,344	2,335,700	1,622,745	712,955	30.5%	4,124,180	4,856,180
State Airports	64,540	86,229	365,150	353,688	11,462	3.1%	552,620	552,620
Aviation Emergency Services	53,620	31,908	256,310	235,722	20,588	8.0%	407,930	407,930
Aviation Planning	252,460	159,047	975,020	934,813	40,207	4.1%	1,657,260	2,766,100
Total Expenditures	1,357,620	808,241	4,956,960	4,042,921	914,039	18.4%	8,226,810	10,072,650

Sources of Funds (Accounts)

Aeronautics-State	1,316,770	764,127	4,873,160	3,943,952	929,208	19.1%	7,904,000	7,909,000
Aeronautics-Federal	35,000	36,314	77,950	85,319	(7,369)	(9.5)%	309,160	2,150,000
Aeronautics-Local	5,850	7,800	5,850	13,650	(7,800)	(133.3)%	13,650	13,650
Total Funds	1,357,620	808,241	4,956,960	4,042,921	914,039	18.4%	8,226,810	10,072,650

FTE Status	12.6	13.3	13.0	12.7	0.3	2.5%	12.9
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Biennial Plan versus Expenditure Authority: The Biennial Plan is \$1,845,840 less than Expenditure Authority for two reasons:

- 1) \$1,840,840 of federal funds are in unallotted status until grant award is available; and
- 2) The 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program F, the amount in reserve for health benefits is \$5,000.

VARIANCE EXPLANATIONS

Expenditure Status

Aviation Management and Support: The variance is due to delays in installing fiber optics, a staff vacancy, and receiving invoices for tenant improvements later than anticipated. The vacancy is expected to be filled by March 2015.

Airport Investment: Reimbursement requests from grantees were lower than anticipated due to a delay in the issuance of 2013 grant awards, which caused construction to start later than planned. In addition, expenditures were lower than anticipated due to delays in receiving invoices.

Source of Funds (Accounts)

Aeronautics-State: See explanation for Aviation Management and Support, and Airport Investment.

Aeronautics-Local: Reimbursement for airport inspections occurred earlier than anticipated. Expenditures will be more aligned with the spending plan in the next quarterly report.

ALLOTMENT ADJUSTMENTS

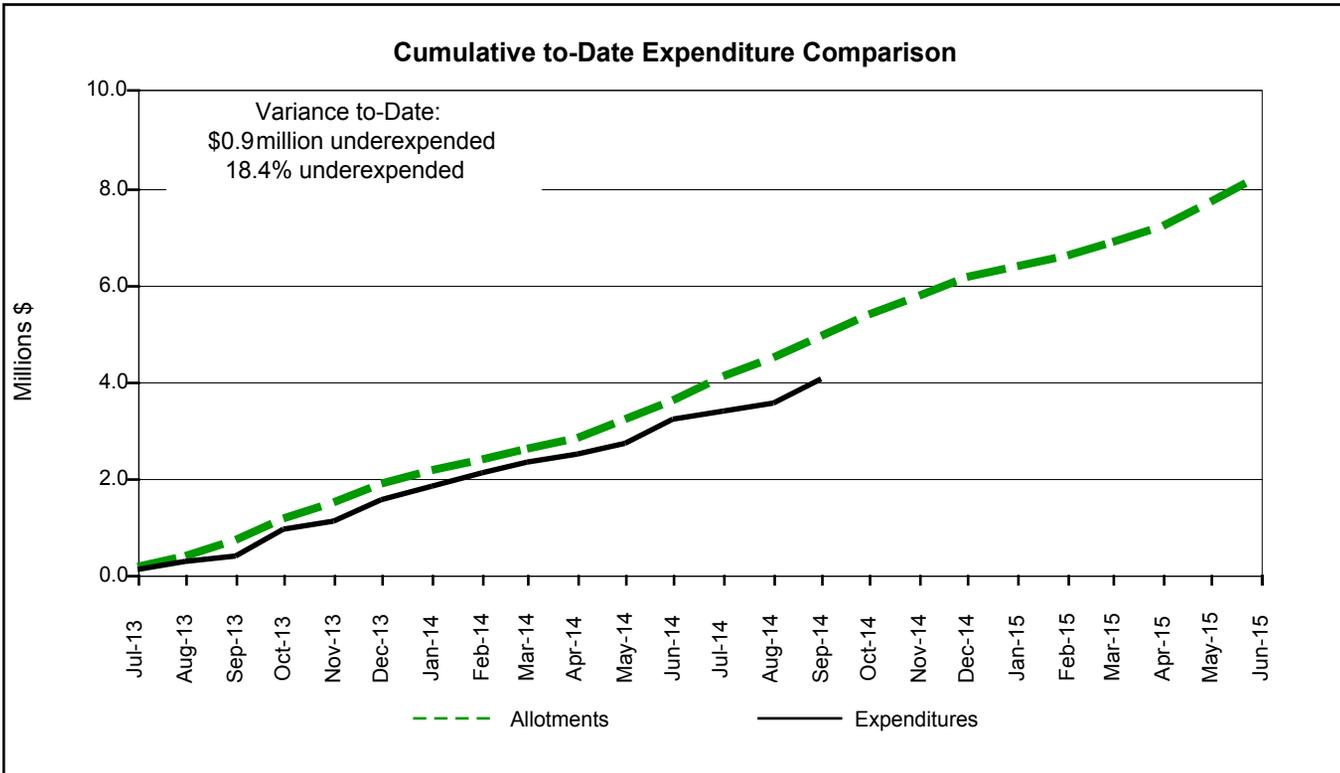
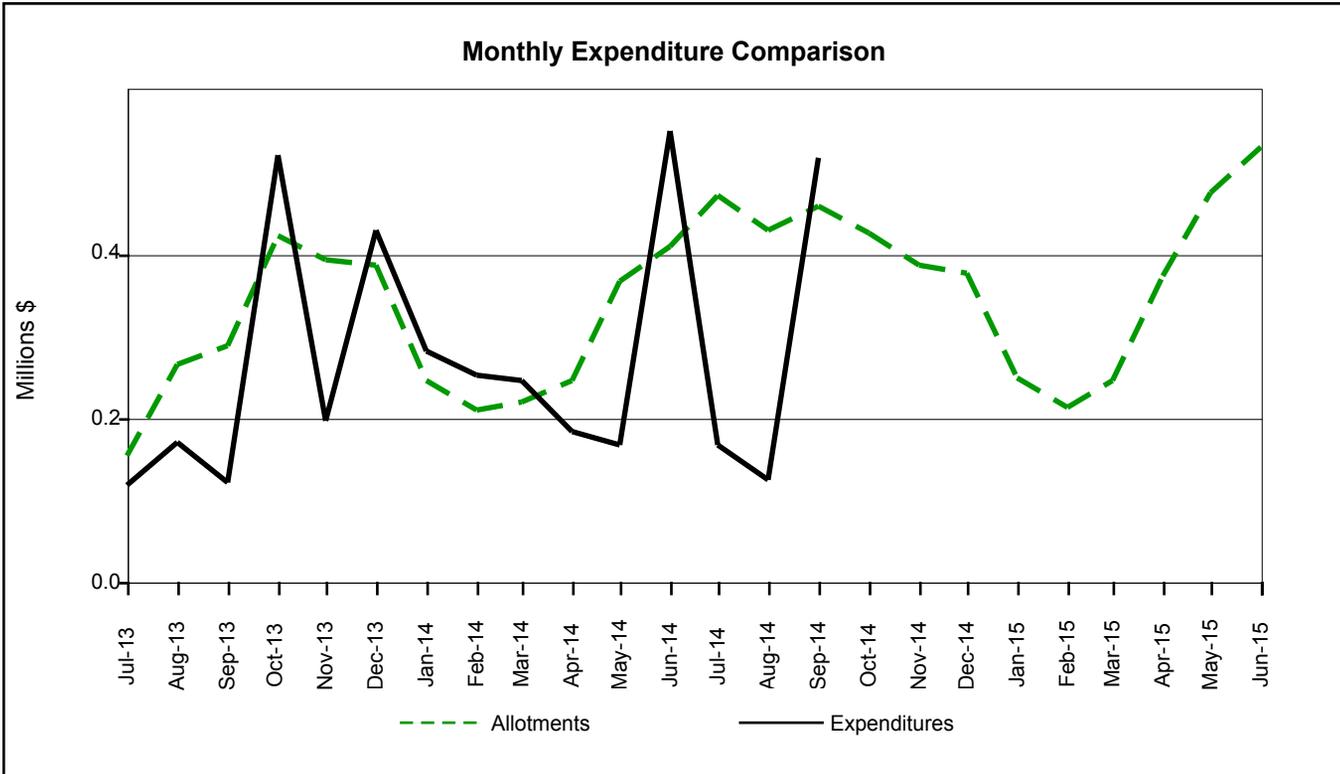
Allotments were adjusted to reflect the following:

- \$20,000 of Public Airport Grants was moved from Airport Investment to Aviation Planning to accommodate the total final cost of the Airport Investment Solutions Study.

Program F, Aviation (continued)

- \$35,000 of the Aeronautics Account-Federal was moved from unallotted to allotted status and \$4,000 of the Aeronautics Account-State was moved from State Airports to Airport Investment to reflect an updated spending plan for “Methow State Airport Improvement” Project.
- \$191,290 was moved from allotted to unallotted status because of the revised start date for the Aviation System Plan – from July 2014 to December 2014. The delayed start date will push a portion of the expenditures from the 2013-15 to the 2015-17 biennium.

Program F, Aviation (continued)



Program H, Program Delivery Management and Support

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Headquarters Program Delivery Mgmt. and Support	2,105,100	2,106,729	10,360,700	9,682,374	678,326	6.5%	16,654,500	16,695,500
Regional Program Delivery Mgmt. and Support	1,588,900	1,522,497	7,715,500	7,615,292	100,208	1.3%	12,479,700	12,515,500
Headquarters Environmental Services Office	2,358,600	2,112,149	11,565,200	10,989,109	576,091	5.0%	19,919,200	20,226,000
Total Expenditures	6,052,600	5,741,374	29,641,400	28,286,774	1,354,626	4.6%	49,053,400	49,437,000

Sources of Funds (Accounts)

Motor Vehicle-State	5,998,340	5,680,818	29,316,800	27,971,735	1,345,065	4.6%	48,568,000	48,687,000
Motor Vehicle-Federal	23,760	29,890	168,600	168,485	115	0.1%	235,400	500,000
Multimodal Transportation-State	30,500	30,666	156,000	146,555	9,445	6.1%	250,000	250,000
Total Funds	6,052,600	5,741,374	29,641,400	28,286,774	1,354,626	4.6%	49,053,400	49,437,000

FTE Status	221.3	215.4	218.3	207.0	11.3	5.2%	219.2
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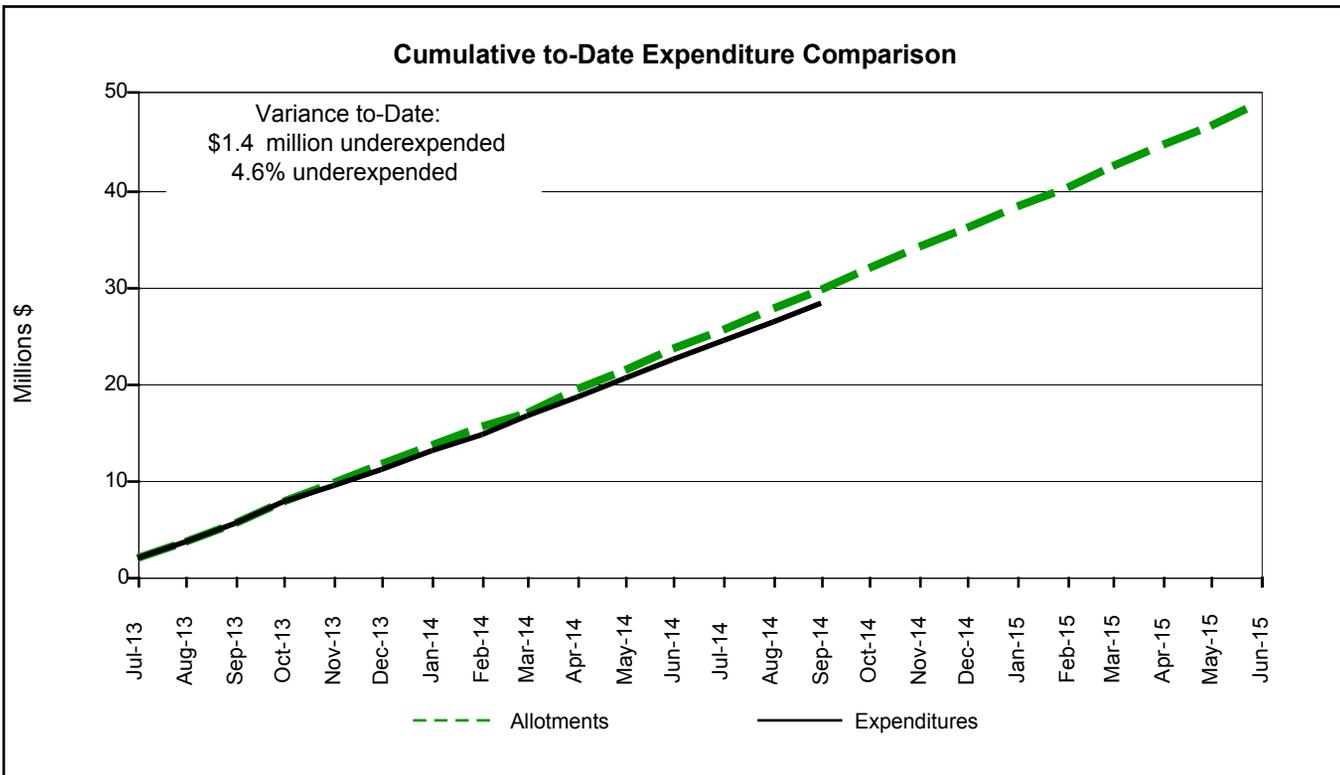
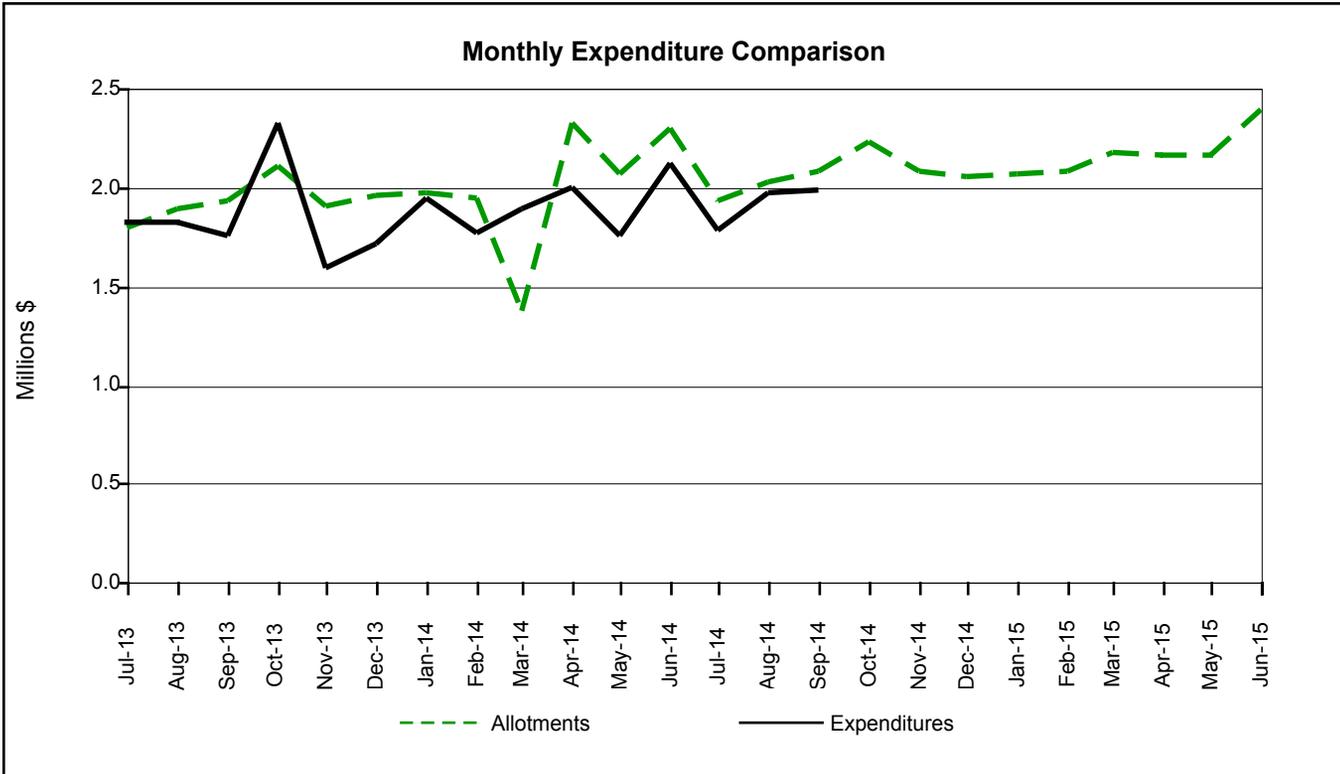
Biennium Plan versus Expenditure Authority: The 2013-15 Biennium Plan is less than the Expenditure Authority because \$264,600 of federal authority was placed in unallotted status. Should federal funds become available, the federal authority will be allotted and a spending plan will be submitted through a quarterly allotment adjustment. In addition, the 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program H, the amount in reserve for health benefits is \$119,000.

ALLOTMENT ADJUSTMENTS

In July 2014, allotments were adjusted to reflect an updated spending plan. Adjustments included:

- 1) Shifting planned spending among objects of expenditure in Headquarters Program Delivery Management & Support and Headquarters Environmental Services Office.
- 2) Shifting planned spending from the Environmental Services Office to Regional Program Delivery Management & Support to more accurately align with actual expenditure history for salaries.
- 3) Moving federal allotments for the Environmental Services Office from unallotted to allotted to account for increased state work force work on a new federal project, the "River S Bridge Replacement," for an architectural and engineering contract, and for unanticipated equipment charges for the federally-funded "Skagit River Basin Pilot" project.

Program H, Program Delivery Management and Support (continued)



Program I, Highway Improvements

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Mobility Improvements	411,003,000	182,691,525	1,534,467,000	1,315,768,424	218,698,576	14.3%	2,804,718,000	3,243,130,000
Safety Improvements	13,204,000	4,059,113	55,310,000	38,609,178	16,700,822	30.2%	90,941,000	90,941,000
Economic Initiatives Improvements	19,641,000	13,459,248	75,534,000	67,600,605	7,933,395	10.5%	142,509,000	142,509,000
Environmental Retrofit Improvements	9,449,000	5,510,365	37,292,000	30,381,325	6,910,675	18.5%	65,937,000	65,937,000
Program Support Budgeted Improvements	4,005,000	3,719,025	17,862,000	17,125,803	736,197	4.1%	30,055,000	30,055,000
Regional Transit Authority Improvements	16,510,000	2,273,477	31,744,000	15,106,296	16,637,704	52.4%	97,716,000	97,716,000
SR 16 Tacoma Narrows Bridge Project	0	0	0	0	0	0.0%	12,000	12,000
Total Expenditures	473,812,000	211,712,753	1,752,209,000	1,484,591,632	267,617,369	15.3%	3,231,888,000	3,670,300,000

Sources of Funds (Accounts)

Transportation Partnership-State	137,214,000	94,564,256	680,142,000	572,423,427	107,718,573	15.8%	1,313,555,000	1,313,555,000
Motor Vehicle-State	9,170,000	6,177,117	40,555,000	34,878,362	5,676,638	14.0%	69,478,000	69,478,000
Motor Vehicle-Federal	83,195,000	23,530,390	378,659,000	313,385,241	65,273,759	17.2%	516,181,000	516,181,000
Motor Vehicle-Federal-ARRA	0	0	0	0	0	0.0%	0	0
Motor Vehicle-Local	4,462,000	1,540,871	15,806,000	8,673,654	7,132,347	45.1%	166,357,000	166,357,000
State Route Number 520 Corridor-Federal	117,970,000	0	117,970,000	10,000,000	107,970,000	91.5%	215,999,000	300,000,000
State Route Number 520 Corridor-State	79,235,000	65,117,145	360,435,000	389,229,356	(28,794,356)	(8.0)%	525,700,000	880,111,000
Special Category "C"-State	65,000	109,584	91,000	124,000	(33,000)	(36.3)%	124,000	124,000
Multimodal Transportation-State	0	0	0	0	0	0.0%	1,000,000	1,000,000
Transportation 2003 (Nickel)-State	25,991,000	18,399,912	126,807,000	140,771,297	(13,964,297)	(11.0)%	325,778,000	325,778,000
Misc. Trans. Program-Nonappropriated Funds	16,510,000	2,273,477	31,744,000	15,106,296	16,637,704	52.4%	97,716,000	97,716,000
Total Funds	473,812,000	211,712,753	1,752,209,000	1,484,591,632	267,617,369	15.3%	3,231,888,000	3,670,300,000

FTE Status	1,465.3	1,224.0	1,477.6	1,266.2	211.4	14.3%	1,425.3
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$438,412,000 less than the Expenditure Authority total. The Legislature provided full authority for the State Route 520 Bridge Replacement project and the current biennium spending plan for this project is less than the full appropriation by this amount.

VARIANCE EXPLANATIONS

Note: The fiscal year closeout included a significant amount of accruals for contractor payments on services provided prior to the end of the fiscal year. Since this accrual, activity only occurs at the end of each fiscal year, and not each month, it skews the expenditure history for June, July, and August. To help compensate for this, the explanations below are representative of the allotment status as of the end of June, ignoring the fiscal year end accruals.

Expenditure Status

A combination of favorable bids and various project expenditure delays and savings resulted in a variance from estimated expenditures. Specific examples include:

Safety Improvements:

"US 2/Bickford Avenue - Intersection Safety Improvements" – There was an expenditure reduction due to reimbursement from the Traffic Safety Commission. "SR 546/Depot Rd and Bender Rd - Intersections Improvements" – Under spending is due to an overall project savings from favorable bids.

Program I, Highway Improvements (Continued)

Economic Initiatives Improvements:

"I-90/Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes" - The project was updated to reflect construction of a bridge in lieu of the snowshed, which caused a delay from the original schedule.

Environmental Retrofit Improvements:

"SR 20/Skagit River CED - Permanent Restoration" – Under spending is due to an overall project savings from favorable bids.

"SR 106/Twanoh Falls - Chronic Environmental Deficiency" - Under spending is due to an overall project savings from favorable bids.

Regional Transit Authority Improvements:

"I-90/Two Way Transit - Transit and HOV Improvements" - The expenditures to-date for this project are less than anticipated in the original spending plan.

Source of Funds (Account)

Transportation Partnership-State: The variance is due to less than anticipated expenditures to date on projects including, "SR 99/S King St Vic to Roy St - Viaduct Replacement"

Motor Vehicle Account-State: The variance is due to less than anticipated expenditures to-date on projects including, "SR 20/Skagit River CED – Permanent Restoration," and "SR 243/Mattawa – Intersection Improvements."

Motor Vehicle Account-Local: The variance is due to reimbursement of expenditures to-date on "US 2/Bickford Avenue – Intersection Safety Improvements."

Special Category "C"-State: The variance is due to less than anticipated expenditures to-date for this fund source on the "SR 18/Maple Valley to Issaquah/Hobart Rd - Add Lanes" project.

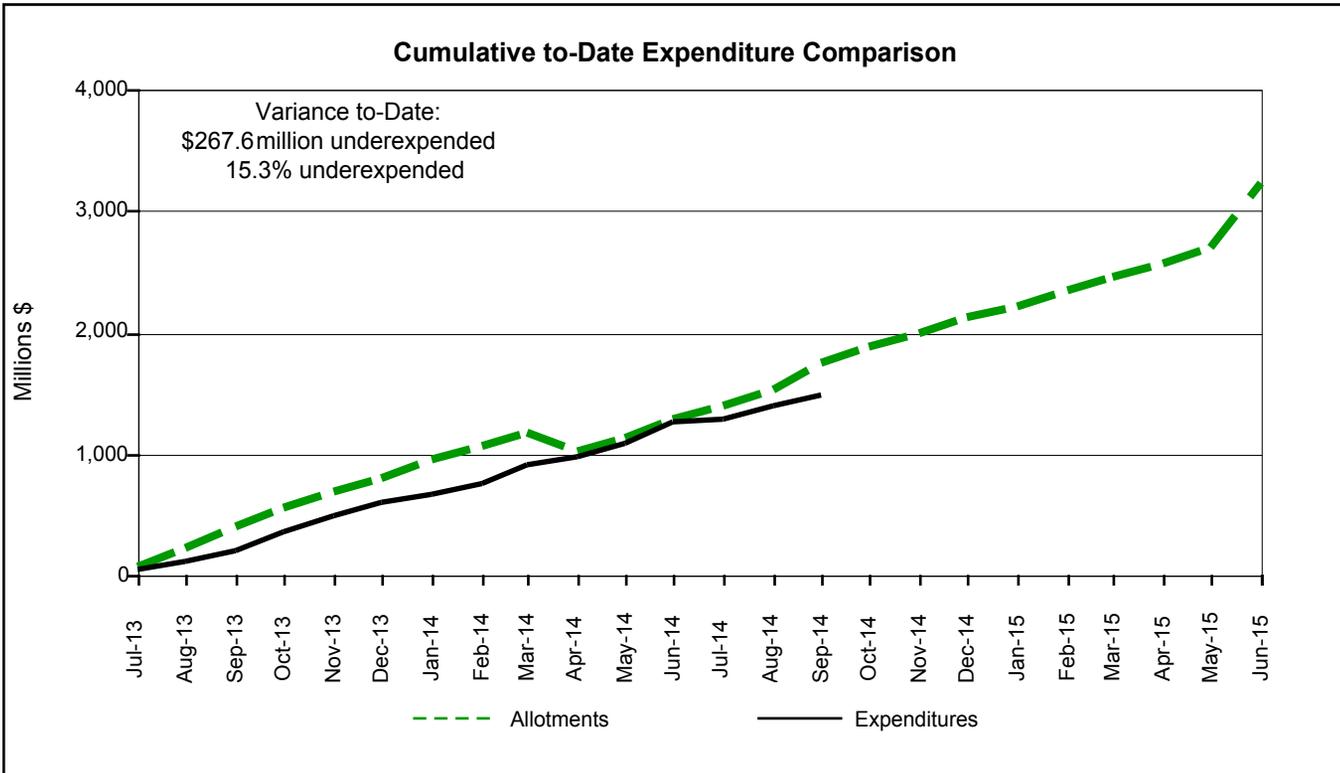
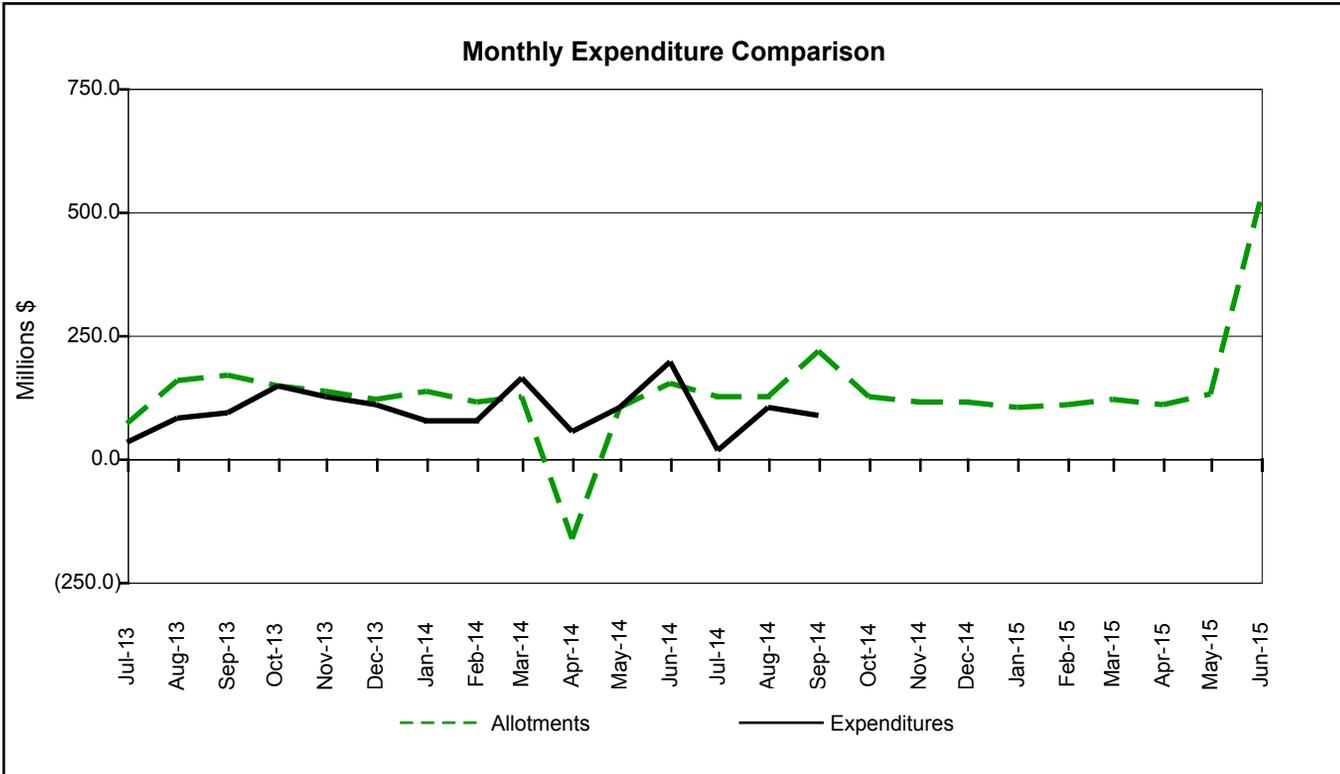
Miscellaneous Transportation Programs-Local: See explanation under Regional Transit Authority Improvements.

FTE Status: The attrition rate to-date in the Improvements Program is higher than was anticipated in the allotment plan.

ALLOTMENT ADJUSTMENTS

Allotments for all capital programs were adjusted to match the capital project list approved by the Legislature in the 2014 Legislative session, detailed in the Transportation Executive Information System (TEIS) (Version 14LEGFIN).

Program I, Highway Improvements (continued)

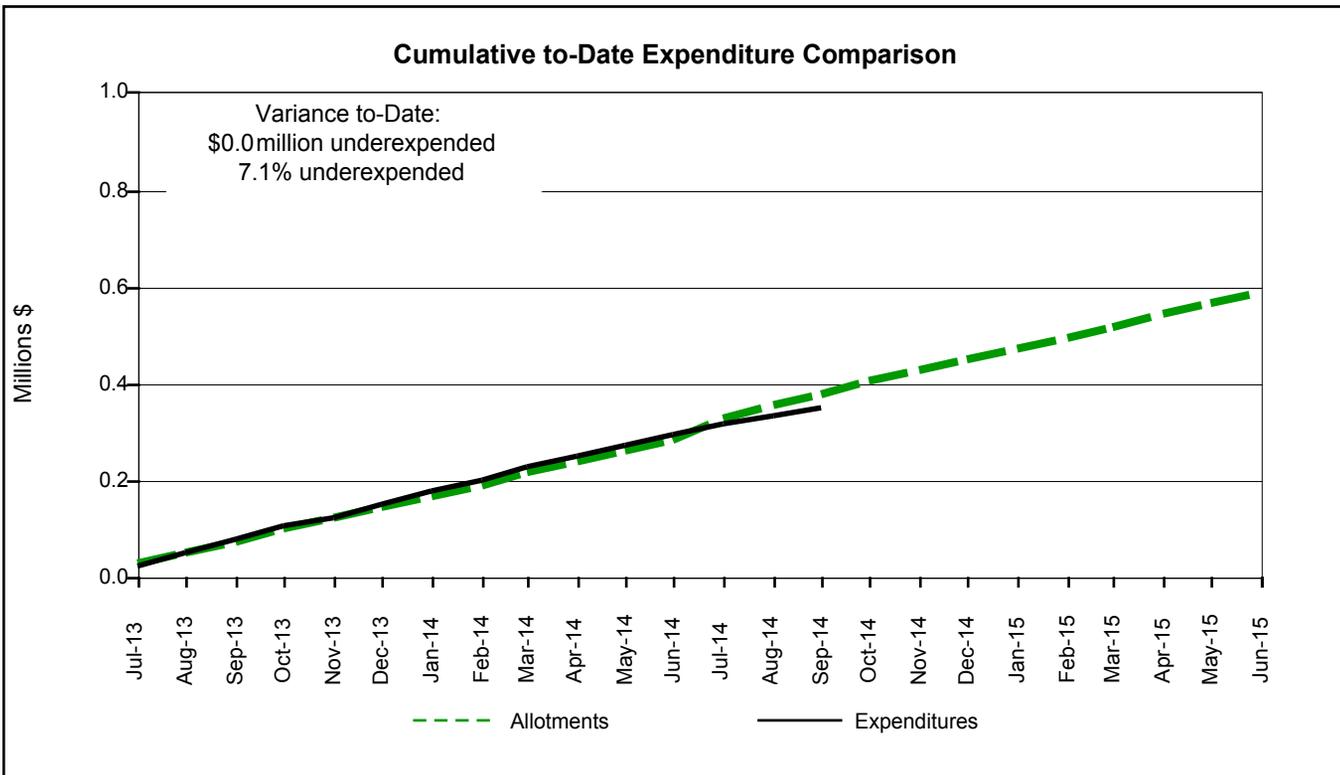
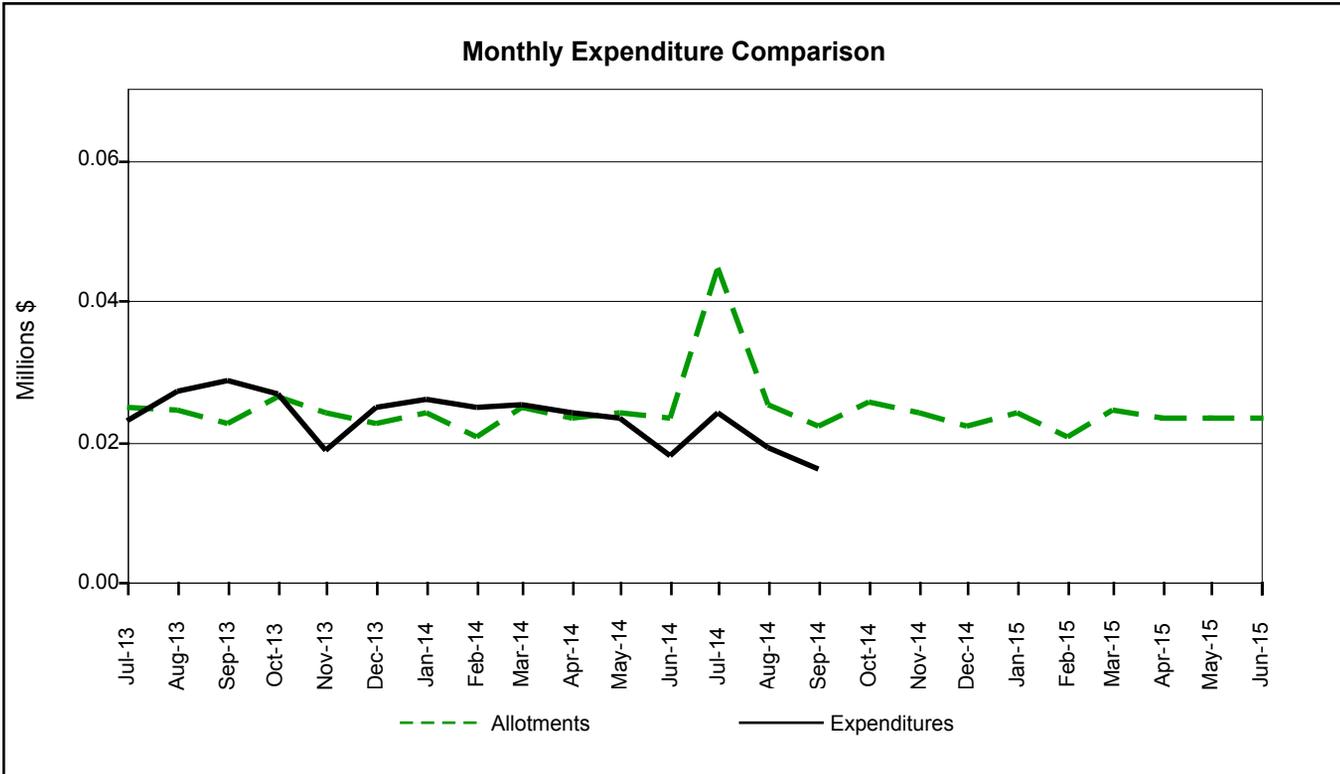


Program K, Public-Private Partnerships

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	to-Date Expenditures	Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Public-Private Partnerships	92,000	59,324	376,700	350,124	26,576	7.1%	588,000	589,000
Total Expenditures	92,000	59,324	376,700	350,124	26,576	7.1%	588,000	589,000
Sources of Funds								
Motor Vehicle-State	92,000	59,324	376,700	350,124	26,576	7.1%	588,000	589,000
Total Funds	92,000	59,324	376,700	350,124	26,576	7.1%	588,000	589,000
FTE Status	2.0	1.7	2.0	2.0	0.0	0.6%	2.0	

Biennial Plan versus Expenditure Authority: The 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program K, the amount in reserve for health benefits is \$1,000.

Program K, Public-Private Partnerships (continued)



Program M, Highway Maintenance and Operations

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Maintenance Management and Support	3,035,000	2,983,426	15,180,000	15,006,478	173,522	1.1%	24,289,000	24,289,000
Maintenance-On State System	47,785,283	41,073,164	229,298,730	225,738,205	3,560,525	1.6%	374,799,350	379,591,190
Maintenance-Sales and Services to Others	352,000	329,003	1,761,000	1,771,630	(10,630)	(0.6)%	2,818,000	2,818,000
Inventory and Stores Administration	607,680	712,613	3,088,060	2,944,447	143,613	4.7%	4,886,650	4,902,810
Undistributed Costs-Inventory Suspense	(9,000)	230,974	70,000	230,974	(160,974)	(230.0)%	0	0
Total Expenditures	51,770,963	45,329,179	249,397,790	245,691,733	3,706,057	1.5%	406,793,000	411,601,000

Sources of Funds (Accounts)

Highway Safety-State	2,500,000	235,400	7,500,000	7,981,500	(481,500)	(6.4)%	10,000,000	10,000,000
Motor Vehicle-State	47,628,963	44,298,914	238,755,790	234,168,517	4,587,274	1.9%	390,550,000	391,358,000
Motor Vehicle-Federal	1,150,000	331,060	1,150,000	1,482,307	(332,307)	(28.9)%	3,000,000	7,000,000
Misc. Trans. Program-Nonappropriated Funds	492,000	463,804	1,992,000	2,059,410	(67,410)	(3.4)%	3,243,000	3,243,000
Total Funds	51,770,963	45,329,179	249,397,790	245,691,733	3,706,057	1.5%	406,793,000	411,601,000

FTE Status	1,455.5	1,400.0	1,567.2	1,486.1	81.1	5.2%	1,578.5
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Biennial Plan versus Expenditure Authority: The Biennial Plan is \$4,808,000 less than the Expenditure Authority for two reasons. First, \$4 million of federal funds are in un-allotted status for potential disaster spending; and, second, the transportation budget funded health benefit rates at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 Supplemental Budget. For Program M, the amount in reserve for health benefits is \$808,000.

VARIANCE EXPLANATIONS

Expenditure Status

Undistributed Costs-Inventory Suspense: This subprogram is used as a clearing account for the collection and redistribution of pit site and sign shop costs. Costs to produce signs and crush aggregate are examples of charges. Upon completion, costs are moved into inventory or charged to a specific job, which removes the expenditures from this subprogram. The expenditures are moved to other subprograms, while the FTEs remain with this subprogram. At the end of the biennium, cumulative allotments and expenditures will each net to zero.

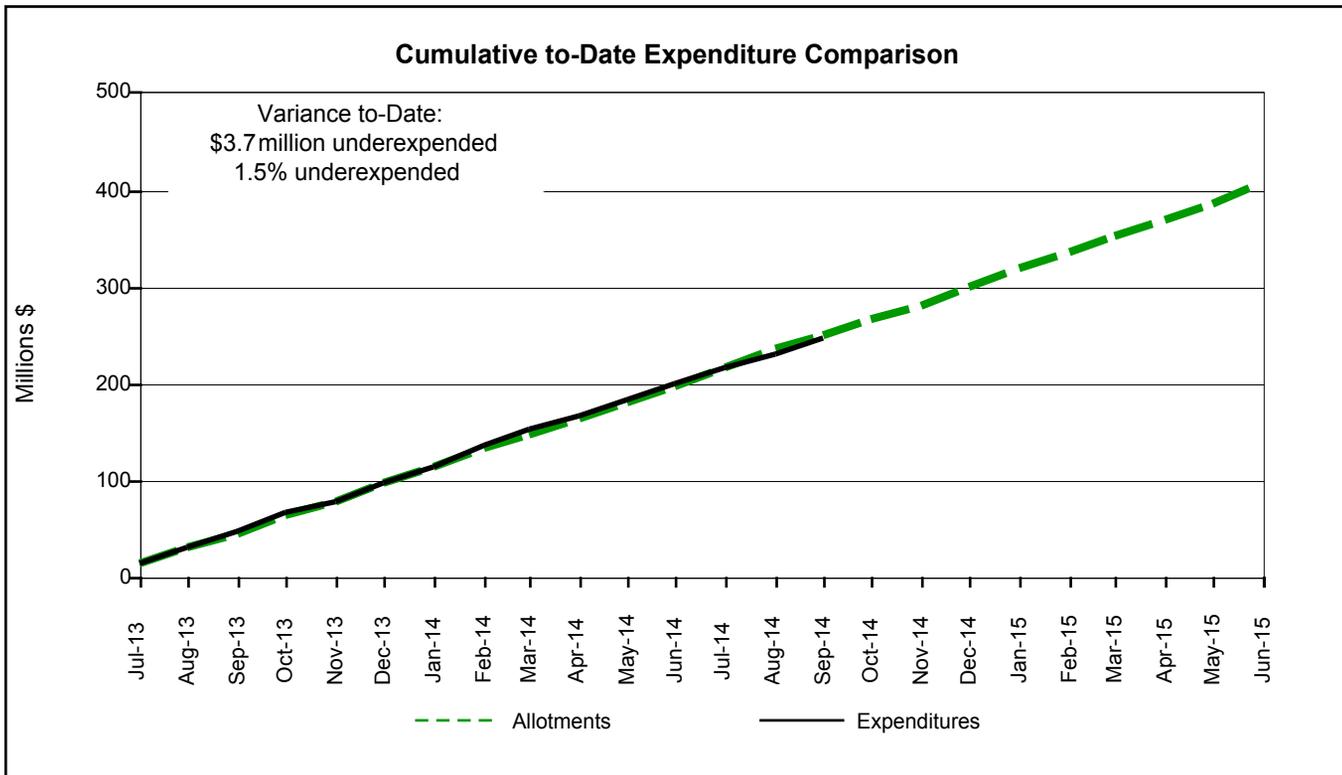
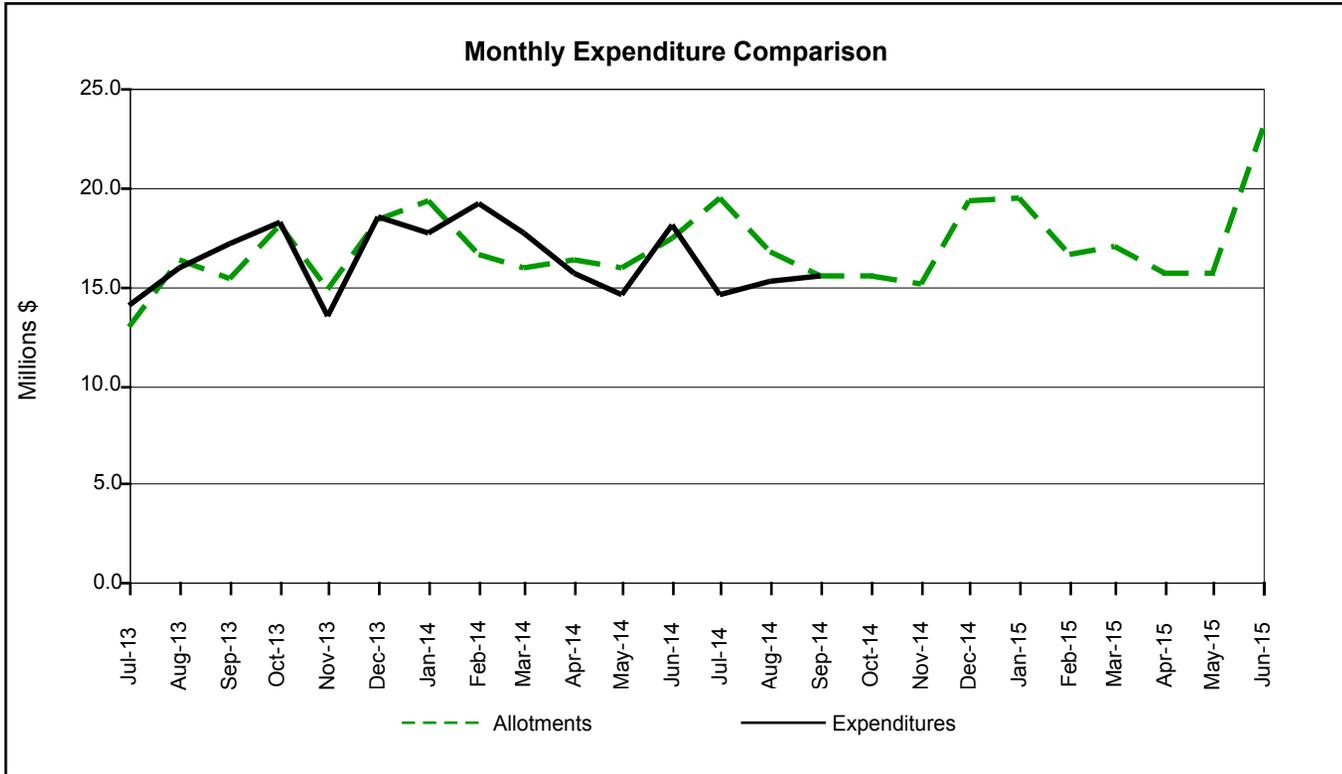
Source of Funds

Motor Vehicle-Federal: The higher-than-planned federal expenditures are a result of federally reimbursed costs for fire and flood disasters in the North Central Region. An allotment adjustment will be processed in January to eliminate this variance.

ALLOTMENT ADJUSTMENTS

Allotments were updated for prior expenditures and detail plans from the regions.

Program M, Highway Maintenance and Operations (continued)



Subprogram M2, Maintenance-On State Systems

	Quarter Detail Plan	Quarter Expenditures	Biennium Detail Plan	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan
Expenditure Status							
Roadway Maintenance and Operations	10,429,308	9,126,733	35,417,274	33,500,889	1,916,385	5.4%	51,458,882
Drainage Maintenance and Slope Repair	4,718,673	4,193,325	24,869,829	21,342,675	3,527,154	14.2%	42,405,100
Roadside and Landscape Maintenance	4,914,778	4,653,470	22,567,777	23,263,259	(695,482)	(3.1)%	36,966,246
Bridge and Tunnel Maintenance	3,905,172	3,800,077	18,999,314	19,161,829	(162,515)	(.9)%	30,793,747
Snow and Ice Control	2,878,433	3,110,174	41,895,745	44,768,672	(2,872,927)	(6.9)%	79,423,678
Traffic Services	11,146,361	9,527,715	49,960,988	47,142,260	2,818,728	5.6%	75,165,222
Rest Area Maintenance	1,500,745	1,534,357	7,823,857	7,956,784	(132,927)	(1.7)%	12,484,410
Training and Testing	1,919,852	1,973,061	11,789,681	11,378,325	411,356	3.5%	19,881,921
3rd Party Damage Repair	2,478,710	2,623,873	13,560,872	14,249,828	(688,956)	(5.1)%	21,684,556
Disaster Operations	1,239,830	530,379	2,285,391	2,973,683	(688,292)	(30.1)%	4,535,588
Total Expenditures	45,131,862	41,073,164	229,170,728	225,738,205	3,432,523	1.5%	374,799,350

Note: The detail plan for Subprogram M2 is temporarily different from allotments for M2 by \$128,002.

VARIANCE EXPLANATIONS

Drainage Maintenance and Slope Repair: The under-spending is the result of staff vacancies and delays in drainage maintenance due to other emergent needs.

Disaster Operations: The negative variance is primarily the result of several mudslides and slope damage that occurred due to heavy rainfalls.

Program P, Highway Preservation

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Undistributed Costs-Payroll, Legal, and P-Card	0	1,510,455	0	1,510,455	(1,510,455)	0.0%	0	0
Roadway Preservation	89,414,000	60,304,196	196,031,000	188,248,196	7,782,804	4.0%	260,353,000	314,853,000
Structures Preservation	39,096,000	22,408,684	163,414,000	139,674,791	23,739,209	14.5%	280,448,000	280,448,000
Other Facilities Preservation	5,090,000	13,582,049	33,727,000	50,131,918	(16,404,918)	(48.6)%	74,651,000	74,651,000
Program Support Budgeted Preservation	6,554,000	5,376,599	30,924,000	29,296,868	1,627,132	5.3%	48,511,000	48,511,000
Undistributed Costs-Mats Lab/GeoMetrix/Printing	0	(968,241)	0	(968,241)	968,241	0.0%	0	0
Undistributed Costs-Project Engineer	0	251	0	251	(251)	0.0%	0	0
Undistributed Costs-Program Support	0	522	0	522	(522)	0.0%	0	0
Sales and Services to Others	1,221,000	1,222,097	5,033,000	5,062,810	(29,810)	(0.6)%	7,912,000	7,912,000
Total Expenditures	141,375,000	103,436,612	429,129,000	412,957,569	16,171,431	3.8%	671,875,000	726,375,000

Sources of Funds (Accounts)

Transportation Partnership-State	3,760,000	1,550,885	20,225,000	16,289,813	3,935,187	19.5%	34,966,000	34,966,000
Highway Safety-State	2,381,000	249,991	5,246,000	8,340,924	(3,094,924)	(59.0)%	13,500,000	13,500,000
Motor Vehicle-State	8,138,000	4,223,207	37,109,000	23,008,253	14,100,747	38.0%	59,796,000	59,796,000
Motor Vehicle-Federal	124,635,000	95,994,028	355,485,000	355,526,517	(41,517)	(0.0)%	541,104,000	595,604,000
Motor Vehicle-Local	791,000	164,536	4,541,000	4,039,783	501,217	11.0%	11,827,000	11,827,000
Tacoma Narrows Toll Bridge-State	22,000	0	45,000	0	45,000	100.0%	120,000	120,000
Transportation 2003 (Nickel)-State	427,000	31,868	1,445,000	689,469	755,531	52.3%	2,650,000	2,650,000
Misc. Trans. Program-Nonappropriated Funds	1,221,000	1,222,097	5,033,000	5,062,810	(29,810)	(0.6)%	7,912,000	7,912,000
Total Funds	141,375,000	103,436,612	429,129,000	412,957,569	16,171,431	3.8%	671,875,000	726,375,000

FTE Status	926.1	928.4	872.5	854.0	18.5	2.1%	837.9
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$54,500,000 less than the Expenditure Authority total to align the biennial plan with expected federal funding levels.

Expenditure Status

A combination of favorable bids and various project expenditure delays has resulted in a variance from estimated expenditures. Examples include:

Structures Preservation:

"SR 16/Tacoma Narrows Bridge - Replace Maintenance Traveler" – The under spending was due to the delay of the project's advertisement.

"US 101/Astoria-Megler Bridge Main Span - Superstructure Painter" – Update to the Oregon Department of Transportation's schedule resulted in slower than anticipated billings.

Other Facilities Preservation:

"SR 530 Slide" - The construction cost for this emergency project was not included in the original biennial plan.

Program P, Highway Preservation (continued)

Undistributed Costs Mats Lab/Geo/Printing, Undistributed Costs Project Engineer, and Undistributed Costs Direct Project Support: These subprograms contain cost recovery and suspense accounts that are not allotted and will be zeroed out at the end of the fiscal year.

Source of Funds (Account)

Transportation Partnership-State: There was less than planned expenditure activity to date on projects, including "SR 9/Pilchuck Creek - Replace Bridge."

Highway Safety Account-State: Expenditures were greater than originally planned due to a more aggressive plan to spend these funds on projects, including "I-5/Chamber Way Bridge - Special Repair."

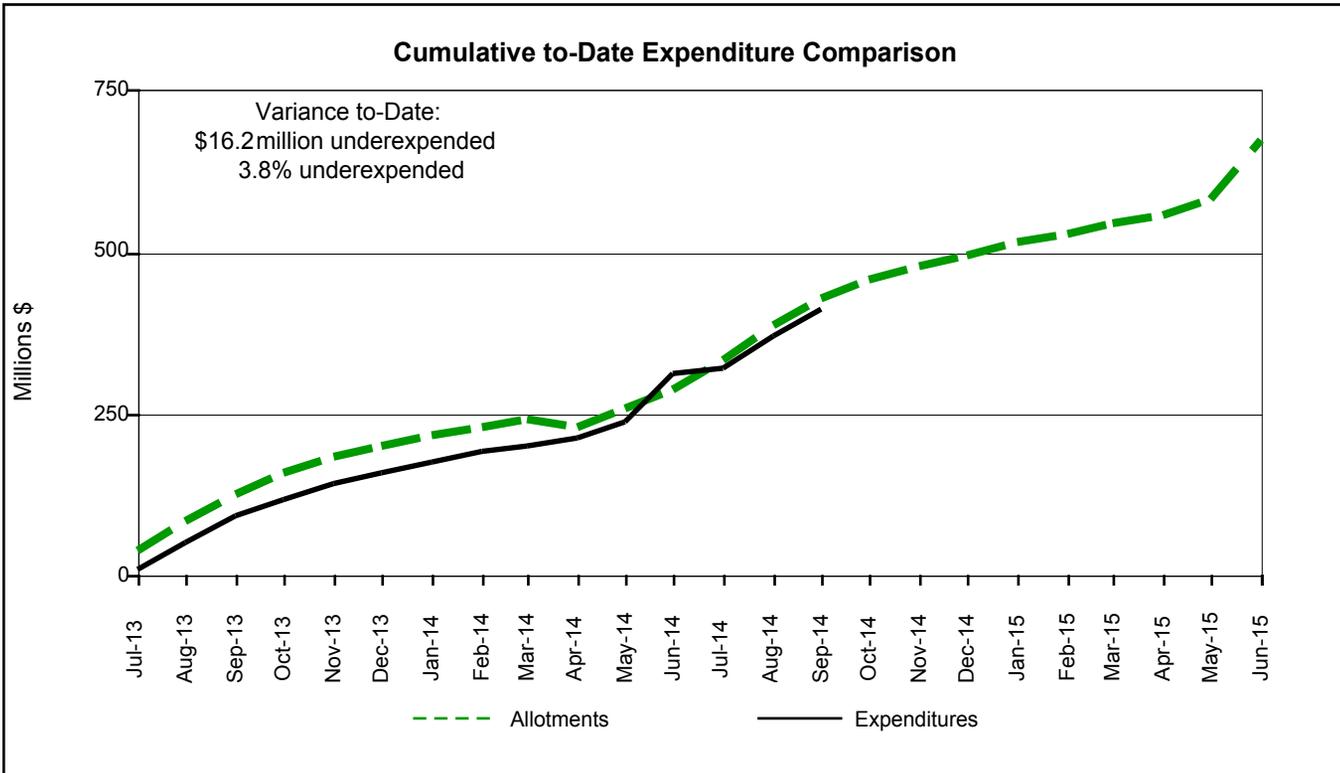
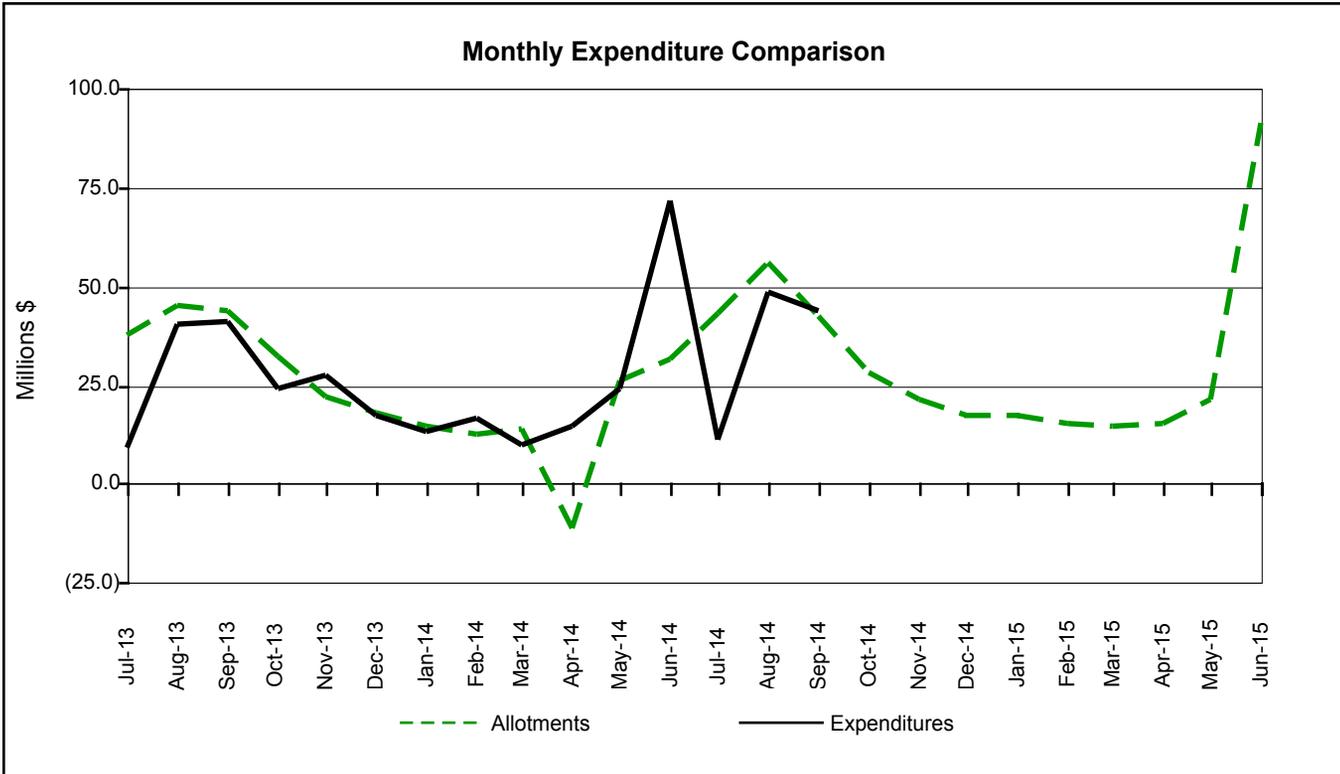
Motor Vehicle Account-State: Under spending is result of actual and planned expenditures of Motor Vehicle Account-State funds being switched to Highway Safety Account-State funds as part of budget development.

Motor Vehicle Account-Local: Expenditures were less than planned due to increased expenditure activity to date on projects, including "SR 21/Keller Ferry Boat - Replace Boat."

Tacoma Narrows Toll Bridge-State: Expenditures were less than planned due to less expenditure activity to date on the Tacoma Narrows Bridge.

Transportation 2003 (Nickel)-State: Expenditures were less than planned due to less expenditure activity to date on projects, including "I-5/NE 117th St to SR 104 - Pavement Repair."

Program P, Highway Preservation (continued)



Program Q, Traffic Operations-Operating

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Traffic Management and Support	375,120	309,800	1,862,600	1,686,888	175,712	9.4%	2,998,000	2,998,000
Traffic Services	7,119,050	6,029,461	32,790,050	30,514,628	2,275,422	6.9%	52,783,400	52,898,400
Total Expenditures	7,494,170	6,339,261	34,652,650	32,201,516	2,451,134	7.1%	55,781,400	55,896,400

Sources of Funds (Accounts)

Motor Vehicle-State	6,493,170	5,891,118	31,378,250	29,531,835	1,846,415	5.9%	49,940,000	50,055,000
Motor Vehicle-Federal	410,000	118,262	825,000	469,122	355,878	43.1%	2,050,000	2,050,000
Motor Vehicle-Local	201,000	5,912	459,400	428,928	30,472	6.6%	591,400	591,400
Misc. Trans. Program-Nonappropriated Funds	390,000	323,969	1,990,000	1,771,631	218,369	11.0%	3,200,000	3,200,000
Total Funds	7,494,170	6,339,261	34,652,650	32,201,516	2,451,134	7.1%	55,781,400	55,896,400

FTE Status	250.4	241.4	250.9	242.2	8.7	3.5%	250.7
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Biennial Plan versus Expenditure Authority: The Biennial Plan is \$115,000 less than the Expenditure Authority because the 2014 Supplemental Transportation funded health benefit rates at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 Supplemental Budget.

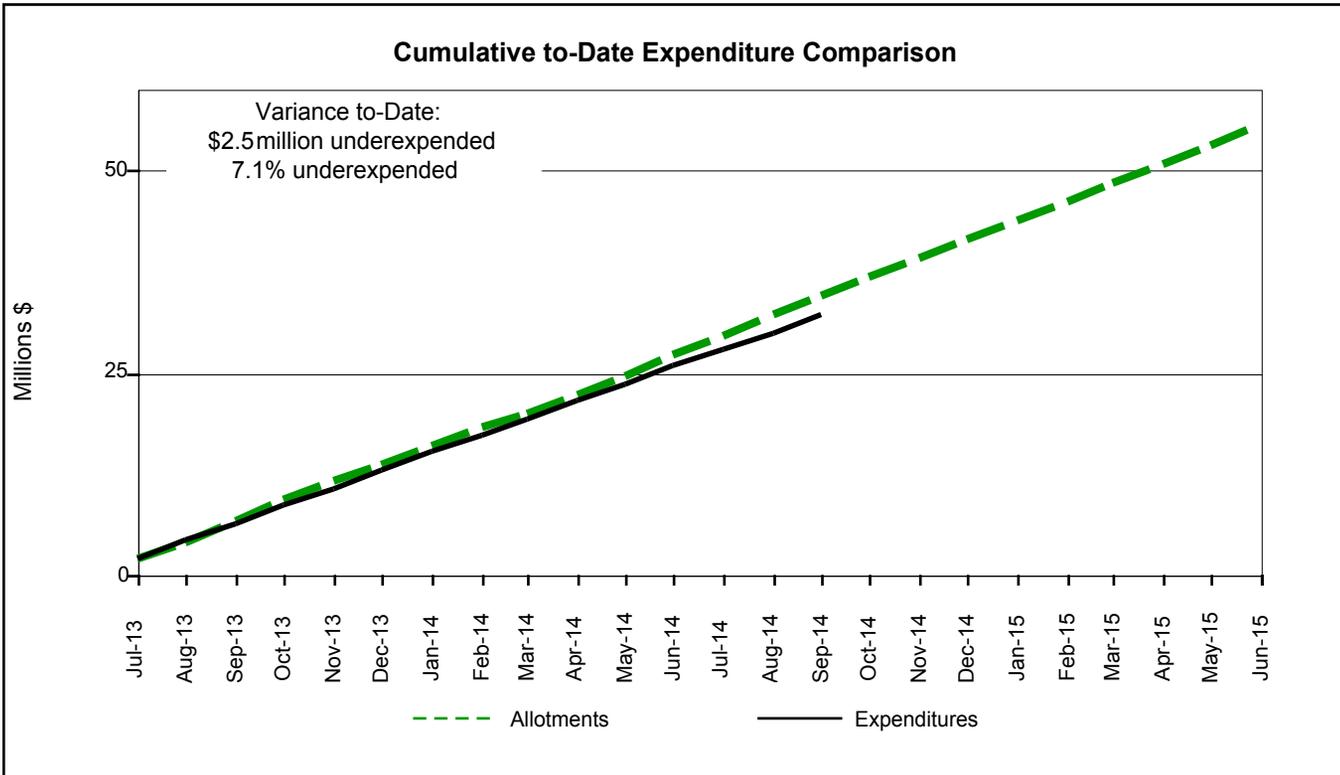
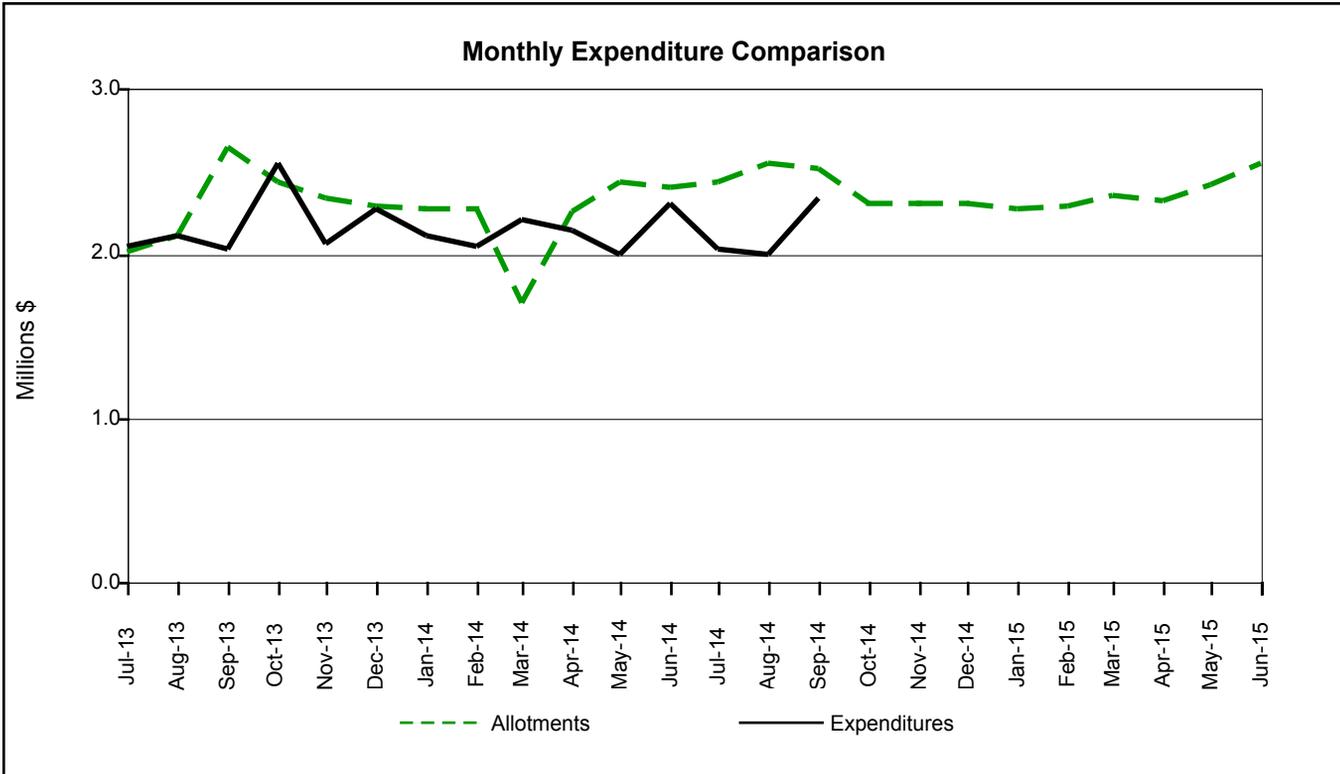
VARIANCE EXPLANATIONS

Source of Funds (Accounts)

Motor Vehicle Account-Federal: Spending on federal grants is lower than expected. Work on the Spokane Regional Traffic Management Center was delayed. The contractor was recently selected and spending will commence in January 2015 and should conclude by June 2015. Grants for Commercial Vehicle Information Systems and Networks are being completed at a lower cost than originally estimated; funds are being de-obligated and the spending plan will be adjusted.

Misc. Trans. Program-Non-appropriated Funds: Expenditures are less than allotments because of the backlog of replacing wood motorist information signs with steel signs. The regions will be spending approximately \$250,000 through the end of the biennium to complete these projects.

Program Q, Traffic Operations-Operating (continued)



Program Q, Traffic Operations-Capital

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	to-Date Expenditures	Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Special Advanced Technology Projects	2,870,200	382,637	7,280,200	4,515,880	2,764,320	38.0%	13,357,000	14,267,000
Total Expenditures	2,870,200	382,637	7,280,200	4,515,880	2,764,320	38.0%	13,357,000	14,267,000
Sources of Funds (Accounts)								
Motor Vehicle-State	1,089,600	141,350	2,641,600	1,379,594	1,262,006	47.8%	4,720,000	4,915,000
Motor Vehicle-Federal	1,780,600	241,287	4,638,600	3,136,286	1,502,314	32.4%	8,637,000	9,152,000
Motor Vehicle-Local	0	0	0	0	0	0.0%	0	200,000
Total Funds	2,870,200	382,637	7,280,200	4,515,880	2,764,320	38.0%	13,357,000	14,267,000
FTE Status	10.3	7.3	10.3	8.4	1.9	18.4%	10.3	

Biennial Plan versus Expenditure Authority: The Biennial Plan is less than the Expenditure Authority because \$515,000 of federal spending authority and \$195,000 of state matching funds have been placed in un-allotted status until the department is awarded federally-selected competitive grants or Congressional earmark projects. In addition, \$200,000 of local funds is in un-allotted status.

VARIANCE EXPLANATIONS

Expenditure Status

Special Advanced Technology Projects: Expenditures are less than allotments because the deployment of the “Expanded CVISN Automated Infrared Roadside Screening” project is taking longer than expected. In addition, spending on the “I-5/SB N 145TH St. Vicinity - Variable Message Sign Installation” is occurring more slowly than planned.

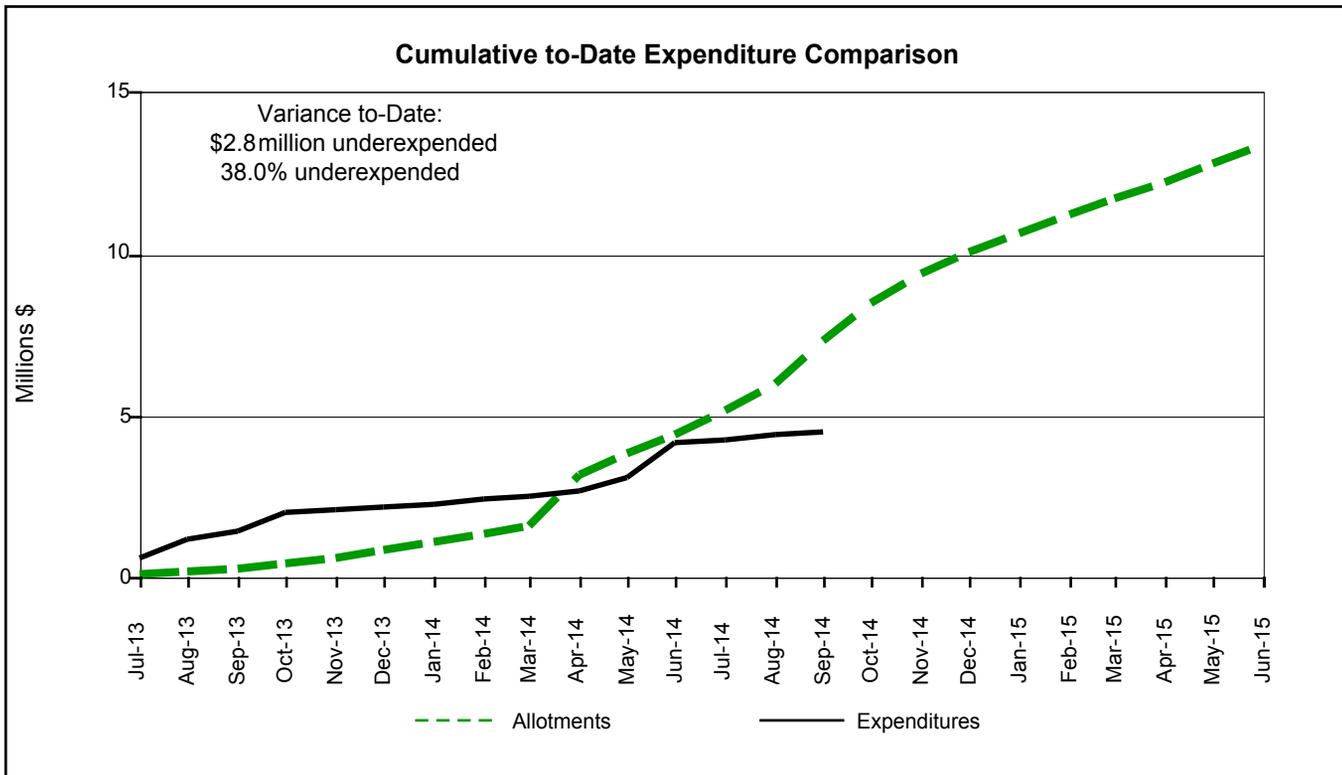
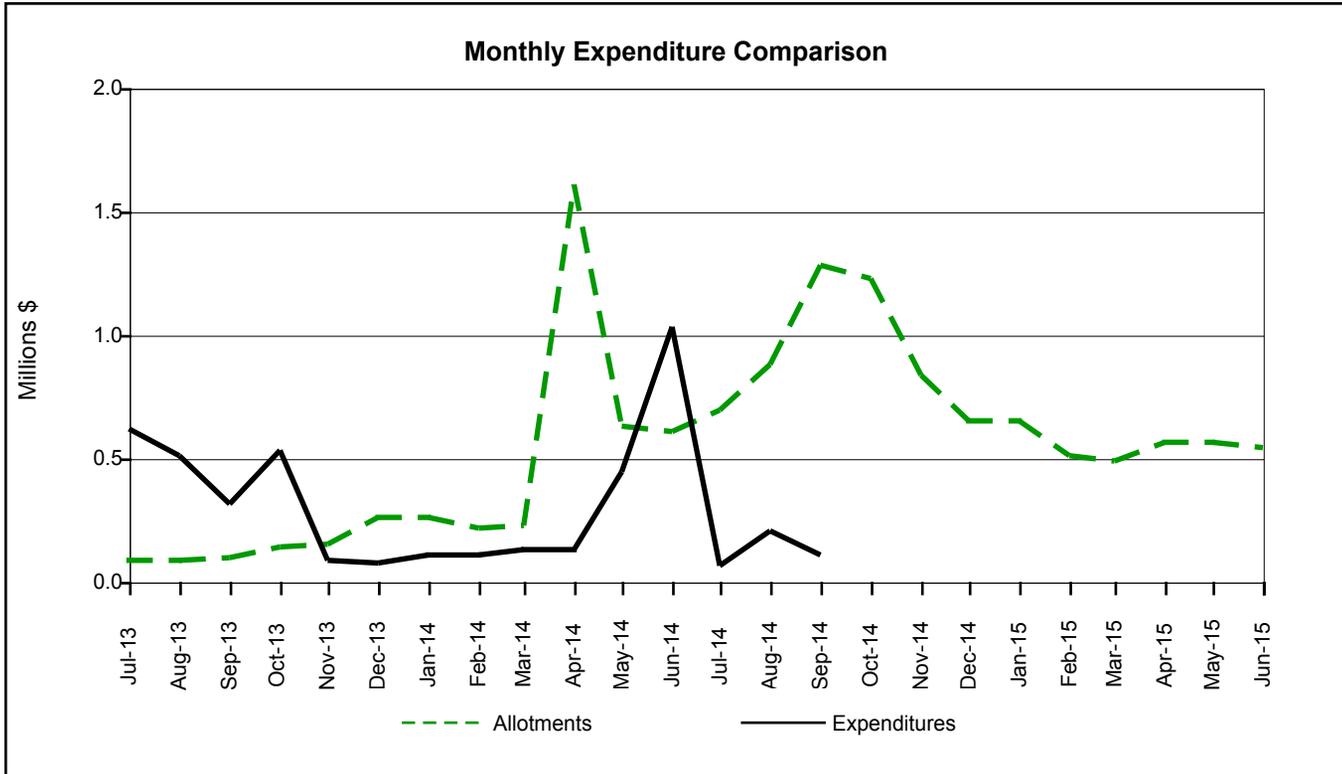
Source of Funds (Accounts)

Motor Vehicle Account-State: Please see the explanation for Special Advanced Technology Projects.

Motor Vehicle Account-Federal: Please see the explanation for Special Advanced Technology Projects.

FTE Status: Please see the explanation for Special Advanced Technology Projects.

Program Q, Traffic Operations-Capital (continued)



Program S, Transportation Management and Support

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Executive Management and Support	2,243,500	2,182,150	11,226,400	10,856,297	370,103	3.3%	18,419,800	18,466,800
Finance and Administration	1,252,700	1,194,506	6,482,900	6,059,199	423,701	6.5%	10,351,800	10,390,800
Total Expenditures	3,496,200	3,376,656	17,709,300	16,915,497	793,803	4.5%	28,771,600	28,857,600

Sources of Funds (Accounts)

Motor Vehicle-State	3,327,100	3,136,886	16,719,200	15,822,423	896,777	5.4%	26,993,000	27,079,000
Motor Vehicle-Federal	3,700	74,362	175,300	279,264	(103,964)	(59.3)%	436,600	436,600
Multimodal Transportation-State	143,500	143,500	704,500	704,500	0	0.0%	1,131,000	1,131,000
Transportation Equip. Fund-Nonappropriated Funds	21,900	21,900	109,300	109,300	0	0.0%	175,000	175,000
Misc. Trans. Program-Nonappropriated Funds	0	9	1,000	9	991	99.1%	36,000	36,000
Total Funds	3,496,200	3,376,656	17,709,300	16,915,497	793,803	4.5%	28,771,600	28,857,600

FTE Status	192.6	185.6	183.8	186.4	(2.6)	(1.4)%	187.1
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Biennial Plan versus Expenditure Authority: The 2014 supplemental transportation budget funded the state employee health benefit rate at \$703 per month in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program S, the amount in reserve for health benefits is \$86,000.

VARIANCE EXPLANATIONS

Source of Funds (Accounts)

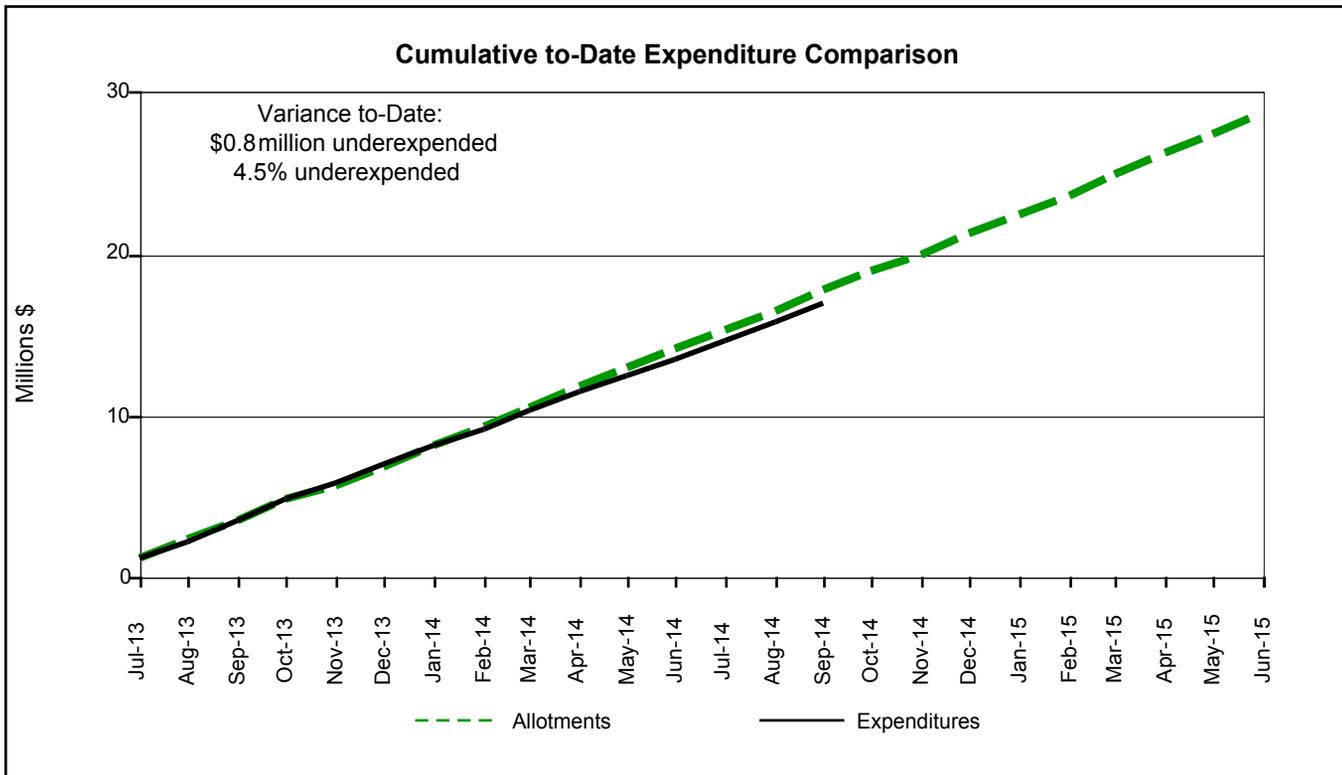
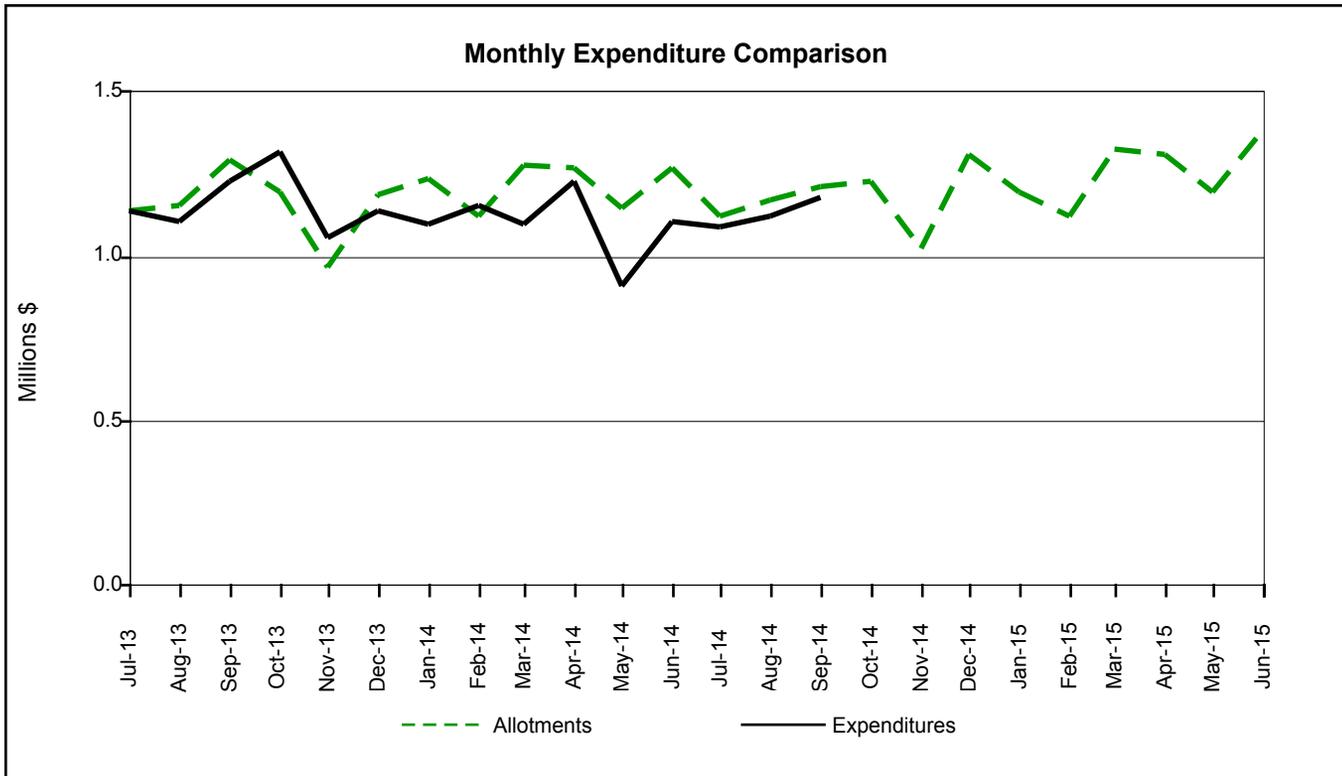
Motor Vehicle Account-Federal: The variance is due to requests for federal assistance for On the Job Training Support Services occurring earlier than planned.

Miscellaneous Transportation Programs-Nonappropriated Funds: Expenditures for the State Tribal Transportation Conference are occurring later than planned.

ALLOTMENT ADJUSTMENT

Allotments were adjusted to reflect an updated spending plan that moves funding between subprograms, corrects object of expenditure, and shifts funding to later in the biennium.

Program S, Transportation Management and Support (continued)



Program T, Transportation Planning, Data, and Research

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Planning	4,535,489	3,932,903	22,176,754	20,807,765	1,368,989	6.2%	35,458,917	35,794,717
Research and Library Services	562,963	632,545	4,844,700	4,123,082	721,618	14.9%	8,804,348	9,511,548
Pass Through Funds	3,076,507	1,265,139	12,640,492	14,031,780	(1,391,288)	(11.0)%	21,853,000	21,853,000
Total Expenditures	8,174,959	5,830,586	39,661,946	38,962,627	699,319	1.8%	66,116,265	67,159,265

Sources of Funds (Accounts)

Motor Vehicle-State	2,369,837	1,975,821	12,275,239	11,547,273	727,966	5.9%	19,725,000	19,818,000
Motor Vehicle-Federal	2,807,015	2,501,840	14,981,150	13,369,214	1,611,936	10.8%	25,376,000	26,226,000
Multimodal Transportation-State	84,000	62,329	438,200	402,970	35,230	8.0%	662,000	662,000
Multimodal Transportation-Federal	377,600	254,757	1,886,600	1,756,174	130,426	6.9%	2,809,000	2,809,000
Multimodal Transportation-Local	0	0	0	0	0	0.0%	0	100,000
Misc. Trans. Program-Nonappropriated Funds	2,536,507	1,035,839	10,080,757	11,886,996	(1,806,239)	(17.9)%	17,544,265	17,544,265
Total Funds	8,174,959	5,830,586	39,661,946	38,962,627	699,319	1.8%	66,116,265	67,159,265

FTE Status	188.7	167.9	188.2	172.0	16.1	8.6%	187.3
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Biennial Plan versus Expenditure Authority: The 2014 supplemental transportation budget funded the state employee health benefit rate at \$703 per month in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program T, the amount in reserve for health benefits is \$93,000. Additionally, \$100,000 of local authority is placed into unallotted status until a project requiring local funding is approved.

VARIANCE EXPLANATIONS

Expenditure Status

Research and Library Services: The plan for the Transportation Pooled Fund Projects is based on historical spending patterns. Due to the nature of performing research activities and the coordination of pooled fund research with other states, the level of research expenditures can fluctuate between months, from what was anticipated. The allocations have been adjusted for the remaining months of the biennium.

Pass Through Funds: The local organizations that receive this pass-through funding have multiple funding sources. Spending was ahead of the plan. The quarterly allotments are based on historical averages.

Source of Funds (Accounts)

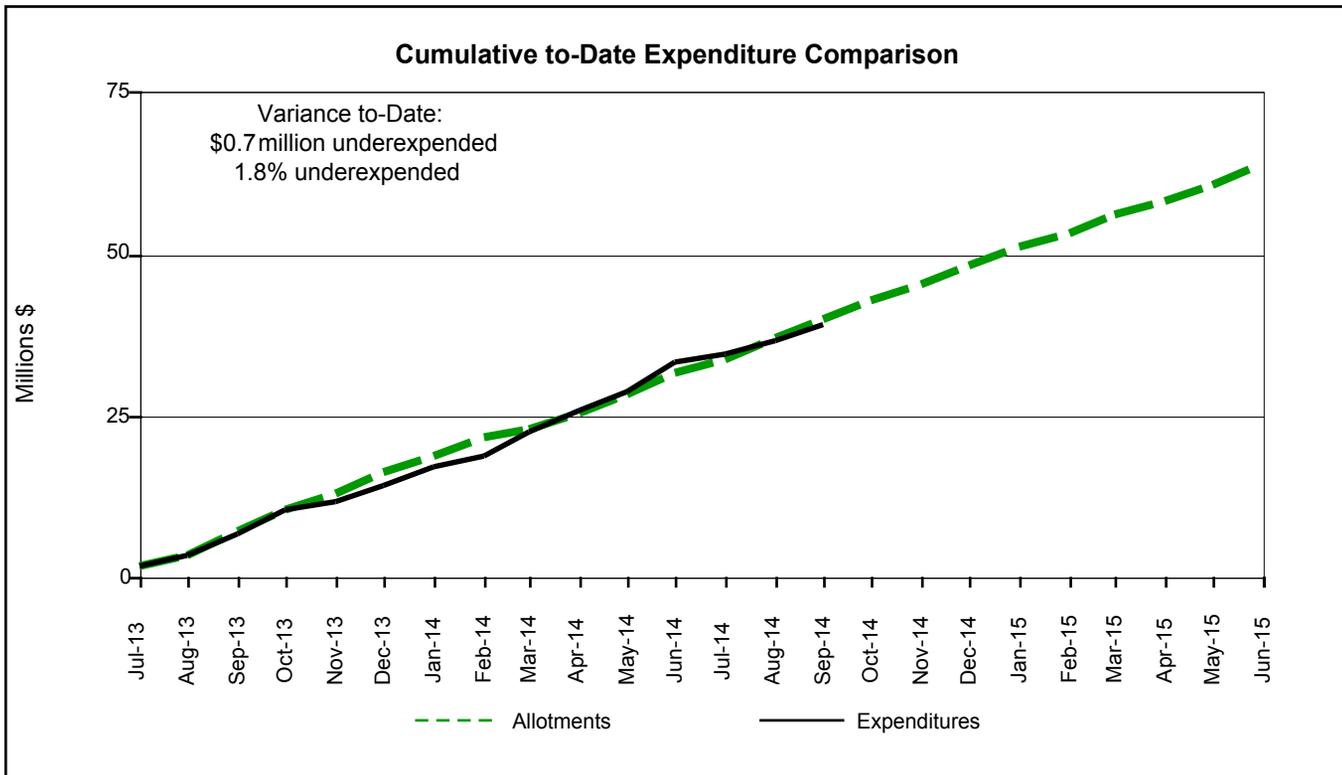
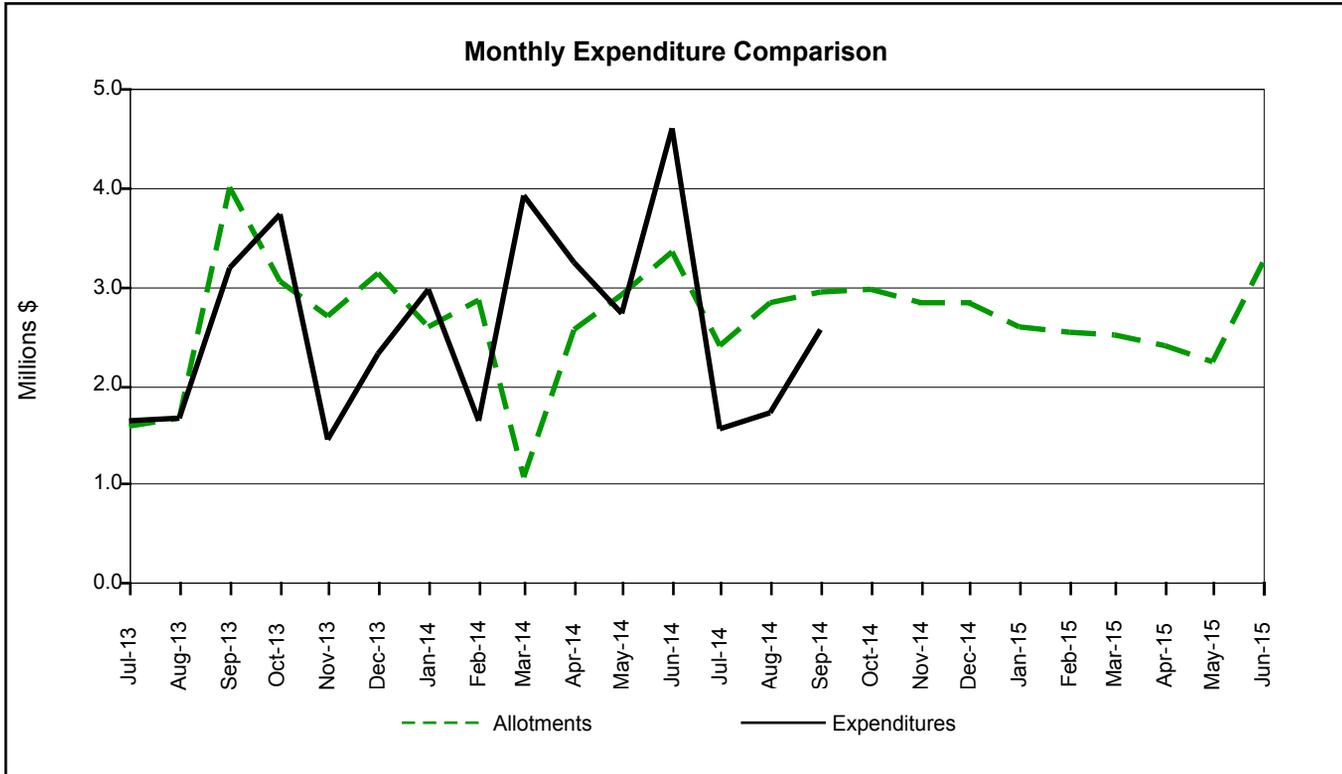
Motor Vehicle-Federal: See explanation above for Research and Library Services.

Miscellaneous Transportation Program-Nonappropriated Funds: See Pass Through Funds.

ALLOTMENT ADJUSTMENTS

Allotments were adjusted to reflect an update to the spending plan that moved funding between objects as well as moved federal authority out of unallotted status for a Strategic Highway Research Program 2 Proof of Concept Implementation project.

Program T, Transportation Planning, Data and Research (continued)



Program U, Charges from Other Agencies

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Department of Enterprise Services	18,508,194	18,320,059	48,410,138	47,840,084	570,054	1.2%	59,564,112	59,564,112
Consolidated Technical Services	46,479	61,970	232,395	232,387	8	0.0%	371,832	371,832
Office of Financial Management	-75,885	615,399	1,703,005	1,880,130	-177,125	-10.4%	2,964,919	2,964,919
Office of Minority & Women's Bus. Entrp.	138,500	11,948	801,500	586,891	214,609	26.8%	1,340,000	1,340,000
Secretary of State	66,000	64,108	330,000	327,005	2,995	0.9%	530,000	530,000
State Auditor	-23,000	3,409	229,000	216,341	12,659	5.5%	395,000	395,000
Attorney General & Legal Services	776,000	606,663	4,407,000	4,237,530	169,470	3.8%	7,644,000	7,644,000
Prior Period Accounting Adjustment	0	0	0	248	-248		0	0
Un-allotted	0	0	0	0	0		0	463,000
Other Charges	0	0	0	0	0		4,393,137	4,393,137
Total Expenditures	19,436,288	19,683,556	56,113,038	55,320,616	792,422	1.4%	77,203,000	77,666,000
Sources of Funds (Accounts)								
Motor Vehicle-State	16,782,288	19,572,052	53,266,038	55,087,709	-1,821,671	(3.4)%	73,735,000	74,198,000
Motor Vehicle-Federal	26,000	11,504	219,000	132,907	86,093	39.3%	400,000	400,000
Multimodal Transportation-State	2,628,000	100,000	2,628,000	100,000	2,528,000	96.2%	3,068,000	3,068,000
Total Funds	19,436,288	19,683,556	56,113,038	55,320,616	792,422	1.4%	77,203,000	77,666,000

Biennial Plan versus Expenditure Authority: The Biennial Plan is \$463,000 less than Expenditure Authority, reflecting savings between the old and new agreements with the Department of Enterprise Services for the fuel management contract. The \$463,000 difference is in unallotted status.

VARIANCE EXPLANATIONS

Expenditure Status

Office of Financial Management: Charges for the office of Human Resources Director were greater than expected and charges for the Results Washington program occurred earlier than originally planned.

Office of Minority & Women's Business Enterprises: Billings from the agency are slower than expected.

Source of Funds (Accounts)

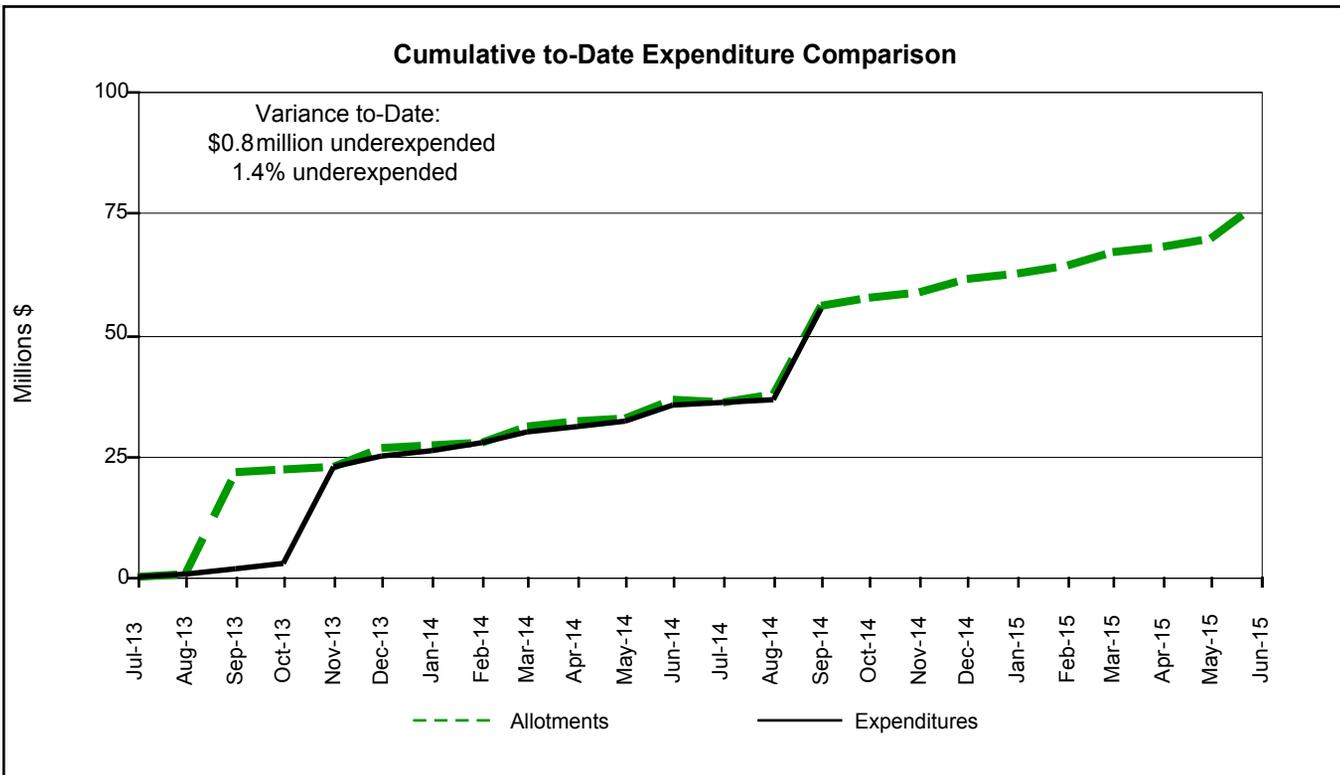
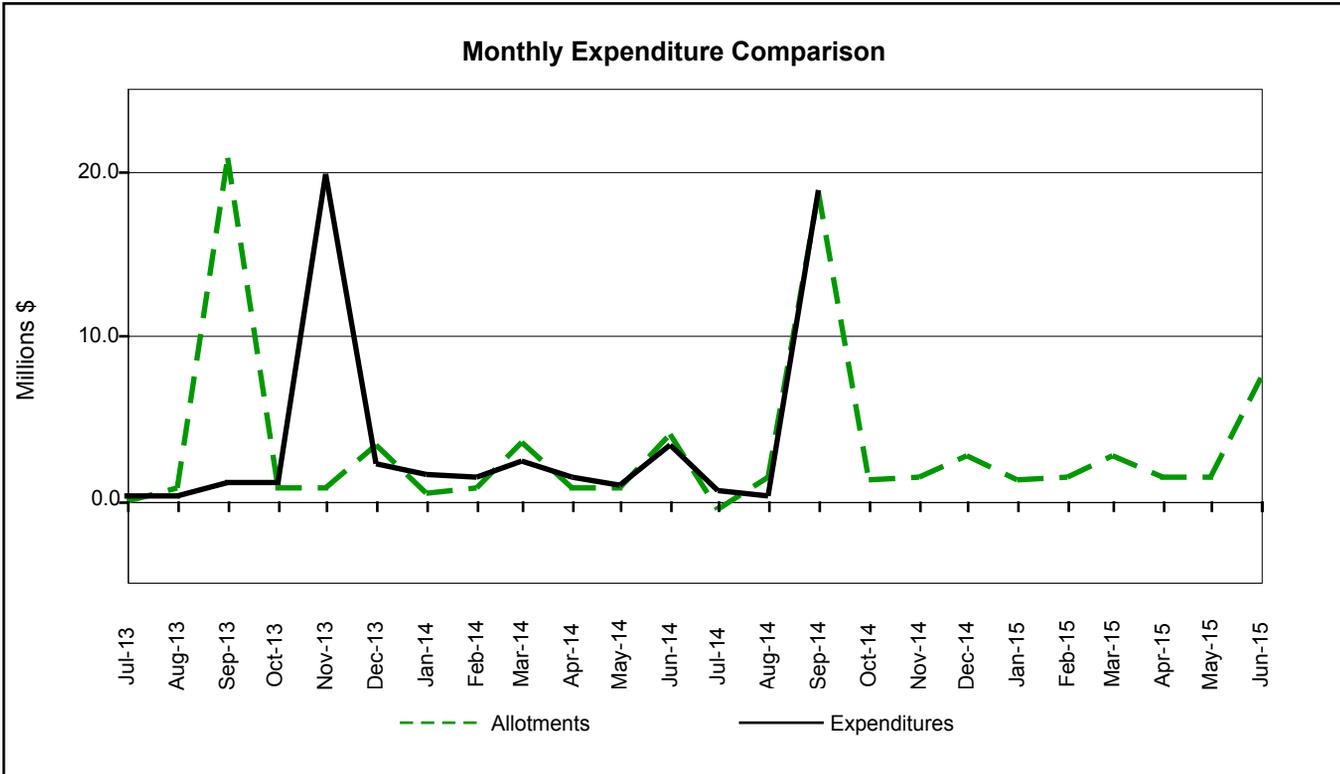
Motor Vehicle Account-Federal: This account is used for federal support of disadvantaged business enterprises for which spending has been slower than expected.

Multimodal Transportation-State: Assumed in the allotments was a plan to attribute a portion of the expenditures for self-insurance in September to the Multimodal Transportation Account, but that did not occur as planned; the variance will be resolved next quarter.

ALLOTMENT ADJUSTMENTS

Allotments were updated for actual expenditures through June 2014 and for anticipated changes to the billings from other agencies.

Program U, Charges From Other Agencies (continued)



Program V, Public Transportation

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Administration	101,000	85,730	522,000	453,004	68,996	13.2%	833,000	834,000
Public Transportation	3,249,500	2,636,795	32,116,500	35,242,560	(3,126,060)	(9.7)%	69,507,000	70,482,000
Rural Mobility Grant Program	562,000	833,145	9,914,000	8,803,074	1,110,926	11.2%	17,133,000	17,133,000
Regional Mobility Grant Program	8,000,000	1,226,779	18,348,000	14,337,743	4,010,257	21.9%	51,111,000	51,111,000
Modal Coordination Program	38,000	34,809	480,000	166,783	313,217	65.3%	888,000	888,000
Statewide Commute Trip Reduction Program	946,125	301,771	3,091,625	2,789,228	302,397	9.8%	6,424,000	6,424,000
Transportation Demand Mgmt. Core Program	250,000	0	2,510,000	219,111	2,290,889	91.3%	6,000,000	6,000,000
Total Expenditures	13,146,625	5,119,030	66,982,125	62,011,502	4,970,623	7.4%	151,896,000	152,872,000

Sources of Funds (Accounts)

State Vehicle Parking-State	112,125	4,155	439,625	344,253	95,372	21.7%	754,000	754,000
Motor Vehicle-Federal	5,000	0	10,000	824	9,176	91.8%	160,000	160,000
Regional Mobility Grant Program-State	8,000,000	1,226,779	18,348,000	14,337,743	4,010,257	21.9%	51,111,000	51,111,000
Rural Mobility Grant Program-State	550,000	824,587	9,850,000	8,766,275	1,083,725	11.0%	17,000,000	17,000,000
Multimodal Transportation-State	3,209,500	1,209,057	20,814,500	17,291,264	3,523,236	16.9%	39,039,000	39,325,000
Multimodal Transportation-Federal	81,000	237,977	1,186,000	1,410,903	(224,903)	(19.0)%	2,590,000	3,280,000
Multimodal Transportation-Local	0	0	10,000	9,150	850	8.5%	10,000	10,000
Misc. Trans. Program-Nonappropriated Funds	1,189,000	1,616,475	16,324,000	19,851,090	(3,527,090)	(21.6)%	41,232,000	41,232,000
Misc. Trans. Program-Federal-Nonappropriated ARRA	0	0	0	0	0	0.0%	0	0
Total Funds	13,146,625	5,119,030	66,982,125	62,011,502	4,970,623	7.4%	151,896,000	152,872,000

FTE Status	39.5	35.2	38.8	34.6	4.2	10.8%	39.0
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$976,000 less than the Expenditure Authority total. The 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program V, the amount in reserve for health benefits is \$11,000.

Additionally, \$690,000 in federal funding and \$175,000 in state funding were placed in unallotted status for the State Safety Office program. These funds have remained in unallotted status pending award of the federal funds by the Federal Transit Administration (FTA). These were awarded on July 25, 2014 and will be allotted in the 6th quarter allotment adjustments. Finally, \$100,000 in state funds was placed in unallotted status for the Public Transportation Summary because of a budget proviso.

VARIANCE EXPLANATIONS

Expenditure Status

Administration: The variance is due to numerous vacant staff positions. These positions have been kept vacant pending completion of reorganization and are expected to be filled in the next quarter. Allotments will be adjusted to reflect any remaining vacancies.

Rural Mobility Grant Program: Allotments were greater than expenditures because FTA funding was not obligated as soon as anticipated and due to program budget and finance position vacancies, which have resulted in longer processing time for reimbursement requests.

Regional Mobility Grant Program: The variance is due to numerous reimbursement requests being submitted late during the fifth quarter. Late reimbursement requests, in excess of \$3.3 million, have now been received and are being processed or are expected to be submitted for payment soon.

Modal Coordination Program: This variance is due to an allotment plan, which included more funding than necessary for grant agreements. Allotments will be adjusted to reflect this.

Transportation Demand Management Core Program: Expenditures were lower than allotments because grantees ordered vans later than planned, which will result in later than planned deliveries and billings to the department.

Source of Funds (Accounts)

State Vehicle Parking-State: The variance is primarily due to reimbursement requests for Commute Trip Reduction (CTR) grants to cities and municipalities being submitted later than planned and due to program budget and finance position vacancies, which have resulted in longer processing time for reimbursement requests. These vacancies are expected to be filled in the next quarter and this variance is expected to correct itself in coming quarters. The remaining variance is due to CTR staff vacancies.

Motor Vehicle-Federal: The I-90/SR 18 park and ride study has been completed but has not yet been billed for by an out-of-state vendor.

Regional Mobility Grant Program-State: See explanation for the Regional Mobility Grant Program.

Rural Mobility Grant Program-State: See explanation for the Rural Mobility Grant Program.

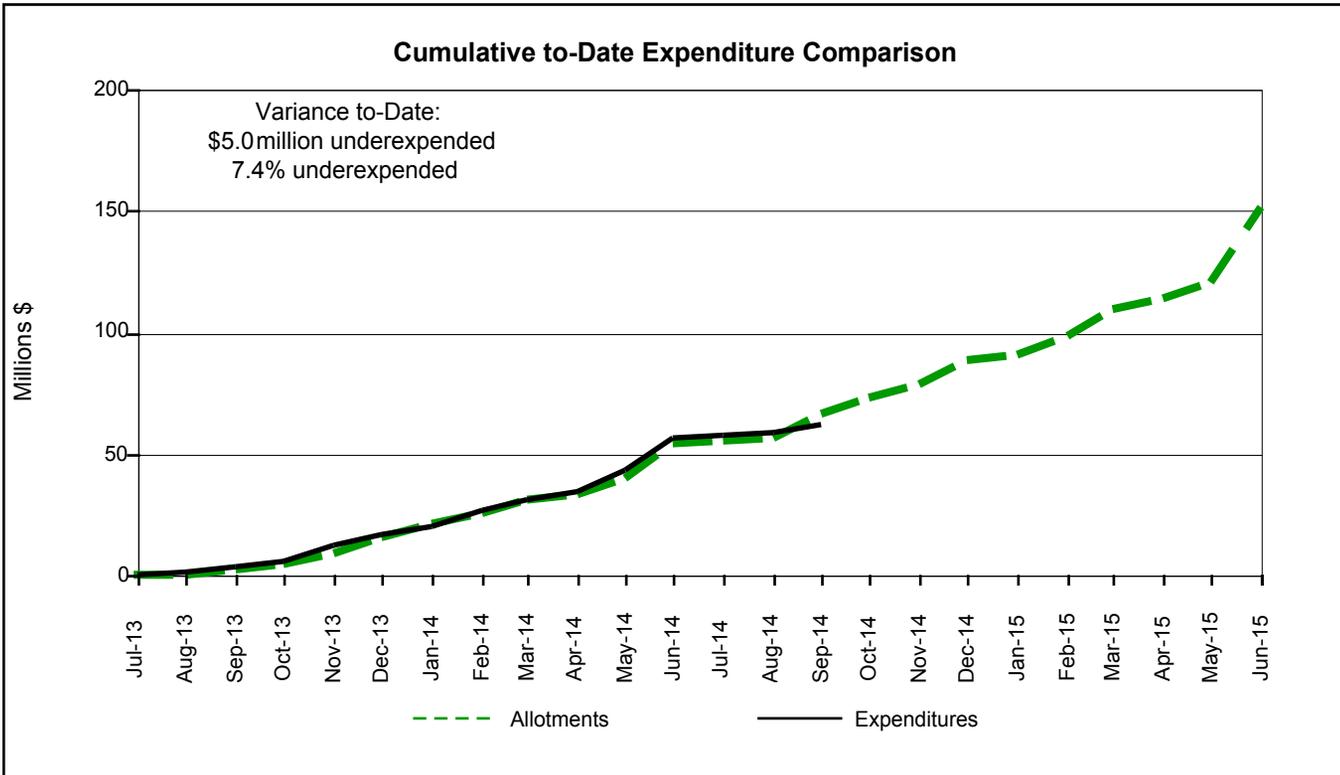
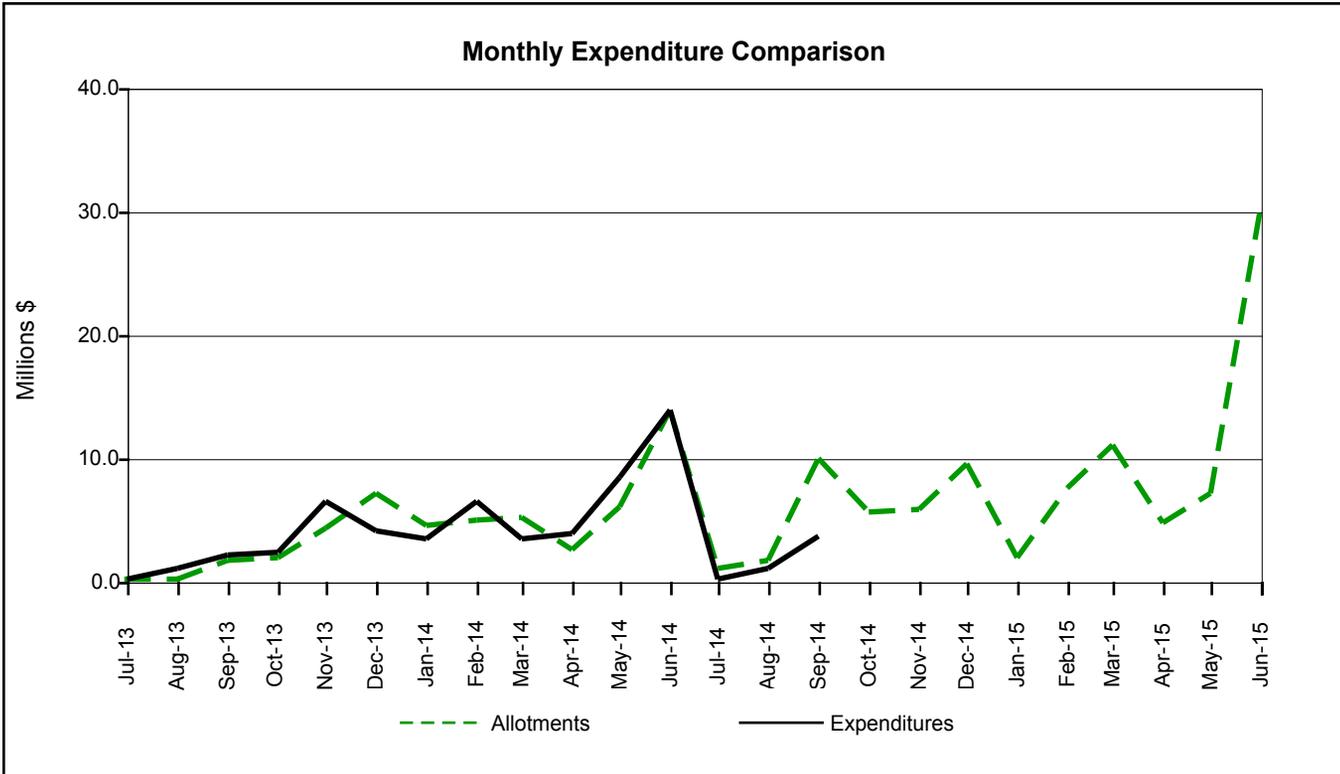
Multimodal Transportation-State: See explanation for the Transportation Demand Management Core Program. Additional variance was caused by special needs grant program grantees submitting reimbursement requests later than planned.

Multimodal Transportation-Federal: The variance is due to more staff charging time for federal planning work than allotted. Allotments will be adjusted to reflect actual charges.

Miscellaneous Transportation Programs-Nonappropriated Funds: This variance is primarily due to one-time capital grant recipients submitting reimbursement requests for pass-through grants ahead of schedule.

FTE Status: The variance is due to numerous staff vacancies, which have been held vacant pending the completion of a reorganization review. These vacancies are expected to be filled in the next quarter.

Program V, Public Transportation (continued)



Program W, Ferries Construction

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Terminal Construction	8,638,000	3,359,798	27,630,000	23,898,771	3,731,229	13.5%	84,473,000	84,473,000
Vessel Construction	22,737,000	14,097,366	142,146,000	127,445,442	14,700,558	10.3%	289,925,000	289,925,000
Emergency Repairs	1,615,000	433,307	2,038,000	1,475,063	562,937	27.6%	4,935,000	4,935,000
Total Expenditures	32,990,000	17,890,471	171,814,000	152,819,277	18,994,723	11.1%	379,333,000	379,333,000

Sources of Funds (Accounts)

Puget Sound Capital Construction-State	7,850,000	5,103,625	28,758,000	25,448,552	3,309,449	11.5%	63,825,000	63,825,000
Puget Sound Capital Construction-Federal	12,046,000	5,680,402	44,801,000	34,956,730	9,844,270	22.0%	118,444,000	118,444,000
Puget Sound Capital Construction-Local	241,000	3,428	283,000	53,759	229,241	81.0%	1,312,000	1,312,000
Transportation Partnership-State	87,000	25,000	174,000	28,815	145,185	83.4%	2,813,000	2,813,000
Multimodal Transportation-State	1,527,000	1,079	1,543,000	1,518,657	24,343	1.6%	2,588,000	2,588,000
Transportation 2003 (Nickel)-State	11,179,000	7,076,936	95,996,000	90,802,870	5,193,130	5.4%	190,031,000	190,031,000
Misc. Trans. Program-Nonappropriated Funds	60,000	0	259,000	9,894	249,106	96.2%	320,000	320,000
Total Funds	32,990,000	17,890,471	171,814,000	152,819,277	18,994,723	11.1%	379,333,000	379,333,000

FTE Status	128.7	111.7	129.2	117.5	11.8	9.1%	128.0
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VARIANCE EXPLANATIONS

Expenditure Status

Terminal Construction: The “Mukilteo Terminal Preservation/Relocation” project is underspending due the extended time needed to complete Section 106 (archeological and historical) documentation and tribal usual and accustomed hunting and fishing ground negotiations necessary to obtain a record of decision for the National Environmental Policy Act process. This caused a delay in the ramp-up of spending on the project. The “Bremerton Terminal Slip 2-Timber Wingwall Replacement” project is underspending because work on the project was temporarily delayed to accommodate procurement of “Buy America” materials, and fabrication of the wingwall offsite. Spending will increase when the contractor installs the wingwall at the terminal.

Vessel Construction: The “MV Cathlamet Preservation,” “#2 – 144-Auto Ferry,” “MV Kitsap Preservation,” and “MV Klahowya Preservation” projects account for much of the biennium-to-date variance. The MV Cathlamet was not able to go into the shipyard in September for scheduled dockside preservation work due to emergencies on other vessels. This dockside work has been canceled for the biennium. In addition, the “#2 – 144-Auto Ferry” and the “MV Kitsap Preservation” projects are spending at a slower rate than anticipated in the allotment plan due the timing of billings. Finally, the MV Klahowya shipyard visit during the fourth quarter was reduced in scope of work and cost. The savings on this project will be used to support dry-docking for a United States Coast Guard-required inspection and preservation work on the MV Tacoma at Vigor Shipyard; this work is scheduled to begin in the middle of March 2015 and is expected to extend through the rest of the biennium.

Emergency Repairs: Through September, the Office of Financial Management has approved \$4,904,079 out of a total biennial appropriation of \$4,935,000 for emergency repairs. Because these are unprogrammed projects, it is difficult predict the scheduling of work and expenditures.

Program W, Ferries Construction (continued)

Source of Funds (Accounts)

Puget Sound Capital Construction-State: The underrun is primarily related to the “MV Kitsap Preservation,” the “Mukilteo Preservation/ Relocation,” and the “MV Puyallup Preservation” projects. The variances for the vessel projects are due to difficulty in predicting when the shipyard will submit billings for scheduled shipyard visits.

Puget Sound Capital Construction-Federal: The primary projects contributing to underspending to-date are the “MV Klahowya Preservation,” the “MV Cathlamet Preservation,” and the “MV Kitsap Preservation” projects. The reasons for underspending are discussed above.

Puget Sound Capital Construction-Local: Negotiations between the department, the King County Ferry District, and Ferry Coalition for reimbursement of the department’s costs to design and build a passenger-only facility at the Seattle Ferry Terminal have extended longer than expected, causing a delay in the September start of preliminary engineering on this project.

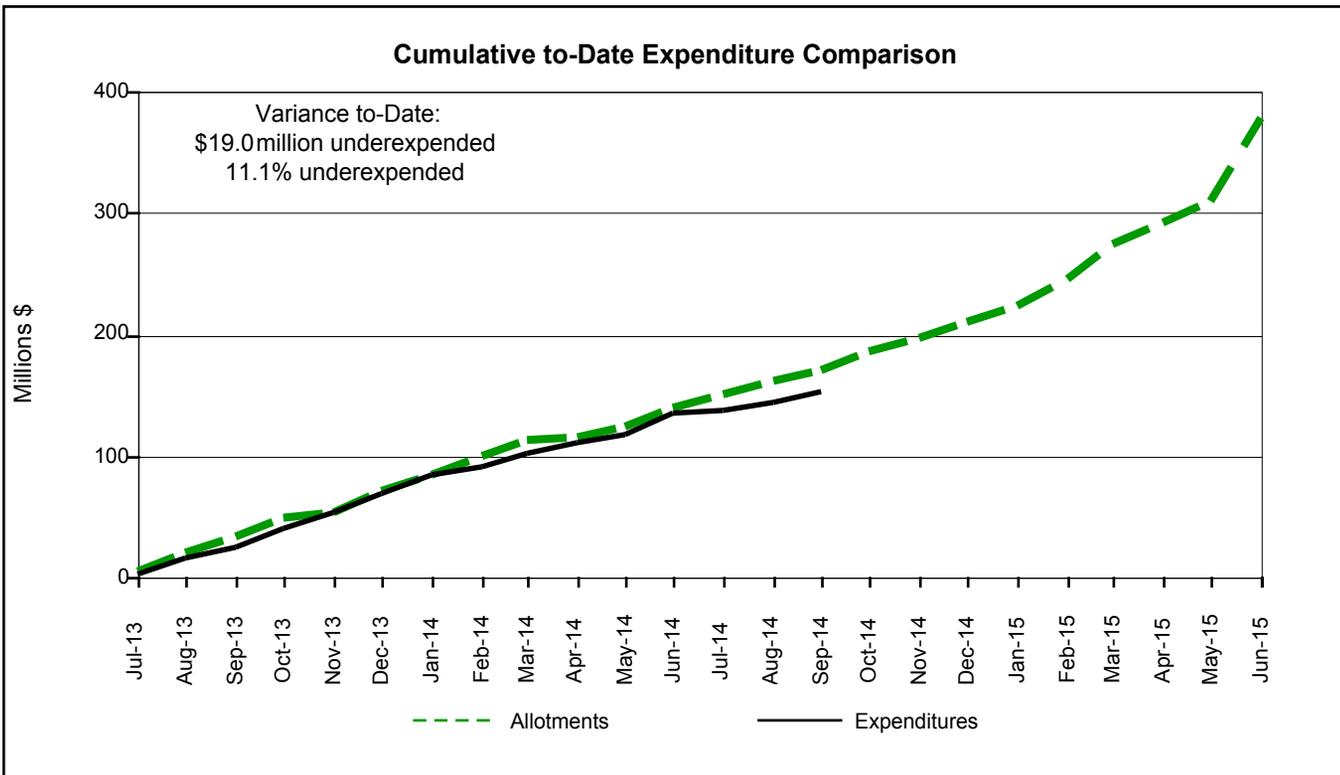
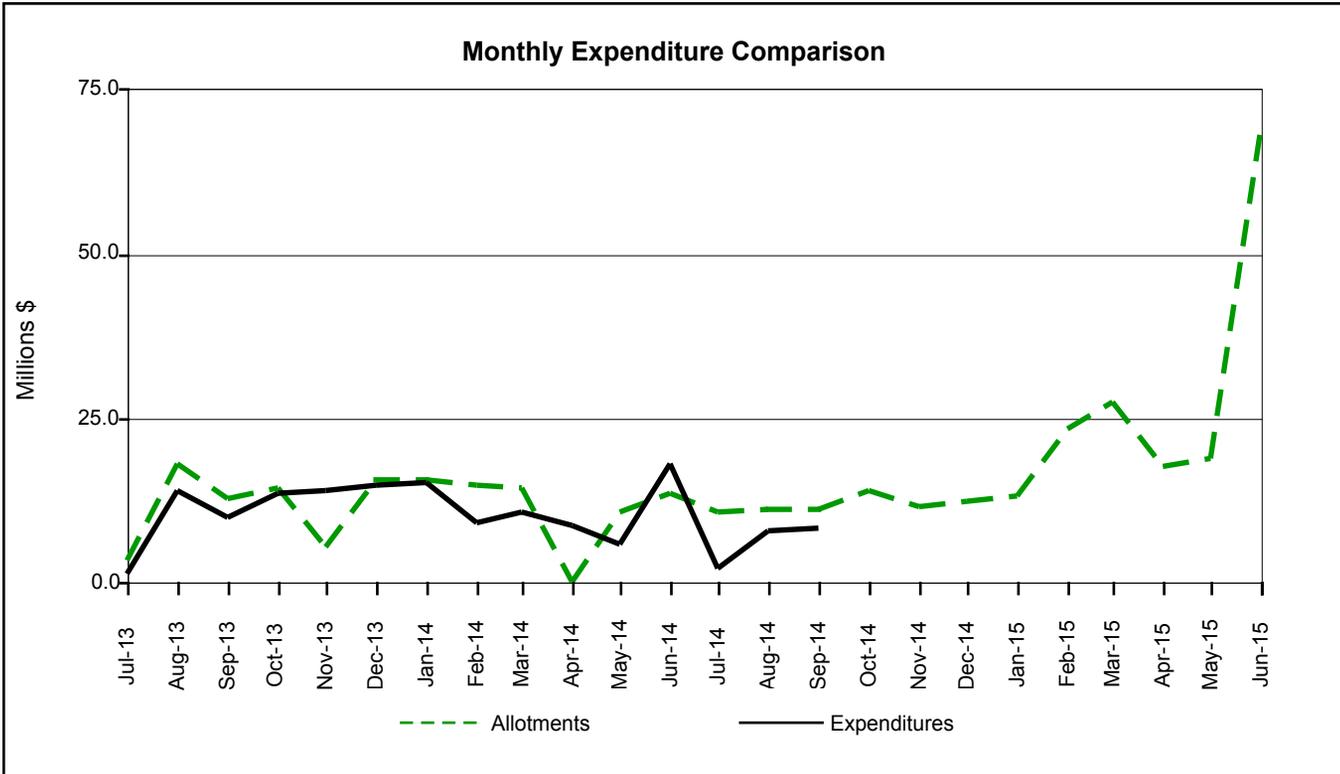
Transportation Partnership-State: The “144 Auto Ferries Design-Build” project accounts for underspending to-date. Expenditures to close out construction, and to store and maintain owner-furnished equipment for the 144-car ferry were less than planned due to slippage in the schedule for delivery of the vessel from the shipyard.

Miscellaneous Transportation Program-Nonappropriated Funds: The variance is due to the unpredictability of the timing of mitigation costs incurred at the Fauntleroy Ferry Terminal because of the “King County Barton Street Pump Station” project.

ALLOTMENT ADJUSTMENTS

Allotments were re-aged for appropriations funded by the Multimodal Transportation Account in order to meet Internal Revenue Service requirements regarding the assignment of bond proceeds within an 18-month period following the sale of bonds. In addition, the allotments for Emergency Repairs were re-configured to place a substantial amount of planned spending at the end of the biennium, to be revised as emergencies occur.

Program W, Ferries Construction (continued)



Program X, Ferries Maintenance and Operations

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Payroll Suspense Account	0	626,454	0	626,454	(626,454)	0.0%	0	0
Operations-Vessels	40,657,000	38,763,849	194,351,000	190,424,018	3,926,982	2.0%	310,178,000	310,178,000
Operations-Terminals	8,007,000	7,817,576	37,754,000	37,793,108	(39,108)	(0.1)%	60,017,000	60,017,000
Operations-Management and Support	2,675,000	2,301,113	12,655,000	12,173,747	481,253	3.8%	20,259,000	20,259,000
Maintenance-Vessels	4,320,000	2,972,359	25,423,000	23,884,444	1,538,556	6.1%	41,656,000	41,656,000
Maintenance-Terminals	2,622,000	2,413,338	12,943,000	12,457,191	485,809	3.8%	20,024,000	20,024,000
Maintenance-Management and Support	1,099,000	948,270	5,549,000	5,188,597	360,403	6.5%	8,861,000	8,861,000
Finance and Administration Support	2,642,000	2,334,331	12,621,000	11,464,374	1,156,626	9.2%	19,917,000	20,723,000
Executive Management Support	292,000	221,471	1,195,000	969,780	225,220	18.8%	1,807,000	1,807,000
Total Expenditures	62,314,000	58,398,759	302,491,000	294,981,713	7,509,287	2.5%	482,719,000	483,525,000

Sources of Funds (Accounts)

Puget Sound Ferry Operations-State	62,298,000	58,398,759	302,415,000	294,974,391	7,440,609	2.5%	482,598,000	483,404,000
Puget Sound Ferry Operations-Local	16,000	0	76,000	7,322	68,678	90.4%	121,000	121,000
Total Funds	62,314,000	58,398,759	302,491,000	294,981,713	7,509,287	2.5%	482,719,000	483,525,000

FTE Status	1,792.4	1,652.5	1,721.9	1,636.2	85.7	5.0%	1,707.5
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Biennium Plan versus Expenditure Authority: The 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program X, the amount in reserve for health benefits is \$806,000.

VARIANCE EXPLANATIONS

Expenditure Status

Payroll Suspense Account: This is a temporary account where monthly differences between labor and payroll costs are recorded. Any remaining balances are zeroed out at fiscal year-end.

Executive Management Support: Primary variances related to contracted services and advertising.

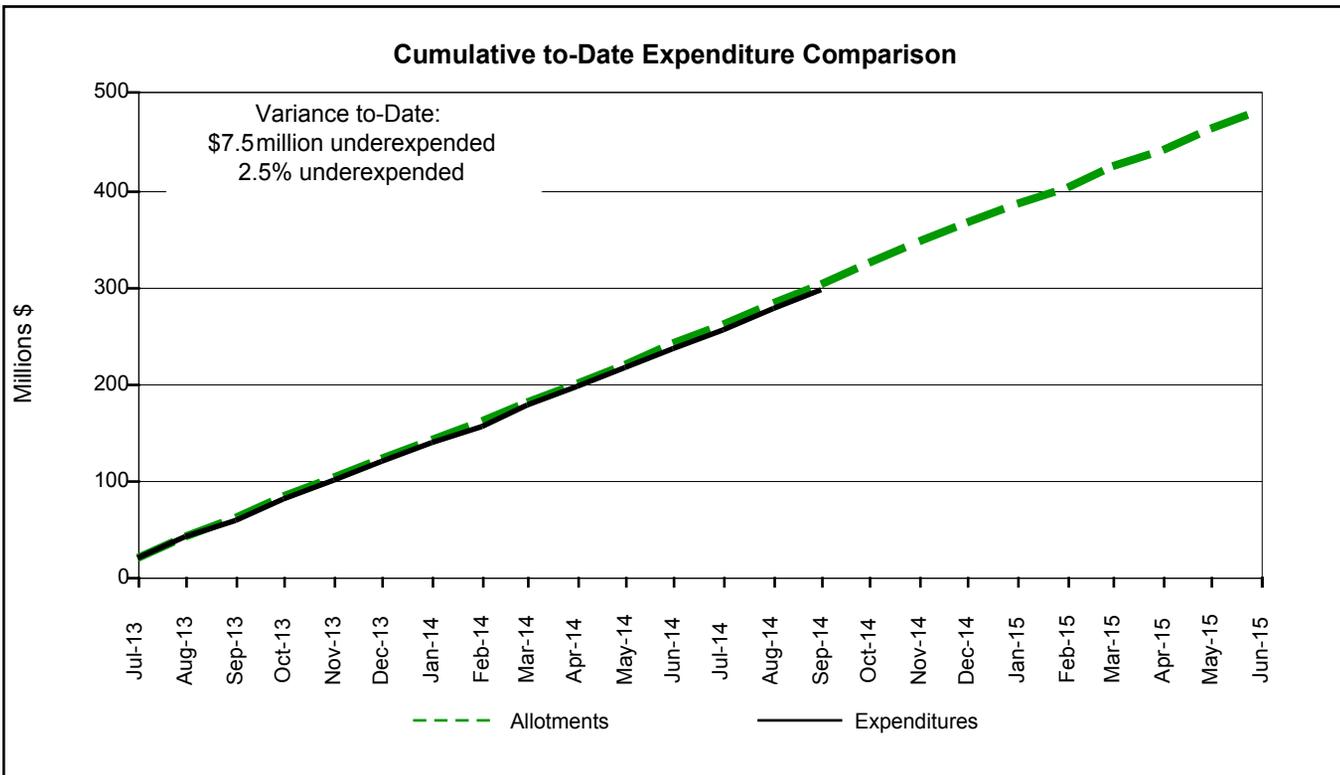
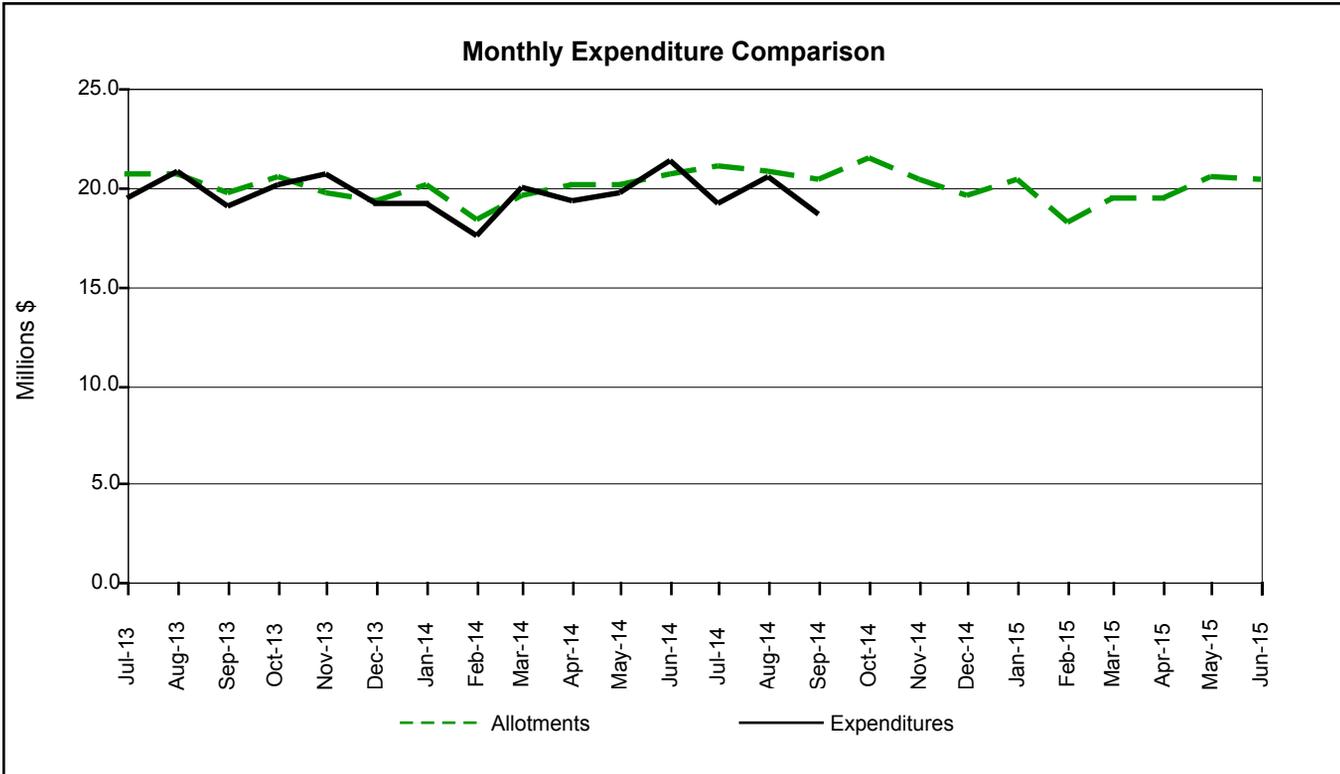
Source of Funds (Accounts)

Puget Sound Ferry Operations-Local: In the 2013-15 biennium, there is a different method for tracking expenditures for an agreement that allows local ferry districts and other passenger-only operators to use department-owned passenger-only ferry facilities at the downtown Seattle ferry terminal (Colman Dock) and at the Vashon Island ferry terminal. The program is reviewing the process for charging to this appropriation.

ALLOTMENT ADJUSTMENTS

In July 2014, allotments were adjusted to better align with planned expenditures. Planned spending was shifted to Operations-Vessels (from Maintenance-Vessels and Maintenance-Terminals) to support the costs of crew having more days assigned to vessel operations. In addition, the fuel budget was revised for changes in the service plan. Finally, \$24,000 was moved from Operations-Terminals to Maintenance-Terminals because most WSF expenses for the passenger-only boat piers that King County is accessing are occurring in the maintenance category.

Program X, Ferries Operations & Maintenance (continued)



Program Y, Rail-Operating

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Rail Freight Operations	90,000	32,233	232,000	186,305	45,695	19.7%	554,000	554,000
Rail Passenger Operations	3,501,000	3,220,937	24,210,400	25,213,515	(1,003,115)	(4.1)%	45,687,400	45,694,000
Total Expenditures	3,591,000	3,253,170	24,442,400	25,399,821	(957,421)	(3.9)%	46,241,400	46,248,000
Sources of Funds (Accounts)								
Multimodal Transportation-State	3,575,000	3,253,170	24,341,000	25,306,645	(965,645)	(4.0)%	46,021,000	46,026,000
Multimodal Transportation-Federal	0	0	62,000	55,293	6,707	10.8%	62,000	62,000
Multimodal Transportation-Local	0	0	8,400	8,340	60	0.7%	8,400	10,000
Miscellaneous Program-Nonappropriated Funds	16,000	0	31,000	29,542	1,458	4.7%	150,000	150,000
Total Funds	3,591,000	3,253,170	24,442,400	25,399,821	(957,421)	(3.9)%	46,241,400	46,248,000
FTE Status	10.0	10.5	10.4	10.5	(0.1)	(1.3)%	10.2	

Biennial Plan versus Expenditure Authority: The Biennial Plan is \$6,600 less than Expenditure Authority for two reasons. First, \$1,600 of local unanticipated receipts for the share of the Rail Corridor Director with Oregon Department of Transportation is in unallotted status because expenditures were less than anticipated. Second, the 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 supplemental budget. For Program Y, the amount in reserve for health benefits is \$5,000.

VARIANCE EXPLANATIONS

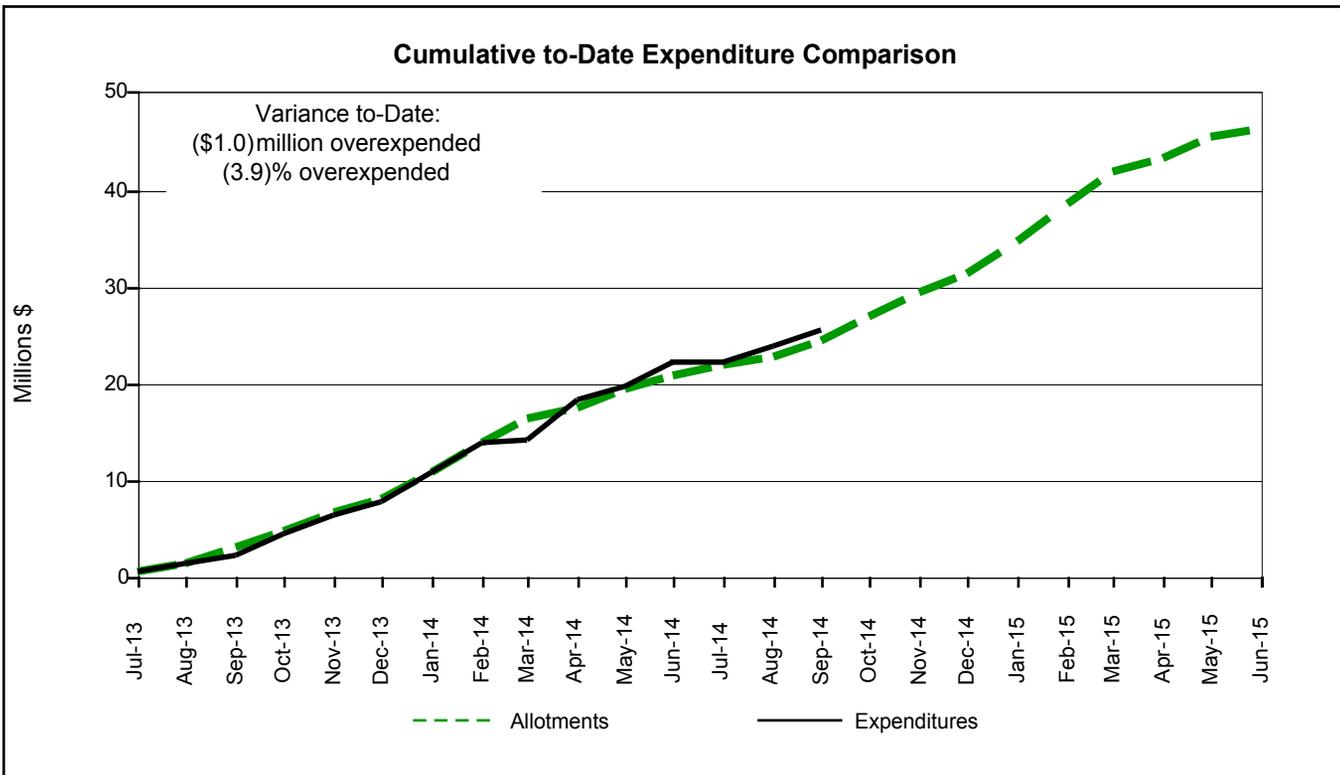
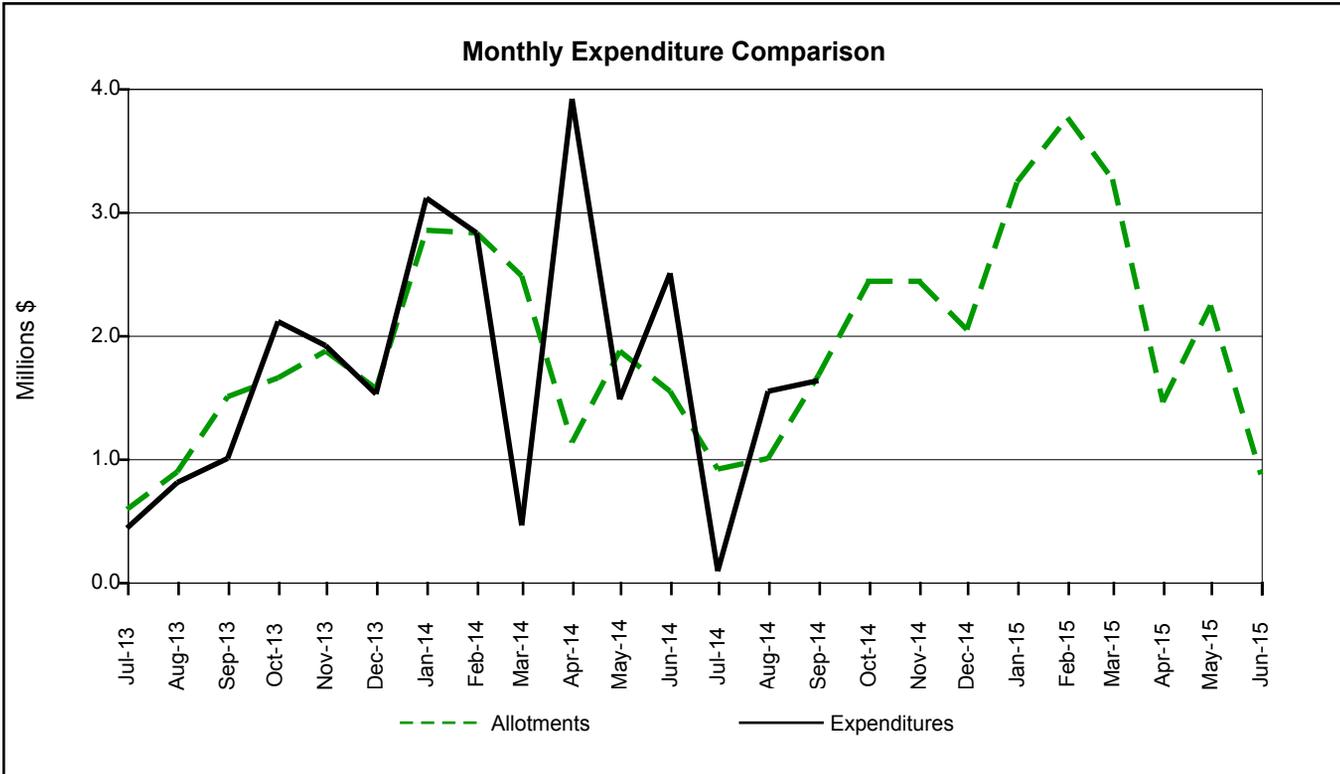
Expenditure Status

Rail Freight Operations: The variance is because of delays in receiving invoices from the Washington State University on the Study of Inventory of Short Line Rail Infrastructure. Invoices are anticipated to be received by the next quarterly report.

Source of Funds (Accounts)

Multimodal Transportation-Federal: The variance is because some of the transactions related to the Skagit River Emergency Service from the close of the 2011-13 biennium did not occur as anticipated. Expenditures were reversed in the current biennium, which result in a reduction in expenditures.

Program Y, Rail-Operating (continued)



Program Y, Rail-Capital

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Rail Passenger Capital	66,771,000	(9,122,277)	166,978,000	114,944,835	52,033,165	31.2%	436,190,000	469,836,000
Rail Freight Capital	2,162,000	806,683	7,717,315	6,129,172	1,588,143	20.6%	12,923,000	15,286,000
Total Expenditures	68,933,000	(8,315,594)	174,695,315	121,074,006	53,621,309	30.7%	449,113,000	485,122,000

Sources of Funds (Accounts)

Essential Rail Assistance-State	35,000	0	322,315	249,950	72,365	22.5%	1,020,000	1,020,000
Transportation Infrastructure-State	757,000	544,217	4,200,000	3,817,945	382,055	9.1%	7,191,000	9,190,000
Multimodal Transportation-State	8,315,000	(2,795,906)	20,742,000	13,814,815	6,927,185	33.4%	42,410,000	44,085,000
Multimodal Transportation-Federal	5,281,000	(1,615,946)	9,752,000	4,744,611	5,007,389	51.3%	16,647,000	32,403,000
Multimodal Transportation-Local	0	0	0	0	0	0.0%	409,000	409,000
Multimodal Transportation-Federal-ARRA	54,545,000	(4,447,959)	139,659,000	98,427,405	41,231,595	29.5%	381,211,000	397,790,000
King Street Station-Nonappropriated Funds	0	0	20,000	19,281	719	3.6%	225,000	225,000
Total Funds	68,933,000	(8,315,594)	174,695,315	121,074,006	53,621,309	30.7%	449,113,000	485,122,000

FTE Status	29.0	40.4	28.0	35.6	(7.6)	(27.1)%	28.8
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*American Recovery and Reinvestment Act (ARRA)

Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$36,009,000 less than the Expenditure Authority total because the following were placed into unallotted status:

- 1) \$31,971,000 of the Multimodal-Federal funding was placed into unallotted status until federal funding is identified and received;
- 2) \$1,675,000 from the Multimodal-State funding for ARRA project expenditures that are ineligible for federal funding was also placed into unallotted status until an updated spending plan is in place; and,
- 3) \$2,363,000 (for Freight Rail Investment Bank) of the Transportation Infrastructure-State funding was placed into unallotted status until projects are selected.

VARIANCE EXPLANATIONS

Expenditure Status

Rail Passenger Capital: Several projects contribute to the variance through September 2014. The “Vancouver Rail Bypass and W 39th Street Bridge” project has been delayed until January 2015 due to availability of specialized materials. The “Cascades Train Sets – Overhaul” project is under budget; an allotment adjustment will be made to move \$2.2 million to unallotted status in December 2014 and a reappropriation will be requested for the 2015-17 Biennium. The “Mt. Vernon – Siding Upgrade” project has been delayed due to right-of-way challenges. The “Tukwila Station” project is projected to be operationally complete in November 2014; unused federal funds will be moved to unallotted status in the spring of 2015. Finally, agreements between Sound Transit, Amtrak, and WSDOT have not yet been signed by all parties, resulting in delays on the “Tacoma D to M Street Connection” and the “Tacoma Point Defiance Bypass” projects.

Rail Freight Capital: Construction started later than originally planned on a 2013 Freight Rail Assistance Program project, “Clark County – Vancouver to Barberton Rail Improvements.” A 2013 Freight Rail Investment Bank project, “Port of Everett,” construction date has been delayed as well due to a late construction start. The “Maytown Sand & Gravel LLC” project, from the 2013 Freight Rail Assistance list, has been canceled. An allotment adjustment for this project will be made to move \$1.0 million to unallotted status in December 2014.

Program Y, Rail-Capital (continued)

Source of Funds (Accounts)

Essential Rail Assistance-State: See explanation for Rail Freight Capital.

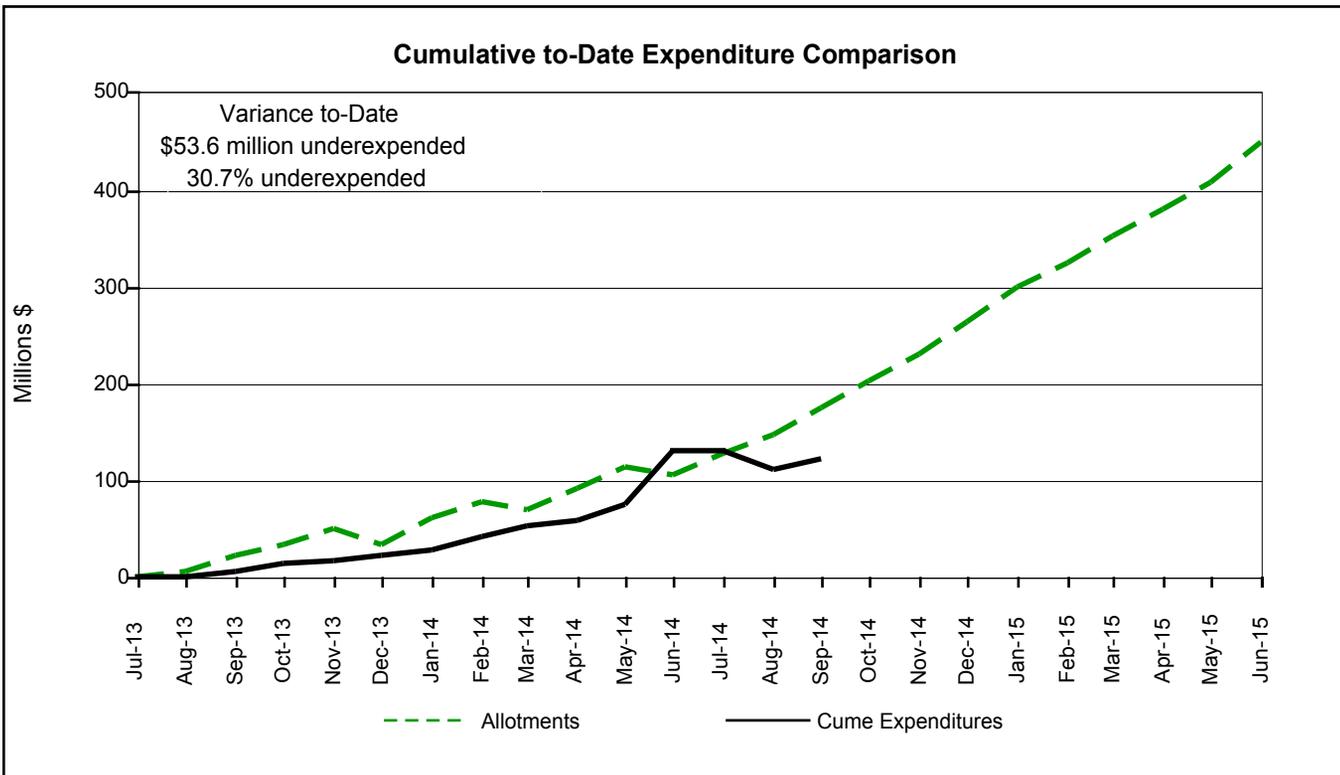
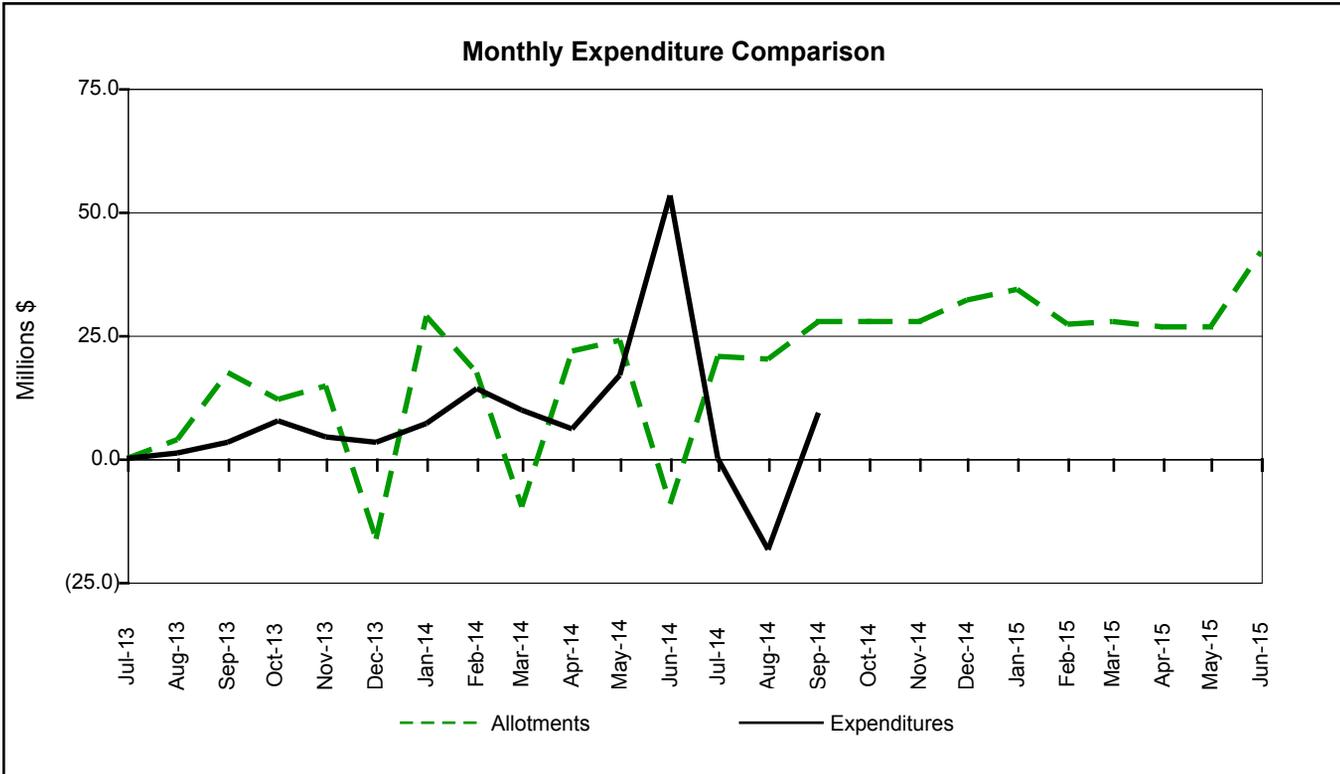
Multimodal Transportation-State: See explanation for Rail Passenger Capital on the “Vancouver Rail Bypass and W 39th Street Bridge” project and the “Cascades Train Sets–Overhaul” project.

Multimodal Transportation-Federal: See explanation for Rail Passenger Capital on the “Mt. Vernon–Siding Upgrade” project and the “Tukwila Station” project.

Multimodal Transportation-Federal ARRA: See explanation for Rail Passenger Capital on the “Tacoma D to M Street Connection” and the “Tacoma Point Defiance Bypass” projects.

FTE Status: Several factors contribute to the Freight Rail FTE variance. The first is related to staff work performed on the Department of Commerce grant project. When the Department of Commerce grant is billed, the expenditures are zeroed out but the related FTEs remain in the Rail program. Second, more staff members have worked on the oversight of the PCC projects than originally anticipated. The Passenger Rail FTE variance is due to additional work required on the “Tacoma Point Defiance Bypass” project.

Program Y, Rail-Capital (continued)

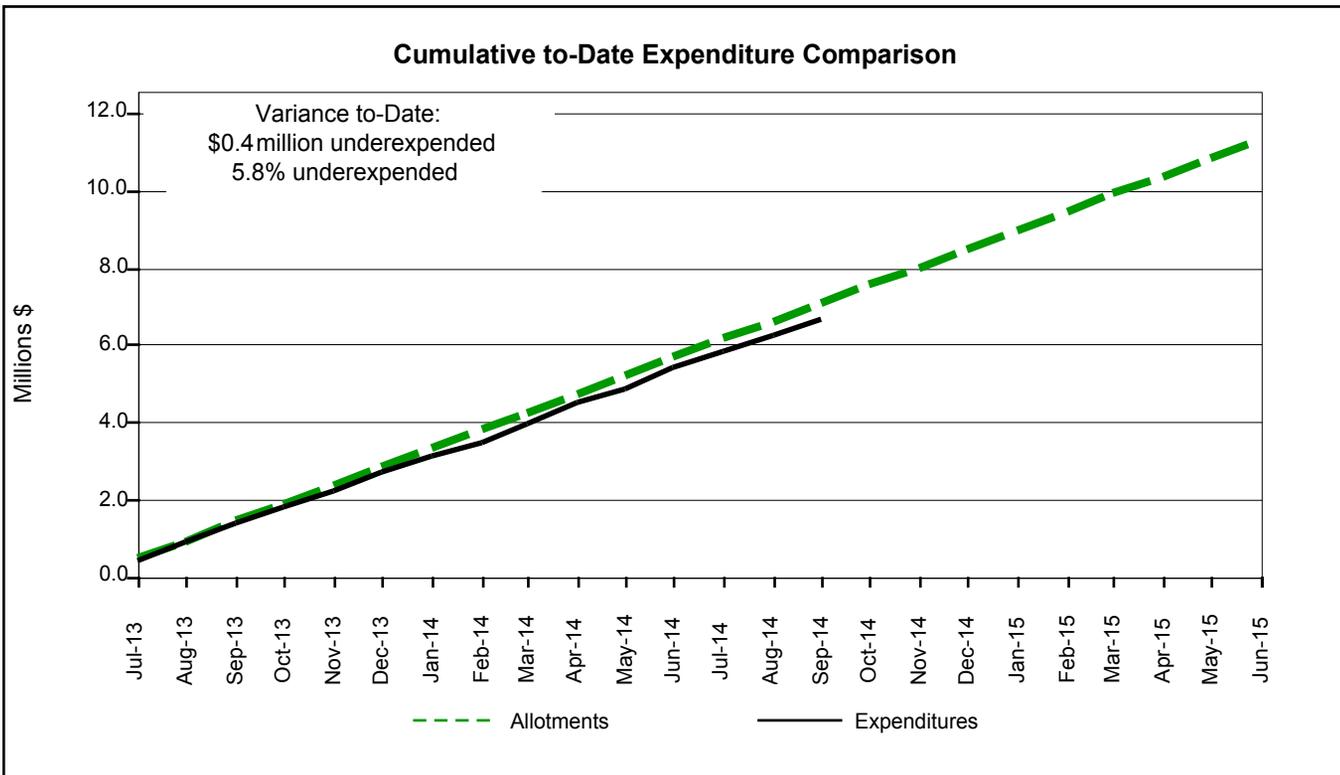
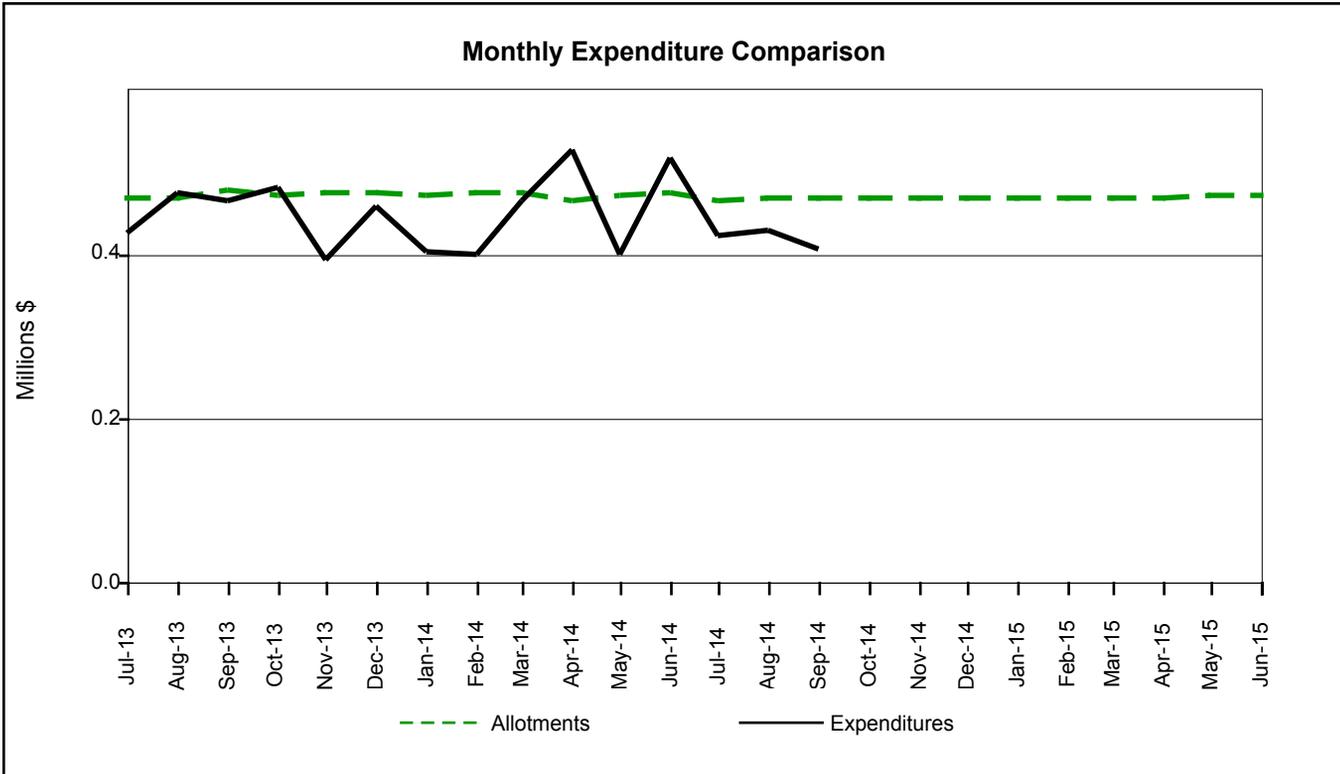


Program Z, Local Programs-Operating

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Local Programs Management and Support	1,170,000	1,117,869	5,902,000	5,547,822	354,178	6.0%	9,425,000	9,448,000
Bicycle-Pedestrian Coordination	106,000	74,179	531,000	496,294	34,706	6.5%	851,000	851,000
Operating Subsidy -Wahkiakum County Ferry	124,000	61,270	624,000	601,317	22,683	3.6%	1,000,000	1,000,000
Total Expenditures	1,400,000	1,253,317	7,057,000	6,645,433	411,567	5.8%	11,276,000	11,299,000
Sources of Funds (Accounts)								
Motor Vehicle-State	1,073,000	942,598	5,418,000	4,977,601	440,399	8.1%	8,649,000	8,672,000
Motor Vehicle-Federal	321,000	310,289	1,603,000	1,634,805	(31,805)	(2.0)%	2,567,000	2,567,000
Misc. Trans. Program-Nonappropriated Funds	6,000	430	36,000	33,026	2,974	8.3%	60,000	60,000
Total Funds	1,400,000	1,253,317	7,057,000	6,645,433	411,567	5.8%	11,276,000	11,299,000
FTE Status	43.7	41.5	43.7	41.4	2.3	5.2%	43.7	

Biennial Plan versus Expenditure Authority: The 2014 supplemental transportation budget funded the health benefit rate at \$703 in fiscal year 2015, which is higher than the final, enacted rate in the state operating budget of \$662. The difference between the higher, funded amount and the enacted rate has been placed in reserve for operating programs and is expected to be removed in the 2015 Supplemental Budget. For Program Z, the amount in reserve for health benefits is \$23,000.

Program Z, Local Programs-Operating (continued)



Program Z, Local Programs-Capital

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Construction-Off State System	40,494,500	39,954,392	304,278,500	318,520,146	(14,241,646)	(4.7)%	542,790,000	542,790,000
Local Agency Investments on the State System	525,000	104,077	2,938,000	1,918,473	1,019,527	34.7%	4,832,000	4,832,000
Total Expenditures	41,019,500	40,058,469	307,216,500	320,438,620	(13,222,120)	(4.3)%	547,622,000	547,622,000
Sources of Funds (Accounts)								
Highway Infrastructure-State	27,000	0	130,000	0	130,000	100.0%	207,000	207,000
Highway Infrastructure-Federal	201,000	0	999,000	0	999,000	100.0%	1,602,000	1,602,000
Transportation Partnership-State	1,238,000	44,106	4,790,000	2,351,362	2,438,638	50.9%	9,236,000	9,236,000
Highway Safety-State	1,129,000	286,120	5,544,000	2,537,556	3,006,444	54.2%	8,915,000	8,915,000
Motor Vehicle-State	331,000	0	1,147,000	1,510,614	(363,614)	(31.7)%	2,201,000	2,201,000
Motor Vehicle-Federal	5,073,500	1,471,322	18,640,500	10,915,267	7,725,233	41.4%	34,581,000	34,581,000
Multimodal Transportation-State	2,908,000	1,405,950	9,784,000	4,664,997	5,119,003	52.3%	18,740,000	18,740,000
Misc. Trans. Program-Nonappropriated Funds	29,062,000	36,849,652	260,932,000	294,403,311	(33,471,311)	(12.8)%	463,740,000	463,740,000
Misc. Trans. Program-Federal-Nonappropriated ARRA	1,050,000	1,317	5,250,000	4,055,513	1,194,487	22.8%	8,400,000	8,400,000
Total Funds	41,019,500	40,058,469	307,216,500	320,438,620	(13,222,120)	(4.3)%	547,622,000	547,622,000
FTE Status	36.0	26.5	36.0	25.8	10.2	28.2%	36.0	

VARIANCE EXPLANATIONS

Expenditure Status

Local Agency Investments on the State System: The positive variance is due to expenditures lagging behind initial expectations for this activity in federal nonappropriated funding for projects that are on the state highway system.

Source of Funds (Account)

Highway Infrastructure-State: The Highway Infrastructure funding is committed and under agreement. The expenditure activity is lagging due to a delay in the contract payment request.

Highway Infrastructure-Federal: The Highway Infrastructure funding is committed and under agreement. The expenditure activity is lagging due to a delay in the contact payment request.

Transportation Partnership-State: The underspending is due to lease negotiations on the "Lake Forest Park & Ride" project as well as a number of projects slow to bill in the 2013 Bicycle-Pedestrian Program.

Highway Safety Account-State: Expenditure activity is slower than originally anticipated on many of the 2013 Safe Routes to School selected projects.

Motor Vehicle Account-State: Expenditures for Right of Way activity was greater than anticipated on the "Riverside Avenue Extension" project. This project accounted for \$1.1 million of expenditure activity in this fund source.

Program Z, Local Programs – Capital (continued)

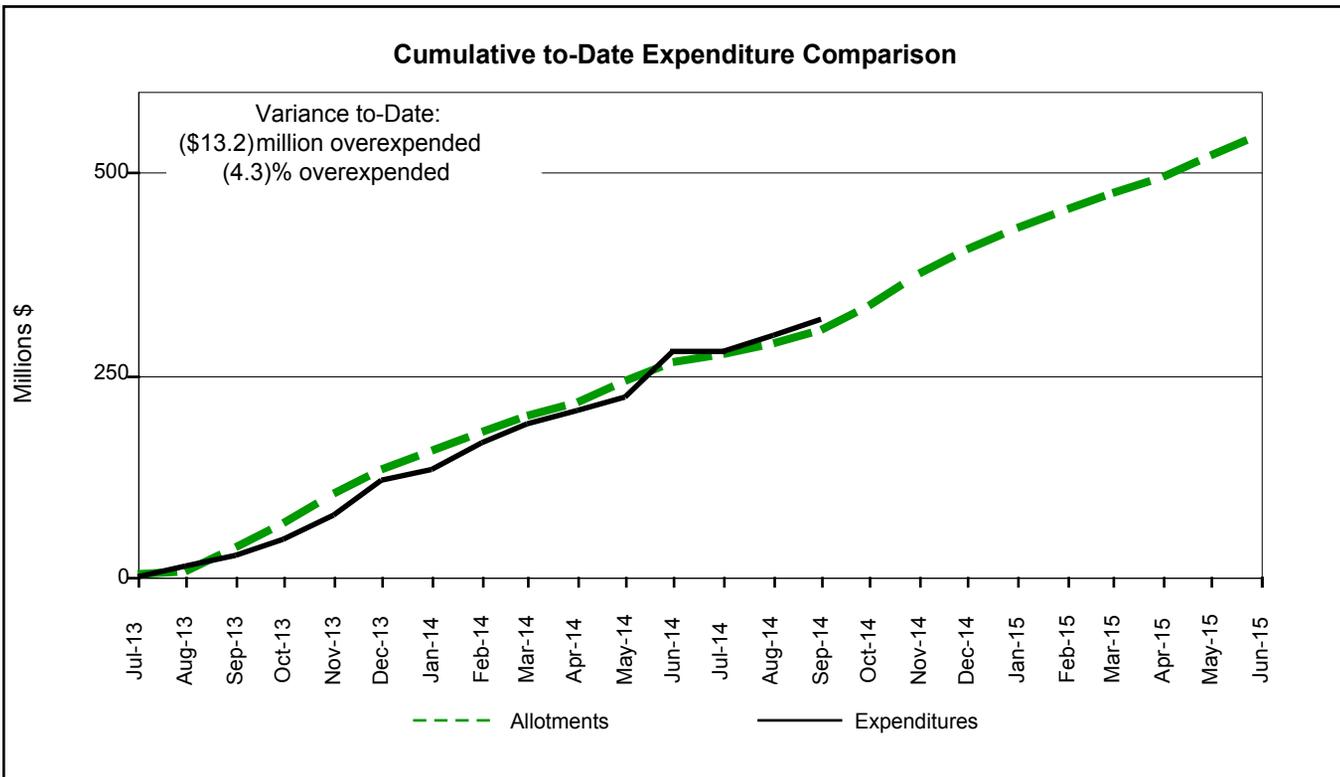
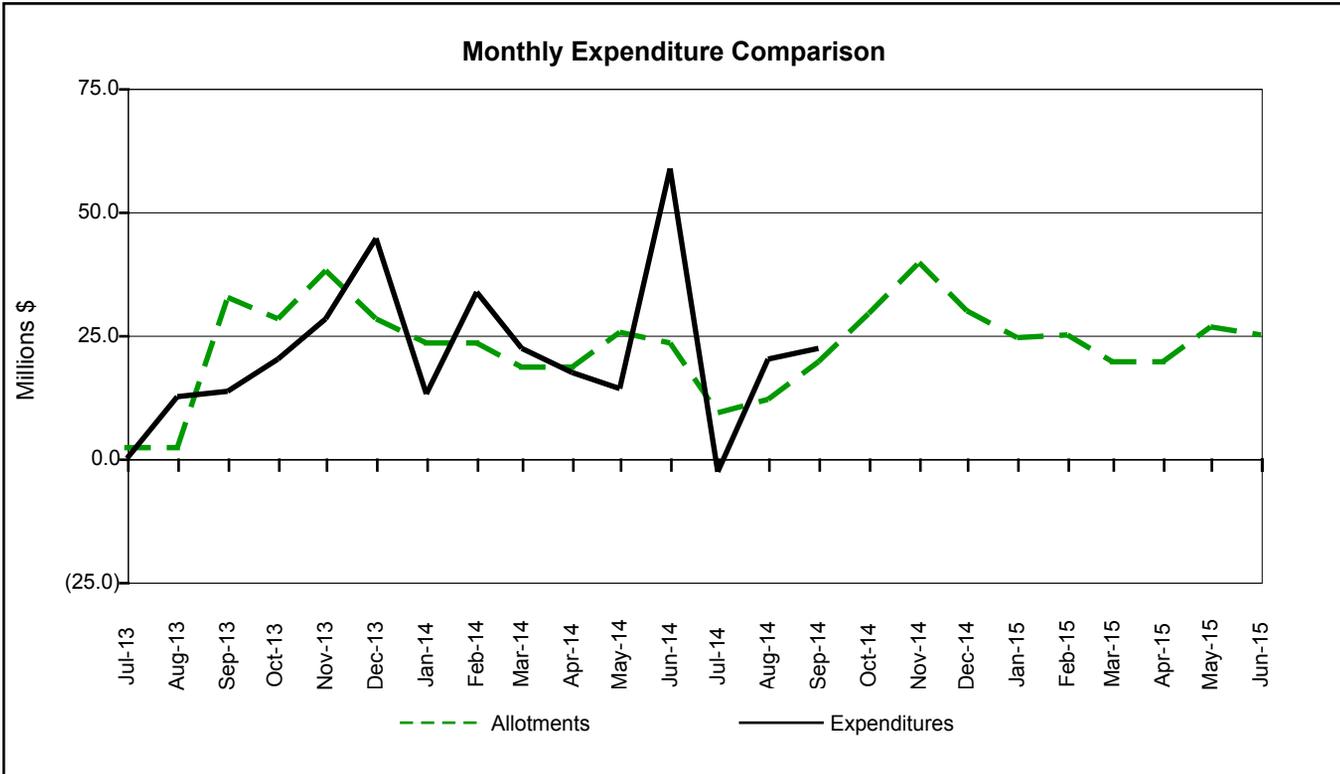
Motor Vehicle Account-Federal: Expenditures are lagging behind expectations for projects in this account in the Bicycle Pedestrian and the Safe Routes to School Program and on several projects including the “S. 228th St. UPRR Grad Separation,” “Slater Road Bridge,” “SR 908 Pavement Rehab,” “South Wapato and McDonald Road Intersection” and, “SR 522 Improvements/61st Ave NE and NE 181st Street.”

Multimodal Transportation-State: The expenditure activity on the “Island Transit – Parker Rd-SR 20 Realign and Transit Park” project has been slower than expected as well as expenditures lagging behind on a number of projects in the 2013 Bicycle Pedestrian Program.

Miscellaneous Transportation Program-Nonappropriated: Expenditure activity has been greater than anticipated over the last two quarters for projects in this program.

FTE Status: The anticipated FTE expenditures for work on local projects are less than anticipated due to staff turnover. The vacant position is in the recruitment process.

Program Z, Local Programs-Capital (continued)



Appendices

Appendix A, Agency Expenditure FTE Summary

Appendix B, 2013-15 Unanticipated Receipts

Appendix C, 2013-15 Other Program Changes

**Appendix D, Miscellaneous Transportation Programs Account,
Fund 784**

**Appendix E, Advanced Environmental Mitigation Revolving
Account (AEMRA), Project Funding**

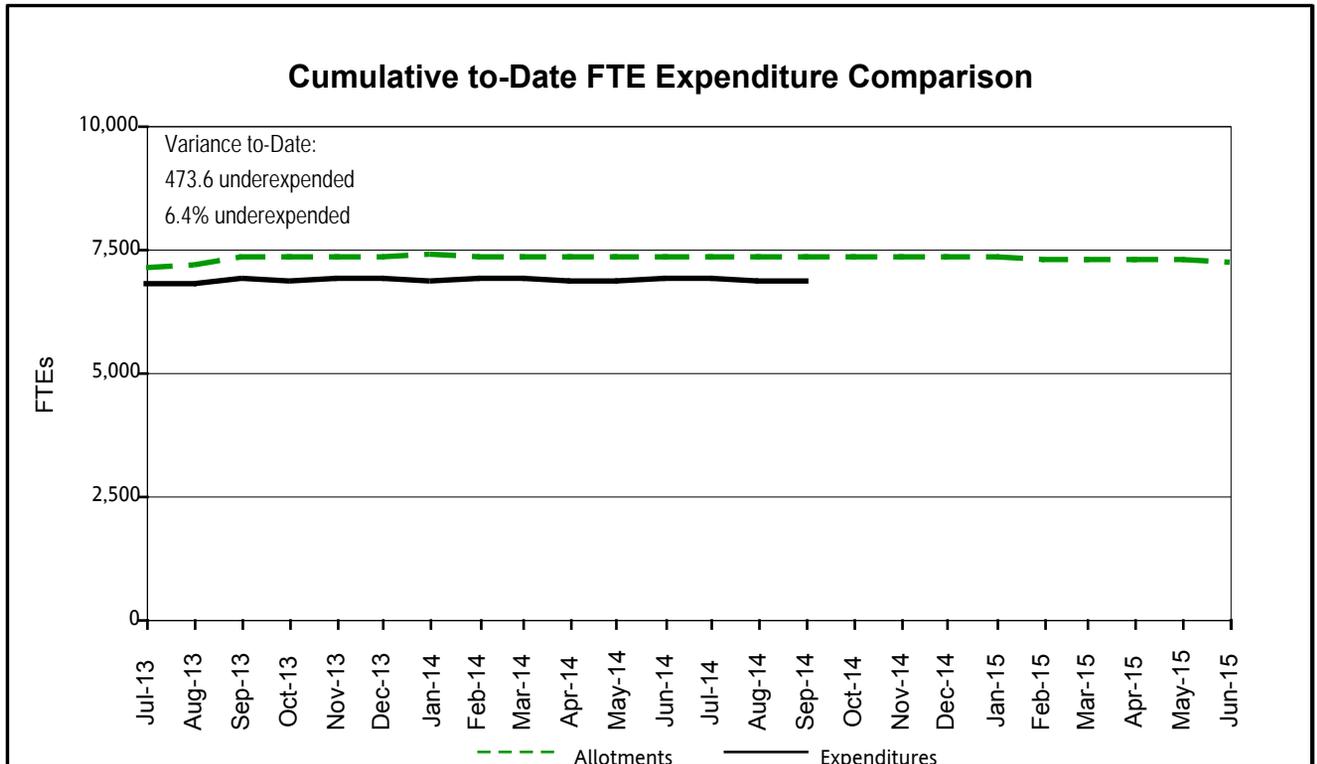
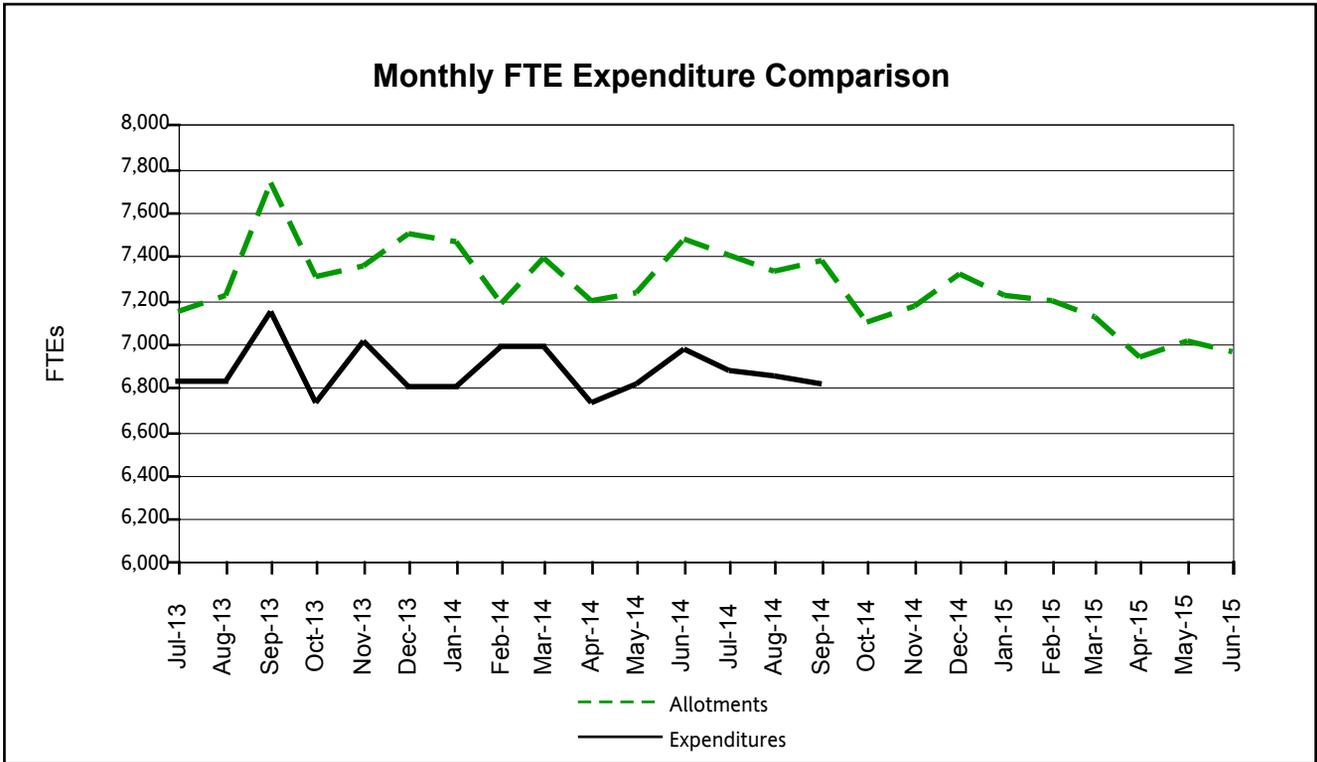
**Appendix F, Advance Right of Way Revolving Account (AROW),
Project Funding**

Appendix A, Agency FTE Expenditure Summary

Programs	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium Expenditures	to-Date Variance	Percent Variance	Biennial Plan
Operating							
B Toll Operations and Maintenance	39.3	29.2	38.6	29.1	9.6	24.8%	38.3
C Information Technology	225.1	232.3	225.1	227.2	(2.1)	(1.0)%	225.1
D Facilities-Operating	73.9	67.6	73.6	68.9	4.7	6.4%	73.3
F Aviation	12.6	13.3	13.0	12.7	0.3	2.5%	12.9
H Program Delivery Management and Support	221.4	215.4	218.3	207.0	11.3	5.2%	219.2
K Public-Private Partnerships	2.0	1.7	2.0	2.0	0.0	0.6%	2.0
M Highway Maintenance and Operations	1,455.5	1,400.0	1,567.2	1,486.1	81.1	5.2%	1,578.5
Q Traffic Operations-Operating	250.4	241.4	250.9	242.2	8.7	3.5%	250.7
S Transportation Management and Support	192.6	185.6	183.8	186.4	(2.6)	(1.4)%	187.1
T Transportation Planning, Data and Research	188.7	167.9	188.2	172.0	16.1	8.6%	187.3
U Charges From/Payments to Other Agencies	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
V Public Transportation	39.5	35.2	38.8	34.6	4.2	10.8%	39.0
X Ferries Operations and Maintenance	1,792.4	1,652.5	1,721.9	1,636.2	85.7	5.0%	1,707.5
Y Rail-Operating	10.0	10.5	10.4	10.5	(0.1)	(1.3)%	10.2
Z Local Programs-Operating	43.7	41.5	43.7	41.4	2.3	5.2%	43.7
Subtotal Operating	4,547.0	4,294.2	4,575.6	4,356.3	219.3	4.8%	4,574.8
Capital							
D Facilities-Capital	17.2	8.3	13.9	8.5	5.4	38.7%	12.3
I Improvements	1,465.3	1,224.0	1,477.6	1,266.2	211.4	14.3%	1,425.3
P Preservation	926.1	928.4	872.5	854.0	18.5	2.1%	837.9
Q Traffic Operations-Capital	10.3	7.3	10.3	8.4	1.9	18.4%	10.3
W Ferries Division Construction	128.7	111.7	129.2	117.5	11.8	9.1%	128.0
Y Rail-Capital	29.0	40.4	28.0	35.6	(7.6)	(27.1)%	28.8
Z Local Programs-Capital	36.0	26.5	36.0	25.8	10.2	28.2%	36.0
Subtotal Capital	2,612.7	2,346.6	2,567.6	2,316.1	251.5	9.8%	2,478.6
Subtotal	7,159.7	6,640.8	7,143.1	6,672.4	470.8	6.6%	7,053.4
Non-Appropriated Budgeted							
E Transportation Equipment Fund	207.0	206.3	208.8	206.0	2.8	1.3%	209.3
S Transportation Management and Support	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
Subtotal Non-Appropriated Budgeted	207.0	206.3	208.8	206.0	2.8	1.3%	209.3
Agency Total	7,366.7	6,847.2	7,352.0	6,878.4	473.6	6.4%	7,262.7

** FTEs associated with "Non-Appropriated Budgeted" portions of operating programs are reflected separately because program expenditures are reimbursed from other WSDOT programs.

Agency FTE Summary



Appendix B, 2013-15 Unanticipated Receipts

Program	Federal Dollars	Local Dollars	Approval Date	Account
F5	0	13,650	07/11/14	Aeronautics - Local
Subtotal F	0	13,650		
Q2	0	341,400	08/26/13	Traffic Operations - Local
Subtotal Q	0	341,400		
S1	156,600	0	09/23/13	Motor Vehicle Account - Federal
Subtotal S	156,600	0		
T2	141,000	0	10/17/13	Research & Planning - Federal
Subtotal T	141,000	0		
V2	0	10,000	12/16/13	Public Transportation - Local
Subtotal V	0	10,000		
Y3	0	10,000	09/25/13	Multimodal Transp Acct-Local
Y3	62,000	0	09/25/13	Multimodal Transp Acct-Federal
Subtotal Y	62,000	10,000		
Total	359,600	375,050		
Grand Total		734,650		

Appendix C, 2013-15 Non-Appropriated Funds

In addition to appropriated funds and approved unanticipated receipts, the department also has spending authority in non-appropriated accounts.

Program	Dollars	Approval Date	Account
C3	12,200	05/08/14	Miscellaneous Transportation Programs Account-Local
Subtotal C	12,200		
E1	156,287,000	05/06/14	Transportation Equipment Fund-State
Subtotal E	156,287,000		
I6	14,000,000	10/11/13	Miscellaneous Transportation Programs Account-Federal
I6	83,716,000	06/03/14	Miscellaneous Transportation Programs Account-Local
Subtotal I	97,716,000		
M2	350,000	08/21/14	Miscellaneous Transportation Programs Account-Federal
M2	75,000	10/08/13	Miscellaneous Transportation Programs Account-Local
M3	2,818,000	10/08/13	Miscellaneous Transportation Programs Account-Local
Subtotal M	3,243,000		
P9	153,000	06/03/14	Miscellaneous Transportation Programs Account-Federal
P9	7,759,000	06/03/14	Miscellaneous Transportation Programs Account-Local
Subtotal P	7,912,000		
Q2	3,200,000	10/08/13	Miscellaneous Transportation Programs Account-Local
Subtotal Q	3,200,000		
S1	36,000	10/08/13	Miscellaneous Transportation Programs Account-Local
S2	175,000	10/08/13	Transportation Equipment Fund-State
Subtotal S	211,000		
T2	44,265	10/08/13	Miscellaneous Transportation Programs Account-Local
T3	47,000	10/28/13	Miscellaneous Transportation Programs Account-Local
T6	17,453,000	10/08/13	Miscellaneous Transportation Programs Account-Federal
Subtotal T	17,544,265		
V2	41,162,000	10/08/13	Miscellaneous Transportation Programs Account-Federal
V2	70,000	10/08/13	Miscellaneous Transportation Programs Account-Local
Subtotal V	41,232,000		
W1	320,000	10/11/13	Miscellaneous Transportation Programs Account-Local
Subtotal W	320,000		
Y2	150,000	10/08/13	Miscellaneous Program Account-Local
Y4	225,000	10/11/13	King Street Railroad Station Facility Account-Local
Subtotal Y	375,000		
Z1	60,000	10/08/13	Miscellaneous Transportation Programs Account-Local
Z2	458,798,000	10/11/13	Miscellaneous Transportation Programs Account-Federal
Z2	3,660,000	10/11/13	Miscellaneous Transportation Programs Account-Local
Z2	8,400,000	10/11/13	Miscellaneous Transportation Programs Account-Federal ARRA
Z9	1,076,000	10/11/13	Miscellaneous Transportation Programs Account-Federal
Z9	206,000	10/11/13	Miscellaneous Transportation Programs Account-Local
Subtotal Z	472,200,000		
Total	800,252,465		

Appendix D, Miscellaneous Transportation Programs Account, Fund 784

Dollars

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium to-Date Expenditures	Variance	Percent Variance	Biennial Plan
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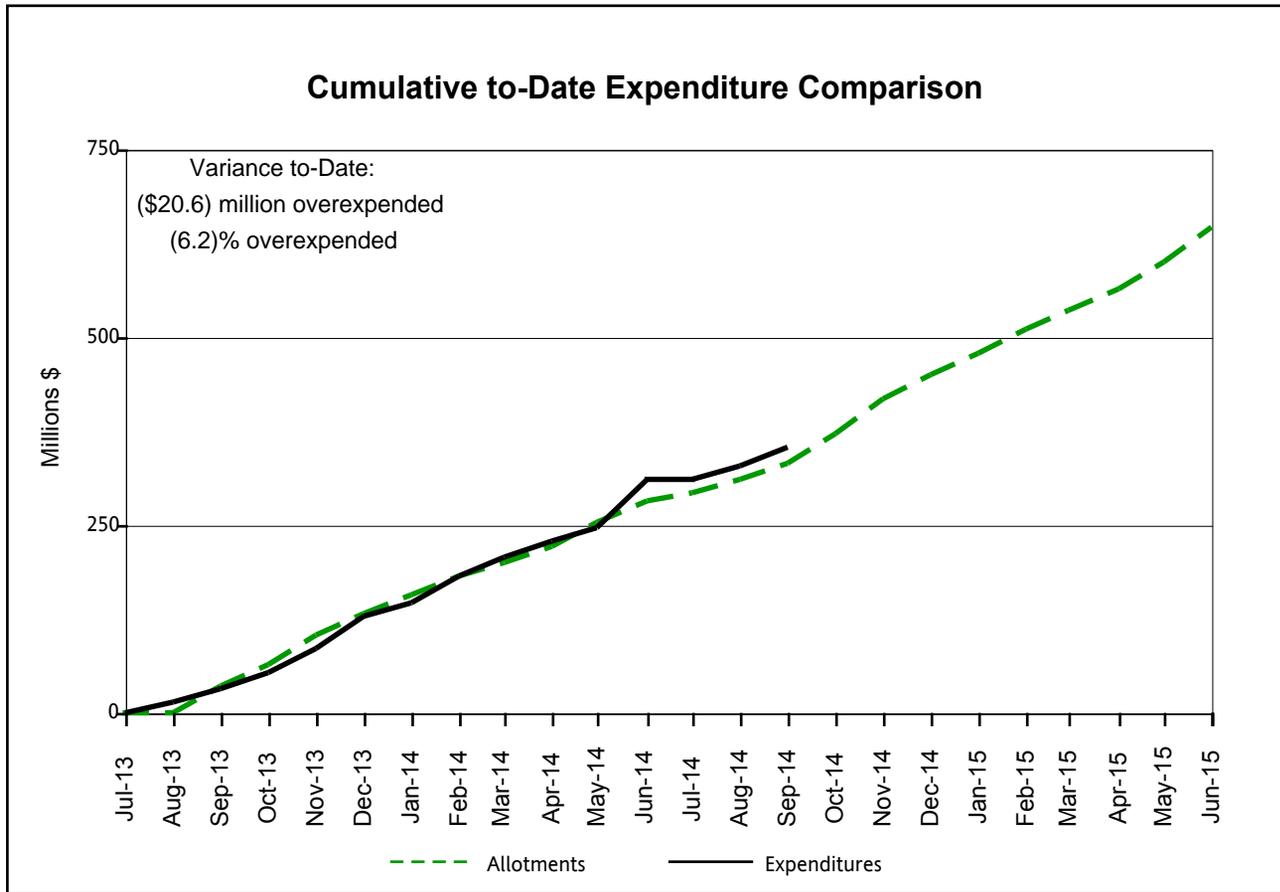
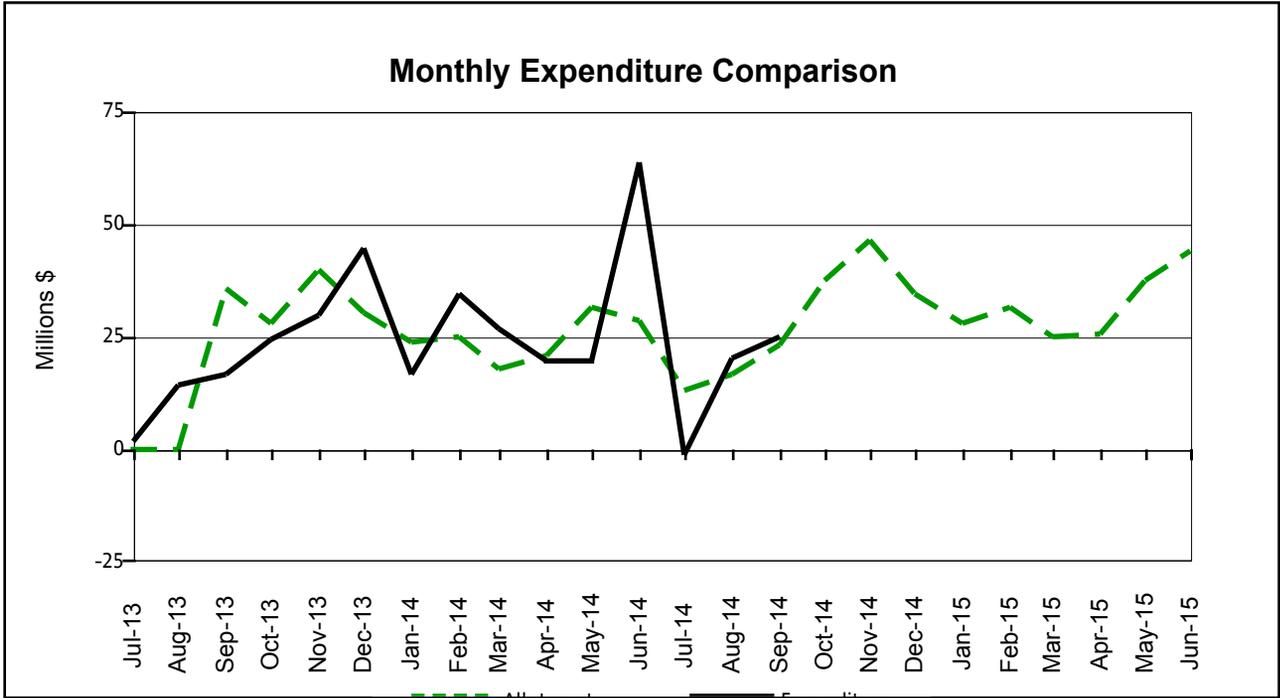
Expenditure Status

C3 Infrastructure Services	800	774	11,400	11,353	47	0.4%	12,200
D4 Capital Facilities - Maintenance and Operation	0	0	0	0	0	0.0%	0
I6 Regional Transit Authority Improvements	16,510,000	2,273,477	31,744,000	15,106,296	16,637,704	52.4%	97,716,000
M2 Maintenance – On State System	140,000	135,445	231,000	288,425	(57,425)	(24.9)%	425,000
M3 Maintenance – Sales and Services to Others	352,000	328,359	1,761,000	1,770,986	(9,986)	(0.6)%	2,818,000
P9 Sales and Services to Others	1,221,000	1,222,097	5,033,000	5,062,810	(29,810)	(0.6)%	7,912,000
Q2 Traffic Services	390,000	323,969	1,990,000	1,771,631	218,369	11.0%	3,200,000
S1 Executive Management and Support	0	9	1,000	9	991	99.1%	36,000
S2 Finance and Administration	0	0	0	0	0	0.0%	0
T2 Planning	(548)	2,279	36,717	32,251	4,466	12.2%	36,717
T3 Research and Library Services	7,548	(4,533)	54,548	50,015	4,533	8.3%	54,548
T6 Pass Through Funds	2,529,507	1,038,092	9,989,492	11,804,730	(1,815,238)	(18.2)%	17,453,000
V2 Public Transportation	1,189,000	1,616,475	16,324,000	19,851,090	(3,527,090)	(21.6)%	41,232,000
W1 Terminal Construction	60,000	0	259,000	9,894	249,106	96.2%	320,000
Z1 Local Programs Management and Support	6,000	430	36,000	33,026	2,974	8.3%	60,000
Z2 Construction – Off State System	30,031,000	36,787,487	265,460,000	297,179,451	(31,719,451)	(11.9)%	470,858,000
Z3 Bicycle – Pedestrian Coordination	0	0	0	0	0	0.0%	0
Z9 Local Agency Investments on the State System	81,000	63,482	722,000	1,279,372	(557,372)	(77.2)%	1,282,000
Total Expenditures	52,517,307	43,787,842	333,653,157	354,251,338	(20,598,181)	(6.2)%	643,415,465

Sources of Funds (Accounts)

Nonappropriated Funds	51,467,307	43,786,525	328,403,157	350,195,826	(21,792,669)	(6.6)%	635,015,465
Federal-Nonappropriated Arra	1,050,000	1,317	5,250,000	4,055,513	1,194,487	22.8%	8,400,000
Total Funds	52,517,307	43,787,842	333,653,157	354,251,338	(20,598,181)	(6.2)%	643,415,465

Agency Fund 784 Summary



Appendix D, Miscellaneous Transportation Programs Account, Fund 784 (continued)

Full-Time Equivalent (FTEs)

	Quarter Allotments	Quarter Expenditures	Quarter Allotments	Quarter Expenditures	Biennium to-Date Variance	Percent Variance	Biennial Plan
FTE Status							
C3 Infrastructure Services	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
D4 Capital Facilities - Maintenance and Operation	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
I6 Regional Transit Authority Improvements	48.0	31.7	32.0	31.8	0.2	0.5%	39.2
M2 Maintenance – On State System	1.7	5.1	2.0	2.0	(0.0)	(2.2)%	2.8
M3 Maintenance – Sales and Services to Others	24.0	10.6	24.0	9.5	14.5	60.3%	24.0
P9 Sales and Services to Others	25.6	26.3	23.1	25.0	(2.0)	(8.5)%	24.0
Q2 Traffic Services	14.0	12.8	14.0	13.1	0.9	6.3%	14.0
S1 Executive Management and Support	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
S2 Finance and Administration	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
T2 Planning	0.0	0.1	0.6	0.1	0.5	81.3%	0.5
T3 Research and Library Services	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
T6 Pass Through Funds	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
V2 Public Transportation	15.0	13.5	15.0	13.2	1.8	12.2%	15.0
W1 Terminal Construction	3.0	0.0	2.6	0.1	2.5	97.4%	2.0
Z1 Local Programs Management and Support	0.0	0.1	0.0	0.1	(0.1)	0.0%	0.0
Z2 Construction – Off State System	34.0	24.1	34.0	22.1	11.9	35.0%	34.0
Z3 Bicycle – Pedestrian Coordination	0.0	0.0	0.0	0.0	0.0	0.0%	0.0
Z9 Local Agency Investments on the State System	2.0	1.7	2.0	2.0	(0.0)	(0.6)%	2.0
Total FTEs	167.4	126.2	149.2	119.1	30.1	20.2%	157.5

Appendix D, Miscellaneous Transportation Programs Account, Fund 784 (Continued)

The Miscellaneous Transportation Programs Account (Fund 784) was created in 1997. It was established to track federal funds passed through to local governments, and for services the department provides to other public and private entities for which the department receives reimbursement. Fund 784 is “non-appropriated.” This account is also “non-budgeted,” which means that the department does not submit an allotment plan (a spending plan for each month in the biennium) for approval to the Office of Financial Management (OFM).

Although reimbursable services processed through Fund 784 are not subject to legislative appropriations or OFM allotment control, department programs must create a spending plan by month because this fund is subject to internal department expenditure controls.

Expenditures on behalf of other state agencies, as well as reimbursements, are recorded. For internal allotment procedures, reimbursable expenditures from other state agencies are shown in the spending plan as positive amounts but offset in total by negative amounts in Object S – Interagency Reimbursements. As such, net expenditures reported for other state agencies are equal to zero. There is no off-set in the spending plan for other public or private entities because those reimbursements are recorded in the accounting system as revenue, rather than as a negative expenditure.

Note: The department is directed by statute – RCW 47.04.220(7) – to provide an annual report to the Office of Financial Management and to the Legislative Transportation Committees on the activities in the Miscellaneous Transportation Programs account (Fund 784) and any recommended changes in the process. As the department has no recommendations for changes at this time, the report provided here fulfills this requirement.

Miscellaneous Transportation Programs Account Activities

Programs that use the Miscellaneous Transportation Programs Account (Fund 784) include:

Program C—Office of Information Technology

Program C’s reimbursable services relate to interagency agreements with state agencies and municipalities. Subprogram C3—Infrastructure Services includes reimbursable work performed on behalf of other state agencies and municipalities for network and fiber optic installation and co-location. Subprogram C5—Enterprise Applications performs reimbursable work on the Collision Location Accident System (CLAS) for Washington State Patrol (WSP).

Program D—Facilities

Program D uses Fund 784 to record expenditures and reimbursements from WSP for utilities and facility maintenance in Southwest Region where it uses a portion of the department’s facilities in Vancouver and at the section maintenance facility at Naselle; and to record expenditures for non-state agencies and private entities for which the program provides services, such as utilities used by the Wenatchee National Forest at a wireless communication site.

Program I—Improvements

The department provides project design services and construction project administration to the Central Puget Sound Regional Transit Authority (Sound Transit) for its regional express bus program. Projects involving the department include direct access ramps to state highways for Sound Transit buses and carpools and related high occupancy vehicle (HOV) and supporting facilities such as park and ride lots.

Program M—Highway Maintenance

Program M’s reimbursable services consist of maintenance work performed for cities and counties, as well as work performed for the federal government on roads that are not part of the state system.

Appendix D, Miscellaneous Transportation Programs Account, Fund 784 (Continued)

Program P—Preservation – Subprogram P9 – Sales and Services to Others

The Preservation Program accounts for several types of reimbursable services that are provided to other governmental agencies and private parties. These services include the department's Materials Laboratory and Geographic Information Services cost recovery centers, highway access permit reviews, and real estate reviews and appraisals.

Program Q—Traffic Operations

Traffic Operations manages the Motorist Information Sign Program in which businesses may advertise on highway information signs. Businesses are charged a fee to cover costs.

Program S—Transportation Management and Support

Subprogram S1 Executive Management and Support utilizes Fund 784 for the collection of conference registration fees and local sponsorship funding for the biennial tribal conference organized by the Governmental Relations Office. The expenditures for conferences are allotted once they are scheduled.

Program T—Transportation Planning, Data, and Research

Subprogram T6 Pass Through Funds: Program T administers the distribution of federal funds to the state's eleven Metropolitan Planning Organizations to support transportation planning activities.

Subprogram T2: Transportation Planning uses Fund 784 to account for sales of transportation data reports to other government agencies and the public.

Program V—Public Transportation

Program V administers grants from the Federal Transit Administration (FTA) for use by public and private transit agencies. FTA grant programs include: (1) Section 5310 program that provides grants to nonprofit agencies serving the elderly and persons with disabilities; (2) Section 5311 program that funds projects to improve public transportation in non-urban areas; (3) Section 5309 grants for bus purchases and other transit equipment, (4) Section 5316 Job Access and Reverse Commute Program that funds transportation services needed by low-income people to access jobs and related support services; and (5) Section 5317 program that provides transportation to persons with disabilities beyond requirements of the Americans with Disabilities Act. The division is also responsible for the selection, administration, and reporting of FTA funds provided by ARRA.

Program W—Ferries Construction

Program W uses Fund 784 to account for the purchase and installation of security equipment at terminals and on vessels that are reimbursed by the Emergency Management Division of the Washington State Military Department.

Program Z—Local Programs—Capital

Off state system projects – Subprogram Z2: Local Programs administers the federal funds earmarked for city and county highway projects. Off state system projects also include projects in which cities and counties fully reimburse the department for services.

Local agency investments on the state system – Subprogram Z9: Fund 784 is used for projects on the state system that are paid for from local or federal funding sources.

Appendix E, Advanced Environmental Mitigation Revolving Account (AEMRA) Project Funding

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	Biennium to-Date Expenditures	Percent Variance	Percent Variance	Biennial Plan	Expenditure Authority
Expenditure Status								
Adv. Environmental Mitigation Revolving	0	0	0	0	0	0	0	0
Total Expenditures	0	0	0	0	0	0	0	0
Source of Funds (Account)								
Advanced Env. Mitigation Revolving	0	0	0	0	0	0	0	0
Total Funds	0	0	0	0	0	0	0	0
FTE Status	0	0	0	0	0	0	0	0

VARIANCE EXPLANATION

Advance Right of Way Revolving Account: No activity is planned at this time.

Project Funding History

Ref. #	Project	Approved Funding	Date Funding Approved	Expected Payback Date	Payment Received
1	North Fork Newaukum River Mitigation Bank (Teitzel)	1,700,000	12/24/1998	6/30/2018	partial
2	Dillenbaugh Creek Mitigation Bank (Greenhill)	167,000	1/29/2004	6/30/2018	-
3	Moses Lake Wetland Bank	260,000	12/24/1998	6/30/2018	partial
4	South Sequim Bay Vicinity Projects	546,000	6/20/2002	6/30/2018	partial
5	SR 101 Bogachiel River (SR101/SR110)	109,507	11/19/2002	6/30/2018	-
6	Tarlett Slough Phase I (Acquisition)	293,000	6/24/2003	6/30/2016	partial
7	Tarlett Slough Phase II (Development)	460,000	4/28/2009	6/30/2015	2013
8	SR 3 Belfair Area Widening and Safety	805,000	4/10/2009	9/30/2012	2012
9	Bainbridge Island Ferry Terminal Project	250,000	12/24/1998	6/30/2007	2006
10	I-405 Corridor Program	250,000	8/19/2002	6/30/2007	2006
11	I-405 Congestion Relief /Bus Rapid Transit	800,000	4/21/2003	6/30/2007	2006
12	SR 14 Southwest Region Mitigation Site	280,000	10/20/1999	6/30/2007	2000
13	Mt. Baker SR5/542 Safety Improvement Projects	375,000	11/30/2007	Cancelled	-
14	Deer Creek Loop Road to Agate Road	72,835	5/24/2002	6/30/2009	2009
Total		6,368,342			

Shaded area - closed loans.

Appendix F, Advance Right of Way Revolving Account (AROW) Project Funding

	Quarter Allotments	Quarter Expenditures	Biennium to-Date			Percent Variance	Biennial Plan	Expenditure Authority
			Allotments	Expenditures	Variance			
Expenditure Status								
Advance Right of Way Revolving Account	0	0	0	0	0	0	0	0
Total Expenditures	0	0	0	0	0	0	0	0
Source of Funds (Account)								
Advanced Right of Way Revolving	0	0	0	0	0	0	0	0
Total Funds	0	0	0	0	0	0	0	0
FTE Status	0	0	0	0	0	0	0	0

VARIANCE EXPLANATION:

Advance Right of Way Revolving Account: No activity is planned at this time.

Project History Property Acquisitions Approved – Reimbursements to be made in Future

Project	Year	Year	Anticipated Repayment Date	Prior Expected Repayment	Change	Expected Repayment
	Funding Approved	Acquisition Completed				
SR 6, Interchange to National Ave	1997	1998	Unfunded	2,775,000		2,775,000
North Spokane Corridor	2003	2003	Unfunded**	9,646,000	(6,861,000)	2,785,000
SR 500, NE 15th Ave to NE 66th Ave	2004	2004	Unfunded	2,677,000		2,677,000
SR 509, Freight & Congestion	2004	2008	Unfunded	6,285,000		6,285,000
SR 101, Shore Rd to Kitchen Rd	2006	Repaid	July 2010	-		-
SR 9, SR 522 to Clearwater	1996	Repaid	July 2007	-		-
SR 195, MP93.15 to SR 90	2003	Repaid	January 2009	-		-
SR 510, Yelm Bypass	2005	Repaid	July 2007	-		-
SR 5, SR 161 & SR 18 Interchanges	2005	Repaid	December 2009	-		-
Total				21,383,000	(6,861,000)	14,522,000

Shaded area – closed loans

Glossary

Allotment	The department's plan of estimated expenditures, revenues, cash disbursements, and cash receipts for each month of the biennium.
Appropriation	A legislative authorization for each program to make expenditures for specific purposes from designated funding sources, and during a specified time period.
Biennial Plan	The portion of expenditure authority the department plans to spend in the current biennium.
Biennium	A 24-month fiscal period. The biennium period extends from July 1 of odd numbered years to June 30 of odd numbered years, such as the 2013-15 biennium, which runs from July 1, 2013 to June 30, 2015.
Expenditure Authority	Total amount of expenditures the department is authorized to make in the biennium. For each program, expenditure authority is the sum of legislative appropriations; additional appropriation authority for federal and local funds obtained through the unanticipated receipts process administered by the Office of Financial Management (OFM); and funds the department is authorized to spend that are not subject to legislative appropriations (such as, federal pass through funds that are processed through the Miscellaneous Transportation Programs).
FTE Staff	Full time equivalent (FTE) is a way to measure the size of the state's workforce. One FTE equates to approximately 1,771 hours of work for a fiscal year and is determined by available hours less holidays and a three year historical average of vacation and sick leave taken. The factors for conversion are calculated on a monthly basis for regular full-time employees, temporary employees, and for overtime worked.
Internal Service Fund	A fund that produces goods or services on a cost reimbursement basis. Example: Operations Transportation Equipment Fund (TEF), and a portion of the TEF purchases and maintains vehicles for the department's use, and recovers costs from the program that use the equipment.
Nonappropriated Funds	Funding can be expended without legislative appropriation. Only funds in accounts specifically established in state law as being exempt from appropriation fall into this category. Nonappropriated accounts can either be budgeted (subject to OFM allotment approval), such as the Transportation Equipment Fund, or nonbudgeted, such as the Miscellaneous Transportation Programs Account.
Program	A program is a major activity within the department expressed as a primary function or organizational unit. The department may not alter its program structure without explicit approval of the Legislature and the OFM.
Reserve	Appropriation authority that the department does not expect to use because of circumstances such as technical corrections, proviso compliance, and the Governor's cash deficit allotment reductions.
Sub-Program	A general term describing specific activities within the department's programs.
Unallotted	Appropriation authority not specifically scheduled for expenditure.
Unanticipated Receipts	Federal or Local money received which has not been appropriated by the Legislature. The Governor has the authority to approve allotment of such money within the guidelines of the intent in which they were received.