
Statewide Enterprise Approach for IT Operation and Investment

Information Technology Documents

Statewide Enterprise Approach for Information Technology Operation and Investment

12.1 INFORMATION TECHNOLOGY PLANNING AND BUDGET REQUESTS

The 2014 Washington State Department of Transportation (WSDOT) Information Technology Division (C-Program) budget was uploaded in the Information Technology Business Management System (Apptio). The Office of the Chief Information Officer (OCIO) office will access that information for their reporting purposes.

12.2 CONSULTING REQUIREMENTS WITH OFFICE OF THE CHIEF INFORMATION OFFICER

WSDOT Information Technology Division will be continuing the OCIO approved investments. No new projects are submitted for approval.

The current project investments already underway are:

Investment/Project	Oversight Level	Status
Enterprise Time, Leave and Attendance System (TLA)	Level 2 Oversight	Active
Tolling & Statewide Tolling Customer Service Center	Level 2 Oversight	Active (Projected completion 2014)
Vehicle Reservation System (VRS)	Level 3 Oversight	Active
Washington state Roadway Toll Systems (I-405, SR-520 & SR-99 Tunnel)	Level 2 Oversight	Active

12.3 INFORMATION TECHNOLOGY ADDENDUM AND CRITERIA FOR THE OCIO IT INVESTMENT PRIORITY LIST

WSDOT is not submitting any Information Technology Division decision packages for consideration during the 2015-17 budget development process.

12.4 AGENCY'S IT INVESTMENT PRIORITY RANKING TABLE

WSDOT is not submitting any decision packages for ranking.

12.5 REQUESTS FOR UTILITY-BASED INFRASTRUCTURE SERVICES

Cost estimates for the Consolidated Technology Services (CTS) hosted Time Leave and Attendance (TLA) product have not yet been available from CTS.

12.6 DATA CENTER SERVICE WAIVER REQUIREMENTS

WSDOT is not submitting any applicable decision packages; therefore data center services or waivers are not applicable.

12.7 STATE INTEROPERABILITY EXECUTIVE COMMITTEE APPROVAL FOR CERTAIN INVESTMENTS

State Interoperability Executive Committee (SIEC)/OCIO approval is required for radio, Radio over Internet Protocol (RoIP), and public safety communication systems investments.

WSDOT has a close working relationship with the SEIC. The department will obtain approval from the SEIC and OCIO before doing any radio, RoIP, or public safety communication systems project.

Investments must fit with state plans.

WSDOT has no plans at this time for any radio or communications project. There have been preliminary discussions about replacing department communications equipment. These are preliminary discussions which have not determined a cost, timeframe or approval to proceed. If WSDOT is able to obtain approval and funding for the project, the expected start date would not be in this biennium.

Enterprise Risk Management Update

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
ENTERPRISE RISK MANAGEMENT UPDATE

The top three major risks facing the Washington State Department of Transportation (WSDOT) are:

1) A lack of revenue to address WSDOT priorities results in:

a) A failure to deliver on projects WSDOT already has initiated.

Mitigation Strategy: WSDOT is assessing the scope and budget of projects, and in some cases delaying projects or program expenditures to deal with budget shortfalls. Programs are being adjusted within the biennial cycle to reduce potential risks.

b) Maintenance and Preservations issues:

- i. A diminished ability to maintain and preserve our current infrastructure;
- ii. An increase in the life cycle costs of our infrastructure;
- iii. A lower level of service to the general public with respect to roadway issues;
- iv. The failure of our infrastructure and other WSDOT assets.

Mitigation Strategy: WSDOT is using risk based asset strategies to deal with limited funding for its maintenance and preservation programs. Lower cost strategies are used to optimize potential return on investment, while achieving WSDOT strategic plans goals and objectives. Projects are being designed to focus only on the highest priorities' needs, not all potential needs. Least cost planning and practical design are used to develop high performance, lower cost projects.

c) Inability to adequately fulfill the court ordered removal of fish passage barriers.

Mitigation Strategy: WSDOT is working to inventory fish passage barriers. A project planning process is being developed to prioritize, assess habitat, and properly scope projects. WSDOT has developed a barrier correction plan. Progress is being reported and project success is being evaluated and will be monitored over time. Projects impacted by expenditures on fish passage are being identified.

d) Impacts to ferry service reliability

Mitigation Strategy: WSDOT is replacing and adding new vessels to the fleet thereby reducing maintenance and seaworthiness issues. Major vessel outages are evaluated using root cause analysis to gain knowledge and make changes to reduce future outages. Staffing shortages, while a low frequency, are being evaluated to address different staffing scenarios.

- e) In an effort to protect investments in maintaining and preserving infrastructure at lowest lifecycle costs, other capital programs are needed to help pay for shortfalls. These budget shifts cause lower levels of performance and future cost to the contributing program.

Mitigation Strategy: Alternative strategies are being developed in an attempt to achieve desired levels of performance for both the receiving and contributing programs. Options such as lower cost approaches, delaying projects, and using shorter term solutions allow for shifting of resources across programs, while limiting long term negative impacts. Risk based approaches are currently being used to better understand potential future impacts.

2) Loss of staff due to layoffs and retirement will lead to a loss of expertise and institutional knowledge within the Department.

Mitigation Strategy: WSDOT is evaluating processes, identifying core training, and interviewing knowledge experts as a means to reduce knowledge loss. The Department is using cross functional teams to grow understanding across institutional barriers.

3) Cost overruns with respect to mega-projects and/or ferry vessel projects will make it more difficult for WSDOT to move forward with other projects.

Mitigation Strategy: WSDOT is actively monitoring and reporting projects in terms of scope, schedule and budget. Projects are required to assess risk and develop risk response plans to reduce these risks. Quarterly project reports are given to key leaders who track these performance outcomes.

Electronic Decision Package Submittal Confirmation

ELECTRONIC SUBMITTAL CONFIRMATION FORM

Agency Number: 405

Agency Name: Washington State Department of Transportation

Agencies are required to provide electronic access to each decision package in their budget request as part of the submittal process. Confirm Option 1 or 2 below:

Option 1:

This agency posts all decision packages for our 2015-17 budget request to our public facing website at the following URL:

URL: http://www.wsdot.wa.gov/Finance

Option 2:

This agency does not post decision packages and has forwarded copies via e-mail to OFM.Budget@ofm.wa.gov.

These decision packages conform to our agency's ADA accessibility compliance policy.

Agency Contact: Elise Greef or Megan Atkinson

Contact:

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Contact E-mail:

Date: September 5, 2014

