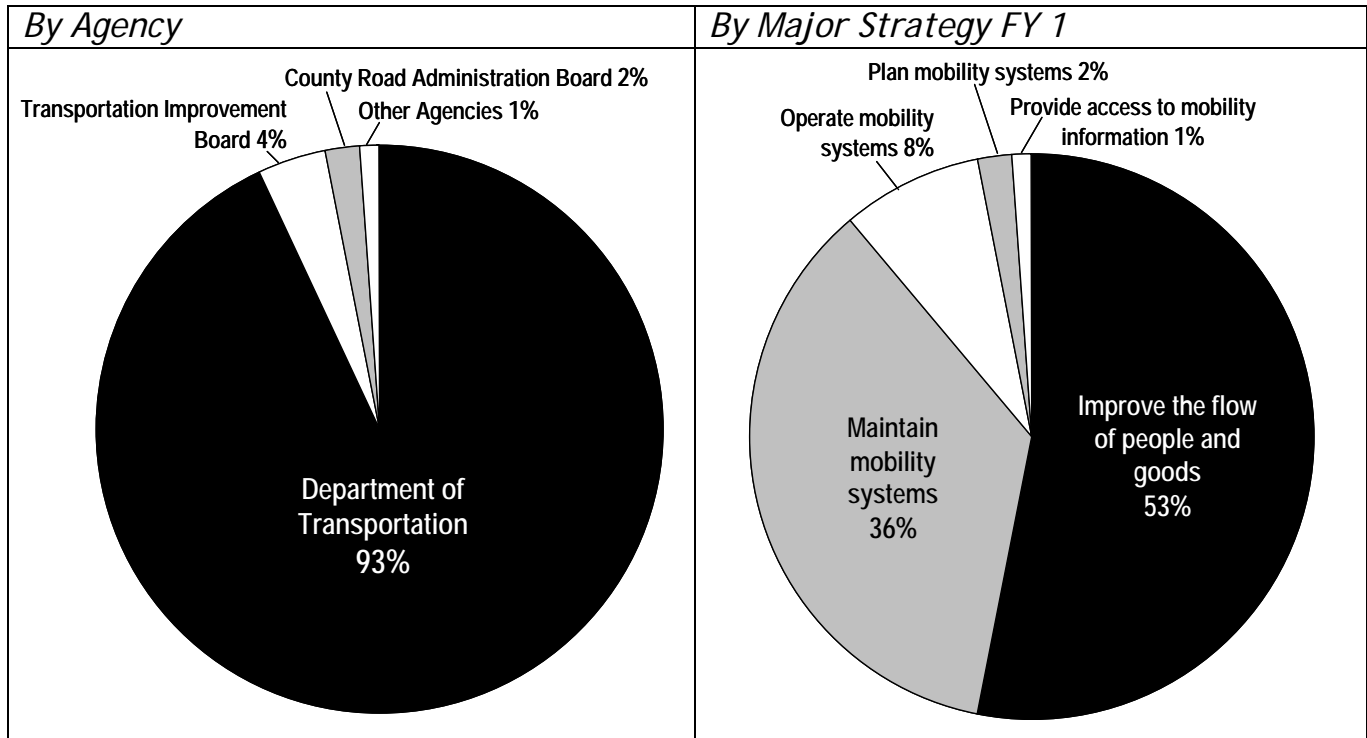


GMAP Fiscal Report

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 - May 2008 Expenditures

Dollars in Thousands

	Estimates-to-date	Actuals-to-date	Current Variance under/(over)	Prior Report
Department of Transportation	\$2,122,480	\$2,045,429	3.6%	4.4%
Operating	638,460	648,863	(1.6)%	(2.0)%
Capital	1,484,020	1,396,567	5.9%	7.1%

GMAP Fiscal Report

Mobility

Current Fiscal Status (Program Detail)

July 2007 - May 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	11.9	11.0	7.6%	43.7%
	\$13,747	\$13,621	.9%	→(25.6)%
C00 Information Technology				
FTE Staff	231.6	228.8	1.2%	.7%
	\$35,355	\$33,326	5.7%	(1.2)%
D00 Facility Maintenance/Operations-Operating				
FTE Staff	87.9	80.3	8.7%	10.3%
	\$15,103	\$15,150	(.3)%	→14.9%
DOC Facility Maintenance, Operations and Construction - Capital				
FTE Staff	4.1	3.7	9.8%	2.7%
	\$911	\$805	11.6%	→(26.6)%
E00 Transportation Equipment Fund				
FTE Staff	203.6	203.8	(.2)%	.2%
	\$52,828	\$48,942	7.4%	5.3%
F00 Aviation				
FTE Staff	11.0	15.0	(36.4)%	(42.7)%
	\$3,742	\$2,601	→30.5%	→32.0%
H00 Program Delivery, Management & Support				
FTE Staff	250.9	232.6	7.3%	7.0%
	\$25,171	\$23,643	6.1%	6.4%
IOC Improvements - Capital				
FTE Staff	1,658.7	1,833.3	(10.5)%	(10.0)%
	\$1,008,881	\$958,760	5.0%	6.1%
K00 Transportation Economic Partnerships - Operating				
FTE Staff	4.5	2.2	51.1%	57.8%
	\$459	\$388	→15.5%	(8.9)%
M00 Highway Maintenance and Operations				
FTE Staff	1,407.6	1,441.7	(2.4)%	(3.5)%
	\$150,809	\$167,432	→(11.2)%	→(11.0)%
POC Preservation - Capital				
FTE Staff	1,145.6	1,052.0	8.2%	6.7%
	\$341,005	\$324,576	4.8%	.3%
Q00 Traffic Operations - Operating				
FTE Staff	258.2	246.8	4.4%	4.2%
	\$22,401	\$21,972	1.9%	7.2%
Q0C Traffic Operations - Capital				
FTE Staff	15.4	14.6	5.2%	20.8%
	\$8,133	\$5,360	→34.1%	→(22.3)%

GMAP Fiscal Report

Mobility

	Estimates-to-date	Actuals-to-date	% Variance under/(over)	Prior Report
S00 Transportation Management and Support				
FTE Staff	172.7	181.6	(5.2)%	(6.0)%
	\$13,931	\$14,246	(2.3)%	(.6)%
T00 Transportation Planning, Data, Research				
FTE Staff	193.4	193.5	(.1)%	.6%
	\$22,876	\$23,027	(.7)%	1.9%
U00 Charges from Other Agencies				
	\$30,193	\$30,127	.2%	3.9%
V00 Public Transportation				
FTE Staff	29.5	28.0	5.1%	8.1%
	\$38,703	\$29,257	→24.4%	→20.4%
W0C Washington State Ferries, Capital				
FTE Staff	166.7	114.2	31.5%	32.0%
	\$51,922	\$54,939	(5.8)%	→30.2%
X00 Washington State Ferries, Operating				
FTE Staff	1,638.5	1,579.5	3.6%	1.9%
	\$193,784	\$206,247	(6.4)%	(5.6)%
Y00 Rail - Operating				
FTE Staff	9.6	10.9	(13.5)%	(17.6)%
	\$14,030	\$14,052	(.2)%	(2.5)%
Y0C Rail - Capital				
FTE Staff	12.0	12.3	(2.5)%	(.8)%
	\$21,529	\$20,476	4.9%	→14.8%
Z00 Local Programs - Operating				
FTE Staff	43.0	40.0	7.0%	6.5%
	\$5,328	\$4,832	9.3%	4.6%
Z0C Local Programs - Capital				
FTE Staff	0.0	.5	NA	NA
	\$51,640	\$31,650	→38.7%	→40.5%
Department of Transportation Operating Totals				
FTE Staff	4,553.9	4,495.7	1.3%	.5%
	\$638,460	\$648,863	(1.6)%	(2.0)%
Department of Transportation Capital Totals				
FTE Staff	3,002.5	3,030.7	(.9)%	(1.1)%
	\$1,484,020	\$1,396,567	5.9%	7.1%

GMAP Fiscal Report

Mobility

Key Fiscal Issues for the Department of Transportation

2008 Enacted Supplemental Operating Budget

- \$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 Enacted Supplemental Capital Budget

- \$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 1.6 percent as of the end of May. This variance is primarily due to the following programs:

- Aviation, Program F, underspent by more than 30 percent (\$1.1 million): 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. Expenditures for consultant work on the Long-Term Air

Mobility

Transportation Study are less than assumed in the initial allotments. Aviation Planning has not yet expended planning grant funds from the Federal Aviation Administration.

- Transportation Economic Partnership, Program K is underspent by more than 15 percent (\$0.07 million). Expenditures for the public ferry terminal study have been lower than anticipated. Expenditures and allotments will align in future months.
- Highway Maintenance and Operations, Program M, is overspent by 11 percent (\$16.6 million): Because of severe storms this winter and persistent lower than normal temperatures in March and April, expenditures for snow and ice control and storm related repairs have been substantially greater than anticipated.
- Public Transportation, Program V, is underspent by 24.4 percent (\$9.4 million): Reimbursement requests for from local agencies that have received public transportation grants have been lower than planned.

DOT Capital Budget

The DOT Capital budget is underspent by 5.9 percent as of the end of May.

- Facility Maintenance, Operations, and Construction-Capital, Program D, is underspent by 11.6 percent (\$0.1 million): Expenditures for minor capital projects have not occurred as planned. Expenditures and allotments will align later in the biennium.
- Traffic Operations, Program Q, is underspent by 34 percent (\$2.8 million): Expenditures have been lower than anticipated for Special Advanced Technology projects, including the Amber Alert project, Puget Sound In-Vehicle Traffic Map Extension project, the Olympia Arterial Advanced Traffic Management project, and the Electronic Container Seals project.
- Local Programs-Capital, Program Z, is underspent by 38.7 percent (\$19.99 million). Expenditures for Freight Mobility Strategic Investment Strategic Board (FMSIB) have been substantially less than expected in the initial spending plan due to delays in construction projects at the local level. The department is currently reviewing project estimates to provide a more realistic spending plan. Project spending at the city and county level is lagging behind expectations for work that is on the state highway system.

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.