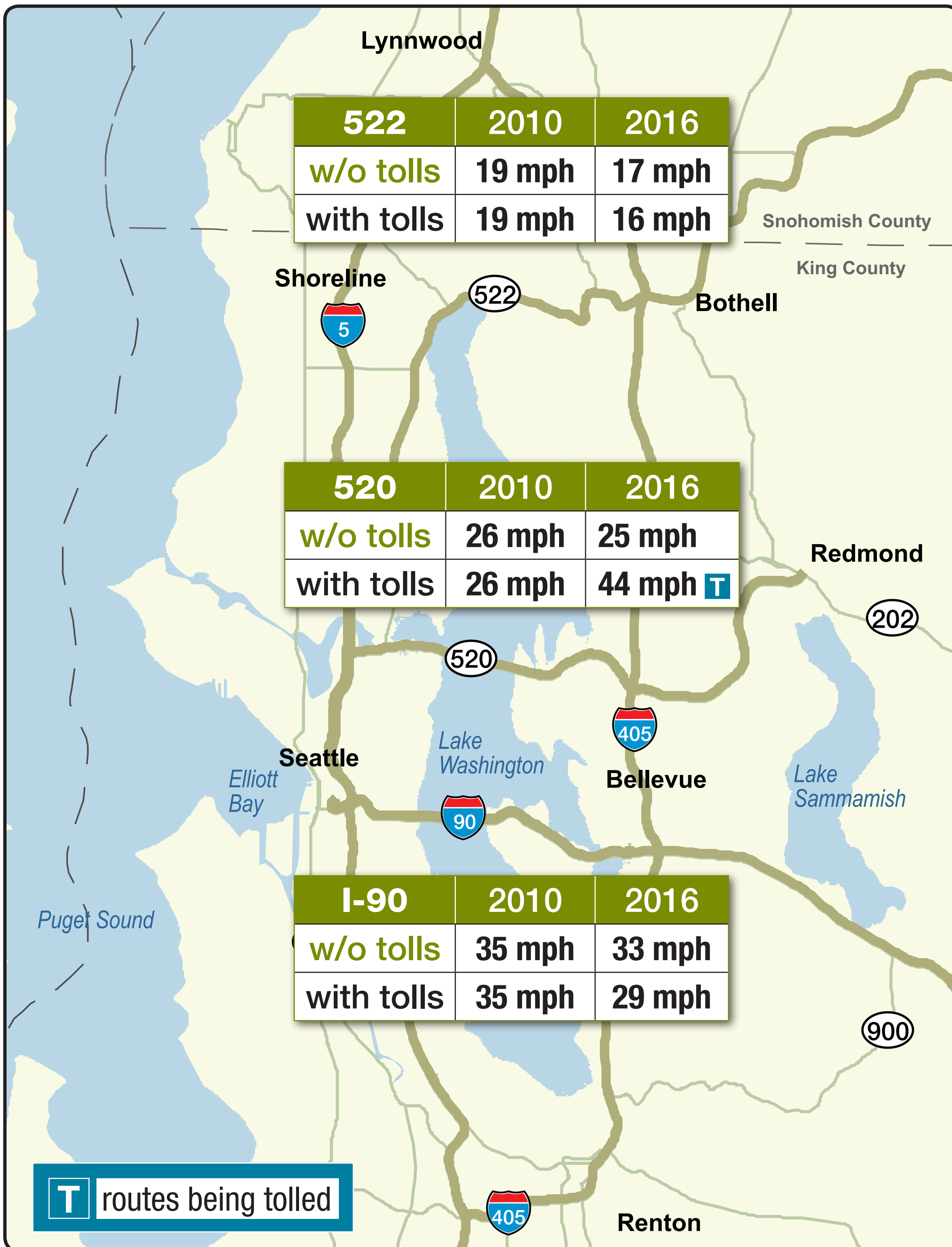




Tolling Scenario 1

Start tolling the new 520 bridge in 2016

Scenario 1	Toll rate	\$0.90 - \$3.80
	Funding	\$835 million



Details about this scenario

- Only 520 is tolled
- Tolling begins in 2016 when the 520 corridor is complete
- Includes bridge and segment tolls
- Highest toll rate for comparison and analysis purposes (\$0.90 - \$3.80 each way)

Time of day	Toll you'd pay (each direction) 2007 dollars*
Morning (5–9 AM)	\$3.05
Mid-day (9 AM–3 PM)	\$2.10
Afternoon (3–7 PM)	\$3.80
Evenings (7–10 PM)	\$1.95
Nights (10 PM–5 AM)	\$0.90
Weekends	Varies from \$0.75 to \$1.50
Segment	Varies from \$0.40 to \$0.80
Estimated funding**	~\$835 million

Results from this scenario

- Estimated bridge funding (\$835 million) does not meet legislative target of \$1.5 – \$2.0 billion
- 2.7% of travelers choose HOV and transit
- 1.1% of travelers choose a different time of day to travel
- 5.8% of travelers choose a different route
- 15.5% of travelers choose a different destination and do not cross Lake Washington

* These are example toll rates for planning purposes. Actual toll rates will depend on a final finance plan and determined by the State Transportation Commission with approval by the State Legislature.

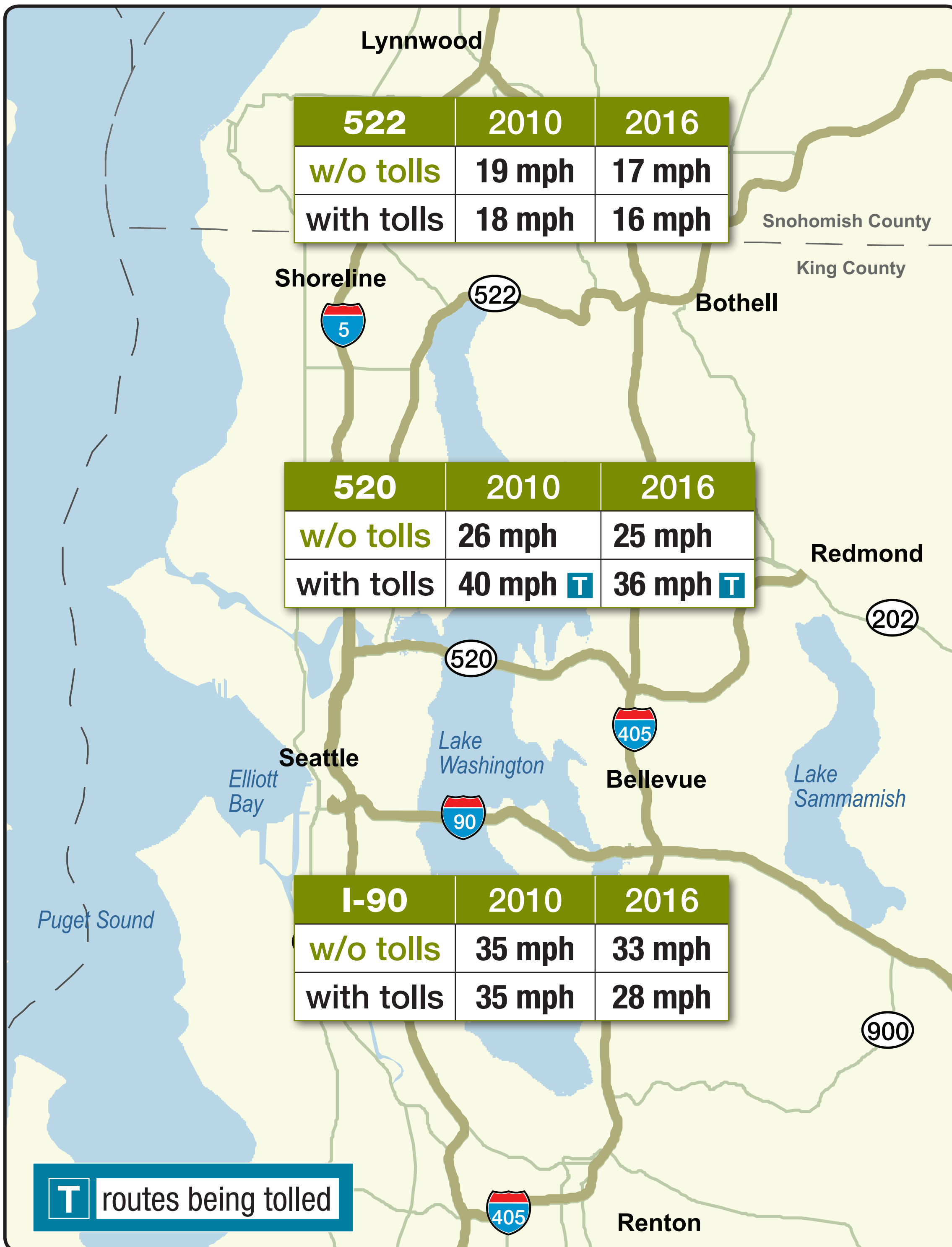
** Financing assumptions include: Term: 30-year, general obligation/motor vehicle fuel tax bonds. Minimum Debt Service: Annual revenue 1.25 times debt service. Interest Rate: 5.9% for current interest bonds, 6.4% for capital appreciation bonds.



Tolling Scenario 2

Start tolling the 520 bridge in 2010

Scenario 2	Toll rate	\$0.75 - \$2.95
	Funding	\$900 million



Details about this scenario

- Only 520 is tolled
- Tolling the existing bridge begins in 2010
- No segment tolls
- Lowest toll rate for comparison and analysis purposes (\$0.75 - \$2.95 each way)

Time of day	Toll you'd pay (each direction) 2007 dollars*
Morning (5–9 AM)	\$2.15
Mid-day (9 AM–3 PM)	\$1.05
Afternoon (3–7 PM)	\$2.95
Evenings (7–10 PM)	\$1.30
Nights (10 PM–5 AM)	\$0.75 (no charge until 2016)
Weekends	Varies from \$0.75 to \$1.50
Segment	No charge
Estimated funding**	~\$900 million

Results from this scenario

- Estimated bridge funding (\$900 million) does not meet legislative target of target of \$1.5 – \$2.0 billion
- 3.2% of travelers in 2010 choose HOV and transit (1.8% in 2016)
- 2.0% of travelers in 2010 choose a different time of day to travel (1.7% in 2016)
- 7.2% of travelers in 2010 choose a different route (6.1% in 2016)
- 1.7% of travelers in 2010 choose a different destination and do not cross Lake Washington (8.3% in 2016)

* These are example toll rates for planning purposes. Actual toll rates will depend on a final finance plan and determined by the State Transportation Commission with approval by the State Legislature.

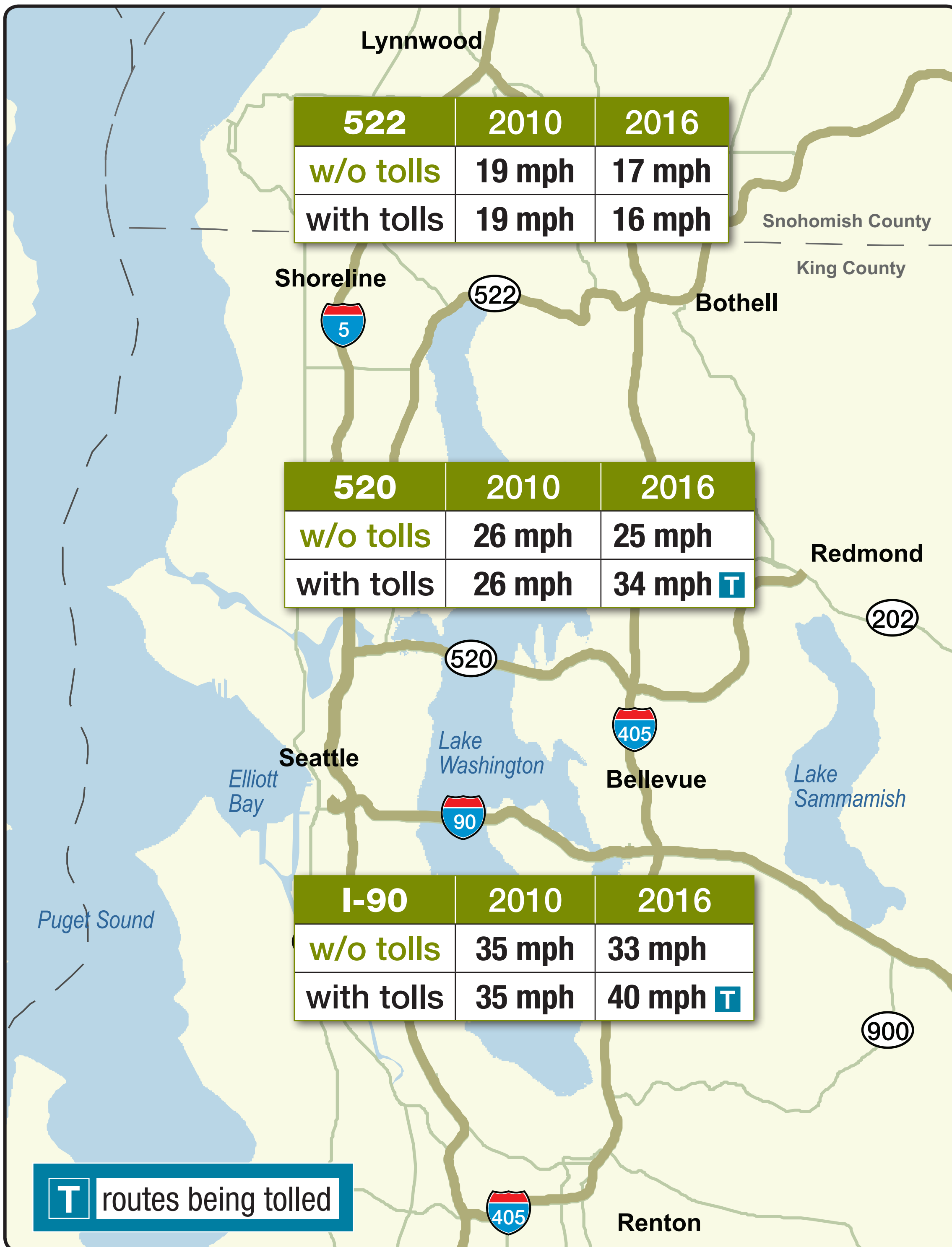
** Financing assumptions include: Term: 30-year, general obligation/motor vehicle fuel tax bonds. Minimum Debt Service: Annual revenue 1.25 times debt service. Interest Rate: 5.9% for current interest bonds, 6.4% for capital appreciation bonds.



Tolling Scenario 3

Start tolling the new 520 bridge and I-90 bridge in 2016

Scenario 3	Toll rate \$0.90 - \$3.25
	Funding \$2.3 billion



Details about this scenario

- 520 and I-90 are tolled
- Tolling begins in 2016 when the 520 corridor is complete
- Includes segment tolls beginning in 2016 on 520 and I-90
- Moderate toll rate for comparison and analysis purposes (\$0.90 - \$3.25 each way)

Time of day	Toll you'd pay (each direction) 2007 dollars*
Morning (5–9 AM)	\$2.60
Mid-day (9 AM–3 PM)	\$2.10
Afternoon (3–7 PM)	\$3.25
Evenings (7–10 PM)	\$1.95
Nights (10 PM–5 AM)	\$0.90
Weekends	Varies from \$0.75 to \$1.50
Segment	Varies from \$0.40 to \$0.75
Estimated funding**	~\$2.3 billion

Results from this scenario

- Estimated bridge funding (\$2.3 billion) is greater than legislative target of target of \$1.5 – \$2.0 billion
- 2.6% of travelers on 520 choose HOV and transit (2.0% on I-90)
- 0.5% of travelers on 520 choose a different time of day to travel (1.1% on I-90)
- 4.6% of travelers choose a different route
- 22.3% of travelers choose a different destination and do not cross Lake Washington

* These are example toll rates for planning purposes. Actual toll rates will depend on a final finance plan and determined by the State Transportation Commission with approval by the State Legislature.

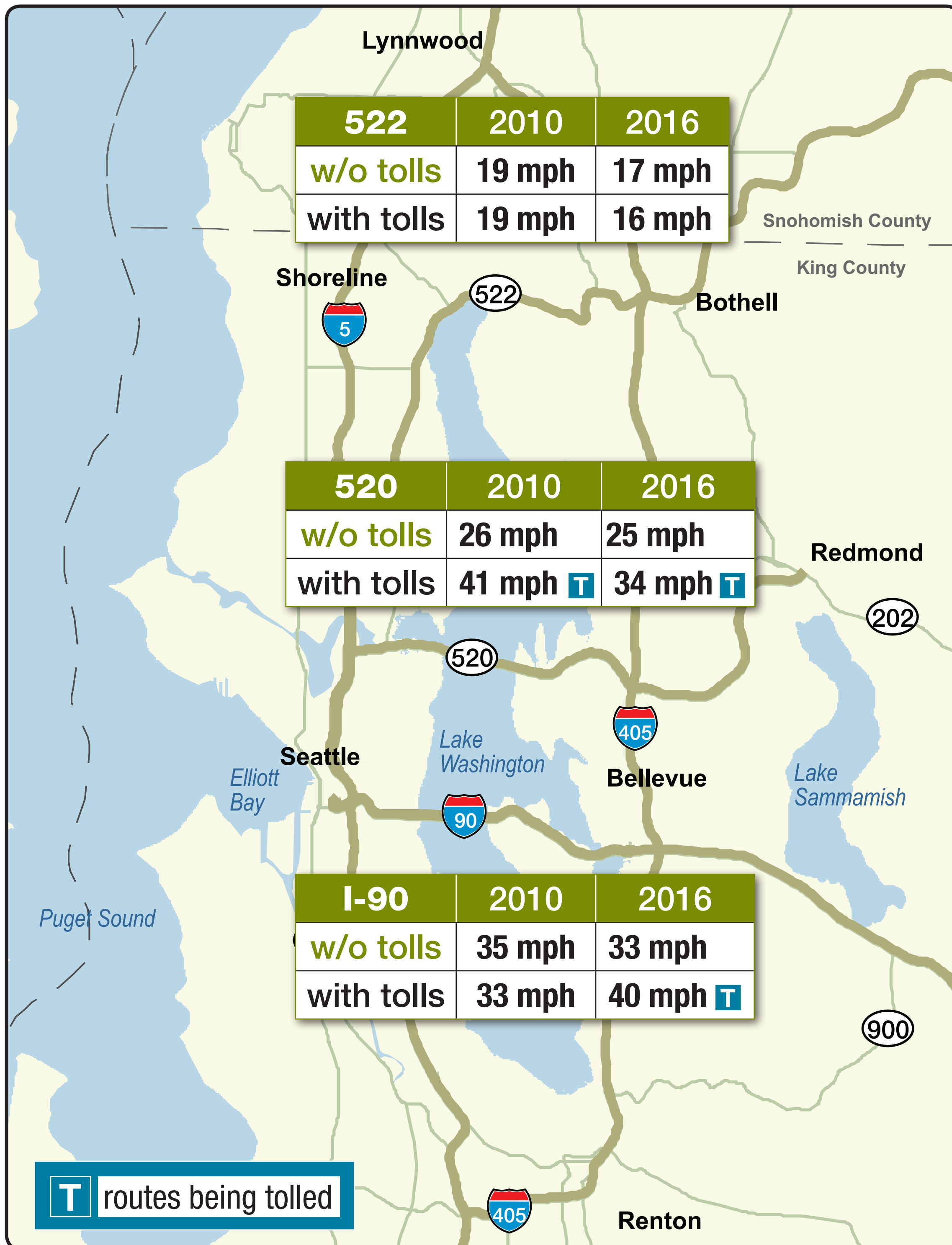
** Financing assumptions include: Term: 30-year, general obligation/motor vehicle fuel tax bonds. Minimum Debt Service: Annual revenue 1.25 times debt service. Interest Rate: 5.9% for current interest bonds, 6.4% for capital appreciation bonds.



Tolling Scenario 4

Start tolling the 520 bridge in 2010, and I-90 bridge in 2016

Scenario 4	Toll rate \$0.90 - \$3.25
	Funding \$2.5 billion



Details about this scenario

- 520 and I-90 are tolled
- Tolling the existing 520 bridge begins in 2010
- Includes segment tolls beginning in 2016 on 520 (when the corridor is complete) and I-90
- Moderate toll rate for comparison and analysis purposes (\$0.90 - \$3.25 each way)

Time of day	Toll you'd pay in 2010 on 520 (one-way) 2007 dollars*	Toll you'd pay in 2016 on 520 and I-90 (each direction) 2007 dollars*
Morning (5–9 AM)	\$2.60	\$2.60
Mid-day (9 AM–3 PM)	\$2.10	\$2.10
Afternoon (3–7 PM)	\$3.25	\$3.25
Evenings (7–10 PM)	\$1.95	\$1.95
Nights (10 PM–5 AM)	No charge	\$0.90
Weekends	\$0.75 - \$1.50	\$0.75 - \$1.50
Segment	No charge	\$0.40 - \$0.75
Estimated funding**	~\$2.5 billion	

Results from this scenario

- Estimated bridge funding (\$2.5 billion) is greater than legislative target of target of \$1.5 – \$2.0 billion
- 3.6% of travelers in 2010 choose HOV and transit (2.6% in 2016 on 520, 2.0% in 2016 on I-90)
- 1.6% of travelers in 2010 choose a different time of day to travel (0.5% in 2016 on 520, 1.1% in 2016 on I-90)
- 7.5% of travelers in 2010 choose a different route (3.9% in 2016)
- 19.6% of travelers in 2010 choose a different destination and do not cross Lake Washington (22.3% in 2016)

* These are example toll rates for planning purposes. Actual toll rates will depend on a final finance plan and determined by the State Transportation Commission with approval by the State Legislature.

** Financing assumptions include: Term: 30-year, general obligation/motor vehicle fuel tax bonds. Minimum Debt Service: Annual revenue 1.25 times debt service. Interest Rate: 5.9% for current interest bonds, 6.4% for capital appreciation bonds.