



**Washington State
Department of Transportation**

2013-15

Quarterly Financial Report

Through December 2013

**Strategic Planning and Finance
Budget and Financial Analysis**

February 25, 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 \$8.7 billion for all state transportation operations and capital needs. Of this amount, WSDOT's appropriation is \$6.4 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 second quarter 2013-15 biennial expenditures (through December 31, 2013) and compares those to spending plans. Revenue estimates are based on the November 2013 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	Jeff Schroeder	Dan Lawrence
F	Amy Scarton	Tristan Atkins	Tristan Atkins	Elise Greef	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	Jeff Doyle	Jeff Doyle	Laura Sanborn	My-Trang Le
M1/M2/M3	Linea Laird	Chris Christopher	Greg Selstead	Rob Kirkwood	Dan Lawrence
M5/M6	Amy Arnis	Bob Covington	Bob Covington	Dave Davis	Dan Lawrence
P	Linea Laird/ Amy Arnis	Jay Alexander	Jay Alexander	Gary Lebow	Doug Clouse
Q	Linea Laird	John Nisbet	John Nisbet	Rob Kirkwood	Dan Lawrence
S	Amy Arnis/ Katy Taylor	Doug Vaughn	Megan Atkinson	Joe Patterson	Joe Patterson
T	Amy Scarton	Brian Smith	Laura Sanborn	Terry Hayner	Josh Covington
U	Amy Arnis	Doug Vaughn	Elise Greef	Dan Lawrence	Dan Lawrence
V	Amy Scarton	Brian Lagerberg	Cathy Silins	Theo Yu	Brian Connell
W	David Moseley	Jean Baker	Vacant	John Bernhard	Stacey Halverstadt
X	David Moseley	Jean Baker	Vacant	Matt Hanbey	Stacey Halverstadt
Y	Amy Scarton	Ron Pate	Brent Thompson	Brent Thompson	My-Trang Le
Z	Amy Scarton	Kathleen Davis	Eileen Leingang	Doug Clouse	Doug Clouse
AEMRA	Linea Laird	Megan White	Megan White	Joe Witczak	Josh Covington
AROW	Linea Laird	Terry Meara	Terry Meara	Jennifer Holden	Josh Covington

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
B5 State Route 520 Toll Operations	S1 Executive Management and Support
C1 Business and Administration	S2 Finance and Administration
C2 Field Services	T2 Planning
C3 Infrastructure Services	T3 Research and Library Services
C4 Enterprise Implementation	T6 Pass Through Funds
C5 Information and Applications	U0 Charges From/Payments to Other Agencies
C6 Software Maintenance Contracts	V1 Public Transportation Administration
C7 Data Management	V2 Public Transportation
D3 Facilities - Capital	V4 Rural Mobility Grant Programs
D4 Facilities - Operating	V5 Regional Mobility Grant Program
E1 Transportation Equipment Fund	V6 Modal Coordination Program
F1 Aviation Management and Support	V7 Statewide Commute Trip Reduction
F2 Airport Investment	V8 Public Transportation Safety and Security
F3 State Airports	V9 Transportation Demand Management Core Program
F4 Aviation Emergency Services	W1 Terminal Construction
F5 Aviation Planning	W2 Vessel Construction
H1 Headquarters Program Delivery Mgmt. and Support	W3 Emergency Repairs
H2 Regional Program Delivery Mgmt. and Support	X0 Payroll Suspense
H3 Environmental Program Delivery Mgmt. and Support	X1 Operations - Vessels
I1 Mobility Improvements	X2 Operations - Terminals
I2 Safety Improvements	X3 Operations - Management and Support
I3 Economic Initiatives Improvements	X4 Maintenance - Vessels
I4 Environmental Retrofit Improvement	X6 Maintenance - Terminals
I5 Program Support Improvements	X7 Maintenance - Management and Support
I6 Regional Transit Authority Improvements	X8 Finance and Administration Support
I7 State Route 16 Tacoma Narrows Bridge	X9 Executive Management Support
K2 Public-Private Partnerships	Y2 Rail Freight Operations
M1 Maintenance Management and Support	Y3 Rail Passenger Operations
M2 Maintenance - on State System	Y4 Rail Passenger Capital
M3 Maintenance Sales and Services To Others	Y5 Rail Freight Capital
M5 Inventory and Stores Administration	Y6 King Street Station
M6 Undistributed - Inventory Suspense	Z1 Local Programs Management and Support
P1 Roadway Preservation	Z2 Local Programs Investments - Off State System
P2 Structures Preservation	Z3 Bicycle and Pedestrian Coordination
P3 Other Facilities Preservation	Z6 Operating Subsidy - Wahkiakum County
P4 Program Support Preservation	Z9 Local Agency Investments on the State System
P5 Undistributed Costs Mats Lab/Geo./Printing	0M Advanced Environmental Mitigation Revolving Account
P7 Undistributed Costs - Project Engineer	0R Advance Right of Way Revolving Account
P8 Undistributed Costs - Direct Project Support	
P9 Sales and Service to Others	

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	6.0	5.2	16.0	14.4	1.5	9.6%	55.3	62.7 *
C Information Technology	10.0	9.7	18.8	18.5	0.3	1.4%	71.8	72.1 *
D Facilities-Operating	3.0	3.4	5.7	6.1	(0.4)	(7.1)%	26.2	26.3 *
F Aviation	1.2	1.1	1.9	1.6	0.4	18.4%	7.8	9.5 *
H Program Delivery Management and Support	6.0	5.6	11.6	11.0	0.6	4.8%	47.8	48.4 *
K Public-Private Partnerships	0.1	0.1	0.1	0.1	(0.0)	(3.2)%	0.6	0.6 *
M Highway Maintenance and Operations	51.3	50.2	95.9	97.5	(1.5)	(1.6)%	404.4	410.0 *
Q Traffic Operations-Operating	7.1	6.9	13.8	13.1	0.7	5.4%	55.5	56.3 *
S Transportation Management and Support	3.3	3.5	6.9	7.0	(0.1)	(0.9)%	28.5	28.7 *
T Transportation Planning, Data and Research	8.9	7.5	16.1	14.0	2.1	13.2%	66.0	66.3 *
U Charges From/Payments to Other Agencies	4.8	23.1	26.4	24.6	1.8	6.6%	77.1	82.1 *
V Public Transportation	13.7	13.3	15.9	16.8	(1.0)	(6.1)%	150.0	151.0 *
X Ferries Operations and Maintenance	59.7	60.1	120.9	119.4	1.5	1.2%	483.5	485.2 *
Y Rail-Operating	5.1	5.5	8.1	7.8	0.3	3.5%	33.1	33.1 *
Z Local Programs-Operating	1.4	1.3	2.8	2.7	0.1	5.1%	11.3	11.4 *
Subtotal Operating	181.5	196.5	361.0	354.7	6.3	1.7%	1,518.9	1,543.5 *

Capital								
D Facilities-Capital	2.6	0.7	3.5	1.0	2.6	72.6%	21.5	21.5
I Improvements	408.0	383.6	807.2	592.6	214.6	26.6%	3,194.7	3,545.2 *
P Preservation	72.6	68.4	199.4	159.4	40.0	20.1%	605.3	705.3 *
Q Traffic Operations-Capital	0.6	0.7	0.8	2.2	(1.3)	(157.2)%	7.2	11.2 *
W Ferries Division Construction	35.6	42.5	69.8	67.8	2.0	2.8%	291.7	291.7
Y Rail-Capital	10.8	16.1	32.6	21.3	11.3	34.7%	355.5	376.7 *
Z Local Programs-Capital	95.4	93.2	132.8	120.1	12.7	9.6%	530.7	530.7
Subtotal Capital	625.6	605.2	1,246.1	964.3	281.9	22.6%	5,006.6	5,482.2 *
Subtotal	807.1	801.7	1,607.1	1,318.9	288.2	17.9%	6,525.5	7,025.7 *

Revolving Funds**								
E Transportation Equipment Fund	19.2	15.5	34.0	29.8	4.2	12.3%	161.0	161.0
Subtotal Revolving Funds**	19.2	15.5	34.0	29.8	4.2	12.3%	161.0	161.0
Subtotal	19.2	15.5	34.0	29.8	4.2	12.3%	161.0	161.0

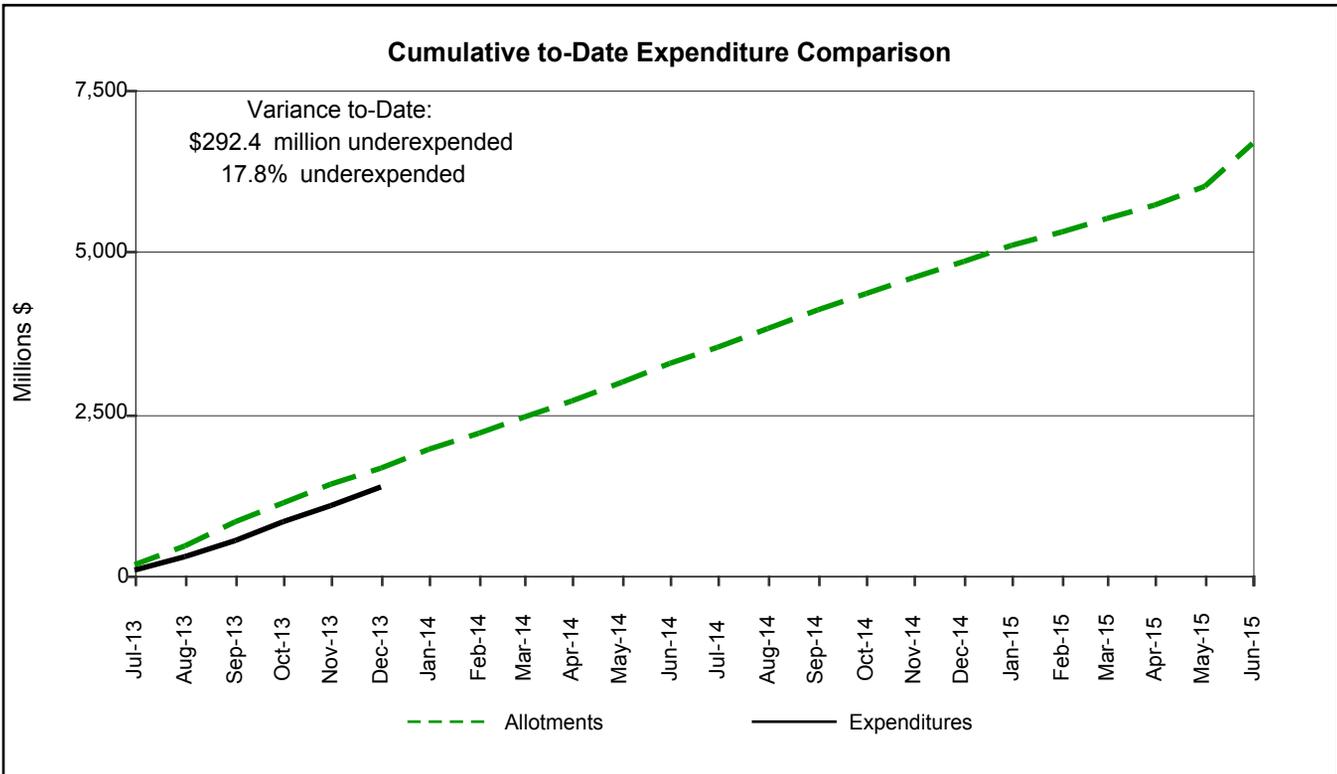
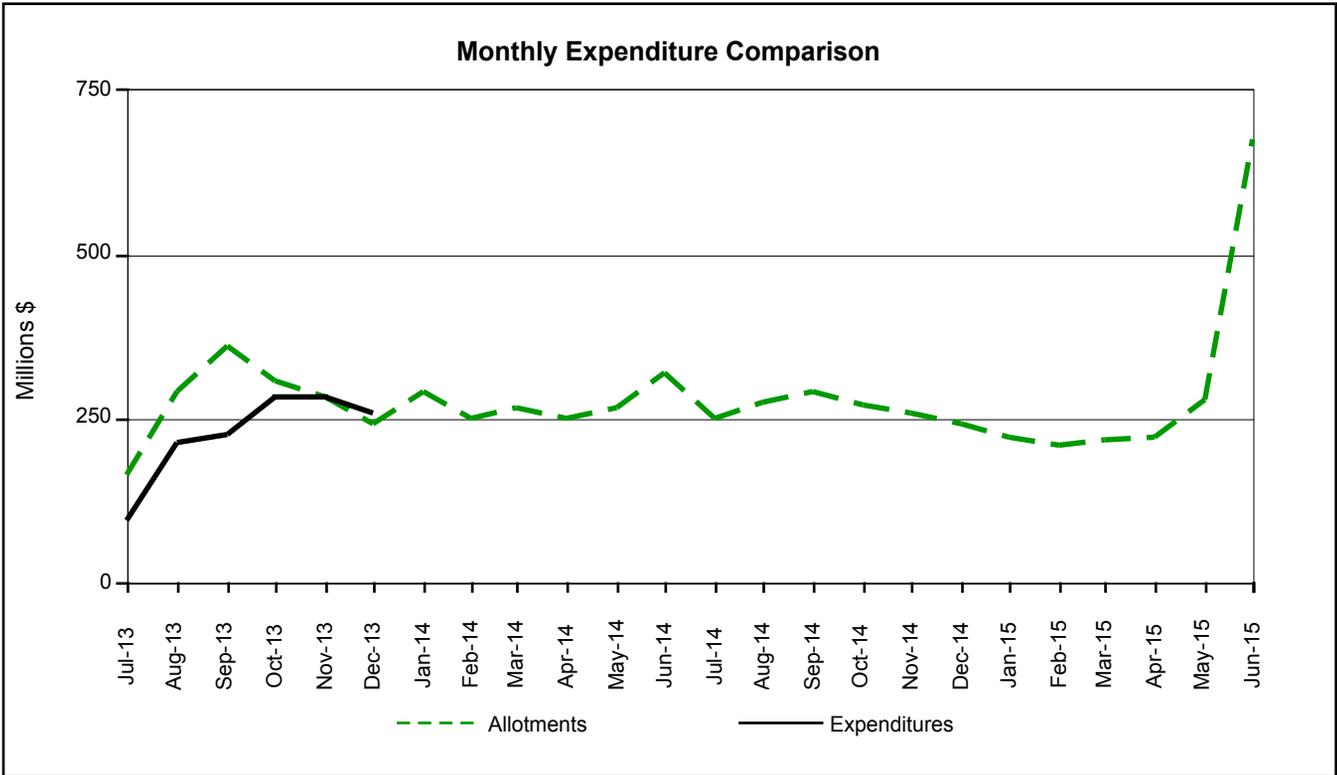
Agency Total								
Total	826.3	817.2	1,641.1	1,348.8	292.4	17.8%	6,686.5	7,186.7 *

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

** "Revolving Funds" are reflected separately from the capital and operating subtotal because program expenditures are reimbursed from other WSDOT programs.

*** Program dollar amounts include non-appropriated funds.

Agency Level



Agency Major Revenue Sources

Dollars in Millions

Through 2nd Quarter, FY 2014	Biennium To-date		Budget	Current
	Forecast ^(a)	Actual	Forecast ^(b)	Forecast ^(a)
			Mar-13	Nov-13
Motor Vehicle Fuel Tax				
Collection - Motor Vehicle Account	651.4	654.0	2519.7	2522.7
Distribution				
Refunds and Transfers	35.6	34.2	138.6	141.4
Distribution to TIB and CRAB (Local Governments)	68.3	68.5	259.0	259.3
Distribution to Other State Accounts	33.0	33.0	125.1	125.2
Distribution to Cities and Counties	125.6	126.0	474.6	476.2
Distribution to Nickel Account	83.1	83.4	315.3	315.7
Distribution to Transportation Partnership Account	141.3	141.7	536.1	536.7
Total Distribution from Motor Vehicle Account	487.0	486.8	1848.7	1854.6
Net Nov Fuel Tax Revenue to Motor Vehicle Acct.	164.5	167.1	671.0	668.2
Licenses, Permits, and Fees (c)				
Motor Vehicle Account (108)	100.4	101.0	408.3	419.7
State Patrol Highway (081)	73.2	72.1	301.6	303.1
Puget Sound Ferry Operations (109)	3.7	3.7	15.2	15.3
Recreational Vehicle (097)	0.3	0.3	1.3	1.3
Multimodal Transportation (218)	31.1	30.8	134.7	136.7
Transportation 2003 (Nickel) (550)	19.1	18.2	78.2	77.0
Transportation Partnership (09H)	10.4	10.4	41.7	41.9
Freight Mobility Multimodal (11E)	3.0	3.0	6.0	6.1
Licensing Services (201)	1.4	1.4	6.0	6.1
License Plate Technology Account (06T)	0.7	0.7	3.0	3.0
Multiuse Roadway Safety Account Collections (571)	0.0	0.0	0.0	0.1
Total Licenses, Permits, and Fees	243.3	241.5	996.0	1010.3
Rental Car Sales Tax	15.5	15.3	49.7	51.8
Sales Tax on Motor Vehicles	15.4	15.3	58.9	61.3
Use Tax on Motor Vehicles	2.9	3.0	11.9	12.1
Business Related Revenue (Motor Vehicle Account)	3.7	3.5	11.9	14.5
Ferry Fares	89.4	87.1	328.1	336.0
Non-Farebox Revenue	2.0	2.0	7.9	7.6
Toll Operations Revenue				
Tacoma Narrows Bridge Tolls (511)	33.0	32.4	125.6	133.5
TNB Transponder Sales, Violations and Fees (511)	0.6	0.7	1.5	2.1
TNB Civil Penalties	(1.1)	(1.9)	1.4	5.9
HOT Lane SR 167 Tolls (09F)	0.6	0.6	2.5	2.4
HOT Lane Transponder Sales and Fees (09F)	0.0	0.0	0.1	0.1
SR No. 520 Corridor (16J)	31.8	30.4	133.9	133.2
SR No. 520 Corridor Transponder Sales and Fees (16J)	1.4	1.5	2.0	1.0
SR No. 520 Civil Penalties and Fees (17P)	1.1	0.4	7.4	18.3
Total Toll Operation Revenue	67.5	64.1	274.4	296.5
Aircraft Fuel Tax (d)	1.5	1.5	6.1	6.7
Bonds (e)	2013-15 Appropriation		Net Proceeds Sold To-Date	
Referendum 49 Bonds		50		15
Nickel Bonds		218		45
TPA		1,156		240
SR 520 GARVEE		668		323
SR 520 TIFIA		300		0
Total Bond Revenue		2,392		623

- (a) The biennium to date, and current biennial forecast columns reflect the November 2013 revenue forecast.
- (b) The biennial budget column reflects the March 2013 revenue forecast. The March 2013 forecast was included in the development of the 2013 Budget Bill. The Bond Proceeds are not forecasted but reflect current appropriations.
- (c) Licenses, Permits and Fees revenue figures from the Department of Licensing are not final and are subject to change.
- (d) 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).
- (e) SR 520 TIFIA and SR 520 are fully appropriated however, Section 306 (12) (d) requires \$105.1 million of the SR520 TIFIA be unallotted and \$227.4 million of the SR 520 be unallotted.

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	0.2	0.1	0.2	0.2	0.9	0.9
039	Aeronautics	1.2	1.1	1.9	1.5	7.4	7.4 *
045	State Vehicle Parking	0.1	0.1	0.1	0.1	0.5	0.5
094	Transportation Infrastructure	0.6	0.7	0.6	0.7	6.6	8.6 *
096	Highway Infrastructure	0.0	0.0	0.0	0.0	0.2	0.2
099	Puget Sound Capital Construction	4.4	6.5	10.8	9.8	53.0	53.0
09F	High Occ Toll Lanes Operations	0.2	0.2	0.5	0.4	1.8	1.9 *
09H	Transportation Partnership	167.2	151.4	331.6	258.7	1,593.3	1,593.3
106	Highway Safety	4.1	6.2	5.5	6.3	28.8	28.8
108	Motor Vehicle	102.4	116.8	221.1	205.8	828.4	855.0 *
109	Puget Sound Ferry Operations	59.9	60.2	121.0	119.5	483.7	485.3 *
11B	Regional Mobility Grant Program	2.5	1.9	2.9	2.3	49.9	49.9
153	Rural Mobility Grant Program	2.1	2.7	2.1	3.4	17.0	17.0
16J	State Route Number 520 Corridor	108.1	115.8	193.5	158.4	536.1	769.5 *
17P	State Route Number 520 Civil Penalties	0.5	0.4	1.0	1.0	4.2	4.2 *
215	Special Category "C"	0.0	0.0	0.0	0.0	0.1	0.1
218	Multimodal Transportation	9.7	14.1	20.3	19.5	123.6	123.9 *
511	Tacoma Narrows Toll Bridge	2.4	2.3	6.4	6.2	22.3	23.6 *
550	Transportation 2003 (Nickel)	66.7	53.1	127.2	92.0	389.9	389.9
Subtotal State		532.1	533.6	1,046.6	885.8	4,147.6	4,412.9 *
Local							
099	Puget Sound Capital Construction	(0.1)	0.0	0.0	0.0	1.1	1.1
108	Motor Vehicle	63.8	5.3	138.0	10.5	171.9	171.9
109	Puget Sound Ferry Operations	0.0	0.0	0.0	0.0	0.1	0.1
218	Multimodal Transportation	0.0	0.0	0.0	0.0	0.0	0.1 *
Subtotal Local		63.8	5.3	138.1	10.5	173.2	173.3 *
Federal							
039	Aeronautics	0.0	0.0	0.0	0.0	0.5	2.2 *
096	Highway Infrastructure	0.2	0.0	0.4	0.0	1.6	1.6
099	Puget Sound Capital Construction	1.4	7.6	7.7	9.2	91.7	91.7
108	Motor Vehicle	99.2	142.3	250.8	264.9	984.1	1,092.3 *
16J	State Route Number 520 Corridor	0.0	0.0	0.0	0.0	194.9	300.0 *
218	Multimodal Transportation	12.2	14.5	29.2	18.5	320.1	340.0 *
Subtotal Federal		113.1	164.4	288.2	292.6	1,592.9	1,827.7 *
Total Appropriated Funds		709.0	703.3	1,472.9	1,188.9	5,913.6	6,413.9 *
Non-Appropriated Funds							
State							
410	Transportation Equip. Fund	19.2	15.5	34.1	29.9	161.2	161.2
Subtotal State		19.2	15.5	34.1	29.9	161.2	161.2
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	3.2	5.8	5.9	8.8	70.3	70.3
Subtotal Local		3.2	5.8	5.9	8.8	70.7	70.7
Federal							
784	Misc. Trans. Program-ARRA	1.1	4.1	2.1	4.1	8.4	8.4
784	Misc. Trans. Program	93.9	88.5	126.1	117.1	532.6	532.6
Subtotal Federal		94.9	92.6	128.2	121.2	541.0	541.0
Total Non-Appropriated Funds		117.3	113.9	168.2	159.8	772.8	772.8
Agency Total		826.3	817.2	1,641.1	1,348.8	6,686.5	7,186.7 *

* Expenditure authority includes dollars in reserve and/or unallotted status.

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) +	Other Program Changes (c) +	Compensation Adjustments =	Expenditure Authority
Operating							
B	62.7	0.0	0.0	0.0	0.0	0.0	62.7
C	72.1	0.0	0.0	0.0	0.0	0.0	72.1
D	26.3	0.0	0.0	0.0	0.0	0.0	26.3
F	9.5	0.0	0.0	0.0	0.0	0.0	9.5
H	48.4	0.0	0.0	0.0	0.0	0.0	48.4
K	0.6	0.0	0.0	0.0	0.0	0.0	0.6
M	407.0	0.0	0.0	0.0	3.0	0.0	410.0
Q	52.8	0.0	0.0	0.3	3.2	0.0	56.3
S	28.3	0.0	0.0	0.2	0.2	0.0	28.7
T	48.6	0.0	0.0	0.1	17.5	0.0	66.3
U	82.1	0.0	0.0	0.0	0.0	0.0	82.1
V	109.7	0.0	0.0	0.0	41.2	0.0	151.0
X	485.2	0.0	0.0	0.0	0.0	0.0	485.2
Y	32.9	0.0	0.0	0.1	0.2	0.0	33.1
Z	11.3	0.0	0.0	0.0	0.1	0.0	11.4
Subtotal Operating	1,477.4	0.0	0.0	0.7	65.4	0.0	1,543.5
Capital							
D	21.5	0.0	0.0	0.0	0.0	0.0	21.5
I	3,478.1	0.0	0.0	0.0	67.1	0.0	3,545.2
P	698.6	0.0	0.0	0.0	6.7	0.0	705.3
Q	11.2	0.0	0.0	0.0	0.0	0.0	11.2
W	291.3	0.0	0.0	0.0	0.3	0.0	291.7
Y	376.5	0.0	0.0	0.0	0.2	0.0	376.7
Z	58.5	0.0	0.0	0.0	472.1	0.0	530.7
Subtotal Capital	4,935.8	0.0	0.0	0.0	546.5	0.0	5,482.3
Revolving							
E	0.0	0.0	0.0	0.0	161.0	0.0	161.0
Subtotal Revolving	0.0	0.0	0.0	0.0	161.0	0.0	161.0
Agency Total	6,413.2	0.0	0.0	0.7	772.9	0.0	7,186.7

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

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

(c) See Appendix C, Other Program Changes, or specific program for details.

Agency Level Budget Plan, Biennial Plan

Dollars in Millions

Programs	Expenditure			=	Biennial Plan
	Authority	—	Unallotted	—	Reserve

Operating

B Toll Operations and Maintenance	62.7		7.3		0.0	55.3
C Information Technology	72.1		0.0		0.2	71.8
D Facilities-Operating	26.3		0.0		0.1	26.2
F Aviation	9.5		1.7		0.0	7.8
H Program Delivery Management and Support	48.4		0.3		0.2	47.8
K Public-Private Partnerships	0.6		0.0		0.0	0.6
M Highway Maintenance and Operations	410.0		4.0		1.7	404.4
Q Traffic Operations-Operating	56.3		0.6		0.2	55.5
S Transportation Management and Support	28.7		0.0		0.2	28.5
T Transportation Planning, Data and Research	66.3		0.1		0.2	66.0
U Charges From/Payments to Other Agencies	82.1		5.0		0.0	77.1
V Public Transportation	151.0		1.1		0.0	149.9
X Ferries Operations and Maintenance	485.2		0.0		1.7	483.5
Y Rail-Operating	33.1		0.0		0.0	33.1
Z Local Programs-Operating	11.4		0.0		0.0	11.3
Subtotal Operating	1,543.5		20.1		4.6	1,518.8

Capital

D Facilities-Capital	21.5		0.0		0.0	21.5
I Improvements	3,545.2		350.5		0.0	3,194.7
P Preservation	705.3		100.0		0.0	605.3
Q Traffic Operations-Capital	11.2		3.9		0.0	7.2
W Ferries Division Construction	291.7		0.0		0.0	291.7
Y Rail-Capital	376.7		21.2		0.0	355.5
Z Local Programs-Capital	530.7		0.0		0.0	530.7
Subtotal Capital	5,482.2		475.7		0.0	5,006.6

Revolving

E Transportation Equipment Fund	161.0		0.0		0.0	161.0
Subtotal Revolving	161.0		0.0		0.0	161.0

Agency Total	7,186.7		495.8		4.6	6,686.3
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Agency Expenditure Detail by Program

Program B, Toll Operations and Maintenance

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Common Toll Expenditure Suspense Account	0	(14)	0	0	0	0.0%	0	0
Toll Oversight And Planning	213,600	129,744	276,900	187,314	89,586	32.4%	757,000	759,000
Tacoma Narrows Bridge Toll Op. and Maint.	2,391,200	2,346,405	6,360,900	6,246,384	114,516	1.8%	22,298,000	23,610,000
High Occupancy Toll Lanes Op. and Maint.	230,200	184,184	460,300	354,788	105,512	22.9%	1,848,000	1,851,000
State Route 520 Toll Operations	3,179,300	2,517,058	8,866,100	7,635,693	1,230,407	13.9%	30,442,000	36,468,000
Total Expenditures	6,014,300	5,177,377	15,964,200	14,424,180	1,540,020	9.6%	55,345,000	62,688,000

Sources of Funds (Accounts)

High Occ Toll Lanes Operations-State	230,200	184,184	460,300	354,788	105,512	22.9%	1,848,000	1,851,000
Motor Vehicle-State	63,600	49,654	126,900	84,668	42,232	33.3%	507,000	509,000
Puget Sound Ferry Operations-State	150,000	80,091	150,000	102,646	47,354	31.6%	250,000	250,000
State Route Number 520 Corridor-State	2,658,700	2,097,175	7,824,800	6,679,105	1,145,695	14.6%	26,279,000	32,299,000
State Route Number 520 Civil Penalties-State	520,600	419,883	1,041,300	956,589	84,711	8.1%	4,163,000	4,169,000
Toll Collection-Nonappropriated Funds	0	(14)	0	0	0	0.0%	0	0
Tacoma Narrows Toll Bridge-State	2,391,200	2,346,405	6,360,900	6,246,384	114,516	1.8%	22,298,000	23,610,000
Total Funds	6,014,300	5,177,377	15,964,200	14,424,180	1,540,020	9.6%	55,345,000	62,688,000

FTE Status	37.7	28.3	37.7	28.3	9.4	24.8%	37.7
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Biennial Plan versus Expenditure Authority: 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 SR 520 Bridge facilities. In addition, the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rates in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program B, the amount in reserve for health benefits is \$43,000.

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 and staff vacancies.

High Occupancy Toll Lanes Maintenance & Operations: The variance is due to less-than-planned staffing costs due to vacancies.

State Route 520 Toll Operations: Credit card fees and transponder related expenses were lower than expected.

Source of Funds (Account)

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

Motor Vehicle Account-State: The variance is primarily due to less-than-planned staffing costs due to vacancies.

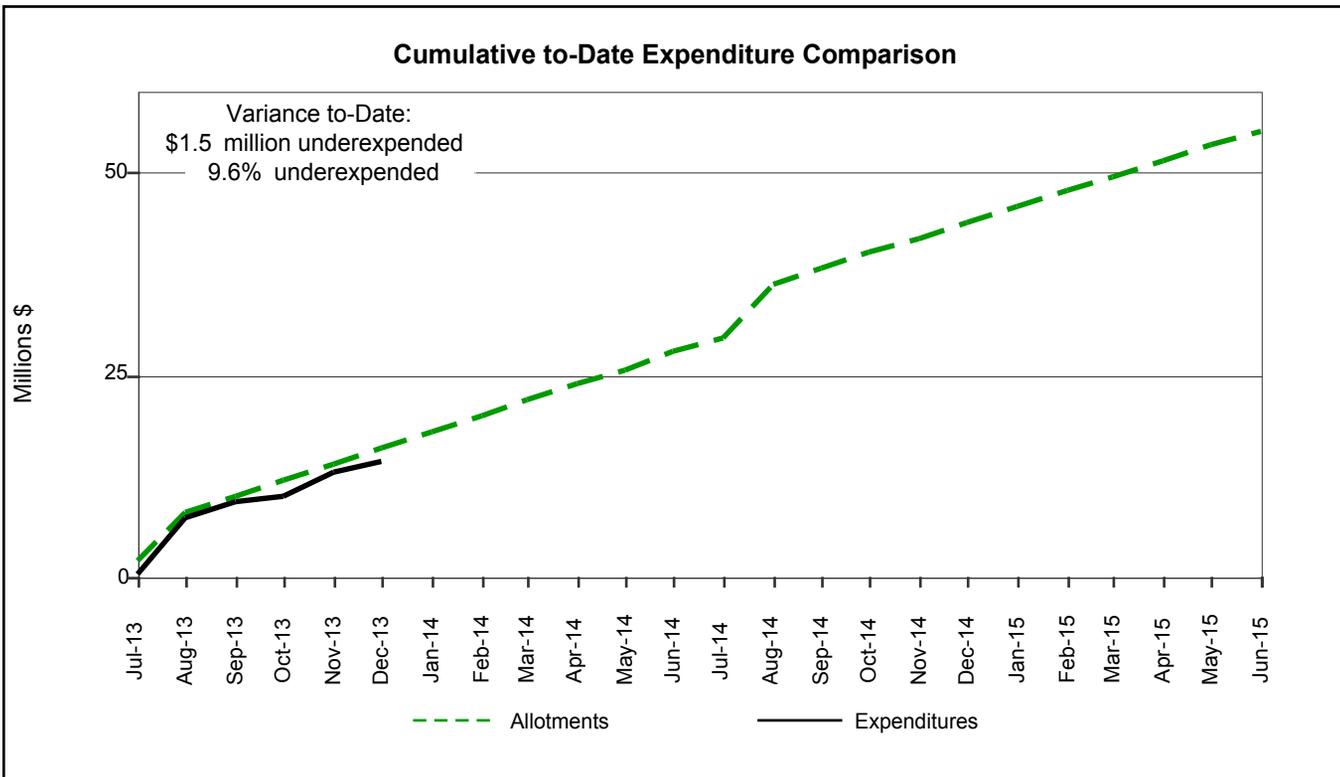
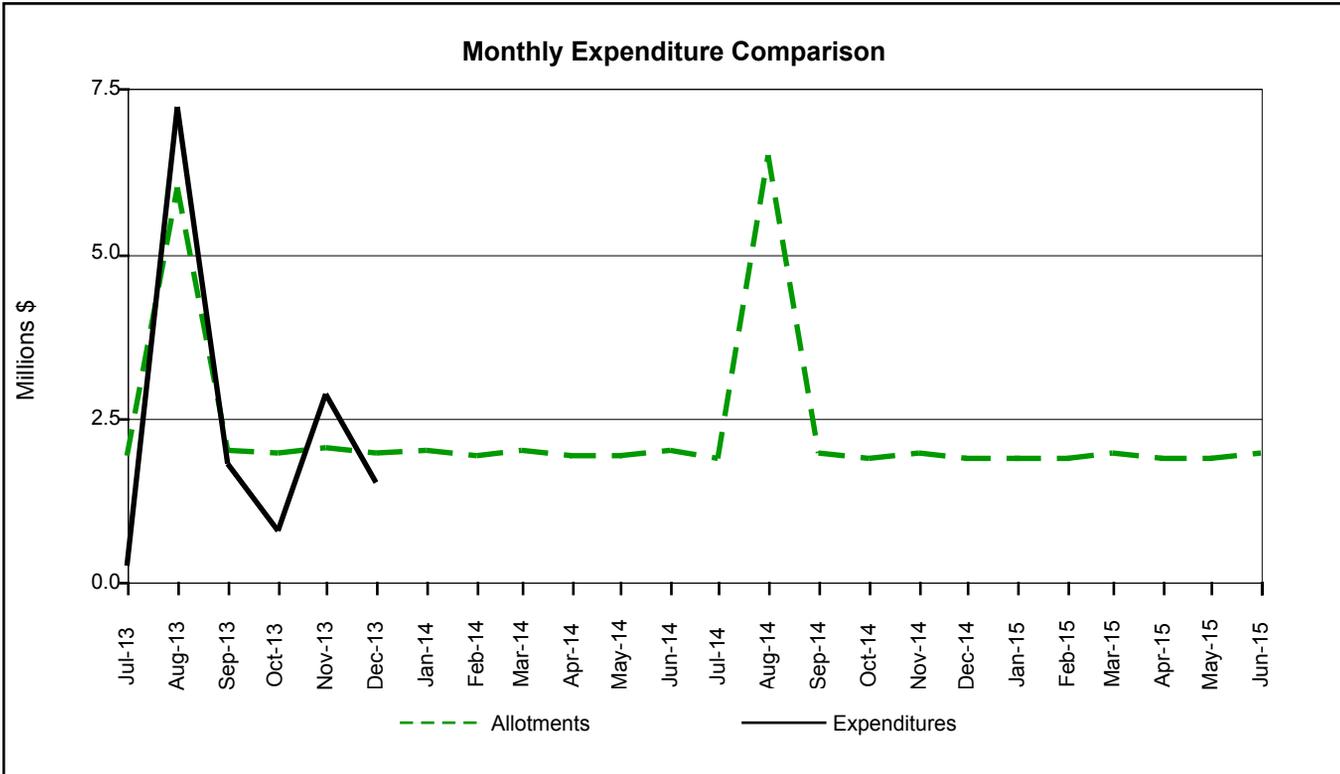
Puget Sound Ferry Operations-State: See explanation for Toll Oversight and Planning.

Program B, Toll Operations and Maintenance (Continued)

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

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

Program B, Toll Operations and Maintenance



Program C, Information Technology

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Business And Administration	286,000	281,152	627,000	566,624	60,376	9.6%	2,704,000	2,931,000
Field Services	3,849,000	3,524,090	7,427,000	7,151,656	275,344	3.7%	29,784,000	29,784,000
Infrastructure Services	1,543,000	1,627,059	3,064,800	3,097,892	(33,092)	(1.1)%	13,159,200	13,159,200
Enterprise Implementation	246,000	238,177	549,000	498,423	50,577	9.2%	1,982,000	1,982,000
Information And Applications	1,222,000	1,173,225	2,484,000	2,387,825	96,175	3.9%	10,115,000	10,115,000
Software Maintenance Contracts	2,238,000	2,210,207	3,425,000	3,563,576	(138,576)	(4.0)%	9,455,000	9,455,000
Data Management	592,000	613,093	1,200,000	1,247,025	(47,025)	(3.9)%	4,633,000	4,633,000
Total Expenditures	9,976,000	9,667,002	18,776,800	18,513,021	263,779	1.4%	71,832,200	72,059,200

Sources of Funds (Accounts)

Transportation Partnership-State	178,000	243,732	317,000	394,497	(77,497)	(24.4)%	1,460,000	1,460,000
Motor Vehicle-State	9,448,000	9,036,327	17,952,000	17,585,832	366,168	2.0%	68,546,000	68,773,000
Multimodal Transportation-State	181,000	181,000	181,000	181,000	0	0.0%	363,000	363,000
Transportation 2003 (Nickel)-State	169,000	204,586	326,000	347,966	(21,966)	(6.7)%	1,460,000	1,460,000
Misc. Trans. Program-Nonappropriated Funds	0	1,358	800	3,726	(2,926)	(365.7)%	3,200	3,200
Total Funds	9,976,000	9,667,002	18,776,800	18,513,021	263,779	1.4%	71,832,200	72,059,200

FTE Status	225.1	222.6	225.1	221.3	3.8	1.7%	225.1
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Biennial Plan versus Expenditure Authority: The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final enacted rates in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program C, the amount in reserve for health benefits is \$227,000.

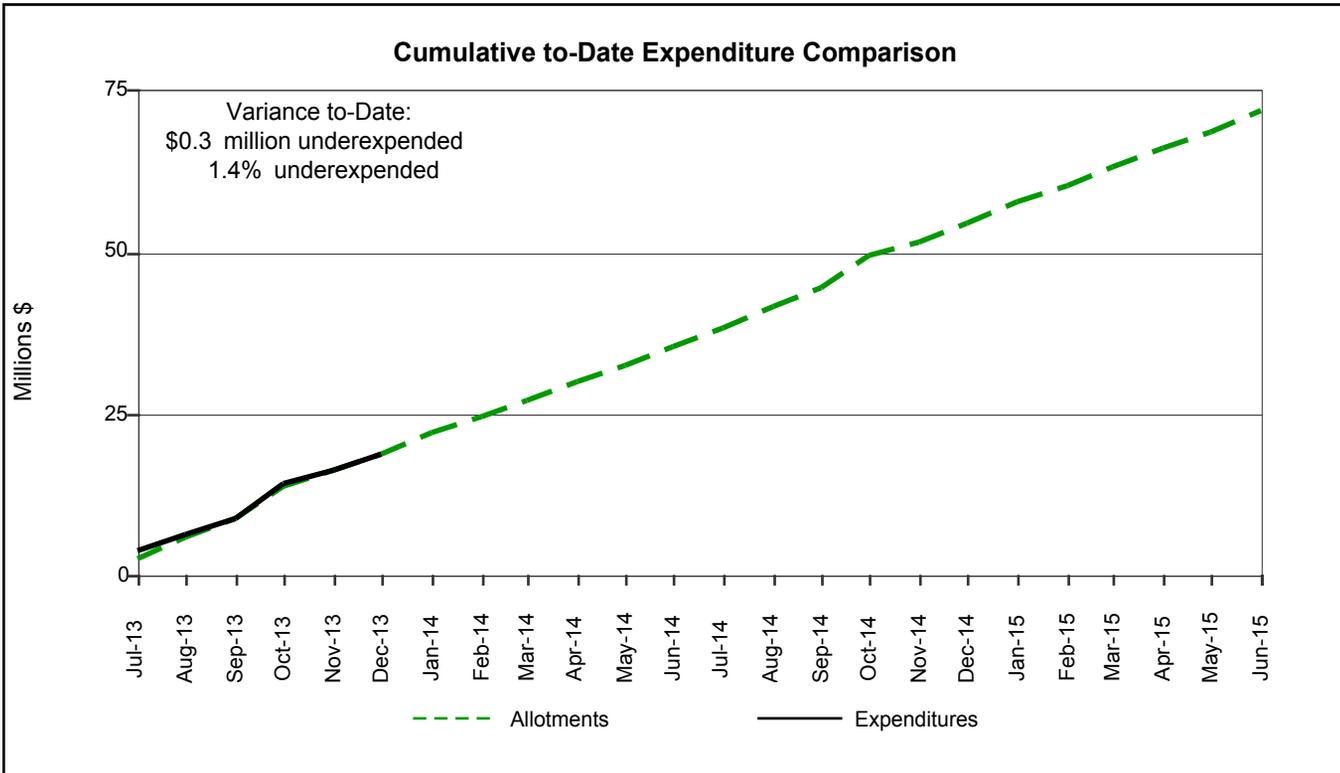
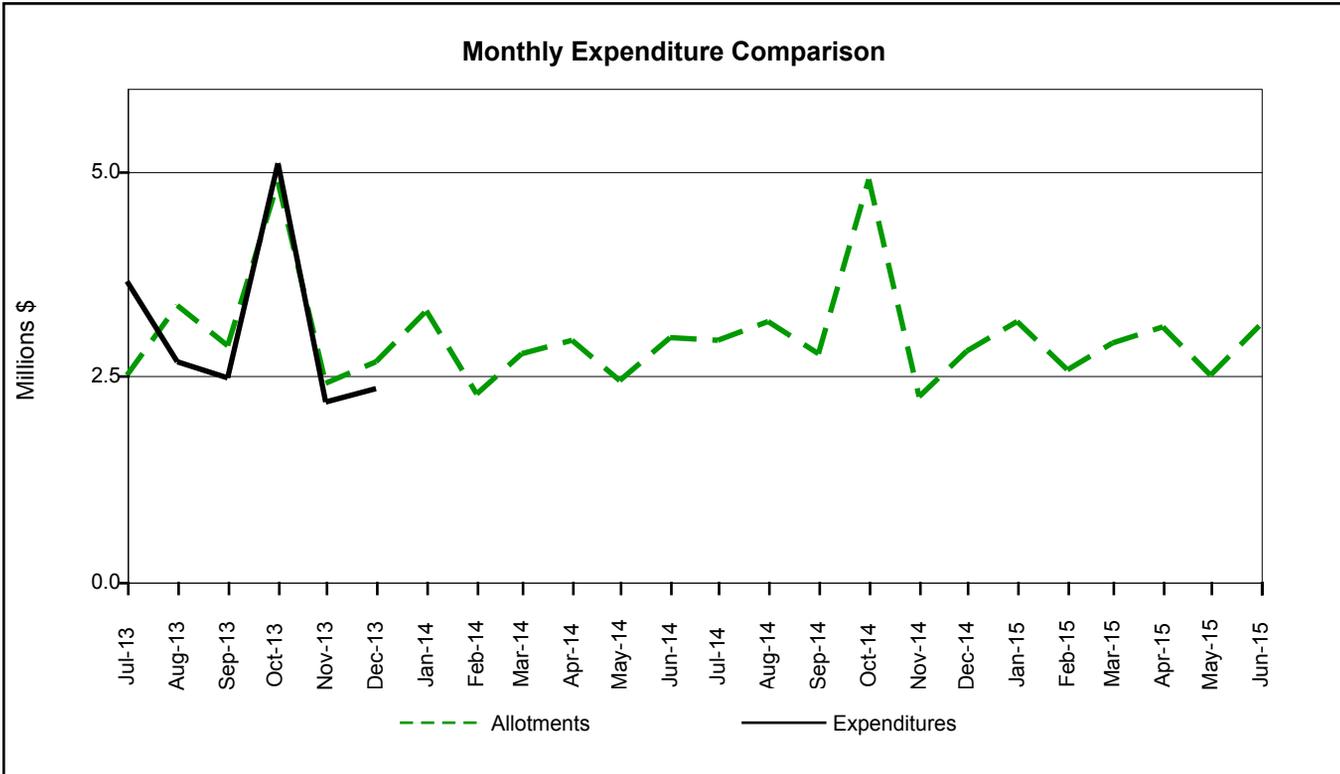
VARIANCE EXPLANATIONS

Source of Funds (Account)

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

Miscellaneous Transportation Programs-Nonappropriated Funds: The monthly local cost recovery activity allotment assumptions have changed since the initial allotment plan. Allotments will be adjusted to match the new plan.

Program C, Information Technology



Program D, Facilities – Operating

	Quarter Allotments	Quarter Expenditures	Biennium to-Date Allotments	Biennium to-Date Expenditures	Biennium to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Capital Facilities-Maintenance and Operation	2,999,900	3,358,026	5,661,300	6,062,341	(401,041)	(7.1)%	26,164,000	26,251,000
Total Expenditures	2,999,900	3,358,026	5,661,300	6,062,341	(401,041)	(7.1)%	26,164,000	26,251,000

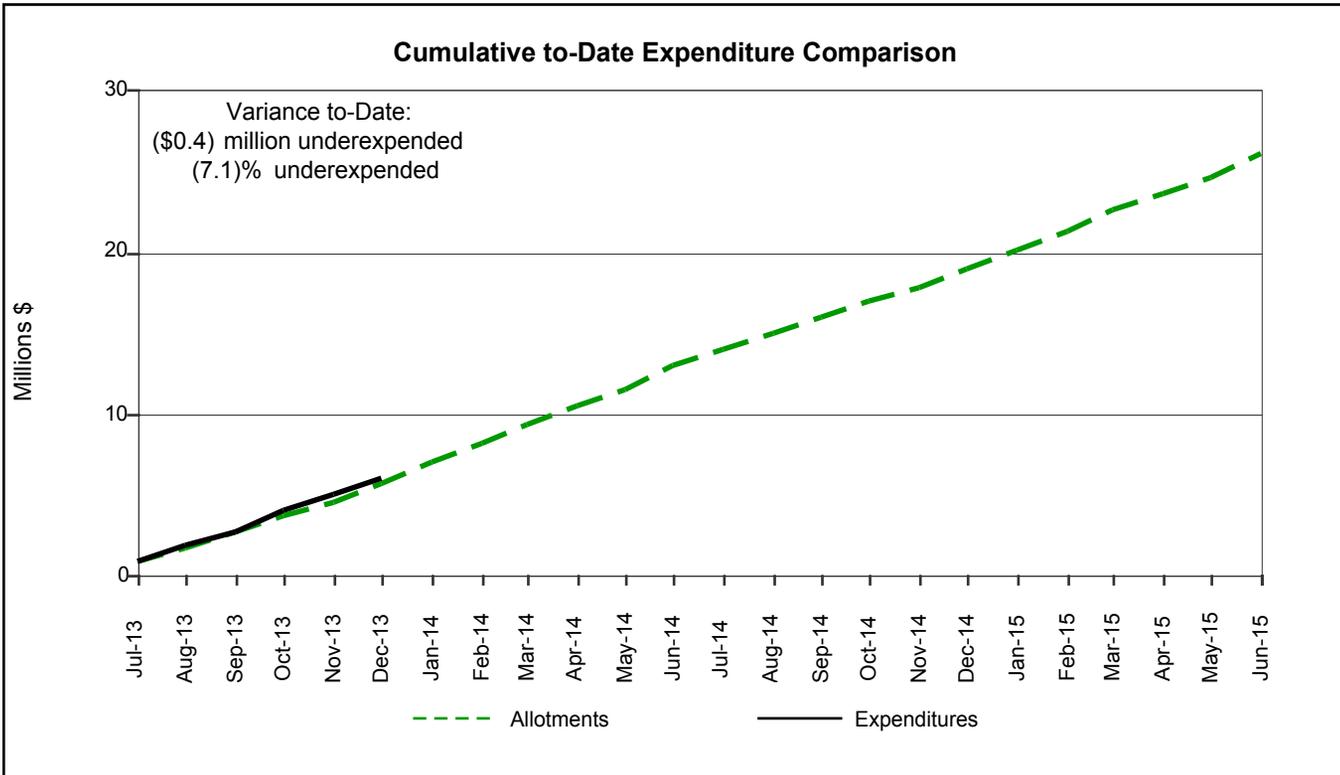
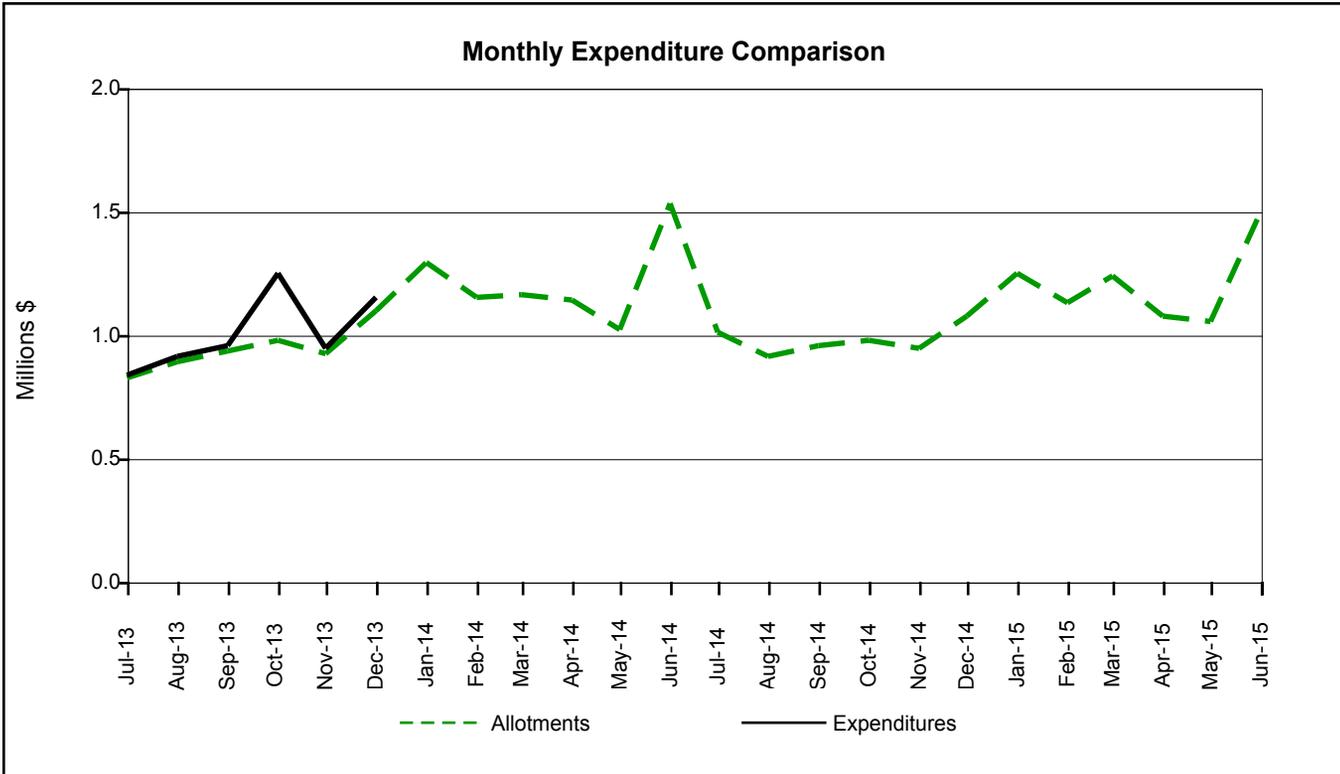
Sources of Funds (Accounts)

Motor Vehicle-State	2,999,900	3,358,021	5,661,300	6,062,341	(401,041)	(7.1)%	26,164,000	26,251,000
Misc. Trans. Program-Nonappropriated Funds	0	5	0	0	0	0.0%	0	0
Total Funds	2,999,900	3,358,026	5,661,300	6,062,341	(401,041)	(7.1)%	26,164,000	26,251,000

FTE Status	66.4	70.6	69.3	70.4	(1.0)	(1.5)%	73.3
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Biennial Plan versus Expenditure Authority: The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program D, the amount in reserve for health benefits is \$87,000.

Program D, Facilities-Operating



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	2,636,300	688,276	3,549,500	971,252	2,578,248	72.6%	21,531,000	21,531,000
Total Expenditures	2,636,300	688,276	3,549,500	971,252	2,578,248	72.6%	21,531,000	21,531,000
Sources of Funds (Accounts)								
Transportation Partnership-State	983,300	98,941	1,321,500	145,685	1,175,815	89.0%	13,425,000	13,425,000
Motor Vehicle-State	1,653,000	589,335	2,228,000	825,568	1,402,432	62.9%	8,106,000	8,106,000
Total Funds	2,636,300	688,276	3,549,500	971,252	2,578,248	72.6%	21,531,000	21,531,000
FTE Status	19.2	8.2	15.4	7.6	7.8	50.4%	12.3	

VARIANCE EXPLANATIONS

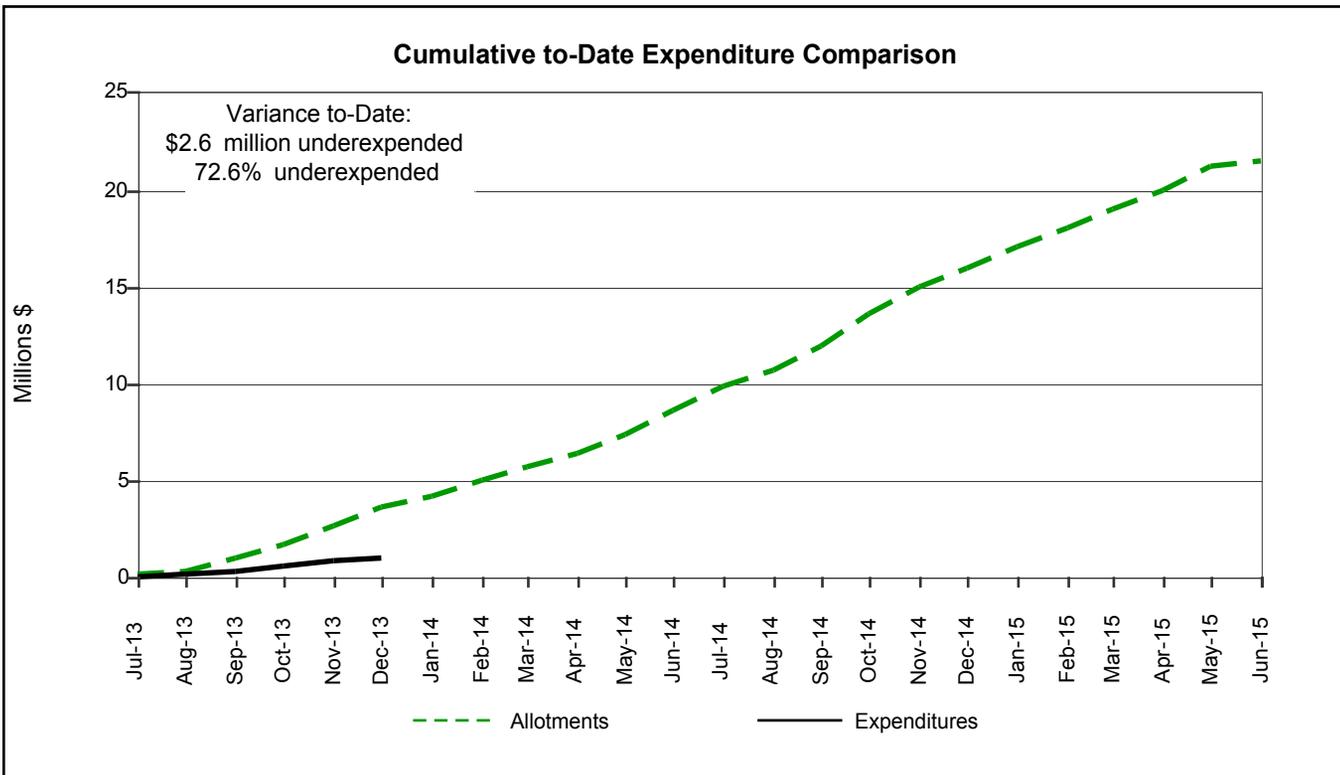
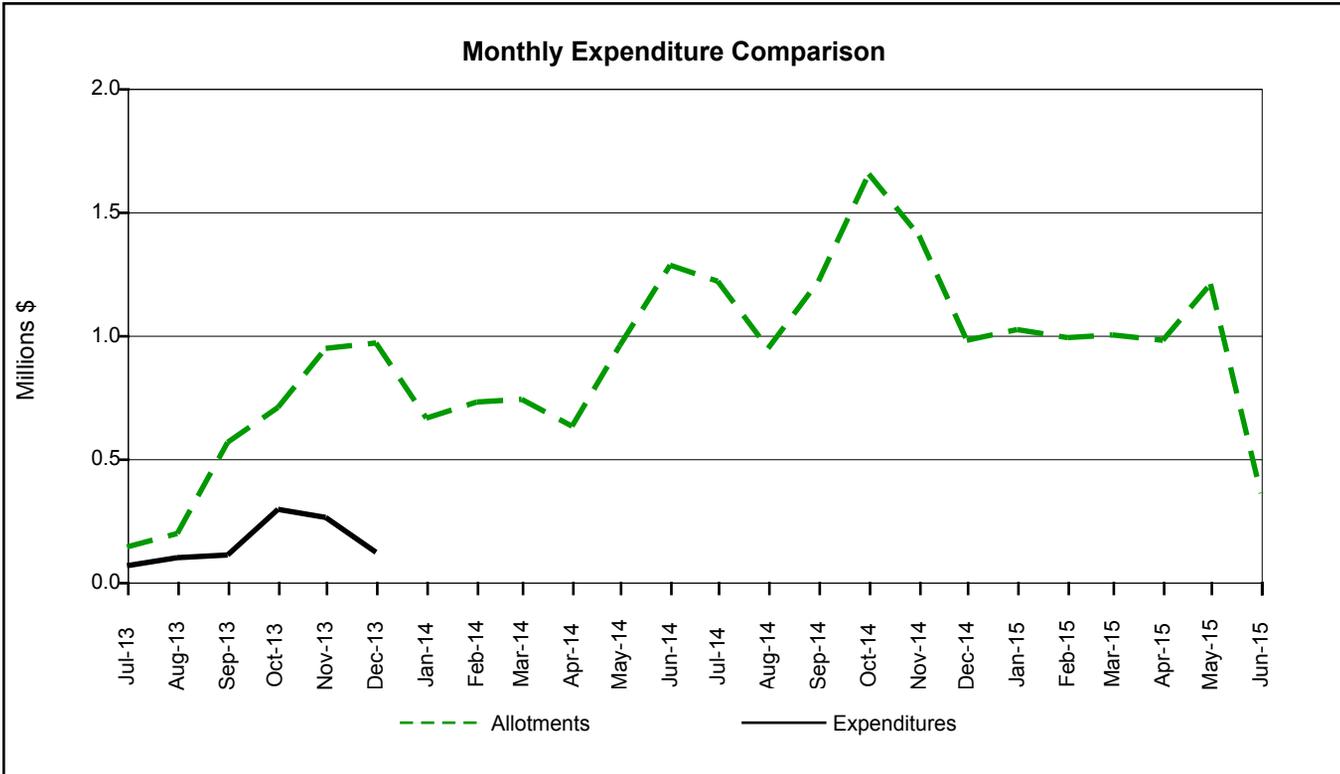
Expenditure Status: The expenditure variance is due to a delay in the award of the Traffic Management Center Project and the deferral of some projects to later in the biennium.

Source of Funds (Account):

Transportation Partnership-State: The variance is due to a delay in award of the Traffic Management Center project.

Motor Vehicle Account-State: The variance is due to the deferral of the Dayton Avenue Controls and Electrical project to a later date and several regional minor projects (Davenport roof replacement and Wenatchee boiler replacement) will be delivered later than planned.

Program D, Facilities-Capital



Program E, Transportation Equipment Fund

	Quarter Allotments	Quarter Expenditures	Biennium Allotments	to-Date Expenditures	Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Transportation Equipment Fund	19,164,000	15,502,622	34,007,000	29,809,595	4,197,405	12.3%	160,988,000	160,988,000
Total Expenditures	19,164,000	15,502,622	34,007,000	29,809,595	4,197,405	12.3%	160,988,000	160,988,000
Sources of Funds (Accounts)								
Transportation Equip. Fund-Nonappropriated Funds	19,164,000	15,502,622	34,007,000	29,809,595	4,197,405	12.3%	160,988,000	160,988,000
Total Funds	19,164,000	15,502,622	34,007,000	29,809,595	4,197,405	12.3%	160,988,000	160,988,000
FTE Status	209.3	204.6	208.1	205.3	2.8	1.4%	209.3	

Note: As of December 31, 2013, the available cash balance in the state treasury for the Transportation Equipment Fund was \$15,471,566 while equipment that has been ordered but not yet received totaled \$10,038,361. The cash balance has been accumulating due to delays in the ordering of equipment.

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 start of 2013-15, additional procurement staff were requested in the 2014 supplemental budget to catch up with equipment purchasing. In addition, fuel expenditures have been lower than allotments due to lower than expected consumption and prices.

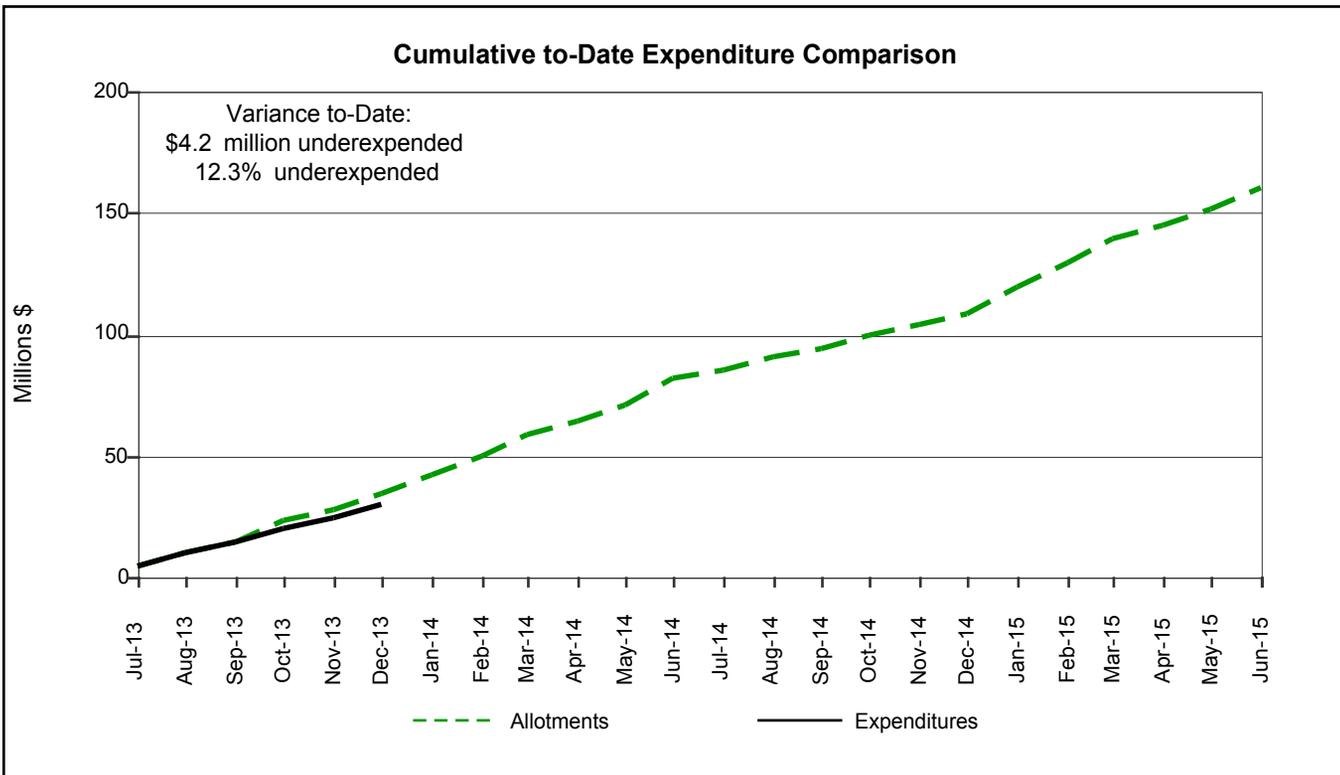
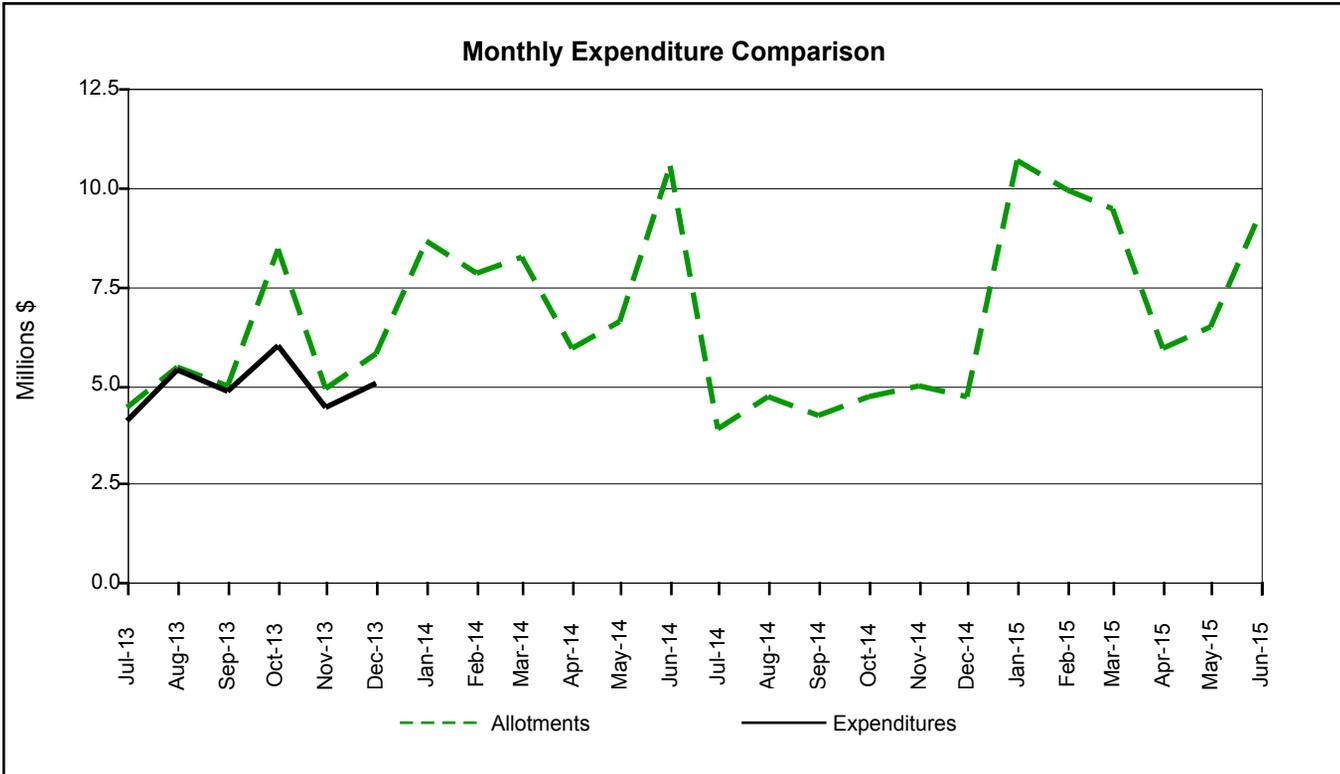
Source of Funds

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

Allotment Adjustment

Allotments were updated to add \$9,772,000 to the spending plan to account for equipment ordered in the 2011-13 biennium, but not received and paid for until 2013-15.

Program E, Transportation Equipment Fund



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	206,800	215,575	408,510	357,127	51,383	12.6%	1,495,820	1,506,820
Airport Investment	656,980	647,318	879,390	700,949	178,441	20.3%	3,840,180	4,607,180
State Airports	107,590	54,555	176,130	132,057	44,073	25.0%	556,620	556,620
Aviation Emergency Services	44,830	45,633	103,060	81,733	21,327	20.7%	407,930	407,930
Aviation Planning	183,460	184,361	340,050	284,320	55,730	16.4%	1,514,900	2,432,450
Total Expenditures	1,199,660	1,147,442	1,907,140	1,556,186	350,954	18.4%	7,815,450	9,511,000

Sources of Funds (Accounts)

Aeronautics-State	1,199,660	1,108,691	1,864,190	1,509,034	355,156	19.1%	7,350,000	7,361,000
Aeronautics-Federal	0	38,751	42,950	47,153	(4,203)	(9.8)%	465,450	2,150,000
Total Funds	1,199,660	1,147,442	1,907,140	1,556,186	350,954	18.4%	7,815,450	9,511,000

FTE Status	13.1	12.3	13.1	12.4	0.7	5.6%	12.6
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$1,695,550 less than the Expenditure Authority total for two reasons. First, \$1,684,550 of federal funding was placed in unallotted status, and second, the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program F, the amount in reserve for health benefits is \$11,000.

VARIANCE EXPLANATIONS

Expenditure Status

Aviation Management and Support: The variance is primarily because salaries and benefits were lower than anticipated in the initial allotment and the delay of printing the Airport Guide.

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. Additionally, the State Managed Airport Layout Plan Project has not started as anticipated in the initial allotment plan.

State Airports: The variance is due to delay of the Federal Aviation Administration's review of WSDOT's proposal to convert the lighting at WSDOT's managed airport – Methow – from the current continuous-beacon system to a pilot-activated system.

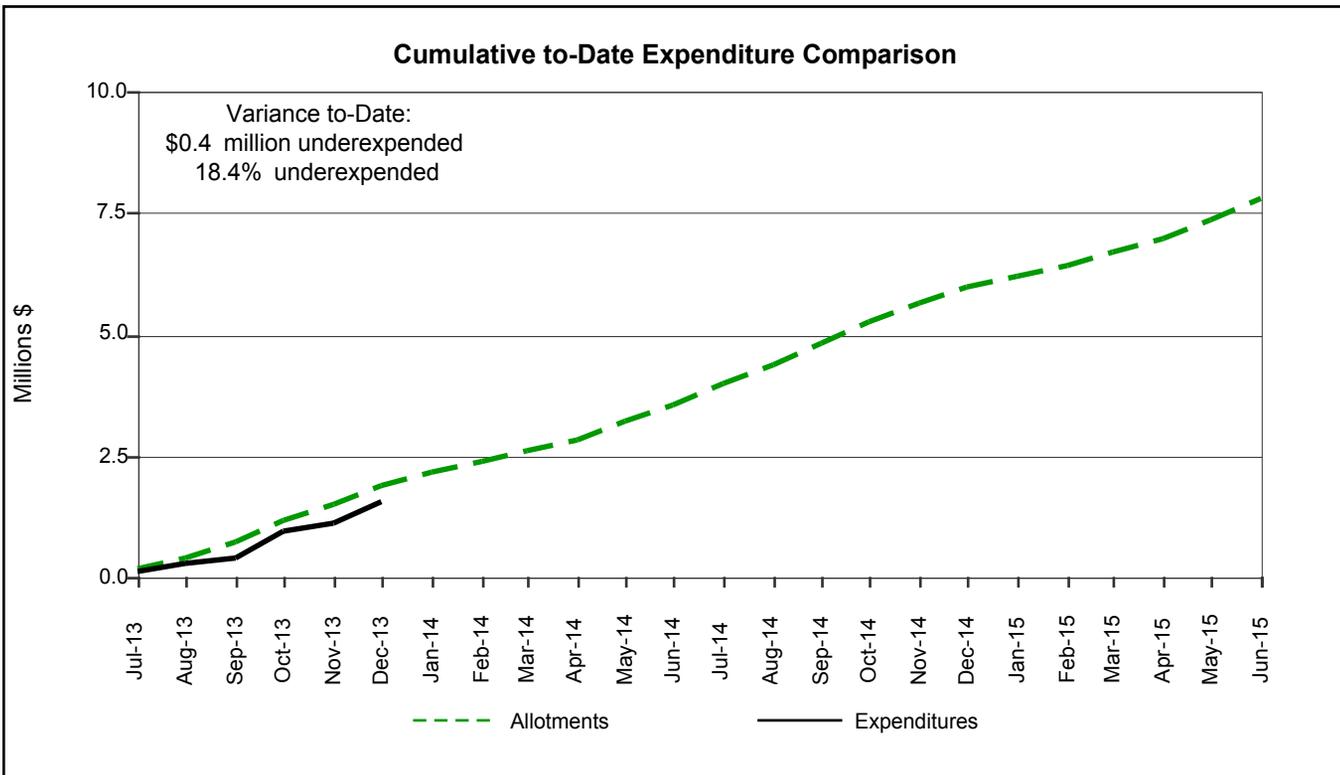
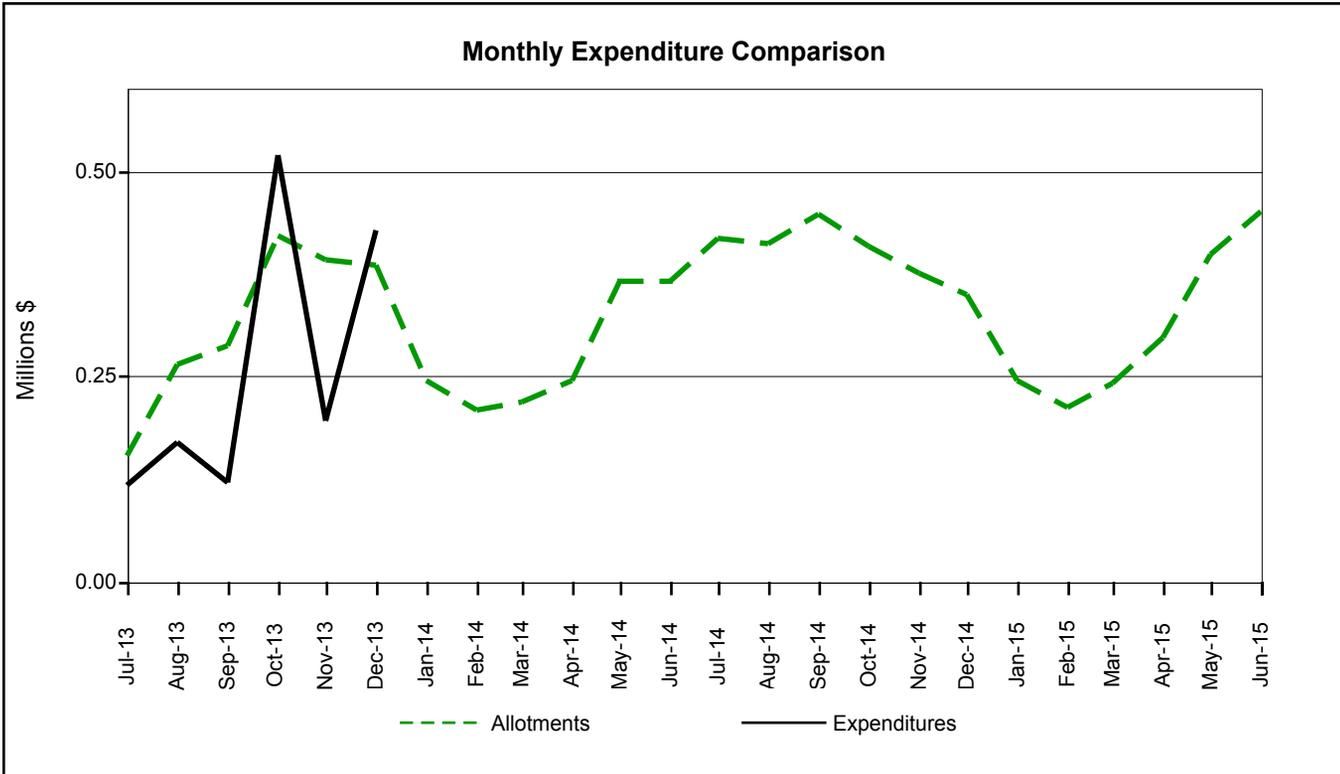
Aviation Emergency Services: The variance is due to less than anticipated flight training and operation support related to schedules and weather and a Search and Rescue mission that did not happen as planned.

Aviation Planning: Expenditures are lower than planned due to invoices for the Airport Investment Study being received later than anticipated.

Source of Funds (Account)

Aeronautics-State: See explanations for Aviation Management and Support, Airport Investment, State Airports, Aviation Emergency Services, and Aviation Planning.

Program F, Aviation



Program H, Program Delivery Management and Support

	Quarter Allotments	Quarter Expenditures	Biennium to-Date Allotments	Biennium to-Date Expenditures	Biennium to-Date Variance	Percent Variance	Biennium Plan	Expenditure Authority
Expenditure Status								
Headquarters Program Delivery Mgmt. and Support	1,953,300	1,915,529	3,907,900	3,813,811	94,089	2.4%	15,765,700	15,855,200
Regional Program Delivery Mgmt. and Support	1,483,200	1,438,472	3,024,100	2,928,104	95,996	3.2%	12,031,000	12,101,800
Headquarters Environmental Services Office	2,544,900	2,291,347	4,674,000	4,306,082	367,918	7.9%	19,969,900	20,400,000
Total Expenditures	5,981,400	5,645,347	11,606,000	11,047,997	558,004	4.8%	47,766,600	48,357,000

Sources of Funds (Accounts)

Motor Vehicle-State	5,900,340	5,538,074	11,443,980	10,896,684	547,296	4.8%	47,364,000	47,607,000
Motor Vehicle-Federal	49,560	74,839	99,020	95,115	3,905	3.9%	152,600	500,000
Multimodal Transportation-State	31,500	32,434	63,000	56,198	6,802	10.8%	250,000	250,000
Total Funds	5,981,400	5,645,347	11,606,000	11,047,997	558,004	4.8%	47,766,600	48,357,000

FTE Status	214.0	202.3	214.0	203.5	10.4	4.9%	213.4
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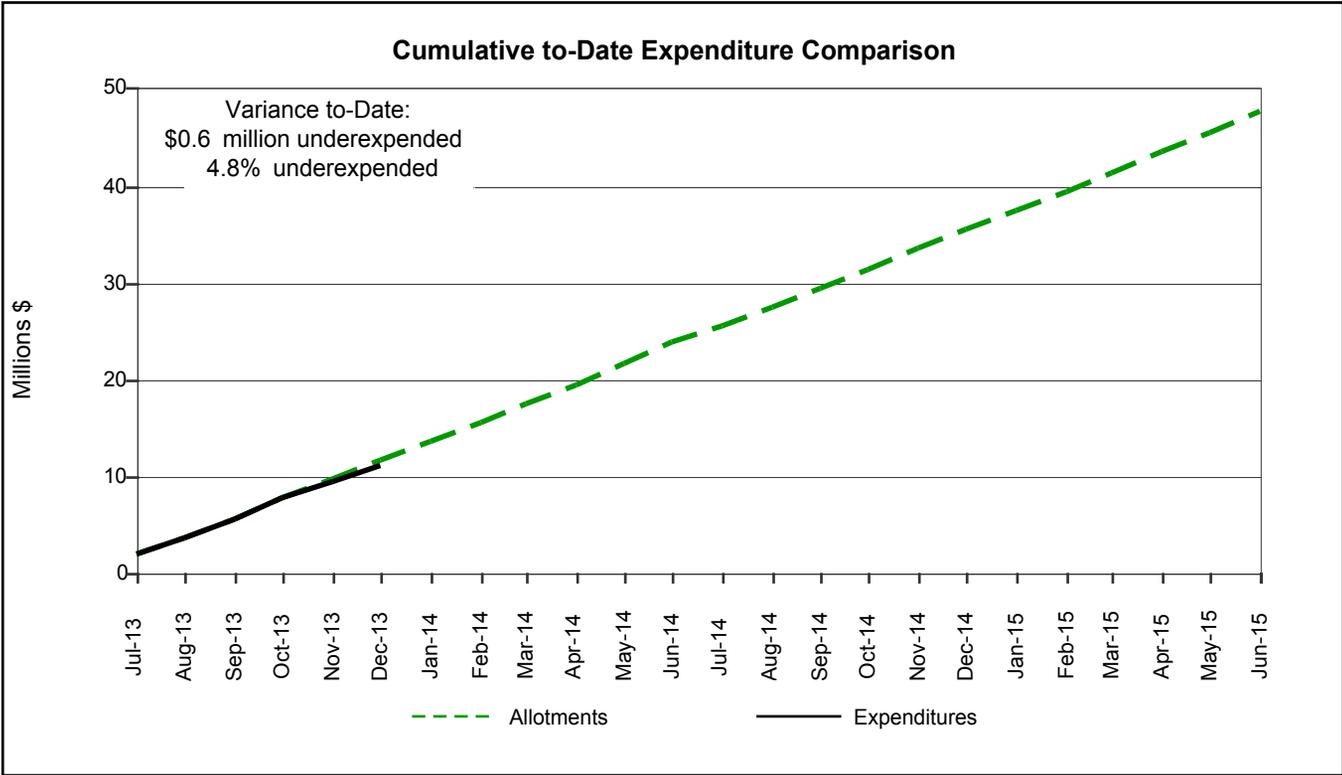
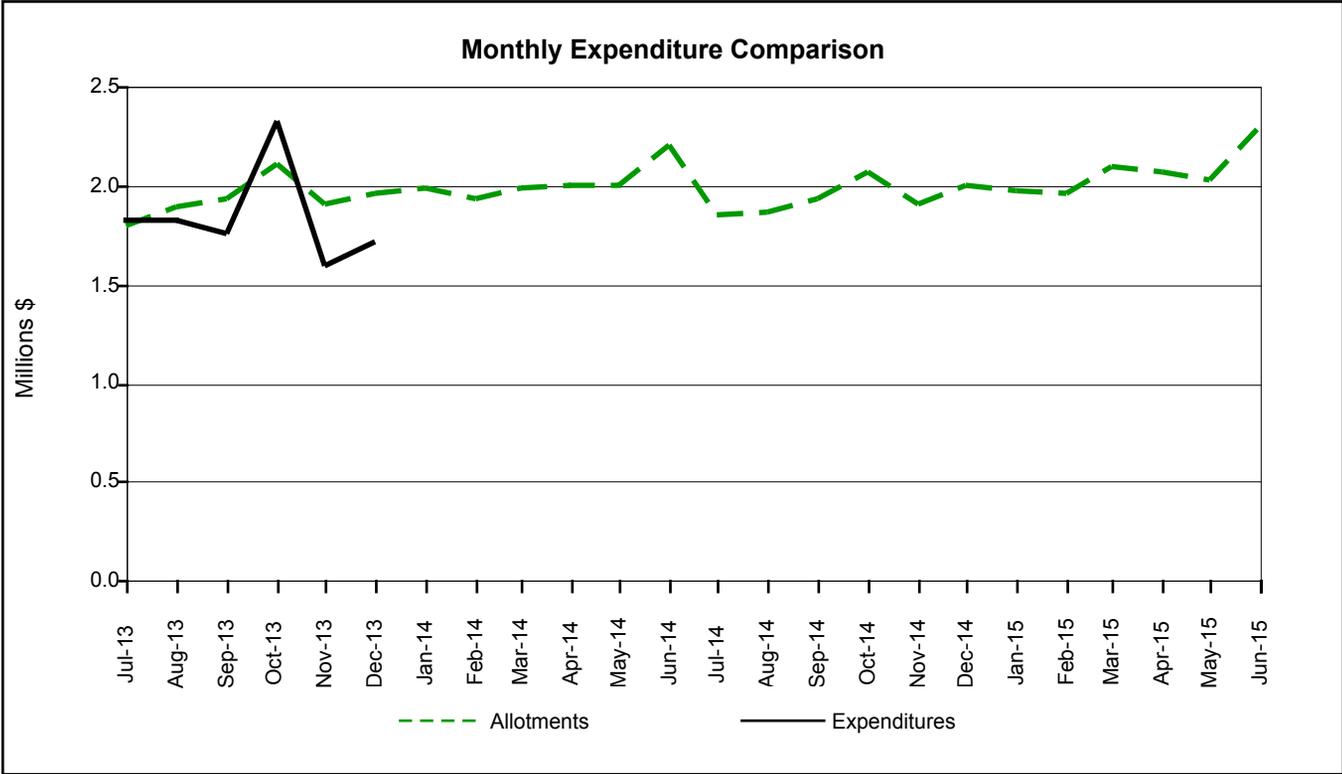
Biennium Plan versus Expenditure Authority: The 2013-15 Biennium Plan total is less than the Expenditure Authority total because \$347,400 of federal authority was placed in unallotted status. Should federal funds become available, the federal authority will be allotted and a spending plan will be submitted through a quarterly allotment adjustment. In addition, the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program H, the amount in reserve for health benefits is \$243,000.

VARIANCE EXPLANATIONS

Source of Funds

Multimodal Transportation–State: Underruns in salaries and benefits are the cause of this variance.

Program H, Program Delivery Management and Support



Program I, Highway Improvements

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Mobility Improvements	366,366,000	339,790,983	707,443,000	509,208,302	198,234,698	28.0%	2,836,145,000	3,168,645,000
Safety Improvements	12,423,000	14,206,721	32,849,000	28,168,041	4,680,959	14.2%	88,418,500	88,418,500
Economic Initiatives Improvements	16,258,000	16,232,720	38,850,000	31,868,993	6,981,007	18.0%	123,184,000	123,184,000
Environmental Retrofit Improvements	7,783,000	6,067,302	18,272,000	11,704,158	6,567,842	35.9%	59,485,000	59,485,000
Program Support Budgeted Improvements	3,874,000	3,413,993	7,749,000	6,634,311	1,114,689	14.4%	20,413,000	38,413,000
Regional Transit Authority Improvements	1,299,000	3,891,593	2,053,000	4,997,311	(2,944,311)	(143.4)%	67,099,000	67,099,000
Total Expenditures	408,003,000	383,603,311	807,216,000	592,581,116	214,634,884	26.6%	3,194,744,500	3,545,244,500

Sources of Funds (Accounts)

Transportation Partnership-State	160,016,000	147,291,608	316,518,000	250,033,705	66,484,295	21.0%	1,534,698,000	1,534,698,000
Motor Vehicle-State	7,208,000	8,295,138	18,494,000	15,254,438	3,239,562	17.5%	43,508,000	61,508,000
Motor Vehicle-Federal	34,434,000	81,935,901	74,022,000	120,485,694	(46,463,694)	(62.8)%	431,356,000	431,356,000
Motor Vehicle-Local	61,927,000	4,147,962	133,269,000	7,441,164	125,827,836	94.4%	160,018,500	160,018,500
Motor Vehicle-Federal-ARRA	1,082,000	0	1,443,000	0	1,443,000	100.0%	9,983,000	9,983,000
State Route Number 520 Corridor-Federal	0	0	0	0	0	0.0%	194,915,000	300,000,000
State Route Number 520 Corridor-State	105,461,000	113,653,660	185,651,000	151,753,096	33,897,904	18.3%	509,790,000	737,205,000
Special Category "C"-State	0	0	0	0	0	0.0%	124,000	124,000
Multimodal Transportation-State	0	0	0	0	0	0.0%	1,000,000	1,000,000
Transportation 2003 (Nickel)-State	36,576,000	24,387,448	75,766,000	42,615,707	33,150,293	43.8%	242,253,000	242,253,000
Misc. Trans. Program-Nonappropriated Funds	1,299,000	3,891,593	2,053,000	4,997,311	(2,944,311)	(143.4)%	67,099,000	67,099,000
Total Funds	408,003,000	383,603,311	807,216,000	592,581,116	214,634,884	26.6%	3,194,744,500	3,545,244,500

FTE Status	1,529.1	1,263.8	1,523.4	1,286.1	237.3	15.6%	1,405.5
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$350,500,000 less than the Expenditure Authority total. The Legislature provided full authority for the State Route 520 Bridge Replacement project. The current biennium's spending plan for this project is \$332,500,000 less than the total amount appropriated. This difference has been placed in un-allotted status. In addition, \$18,000,000 of Motor Vehicle-State has been placed in un-allotted status as directed by the Legislature until the Office of Financial Management has certified that the department's 2014 Supplemental Budget request conforms to certain requirements.

VARIANCE EXPLANATIONS

Expenditure Status:

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

Mobility Improvements:

"I-5/Portland Ave to Port of Tacoma Rd - NB HOV" - Project bid opening was canceled in May 2013 after right of way negotiations with the Puyallup Tribe were deferred.

"I-5/Mellen Street I/C to Grand Mound I/C - Add Lanes" – Project cost reduction due to updated estimate and favorable bids.

Program I, Highway Improvements (Continued)

"I-5/Columbia River Crossing/Vancouver - EIS" – Project has been cancelled.

"SR 99/S King St Vic to Roy St - Viaduct Replacement" - The variance is a result of deferred work on the Bored Tunnel contractor's schedule.

"SR 502/I-5 to Battle Ground - Add Lanes" – Completion date and expenditure delay due to delay in acquiring all necessary right of way.

Safety Improvements:

"US 2/Bickford Avenue - Intersection Safety Improvements" – There was an expenditure reduction due to reimbursement from the Traffic Safety Commission.

"SR 243/Mattawa - Intersection Improvements" – The advertisement date has been delayed while various design solutions are explored with public input.

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.

Program Support Improvements:

Expenditures to-date are less than anticipated for program support activities.

Regional Transit Authority Improvements:

"I-90/Two Way Transit - Transit and HOV Improvements" - The expenditures to-date for this project are greater 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, "I-5/Portland Ave to Port of Tacoma Rd - NB HOV"

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-Federal: The variance is due to greater than anticipated federal expenditures to-date on projects including, "SR 99/S King St Vic to Roy St - Viaduct Replacement."

Motor Vehicle Account-Local: The variance is due to less than anticipated expenditures to-date on projects including, "US 2/Bickford Avenue - Intersection Safety Improvements."

Motor Vehicle Account-Federal ARRA: All ARRA funds have expended in prior biennia. Allotment in this fund source will be adjusted to zero.

State Route 520 Corridor-State: The variance is due to less than anticipated expenditures to-date for this fund source on projects including, "SR 520/I-5 to Medina - Evergreen Point Floating Bridge and Landings" project.

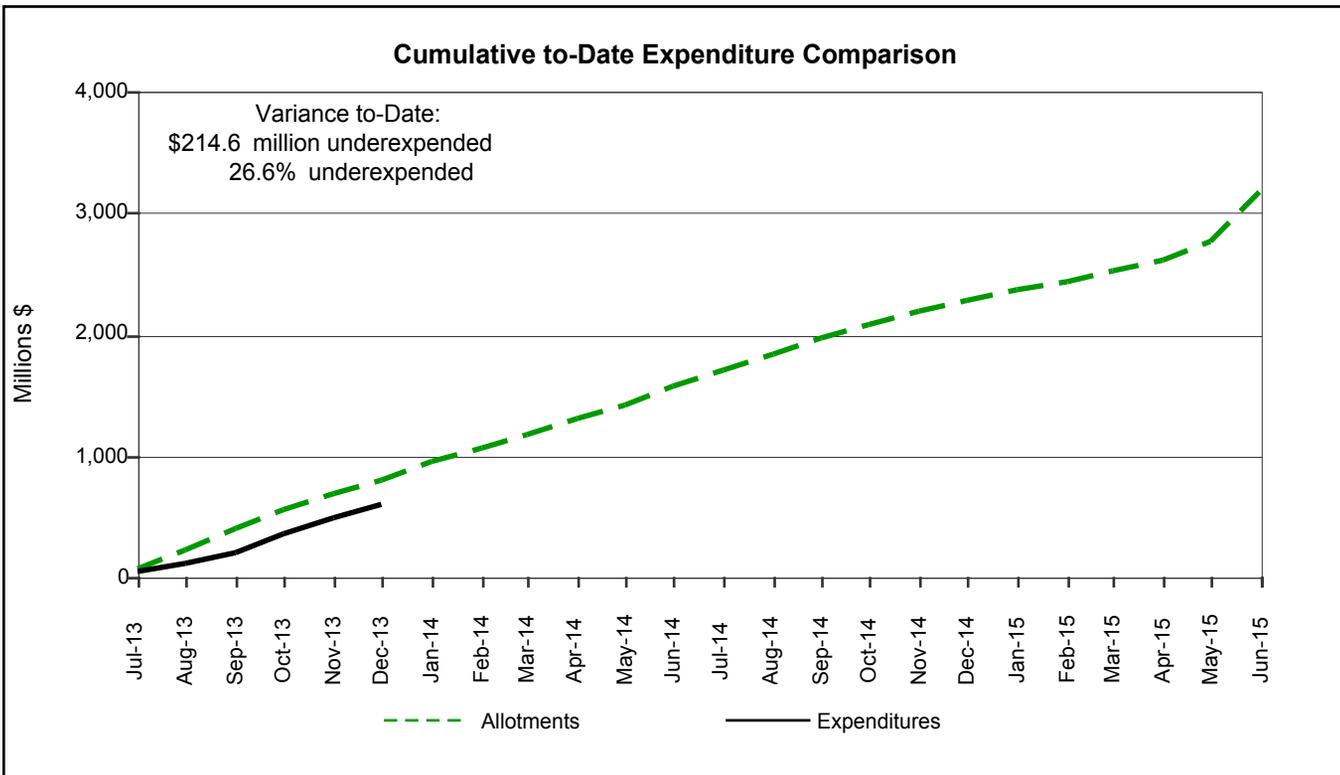
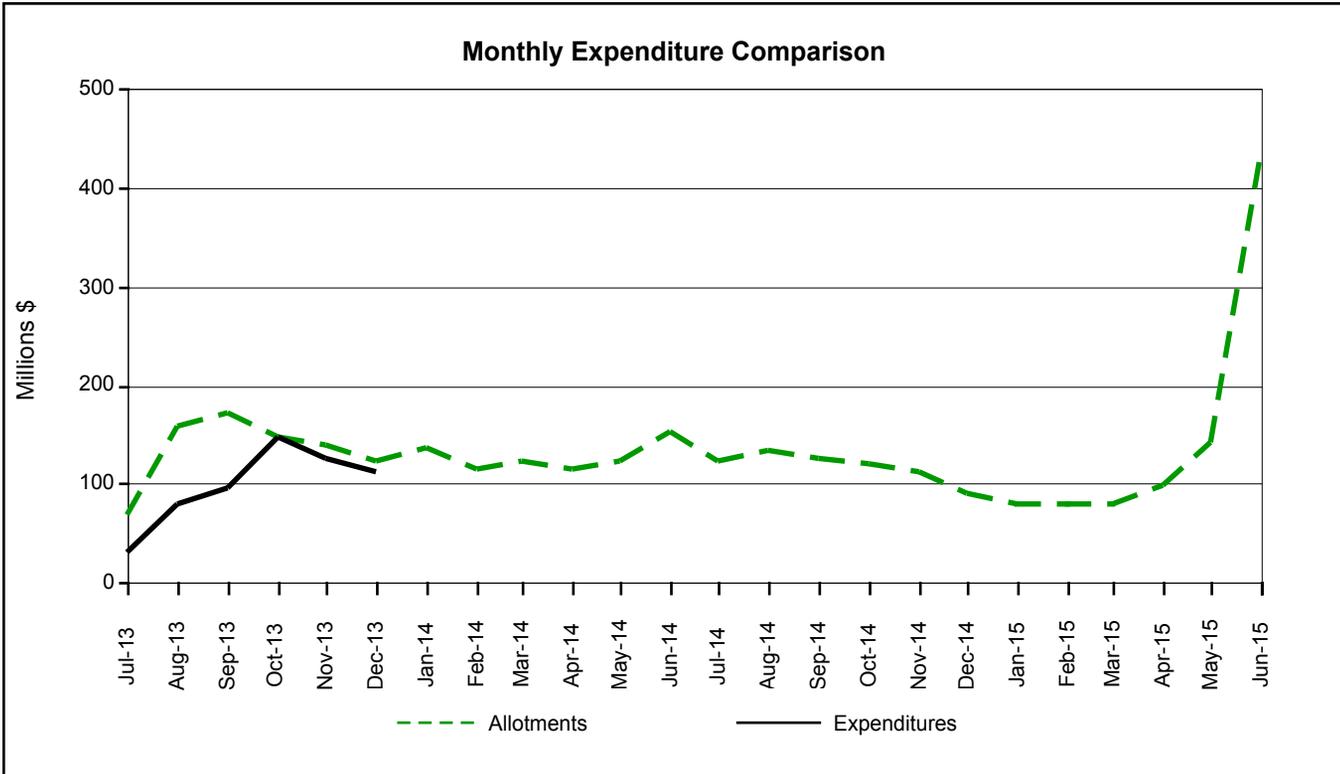
Transportation 2003 (Nickel)-State: The variance is due to less than anticipated expenditures to-date on projects including, "SR 99/S King St Vic to Roy St - Viaduct Replacement" and "SR 522/Snohomish River Bridge to US 2 - Add Lanes."

Program I, Highway Improvements (Continued)

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.

Program I, Improvements

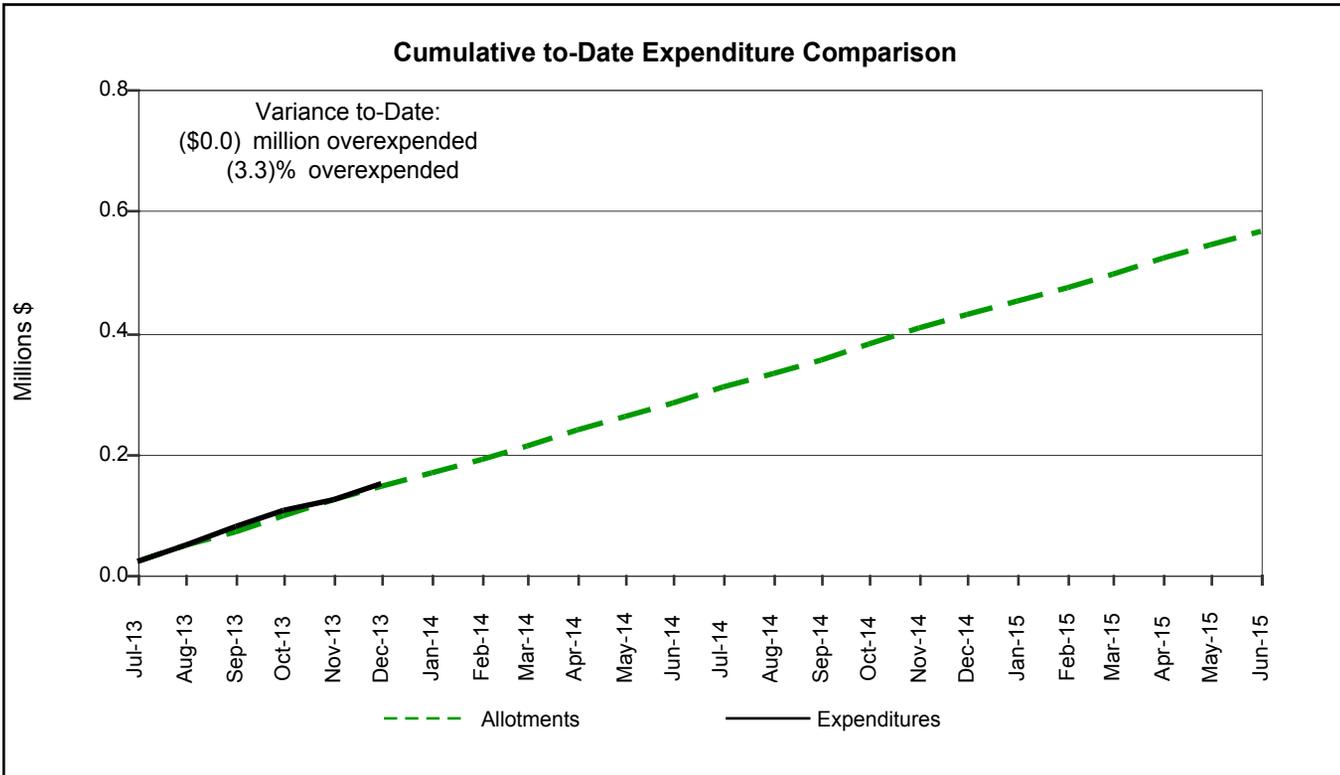
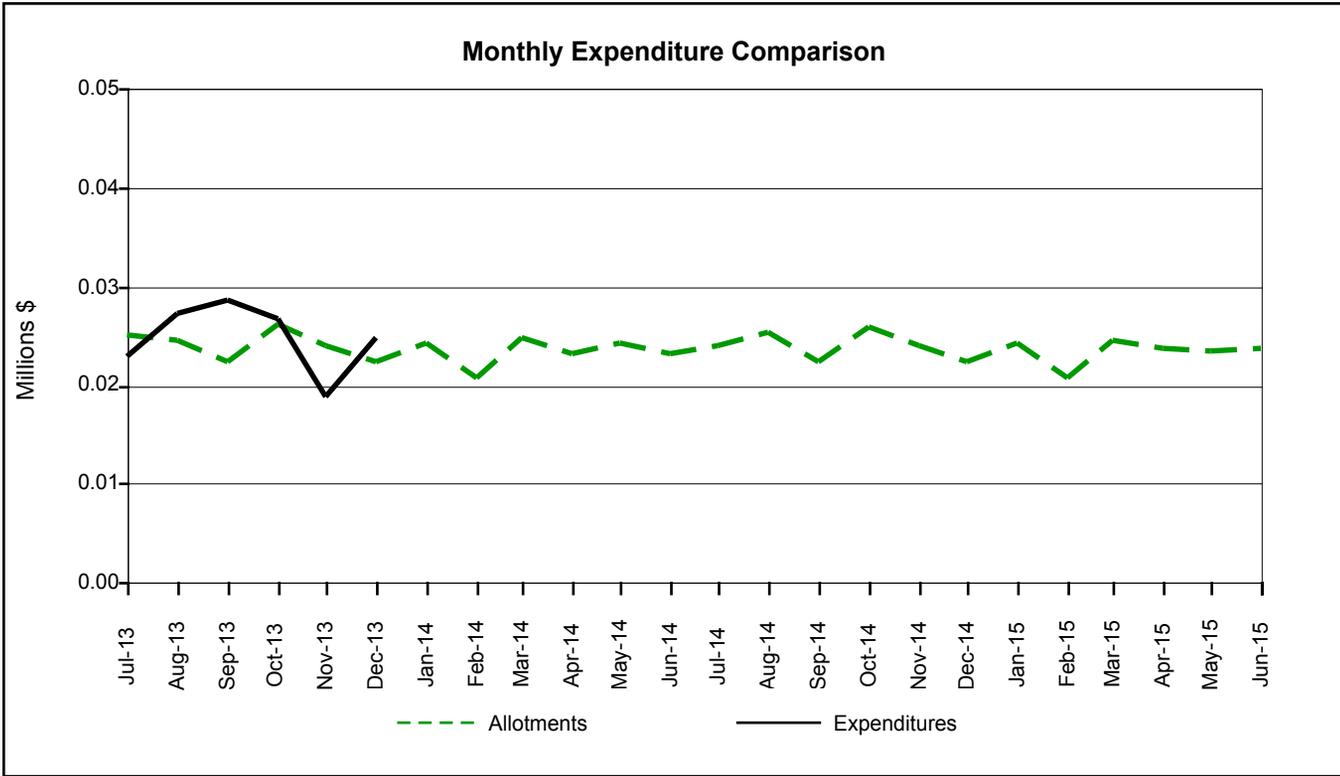


Program K, Public/ Private Partnerships

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Public-Private Partnerships	72,600	70,366	144,500	149,209	(4,709)	(3.3)%	569,000	570,000
Total Expenditures	72,600	70,366	144,500	149,209	(4,709)	(3.3)%	569,000	570,000
Sources of Funds (Accounts)								
Motor Vehicle-State	72,600	70,366	144,500	149,209	(4,709)	(3.3)%	569,000	570,000
Total Funds	72,600	70,366	144,500	149,209	(4,709)	(3.3)%	569,000	570,000
FTE Status	2.0	1.9	2.0	2.0	(0.0)	(1.5)%	2.0	

Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$1,000 less than the Expenditure Authority total because the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program K, the amount in reserve for health benefits is \$1,000.

Program K, Public-Private Partnerships



Program M, Highway Maintenance and Operations

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Maintenance Management and Support	3,036,000	2,988,409	6,071,000	5,896,903	174,097	2.9%	24,289,000	24,421,000
Maintenance-On State System	47,260,386	46,278,255	87,801,386	89,464,085	(1,662,699)	(1.9)%	372,354,000	377,844,000
Maintenance-Sales and Services to Others	352,000	318,798	704,000	710,613	(6,613)	(0.9)%	2,818,000	2,818,000
Inventory and Stores Administration	622,000	590,295	1,236,000	1,268,772	(32,772)	(2.7)%	4,927,000	4,960,000
Undistributed Costs-Inventory Suspense	28,000	52,412	115,000	117,796	(2,796)	(2.4)%	0	0
Total Expenditures	51,298,386	50,228,169	95,927,386	97,458,169	(1,530,783)	(1.6)%	404,388,000	410,043,000

Sources of Funds (Accounts)

Highway Safety-State	2,500,000	5,338,054	2,500,000	5,338,430	(2,838,430)	(113.5)%	10,000,000	10,000,000
Motor Vehicle-State	48,416,386	44,522,417	92,692,386	91,250,482	1,441,904	1.6%	388,385,000	390,040,000
Motor Vehicle-Federal	0	36,825	0	67,703	(67,703)	0.0%	3,000,000	7,000,000
Misc. Trans. Program-Nonappropriated Funds	382,000	330,873	735,000	801,554	(66,554)	(9.1)%	3,003,000	3,003,000
Total Funds	51,298,386	50,228,169	95,927,386	97,458,169	(1,530,783)	(1.6)%	404,388,000	410,043,000

FTE Status	1,606.4	1,531.4	1,551.7	1,457.4	94.3	6.1%	1,578.5
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Biennial Plan versus Expenditure Authority: The Biennial Plan is \$5,655,000 less than Expenditure Authority for two reasons: (1) \$4 million of federal funds are in un-allotted status for potential disaster spending; and (2) the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program M, the amount in reserve for health benefits is \$1,655,000.

VARIANCE EXPLANATIONS

Source of Funds

Highway Safety-State:

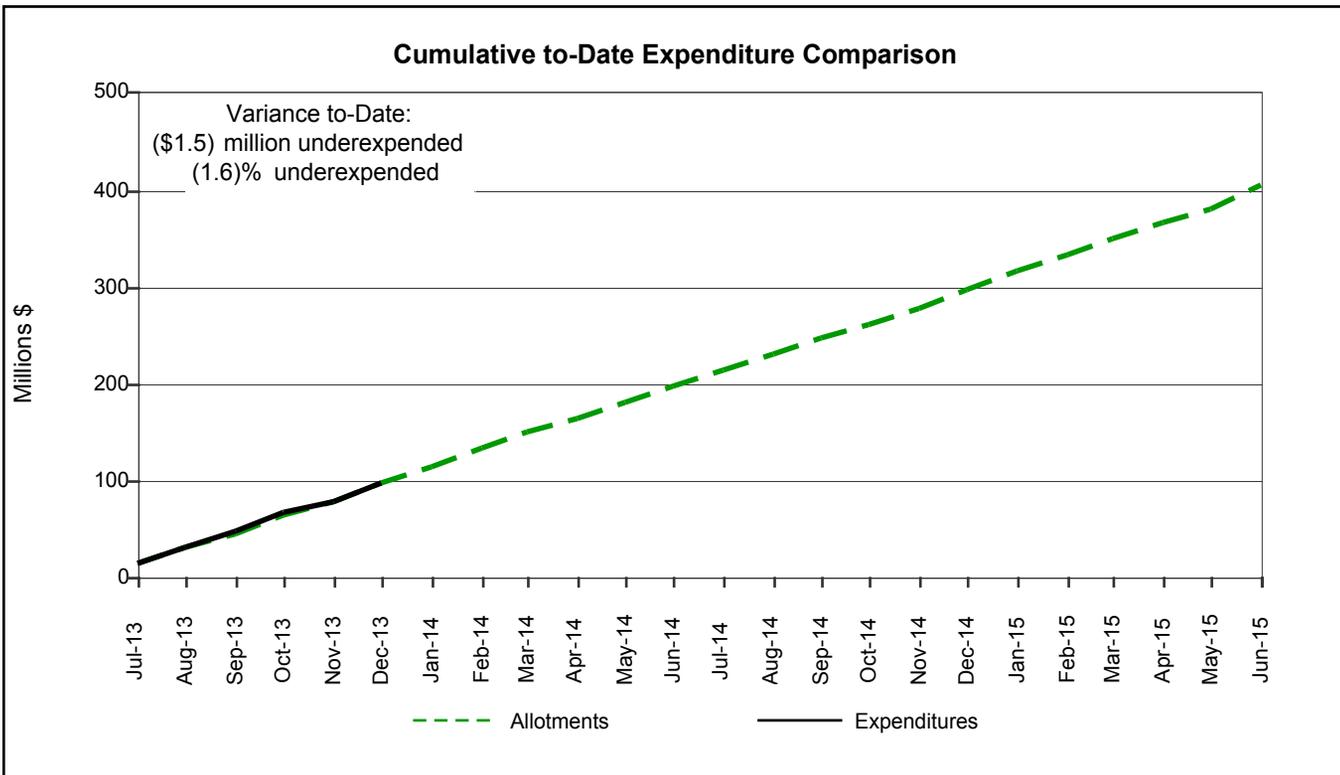
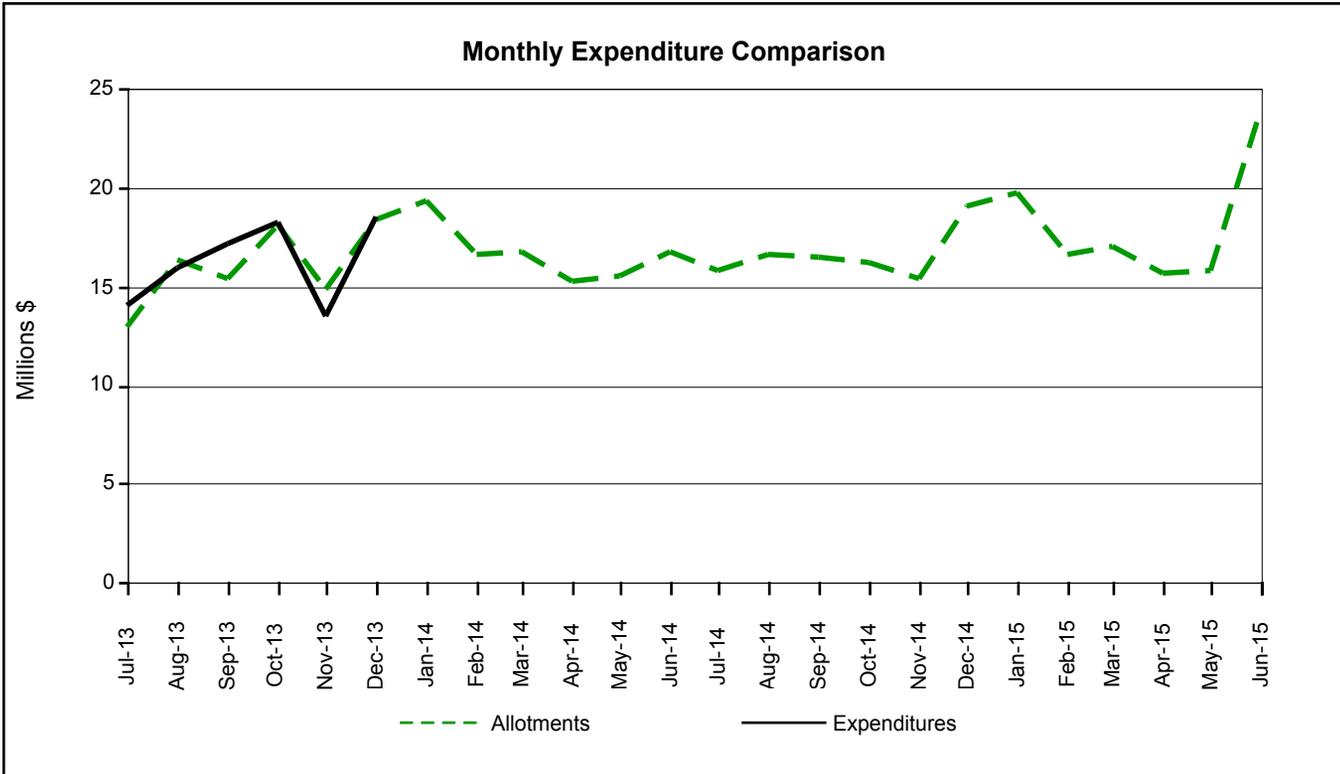
\$2.8 million of eligible paving expenditures were transferred from the Motor Vehicle Account to the Highway Safety Account sooner than originally planned.

Motor Vehicle Account-Federal: Federal expenditures are normally reimbursements for state spending on disasters. Since disasters have no predictable pattern, allotments are made in Month 24 and are transferred out of Month 24 on a quarterly basis based on actual expenditures. These quarterly allotment adjustments are then reflected in the subsequent quarterly report.

Allotment Adjustment

Allotments were adjusted in October to reflect the latest spending plans from the regions.

Program M, Highway Maintenance and Operations



Subprogram M2, Maintenance - On State Systems

Activities	Quarter	Quarter	Biennium to-Date			Percent	Biennial
	Detail Plan	Expenditures	Detail Plan	Expenditures	Variance	Variance	
Expenditure Status							
Roadway Maintenance and Operations	4,620,115	5,002,418	13,979,833	13,630,605	349,228	2.5%	51,909,221
Drainage Maintenance and Slope Repair	4,351,551	3,667,938	8,239,616	7,353,896	885,720	10.7%	41,311,797
Roadside and Landscape Maintenance	3,693,630	4,313,940	8,486,567	9,309,167	(822,600)	(9.7)%	36,888,472
Bridge and Tunnel Maintenance	3,303,546	3,621,414	7,125,728	7,211,817	(86,089)	(1.2)%	30,639,231
Snow and Ice Control	13,286,227	13,042,752	16,197,551	16,230,263	(32,712)	(0.2)%	79,798,168
Traffic Services	9,197,412	8,867,921	20,318,842	21,289,802	(970,960)	(4.8)%	74,260,002
Rest Area Maintenance	1,545,861	1,570,577	3,142,150	3,134,364	7,786	0.2%	12,827,314
Training and Testing	2,433,784	2,733,631	4,570,679	4,804,751	(234,072)	(5.1)%	19,879,168
3rd Party Damage Repair	2,682,593	3,031,424	5,036,640	5,556,657	(520,017)	(10.3)%	20,596,961
Disaster Operations	281,393	426,240	383,548	942,762	(559,214)	(145.8)%	4,243,666
Total Expenditures	45,396,112	46,278,255	87,481,154	89,464,085	(1,982,931)	(2.3)%	372,354,000

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. Regions will increase efforts during the remainder of this fiscal year.

3rd Party Damage Repair: Damage to the highway infrastructure by the traveling public has been more than anticipated. Repairs are a high priority and are accomplished as soon as possible.

Disaster Operations: The negative variance is primarily the result of our response efforts to several mudslides and slope damage that occurred due to heavy rainfalls. North Central Region expended approximately \$400,000 for mudslides on SR 20 that may not qualify for federal reimbursement due to the \$700,000 threshold set by FHWA. South Central Region has expended \$277,000 for slides on SR 20 that is pending FHWA approval and federal reimbursement. Once reimbursement occurs, an allotment adjustment will be processed.

Program P, Highway Preservation

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Undistributed Costs-Payroll, Legal, and P-Card	0	841,199	0	(3,270,078)	3,270,078	0.0%	0	0
Roadway Preservation	24,362,000	16,478,653	85,630,000	67,361,623	18,268,377	21.3%	201,207,000	301,207,000
Structures Preservation	32,794,000	33,074,040	78,160,000	64,138,769	14,021,231	17.9%	276,866,000	276,866,000
Other Facilities Preservation	9,064,000	11,214,352	22,473,000	17,847,296	4,625,704	20.6%	72,019,000	72,019,000
Program Support Budgeted Preservation	5,823,000	5,612,505	11,646,000	11,952,035	(306,035)	(2.6)%	48,508,000	48,508,000
Undistributed Costs-Mats Lab/GeoMetrix/Printing	0	531,059	0	(417,686)	417,686	0.0%	0	0
Undistributed Costs-Project Engineer	0	(7,958)	0	1,694	(1,694)	0.0%	0	0
Undistributed Costs-Program Support	0	(93,671)	0	5,660	(5,660)	0.0%	0	0
Sales and Services to Others	566,000	793,675	1,499,000	1,804,248	(305,248)	(20.4)%	6,670,000	6,670,000
Total Expenditures	72,609,000	68,443,855	199,408,000	159,423,563	39,984,437	20.1%	605,270,000	705,270,000

Sources of Funds (Accounts)

Transportation Partnership-State	5,104,000	2,837,433	11,687,000	7,061,121	4,625,879	39.6%	36,480,000	36,480,000
Highway Safety-State	468,000	0	769,000	0	769,000	100.0%	10,000,000	10,000,000
Motor Vehicle-State	8,311,000	8,861,007	19,235,000	12,960,735	6,274,265	32.6%	58,503,000	58,503,000
Motor Vehicle-Federal	56,418,000	54,739,572	161,757,000	134,416,357	27,340,643	16.9%	480,062,000	580,062,000
Motor Vehicle-Local	1,742,000	1,037,121	4,461,000	2,912,331	1,548,669	34.7%	11,270,000	11,270,000
Transportation 2003 (Nickel)-State	0	175,046	0	268,770	(268,770)	0.0%	2,285,000	2,285,000
Misc. Trans. Program-Nonappropriated Funds	566,000	793,675	1,499,000	1,804,248	(305,248)	(20.4)%	6,670,000	6,670,000
Total Funds	72,609,000	68,443,855	199,408,000	159,423,563	39,984,437	20.1%	605,270,000	705,270,000

FTE Status	833.8	757.6	851.4	860.6	(9.1)	(1.1)%	837.9
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$100,000,000 less than the Expenditure Authority total to align the biennial plan with expected federal funding levels.

VARIANCE EXPLANATIONS

Expenditure Status

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

Roadway Preservation:

"US 2/Fairchild AFB to Jct I-90 - Paving" - The under spending was due to a delayed advertisement date to accommodate City of Spokane funded traffic signal work.

"I-5/SR 104 Interchange Vicinity to 52nd Ave W - Paving" - The under spending was due to slower than anticipated expenditures per the contractor's schedule and overall cost reduction from favorable bids.

"SR 14/2 Miles E of Christy Rd to I-82 - Paving- The under spending was due to overall cost savings.

Structures Preservation:

"SR 6/Rock Creek Br E - Replace Bridge" and "SR 6/Rock Creek Br W - Replace Bridge" - The advertisement date was delayed due to slower than anticipated permitting negotiations with several oversight agencies.

Program P, Highway Preservation (Continued)

"SR 433/Lewis and Clark Bridge - Superstructure Painting" - The under spending is due to a revised contractor's schedule.

Other Facilities Preservation:

"SR 7/Alder Canyon Slide - Emergency Slope Stabilization" - The construction cost for this project decreased based on the recommendation of the geotechnical investigation and analysis.

"US 2/Stevens Pass West - Slope Stabilization" – Under spending this biennium resulted from higher than anticipated spending last biennium per the contractor's schedule.

"I-90/Indian John Hill EB and WB Rest Areas - Replace Lighting System" – Schedule and expenditure delay due to delay in luminaire pole procurement.

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.

Sales and Services to Others: Regions are using more Sales and Service to Others than originally planned based on historical expenditures.

Source of Funds (Account)

Transportation Partnership - State: Expenditures were less than planned due to less expenditure activity to date on projects, including "SR 6/Rock Creek Br E - Replace Bridge."

Highway Safety Account - State: Expenditures were less than planned due to less expenditure activity to date on projects, including "I-5/S 216th St Vic to I-405 I/C Vic - Concrete Pavement Replacement".

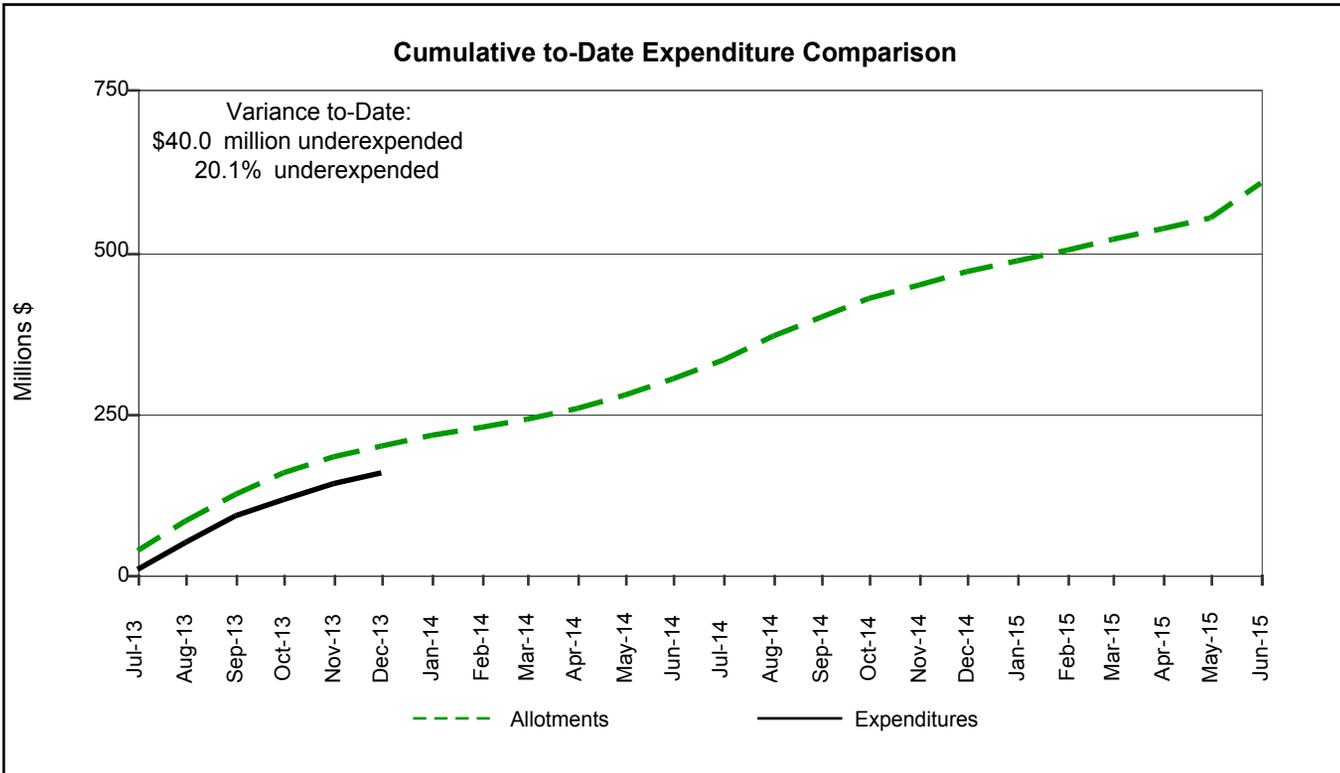
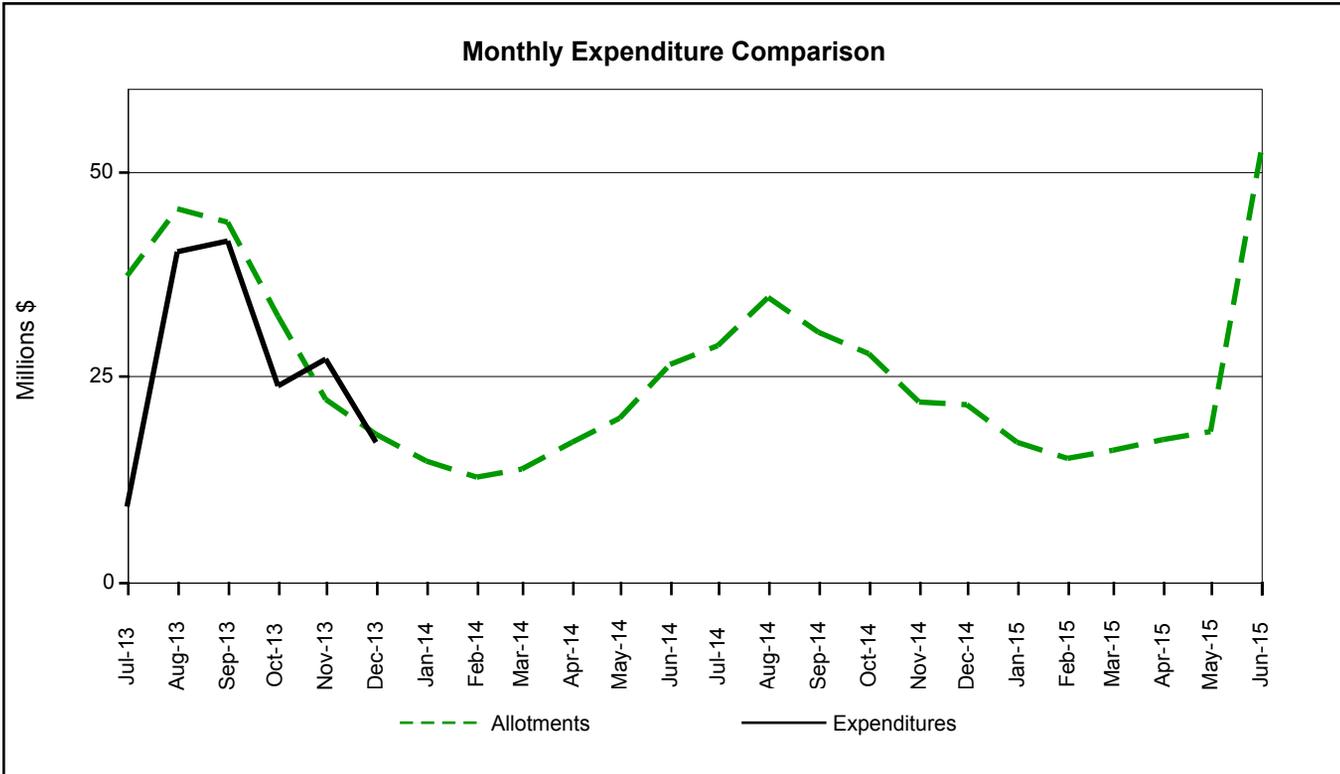
Motor Vehicle Account-State: Expenditures were less than planned due to less expenditure activity to date on projects, including "SR 23/Jct US 195 to Jct I-90 - Chip Seal."

Motor Vehicle Account-Federal: Expenditures were less than planned due to less expenditure activity to date on projects, including "US 2/Fairchild AFB to Jct I-90 - Paving."

Motor Vehicle Account-Local: Expenditures were less than planned due to less expenditure activity to date on projects, including "SR 433/Lewis and Clark Bridge - Superstructure Painting".

Miscellaneous Transportation Programs - Local: See explanation under Sales and Services to Others above.

Program P, Preservation



Program Q, Traffic Operations - Operating

	Quarter Allotments	Quarter Expenditures	Biennium to-Date			Percent Variance	Biennium Plan	Expenditure Authority
			Allotments	Expenditures	Variance			
Expenditure Status								
Traffic Management and Support	375,120	365,223	737,240	725,221	12,019	1.6%	2,998,000	3,011,000
Traffic Services	6,684,150	6,523,220	13,076,700	12,344,486	732,214	5.6%	52,514,400	53,334,400
Total Expenditures	7,059,270	6,888,443	13,813,940	13,069,706	744,234	5.4%	55,512,400	56,345,400

Sources of Funds (Accounts)

Motor Vehicle-State	6,298,520	6,351,678	12,424,040	12,102,503	321,538	2.6%	50,269,000	50,504,000
Motor Vehicle-Federal	209,000	90,346	334,000	153,075	180,925	54.2%	1,452,000	2,050,000
Motor Vehicle-Local	161,750	87,615	275,900	123,717	152,183	55.2%	591,400	591,400
Misc. Trans. Program-Nonappropriated Funds	390,000	358,803	780,000	690,412	89,588	11.5%	3,200,000	3,200,000
Total Funds	7,059,270	6,888,443	13,813,940	13,069,706	744,234	5.4%	55,512,400	56,345,400

FTE Status	251.4	245.9	251.4	238.3	13.1	5.2%	250.7
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Biennial Plan versus Expenditure Authority: The Biennial Plan is \$833,000 less than Expenditure Authority for two reasons: (1) federal funds in the amount of \$598,000 are in un-allotted status; and (2) the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program Q, the amount in reserve for health benefits is \$235,000.

VARIANCE EXPLANATIONS

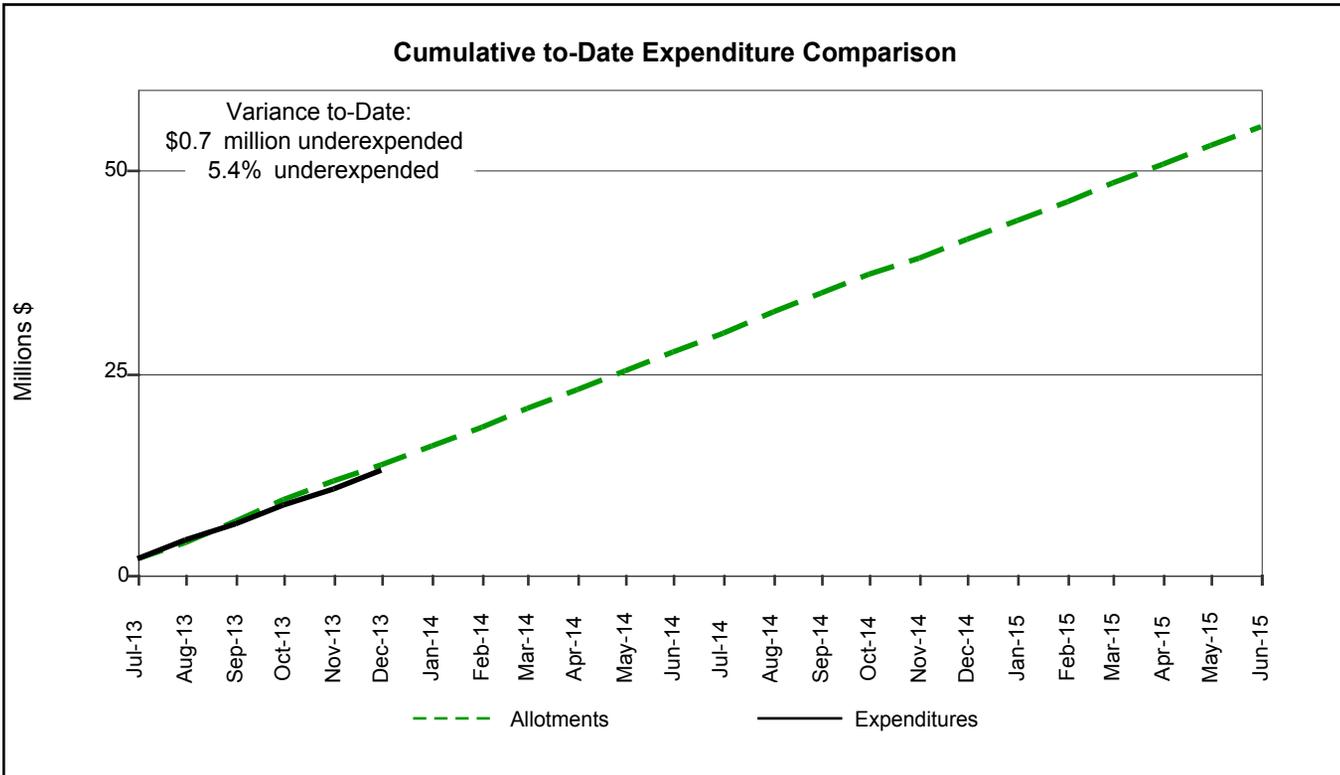
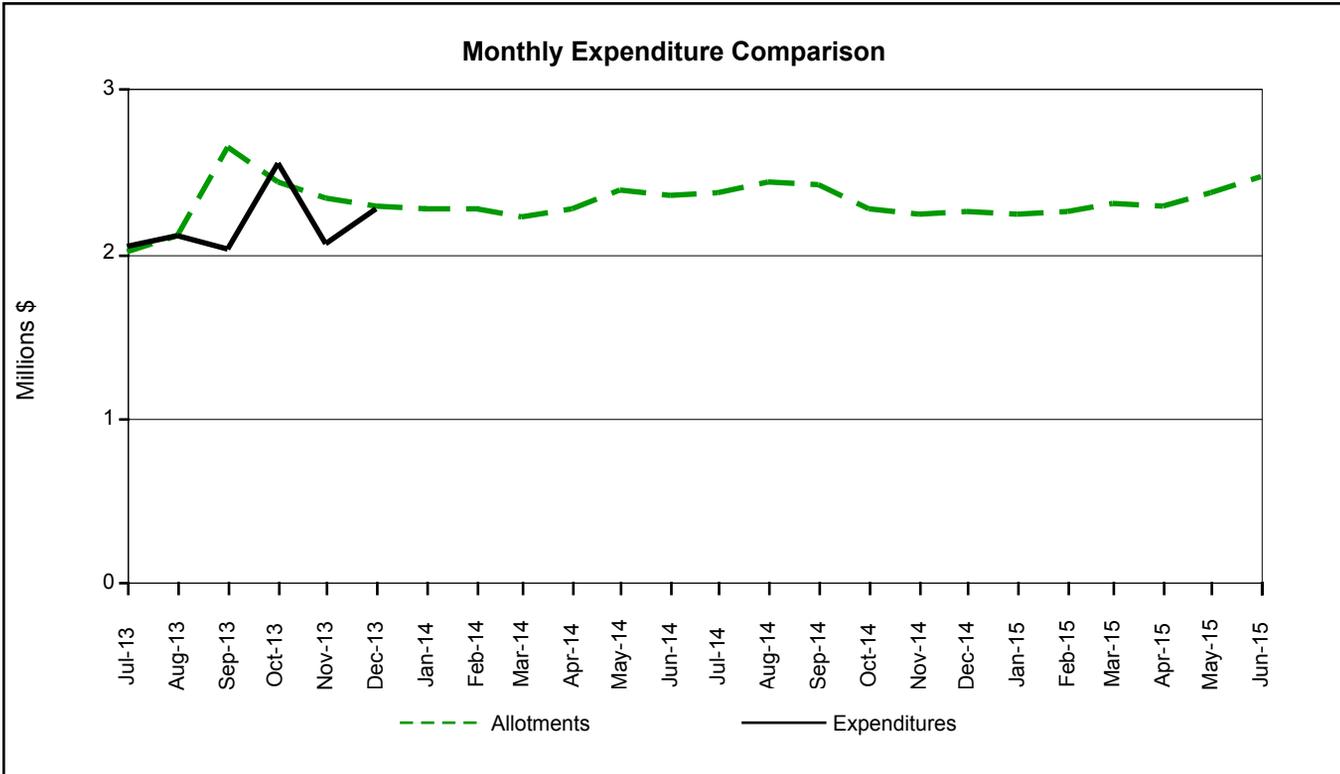
Source of Funds (Account)

Motor Vehicle Account–Federal: Work on the traffic management center in Eastern Region has been less than originally planned. This is a timing issue dealing with contractual work that will be resolved within the next several months.

Motor Vehicle Account–Local: The local agreement involving a partnership with the University of Washington to test the reliability of transportation data and analytical tools is expending at a rate less than planned. This is a timing issue and the expectation is that expenditures will begin to increase as the study progresses.

Miscellaneous Transp. Programs-Non-appropriated Funds: The Motorist Information Signing Program has a slight under-expenditure. This is a timing issue and the expectation is that expenditures will be increasing at a higher rate in the next few months.

Program Q, Traffic Operations-Operating



Program Q, Traffic Operations - Capital

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority

Expenditure Status

Special Advanced Technology Projects	564,000	703,464	839,000	2,157,684	(1,318,684)	(157.2)%	7,204,000	11,153,000
Total Expenditures	564,000	703,464	839,000	2,157,684	(1,318,684)	(157.2)%	7,204,000	11,153,000

Sources of Funds (Accounts)

Motor Vehicle-State	229,000	286,070	345,000	737,068	(392,068)	(113.6)%	2,500,000	3,194,000
Motor Vehicle-Federal	335,000	417,395	494,000	1,420,616	(926,616)	(187.6)%	4,704,000	7,959,000
Total Funds	564,000	703,464	839,000	2,157,684	(1,318,684)	(157.2)%	7,204,000	11,153,000

FTE Status	10.3	6.3	10.3	7.2	3.1	30.3%	10.3
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Biennial Plan versus Expenditure Authority: The Biennial Plan is less than Expenditure Authority because \$3,255,000 of federal spending authority and \$694,000 of state matching funds were placed in un-allotted status until the department is awarded federally-selected competitive grants or Congressional earmark projects.

VARIANCE EXPLANATIONS

Expenditure Status

Special Advanced Technology Projects: The negative variance reflects numerous projects that were expected to be completed in the 2011-13 biennium but are continuing into the 2013-15 biennium. The 2014 Supplemental Budget Request includes re-appropriation requests for these projects.

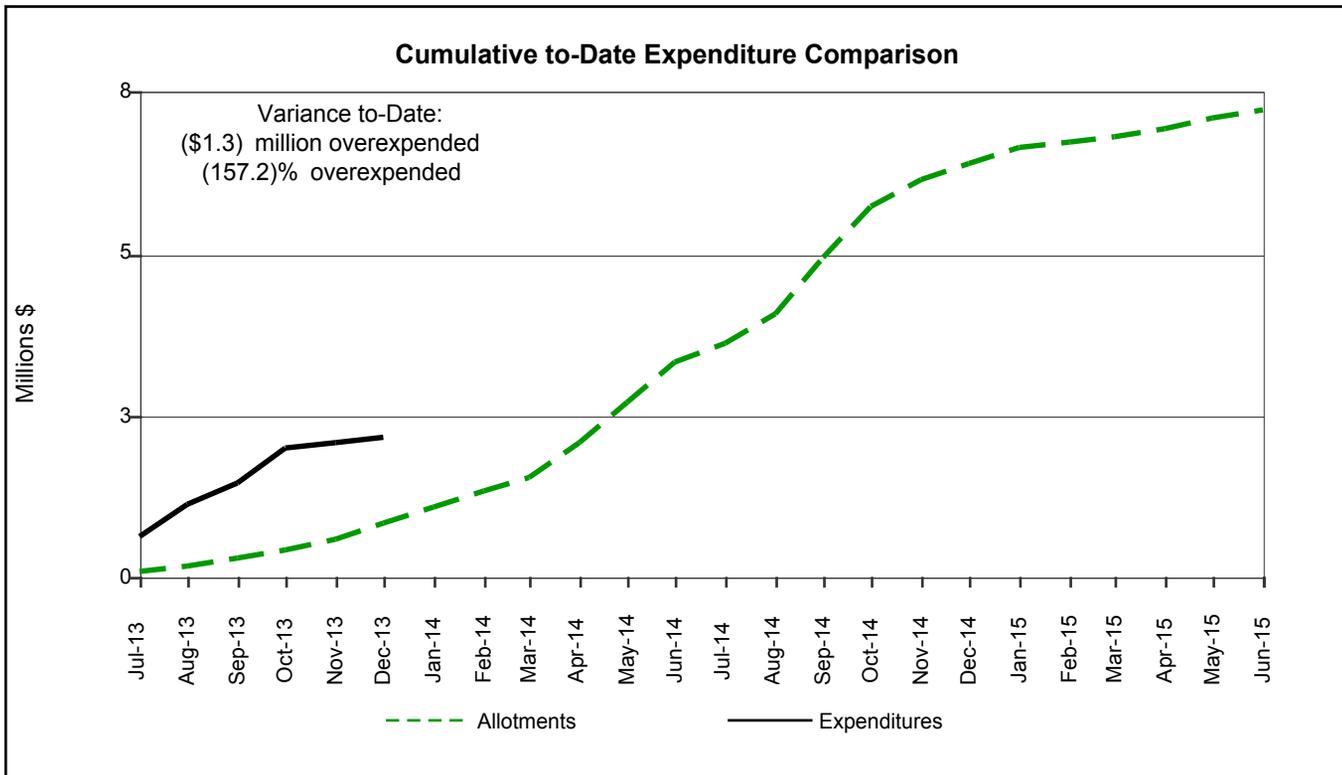
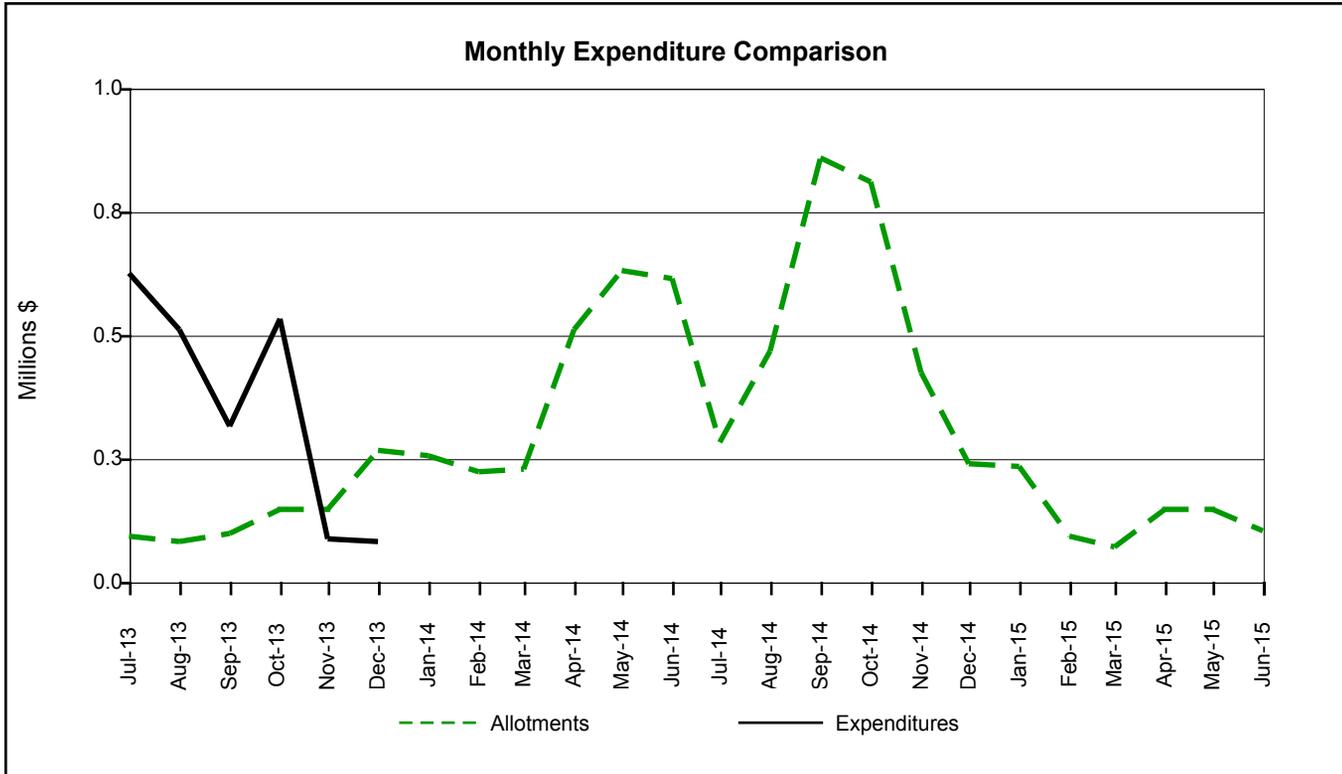
Source of Funds (Account)

Motor Vehicle Account-State: See explanation for Special Advanced Technology Projects.

Motor Vehicle Account-Federal: See explanation for Special Advanced Technology Projects.

FTE Status: FTE usage was less than anticipated.

Program Q, Traffic Operations-Capital



Program S, Transportation Management and Support

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Executive Management and Support	2,052,200	2,262,162	4,306,000	4,428,840	(122,840)	(2.9)%	17,483,600	17,580,600
Finance and Administration	1,281,500	1,241,864	2,601,600	2,538,119	63,481	2.4%	10,992,000	11,071,000
Total Expenditures	3,333,700	3,504,027	6,907,600	6,966,959	(59,359)	(0.9)%	28,475,600	28,651,600

Sources of Funds (Accounts)

Motor Vehicle-State	3,200,500	3,354,603	6,455,900	6,540,563	(84,663)	(1.3)%	27,105,000	27,281,000
Motor Vehicle-Federal	3,800	6,042	164,100	138,795	25,305	15.4%	186,600	186,600
Multimodal Transportation-State	121,500	121,500	244,000	244,000	0	0.0%	973,000	973,000
Transportation Equip. Fund-Nonappropriated Funds	21,900	21,900	43,600	43,600	0	0.0%	175,000	175,000
Misc. Trans. Program-Nonappropriated Funds	(14,000)	(18)	0	0	0	0.0%	36,000	36,000
Total Funds	3,333,700	3,504,027	6,907,600	6,966,959	(59,359)	(0.9)%	28,475,600	28,651,600

FTE Status	181.6	190.0	181.6	188.6	(7.0)	(3.9)%	186.6
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Biennial Plan versus Expenditure Authority: The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rates in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program S, the amount in reserve for health benefits is \$176,000.

VARIANCE EXPLANATIONS

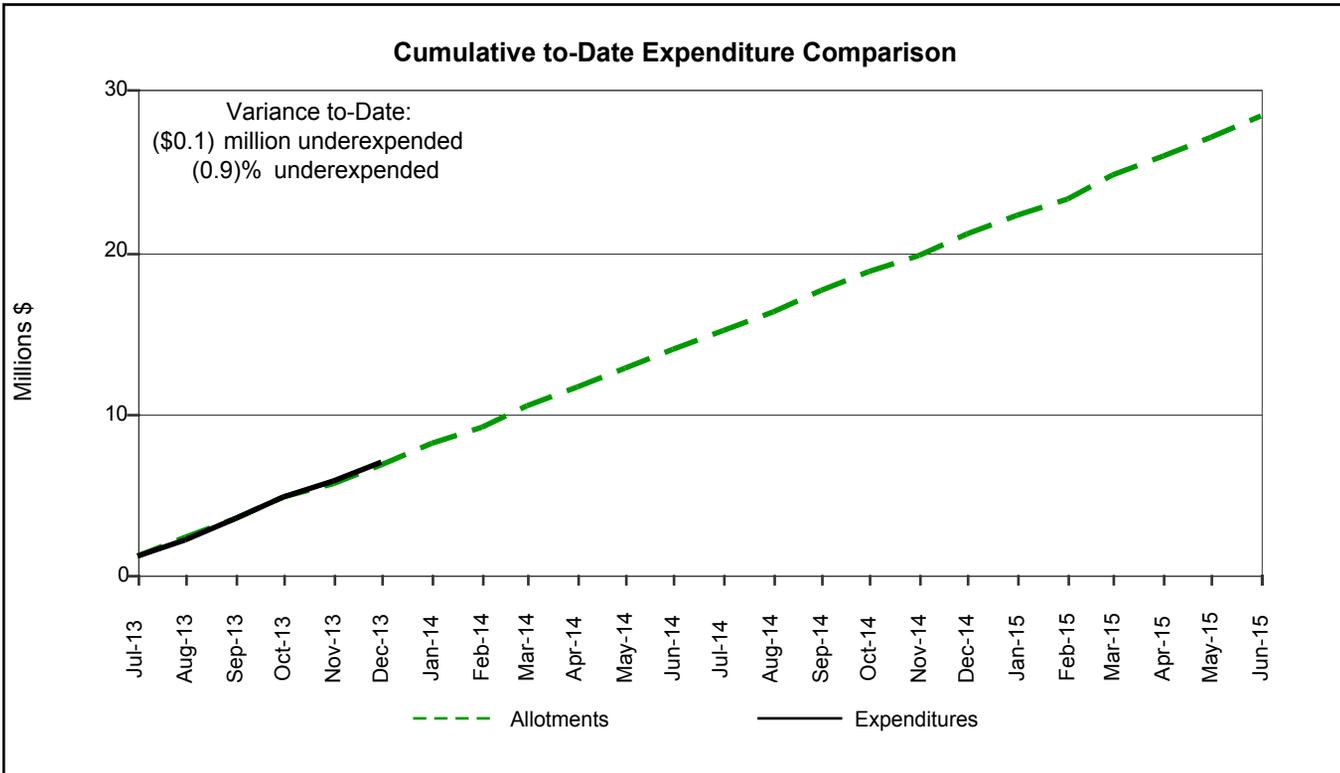
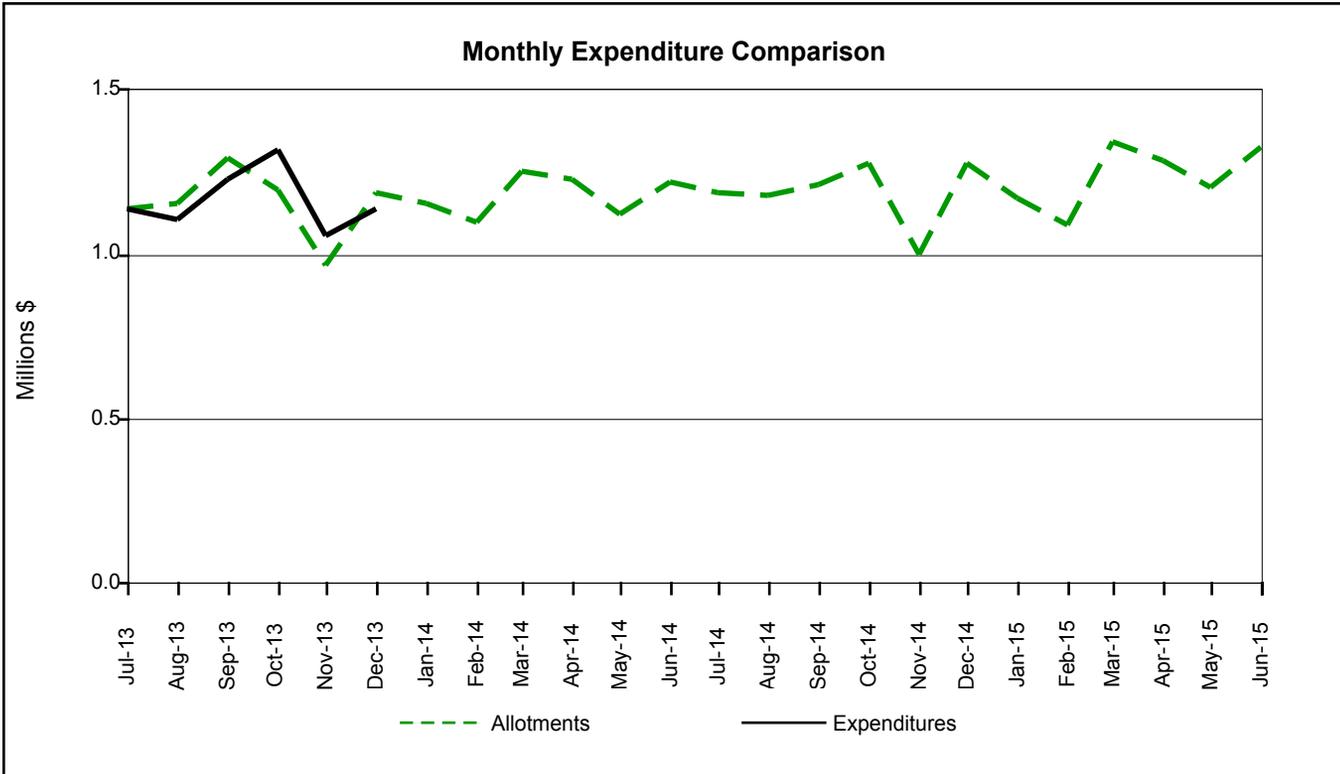
Source of Funds (Accounts)

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

Allotment Adjustments

This adjustment represents a reimbursable agreement between the department and the Washington State Transportation Commission. The reimbursable work is for a private consulting firm to provide oversight services for the Ferry Riders Opinion Group and Voice of Washington Surveys Panel. The work is 100 percent reimbursable. The adjustment is a net zero to the program's allotments.

Program S, Transportation Management and Support



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	4,601,865	4,230,890	8,824,365	8,685,210	139,155	1.6%	34,451,465	34,731,265
Research and Library Services	1,167,800	865,705	1,691,800	1,399,833	291,967	17.3%	9,652,800	9,666,000
Pass Through Funds	3,129,588	2,394,968	5,624,588	3,920,960	1,703,628	30.3%	21,853,000	21,853,000
Total Expenditures	8,899,253	7,491,562	16,140,753	14,006,004	2,134,749	13.2%	65,957,265	66,250,265

Sources of Funds (Accounts)

Motor Vehicle-State	2,498,520	2,372,944	4,925,600	4,736,062	189,538	3.8%	19,916,000	20,109,000
Motor Vehicle-Federal	3,233,240	2,659,237	5,582,640	5,194,298	388,342	7.0%	25,026,000	25,026,000
Multimodal Transportation-State	104,830	104,229	162,850	172,495	(9,645)	(5.9)%	662,000	662,000
Multimodal Transportation-Federal	419,310	441,285	674,810	717,943	(43,133)	(6.4)%	2,809,000	2,809,000
Multimodal Transportation-Local	0	0	0	0	0	0.0%	0	100,000
Misc. Trans. Program-Nonappropriated Funds	2,643,353	1,913,868	4,794,853	3,185,206	1,609,647	33.6%	17,544,265	17,544,265
Total Funds	8,899,253	7,491,562	16,140,753	14,006,004	2,134,749	13.2%	65,957,265	66,250,265

FTE Status	188.5	171.2	186.4	177.6	8.8	4.7%	187.3
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Biennial Plan versus Expenditure Authority: The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program T, the amount in reserve for health benefits is \$193,000.

VARIANCE EXPLANATIONS

Expenditure Status

Research and Library Services: The plan is based on historical spending patterns. The current variance is due to some projects beginning later than anticipated. Expenditures in upcoming months will catch up with the plan.

Pass Through Funds: The variance is caused by the fluctuation in the local organizations' reimbursement requests and the unique timeline in which each organization works.

Source of Funds (Account)

Miscellaneous Transp. Programs-Federal: The plan is based on historical spending and the program expects future expenditures to catch up with the plan.

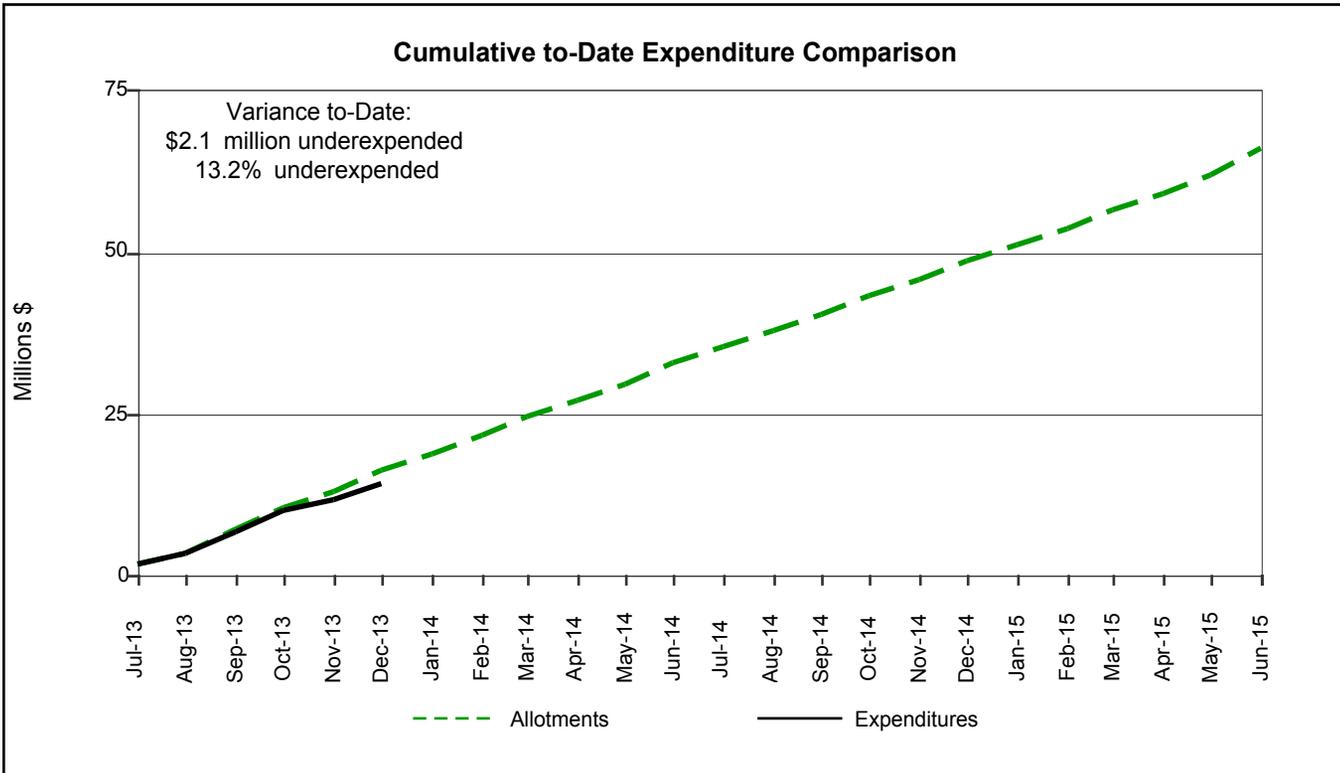
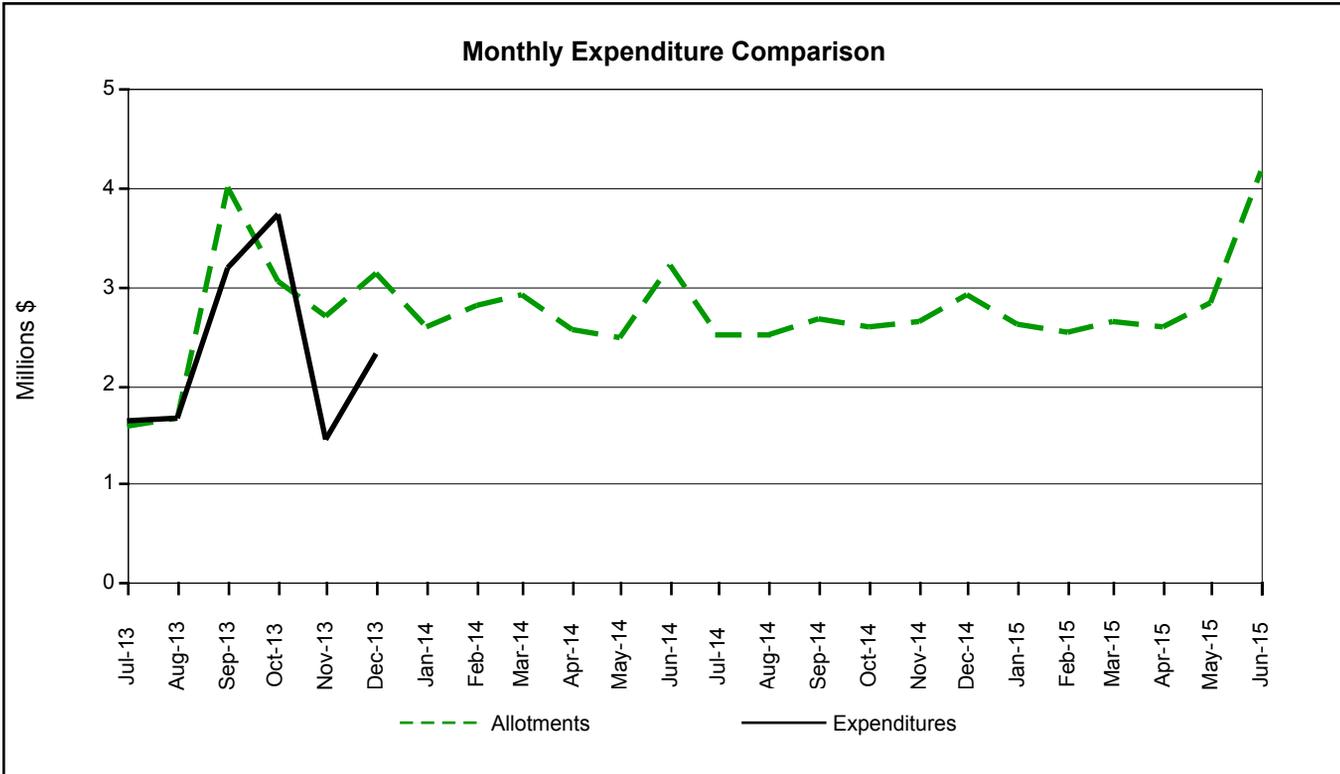
ALLOTMENT ADJUSTMENTS

Recognition of Subprogram T3 portion (\$13,200) of the PEBB reduction previously submitted under Subprogram T2. Subprogram T3 was reduced by \$160,000 of federal authority. This authority was transferred to Subprogram T2 to fund three projects: regional corridor studies, least cost planning, and decision support.

The adjustment for \$141,000 includes: International Mobility and Trade Corridor Program (\$90,000) and Preparing Interstate and State Routes in the Skagit River Base (\$51,000).

In addition, the T2 appropriation reducing unallocated funds by \$47,000 from the September ALAD was removed.

Program T, Transportation Planning, Data and Research



Program U, Charges from Other Agencies

	Quarter		Biennium To-Date			Percent Variance	Biennial Plan	Expenditure Authority
	Allotments	Expenditures	Allotments	Expenditures	Variance			
Expenditure Status								
Department of Enterprise Services	3,027,000	20,632,133	23,530,000	21,730,770	1,799,230	7.6%	59,521,000	59,521,000
Consolidated Technical Services	47,400	46,478	79,000	92,955	(13,955)	(17.7)%	363,000	363,000
Office of Financial Management	652,056	632,341	684,856	899,708	(214,852)	(31.4)%	2,820,419	2,820,419
Secretary of State	66,000	66,263	132,000	132,526	(526)	(0.4)%	530,000	530,000
State Auditor	63,000	40,794	126,000	48,145	77,855	61.8%	505,000	505,000
Attorney General & Legal Services	945,900	1,615,631	1,576,500	1,653,558	(77,058)	(4.9)%	7,257,000	7,257,000
Office of Minority & Women's Busnss. Entrp	138,000	36,935	276,000	91,995	184,005	66.7%	1,503,000	1,503,000
Prior Period Accounting Adjustment	0	0	0	248	(248)	0.0%	0	0
Un-allotted	0	0	0	0	0	0.0%	0	5,000,000
Other Charges	0	0	0	0	0	0.0%	4,568,581	4,568,581
Total Expenditures	4,939,356	23,070,575	26,404,356	24,649,905	1,754,451	6.6%	77,068,000	82,068,000
Source of Funds (Accounts)								
Motor Vehicle Account-State	4,797,756	23,035,108	26,394,356	24,559,379	1,834,977	7.0%	76,628,000	81,628,000
Motor Vehicle Account-Federal	0	35,466	0	90,526	(90,526)	0.0%	400,000	400,000
Multimodal Transportation-State	5,000	0	10,000	0	10,000	100.0%	40,000	40,000
Total Funds	4,802,756	23,070,574	26,404,356	24,649,905	1,754,451	6.6%	77,068,000	82,068,000

Biennial Plan versus Expenditure Authority: The Biennial Plan is \$5 million less than Expenditure Authority since that amount was put in un-allotted status. The department requested a funding reduction of \$5 million in the 2014 Supplemental Budget as fewer funds are needed for self-insurance.

VARIANCE EXPLANATIONS

Expenditure Status

Consolidated Technical Services: Billings from the agency occurred earlier than expected.

Office of Financial Management: Billings from OFM for labor relations services are more than anticipated. Allotments will be adjusted in January.

State Auditor: Billings from the agency are slower than expected.

Office of Minority & Women's Business Enterprises: The department only recently completed, in November 2013, a new agreement with the Office of Minority and Women's Business Enterprises for 2013-15 certifications of disadvantaged business enterprises, so expenditures will occur later than planned.

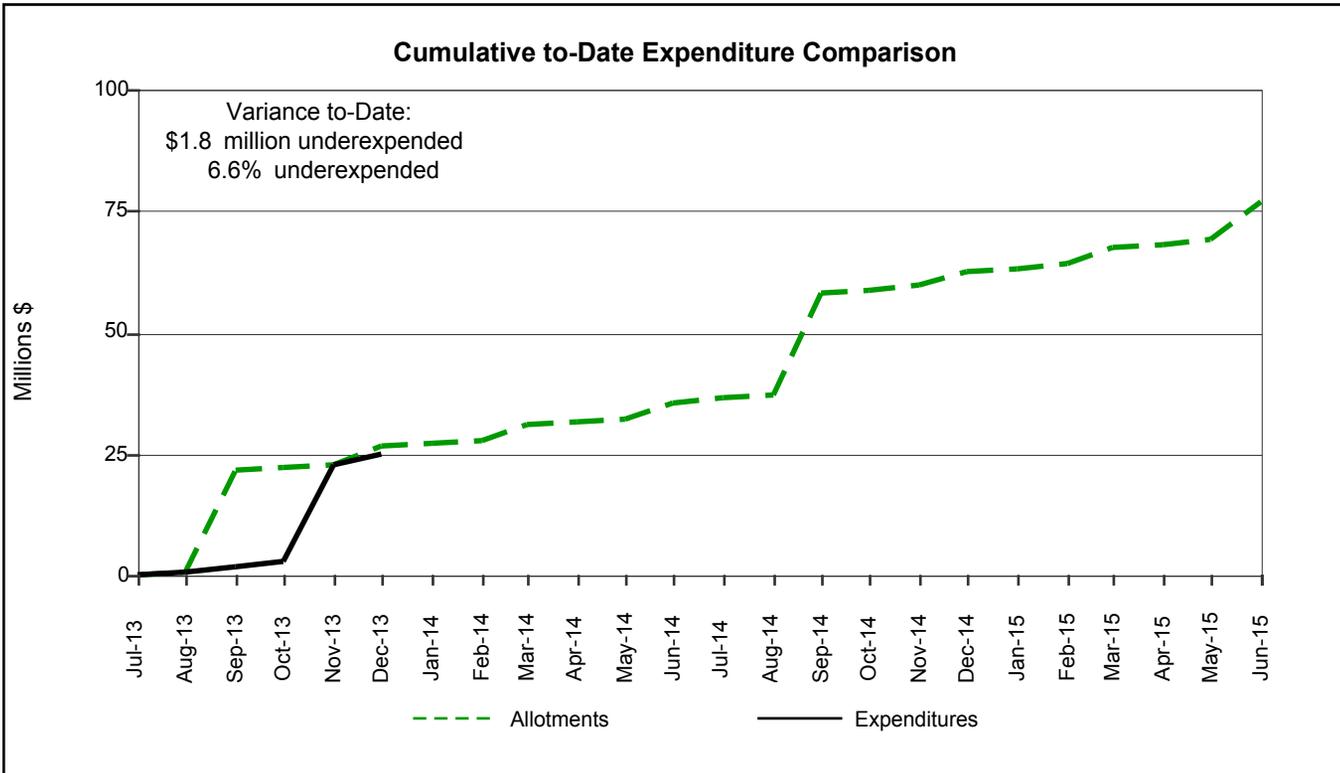
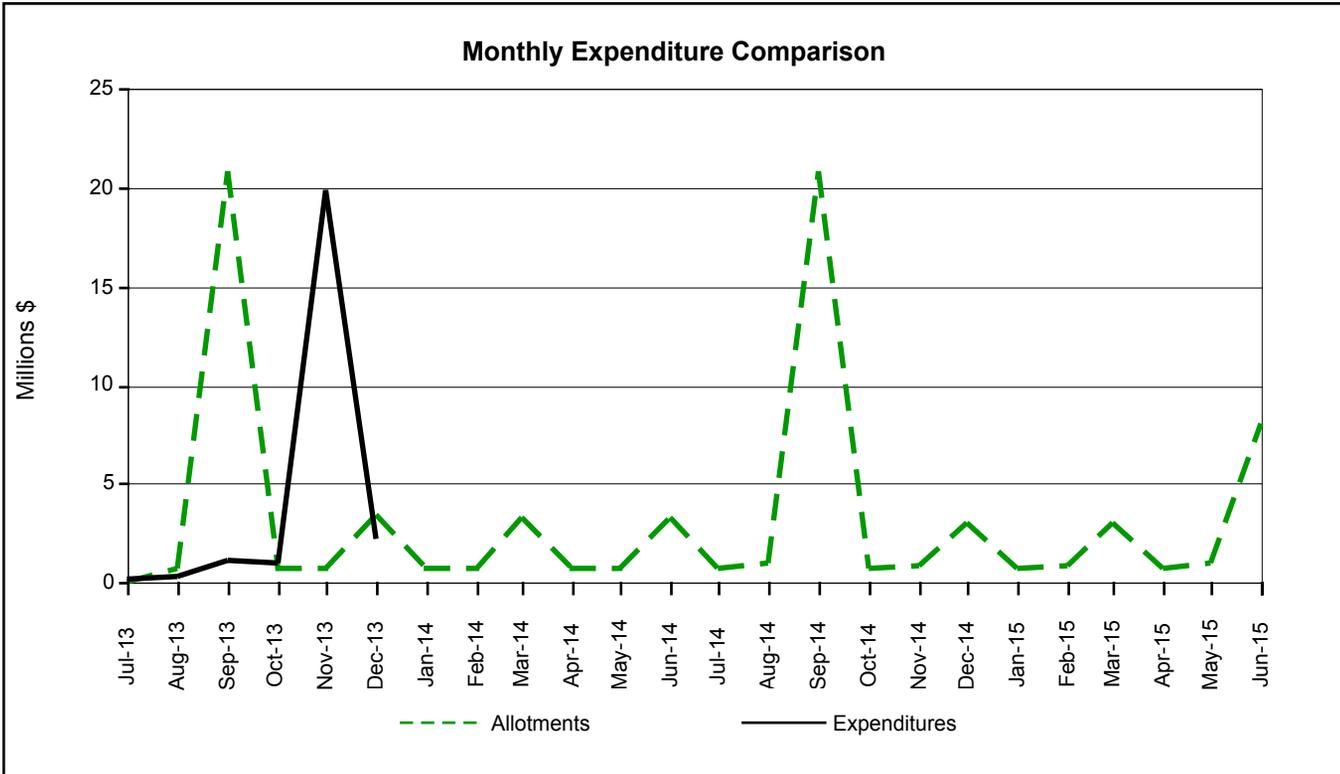
Source of Funds (Accounts)

Multimodal Transportation-State: This account is used for a portion of the charges from the Department of Enterprise Services for the Jefferson Street Building Data Center. Those charges and payments are on schedule as planned, although the billings have so far been paid entirely from the Motor Vehicle Account-State, rather than a portion being paid from the Multimodal Account as originally planned.

Allotment Adjustment

Allotments were adjusted in October to conform to new information about billings from OFM.

Program U, Charges From/Payments to Other Agencies



Program V, Public Transportation

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Administration	113,000	103,423	210,000	193,746	16,254	7.7%	837,000	847,000
Public Transportation	8,268,000	7,971,765	9,668,000	10,052,007	(384,007)	(4.0)%	68,963,000	70,041,000
Rural Mobility Grant Program	2,111,000	2,686,718	2,124,000	3,411,472	(1,287,472)	(60.6)%	17,133,000	17,133,000
Regional Mobility Grant Program	2,500,000	1,922,218	2,948,000	2,332,950	615,050	20.9%	49,948,000	49,948,000
Modal Coordination Program	93,000	49,184	132,000	67,355	64,645	49.0%	888,000	888,000
Statewide Commute Trip Reduction Program	423,000	556,339	645,000	783,508	(138,508)	(21.5)%	6,122,000	6,122,000
Transportation Demand Mgmt. Core Program	150,000	0	150,000	0	150,000	100.0%	6,000,000	6,000,000
Total Expenditures	13,658,000	13,289,648	15,877,000	16,841,037	(964,037)	(6.1)%	149,891,000	150,979,000

Sources of Funds (Accounts)

State Vehicle Parking-State	55,000	102,515	63,000	112,638	(49,638)	(78.8)%	452,000	452,000
Regional Mobility Grant Program-State	2,500,000	1,922,218	2,948,000	2,332,950	615,050	20.9%	49,948,000	49,948,000
Rural Mobility Grant Program-State	2,100,000	2,692,666	2,100,000	3,396,156	(1,296,156)	(61.7)%	17,000,000	17,000,000
Multimodal Transportation-State	4,196,000	5,136,823	4,640,000	6,209,351	(1,569,351)	(33.8)%	38,659,000	39,057,000
Multimodal Transportation-Federal	176,000	289,919	256,000	551,523	(295,523)	(115.4)%	2,590,000	3,280,000
Multimodal Transportation-Local	0	0	0	0	0	0.0%	10,000	10,000
Misc. Trans. Program-Nonappropriated Funds	4,631,000	3,147,004	5,870,000	4,238,419	1,631,581	27.8%	41,232,000	41,232,000
Misc. Trans. Program-Federal-Nonappropriated ARRA	0	(1,497)	0	0	0	0.0%	0	0
Total Funds	13,658,000	13,289,648	15,877,000	16,841,037	(964,037)	(6.1)%	149,891,000	150,979,000

FTE Status	37.7	33.5	37.7	35.2	2.5	6.5%	37.5
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$1,088,000 less than the Expenditure Authority total. \$690,000 in federal funding and \$175,000 in state funding were placed in unallotted status for the Light Rail Safety Program contingency. Although federal funds for the program have been appropriated, the Federal Transit Administration (FTA) has not established the program yet. \$200,000 in state funds was placed in unallotted status for the Public Transportation Summary because of a budget proviso.

The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program V, the amount in reserve for health benefits is \$23,000.

VARIANCE EXPLANATIONS

Expenditure Status

Rural Mobility Grant Program: Expenditures were greater than allotments because rural mobility grants for transit and nonprofit organizations were spent sooner than planned.

Regional Mobility Grant Program: Expenditures were less than allotments because billings from the grant recipients were lower than planned.

Modal Coordination Program: Expenditures were less than allotments due to a vacancy and staff who completed federal planning work that was charged to Public Transportation.

Statewide Commute Trip Reduction Program: Expenditures were higher than planned because contractors completed work earlier than anticipated, because of higher contracted costs for the State Agency Rider (STAR) Pass program, and due to increased demand for the Safe Ride Home program.

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

Source of Funds (Account):

State Vehicle Parking-State: Expenditures were higher than planned because of higher contracted costs for the State Agency Rider (STAR) Pass program and increased demand for the Safe Ride Home program.

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.

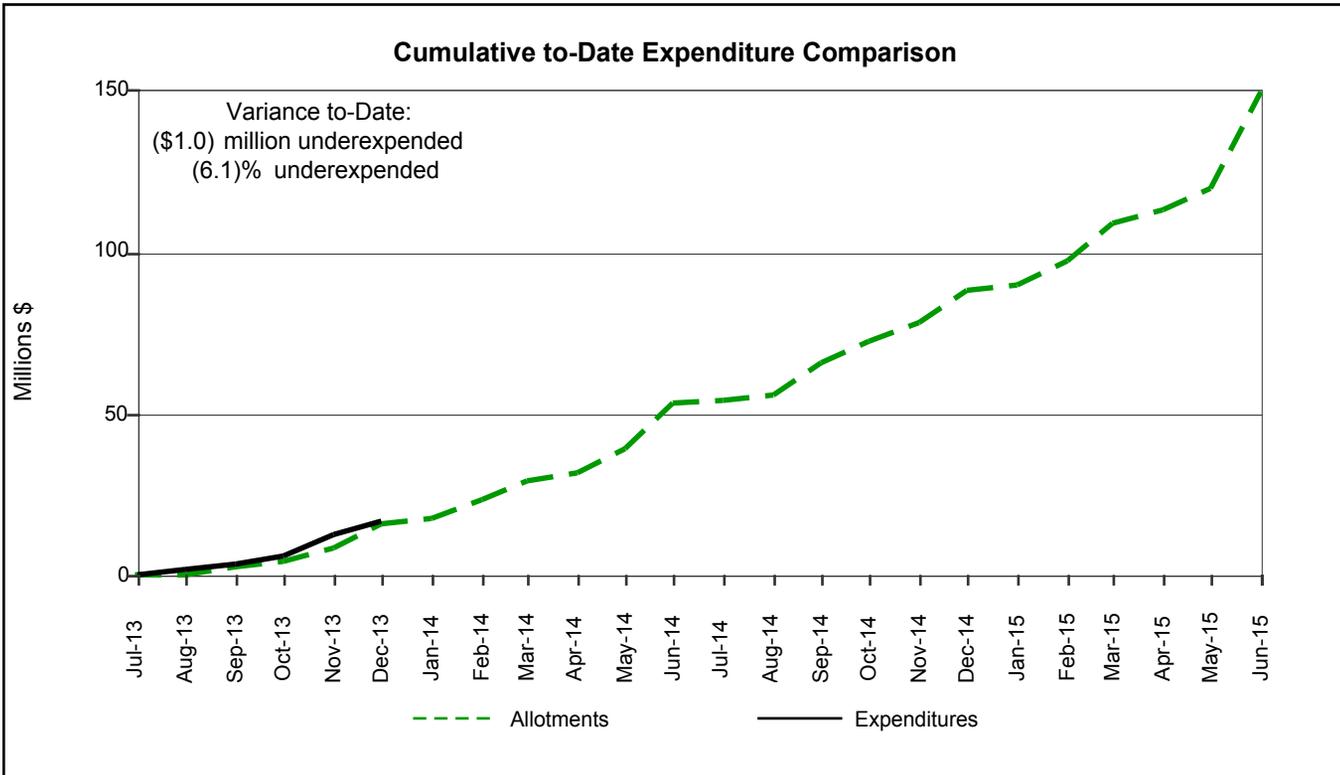
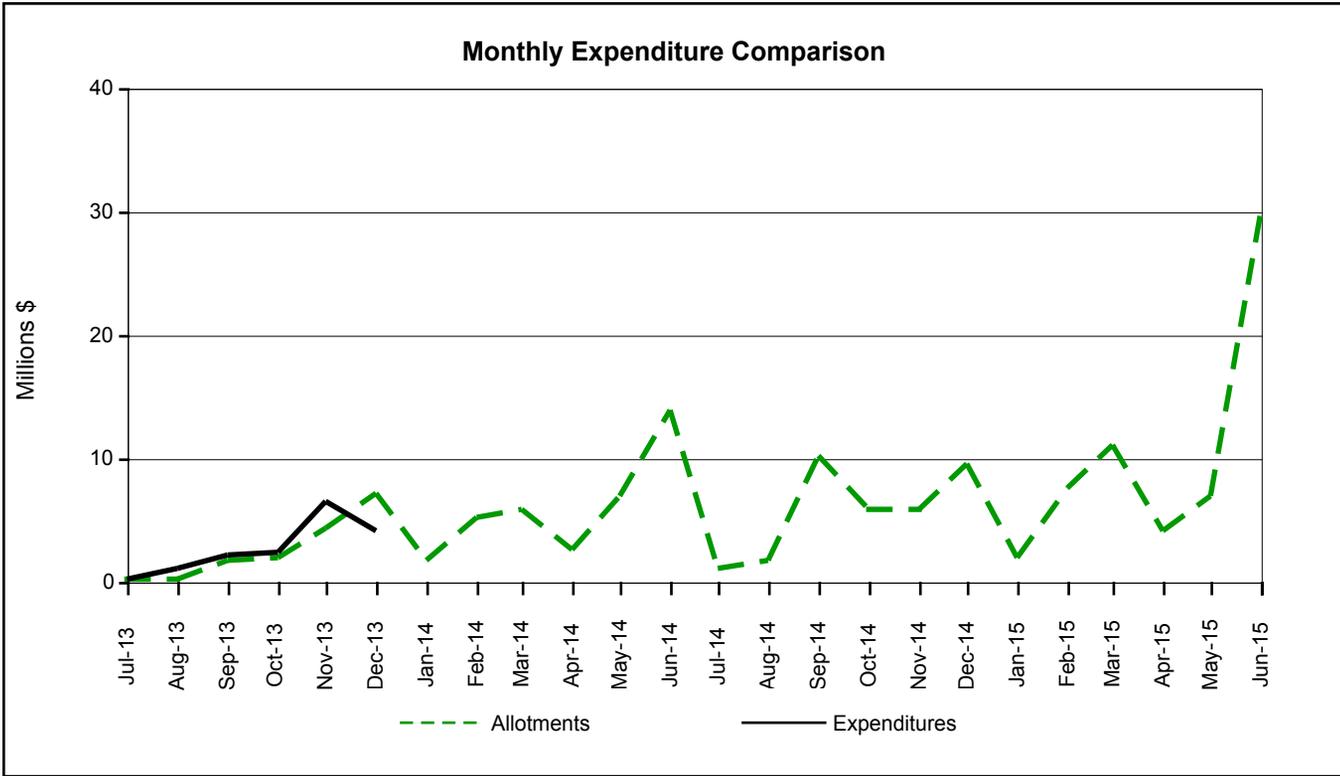
Multimodal Transportation-State: The variance was due to Public Transportation special needs grants that were spent earlier than planned.

Multimodal Transportation-Federal: The variance is due to more staff time than planned being charged to federal planning work.

Miscellaneous Transportation Programs-Nonappropriated Funds: Expenditures for grants and staff time were less than planned because federal funds were awarded late. Additionally, staff that previously charged time to nonappropriated funds charged their time to federal planning funds because the Job Access Reverse Commute grant has been closed.

FTE Status: The variance is within ten percent of the allotment plan.

Program V, Public Transportation



Program W, Ferries Construction

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Terminal Construction	2,367,000	5,853,684	8,490,000	8,039,753	450,247	5.3%	53,721,000	53,721,000
Vessel Construction	33,392,000	36,450,144	60,996,000	59,584,777	1,411,223	2.3%	233,947,000	233,947,000
Emergency Repairs	(174,000)	167,034	265,000	174,896	90,104	34.0%	4,000,000	4,000,000
Total Expenditures	35,585,000	42,470,861	69,751,000	67,799,426	1,951,574	2.8%	291,668,000	291,668,000

Sources of Funds (Accounts)

Puget Sound Capital Construction-State	4,390,000	6,541,628	10,760,000	9,800,481	959,519	8.9%	53,036,000	53,036,000
Puget Sound Capital Construction-Federal	1,445,000	7,576,016	7,743,000	9,189,905	(1,446,905)	(18.7)%	91,692,000	91,692,000
Puget Sound Capital Construction-Local	(81,000)	9,332	21,000	10,239	10,761	51.2%	1,145,000	1,145,000
Multimodal Transportation-State	(179,000)	140	7,000	1,971	5,029	71.8%	1,534,000	1,534,000
Transportation 2003 (Nickel)-State	29,949,000	28,337,862	51,140,000	48,786,936	2,353,064	4.6%	143,941,000	143,941,000
Misc. Trans. Program-Nonappropriated Funds	61,000	5,883	80,000	9,894	70,106	87.6%	320,000	320,000
Total Funds	35,585,000	42,470,861	69,751,000	67,799,426	1,951,574	2.8%	291,668,000	291,668,000

FTE Status	121.5	117.6	123.9	113.2	10.7	8.7%	128.0
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VARIANCE EXPLANATIONS

Expenditure Status

Emergency Repairs: Since emergency repairs have no predictable pattern, the emergency repair budget is allotted in equal monthly amounts. Through December, OFM has approved \$260,000 for emergency repairs. The emergencies addressed are significantly below allotments, both in estimated costs and actual spending.

Source of Funds (Account)

Puget Sound Capital Construction–Federal: The MV Puyallup Preservation Project expended more federal funds earlier than expected. The project’s scope was increased to take on work scheduled for a “sister vessel,” when the MV Wenatchee had to stay in service while the MV Walla Walla was being repaired. Also, the project’s expenditures occurred one to two months earlier than allotted.

Puget Sound Capital Construction–Local: This minor underspending is due to a slow-down in the Department’s environmental monitoring at the Edmonds UNOCAL site in order for UNOCAL to respond to additional clean-up requirements.

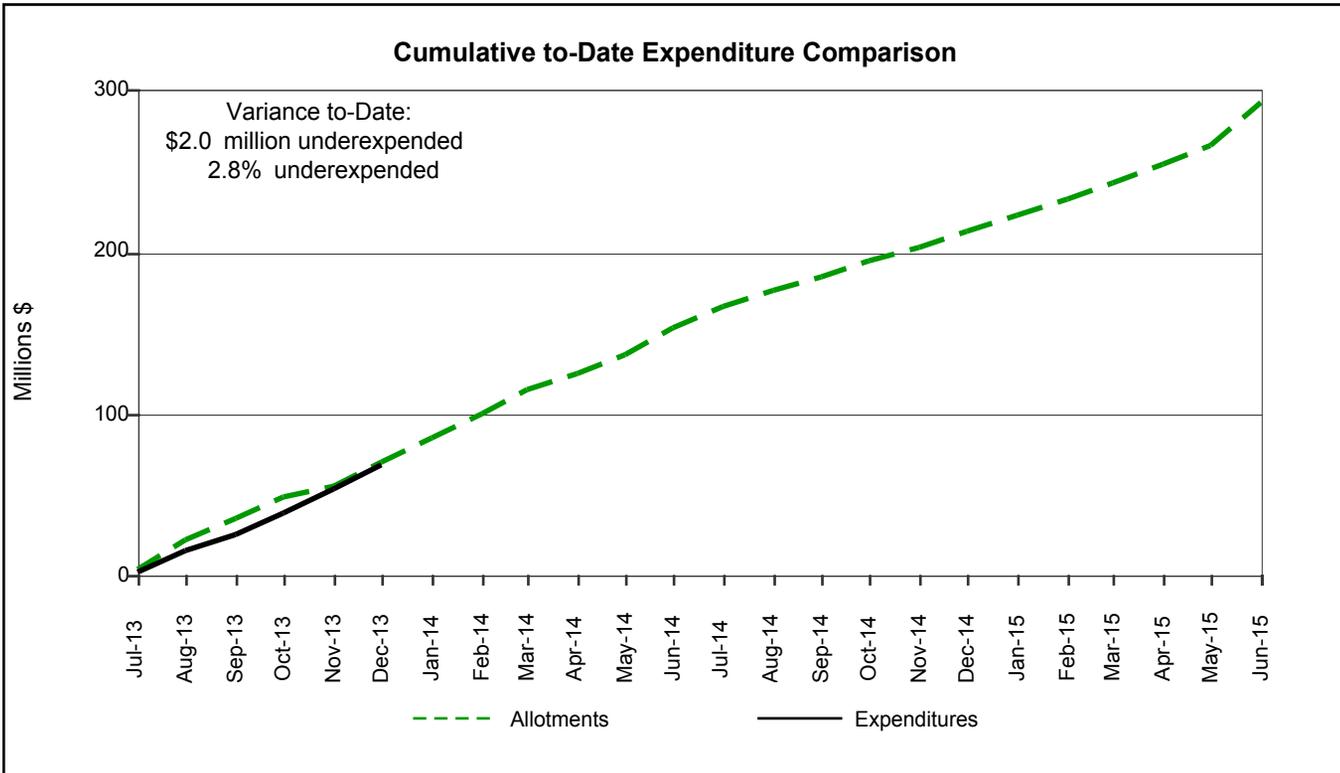
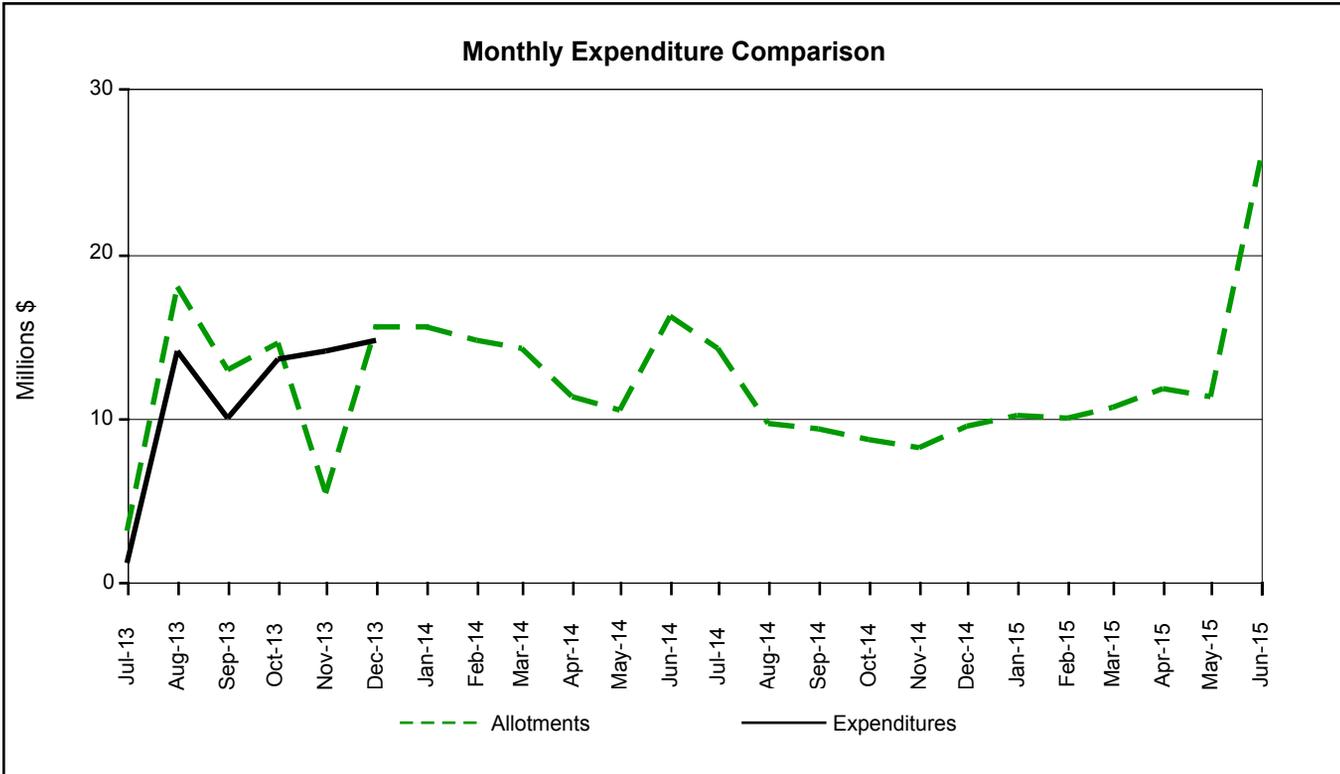
Multimodal Transportation–State: The Mukilteo Terminal project is the source of this minor underspending.

Miscellaneous Transportation Program–Nonappropriated Funds: The variance is due to the unpredictability of the timing of mitigation costs incurred at the Fauntleroy Ferry Terminal as a result of the King County Barton Street Pump Station project.

ALLOTMENT ADJUSTMENTS

Program W allotments were amended to re-allocate spending authority between the Terminal Construction (W1) and Vessel Construction (W2) Sub-programs and to re-age monthly allotments due to slower than expected spending in all of the Program W sub-programs. Allotments were also amended to reflect an agreement between WSF and the University of Washington (UW) to install an Acoustic Doppler Current Profiler system on the MV Salish, which regularly operates on the Port Townsend/Coupeville ferry route. All work performed by WSF will be reimbursed by UW.

Program W, Ferries Division Construction



Program X, Ferries Maintenance and Operations

	Quarter		Biennium to-Date			Percent	Biennium Plan	Expenditure Authority
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Payroll Suspense Account	0	(783,442)	0	(652,617)	652,617	0.0%	0	0
Operations-Vessels	38,530,000	38,538,989	78,510,000	77,854,842	655,158	0.8%	309,563,000	309,563,000
Operations-Terminals	7,159,000	7,304,108	15,086,000	15,089,462	(3,462)	(0.0)%	59,850,000	59,850,000
Operations-Management and Support	2,449,000	3,235,230	5,078,000	5,603,197	(525,197)	(10.3)%	20,177,000	20,177,000
Maintenance-Vessels	5,218,000	5,702,531	9,291,000	9,300,732	(9,732)	(0.1)%	42,139,000	42,139,000
Maintenance-Terminals	2,660,000	2,649,444	5,547,000	5,221,701	325,299	5.9%	20,898,000	20,898,000
Maintenance-Management and Support	1,126,000	1,044,162	2,245,000	2,102,572	142,428	6.3%	9,030,000	9,030,000
Finance and Administration Support	2,348,000	2,226,310	4,694,000	4,553,992	140,008	3.0%	20,081,000	21,733,000
Executive Management Support	226,000	187,218	452,000	345,384	106,616	23.6%	1,807,000	1,807,000
Total Expenditures	59,716,000	60,104,549	120,903,000	119,419,266	1,483,734	1.2%	483,545,000	485,197,000

Sources of Funds (Accounts)

Puget Sound Ferry Operations-State	59,701,000	60,102,869	120,873,000	119,417,586	1,455,414	1.2%	483,424,000	485,076,000
Puget Sound Ferry Operations-Local	15,000	1,680	30,000	1,680	28,320	94.4%	121,000	121,000
Total Funds	59,716,000	60,104,549	120,903,000	119,419,266	1,483,734	1.2%	483,545,000	485,197,000

FTE Status	1,723.1	1,667.6	1,754.7	1,664.3	90.4	5.2%	1,707.0
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Biennium Plan versus Expenditure Authority: The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program X, the amount in reserve for health benefits is \$1,652,000.

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.

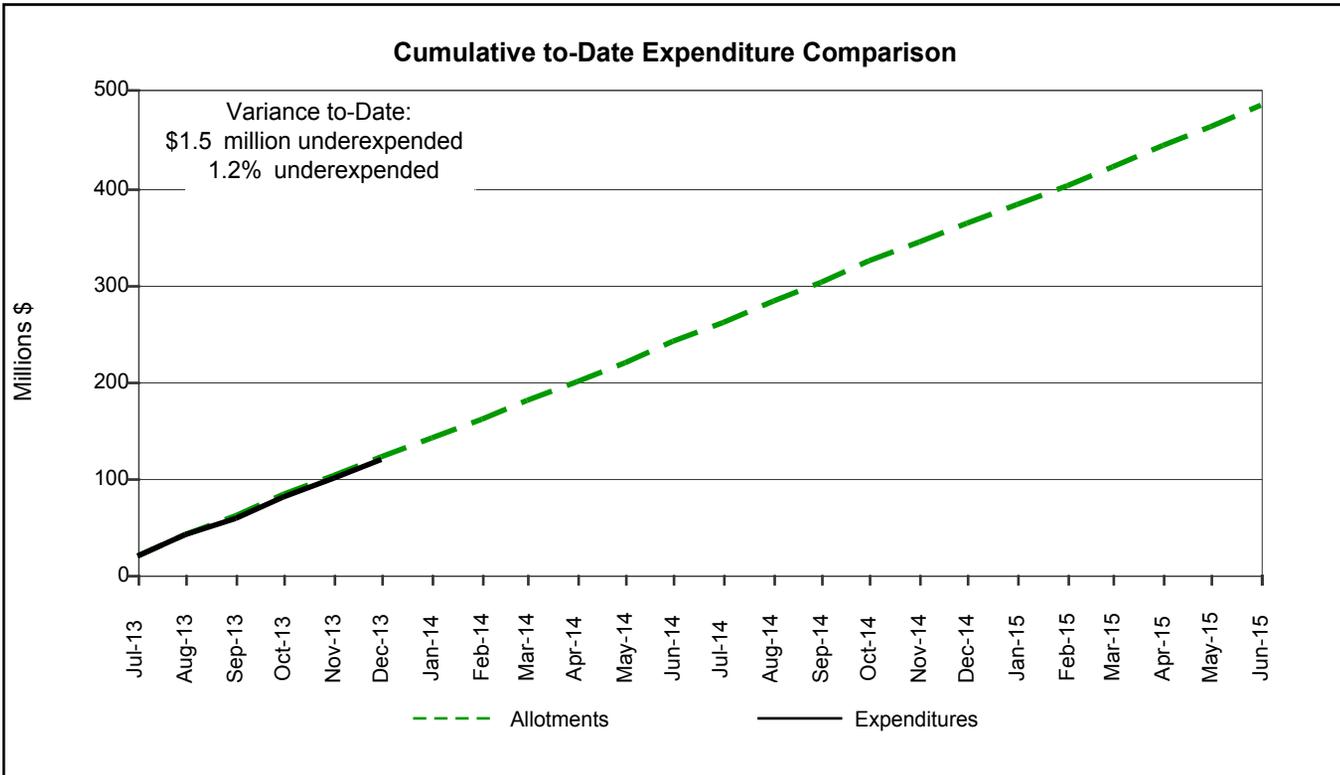
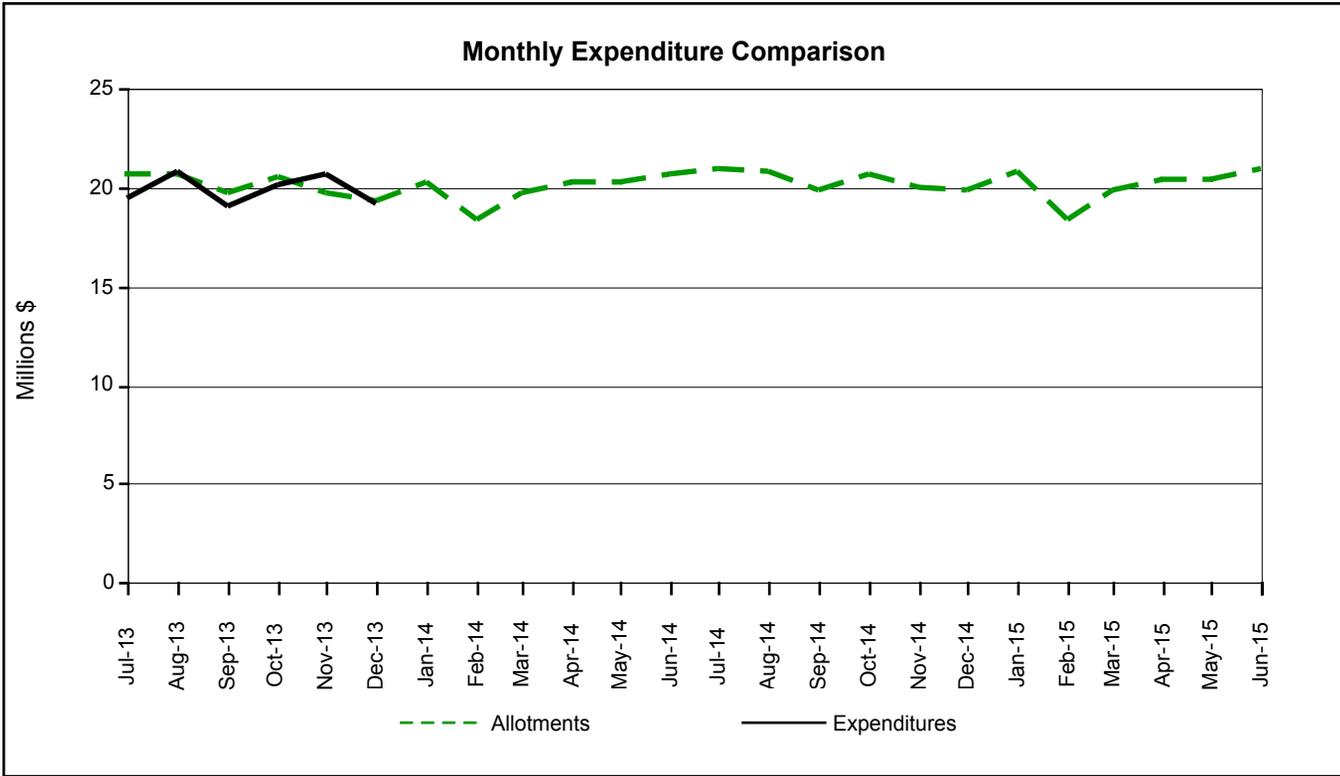
Operations-Management and Support: Payments for marine insurance occurred on a different schedule than planned, due in part to a renewal of the insurance policy for vessel and terminals, which occurred in September. It is expected that the variance will decrease as the biennium progresses.

Executive Management Support: Primary variances are for contracted services and advertising. These variances are expected to be reduced throughout the fiscal year.

Source of Funds (Account)

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. It is likely expenses will occur in future months and may catch up to the plan.

Program X, Ferries Operations and Maintenance



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	52,000	37,616	80,000	70,419	9,581	12.0%	404,000	404,000
Rail Passenger Operations	5,067,000	5,510,757	8,031,000	7,756,271	274,729	3.4%	32,731,000	32,742,000
Total Expenditures	5,119,000	5,548,373	8,111,000	7,826,689	284,311	3.5%	33,135,000	33,146,000

Sources of Funds (Accounts)

Multimodal Transportation-State	5,068,000	5,480,100	8,024,000	7,750,076	273,924	3.4%	32,913,000	32,924,000
Multimodal Transportation-Federal	36,000	61,293	62,000	61,293	707	1.1%	62,000	62,000
Multimodal Transportation-Local	0	0	10,000	8,340	1,660	16.6%	10,000	10,000
Miscellaneous Program-Nonappropriated Funds	15,000	6,980	15,000	6,980	8,020	53.5%	150,000	150,000
Total Funds	5,119,000	5,548,373	8,111,000	7,826,689	284,311	3.5%	33,135,000	33,146,000

FTE Status	10.8	10.3	10.9	10.7	0.2	1.7%	10.2
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$11,000 less than the Expenditure Authority total because the transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 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 2014 Supplemental Budget. For Program Y, the amount in reserve for health benefits is \$11,000.

VARIANCE EXPLANATIONS

Expenditure Status

Rail Freight Operations: The variance is due to Grain Train expenditures were less than anticipated in the initial allotment plan.

Source of Funds (Account)

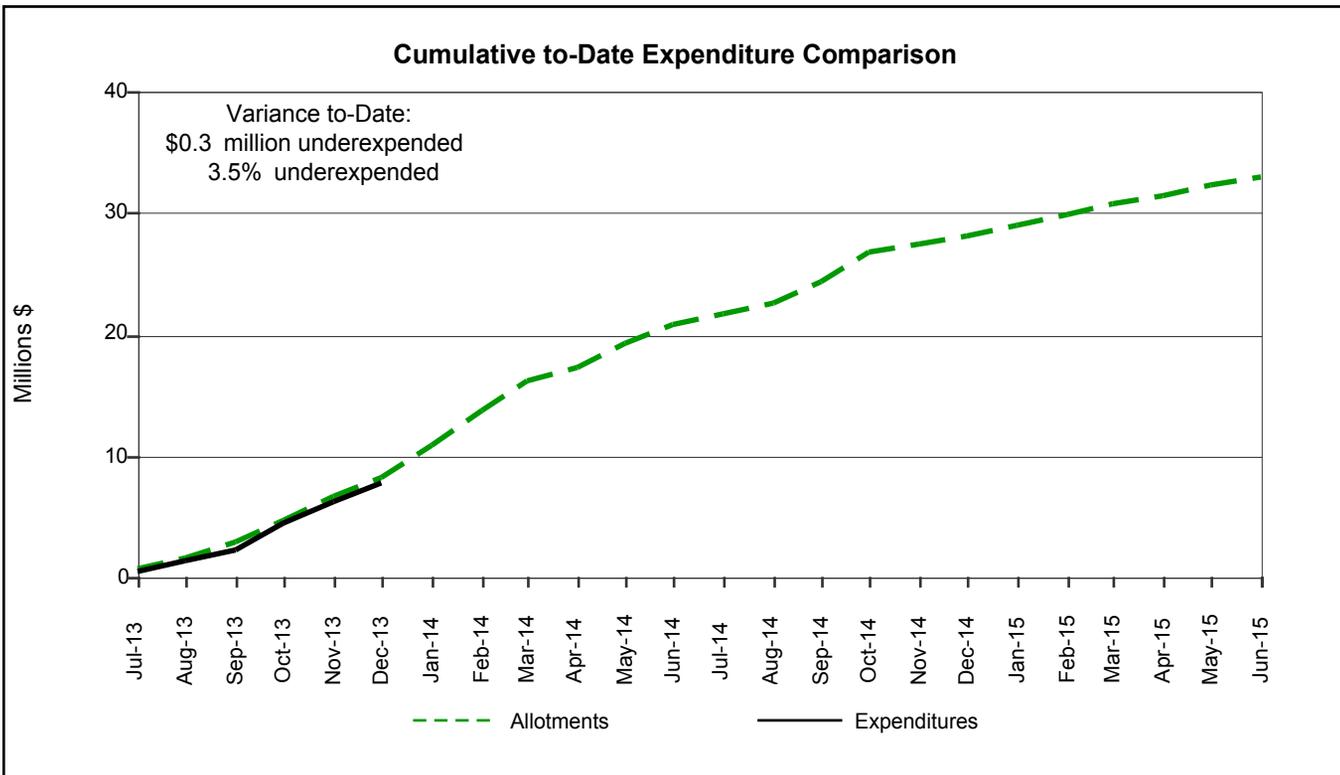
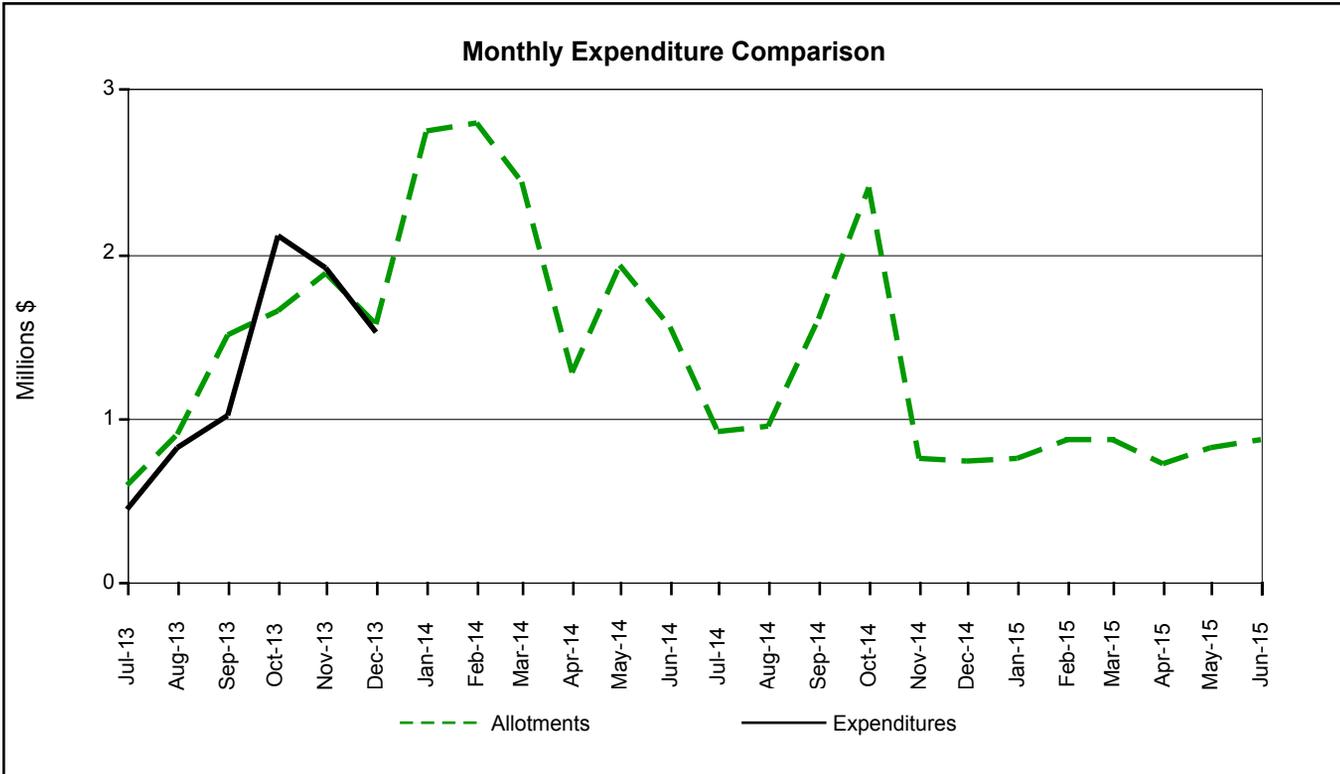
Multimodal Transportation-Local: Labor hours to-date are less than anticipated for Oregon Department of Transportation's (ODOT) share for the Rail Corridor Director's salary.

Miscellaneous Program-Nonappropriated Funds: See explanation for the Rail Freight Operations.

ALLOTMENT ADJUSTMENTS

The allotments were adjusted between good and services, salaries, and benefits for understated projected salary and benefits for several of the positions in Passenger Rail and Freight Rail operations. Adjustment is also made to reflect the updated schedule of Amtrak payments for Federal Fiscal Year 2014. The new Amtrak contract was signed in September 2013.

Program Y, Rail-Operating



Program Y, Rail – Capital

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Rail Passenger Capital	9,779,000	15,414,365	31,562,000	19,874,485	11,687,515	37.0%	343,696,000	362,930,000
Rail Freight Capital	977,020	664,420	1,006,020	1,376,971	(370,951)	(36.9)%	11,776,000	13,775,000
Total Expenditures	10,756,020	16,078,786	32,568,020	21,251,456	11,316,564	34.7%	355,472,000	376,705,000

Sources of Funds (Accounts)

Essential Rail Assistance-State	154,020	92,209	178,020	172,928	5,092	2.9%	861,000	861,000
Transportation Infrastructure-State	555,000	679,885	560,000	685,120	(125,120)	(22.3)%	6,583,000	8,582,000
Multimodal Transportation-State	(1,515,000)	1,600,764	3,572,000	3,220,401	351,599	9.8%	33,156,000	33,156,000
Multimodal Transportation-Federal	(638,000)	(459,581)	(237,000)	(459,280)	222,280	(93.8)%	5,187,000	24,421,000
Multimodal Transportation-Federal-ARRA	12,196,000	14,162,929	28,470,000	17,613,006	10,856,994	38.1%	309,460,000	309,460,000
King Street Station-Nonappropriated Funds	4,000	2,580	25,000	19,281	5,719	22.9%	225,000	225,000
Total Funds	10,756,020	16,078,786	32,568,020	21,251,456	11,316,564	34.7%	355,472,000	376,705,000

FTE Status	27.6	36.3	27.6	34.4	(6.7)	(24.4)%	28.8
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Biennial Plan versus Expenditure Authority: The 2013-15 Biennial Plan total is \$21,233,000 less than the Expenditure Authority total because \$19,234,000 from the Multimodal Federal funding was placed into unallotted status until federal funding has been identified and received and, similarly, \$1,999,000 (for Freight Rail Investment Bank) of the Transportation Infrastructure-State funding was also placed into unallotted status until projects are selected.

VARIANCE EXPLANATIONS

Expenditure Status

Rail Passenger Capital: ARRA project expenditures have been less than planned primarily due to delays in receiving invoices and missing justifications or backup documentations from BNSF Rail Company for Advanced Wayside Signal Project, Corridor Reliability Upgrades South Project, and Corridor Reliability Upgrades North Project.

Rail Freight Capital: Expenditures were higher than anticipated because the construction on Tacoma Rail – Port Pass Track Upgrade was completed earlier than planned. Also, some of the improvements on the Palouse and Lewiston Branch and Pleasant Valley and Hooper Branches” were done ahead of schedule.

Source of Funds (Account)

Transportation Infrastructure-State: See explanation for Rail Freight Capital.

Multimodal Transportation-Federal: The negative allotment adjustments and the under-spent variance are due to a combination of an overpayment to the city of Seattle (The King Street Seismic Retrofit project) and project delay (Tukwila Station Improvements project slower getting started than had been anticipated). Allotment adjustments will be made in March 2014 to move approximately \$471,000 of the credit from the city of Seattle for the King Street Seismic Retrofit project to un-allotted status; and to update the spending plan to reflect the Tukwila Station Improvements project.

Multimodal Transportation-Federal ARRA*: See explanation for Rail Passenger Capital projects.

King Street Station-Nonappropriated Funds: The King Street Station Seismic Retrofit project was completed and expenditures were less than anticipated.

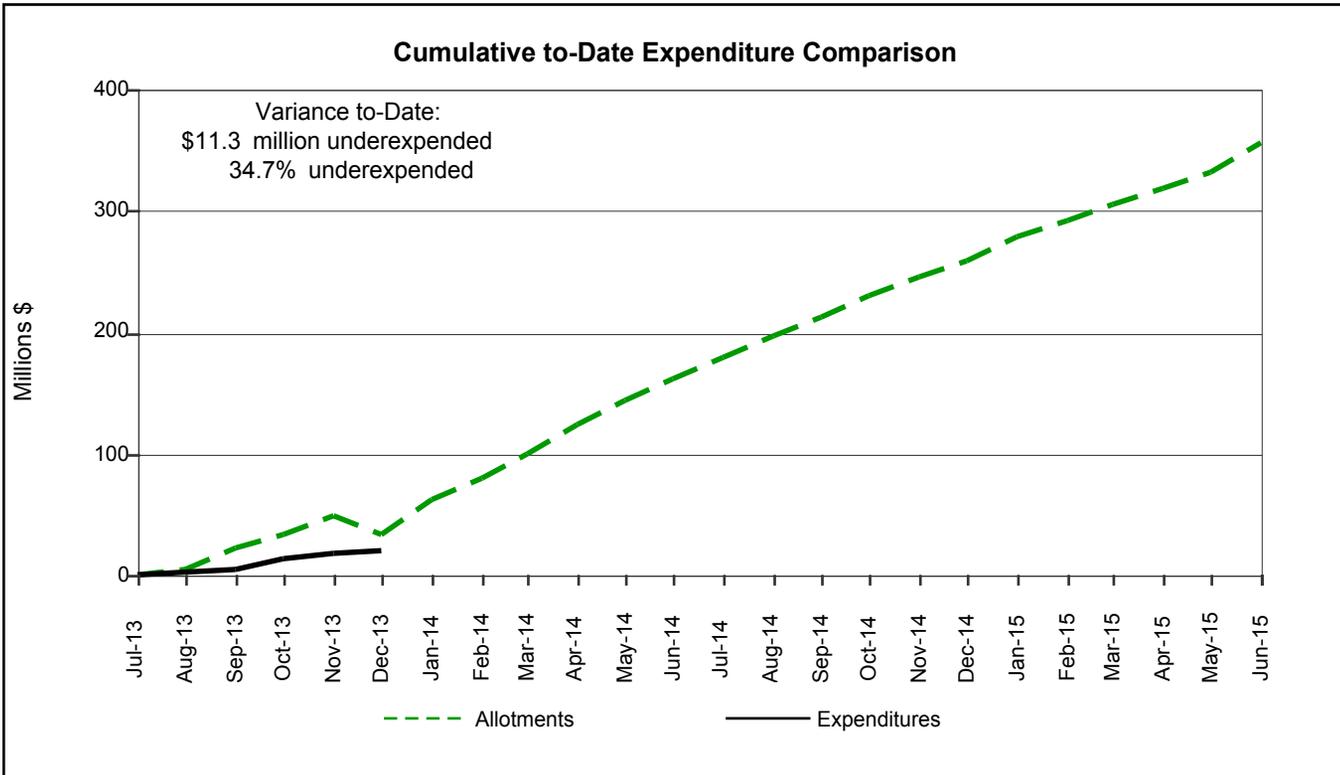
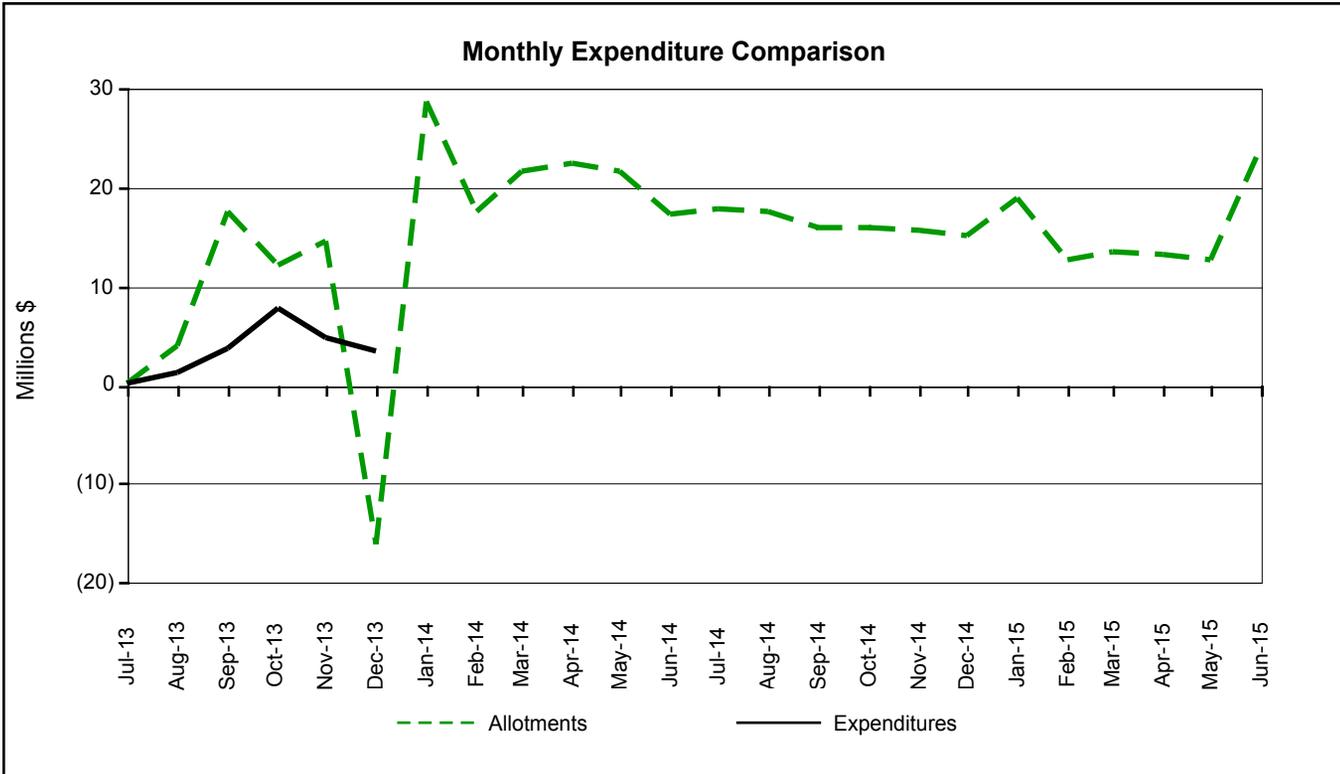
Program Y, Rail – Capital (Continued)

FTE Status: The variance is for Freight Rail due 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 will remain in the Rail program.

ALLOTMENT ADJUSTMENTS

The allotments were adjusted for the two Palouse River and Coulee City projects (Central Washington Branch lines and SR 271 McCoy projects). The crossing repairs for these projects occurred earlier than anticipated in the initial spending plan.

Program Y, Rail-Capital



Program Z, Local Programs - Operating

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance		
Expenditure Status								
Local Programs Management and Support	1,186,000	1,094,491	2,371,000	2,232,074	138,926	5.9%	9,467,000	9,513,000
Bicycle-Pedestrian Coordination	106,000	107,742	212,000	222,220	(10,220)	(4.8)%	851,000	851,000
Operating Subsidy-Wahkiakum County Ferry	126,000	125,001	250,000	235,583	14,417	5.8%	1,000,000	1,000,000
Total Expenditures	1,418,000	1,327,233	2,833,000	2,689,878	143,122	5.1%	11,318,000	11,364,000

Sources of Funds (Accounts)

Motor Vehicle-State	1,090,000	997,613	2,178,000	2,011,488	166,512	7.6%	8,691,000	8,737,000
Motor Vehicle-Federal	320,000	322,910	641,000	667,191	(26,191)	(4.1)%	2,567,000	2,567,000
Misc. Trans. Program-Nonappropriated Funds	8,000	6,711	14,000	11,199	2,802	20.0%	60,000	60,000
Total Funds	1,418,000	1,327,233	2,833,000	2,689,878	143,122	5.1%	11,318,000	11,364,000

FTE Status	43.7	41.4	43.7	41.6	2.1	4.8%	43.7
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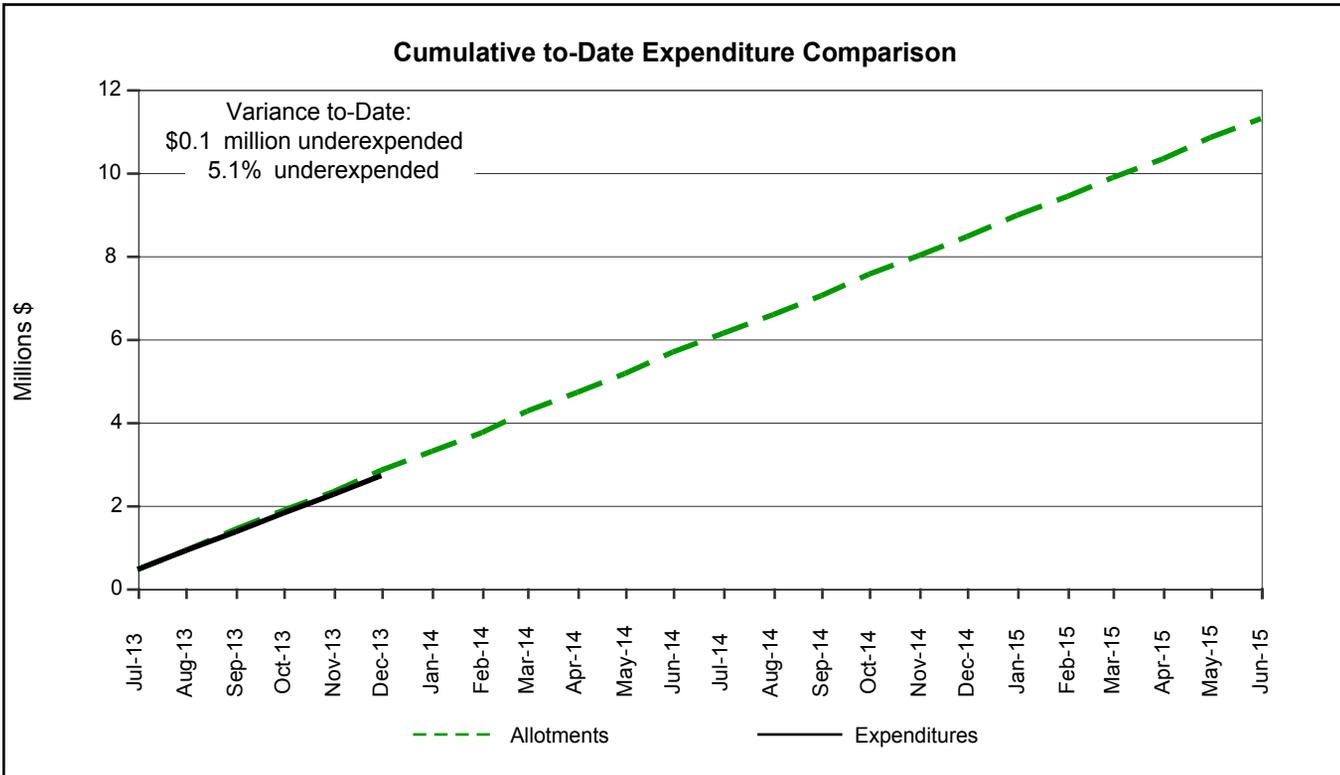
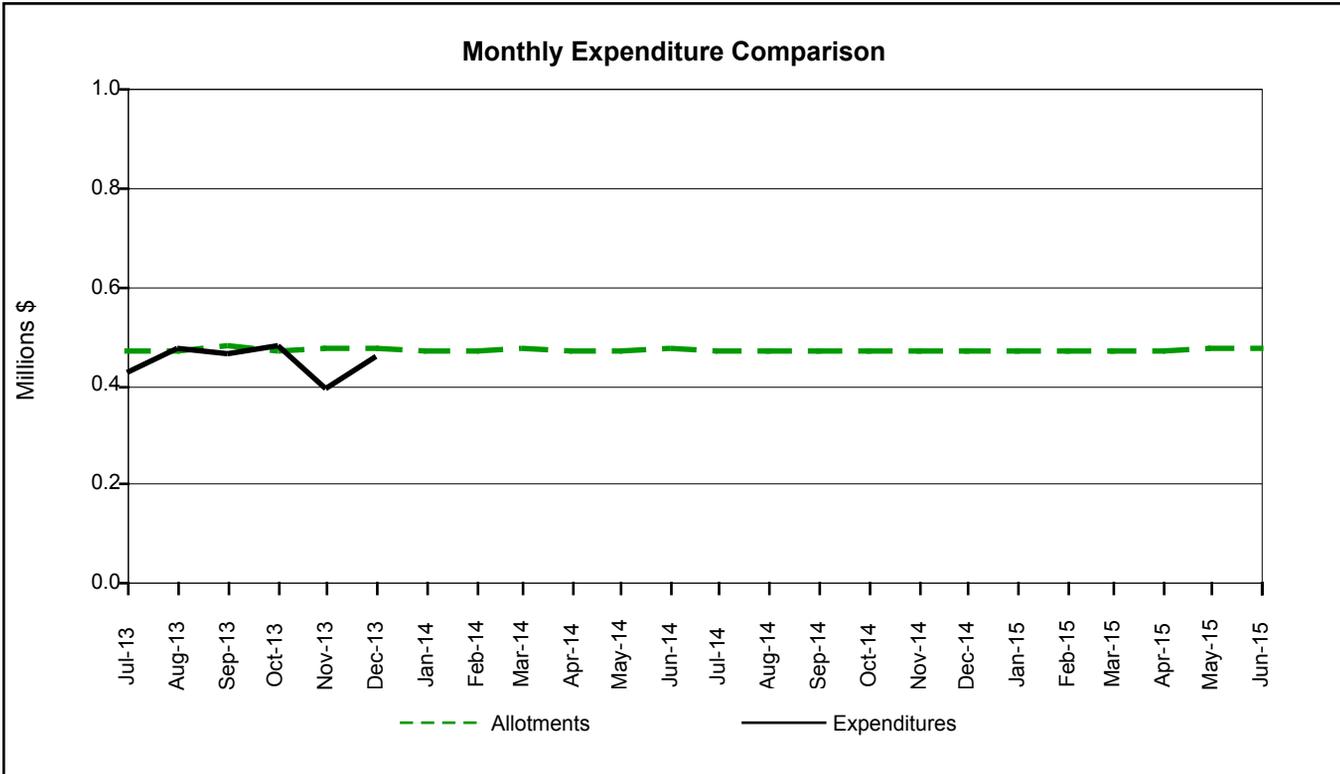
Biennial Plan versus Expenditure Authority: The transportation budget funded health benefit rates at \$809 in FY 2014 and \$820 in FY 2015, which is higher than the final, enacted rate in the state operating budget of \$782 in FY 2014 and \$763 in 2015. The difference between the higher, funded amount and the enacted rates has been placed in reserve for operating programs and is expected to be removed in the 2014 Supplemental Budget. For Highways and Local Programs, the amount in reserve for health benefits is \$46,000.

VARIANCE EXPLANATIONS

Source of Funds (Account)

Miscellaneous Transportation Programs-Local: The variance is due to timing differences between the incurring of expenses and when expenses are reimbursed. The expenses are fully reimbursed and are not allotted.

Program Z, Local Programs-Operating



Program Z, Local Programs – Capital

	Quarter	Quarter	Biennium to-Date			Percent	Biennium	Expenditure
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan	Authority
Expenditure Status								
Construction-Off State System	94,782,500	92,812,328	131,637,000	119,617,482	12,019,518	9.1%	525,846,000	525,846,000
Local Agency Investments on the State System	655,000	395,560	1,177,000	461,716	715,284	60.8%	4,832,000	4,832,000
Total Expenditures	95,437,500	93,207,888	132,814,000	120,079,198	12,734,802	9.6%	530,678,000	530,678,000

Sources of Funds (Accounts)

Highway Infrastructure-State	25,000	0	49,000	0	49,000	100.0%	207,000	207,000
Highway Infrastructure-Federal	198,000	0	396,000	0	396,000	100.0%	1,602,000	1,602,000
Transportation Partnership-State	888,000	939,630	1,776,000	1,025,224	750,776	42.3%	7,214,000	7,214,000
Highway Safety-State	1,095,000	882,266	2,190,000	986,809	1,203,191	54.9%	8,805,000	8,805,000
Motor Vehicle-State	204,000	34,193	408,000	34,193	373,807	91.6%	1,634,000	1,634,000
Motor Vehicle-Federal	3,141,500	1,990,684	6,278,000	2,129,163	4,148,837	66.1%	25,163,000	25,163,000
Multimodal Transportation-State	1,719,000	1,465,067	3,438,000	1,686,575	1,751,425	50.9%	13,913,000	13,913,000
Misc. Trans. Program-Nonappropriated Funds	87,117,000	83,841,853	116,179,000	110,163,039	6,015,961	5.2%	463,740,000	463,740,000
Misc. Trans. Program-Federal-Nonappropriated ARRA	1,050,000	4,054,195	2,100,000	4,054,195	(1,954,195)	(93.1)%	8,400,000	8,400,000
Total Funds	95,437,500	93,207,888	132,814,000	120,079,198	12,734,802	9.6%	530,678,000	530,678,000

FTE Status	36.0	25.2	36.0	24.1	11.9	32.9%	36.0
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VARIANCE EXPLANATIONS

Expenditure Status

Local Agency Investments on the State System: Expenditure activity was less than planned for federal non-appropriated projects that are on the state highway system.

Source of Funds (Account)

Highway Infrastructure-State: The underspending is due to a delay in the contract payment request.

Highway Infrastructure-Federal: The underspending is due to a delay in the contract payment request.

Transportation Partnership-State: The underspending is due to expenditures lagging behind expectations on the “Lake Forest Park & Ride” and numerous projects in the 2013 Bicycle-Pedestrian and Safe Routes to School Program.

Highway Safety Account-State: The underspending is due primarily to lower than anticipated expenditures to date for the 2013 Bicycle-Pedestrian and Safe Routes to School Program.

Motor Vehicle Account–State: Progress is slower than originally anticipated for activity on several projects, including “SR 908 Pavement Rehab,” “US 101 Safety Rest Area,” and “Deer Harbor Guard Rail.”

Motor Vehicle Account–Federal: The underspending is due to expenditures lagging behind initial expectations for this activity in several projects, including “Scott Ave. Reconstruction,” “156th/160th Rehab,” “SR 908 Pavement Rehab,” “61st Ave NE & NE 181st,” as well as numerous 2013 Bicycle-Pedestrian and Safe Routes to School Program projects..

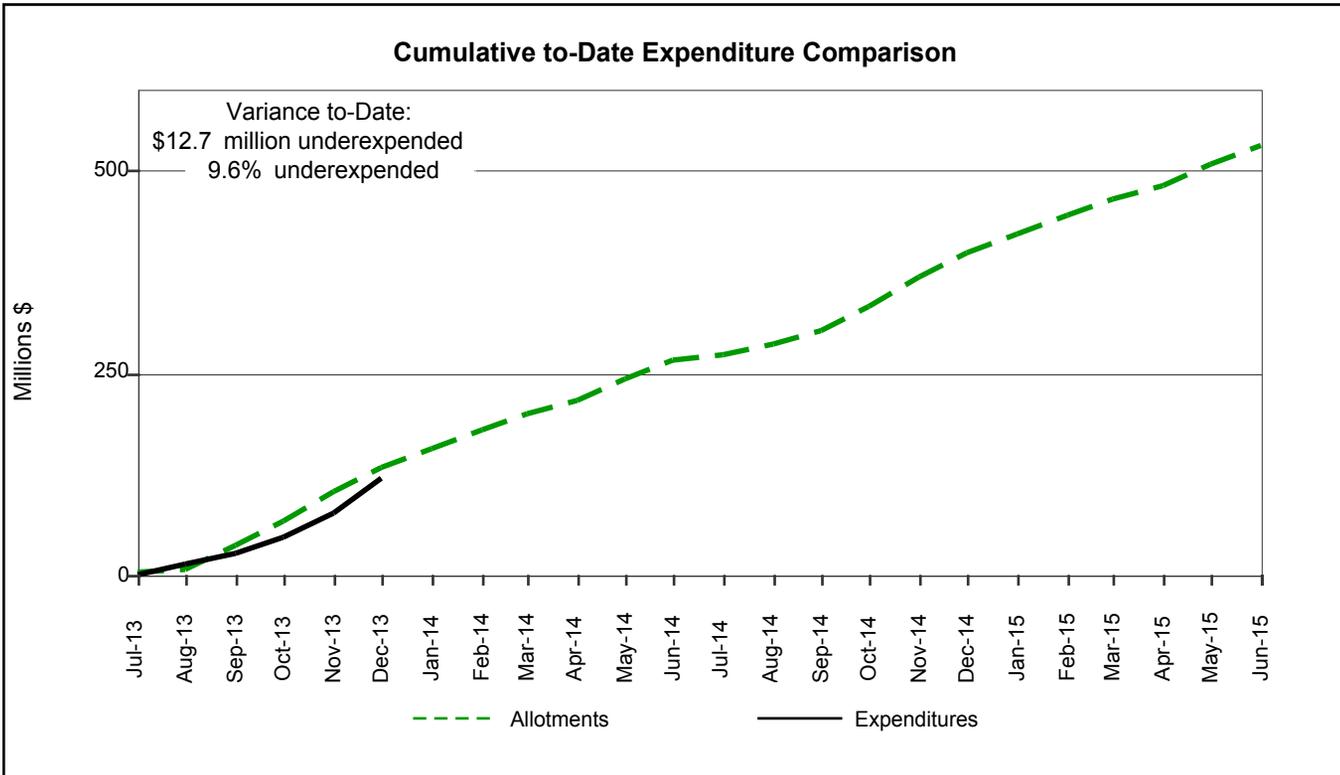
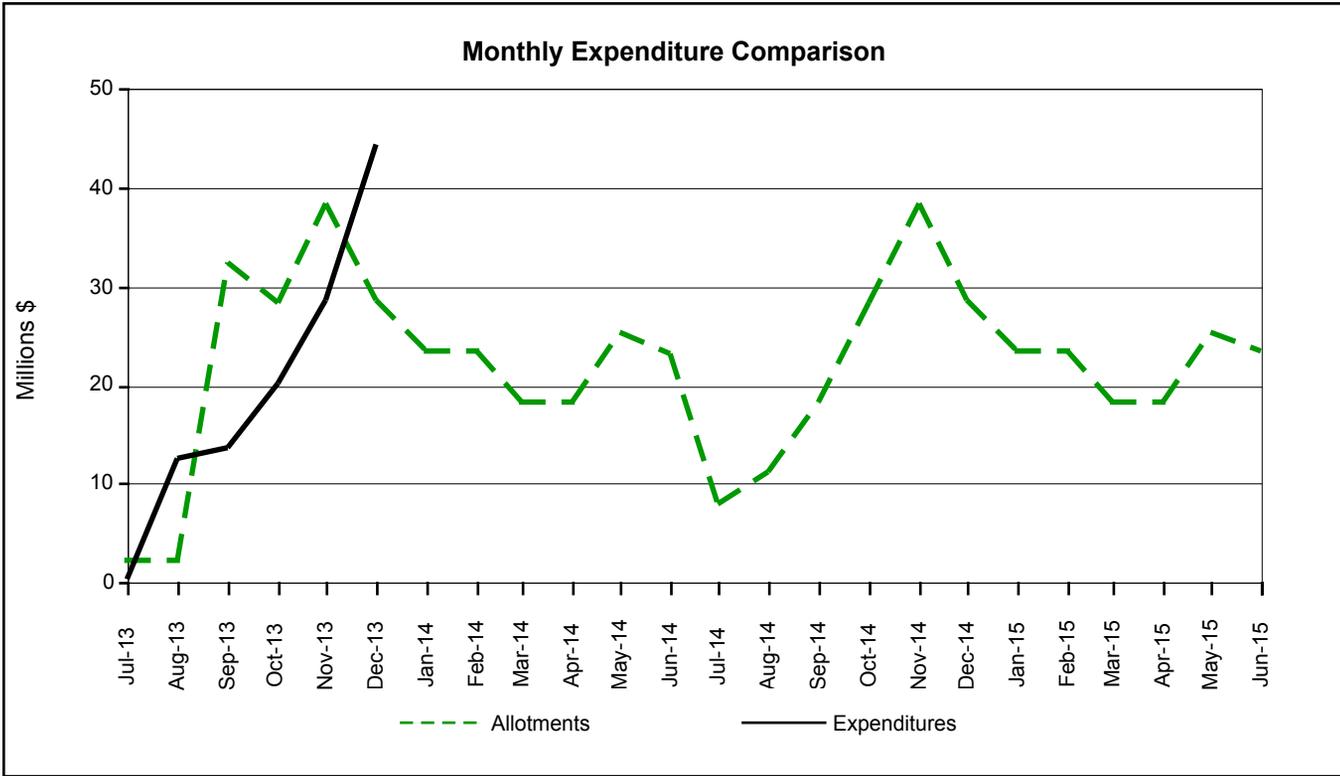
Multimodal Transportation-State: The underspending is primarily due to expenditures lagging behind initial expectations on the “Parker Road-SR 20 Realign and Transit Park” project and numerous projects in the 2013 Bicycle-Pedestrian and Safe Routes to Schools Program.

Program Z, Local Programs – Capital (Continued)

Miscellaneous Transp. Programs ARRA: The negative variance is due to the final payment on the “South Lake Union Corridor” project being greater than anticipated.

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

Program Z, Local Programs-Capital



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**

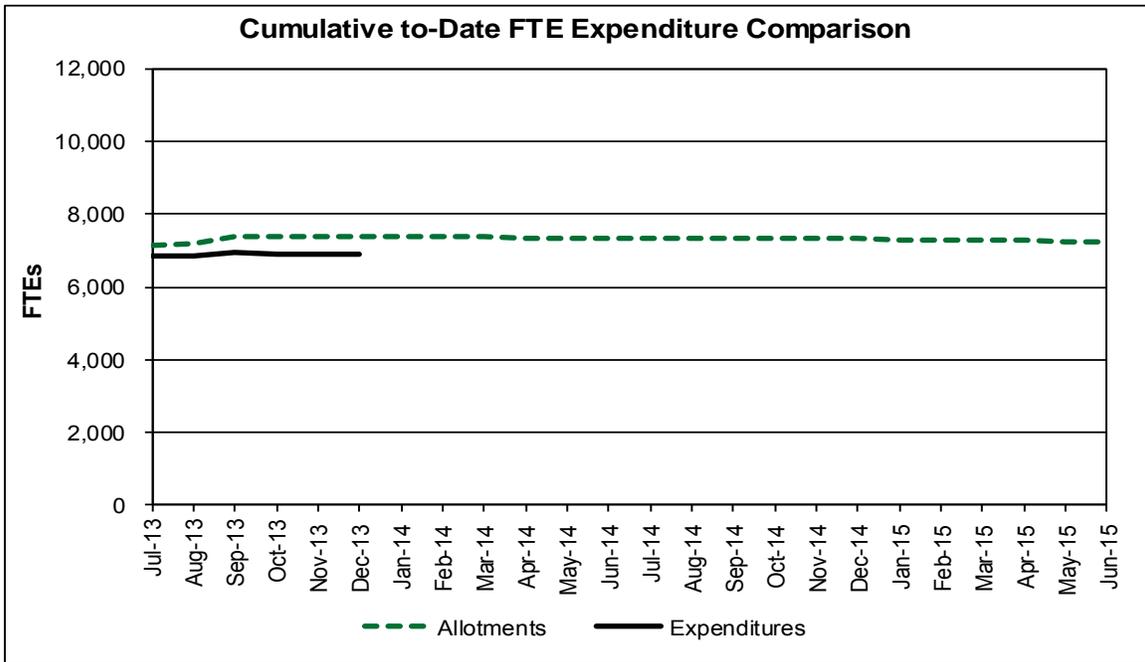
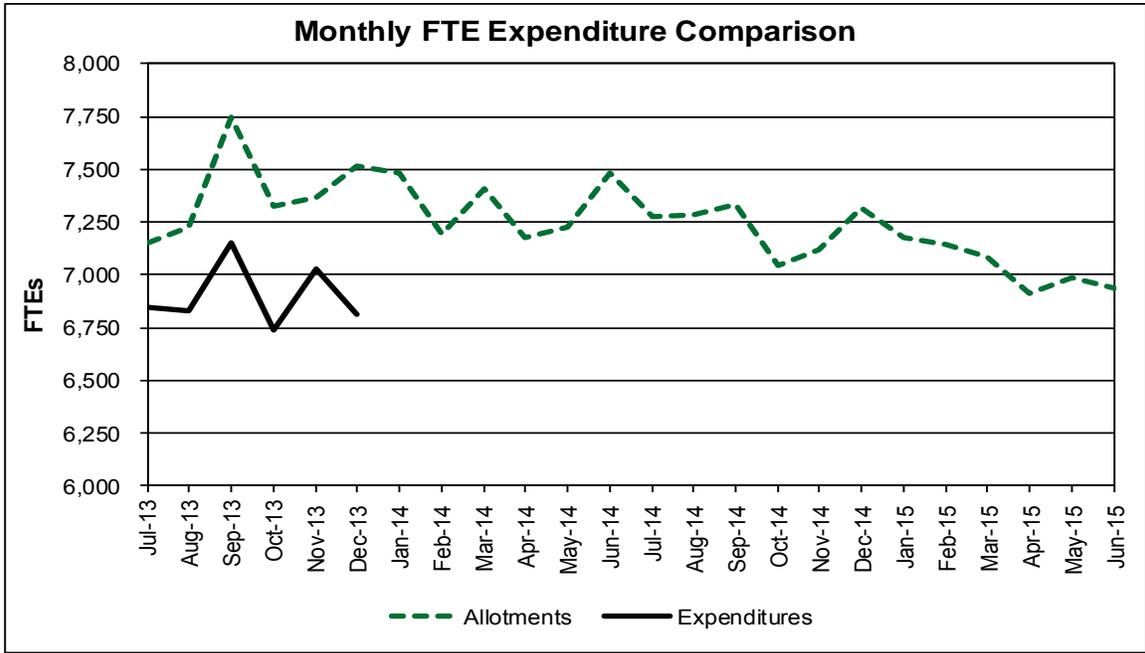
**Appendix E, Advanced Environmental Mitigation Revolving
Account (AEMRA), Project Funding**

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

Appendix A, Agency FTE Expenditure Summary

Programs	Quarter	Quarter	Biennium to-Date			Percent	Biennial
	Allotments	Expenditures	Allotments	Expenditures	Variance	Variance	Plan
Operating							
B Toll Operations and Maintenance	37.7	28.3	37.7	28.3	9.4	24.8%	37.7
C Information Technology	225.1	222.6	225.1	221.3	3.8	1.7%	225.1
D Facilities-Operating	66.4	70.6	69.3	70.4	(1.0)	(1.5)%	73.3
F Aviation	13.1	12.3	13.1	12.4	0.7	5.6%	12.6
H Program Delivery Management and Support	214.0	202.3	214.0	203.5	10.4	4.9%	213.4
K Public-Private Partnerships	2.0	1.9	2.0	2.0	(0.0)	(1.5)%	2.0
M Highway Maintenance and Operations	1,606.4	1,531.4	1,551.7	1,457.4	94.3	6.1%	1,578.5
Q Traffic Operations-Operating	251.4	245.9	251.4	238.3	13.1	5.2%	250.7
S Transportation Management and Support	181.6	190.0	181.6	188.6	(7.0)	(3.9)%	186.6
T Transportation Planning, Data and Research	188.5	171.2	186.4	177.6	8.8	4.7%	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	37.7	33.5	37.7	35.2	2.5	6.5%	37.5
X Ferries Operations and Maintenance	1,723.1	1,667.6	1,754.7	1,664.3	90.4	5.2%	1,707.0
Y Rail-Operating	10.8	10.3	10.9	10.7	0.2	1.7%	10.2
Z Local Programs-Operating	43.7	41.4	43.7	41.6	2.1	4.8%	43.7
Subtotal Operating	4,601.5	4,429.1	4,579.3	4,351.7	227.6	5.0%	4,565.6
Capital							
D Facilities-Capital	19.2	8.2	15.4	7.6	7.8	50.4%	12.3
I Improvements	1,529.1	1,263.8	1,523.4	1,286.1	237.3	15.6%	1,405.5
P Preservation	833.8	757.6	851.4	860.6	(9.1)	(1.1)%	837.9
Q Traffic Operations-Capital	10.3	6.3	10.3	7.2	3.1	30.3%	10.3
W Ferries Division Construction	121.5	117.6	123.9	113.2	10.7	8.7%	128.0
Y Rail-Capital	27.6	36.3	27.6	34.4	(6.7)	(24.4)%	28.8
Z Local Programs-Capital	36.0	25.2	36.0	24.1	11.9	32.9%	36.0
Subtotal Capital	2,577.6	2,215.1	2,588.1	2,333.2	254.9	9.8%	2,458.9
Subtotal	7,179.0	6,644.2	7,167.4	6,684.9	482.5	6.7%	7,024.5
Revolving							
E Transportation Equipment Fund	209.3	204.6	208.1	205.3	2.8	1.4%	209.3
Subtotal Revolving	209.3	204.6	208.1	205.3	2.8	1.4%	209.3
Agency Total	7,388.3	6,848.8	7,375.5	6,890.2	485.3	6.6%	7,233.8

Agency FTE Summary



Appendix B, 2013-15 Unanticipated Receipts

Program	Federal Dollars	Local Dollars	Approval Date	Account
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	361,400		
Grand Total		721,000		

Appendix C, 2013-15 Other Program Changes

Program	Dollars	Approval Date	Account
C3	3,200	10/08/13	Miscellaneous Transportation Programs Account - Local
Subtotal C	3,200		
E1	160,988,000	10/08/13	Transportation Equipment Account - State
Subtotal E	160,988,000		
I6	14,000,000	10/11/13	Miscellaneous Transportation Programs Account - Federal
I6	53,099,000	10/11/13	Miscellaneous Transportation Programs Account - Local
Subtotal I	67,099,000		
M2	110,000	10/08/13	Miscellaneous Transportation Programs Account - Federal
M2	75,000	10/08/13	Miscellaneous Transportation Programs Account - Local
M3	2,818,000	10/08/13	Sales & Services to Others - Local
Subtotal M	3,003,000		
P9	6,670,000	10/11/13	Miscellaneous Transportation Programs Account - Local
Subtotal P	6,670,000		
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	Miscellaneous Transportation Programs Account - Local
Subtotal S	211,000		
T2	44,265	10/08/13	Miscellaneous Transportation Programs Account - Local
T3	47,000	10/28/13	Sales & Services to Others - Federal
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 Program 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
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	772,845,465		

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

- Miscellaneous Transportation Programs Account (784)
- Toll Collection Account (495)
- Transportation Equipment Account (410)
- Miscellaneous Programs Account (759)
- King Street Railroad Station Facility Account (432)
- Advanced Environmental Mitigation Account (789)

Appendix D, Miscellaneous Transportation Programs Account, Fund 784

Dollars

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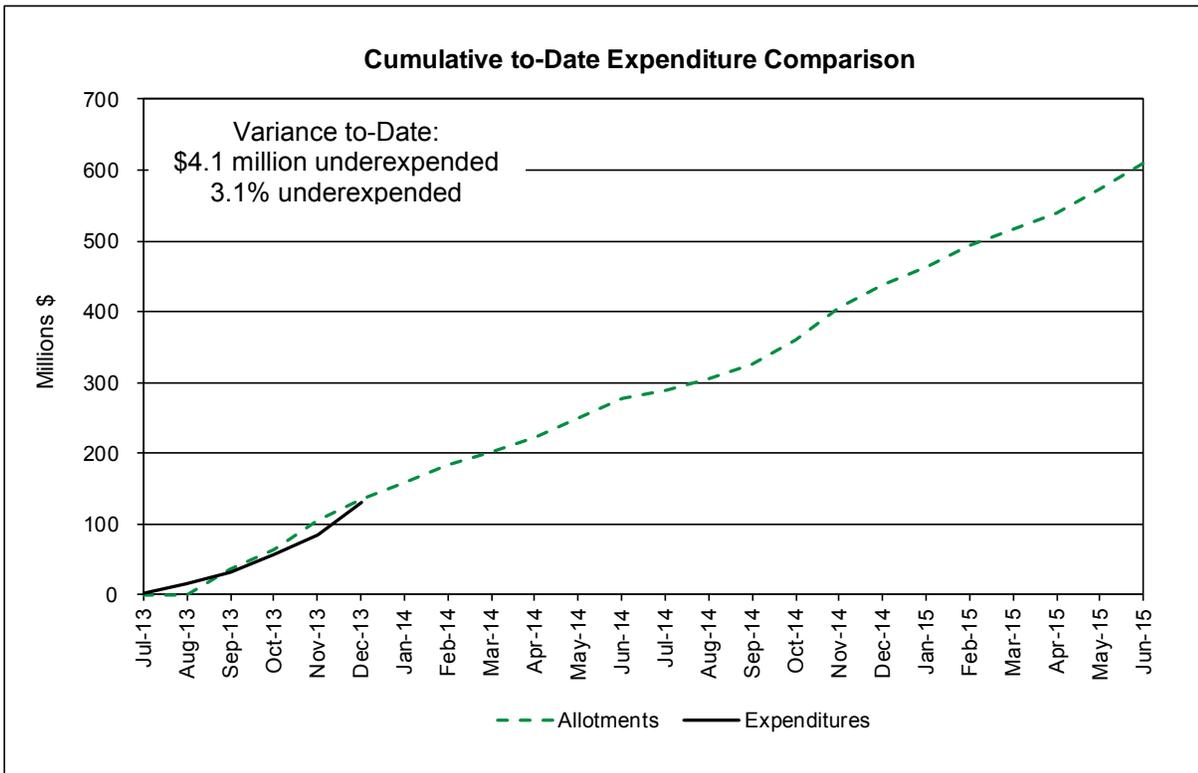
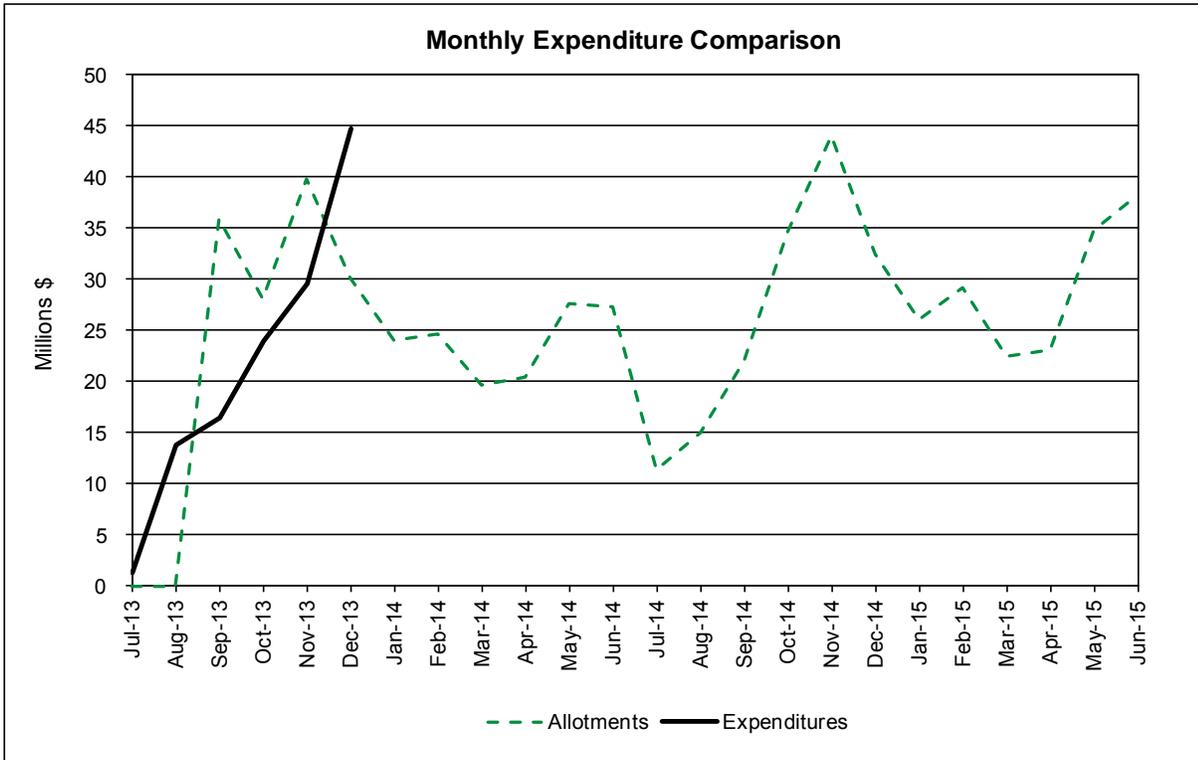
Expenditure Status

C3 Infrastructure Services	0	1,358	800	3,726	(2,926)	(365.7)%	3,200
D4 Capital Facilities - Maintenance and Operation	0	5	0	0	0	0.0%	0
I6 Regional Transit Authority Improvements	1,299,000	3,891,593	2,053,000	4,997,311	(2,944,311)	(143.4)%	67,099,000
M2 Maintenance – On State System	30,000	11,569	31,000	90,941	(59,941)	(193.4)%	185,000
M3 Maintenance – Sales and Services to Others	352,000	319,304	704,000	710,613	(6,613)	(0.9)%	2,818,000
P9 Sales and Services to Others	566,000	793,675	1,499,000	1,804,248	(305,248)	(20.4)%	6,670,000
Q2 Traffic Services	390,000	358,803	780,000	690,412	89,588	11.5%	3,200,000
S1 Executive Management and Support	(14,000)	0	0	0	0	0.0%	36,000
S2 Finance and Administration	0	(18)	0	0	0	0.0%	0
T2 Planning	2,765	29,972	35,265	29,972	5,293	15.0%	44,265
T3 Research and Library Services	15,000	0	15,000	0	15,000	100.0%	47,000
T6 Pass Through Funds	2,625,588	1,883,896	4,744,588	3,155,233	1,589,355	33.5%	17,453,000
V2 Public Transportation	4,631,000	3,145,507	5,870,000	4,238,419	1,631,581	27.8%	41,232,000
W1 Terminal Construction	61,000	5,883	80,000	9,894	70,106	87.6%	320,000
Z1 Local Programs Management and Support	8,000	8,519	14,000	11,199	2,802	20.0%	60,000
Z2 Construction – Off State System	87,955,000	87,703,131	117,986,000	113,994,496	3,991,504	3.4%	470,858,000
Z3 Bicycle – Pedestrian Coordination	0	(1,809)	0	0	0	0.0%	0
Z9 Local Agency Investments on the State System	212,000	192,917	293,000	222,738	70,262	24.0%	1,282,000
Total Expenditures	98,133,353	98,344,305	134,105,653	129,959,203	4,146,450	3.1%	611,307,465

Sources of Funds (Accounts)

Nonappropriated Funds	97,083,353	94,291,607	132,005,653	125,905,007	6,100,646	4.6%	602,907,465
Federal-Nonappropriated Arra	1,050,000	4,052,698	2,100,000	4,054,195	(1,954,195)	(93.1)%	8,400,000
Total Funds	98,133,353	98,344,305	134,105,653	129,959,203	4,146,450	3.1%	611,307,465

Agency Fund 784 Summary



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

Full-Time Equivalent (FTEs)

		Quarter Allotments	Quarter Expenditures	Biennium Allotments	to-Date Expenditures	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	28.5	31.9	26.7	28.3	(1.6)	(6.1)	39.2
M2	Maintenance – On State System	2.2	(0.0)	1.2	1.2	0.0	1.3	2.8
M3	Maintenance – Sales and Services to Others	24.0	5.9	24.0	9.0	15.0	62.6	24.0
P9	Sales and Services to Others	20.7	20.0	21.9	24.4	(2.5)	(11.6)	24.0
Q2	Traffic Services	14.0	11.6	14.0	11.7	2.3	16.4	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	0.2	0.4	1.3	0.2	1.1	83.4	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	11.8	15.0	13.1	1.9	12.8	15.0
W1	Terminal Construction	3.0	0.2	2.0	0.2	1.8	91.7	2.0
Z1	Local Programs Management and Support	0.0	0.2	0.0	0.1	(0.1)	0.0	0.0
Z2	Construction – Off State System	34.0	20.6	34.0	21.2	12.8	37.7	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	3.5	2.0	2.1	(0.1)	(7.4)	2.0
Total FTEs		143.6	106.1	142.1	111.5	30.5	21.5	157.5

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.

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

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.

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.

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

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	to-Date 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.