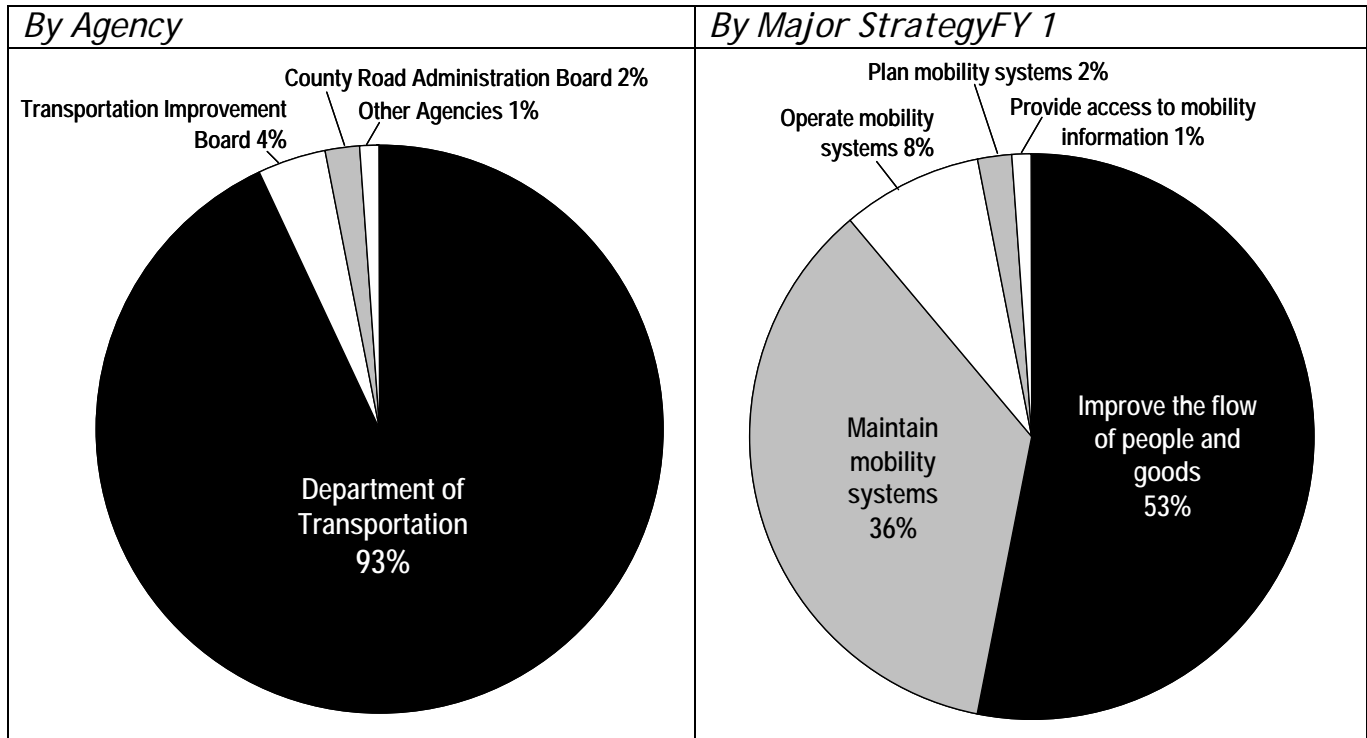


GMAP Fiscal Report

Mobility

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

(Fund Sources: federal, dedicated funds)



Current Fiscal Status (Major Agencies)

July 2007 - March 2008 Expenditures

Dollars in Thousands

	Estimates-to-date	Actuals-to-date	Current Variance under/(over)	Prior Report
Department of Transportation	\$1,707,432	\$1,631,871	4.4%	→31.6%
Operating	506,620	516,686	(2.0)%	8.4%
Capital	1,200,812	1,115,185	7.1%	→37.6%

GMAP Fiscal Report

Mobility

Current Fiscal Status (Program Detail)

July 2007 - March 2008 Expenditures

Dollars in Thousands

	Estimates-to-date	Actuals-to-date	% Variance under/(over)	Prior Report
Department of Transportation				
B00 Toll Operations and Maintenance				
FTE Staff	18.1	10.3	43.7%	47.8%
	\$9,019	\$11,326	→(25.6)%	→63.3%
C00 Information Technology				
FTE Staff	224.7	221.5	.7%	6.2%
	\$26,304	\$26,630	(1.2)%	→21.7%
D00 Facility Maintenance/Operations-Operating				
FTE Staff	90.4	81.3	10.3%	9.0%
	\$14,479	\$12,322	→14.9%	→35.6%
DOC Facility Maintenance, Operations and Construction - Capital				
FTE Staff	3.8	3.6	2.7%	(3.3)%
	\$349	\$442	→(26.6)%	(20.9)%
E00 Transportation Equipment Fund				
FTE Staff	203.5	202.9	.2%	2.2%
	\$41,388	\$39,175	5.3%	→24.0%
F00 Aviation				
FTE Staff	11.0	15.7	(42.7)%	(41.8)%
	\$3,068	\$2,087	→32.0%	→48.5%
H00 Program Delivery, Management & Support				
FTE Staff	251.6	233.8	7.0%	4.8%
	\$20,157	\$18,859	6.4%	8.8%
I0C Improvements - Capital				
FTE Staff	1,656.3	1,801.6	(10.0)%	(5.4)%
	\$796,555	\$747,624	6.1%	→48.1%
K00 Transportation Economic Partnerships - Operating				
FTE Staff	4.5	1.9	57.8%	66.7%
	\$305	\$332	(8.9)%	42.1%
M00 Highway Maintenance and Operations				
FTE Staff	1,404.1	1,451.4	(3.5)%	9.7%
	\$122,218	\$135,680	→(11.0)%	2.3%
POC Preservation - Capital				
FTE Staff	1,137.6	1,060.6	6.7%	(1.6)%
	\$283,888	\$282,897	.3%	.8%
Q00 Traffic Operations - Operating				
FTE Staff	257.9	247.3	4.2%	1.5%
	\$19,330	\$17,932	7.2%	→10.5%
Q0C Traffic Operations - Capital				
FTE Staff	15.7	12.6	20.8%	74.3%
	\$2,974	\$3,638	→(22.3)%	→83.8%

GMAP Fiscal Report

Mobility

	Estimates-to-date	Actuals-to-date	% Variance under/(over)	Prior Report
S00 Transportation Management and Support				
FTE Staff	171.7	181.9	(6.0)%	(5.0)%
	\$11,501	\$11,575	(.6)%	(5.1)%
T00 Transportation Planning, Data, Research				
FTE Staff	193.9	192.7	.6%	(2.0)%
	\$18,454	\$18,099	1.9%	→12.9%
U00 Charges from Other Agencies				
	\$27,527	\$26,450	3.9%	→19.9%
V00 Public Transportation				
FTE Staff	29.5	27.1	8.1%	9.2%
	\$27,617	\$21,973	→20.4%	→(98.7)%
W0C Washington State Ferries, Capital				
FTE Staff	166.7	113.4	32.0%	32.0%
	\$62,178	\$43,374	→30.2%	→30.6%
X00 Washington State Ferries, Operating				
FTE Staff	1,638.1	1,607.6	1.9%	(1.1)%
	\$150,430	\$158,802	(5.6)%	1.8%
Y00 Rail - Operating				
FTE Staff	9.3	10.7	(17.6)%	(21.5)%
	\$10,804	\$11,070	(2.5)%	→17.5%
Y0C Rail - Capital				
FTE Staff	12.0	12.1	(.8)%	6.7%
	\$17,832	\$15,186	→14.8%	→(426.8)%
Z00 Local Programs - Operating				
FTE Staff	43.0	40.2	6.5%	3.7%
	\$4,019	\$3,835	4.6%	→16.2%
Z0C Local Programs - Capital				
FTE Staff	0.0	.4	NA	NA
	\$37,036	\$22,024	→40.5%	→88.2%
Department of Transportation Operating Totals				
FTE Staff	4,551.3	4,526.5	.5%	3.5%
	\$506,620	\$516,686	(2.0)%	8.4%
Department of Transportation Capital Totals				
FTE Staff	2,992.1	3,005.1	(1.1)%	(.8)%
	\$1,200,812	\$1,115,185	7.1%	→37.6%

Mobility

Key Fiscal Issues for the Department of Transportation

2008 Supplemental Operating Budget - as passed the Legislature

- \$17.9 million in Other Funds for increased fuel costs;
- A net of \$16 million in Other Funds to cover mandatory increased costs, such as de-icing chemicals, roadway stripe paint, completion of the agency's connection to the state's network, additional software development for a construction project management system, additional state and federal funding for emergencies, and assorted other items;
- \$2.9 million in Other Funds to implement the new storm-water permit requirements;
- \$3.3 million Other Funds for the increased costs of the extraordinary need for snow removal during the 2007-08 winter season;
- \$4.3 million in Other Funds for higher costs associated with the electronic toll connection system;
- A net of (\$16.5) million in Other Funds to cover mostly reduced costs, such as the cost of toll operations, a reduction to DOT's revenue forecast, a reduction to the start-up costs for the Regional Transportation Investment District, as well as a number of other small items.

2008 Supplemental Capital Budget - as passed the Legislature

- \$84.5 million in Other Funds (federal) for the Lake Washington Urban Partnership to replace the I-520 floating bridge;
- \$6.5 million in Other Funds for the payment of a court judgment for contributing to the pollution of the Palermo well field;
- \$85 million in Other Funds to reflection actual reappropriation amounts for capital projects carried forward from 2005-07;
- A net of (\$288) million in Other Funds primarily for funding level adjustments to rail capital project and the updated 2008 transportation project list.

Expenditure Trends

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

DOT Operating Budget

The DOT Operating budget is over-spent by 2 percent as of the end of March. This variance is primarily due to the following programs:

- Toll Operations, Program B, is over-spent by 25.6 percent (\$2.3 million): An insurance payment for the Tacoma Narrows Bridge was made earlier than planned.
- Facility Maintenance and Operations, Program D, is underspent by 14.9 percent (\$2.16 million): Work on elevator projects in the Northwest and Southwest regions' headquarters buildings has begun later than initially planned. In addition, labor

Mobility

utilization for facilities work expected through March will occur later in the biennium.

- Aviation, Program F, underspent by nearly 32 percent (\$981,000): The local airport aid program is the major source of the variance. Progress on local airport preservation projects funded by state funds has been slower than anticipated. In addition, total expenditures for several completed projects were less than assumed in the budget, and significant expenditures for some projects that were originally scheduled to begin in July 2007 will not be incurred until the 2008 construction season.
- Highway Maintenance and Operations, Program M, is over-spent by 11 percent (\$13.5 million): Because of severe storms this winter, expenditures for snow and ice control and storm related repairs have been substantially greater than anticipated. Additional funding to cover this overspending was provided in the 2008 Supplemental budget.
- Public Transportation, Program V, is under-spent by 20.4 percent (\$5.6 million): Reimbursement requests for from local agencies that have received public transportation grants have been less than initially expected.

DOT Capital Budget

The DOT Capital budget is underspent by nearly 7.1 percent as of the end of March.

- Facility Maintenance, Operations, and Construction-Capital, Program D, is over-spent by nearly 27 percent (\$93,000): Expenditures for minor capital projects have occurred earlier than planned. In addition, an interest payment made in November for certificates of participation for the Olympic Region headquarters site acquisition is allotted in May 2008.
- Traffic Operations, Program Q, is over-spent by more than 22 percent (\$664,000): The variance is due to significant expenditures on three projects in March. It will be reduced as the biennium progresses.
- Washington State Ferries-Capital, Program W, is underspent by 30 percent (\$18.8 million). Significant sources of the variance are:
 - A smaller than anticipated contract amount and reduction in the scope of work resulted in lower than budgeted expenditures for the MV Tacoma preservation project;
 - Biennium-to-date expenditures for the MV Hyak preservation project are behind schedule because of a delay in the start of the dockside contract and late billings for drydock work;
 - Work on the equipment for the new auto ferry vessels and vessel design work have not progressed as much as initially anticipated;
 - For the Anacortes Terminal project, right of way acquisition expenditures that were expected in August have not yet been made.
- Rail-Capital, Program Y, is over-spent by nearly 15 percent (\$2.6 million). Acquisition of right-of-way for the Vancouver Rail bypass project was planned for completion in March; however, it now is expected later in the biennium.

Mobility

- Local Programs-Capital, Program Z, is underspent by nearly 41 percent (\$15 million). Expenditures for Freight Mobility Strategic Investment Strategic Board (FMSIB) have been substantially less than expected in the initial spending plan. The department is currently reviewing project estimates to provide a more realistic spending plan.

Agency Action Plan

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