

SR 520 Toll Traffic Results July 2012– June 2013



Initial SR 520 Toll Traffic Results- July 2012

JULY 2012 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	64,390	66,172	-2.7%
Average Weekend ^{5,8}	35,331	33,114	+6.7%
Average Daily ⁶	56,374	56,386	-0.0%

- Average weekday daily traffic fell short of forecast by **3%**
- Average weekend daily traffic exceeded forecast by **7%**
- Overall, average daily traffic was **within 1%** of forecast
- Approximately **80%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **74%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., 4th of July).

Initial SR 520 Toll Traffic Results- August 2012

AUGUST 2012 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ⁴	65,771	64,401	+2.1%
Average Weekend ⁵	39,247	32,031	+22.5%
Average Daily ⁶	60,283	56,990	+5.8%

- Average weekday daily traffic exceeded forecast by **2%**
- Average weekend daily traffic exceeded forecast by **23%**
- Overall, average daily traffic was **6%** above forecast
- Approximately **79%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **80%**
 - Average weekend daily *Good To Go!* share was approximately **72%**

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³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

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Initial SR 520 Toll Traffic Results- September 2012

SEPTEMBER 2012 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	66,589	67,984	-2.1%
Average Weekend ^{5,8}	37,832	33,907	+11.6%
Average Daily ⁶	57,345	56,365	+1.7%

- Average weekday daily traffic fell short of forecast by **2%**
- Average weekend daily traffic exceeded forecast by **12%**
- Overall, average daily traffic was **2%** above forecast
- Approximately **80%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **74%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., Labor Day).

Initial SR 520 FY 2013 Q1 Toll Traffic Results

FY 13 – Q1 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	65,557	66,072	-0.8%
Average Weekend ^{5,8}	37,331	33,129	+12.7%
Average Daily ⁶	58,008	56,583	+2.5%

- Average weekday daily traffic is **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **13%**
- Overall, average daily traffic was **3%** above forecast
- Approximately **80%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **81%**
 - Average weekend daily *Good To Go!* share was approximately **73%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factors. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., 4th of July, Labor Day).

Initial SR 520 Toll Traffic Results- October 2012

OCTOBER 2012 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ⁴	65,877	62,961	+4.6%
Average Weekend ⁵	40,135	31,902	+25.8%
Average Daily ⁶	60,551	55,850	+8.4%

- Average weekday daily traffic exceeded forecast by **5%**
- Average weekend daily traffic exceeded forecast by **26%**
- Overall, average daily traffic was **8%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **75%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Traffic Results- November 2012

NOVEMBER 2012 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	63,847	62,021	+2.9%
Average Weekend ^{5,8}	36,341	31,360	+15.9%
Average Daily ⁶	56,971	53,694	+6.1%

- Average weekday daily traffic exceeded forecast by **3%**
- Average weekend daily traffic exceeded forecast by **16%**
- Overall, average daily traffic was **6%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **75%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., Thanksgiving Day).

Initial SR 520 Toll Traffic Results- December 2012

DECEMBER 2012 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	61,006	62,910	-3.0%
Average Weekend ^{5,8}	37,019	31,108	+19.0%
Average Daily ⁶	52,495	52,430	+0.1%

- Average weekday daily traffic fell short of forecast by **3%**
- Average weekend daily traffic exceeded forecast by **19%**
- Overall, average daily traffic was **within 1%** of forecast
- Approximately **80%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **81%**
 - Average weekend daily *Good To Go!* share was approximately **76%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., Christmas Day).

Initial SR 520 FY 2013 Q2 Toll Traffic Results

FY13- Q2 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	63,689	62,637	+1.7%
Average Weekend ^{5,8}	37,600	31,410	+19.7%
Average Daily ⁶	56,574	53,995	+4.8%

- Average weekday daily traffic exceeded forecast by **2%**
- Average weekend daily traffic exceeded forecast by **20%**
- Overall, average daily traffic was **5%** above forecast
- Approximately **80%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **75%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factors. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., Thanksgiving Day, Christmas Day).

Initial SR 520 Toll Traffic Results- January 2013

JANUARY 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	63,001	62,234	+1.2%
Average Weekend ^{5,8}	34,685	30,887	+12.3%
Average Daily ⁶	54,780	54,006	+1.4%

- Average weekday daily traffic exceeded forecast by **1%**
- Average weekend daily traffic exceeded forecast by **12%**
- Overall, average daily traffic was **1%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **77%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., New Year's Day).

Initial SR 520 Toll Traffic Results- February 2013

FEBRUARY 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ⁴	64,325	63,723	+0.9%
Average Weekend ⁵	38,638	32,728	+18.1%
Average Daily ⁶	58,397	55,833	+4.6%

- Average weekday daily traffic was **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **18%**
- Overall, average daily traffic was **5%** above forecast
- Approximately **82%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **83%**
 - Average weekend daily *Good To Go!* share was approximately **77%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

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Initial SR 520 Toll Traffic Results- March 2013

MARCH 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ⁴	66,345	66,766	-0.6%
Average Weekend ⁵	40,421	34,645	+16.7%
Average Daily ⁶	57,983	57,258	+1.3%

- Average weekday daily traffic was **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **17%**
- Overall, average daily traffic was **1%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **77%**

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³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

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Initial SR 520 FY 2013 Q3 Toll Traffic Results

FY13- Q3 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	64,536	64,218	+0.5%
Average Weekend ^{5,8}	37,928	32,835	+15.5%
Average Daily ⁶	56,977	55,694	+2.3%

- Average weekday daily traffic was **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **16%**
- Overall, average daily traffic was **2%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **83%**
 - Average weekend daily *Good To Go!* share was approximately **77%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factors. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

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⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., New Year's Day).

Initial SR 520 Toll Traffic Results- April 2013

APRIL 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ⁴	64,746	64,733	+0.0%
Average Weekend ⁵	38,050	33,658	+13.1%
Average Daily ⁶	59,025	57,371	+2.9%

- Average weekday daily traffic was **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **13%**
- Overall, average daily traffic was **3%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **77%**

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³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

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Initial SR 520 Toll Traffic Results- May 2013

MAY 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	68,107	64,680	+5.3%
Average Weekend ^{5,8}	39,236	33,337	+17.7%
Average Daily ⁶	59,725	56,453	+5.8%

- Average weekday daily traffic exceeded forecast by **5%**
- Average weekend daily traffic exceeded forecast by **18%**
- Overall, average daily traffic was **6%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **76%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., Memorial Day).

Initial SR 520 Toll Traffic Results- June 2013

June 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ⁴	68,740	70,790	-2.9%
Average Weekend ⁵	41,613	36,943	+12.6%
Average Daily ⁶	60,989	60,423	+0.9%

- Average weekday daily traffic fell short of forecast by **3%**
- Average weekend daily traffic exceeded forecast by **13%**
- Overall, average daily traffic was **within 1%** of forecast
- Approximately **80%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **76%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factor. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

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Initial SR 520 FY 2013 Q4 Toll Traffic Results

FY13 – Q4 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	67,149	66,608	+0.8%
Average Weekend ^{5,8}	39,753	34,786	+14.3%
Average Daily ⁶	59,907	58,064	+3.2%

- Average weekday daily traffic was **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **14%**
- Overall, average daily traffic was **3%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **76%**

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² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factors. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g., Memorial Day).

Initial SR 520 Toll Traffic Results Fiscal Year 2013

FISCAL YEAR 2013 TOLL TRAFFIC	Actual ^{1,7}	Forecast ^{2,3}	% Variance
Average Weekday ^{4,8}	65,234	64,881	+0.5%
Average Weekend ^{5,8}	38,143	33,025	+15.5%
Average Daily ⁶	57,860	56,080	+3.2%

- Average weekday daily traffic was **within 1%** of forecast
- Average weekend daily traffic exceeded forecast by **16%**
- Overall, average daily traffic was **3%** above forecast
- Approximately **81%** of average daily trips were prepaid (*Good To Go!*) transactions
 - Average weekday *Good To Go!* share was approximately **82%**
 - Average weekend daily *Good To Go!* share was approximately **76%**

¹ Toll traffic counts are generated by in-lane toll collection equipment. Actual counts exclude transit buses and other toll-exempt vehicles.

² CDM Smith forecast dated September 2012 with nickel-rounding after applying a monthly seasonal adjustment factors. Forecasts exclude transit buses and other toll-exempt vehicles.

³ Ramp-up adjustments are no longer included in the FY 2013 forecasts.

⁴ Average weekday traffic is subject to construction activity but there were no weekday construction closures during the tolling hours from 5 AM to 11 PM.

⁵ Calculation of average weekend daily traffic excludes planned weekend construction closures days.

⁶ Average daily traffic calculated as a blend of all weekdays and weekends days, except as noted in (4) and (5) above.

⁷ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Until completion of this review, reported traffic and revenue will be based on preliminary, un-reconciled database queries.

⁸ Average weekend daily traffic calculations are inclusive of holidays during which weekend toll rates are charged (e.g. New Years Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas Day).

SR 520 Toll Revenue Results July 2012 – June 2013



Initial SR 520 Toll Revenue Results July 2012

JULY 2012 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$4,230,904	\$4,925,000	-14%

- Adjusted gross revenue after an allowance for doubtful accounts was **-14%** below forecasts.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results

August 2012

AUGUST 2012 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$5,059,454	\$4,978,000	+2%

- Adjusted gross revenue after an allowance for doubtful accounts was **+2%** above forecasts.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results September 2012

SEPTEMBER 2012 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$4,577,504	\$4,760,000	-4%

- Adjusted gross revenue after an allowance for doubtful accounts was **-4%** below forecasts.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results FY 2013 – Q1

FY 2013 – Q1 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$13,867,862	\$14,664,000	-5%

- Adjusted gross revenue after an allowance for doubtful accounts was **-5%** below forecasts after the first quarter of FY 2013.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

⁵ Revenue includes weekday revenue that was charged at a weekend rate due to a Federal holiday (e.g., Independence Day, Labor Day).

Initial SR 520 Toll Revenue Results

October 2012

OCTOBER 2012 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$5,554,772	\$4,879,000	+14%

- Adjusted gross revenue after an allowance for doubtful accounts was **14%** above forecast (\$670,000). A backlog of toll bills tied to California plates were sent out in October.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results November 2012

NOVEMBER 2012 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$4,879,344	\$4,533,000	+8%

- Adjusted gross revenue after an allowance for doubtful accounts was **8%** above forecast.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results December 2012

DECEMBER 2012 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$4,746,432	\$4,582,000	+4%

- Adjusted gross revenue after an allowance for doubtful accounts was **4%** above forecast.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results FY 2013 – Q2

FY 2013 – Q2 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$15,180,548	\$13,994,000	+8%

- Adjusted gross revenue after an allowance for doubtful accounts was **8%** above forecasts after the second quarter of FY 2013.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results January 2013

JANUARY 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$5,082,396	\$4,720,000	+8%

- Adjusted gross revenue after an allowance for doubtful accounts was 8% above forecast.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results February 2013

FEBRUARY 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$4,541,162	\$4,388,000	+4%

- Adjusted gross revenue after an allowance for doubtful accounts was **4%** above forecast.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results

March 2013

MARCH 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$2,620,307	\$5,003,000	-48%

- An adjustment to Toll Revenue was made in March 2013 due to the changes in Allowance for Doubtful Accounts (-\$480,006) and the adoption of a new methodology to defer revenue estimated to take over 12 months to collect or to be collectible as a Notice of Civil Penalty (-\$1,952,520). These adjustments relate to revenue for the entire biennium and not specifically to the month of March.
- March Toll Revenue without the adjustments stated above was **0.1%** above forecast
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results FY 2013 – Q3

FY 2013 – Q3 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$12,243,866	\$14,111,000	-13%

- Adjusted gross revenue after an allowance for doubtful accounts was **-13%** below forecasts for the third quarter of FY 2013.
- An adjustment to Toll Revenue was made in March 2013 due to the changes in Allowance for Doubtful Accounts (-\$480,006) and the adoption of a new methodology to defer revenue estimated to take over 12 months to collect or to be collectible as a Notice of Civil Penalty (-\$1,952,520). These adjustments relate to revenue for the entire biennium and not specifically to the month of March.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results

April 2013

APRIL 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$4,830,121	\$4,844,000	< -1%

- Adjusted gross revenue after an allowance for doubtful accounts was **less than 1%** below forecast.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results

May 2013

MAY 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$3,567,172	\$4,931,000	-28%

- Adjusted gross revenue after an allowance for doubtful accounts was **-28%** below forecast. An adjustment to Toll Revenue was made in May 2013 due to a problem in the vendor system that counted toll-exempt (non-revenue) trips as collectable toll revenue (-\$1.1M).
- Prior to the adjustment, Toll Revenue fell below forecast by -4.9%.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results

June 2013

JUNE 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$5,752,095	\$5,103,000	+13%

- Adjusted gross revenue after an allowance for doubtful accounts was **+13%** above forecast, due primarily to a \$1.1 M decrease in the allowance for doubtful accounts.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results FY 2013 – Q4

FY 2013 – Q4 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$14,149,388	\$14,877,000	-5%

- Adjusted gross revenue after an allowance for doubtful accounts was **-5%** below forecasts for the fourth quarter of FY 2013.
- An adjustment to Toll Revenue was made in May 2013 due to a problem in the vendor system that counted toll-exempt (non-revenue) trips as collectable toll revenue (-\$1.1M).
- Values based on preliminary, un-reconciled database query.⁴

Revenue data current as of August 19, 2013. To allow for complete and accurate financial records, further accounting adjustments may be applied through the end of August 2013. Fiscal Year 2013 data will be updated once all final accounting adjustments for the fiscal year are complete.

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.

Initial SR 520 Toll Revenue Results Fiscal Year 2013

FISCAL YEAR 2013 TOLL REVENUE	Actual	Forecast ¹	% Variance
Adjusted Gross Revenue after Allowance for Doubtful Accounts ^{2,3}	\$55,441,664	\$57,646,000	-4%

- Adjusted gross revenue after free trip incentives and an allowance for doubtful accounts was **-4%** below forecast.
- Values based on preliminary, un-reconciled database query.⁴

¹ Based on September 2012 forecast with nickel-rounding inclusive of a monthly seasonal adjustment and a monthly average value for planned weekend construction closures; net of allowances for unreadable license plates / inability to identify vehicle owner; and inclusive of \$0.25 Pay By Plate fee revenues and \$0.50 customer initiated payment credits.

² The allowance for doubtful accounts uses an accounting estimate of 10% of the amount of Pay By Mail toll bills issued will be uncollectible. This amount results in a direct reduction to toll revenue for the facility.

³ Actual gross revenues do not currently include tolls and fees recovered through the adjudication/civil penalty process; inclusion of these revenues via a transfer from the SR 520 Civil Penalty Account may result in an upward revision to actual gross revenues.

⁴ WSDOT is in the process of reviewing CSC vendor reconciliation reports, which will become the primary source of this data. Pending completion of this review, reported revenues are based on preliminary, un-reconciled database queries.