



# Tacoma Narrows Bridge Rate Setting

**Craig J. Stone, P.E.**

Assistant Secretary  
Toll Division

**Rob Fellows**

Policy and Planning Manager  
Toll Division

**Citizen Advisory Committee  
January 8, 2014**



Washington State  
Department of Transportation

# Agenda

- Rate Setting Overview
- FY 2013 Actual Traffic, Revenue and Costs
  - History of Traffic Forecasts
  - Changes to Revenue Recognition
  - FY 2013
    - Forecast versus Actual
    - Uses of Funds
    - Cost to Collect
  - FY 2014
    - Q1 Forecast versus Actual
- Financial plan
  - Sources of Funds
  - Transfers to/from Other Accounts
  - Uses of Funds
  - Sufficient Minimum Balance
- Rate-setting Schedule Milestones



# Why are we here?

- The Transportation Commission has adopted rates for FY 2014 and FY 2015 shown here (WAC 468-270-070)
- The Citizen Advisory Committee meets annually to review tolling projections and costs to advise the Transportation Commission on whether additional rate setting actions are required

**Table 1, Effective July 1, 2013  
Tacoma Narrows Bridge Toll Rates**

Vehicle Axles	Good to Go! <sup>TM</sup> Pass <sup>1</sup>	Cash <sup>1</sup>	Pay By Mail <sup>1</sup>	Pay by Plate <sup>2</sup>	Short Term Account <sup>3</sup>
2	\$4.25	\$5.25	\$6.25	\$4.50	\$5.75
3	\$6.40	\$7.90	\$9.40	\$6.65	\$8.90
4	\$8.50	\$10.50	\$12.50	\$8.75	\$12.00
5	\$10.65	\$13.15	\$15.65	\$10.90	\$15.15
6	\$12.75	\$15.75	\$18.75	\$13.00	\$18.25

Notes:<sup>1</sup>The rate has been rounded to the nearest five cents, as needed.

<sup>2</sup>For this type of payment method, the customer is charged the Good to Go!<sup>TM</sup> Pass toll rate plus a \$0.25 fee as provided in WAC [468-270-300](#).

<sup>3</sup>For this type of payment method, the customer is given a \$0.50 discount off the Pay By Mail toll rate as provided in WAC [468-270-300](#).

**Table 2, Effective July 1, 2014  
Tacoma Narrows Bridge Toll Rates**

Vehicle Axles	Good to Go! <sup>TM</sup> Pass <sup>1</sup>	Cash <sup>1</sup>	Pay By Mail <sup>1</sup>	Pay by Plate <sup>2</sup>	Short Term Account <sup>3</sup>
2	\$4.50	\$5.50	\$6.50	\$4.75	\$6.00
3	\$6.75	\$8.25	\$9.75	\$7.00	\$9.25
4	\$9.00	\$11.00	\$13.00	\$9.25	\$12.50
5	\$11.25	\$13.75	\$16.25	\$11.50	\$15.75
6	\$13.50	\$16.50	\$19.50	\$13.75	\$19.00

Notes:<sup>1</sup>The rate has been rounded to the nearest five cents, as needed.

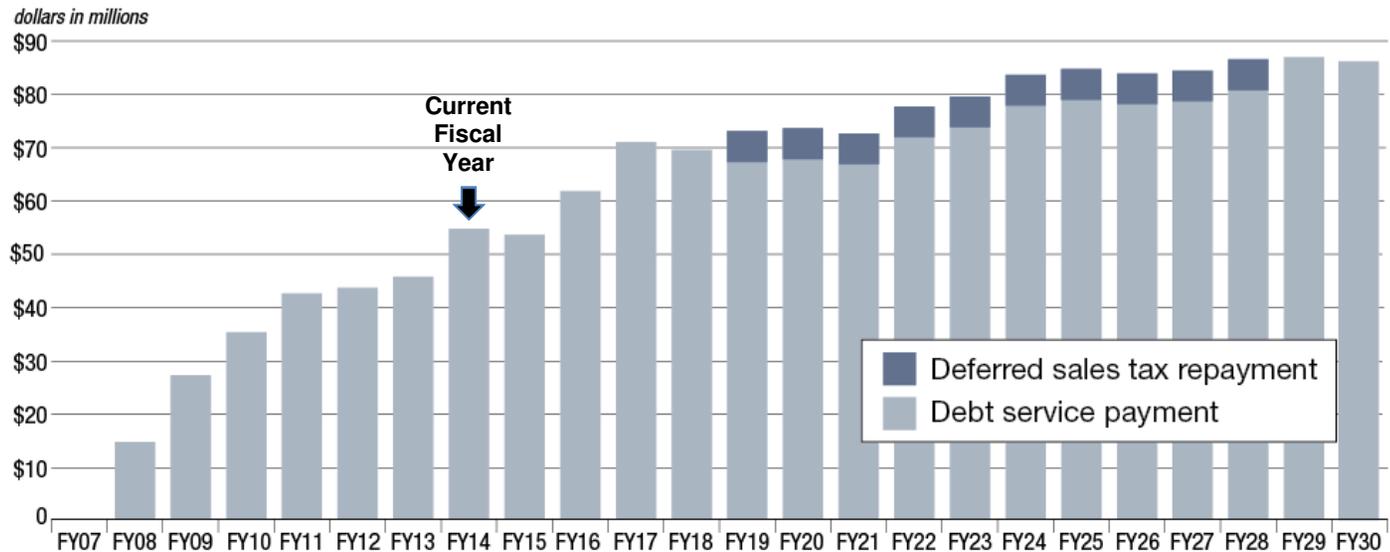
<sup>2</sup>For this type of payment method, the customer is charged the Good to Go!<sup>TM</sup> Pass toll rate plus a \$0.25 fee as provided in WAC [468-270-300](#).

<sup>3</sup>For this type of payment method, the customer is given a \$0.50 discount off the Pay By Mail toll rate as provided in WAC [468-270-300](#).

# What Rates Are Required?

- RCW 47.46.100 states the toll charges must be imposed in amount sufficient to:
  - Provide for annual operating and maintenance expenses, except as provided in RCW [47.56.245](#);
  - Make payments required under RCW [47.56.165](#) and [47.46.140](#), including insurance costs and the payment of principal and interest on bonds issued for any particular toll bridge or toll bridges; and
  - Repay the motor vehicle fund under RCW [47.46.110](#), [47.56.165](#), and [47.46.140](#).
- Transportation Commission policy states that the sufficient minimum balance shall not be less than 12.5 percent of annual Tacoma Narrows Bridge costs (equivalent to 45 days of working capital year round), measured on a retrospective three month rolling average fund balance
- In 2013, the Transportation Commission recommended that the criteria is met when the lowest projected monthly fund balance in a fiscal year (averaged over three months) exceeds the sufficient minimum balance

# Current Debt Service Schedule



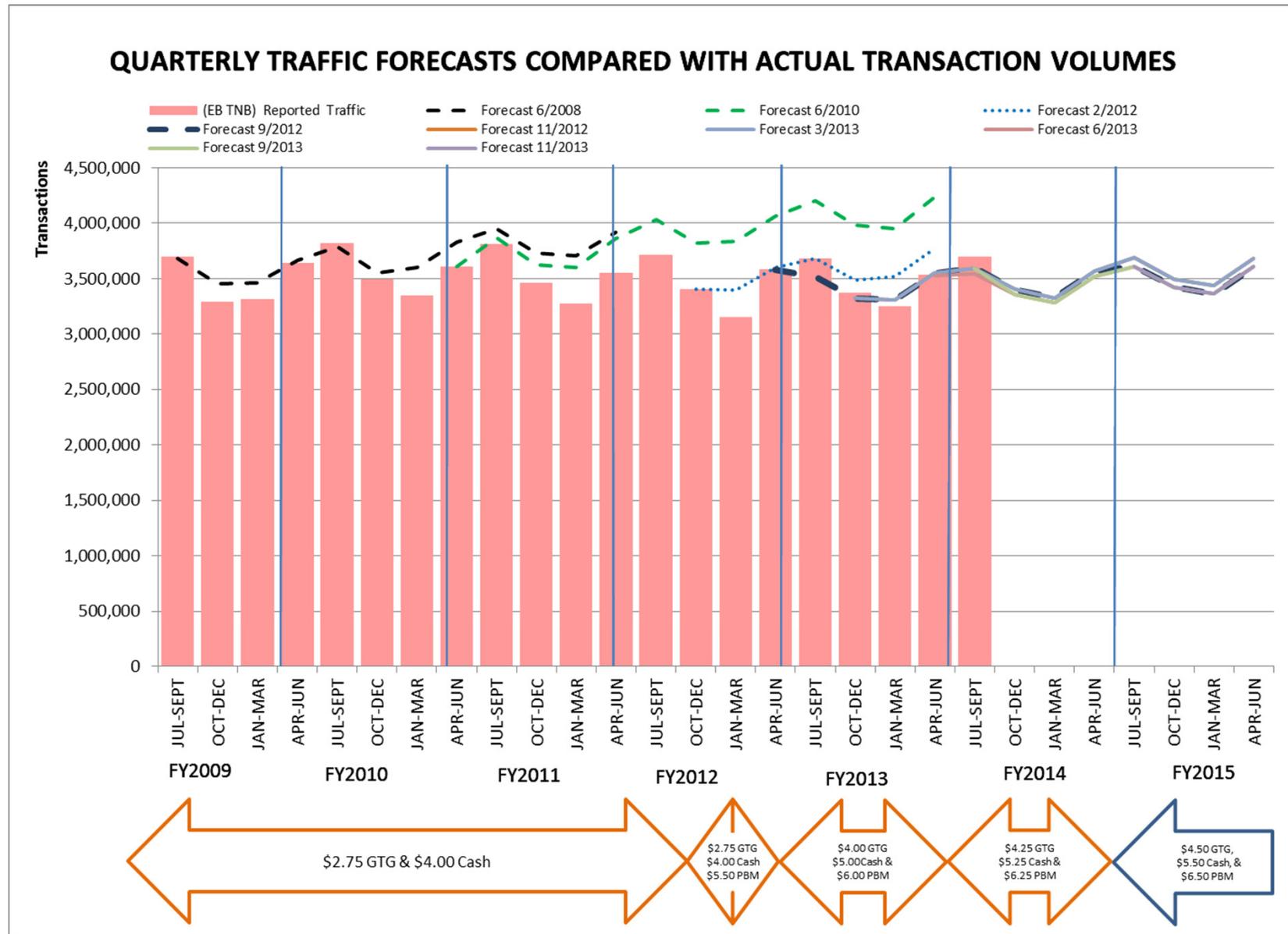
2002 plan toll rate		\$3.00	\$4.00	\$5.00		\$6.00	
Annual Toll Rate	Good To Go!	\$1.75	\$2.75	\$2.75	\$4.00	\$4.25	\$4.50
	Cash	\$3.00	\$4.00	\$4.00	\$5.00	\$5.25	\$5.50
	Pay By Mail	N/A	N/A	\$5.50	\$6.00	\$6.25	\$6.50

Does not include capitalized interest

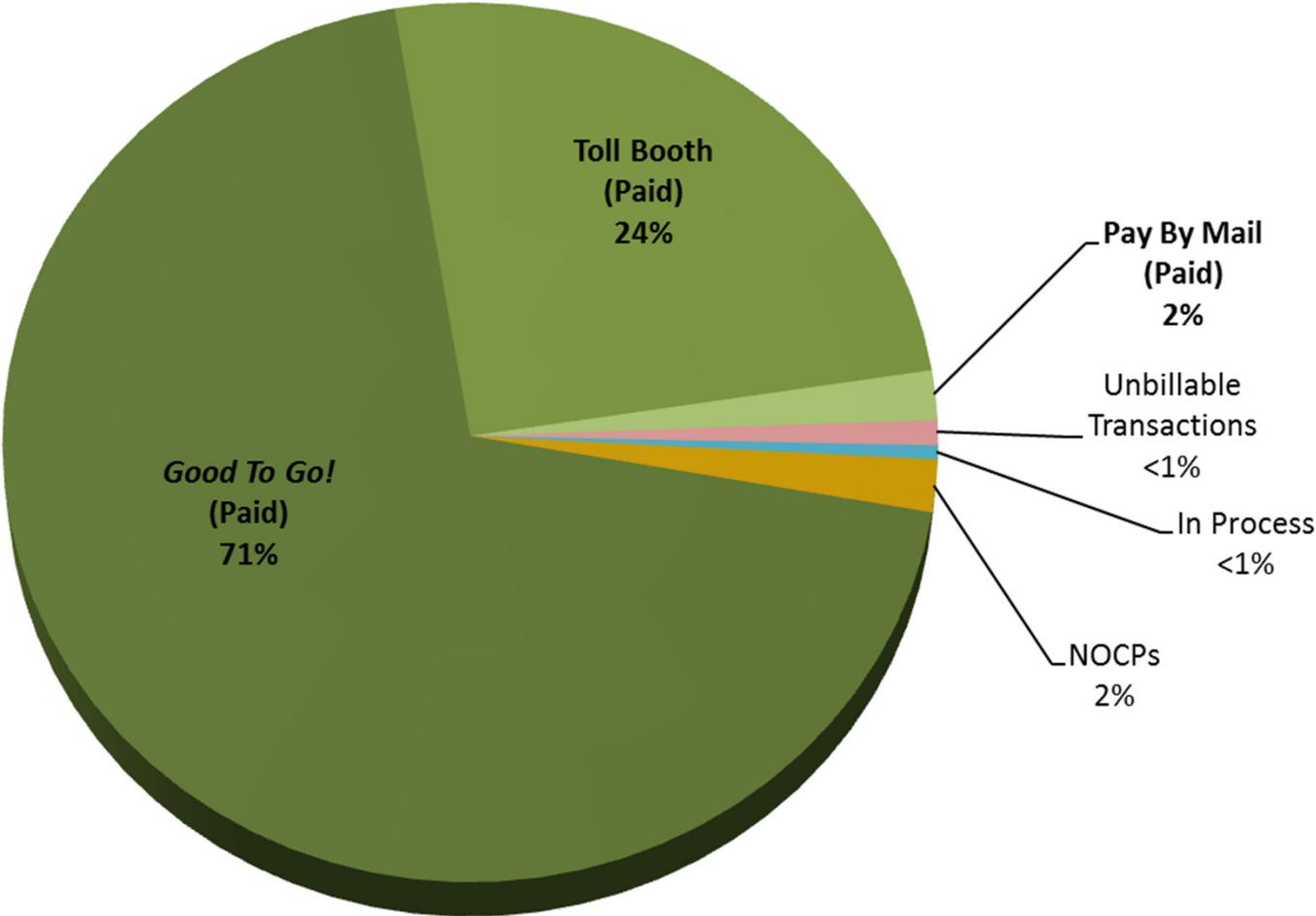
Source: WSDOT Budget and Financial Division

- Debt service payment schedule was set when project was originally financed in 2002
- Payments and toll rates were assumed to increase over time in the 2002 plan
- Repayment for deferred sales taxes to begin in December 2019 for ten years
- Capitalized interest paid in FY 2006 and 2007 is not shown

# Quarterly Traffic Forecasts Compared with Actual Transaction Volumes



# Transactions by Form of Payment – FY 2013



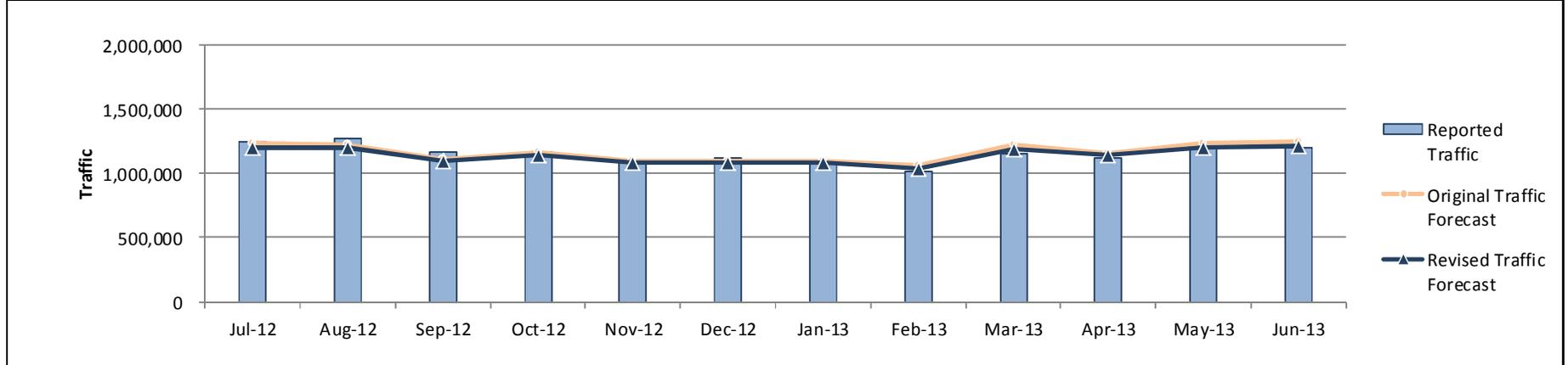
Source: WSDOT Toll Division – June 2013

# March 2013 Accounting Adjustments

- In March 2013, newly available CSC system data allowed WSDOT to refine allowance for doubtful accounts calculations and allowed WSDOT to implement Generally Accepted Accounting Principles which limit revenue recognition.
- Generally Accepted Accounting Principles limit toll revenue recognition to amounts estimated to be collected within 12 months and prior to becoming a Notice of Civil Penalty. Due to CSC system data availability, March 2013 was the first period in which WSDOT was able to make this adjustment. This \$1 million adjustment (reduction in toll revenue) was cumulative from inception of toll bills through March 2013.
- With the availability of CSC system data and reports, WSDOT was able to refine the allowance for doubtful accounts estimate. This \$106,000 adjustment (reduction in toll revenue) was cumulative from inception of toll bills through March 2013.
- Revenue did not meet forecasts because toll forecast numbers were based on different assumption than AFS actual adjustments
  - Toll revenues remained accrued as tolls through the collection process
  - Future forecasts have been adjusted to be more in line with accounting practices

# FY 2013 Projected and Reported Traffic

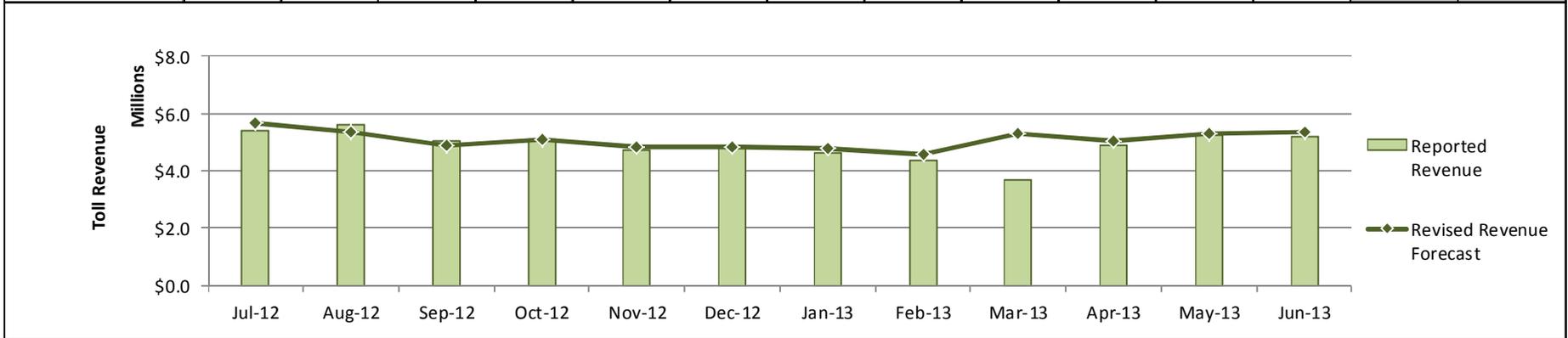
TRAFFIC	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	YTD	Annual Total
Original Forecast	1,230,000	1,220,000	1,110,000	1,170,000	1,100,000	1,100,000	1,100,000	1,060,000	1,220,000	1,160,000	1,230,000	1,250,000	13,950,000	13,950,000
Revised Forecast	1,206,000	1,205,000	1,093,000	1,147,000	1,084,000	1,090,000	1,080,000	1,036,000	1,193,000	1,139,000	1,197,000	1,211,000	13,681,000	13,681,000
Reported Traffic	1,245,321	1,271,306	1,162,037	1,162,254	1,093,484	1,116,081	1,083,710	1,012,832	1,151,437	1,119,667	1,212,813	1,197,041	13,827,983	13,827,983
Variance from Original	15,321	51,306	52,037	(7,746)	(6,516)	16,081	(16,290)	(47,168)	(68,563)	(40,333)	(17,187)	(52,959)	(122,017)	(122,017)
Variance from Revised	39,321	66,306	69,037	15,254	9,484	26,081	3,710	(23,168)	(41,563)	(19,333)	15,813	(13,959)	146,983	146,983



- Toll rates set to original state forecast
- Revised forecast includes forecast refinements made in subsequent quarterly updates
- Traffic levels were slightly above revised forecast

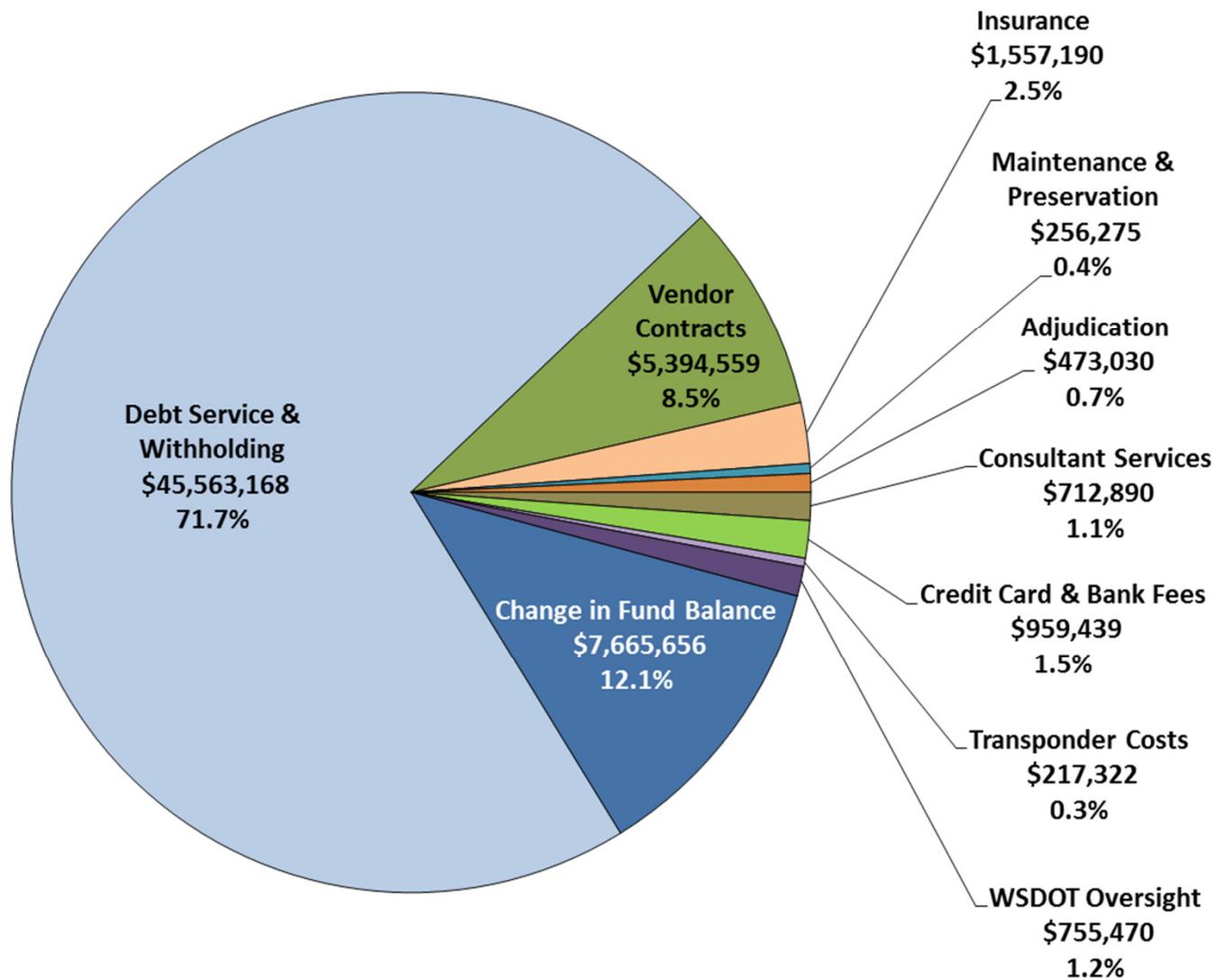
# FY 2013 Projected and Reported Revenue

REVENUE	Jul-12	Aug-12	Sep-12	Oct-12	Nov-12	Dec-12	Jan-13	Feb-13	Mar-13	Apr-13	May-13	Jun-13	YTD	Annual Total
Original Forecast	\$5,366,000	\$5,386,000	\$4,892,000	\$5,096,000	\$4,822,000	\$4,842,000	\$4,842,000	\$4,642,000	\$5,336,000	\$5,102,000	\$5,386,000	\$5,436,000	\$61,148,000	\$61,148,000
Revised Forecast	\$5,653,000	\$5,377,000	\$4,877,000	\$5,102,000	\$4,808,000	\$4,824,000	\$4,779,000	\$4,580,000	\$5,276,000	\$5,036,000	\$5,319,000	\$5,370,000	\$61,001,000	\$61,001,000
Reported Revenue	\$5,382,613	\$5,586,616	\$5,037,892	\$5,116,325	\$4,743,409	\$4,828,090	\$4,644,200	\$4,349,572	\$3,670,609	\$4,887,796	\$5,233,251	\$5,194,752	\$58,675,126	\$58,675,126
Variance from Original	\$16,613	\$200,616	\$145,892	\$20,325	(\$78,591)	(\$13,910)	(\$197,800)	(\$292,428)	(\$1,665,391)	(\$214,204)	(\$152,749)	(\$241,248)	(\$2,472,874)	(\$2,472,874)
Variance from Revised	(\$270,387)	\$209,616	\$160,892	\$14,325	(\$64,591)	\$4,090	(\$134,800)	(\$230,428)	(\$1,605,391)	(\$148,204)	(\$85,749)	(\$175,248)	(\$2,325,874)	(\$2,325,874)



- Revenue below forecast primarily due to changes in revenue recognition in March 2013
- After a notice of civil penalty is issued, toll revenue is accounted for as civil penalty revenue rather than as toll revenue
- Civil penalty revenue – including tolls, \$5 reprocessing fees, and \$40 civil penalty administrative fees – in FY 2013 is \$3.826 million

# FY 2013 Uses of Funds - Actual



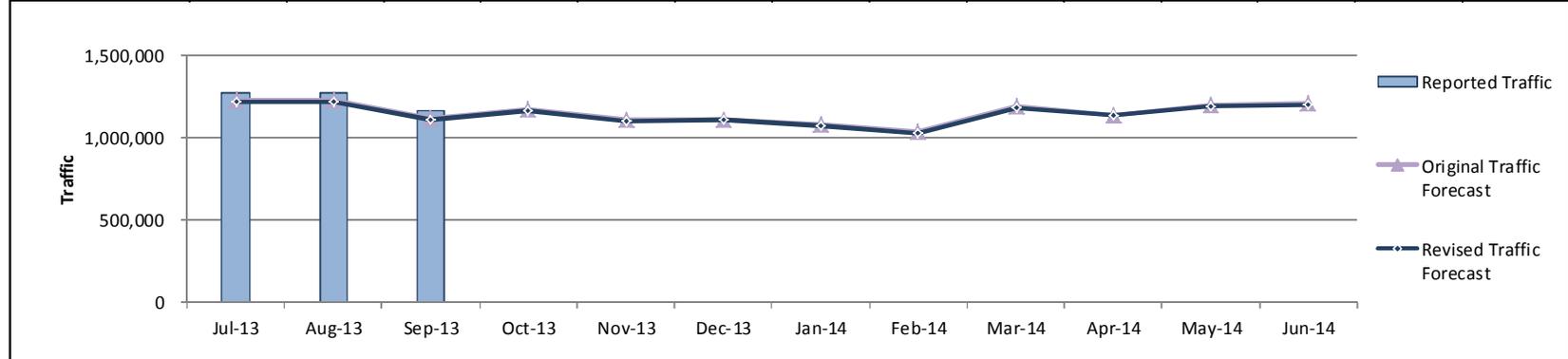
# FY 2013 Cost to Collect

Transaction Type	SR 520 Cost to Collect <sup>1</sup>	TNB Cost to Collect <sup>1</sup>
<i>Good To Go! Pass</i>	\$0.29	\$0.30
Pay By Mail	\$0.94	\$1.07
Pay By Plate	\$0.37	\$0.40
Non-Revenue	\$0.23	\$0.24
Short Term Account	\$6.66	\$6.71
Tollbooth	N/A	\$1.05
Weighted Average	\$0.40	\$0.52

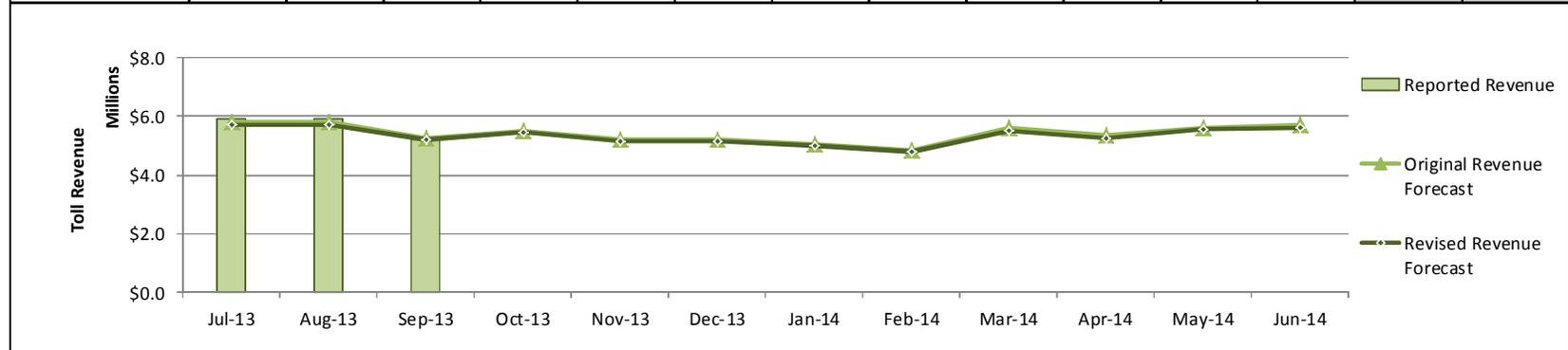
<sup>1</sup> Cost to Collect excludes debt payments, transponder costs, capital outlays for software, adjudication costs, roadway expansion, maintaining bridges/roads, ongoing bond support, patrol services, and services rendered by other state agencies or government. Unbillable and unpaid transactions were not included in the cost to collect analysis.

# FY 2014 Q1 Projected and Reported Traffic and Revenue

TRAFFIC	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	YTD	Annual Total
Original Forecast	1,226,408	1,226,797	1,112,203	1,166,798	1,102,725	1,108,677	1,077,556	1,033,089	1,190,273	1,136,312	1,194,315	1,208,048	3,565,408	13,783,201
Revised Forecast	1,219,594	1,219,982	1,106,024	1,160,316	1,096,599	1,102,517	1,071,570	1,027,350	1,183,660	1,129,999	1,187,680	1,201,338	3,545,600	13,706,628
Reported Traffic	1,265,753	1,270,356	1,157,809	-	-	-	-	-	-	-	-	-	3,693,918	3,693,918
Variance from Original	39,345	43,559	45,606										128,510	128,510
Variance from Revised	46,159	50,374	51,785										148,318	148,318



REVENUE	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	YTD	Annual Total
Original Forecast	\$5,788,452	\$5,811,590	\$5,268,918	\$5,512,871	\$5,194,411	\$5,212,511	\$5,062,846	\$4,849,664	\$5,591,232	\$5,335,911	\$5,634,542	\$5,688,253	\$16,868,960	\$64,951,201
Revised Forecast	\$5,706,032	\$5,727,106	\$5,194,762	\$5,442,638	\$5,129,237	\$5,146,531	\$4,998,527	\$4,791,144	\$5,520,162	\$5,269,773	\$5,563,965	\$5,618,799	\$16,627,900	\$64,108,676
Reported Revenue	\$5,912,885	\$5,903,521	\$5,196,745	-	-	-	-	-	-	-	-	-	\$17,013,151	\$17,013,151
Variance from Original	\$124,433	\$91,931	-\$72,173										\$144,191	\$144,191
Variance from Revised	\$206,853	\$176,415	\$1,983										\$385,251	\$385,251



# Financial Plan Summary



Printed on: 1/8/2014

Tacoma Narrows Toll Bridge Account (511)  
Financial Plan - Updated on January 8, 2014

Annual Financial Plan

Forecasted revenue is based on adopted November 2013 TRFC Forecast, Forecasted Expenses are based on the FY 2015-2019 Supplemental Budget (12/17/13)

Historical Revenues and expenses from 2006 - 2013 are based on TNB Income Statements

(dollars in thousands)

Fiscal Year	Actuals						2014	2015	2016	2017
	2008	2009	2010	2011	2012	2013				
Toll Rate (Pre-Pay)	\$ 1.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 4.00	\$ 4.25	\$ 4.50	\$ 4.50	\$ 4.50
Toll Rate (Cash)	\$ 3.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 5.00	\$ 5.25	\$ 5.50	\$ 5.50	\$ 5.50
Toll Rate (Pay-By-Mail)					\$ 5.50	\$ 6.00	\$ 6.25	\$ 6.50	\$ 6.50	\$ 6.50
<b>Beginning Unreserved Fund Balance</b>	<b>18,096</b>	<b>9,995</b>	<b>16,487</b>	<b>16,800</b>	<b>8,124</b>	<b>3,808</b>	<b>8,082</b>	<b>8,189</b>	<b>11,625</b>	<b>6,869</b>
<b>Operations and Maintenance</b>										
<b>Sources of Funds</b>										
Interest Earnings from Tacoma Narrows Account (511) <sup>1</sup>	232	281	341	145	51	21	21	21	21	21
Interest Earnings from Toll Collection Account (495) <sup>2</sup>	3	115	71	33	21	8	8	8	8	8
Toll Revenue - Pre-Pay & Cash	29,960	44,323	45,353	44,049	44,103	55,694	60,186	64,685	66,101	68,527
Toll Revenue - Pay By Mail	-	-	-	-	-	2,981	4,173	4,453	4,986	5,437
Transponder Sales Revenue	760	608	629	644	353	307	322	333	345	361
Violations	467	598	594	489	131	22	10	-	-	-
Transfers from Other Accounts	-	-	-	-	-	-	-	-	-	-
Fees <sup>3</sup>	-	56	104	76	166	266	387	391	402	419
Contractual Damages <sup>5</sup>	175	-	-	-	1,462	474	290	133	133	133
Miscellaneous Revenue <sup>6</sup>	104	0	16	768	205	44	2	2	2	2
<b>Sub Total Sources of Funds for O &amp; M before D/S</b>	<b>31,700</b>	<b>45,980</b>	<b>47,107</b>	<b>46,204</b>	<b>46,492</b>	<b>59,818</b>	<b>65,399</b>	<b>70,026</b>	<b>71,998</b>	<b>74,908</b>
Transfers to Capital Fund <sup>4</sup>		(10)								(183)
Debt Service Payment <sup>7</sup>	(14,389)	(26,915)	(34,925)	(42,200)	(43,267)	(45,329)	(54,344)	(53,175)	(61,420)	(70,584)
Debt Service Withholding <sup>7</sup>	(300)	0	22	(2,755)	2,824	(324)	226	(1,560)	(891)	492
<b>Total Sources of Funds for Operations and Maintenance</b>	<b>17,011</b>	<b>19,055</b>	<b>12,204</b>	<b>1,249</b>	<b>6,049</b>	<b>14,165</b>	<b>11,280</b>	<b>15,292</b>	<b>9,687</b>	<b>4,633</b>
<b>Uses of Funds</b>										
Goods and Services										
Toll CSC Operations Vendor Contract					1,654	2,022	2,540	3,364	2,977	3,036
Toll Booth and Lane Vendor Contract	9,852	6,932	6,781	5,621	3,330	3,372	3,289	3,289	3,289	3,289
Insurance <sup>8</sup>	2,680	1,339	1,602	1,463	1,486	1,557	1,600	1,600	1,600	1,600
Credit Card and Bank Fees	557	760	907	784	857	979	934	990	934	990
Transponder Cost of Goods Sold				595	254	217	312	312	312	312
Washington State Patrol	572	315	271	209	15					
Other Toll Operations Costs <sup>10</sup>	276	880	988	455	203	194	363	359	309	305
Personal Service Contracts	267			466	713		1,067	955	583	589
Equipment Rental			4							
Travel	22	11								
Capital Outlays	409	152	5		1,346					
Salaries and Benefits	649	475	397	426	527	561	701	678	695	712
Infrastructure Maintenance and Preservation (note preservation in capital section)	103	268	229	324	207	256	260	297	305	312
<b>Total Uses of Funds for Operations and Maintenance</b>	<b>15,386</b>	<b>11,133</b>	<b>11,184</b>	<b>9,876</b>	<b>10,345</b>	<b>9,873</b>	<b>11,065</b>	<b>11,844</b>	<b>11,003</b>	<b>11,145</b>
<b>Civil Penalty Program - INFORMATIONAL PURPOSES ONLY - NOT INCLUDED IN FUND BALANCE</b>										
<b>Source of Funds</b>										
Civil Penalty Revenue	-	-	-	-	485	3,826	2,939	2,972	3,058	3,184
<b>Uses of Funds</b>										
Civil penalty adjudication costs <sup>11</sup>				380	435		510	512	525	538
Loan Repayment								950		
<b>Cumulative Balance for Civil Penalty - NOT INCLUDED IN FUND BALANCE</b>				104	3,391		2,429	1,510	2,533	2,646
<b>Current Year Balance for Ops. And Maint. (Sources - Uses)</b>	<b>1,625</b>	<b>7,922</b>	<b>1,020</b>	<b>(8,627)</b>	<b>(4,296)</b>	<b>4,293</b>	<b>215</b>	<b>3,448</b>	<b>(1,316)</b>	<b>(6,512)</b>
<b>Cumulative Balance for Ops. And Maint.</b>	<b>3,898</b>	<b>11,821</b>	<b>12,841</b>	<b>4,214</b>	<b>(82)</b>	<b>4,210</b>	<b>4,425</b>	<b>7,873</b>	<b>6,557</b>	<b>44</b>
<b>Current Year Balance for Ops. And Maint.</b>	<b>1,625</b>	<b>7,922</b>	<b>1,020</b>	<b>(8,627)</b>	<b>(4,296)</b>	<b>4,293</b>	<b>215</b>	<b>3,448</b>	<b>(1,316)</b>	<b>(6,512)</b>
<b>Cumulative Balance for Ops. And Maint.</b>	<b>3,898</b>	<b>11,821</b>	<b>12,841</b>	<b>4,214</b>	<b>(82)</b>	<b>4,210</b>	<b>4,425</b>	<b>7,873</b>	<b>6,557</b>	<b>44</b>
<b>Capital ending balances (From Capital Plan)</b>	<b>6,097</b>	<b>4,666</b>	<b>3,959</b>	<b>3,910</b>	<b>3,890</b>	<b>3,872</b>	<b>3,764</b>	<b>3,752</b>	<b>312</b>	<b>(0)</b>
<b>Ending Unreserved Fund Balance</b>	<b>9,995</b>	<b>16,487</b>	<b>16,800</b>	<b>8,124</b>	<b>3,808</b>	<b>8,082</b>	<b>8,189</b>	<b>11,625</b>	<b>6,869</b>	<b>44</b>
<b>Days of Expenses Covered by Ending Fund Balance</b>	<b>123</b>	<b>158</b>	<b>133</b>	<b>57</b>	<b>26</b>	<b>53</b>	<b>46</b>	<b>65</b>	<b>35</b>	<b>0</b>
<b>12.5% Sufficient Minimum Balance Threshold</b>	<b>3,722</b>	<b>4,756</b>	<b>5,764</b>	<b>6,510</b>	<b>6,702</b>	<b>6,900</b>	<b>8,176</b>	<b>8,127</b>	<b>9,053</b>	<b>10,216</b>

# Changes to Financial Plan Format

**Formatting adjustments to the financial plan were made to make it easier to tie items to financial statements and track individual expenditures that were previously grouped together.**

- Historical revenue and expenses tie to audited financial statements ([www.wsdot.wa.gov/Tolling/TNBTolling/TNBLibrary.htm](http://www.wsdot.wa.gov/Tolling/TNBTolling/TNBLibrary.htm))
- Administrative transfers, debt service and debt service withholding are subtotaled from revenue sources to determine total sources of funds available for operations and maintenance
- Line items that were no longer relevant were removed
- Capital sources and uses have been moved to a separate plan, and only the capital balance is shown.
  - Since construction ended, capital is used for facility preservation only
  - “Administrative Transfers” are transfers to the capital plan for preservation

# Changes to Financial Plan Content

- Sources tie to Transportation Revenue Forecast Council's November 2013 revenue projections and subtotal to reflect total revenue forecasted ([www.ofm.wa.gov/budget/info/transportationrevenue.asp](http://www.ofm.wa.gov/budget/info/transportationrevenue.asp))
- FY 2014-2015 cost reductions consistent with Legislative direction. However, as part of the Toll Division Operational Review, it was determined cuts are not sustainable and WSDOT will need to address future funding needs
- FY 2014-2015 budget consistent with governor's supplemental budget request

# Civil Penalties are Excluded from Fund Balance

- When the new Tacoma Narrows Bridge opened, the legislature loaned \$5.288 million in motor vehicle taxes to Tacoma Narrows Bridge for transponder subsidies and operating expenses prior to tolling
- Civil penalty cash receipts exceeding the cost of administering the adjudication program are dedicated to repaying this loan
- Revenues and expenses associated with civil penalties have been excluded from the Financial Plan fund balance for the purpose of calculating the sufficient minimum balance, including:
  - Civil penalty revenues
  - Costs of the adjudication program
  - The \$950,000 administrative transfer scheduled for FY 2015, in accordance with ESSB 5024, Section 407(15)
- It's assumed that civil penalty receipts will continue to exceed the cost of the adjudication program

# Sources of Funds - Summary

## Changes from Last Year's Financial Plan

	FY 2014	FY 2015
Interest earnings	↓	↓
Toll revenue – pre-pay & cash	↑	↑
Toll revenue – pay-by-mail	↑	↓
Transponder sales revenue	↓	↓
Civil penalty revenue (not included in fund balance)	↑	↑

Unchanged items are not noted

# Sources of Funds

## Interest Earnings

- Changed to be consistent with other financial plans, which assume interest earnings of amount equal to latest actuals
- FY 2013 actuals were straight-lined as a forecast for interest earnings

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 141	\$ 29	\$ (112)	-154%
FY 2015	\$ 114	\$ 29	\$ (85)	-149%

\* dollar amounts stated in thousands (\$ 000s)

# Sources of Funds

## Toll Revenue – *Good To Go!* and Cash

- Higher toll revenues reflect May 2013 Commission adopted 25-cent increases in FY 2014 and FY 2015

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 57,734	\$ 60,186	\$ 2,452	4%
FY 2015	\$ 59,073	\$ 64,685	\$ 5,612	10%

\* dollar amounts stated in thousands (\$ 000s)

# Sources of Funds

## Toll Revenue – Pay By Mail

- Higher toll revenues reflect May 2013 Commission adopted 25-cent increases in FY 2014 and FY 2015
- Pay By Mail revenue change reflects change in revenue recognition methodology

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 4,109	\$ 4,173	\$ 64	2%
FY 2015	\$ 4,664	\$ 4,453	\$ (211)	-5%

\* dollar amounts stated in thousands (\$ 000s)

# Sources of Funds

## Transponder Sales Revenue

- Based on FY 2013 actuals

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 355	\$ 322	\$ (33)	-9%
FY 2015	\$ 365	\$ 333	\$ (32)	-9%

\* dollar amounts stated in thousands (\$ 000s)

# Sources of Funds

## Civil Penalty Revenue

- Not included in fund balance

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 708	\$ 2,939	\$ 2,231	315%
FY 2015	\$ 730	\$ 2,972	\$ 2,242	307%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds - Summary

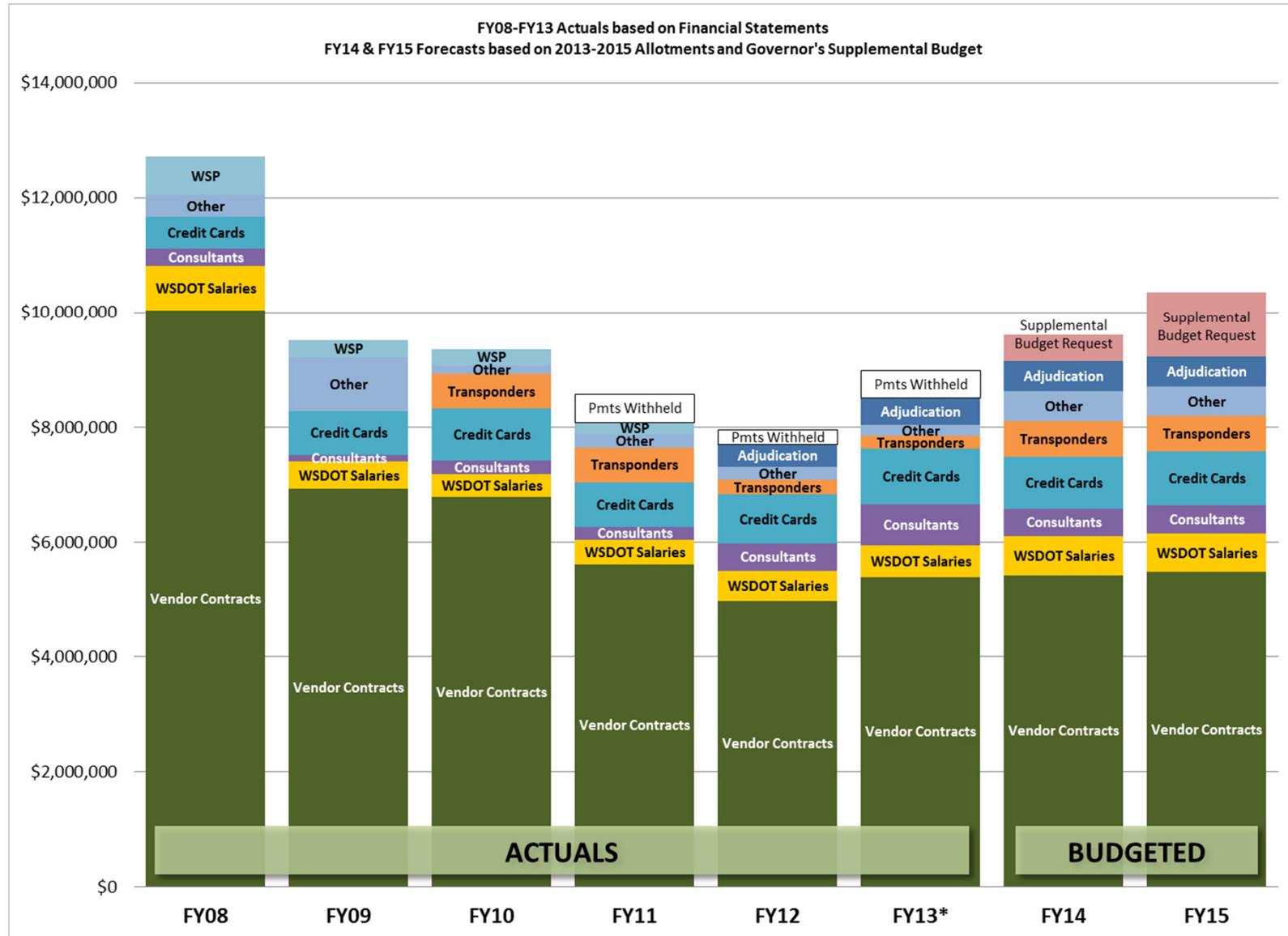
## Changes from Last Year's Financial Plan

	FY 2014	FY 2015
Toll customer service center operations vendor contract	↓	↑
Insurance	↓	↓
Transponder cost of goods sold	↓	↓
Other toll operating costs	↑	↑
Personal service contracts	↑	↑
Salaries and Benefits	↓	↓
Infrastructure maintenance and preservation	↓	↓
Civil penalty adjudication costs (not included in fund balance)	↓	↓

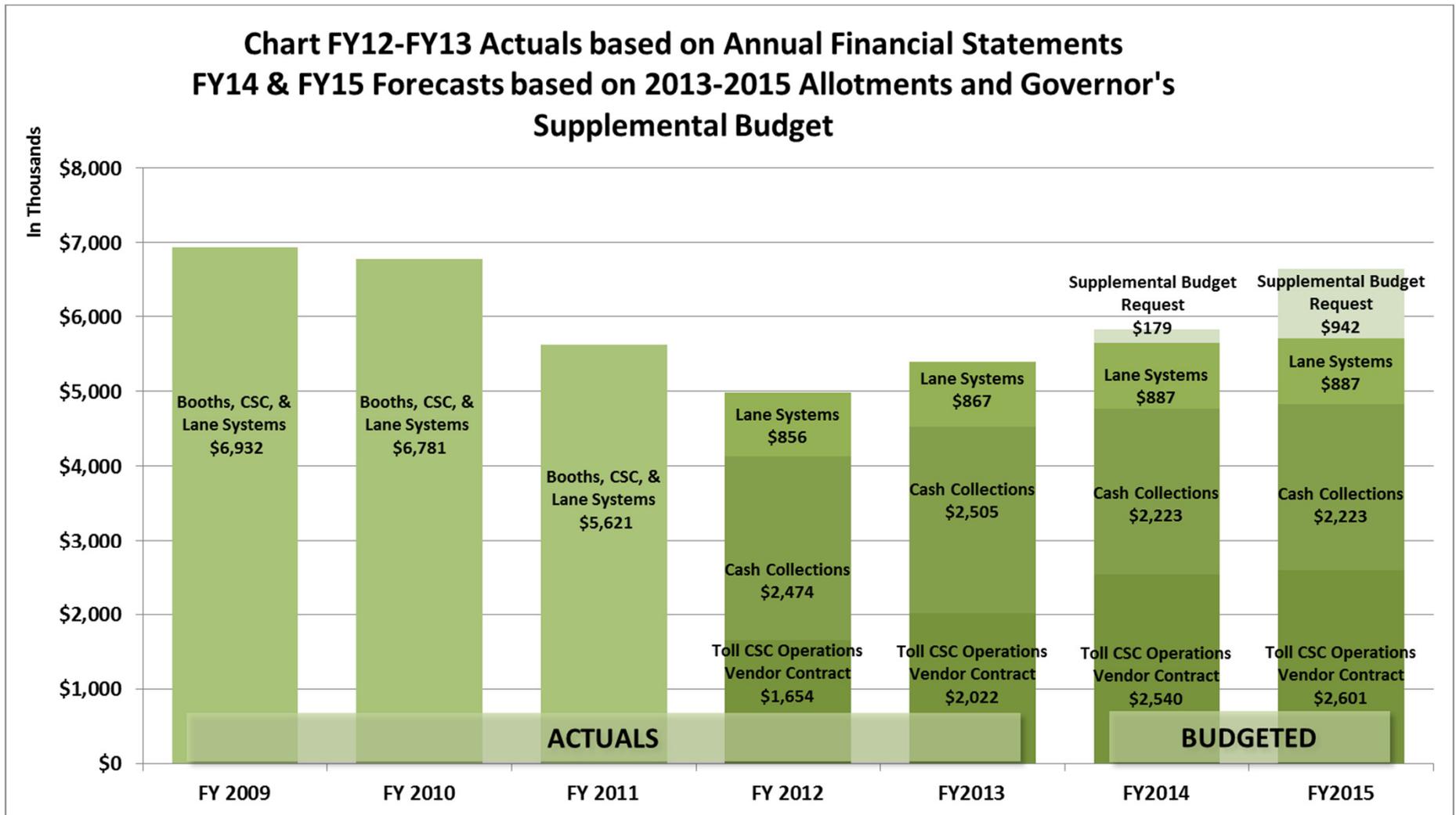
Unchanged items are not noted

# Uses of Funds - Summary

## Historical and Budgeted Toll Operation Expenses

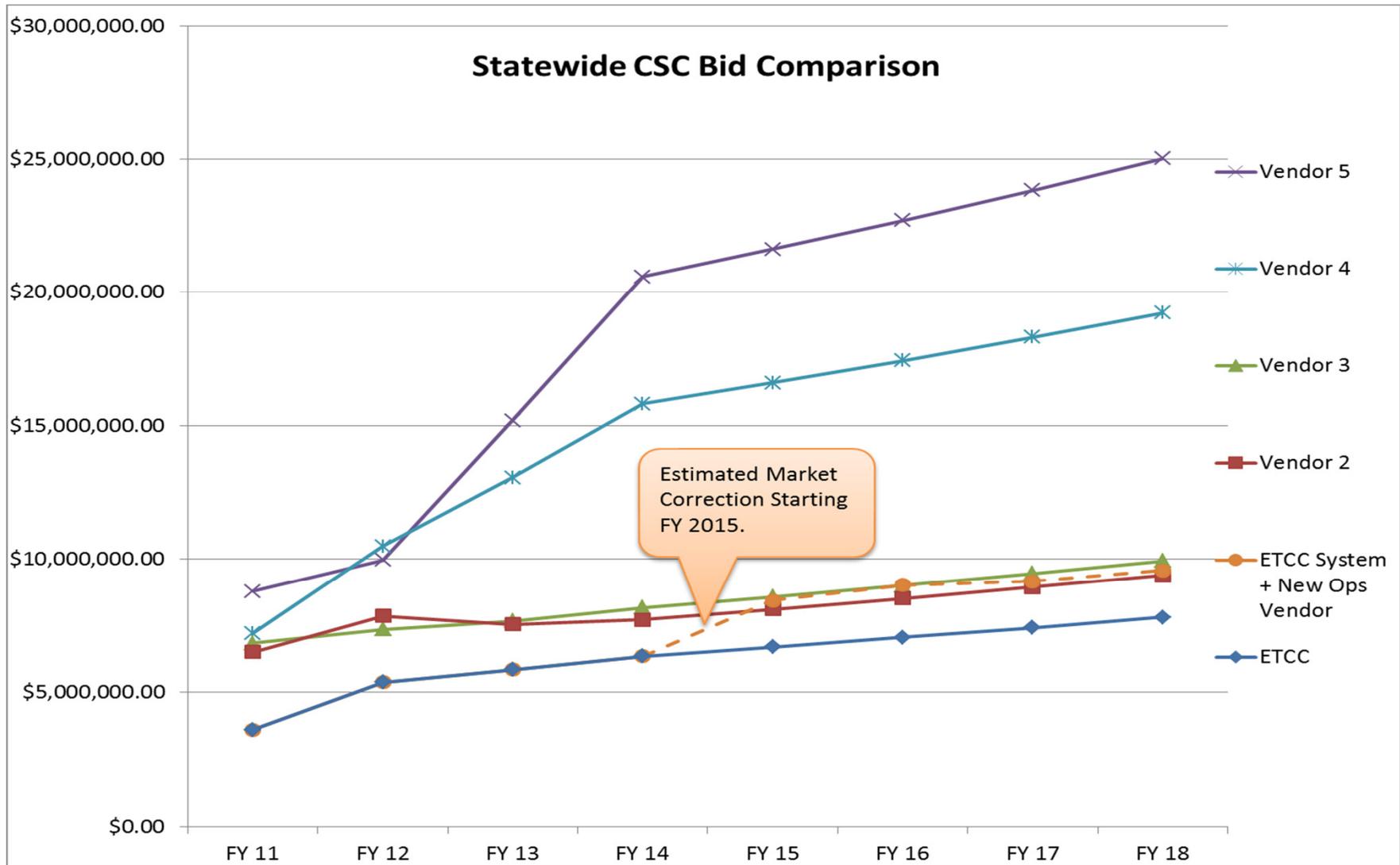


# Historical Vendor Costs

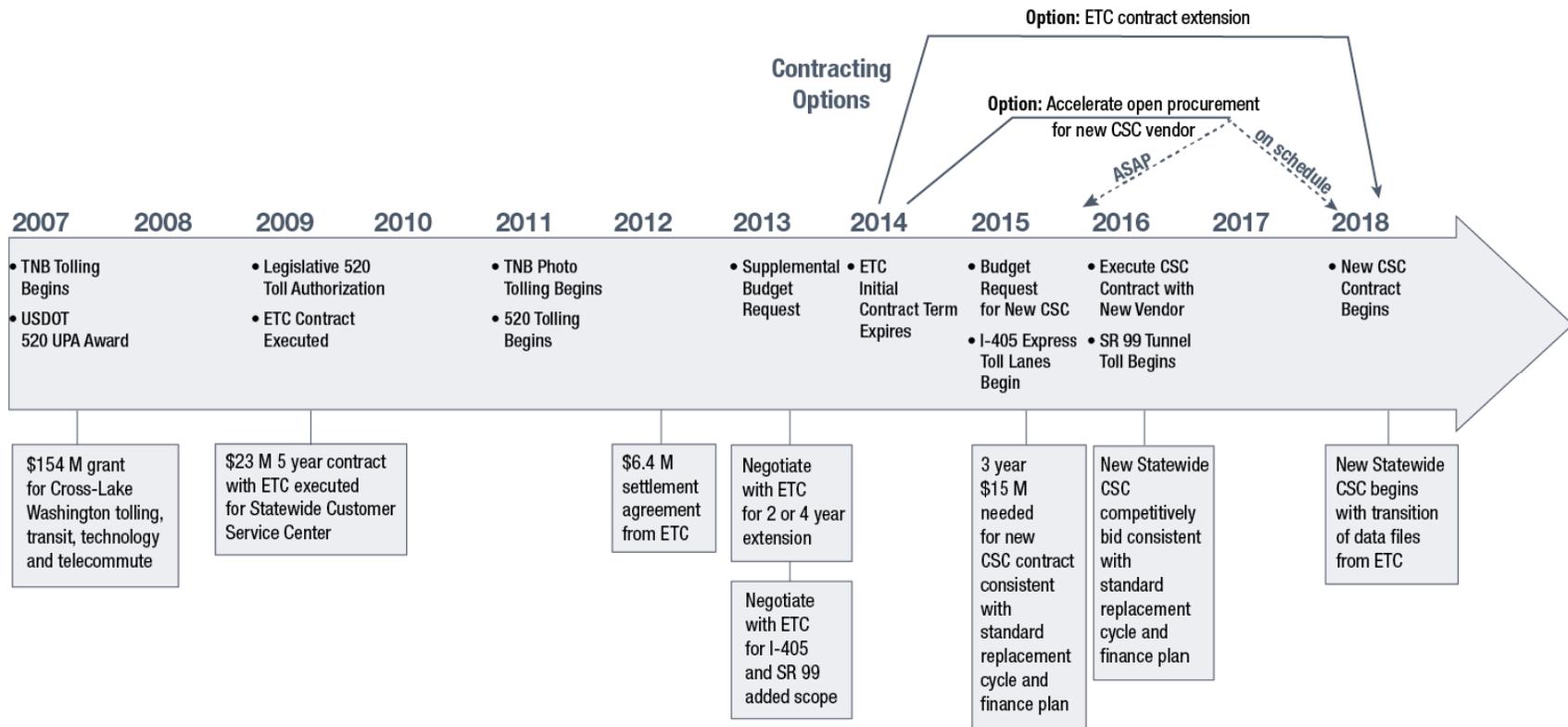


- Lower vendor costs in FY 2011, FY 2012 and FY 2013 reflect payments withheld for delayed SR 520 implementation and performance issues

# 2009 WSDOT Statewide CSC Bid Comparison



# Toll Customer Service Center Operations Vendor Contract Re-procurement



# Governor's Supplemental Budget Request

- Restore 5.5 percent legislative cut to address Tacoma Narrows Bridge lane vendor contractual obligations
- Customer Service Center vendor market adjustment for FY 2015
- Acceleration of customer service center re-procurement :
  - Develop Requests for Proposals, Solicitation and Negotiation
  - Vendors Transition Costs
  - Transition Support
  - Customer Service Center Hosted Software Support
  - Customer Service Center System Improvements

# Uses of Funds

## Toll Customer Service Center Vendor Contract

- Additional funds included in the supplemental budget for a market rate adjustment in FY 2015 due to WSDOT receiving services approximately 30 percent below market rate for last 5 years
- A new vendor procurement will be initiated (reflected in higher consultant costs in personal services contracts)

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 2,630	\$ 2,540	\$ (90)	-3%
FY 2015	\$ 2,693	\$ 3,364	\$ 671	25%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Insurance

- Adjustment made to reflect anticipated premiums

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 1,750	\$ 1,600	\$ (150)	-9%
FY 2015	\$ 1,750	\$ 1,600	\$ (150)	-9%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Transponder Cost of Goods Sold

- Forecast for transponder sales and costs were adjusted per FY 2013 actuals
- Generally transponder costs and revenues are offsetting

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 654	\$ 312	\$ (341)	-52%
FY 2015	\$ 654	\$ 312	\$ (341)	-52%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Other Toll Operating Costs

Includes

- Out-of-state license plate look-ups
- Supplies and materials
- Rent
- Computer system refinements and equipment
- Telephone/communications
- Records retention
- Vehicle operations

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 319	\$ 363	\$ 44	14%
FY 2015	\$ 319	\$ 359	\$ 40	13%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Personal service contracts

- Increase due to supplemental budget request for Toll Operations Technical support and of Customer Service Center Re-procurement

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 571	\$ 1,067	\$ 496	87%
FY 2015	\$ 577	\$ 955	\$ 378	65%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Salaries and benefits

- The Toll Division Operational Review report identified a reduction in staffing levels from the original FY 2012 requests
- Reductions are planned for staff supporting the areas of toll finance, communications/marketing and toll operations
- In FY 2014, these reductions were partially offset by additional WSDOT staffing needs to support development of Requests for Proposals related to a possible change in Customer Service Center Vendor

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 719	\$ 701	\$ (18)	-3%
FY 2015	\$ 719	\$ 678	\$ (41)	-6%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Infrastructure Maintenance and Preservation

- This is for operations, maintenance and preservation of the eastbound Tacoma Narrows Bridge only
- Subject to a legislatively mandated 5.5 percent reduction for FY 2014-FY 2015
- FY 2013 Financial Plan estimate reductions based on a review of historical facility operations and maintenance plans versus actual amounts expended

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 270	\$ 260	\$ (10)	-4%
FY 2015	\$ 305	\$ 297	\$ (8)	-2%

\* dollar amounts stated in thousands (\$ 000s)

# Uses of Funds

## Civil penalty adjudication costs

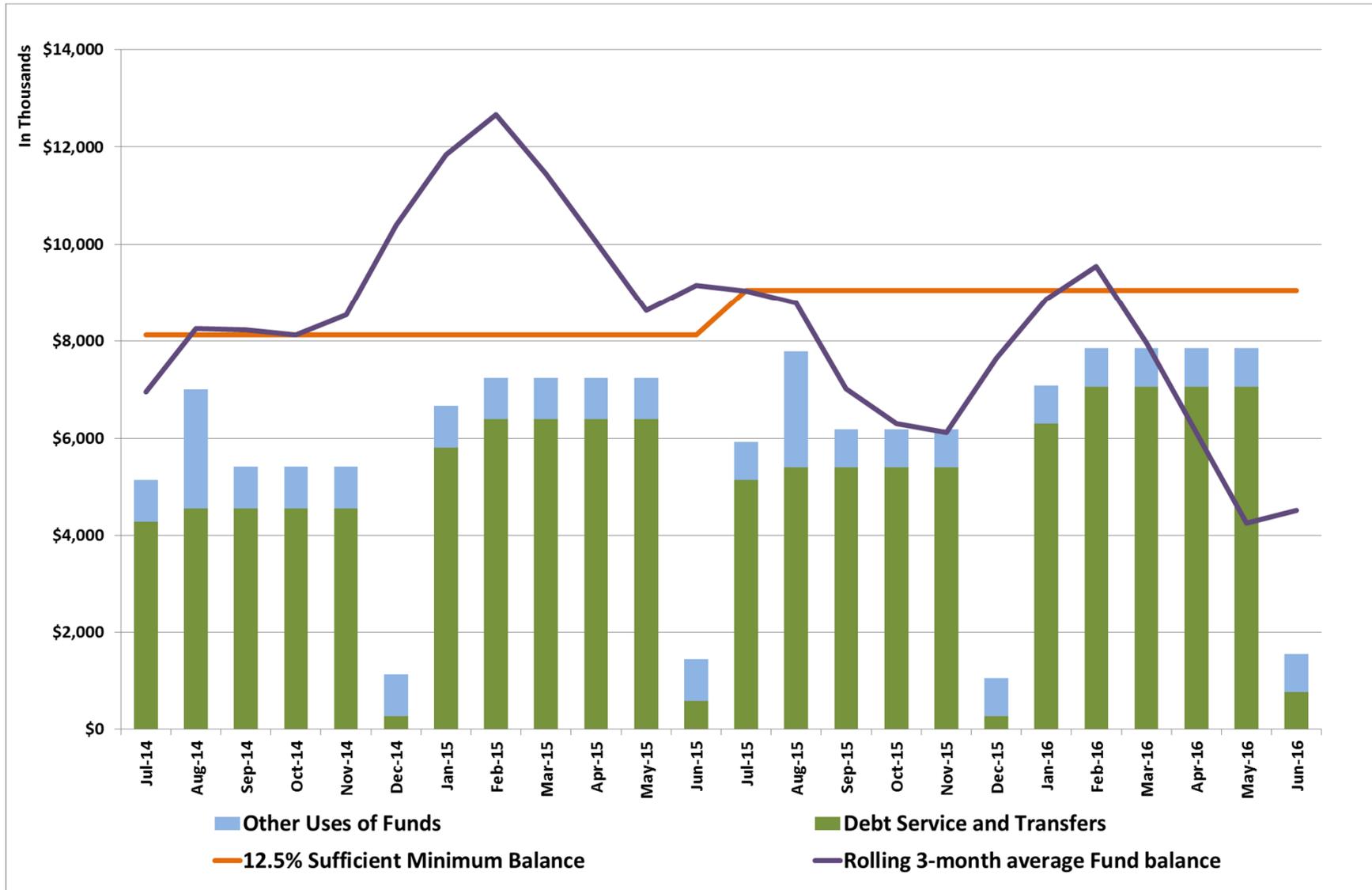
- Not included in fund balance

Fiscal Year	2012 Fin. Plan	2013 Fin. Plan	variance	variance (%)
FY 2014	\$ 518	\$ 510	\$ (8)	-2%
FY 2015	\$ 520	\$ 512	\$ (8)	-2%

\* dollar amounts stated in thousands (\$ 000s)

# Sufficient Minimum Balance

## Rolling 3-month average



Assumes a 25-cent increase in July 2014

# Tacoma Narrows Bridge Rate Setting Milestones

	Milestone	WAC Revision Process	
		Maintain \$.25 increase	Deviate from the \$.25 increase
December	File CR 101		✓
January	WSTC rate setting kickoff meeting	✓	✓
	CAC rate setting kickoff meeting	✓	✓
	Financial plan/funding needs	✓	✓
	CAC financial plan Q&A	✓	✓
	CAC proposed scenarios		✓
February	Preliminary scenario results		✓
	CAC recommendation		✓
	Request any additional scenarios		✓
March	WSTC proposed rates		✓
	File CR 102		✓
April	Public Input meetings		✓
May	Public Hearing		✓
	Adopt toll rates		✓
	File CR 103		✓

# For questions or further information...

**Craig J. Stone, P.E.**  
Assistant Secretary, Toll Division  
206-464-1222 or [StoneC@wsdot.wa.gov](mailto:StoneC@wsdot.wa.gov)

**Tacoma Narrows Toll Bridge Account (511)**

**Annual Financial Plan**

Financial Plan - Updated on January 8, 2014

Forecasted revenue is based on adopted **November 2013 TRFC Forecast**, Forecasted Expenses are based on the FY 2015-2019 Supplemental Budget (12/17/13)

Historical Revenues and expenses from 2006 - 2013 are based on TNB Income Statements

(dollars in thousands)

Fiscal Year	Actuals						Forecast														
	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	
Toll Rate (Pre-Pay)	\$ 1.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 2.75	\$ 4.00	\$ 4.25	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50	\$ 4.50
Toll Rate (Cash)	\$ 3.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 4.00	\$ 5.00	\$ 5.25	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50	\$ 5.50
Toll Rate (Pay-By-Mail)						\$ 6.00	\$ 6.25	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50	\$ 6.50
<b>Beginning Unreserved Fund Balance</b>	<b>18,096</b>	<b>9,995</b>	<b>16,487</b>	<b>16,800</b>	<b>8,124</b>	<b>3,808</b>	<b>8,082</b>	<b>8,189</b>	<b>11,625</b>	<b>6,869</b>	<b>44</b>	<b>(7,729)</b>	<b>(13,862)</b>	<b>(18,124)</b>	<b>(21,461)</b>	<b>(29,514)</b>	<b>(41,179)</b>	<b>(53,765)</b>	<b>(69,556)</b>	<b>(81,884)</b>	
<b>Operations and Maintenance</b>																					
<b>Sources of Funds <sup>1</sup></b>																					
Interest Earnings from Tacoma Narrows Account (511) <sup>2</sup>	232	281	341	145	51	21	21	21	21	21	21	21	21	21	21	21	21	21	21	21	
Interest Earnings from Toll Collection Account (495) <sup>2</sup>	3	115	71	33	21	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
Toll Revenue - Pre-Pay & Cash	29,960	44,323	45,353	44,049	44,103	55,694	60,186	64,685	66,101	68,527	70,106	71,815	73,850	74,947	76,312	77,101	77,282	77,936	78,479	79,102	
Toll Revenue - Pay By Mail	-	-	-	-	-	2,981	4,173	4,453	4,986	5,437	5,511	5,599	5,712	5,746	5,801	5,811	5,776	5,773	5,763	5,757	
Transponder Sales Revenue	760	608	629	644	353	307	322	333	345	361	371	382	395	403	412	418	421	427	432	438	
Violations	467	598	594	489	131	22	10	-	-	-	-	-	-	-	-	-	-	-	-	-	
Transfers from Other Accounts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Fees <sup>4</sup>	-	56	104	76	166	266	387	391	402	419	429	440	453	460	468	473	474	478	481	485	
Contractual Damages <sup>5</sup>	175	-	-	-	1,462	474	290	133	133	133	-	-	-	-	-	-	-	-	-	-	
Miscellaneous Revenue <sup>6</sup>	104	0	16	768	205	44	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
<b>Sub Total Sources of Funds for O &amp; M before D/S</b>	<b>31,700</b>	<b>45,980</b>	<b>47,107</b>	<b>46,204</b>	<b>46,492</b>	<b>59,818</b>	<b>65,399</b>	<b>70,026</b>	<b>71,998</b>	<b>74,908</b>	<b>76,448</b>	<b>78,267</b>	<b>80,441</b>	<b>81,587</b>	<b>83,024</b>	<b>83,834</b>	<b>83,984</b>	<b>84,645</b>	<b>85,186</b>	<b>85,813</b>	
Transfers to Capital Fund <sup>3</sup>		(10)							(183)	(3,079)	(12)	(118)	(336)	(572)	(3,437)	(47)	(2,768)	(130)	(1,292)		
Debt Service Payment <sup>7</sup>	(14,389)	(26,915)	(34,925)	(42,200)	(43,267)	(45,329)	(54,344)	(53,175)	(61,420)	(70,584)	(69,150)	(72,648)	(73,158)	(72,174)	(77,193)	(79,144)	(83,182)	(84,258)	(83,449)	(83,958)	
Debt Service Withholding <sup>7</sup>	(300)	0	22	(2,755)	2,824	(324)	226	(1,560)	(891)	492	(739)	(214)	388	(304)	(900)	(196)	(298)	(43)	(234)	(90)	
<b>Total Sources of Funds for Operations and Maintenance</b>	<b>17,011</b>	<b>19,055</b>	<b>12,204</b>	<b>1,249</b>	<b>6,049</b>	<b>14,165</b>	<b>11,280</b>	<b>15,292</b>	<b>9,687</b>	<b>4,633</b>	<b>3,480</b>	<b>5,394</b>	<b>7,553</b>	<b>8,773</b>	<b>4,359</b>	<b>1,058</b>	<b>457</b>	<b>(2,424)</b>	<b>1,373</b>	<b>474</b>	
<b>Uses of Funds <sup>8</sup></b>																					
Goods and Services																					
Toll CSC Operations Vendor Contract					1,654	2,022	2,540	3,364	2,977	3,036	3,165	3,353	3,437	3,523	3,611	3,701	3,794	3,889	3,986	4,085	
Toll Booth and Lane Vendor Contract	9,852	6,932	6,781	5,621	3,330	3,372	3,289	3,289	3,289	3,289	3,289	3,289	3,371	3,455	3,542	3,630	3,721	3,814	3,909	4,007	
Insurance <sup>9</sup>	2,680	1,339	1,602	1,463	1,486	1,557	1,600	1,600	1,600	1,600	1,600	1,600	1,640	1,681	1,723	1,766	1,810	1,856	1,902	1,949	
Credit Card and Bank Fees	557	760	907	784	857	979	934	990	934	990	934	990	1,015	1,040	1,066	1,093	1,120	1,148	1,177	1,206	
Transponder Cost of Goods Sold				595	254	217	312	312	312	312	312	312	320	328	336	345	354	362	371	381	
Washington State Patrol	572	315	271	209	15																
Other Toll Operations Costs <sup>10</sup>	276	880	988	455	203	194	363	359	309	305	309	305	313	320	328	337	345	354	363	372	
Personal Service Contracts	267				466	713	1,067	955	583	589	595	601	616	631	647	663	680	697	714	732	
Equipment Rental			4																		
Travel	22	11																			
Capital Outlays	409	152	5		1,346																
Salaries and Benefits	649	475	397	426	527	561	701	678	695	712	730	748	767	786	806	826	846	867	889	911	
Infrastructure Maintenance and Preservation (note preservation in capital section)	103	268	229	324	207	256	260	297	305	312	320	328	337	345	354	362	371	381	390	400	
<b>Total Uses of Funds for Operations and Maintenance</b>	<b>15,386</b>	<b>11,133</b>	<b>11,184</b>	<b>9,876</b>	<b>10,345</b>	<b>9,873</b>	<b>11,065</b>	<b>11,844</b>	<b>11,003</b>	<b>11,145</b>	<b>11,254</b>	<b>11,527</b>	<b>11,815</b>	<b>12,110</b>	<b>12,413</b>	<b>12,723</b>	<b>13,041</b>	<b>13,367</b>	<b>13,701</b>	<b>14,044</b>	
<b>Civil Penalty Program - INFORMATIONAL PURPOSES ONLY - NOT INCLUDED IN FUND BALANCE</b>																					
<b>Source of Funds <sup>11</sup></b>																					
Civil Penalty Revenue	-	-	-	-	485	3,826	2,939	2,972	3,058	3,184	3,258	3,338	3,433	3,484	3,548	3,585	3,594	3,625	3,651	3,680	
<b>Uses of Funds <sup>o</sup></b>																					
Civil penalty adjudication costs <sup>11</sup>					380	435	510	512	525	538	552	566	580	594	609	624	640	656	672	689	
Loan Repayment								950													
<b>Cumulative Balance for Civil Penalty - NOT INCLUDED IN FUND BLANCE</b>					104	3,391	2,429	1,510	2,533	2,646	2,706	2,772	2,853	2,890	2,939	2,961	2,954	2,969	2,979	2,991	
<b>Current Year Balance for Ops. And Maint. (Sources - Uses)</b>	<b>1,625</b>	<b>7,922</b>	<b>1,020</b>	<b>(8,627)</b>	<b>(4,296)</b>	<b>4,293</b>	<b>215</b>	<b>3,448</b>	<b>(1,316)</b>	<b>(6,512)</b>	<b>(7,773)</b>	<b>(6,133)</b>	<b>(4,261)</b>	<b>(3,337)</b>	<b>(8,054)</b>	<b>(11,665)</b>	<b>(12,585)</b>	<b>(15,791)</b>	<b>(12,328)</b>	<b>(13,570)</b>	
<b>Cumulative Balance for Ops. And Maint.</b>	<b>3,898</b>	<b>11,821</b>	<b>12,841</b>	<b>4,214</b>	<b>(82)</b>	<b>4,210</b>	<b>4,425</b>	<b>7,873</b>	<b>6,557</b>	<b>44</b>	<b>(7,729)</b>	<b>(13,862)</b>	<b>(18,123)</b>	<b>(21,461)</b>	<b>(29,515)</b>	<b>(41,180)</b>	<b>(53,765)</b>	<b>(69,556)</b>	<b>(81,884)</b>	<b>(95,454)</b>	
<b>Current Year Balance for Ops. And Maint.</b>	<b>1,625</b>	<b>7,922</b>	<b>1,020</b>	<b>(8,627)</b>	<b>(4,296)</b>	<b>4,293</b>	<b>215</b>	<b>3,448</b>	<b>(1,316)</b>	<b>(6,512)</b>	<b>(7,773)</b>	<b>(6,133)</b>	<b>(4,261)</b>	<b>(3,337)</b>	<b>(8,054)</b>	<b>(11,665)</b>	<b>(12,585)</b>	<b>(15,791)</b>	<b>(12,328)</b>	<b>(13,570)</b>	
<b>Cumulative Balance for Ops. And Maint.</b>	<b>3,898</b>	<b>11,821</b>	<b>12,841</b>	<b>4,214</b>	<b>(82)</b>	<b>4,210</b>	<b>4,425</b>	<b>7,873</b>	<b>6,557</b>	<b>44</b>	<b>(7,729)</b>	<b>(13,862)</b>	<b>(18,123)</b>	<b>(21,461)</b>	<b>(29,515)</b>	<b>(41,180)</b>	<b>(53,765)</b>	<b>(69,556)</b>	<b>(81,884)</b>	<b>(95,454)</b>	
<b>Capital ending balances (From Capital Plan)</b>	<b>6,097</b>	<b>4,666</b>	<b>3,959</b>	<b>3,910</b>	<b>3,890</b>	<b>3,872</b>	<b>3,764</b>	<b>3,752</b>	<b>312</b>	<b>(0)</b>	<b>0</b>	<b>(0)</b>	<b>(0)</b>	<b>(0)</b>	<b>0</b>	<b>1</b>					
<b>Ending Unreserved Fund Balance</b>	<b>9,995</b>	<b>16,487</b>	<b>16,800</b>	<b>8,124</b>	<b>3,808</b>	<b>8,082</b>	<b>8,189</b>	<b>11,625</b>	<b>6,869</b>	<b>44</b>	<b>(7,729)</b>	<b>(13,862)</b>	<b>(18,124)</b>	<b>(21,461)</b>	<b>(29,514)</b>	<b>(41,179)</b>	<b>(53,765)</b>	<b>(69,556)</b>	<b>(81,884)</b>	<b>(95,454)</b>	
<b>Days of Expenses Covered by Ending Fund Balance</b>	<b>123</b>	<b>158</b>	<b>133</b>	<b>57</b>	<b>26</b>	<b>53</b>	<b>46</b>	<b>65</b>	<b>35</b>	<b>0</b>	<b>(35)</b>	<b>(60)</b>	<b>(78)</b>	<b>(93)</b>	<b>(120)</b>	<b>(164)</b>	<b>(204)</b>	<b>(260)</b>	<b>(308)</b>	<b>(356)</b>	
<b>12.5% Sufficient Minimum Balance Threshold</b>	<b>3,722</b>	<b>4,756</b>	<b>5,764</b>	<b>6,510</b>	<b>6,702</b>	<b>6,900</b>	<b>8,176</b>	<b>8,127</b>	<b>9,053</b>	<b>10,216</b>	<b>10,050</b>	<b>10,522</b>	<b>10,622</b>	<b>10,536</b>	<b>11,201</b>	<b>11,483</b>	<b>12,028</b>	<b>12,203</b>	<b>12,144</b>	<b>12,250</b>	

**Tacoma Narrows Toll Bridge Account (511)**

**Annual Financial Plan**

**Financial Plan - Updated on January 8, 2014**

**Forecasted revenue is based on adopted November 2013 TRFC Forecast, Forecasted Expenses are based on the FY 2015-2019 Supplemental Budget (12/17/13)**

**Historical Revenues and expenses from 2006 - 2013 are based on TNB Income Statements**

<sup>1</sup> For GAAP purposes, Interest Earnings, Debt Service and Transfers displayed as Operations Sources of Funds are considered to be Nonoperating Activities.

<sup>2</sup> Interest income displayed is net of the cost of investment activities. Interest income is not specifically forecasted in the published TRFC forecasts, but reported as a separate line item for actuals in the income statement. Forecasted interest based upon 2013 actuals.

<sup>3</sup> Starting in FY 2017, money is "transferred" to Capital budget to meet capital funding needs.

<sup>4</sup> Includes NSF check, Customer Service Center administration fees, and the reprocessing fee associated with the second Pay By Mail statement.

<sup>5</sup> The damages forecast in the financial plan differs from the TRFC forecast. WSDOT and the Electronic Transaction Consultants Corporation (ETCC) entered into a Settlement Agreement to settle certain claims associated with a delay in the start of establishing and operating a Statewide Tolling System for Washington State, and the commencement of tolling of State Route 520. These claims impacted multiple WSDOT toll facilities including the Tacoma Narrows Bridge. The agreement modifies the original December 22, 2009 contract between the two parties along with its subsequent changes orders. The Settlement Agreement was executed June 30, 2012. The total settlement value attributable for all toll facilities was:

- \$2.4 million in operational payment reductions (\$400,000 per year x 6 years). This will result in \$946k in revenue for TNB over the next 5 years.

- \$4.0 million royalty free, non-exclusive, perpetual, irrevocable and non-transferable license to use the ETCC RITE system source code and related software and background documents necessary to operate the WSDOT Statewide Tolling Customer Service Center. The value of this intellectual property was established by an independent consultant. To properly account for the RITE System License and report this asset in the financial records, accounting entries (expenses offset by revenue) were processed that impacted all toll facilities. For TNB, this resulted in a \$1.35M expense in FY12 which was offset by the same amount of revenue in the same fiscal period.

<sup>6</sup> FY 2008-2013 - Includes contractor liquidated damages for late project delivery, cash over and short, and prior period recoveries.

- FY 2008: \$104k of donations for grand opening; FY 2010: \$2,350 down-payment for the \$21,501 sale of surplus right of way; FY 2011 - FY 2030 \$164 monthly payment for the same real estate sale starting.

- In FY0011, \$763,297 was paid by toll vendor as the contractual damages. Among the \$763,297, \$11,556 was from TransCore and \$396,000 was from ETCC due to vendor system issues which caused a decrease in toll revenue; another \$355,741 was paid by ETCC to repay related TNB costs.

<sup>7</sup> Debt Service Payment represents Principal and Interest payments paid out of the Highway Bond Retirement Account for bonds sold for TNB Account construction costs. Debt Service Withholding represents the amount transferred in a given fiscal year from the TNB Account, more or less than the Debt Service Payment. RCW 47.10.847 requires the State Treasurer to withhold amounts for as required by the bond proceedings into the Highway Bond Retirement Account, which is on a monthly basis prior the due dates of the debt service payment.

<sup>8</sup> Uses of Funds for Operations in FY 2014 - FY 2019 reflect the adopted supplemental budget. Operation and maintenance uses except for insurance, maintenance, preservation are inflated from FY 2016 to FY 2019 using the rate of IPD, 2.5% annually. Maintenance and preservation are from WSDOT plan updated in January 2012.

<sup>9</sup> Insurance for FY 2014 is budgeted amount, the actual expense was \$1.590 m as insurance was paid in August 2013

<sup>10</sup> Other previously included the Personal Services expense, until FY 2012 when Personal Services was broken out separately

<sup>11</sup> **Revenues and Expenses for Civil Penalties are not included in the Financial Plan because Civil Penalty Net Revenues are reserved for paying back the Motor Vehicle Fund Loan.**

-As stated in Section 701, MISCELLANEOUS 2013-2015 FISCAL BIENNIUM: Except as provided otherwise in this subsection, all civil penalties, including the photo toll and associated fees, collected under this section must be deposited into the toll facility account of the facility on which the toll was assessed. However, through June 30, 2015, civil penalties deposited into the Tacoma Narrows toll bridge account created under RCW 47.56.165 that are in excess of amounts necessary to support the toll adjudication process applicable to toll collection on the Tacoma Narrows bridge must first be allocated toward repayment of operating loans and reserve payments provided to the account from the motor vehicle account under section 1005(15), chapter 518, Laws of 2007. Additionally, all civil penalties, resulting from nonpayment of tolls on the state route number 520 corridor, shall be deposited into the state route number 520 civil penalties account created under section 4, chapter 248, Laws of 2010 but only if chapter 248, Laws of 2010 is enacted by June 30, 2010.

- Per Section 407 (15) of the 13-15 Transportation Budget, OST is required to transfer \$950,000 from the TNB Toll Bridge Account to the Motor Vehicle Account.