

Recommendation Summary

State of Washington
Recommendation Summary

Agency: 405 Department of Transportation

1:49:52PM

10/2/2015

Dollars in Thousands

	Annual Average FTEs	General Fund State	Other Funds	Total Funds
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2015-17 Current Biennium Total**Total Carry Forward Level**

Percent Change from Current Biennium

Carry Forward plus Workload Changes

Percent Change from Current Biennium

M2 5W Fuel Costs			(4,977)	(4,977)
M2 8F Fuel Rate Adjustment			(3,059)	(3,059)
M2 AA Capital Projects			(276,254)	(276,254)
M2 AC Capital Projects - Reappropriations			543,631	543,631
M2 BD Toll Operations and Management	2.5		1,546	1,546
M2 BF Customer Service Reform Fnd Correct				
M2 BG TNB Facility O&M Program Correction				
M2 BH CSC Procurement			831	831
M2 BI SR-167 RTS Increased Vendor Costs			511	511
M2 CA WSDOT Labor System Replacement	4.3		3,255	3,255
M2 CB Software License Increases			1,488	1,488
M2 FA Reappropriation 2013-15 Airport Aid			420	420
M2 MH Damages by Known Third Parties	11.0		2,311	2,311
M2 MJ Electricity Cost Increases			2,216	2,216
M2 MK I-405 Maintenance	3.6		810	810
M2 ML Local Government Stormwater Fees			2,827	2,827
M2 TB Additional Federal Authority			1,457	1,457
M2 UC Move DBE Support Program to Pgm S				
M2 VC Regional Mobility Reappropriation			8,906	8,906
M2 VE State Rail Transit Safety Oversight	1.0		432	432
M2 XM Ferries Utilities			668	668
M2 XN WSF Move/Remodel Cost Recovery	0.3		1,986	1,986
M2 XO Reservations System Operations	4.9		1,151	1,151
M2 XP Retain Evergreen State Vessel	1.0		652	652
M2 XQ Operations of 3rd Olympic Class Ves	1.1		1,259	1,259
M2 XR Non-Routine Vessel Maintenance			5,907	5,907
M2 XS Eagle Harbor Maintenance Staff	1.0		165	165
M2 YB New Service and Locomotives - Rail	0.3		256	256

Total Maintenance Level

Percent Change from Current Biennium

	30.7		298,395	298,395
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PL N9 SD Monetization of WSDOT Website			160	160
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PL O0 X7 Retain Klahowya as Standby Ves	11.0	1,591	1,591
PL O1 X8 Passenger Counting Initiative	15.6	2,422	2,422
Subtotal - Performance Level Changes	26.6	4,173	4,173
2015-17 Total Proposed Budget	57.3	302,568	302,568
Percent Change from Current Biennium			

M2 5W Fuel Costs

Washington State Ferries (WSF) is the largest consumer of biodiesel fuel in state government. The department requests a reduction to 2015-17 appropriation authority consistent with projected fuel prices from the September 2015 Five-percent Biodiesel (B5) Adjusted Forecast.

M2 8F Fuel Rate Adjustment

Various WSDOT programs use gas and diesel fuel for motor vehicles and equipment to maintain and operate the state highway system. The September 2015 Fuel Price Forecast projects lower fuel costs in the 2015-17 biennium. The department requests a decrease of \$876,000 to enacted appropriations for programs that use gas and diesel fuel. The department also requests a \$2.2 million decrease in Transportation Equipment Fund (TEF) spending authority for TEF purchases of fuel for the department and for fuel sold to other agencies.

M2 AA Capital Projects

The Washington State Department of Transportation (WSDOT) requests adjustments to the appropriation authority for the department's seven capital programs. The department's 2016 capital project list includes technical corrections and updates to the timing and cost of projects currently authorized by the Legislature.

M2 AC Capital Projects - Reappropriations

The Washington State Department of Transportation (WSDOT) requests adjustments to the appropriation authority for the department's seven capital programs. The department's 2016 capital project list includes reappropriations for project funding that were authorized by the Legislature in the prior biennium but remained unexpended at the end of the period.

M2 BD Toll Operations and Management

Funding provided in the 2015-17 biennial transportation budget for Program B (Toll Operations and Maintenance) is insufficient to fully fund the transition of toll operations from the capital program. Additional funding is requested to fund three core management roles and other non-FTE related costs. WSDOT is requesting \$1.5 million to complete the transition from capital funding.

M2 BF Customer Service Reform Fnd Correct

During the 2015-17 legislative session, state funding was provided to implement ESSB 5481 which was designed to improve integration between the Good to Go! electronic tolling system and the pay-by-mail tolling system through increased communication with customers. The entire appropriation was placed in the State Route (SR) 520 Civil Penalty Account (fund 17P), which leaves the SR 520 toll facility carrying the entirety of the program's costs, including costs attributable to the Tacoma Narrows Bridge (TNB). This net zero decision package reallocates funding so the Tacoma Narrows Toll Bridge Account (fund 511) shares in its costs attributable to the integration effort.

M2 BG TNB Facility O&M Program Correction

In the 2015-17 Transportation Budget, the Legislature transferred \$533,000 from Toll Division (Program B) to the Maintenance Program (Program M) as a part of the appropriation for the Tacoma Narrows Bridge (TNB) facility operations and maintenance. WSDOT is requesting a transfer back to Program B as the funding transferred was associated with toll system maintenance (typically budgeted in Program B) and not road facility maintenance (typically budgeted in Program M). This is a net zero request and will therefore be neutral to the TNB Account (Fund 511).

M2 BH CSC Procurement

The statewide Customer Service Center (CSC) contract expires on June 30, 2016. The Washington State Department of Transportation (WSDOT) has decided to undertake a two-phase approach to CSC vendor replacement. Phase 1-replace the CSC operator and Phase 2-replace the CSC system. During Phase 1, WSDOT either will extend the current contract or, if negotiations with the current operator fail, will move directly to the procurement of a new operator. Under either scenario of Phase 1, WSDOT anticipates higher operating costs at current market rates. WSDOT is requesting \$831,000 to support a possible increase in CSC operator costs.

M2 BI SR-167 RTS Increased Vendor Costs

The Washington State Department of Transportation (WSDOT) estimates that it will collect approximately \$330 million in toll revenue during the 2015-17 biennium. To ensure this revenue is collected, the roadside toll collection system (RTS) needs to be properly operated and maintained. The tolling equipment on the SR 167 High Occupancy Toll (HOT) lanes is being upgraded during the transition from the current vendor, Electronic Transaction Consultants (ETCC), to the statewide roadside vendor, Telvent. To accommodate this change WSDOT requires \$511,000 of additional funding in the current biennium with additional ongoing funding to support vendor systems operational and maintenance cost.

M2 CA WSDOT Labor System Replacement

Funding is requested for the Washington State Department of Transportation (WSDOT) to replace the WSDOT Labor Distribution System with the Workforce Software EmpCenter time and attendance system. This system replacement will impact all WSDOT non-marine employees.

M2 CB Software License Increases

Funding is requested for the increasing costs of maintaining the current level of software licenses and maintenance agreements that support all Washington State Department of Transportation (WSDOT) agency-wide project deliveries, program activities, and business operations. These licenses and agreements are critical to WSDOT's operations as they are necessary to support the department's mission to provide and support safe, reliable and cost-effective transportation options to improve livable communities and economic vitality for people and businesses.

M2 FA Reappropriation 2013-15 Airport Aid

The department requests that unspent grant authority of \$420,000 be carried over from 2013-15 to the 2015-17 biennium to allow completion of fourteen separate airport projects, without reducing funds available for new grant projects. Grants issued during the 2013 and 2014 grant cycles anticipated work to be completed between July 1, 2013 and June 30, 2015. Because the state's fiscal year varies from the federal fiscal year as well as individual airport sponsors' fiscal years, airport sponsors are sometimes unable to complete their projects before the end of the committed state fiscal year. The department requests to re-appropriate funds for projects with incomplete work from prior grant periods. Because the state funds committed to specific projects were not spent last biennium, they remain in the Aeronautics Account to complete the projects in 2015-17.

M2 MH Damages by Known Third Parties

Appropriation authority is requested to cover increases in the cost of repairing damages to highways caused by known third parties, and for the costs to collect reimbursements from the parties who caused the damage, or their insurers.

M2 MJ Electricity Cost Increases

Additional appropriation authority is requested to cover increased electricity costs in the Capital Facilities program (Program D) and the Highway Maintenance program (Program M).

M2 MK I-405 Maintenance

A major \$332 million project, opening 17 miles of Express Toll Lanes (ELT) on I-405 between Lynnwood and Bellevue, will be complete and functional by October 2015. The project is a critical step to reducing congestion on the I-405 corridor and brings a number of benefits to the transportation system. The project also expands highway infrastructure and associated features substantially, requiring an increase in ongoing roadway maintenance activities. The department requests 2015-17 appropriation of \$810,000 and 4.0 ongoing annual FTEs.

M2 ML Local Government Stormwater Fees

Additional appropriation authority is requested for payment of stormwater assessments charged to the department by local governments under RCW 90.03.525.

M2 TB Additional Federal Authority

Increased federal authority is requested for federal grants and Strategic Highway Research Program (SHRP) 2 projects. The current level of federal authority does not align with the federal funding expected for these projects.

M2 UC Move DBE Support Program to Pgm S

A net zero change is requested to move \$500,000 of federal funding for the Disadvantaged Business Enterprises (DBE) Support Services Program from Program U, Charges from Other Agencies, to Program S, Transportation Management and Support.

M2 VC Regional Mobility Reappropriation

The Regional Mobility Grant Program funds transit mobility projects that reduce travel delay and improve connections between counties and regional population centers that help the state reach its goals of reducing greenhouse gases and vehicle miles traveled. Grants are awarded for capital construction, equipment acquisition, and operations. Due to project delays and savings from projects completed in the 2013-15 biennium, the remaining unspent balance from the 2013-15 biennium is requested for re-appropriation in the 2015-17 biennium.

M2 VE State Rail Transit Safety Oversight

This decision package aligns federal appropriation authority with federal funding currently available under the State Safety Oversight (SSO) program and provides the required 20 percent state match. The Washington State Department of Transportation (WSDOT) requests an increase in appropriation authority and one additional FTE to align with available federal funding and the required state match and to deliver the program in compliance with new requirements.

M2 XM Ferries Utilities

Appropriation authority is requested to cover increased utility costs at ferry terminals. These costs include sewer, garbage, electricity, stormwater, water, propane and natural gas, and other heating costs.

M2 XN WSF Move/Remodel Cost Recovery

At the direction of the Legislature, Washington State Ferries (WSF) is in the process of consolidating office space in downtown Seattle, reducing space, and ongoing lease costs. The department intended to use savings achieved through the consolidation to pay for the one-time costs of reconfiguring space and moving. However, lease cost savings were removed in the enacted 2015-17 budget. One-time appropriation authority is requested to cover the 2015-17 costs of implementing the consolidation.

M2 XO Reservations System Operations

Appropriation authority is requested for continued operation of the Washington State Ferry "Save A Spot" reservation system. The reservations system is currently in place for the Anacortes -- San Juan Islands ferry routes (including Sidney, British Columbia, Canada) and on the Port Townsend -- Coupeville ferry route. The request supports continued customer service, terminal labor, and management to support the reservations system for ferry customers.

M2 XP Retain Evergreen State Vessel

Appropriation authority is requested for the cost of making an additional vessel, the M/V Evergreen State, available for service from July 1, 2015, through mid-November 2015 while other vessels are being repaired or completing planned preservation and maintenance.

M2 XQ Operations of 3rd Olympic Class Ves

Appropriation authority is requested to operate and maintain the new M/V Chimacum, the third Olympic class (144-car capacity) vessel, which is expected to be delivered in February 2017 with service to begin May 2017. The new vessel will increase service capacity and allow for the retirement of one Evergreen State class vessel.

M2 XR Non-Routine Vessel Maintenance

This decision package requests additional appropriation authority for several areas of maintenance that need to be addressed in the 2015-17 biennium. This work is not routine and, as such, does not fit within an ongoing baseline level of maintenance.

M2 XS Eagle Harbor Maintenance Staff

Additional resources are requested for two electricians for Washington State Ferries' (WSF) Eagle Harbor Maintenance Facility to help meet the increased demand for vessel maintenance activities and to help keep vessels in repair for continued ferry service.

M2 YB New Service and Locomotives - Rail

As part of the state's commitment in accepting nearly \$800 million in federal funds for rail capital improvements, Amtrak Cascades will add two round trips between Seattle and Portland starting October 1, 2017. The department requested increased appropriations in its 2015-17 budget request for the June 2017 costs; the requested increase was not included in the enacted budget. Since that time, the schedule has been revised from June 1, 2017, to October 1, 2017. Appropriation authority is not needed for 2015-17 for the new service; however, costs related to the eight new locomotives will begin upon delivery in January 2017.

PL N9 SD Monetization of WSDOT Website

The Washington State Department of Transportation (WSDOT) began web advertising at the request of the Legislature and through a transportation budget proviso in the 2011-13 biennium, which authorized an advertising pilot project. Through the pilot project, WSDOT determined that it is possible to generate revenue without hindering the user's overall website experience. Based on the success of the pilot, WSDOT is proposing agency-request legislation to make permanent the existing digital advertising program and dedicate the revenues primarily for improvements to the department's website, social media, and mobile applications. This decision package supports agency-request legislation.

PL O0 X7 Retain Klahowya as Standby Ves

Appropriation authority is requested to retain an Evergreen State class vessel, the M/V Klahowya, as standby. With this standby vessel, the department will be better able to maintain scheduled levels of ferry service in the event of vessel breakdowns, as well as have the capacity to plan and deliver maintenance work. The cost of this request is partially offset by removal of the current standby vessel, the M/V Hiyu.

PL O1 X8 Passenger Counting Initiative

Washington State Ferries (WSF) seeks resources to continue an initiative on passenger counting for the San Juan Island and the Fauntleroy-Vashon-Southworth ferry routes. By adding a deckhand to the crew on these routes, WSF is better able to track and account for passengers on these routes where passengers and vehicles are loading and unloading at multiple locations along the route.