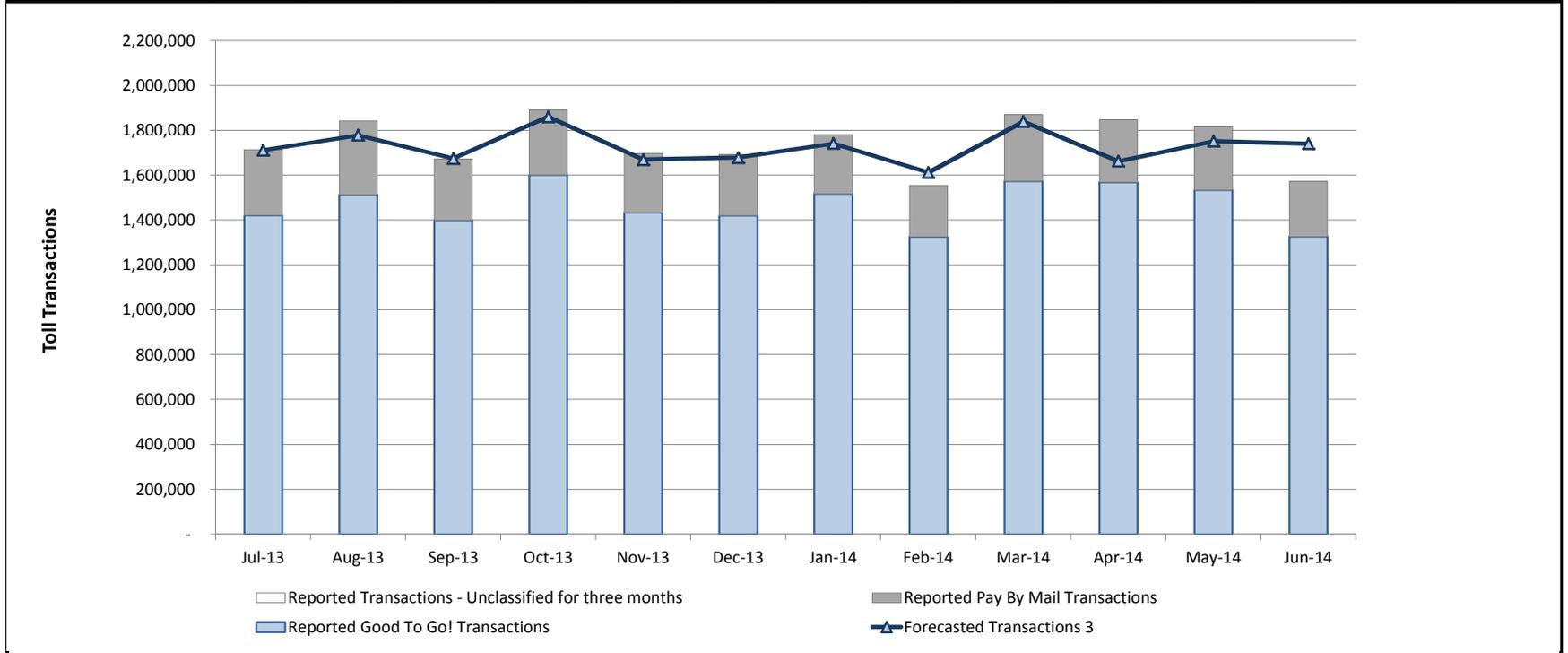


SR 520 Forecasted and Reported Toll Traffic - Fiscal Year 2014

Updated 11/07/2014

TOLL TRANSACTIONS	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Fiscal Year To Date	Annual Total
Forecasted Closure Days ¹	2.0	2.0	2.0	0.7	0.7	0.7	0.3	0.3	0.3	3.0	3.0	3.0	18.0	18.0
Reported Closure Days ²	2.0	-	1.2	-	-	-	-	2.0	-	-	1.6	7.0	13.8	13.8
Forecasted Transactions ³	1,712,000	1,779,000	1,675,000	1,861,000	1,670,000	1,679,000	1,742,000	1,613,000	1,840,000	1,663,000	1,752,000	1,741,000	20,727,000	20,727,000
Reported Transactions ⁴	1,714,340	1,843,593	1,672,627	1,891,073	1,698,416	1,692,471	1,782,226	1,555,759	1,871,405	1,848,497	1,816,370	1,572,796	20,959,574	20,959,574
Variance From Forecast	2,340	64,593	(2,373)	30,073	28,416	13,471	40,226	(57,241)	31,405	185,497	64,370	(168,204)	232,574	232,574
Variance - % Change	0.1%	3.6%	(0.1%)	1.6%	1.7%	0.8%	2.3%	(3.5%)	1.7%	11.2%	3.7%	(9.7%)	1.1%	1.1%
Reported Good To Go!	82.9%	82.2%	83.7%	84.8%	84.4%	83.9%	85.2%	85.2%	84.2%	84.9%	84.5%	84.4%	84.18%	84%
Reported Pay By Mail	17.1%	17.8%	16.3%	15.2%	15.6%	16.1%	14.8%	14.8%	15.8%	15.1%	15.5%	15.6%	15.82%	16%

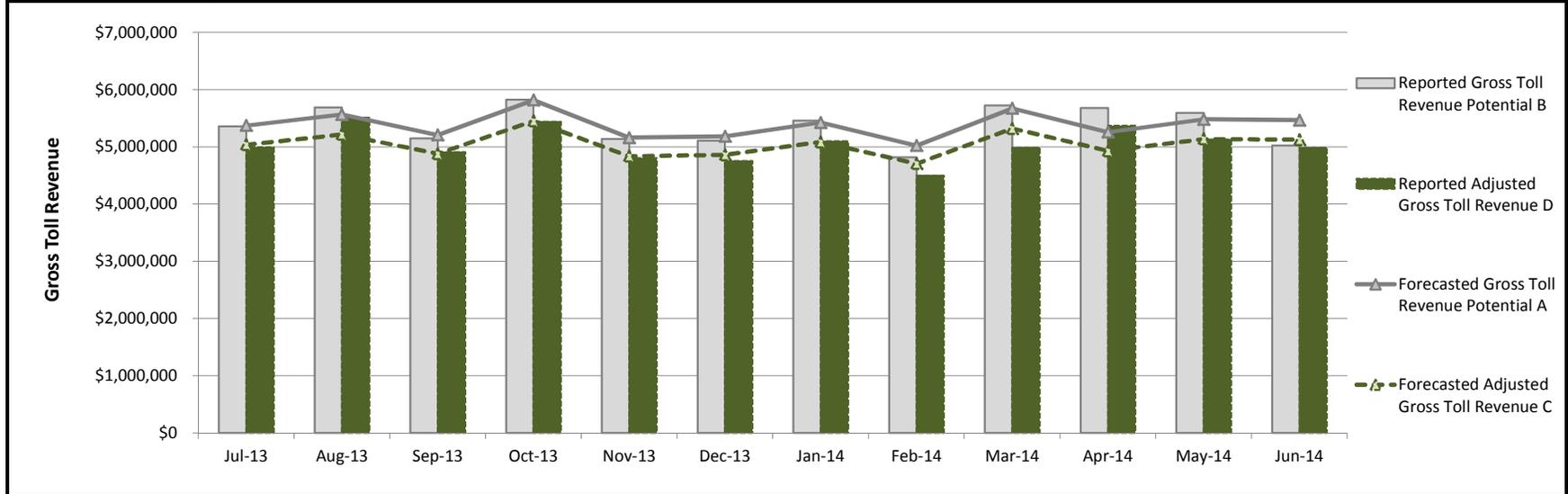


- Notes:**
- 1 Planned weekend construction related closures as preliminarily scheduled by WSDOT - uniformly distributed over each quarter
 - 2 Actual weekend construction related closures as observed during the month.
 - 3 Values based on CDM Smith October 2013 Forecast.
 - 4 Reported values for July-Dec are based on WSDOT toll transaction data provided to CDM Smith on 8/25/14, Jan-June are based on total monthly transactions adjusted for non-revenue and duplicate transactions. Values may be subject to change with final audited reports.

SR 520 Forecasted and Reported Gross Toll Revenue - Fiscal Year 2014

Updated 11/07/2014

GROSS TOLL 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	Fiscal Year To Date	Annual Total
Forecasted Closure Days ¹	2.0	2.0	2.0	0.7	0.7	0.7	0.3	0.3	0.3	3.0	3.0	3.0	18.0	18.0
Reported Closure Days ²	2.0	-	1.2	-	-	-	-	2.0	-	-	1.6	7.0	13.8	13.8
Forecasted Potential ^A	\$5,375,000	\$5,568,000	\$5,209,000	\$5,820,000	\$5,163,000	\$5,185,000	\$5,427,000	\$5,024,000	\$5,676,000	\$5,260,000	\$5,482,000	\$5,467,000	\$64,656,000	\$64,656,000
Reported Potential ^B	\$5,359,491	\$5,693,623	\$5,149,693	\$5,827,248	\$5,138,744	\$5,108,936	\$5,458,848	\$4,821,340	\$5,726,176	\$5,683,192	\$5,598,529	\$5,023,328	\$64,589,147	\$64,589,147
Variance From Forecast	(\$15,509)	\$125,623	(\$59,307)	\$7,248	(\$24,256)	(\$76,064)	\$31,848	(\$202,660)	\$50,176	\$423,192	\$116,529	(\$443,672)	(\$66,853)	(\$66,853)
Variance - % Change	(0.3%)	2.3%	(1.1%)	0.1%	(0.5%)	(1.5%)	0.6%	(4.0%)	0.9%	8.0%	2.1%	(8.1%)	(0.1%)	(0.1%)
Forecasted Adjusted ^C	\$5,039,000	\$5,220,000	\$4,883,000	\$5,456,000	\$4,840,000	\$4,861,000	\$5,087,000	\$4,709,000	\$5,322,000	\$4,931,000	\$5,139,000	\$5,126,000	\$60,613,000	\$60,613,000
Reported Adjusted ^D	\$4,996,403	\$5,513,532	\$4,911,760	\$5,440,469	\$4,807,019	\$4,752,848	\$5,100,401	\$4,498,718	\$4,987,471	\$5,368,907	\$5,131,820	\$4,986,169	\$60,495,518	\$60,495,518
Variance From Forecast	(\$42,597)	\$293,532	\$28,760	(\$15,531)	(\$32,981)	(\$108,152)	\$13,401	(\$210,282)	(\$334,529)	\$437,907	(\$7,180)	(\$139,831)	(\$117,482)	(\$117,482)
Variance - % Change	(0.8%)	5.6%	0.6%	(0.3%)	(0.7%)	(2.2%)	0.3%	(4.5%)	(6.3%)	8.9%	(0.1%)	(2.7%)	(0.2%)	(0.2%)

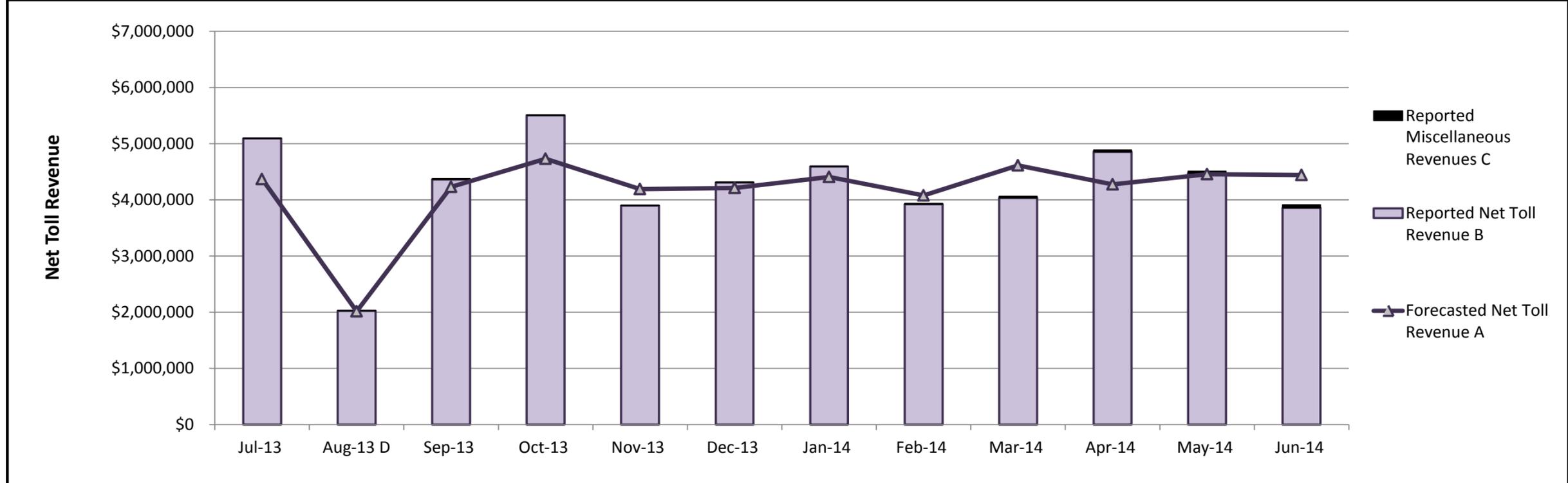


- Notes:**
- 1 Planned weekend construction related closures as preliminarily scheduled by WSDOT - uniformly distributed over each quarter
 - 2 Actual weekend construction related closures as observed during the month.
 - A Values based on CDM Smith October 2013 Forecast, reflects potential revenue if the correct toll were collected from every vehicle, before fee and discount adjustments
 - B Reported gross toll revenue potential values coincide with CDM Smith gross toll revenue forecasts. Values exclude duplicate transactions and toll revenue associated to non-revenue transactions. Additional adjustments are incorporated to reflect the toll rate the customer intended to pay, consistent with the values provided in the forecast. For example a Good To Go! customer who intended to pay the account based rate but has an invalid credit card associated to the account and is charged the Pay By Mail rate is reflected as a Good To Go! transaction and the incremental Pay By Mail fee has been excluded. Reported values for July-Dec are based on WSDOT toll transaction data provided to CDM Smith on 8/25/14, Jan-June are based on adjustments to Unbilled Transaction Report Data
 - C Values based on Parsons Brinckerhoff October 2013 Forecast. Adjusted gross toll revenue equals the gross toll revenue potential after the following forecast adjustments
 - a) \$0.50 short-term account discounts for non-account customers who self-initiate payment without waiting to receive a bill
 - b) \$0.25 per transaction fee charged for pre-paid Good To Go! Pay By Plate transactions
 - c) Revenue not recognized; associated with unreadable license plates, or when a vehicle owner with a readable license plate cannot be identified
 - d) Unpaid toll revenue; associated with non-payment of toll bills within 80 days and two invoices
 - D Reported adjusted gross toll revenue is calculated using adjustments as referenced in footnote C above, and correspond to "tolling revenue" values provided in WSDOT financial statements
- * Adjustments: Toll Bill Reconciliation Report was updated, large impact to rebilling fee deferral;

SR 520 Forecasted and Reported Net Toll Revenue - Fiscal Year 2014

Updated 12/01/2014

NET TOLL REVENUE	Jul-13	Aug-13 D	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Fiscal Year To Date	Annual Total
Forecasted Net Revenue ^A	\$4,367,000	\$2,016,000	\$4,231,000	\$4,731,000	\$4,192,000	\$4,212,000	\$4,408,000	\$4,078,000	\$4,614,000	\$4,273,000	\$4,454,000	\$4,441,000	\$50,017,000	\$50,017,000
Reported Net Revenue ^B	\$5,091,813	\$2,023,170	\$4,365,138	\$5,504,263	\$3,898,883	\$4,310,140	\$4,592,568	\$3,922,676	\$4,036,219	\$4,853,743	\$4,475,085	\$3,857,503	\$50,931,202	\$50,931,202
Variance From Forecast	\$724,813	\$7,170	\$134,138	\$773,263	(\$293,118)	\$98,140	\$184,568	(\$155,324)	(\$577,781)	\$580,743	\$21,085	(\$583,497)	\$914,202	\$914,202
Variance - % Change	16.6%	0.4%	3.2%	16.3%	(7.0%)	2.3%	4.2%	(3.8%)	(12.5%)	13.6%	0.5%	(13.1%)	1.8%	1.8%
Miscellaneous Revenues ^C	\$54	\$6,458	\$11,645	\$6,051	\$4,592	\$9,129	\$4,386	\$16,349	\$29,775	\$32,076	\$34,022	\$52,478	\$207,015	\$207,015



- Notes:**
- A** Values based on Parsons Brinckerhoff October 2013 Forecast. Monthly amounts are prior to adjustments for payment of deferred sales tax, debt service, periodic facility repair & replacement costs, and periodic toll equipment and customer service center repair & replacement costs. Miscellaneous pledged revenue values are not forecasted.
 - B** Reported net toll revenue values are prior to adjustments for payment of deferred sales tax, debt service, periodic facility repair & replacement costs and periodic toll equipment and customer service center repair & replacement costs. Miscellaneous pledged revenue values are excluded and provided separately.
 - C** Miscellaneous revenues are pledged and include the following; sale of right of way excess, recovery of prior biennium expenditures, cash over & short amounts, liquidated damages, interest earned in state route 520 corridor account, cost of investment activities, and Washington State Treasurer deposit interest.
 - D** Annual insurance premium incurred in both the forecasted and reported O&M costs used to calculate monthly net revenue.