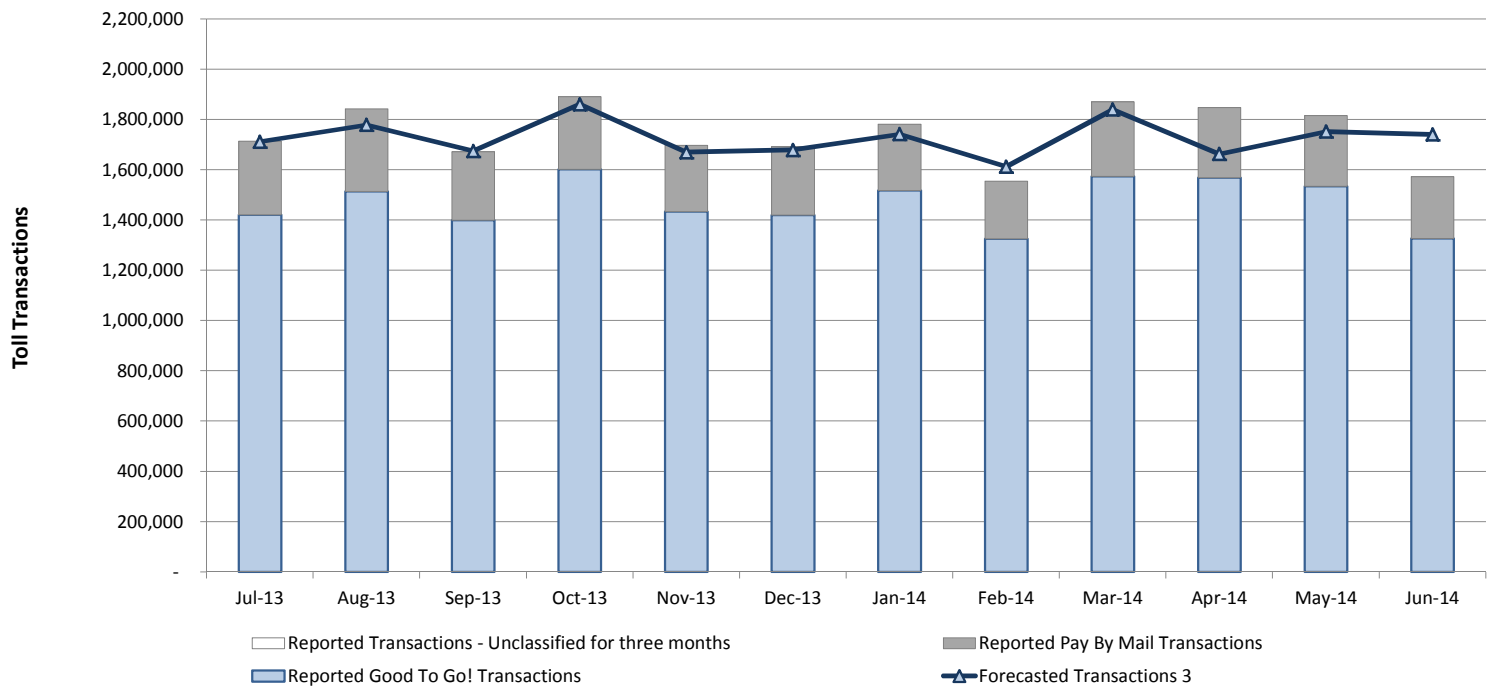
SR 520 Forecasted and Reported Toll Traffic - Fiscal Year 2014

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.

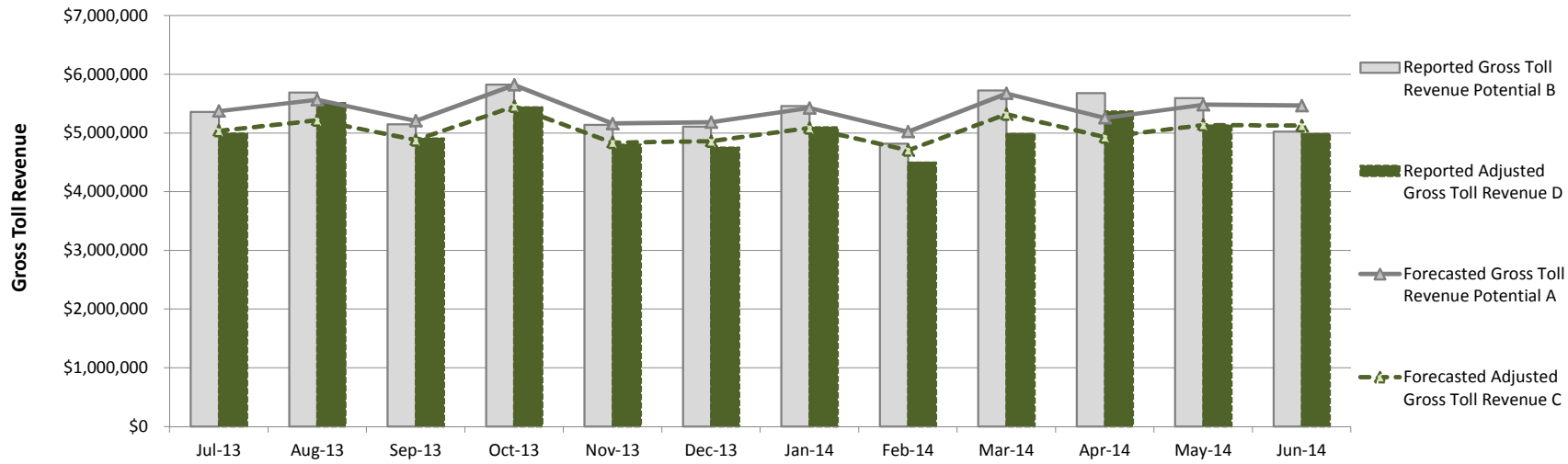
3 Values based on CDM Smith October 2013 Forecast.

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. Additiona 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 bil

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 identifiec

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;