

4-2 Proposed

Contingency planning for state agency operations – Summary of WSDOT activity impacts

Budget Program	Summary of Impact	Activities Continuing w/o Appropriation - Mandated Constitutionally	Activities Continuing w/o Appropriation – Required by Federal Law	Activities from Non-Appropriated Accounts	Emergency Life/Safety Response	Revenue Collection Activities
Tolling Operations and Maintenance	Partial Shutdown	Skeleton crew assumed to continue toll revenue collections on SR 520 in order to meet contractual bond provisions.				Toll revenues collections for TNB and SR167 HOT Lanes would be suspended – TNB toll finance structure doesn't have the same contractual commitment for tolling.
Information Technology	Partial shutdown			Reimbursable work would be suspended	May require <u>limited</u> on call IT support for other areas (Traffic Operations, Ferries?)	
Facilities	Complete Shutdown			Reimbursable work would be suspended	Emergent facility needs covered by maintenance staff. Access to a limited number of facilities will be needed to support skeleton maintenance and operations crews.	
Transportation Equipment Fund	No shutdown required, (but may consider suspending operations for business reasons)			Entire program non-appropriated, but supported by equipment rent collected from appropriated programs		
Aviation	Partial shutdown		Federally required inspection activities could sustain limited disruption (work		One FTE on call to respond to aviation emergencies at state airports	

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			would resume when appropriation provided)			
Program Delivery & Management Support	Complete Shutdown		Federally required activities could sustain limited disruption (work would resume when appropriation provided)			
Highway Improvements	Complete Shutdown			Reimbursable work would be suspended (Sound Transit impacts?)	Suspended projects that are currently under construction would have a need to secure the construction site to protect assets and prevent injuries. Need to determine who would have this responsibility – WSDOT or the contractors.	
Public-Private Partnerships	Complete Shutdown					
Highway Maintenance & Operations	Partial Shutdown		Movable/Floating Bridges: Bridge openings to accommodate marine traffic are required by the US Coast Guard. 14 openings per day. Alternatively, these bridges could be left in an open position (closed to vehicle	Reimbursable work for locals and feds would be suspended	Using a typical weekend as a model, it would be necessary to have an average of about 4 people per maintenance area available to respond as appropriate to the various issues described below. There are 24	

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			traffic).		maintenance areas around the state, so approximately 100 staff would be needed.	
Highway Preservation	Complete Shutdown			Reimbursable work would be suspended (includes Mats Lab, GIS, access permit reviews, and real estate work done for other governments)	Suspended projects that are currently under construction would have a need to secure the construction site to protect assets and prevent injuries. Need to determine who would have this responsibility – WSDOT or the contractors.	
Traffic Operations	Partial Shutdown NEED TO COORDINATE WITH WSP ON ASSUMPTIONS FOR CONTINUED COMMERCIAL VEHICLE OPERATIONS		Commercial Vehicle Information System and Networks (CVISN): WSDOT is the lead in support of the real time electronic verification system used by WSP for commercial vehicle enforcement activities. There are federal requirements for conducting vehicle size and weight enforcement. Assumes WSP would continue these activities.	Motorist information signs activities suspended	Traffic Management Centers will operate with skeleton crews (50 staff statewide) to operate the Transportation Management Centers and ITS equipment, and to deploy Incident Response. Would continue support for WSP communications.	Oversize and trip permits
Transportation Management and Support	Complete Shutdown		Assuming highway construction projects are			

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			suspended federally required OEO/DBE activities could sustain limited disruption (work would resume when appropriation provided).			
Transportation Planning, Data, and Research	Complete Shutdown		Federally required activities could sustain limited disruption (work would resume when appropriation provided)	MPO pass through fund administration would be disrupted; reimbursable work would be suspended (transportation data reports)		
Charges from Other Agencies	Complete Shutdown					
Public Transportation	Partial Shutdown		2-3 staff from the State Safety Office on call in the event that there is an accident involving public transportation.	FTA grant administration could be disrupted (elderly/disabled, rural, bus/equipment, job access for low income)		
Ferries Construction	Complete Shutdown					
Ferries Operation and Maintenance	Partial Shutdown		Homeland security activities would continue to be required for routes that would continue limited service.		A number of ferry dependent communities rely on the ferry system to provide access to medical and emergency services. Continue limited service (2 sailings per day?) for the San	

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					Juan Islands and Vashon. Unused vessels would need to be secured and protected when not in operations. Very limited support for dispatch, maintenance, etc.	
Rail	Complete Shutdown					Cascades rail service suspended. State will incur some service fee charges during shutdown.
Local Programs	Complete Shutdown		Federally required activities could sustain limited disruption (work would resume when appropriation provided), but local federal aid projects will be delayed.	Federal pass through funds to local governments could be disrupted		