



Toll Division Annual Report

FY 2024

July 1, 2023 - June 30, 2024



A message from WSDOT



Toll Division Director Edward Barry, P.E.

I'm pleased to share the Washington State Department of Transportation's Toll Division Annual Report for fiscal year 2024 (July 1, 2023 to June 30, 2024).

Fiscal year 2024 was one of preparation as we took steps to position **Good To Go!** and WSDOT in a good place for the many changes to come in 2025; ensuring we'll be ready to significantly expand Washington's toll program next year and continue to grow as additional roadways come online in 2026 and beyond.

A year of adjustments

An important step in our preparation was making sure our existing toll roads were meeting their evolving performance and financial needs. To that end, multiple facilities underwent toll rate adjustments in 2024, with other facilities' rates scheduled for adjustment in 2025.

It was a big year of changes for SR 520 in particular. On July 1, 2023 the rates increased across the board and peak periods were extended. The resulting toll rate increases ranged from 20 cents to \$1.10 for 2-axle vehicles with a **Good To Go!** pass and similar increases for all other axle-counts and account statuses.

Despite these efforts there were several unforeseen expenses -- project funding gaps, insurance premiums and other situations -- that required the Washington State Transportation Commission to undergo another rate setting process for SR 520 to meet short-term and long-term financial needs. Assessing traffic and financial data to inform those adjustments got underway in the spring of 2024 and ultimately resulted in a rate increase that took effect in August 2024 and will be discussed in more detail in next year's report.

The I-405 express toll lanes and SR 167 HOT lanes use tolls as a tool to help manage congestion and raise revenue in those corridors. March 2024 marked the first time since tolling began on either road (2008 for SR 167 and 2015 for I-405) where the rates were adjusted to help address the growth of the area and resulting congestion. On March 1 the minimum and maximum toll

A message from WSDOT

rates for both roads were adjusted, bringing the minimum toll rate to \$1 and the maximum to \$15. The hours of operation also shifted, extending to 8 p.m. each night to help address peak period travel that continues to extend past traditional rush hours.

In FY 2024 work also began at the Tacoma Narrows Bridge toll plaza to replace and upgrade tolling equipment, much of which was installed prior to tolling beginning in 2007 and has reached the end of its usable life. The new equipment helps modernize the system, ensure it will continue to function reliably for years to come, and incorporates some customer-requested improvements like allowing tap-to-pay options at the booths and improved signage.

Bringing tolling to new locales

Another big change in 2024 was the decision to name WSDOT as the tolling operator for the Interstate Bridge Replacement (IBR) program.

The project seeks to replace the I-5 bridge connecting Oregon and Washington over the Columbia River, and will involve cooperation from not only two states, but also multiple cities, numerous community groups and even the federal government.

As the tolling operator **Good To Go!** will be in charge of collecting tolls, managing equipment and providing customer service to bridge users.

We understand that introducing tolling to a new area comes with challenges, but we are prepared to meet them head on and build on the work the IBR office is currently undertaking by collaborating with communities to make plans that best meet everyone's needs.

Preparing to “Thrive in 2025”

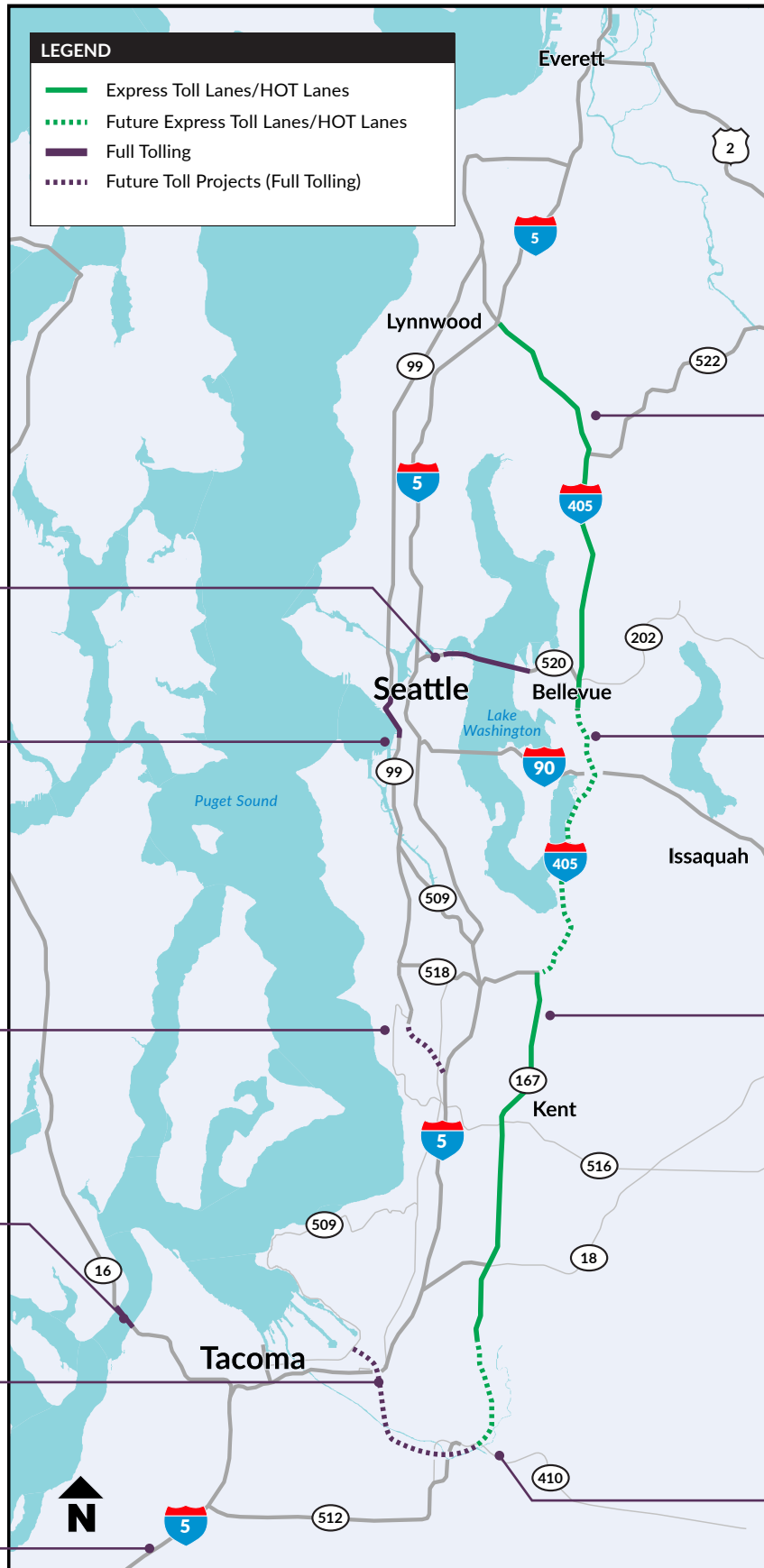
Next year promises to be a big one with plans to potentially open three new (or updated) toll facilities. For several years now we've been working diligently to prepare for this growth, developing and testing our system to accommodate the new facilities, and adjusting schedules to ensure each road is given the appropriate amount of time for each step of the process from construction to testing to public education campaigns.

It promises to be an exciting year and we are well prepared to tackle the challenge ahead.



Edward Barry P.E. | Director, WSDOT Toll Division
December 2024

TOLL FACILITIES



I-405 Express Toll Lanes Bellevue to Lynnwood opened 2015

SR 520 Bridge opened 2011

SR 99 Tunnel opened 2019

I-405 Express Toll Lanes Renton to Bellevue

SR 509 Puget Sound Gateway Project

SR 167 HOT Lanes Opened 2008 Extended 2016

SR 16 Tacoma Narrows Bridge opened 2007

SR 167 Puget Sound Gateway Project

Interstate Bridge Replacement program (IBR)

SR 167 HOT Lanes Extension

Highlights from Fiscal Year 2024

Tolling in Washington state

For more than a decade Washington state has used tolling as a strategic tool to help manage congestion, enhance mobility, fund public improvement projects, and generate revenue required for ongoing operation and maintenance costs of existing facilities. Toll facilities are authorized by the Washington State Legislature, and the Washington State Transportation Commission establishes the toll rates and exemptions.

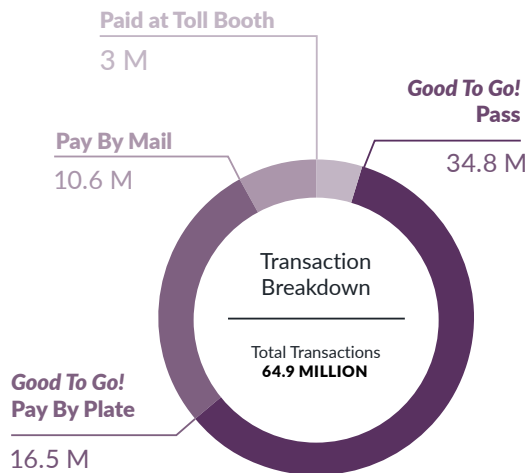
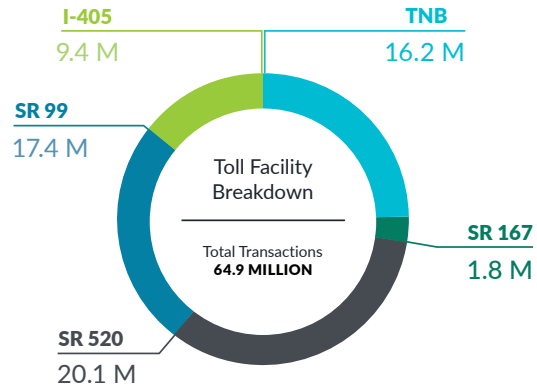
Fiscal Year (FY) 2024 current toll facilities

- SR 16 Tacoma Narrows Bridge
- SR 167 HOT lanes
- SR 520 bridge
- I-405 Express Toll Lanes (ETL) – Bellevue to Lynnwood
- SR 99 tunnel

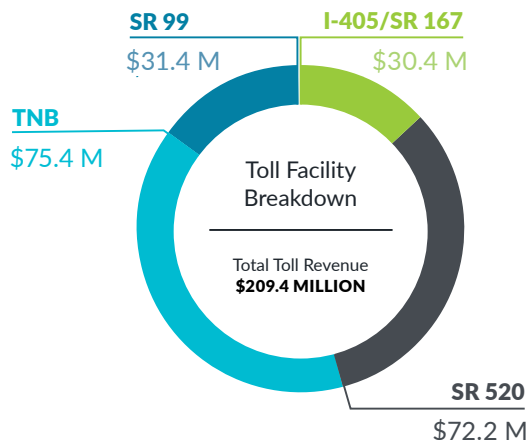
Future facilities

- I-405 ETL expansion – Renton to Bellevue
- SR 167 and SR 509 Expressways
- SR 167 HOT Lanes extension from Pacific to SR 512
- Interstate Bridge Replacement (IBR) program

TOTAL TRIPS (MILLIONS) FY 2024



TOLL REVENUE (MILLIONS) FY 2024



Highlights from Fiscal Year 2024

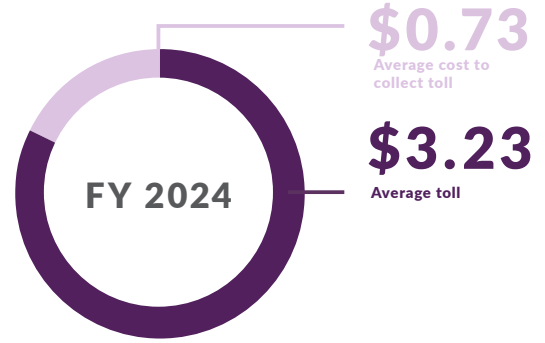
The cost to collect a toll

In FY 2024, it cost WSDOT an average of 57 cents to collect a toll for a trip made with a **Good To Go!** pass. Other methods available for customers to pay tolls, including Pay By Plate and Pay By Mail, are more expensive to collect - but those customers pay a higher toll rate which is intended to cover the extra cost to collect for those methods.

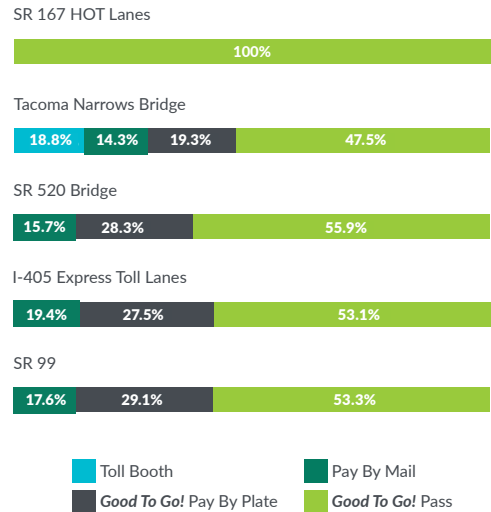
The average toll collected across all facilities in FY 2024 was \$3.23, with 73 cents of that total covering the cost of collecting a toll. The cost to collect was averaged out across all facilities and payment methods. All net revenue available after that 73 cents is reinvested back into the overall roadway operations, maintenance, construction, and debt service as directed by the Legislature.

Toll revenue increased by 6.9% and toll trips increased 3% in comparison to FY 2023. The increase in toll revenue is the result of more vehicles using the toll facilities in FY 2024. However, the increase in toll trips meant higher credit card fees and other costs associated with processing those transactions. This resulted in a slight increase in the overall cost to collect.

COST TO COLLECT TOLL PER TRANSACTION



PAYMENT METHOD BY FACILITY



Goal area: High quality customer service

WSDOT strives to provide excellent customer service for people contacting **Good To Go!** aiming to address customer issues during their first contact.

WSDOT's customer relief program continues to be a success. The program makes it easier for customers to resolve a toll bill and offers waivers of late fees and penalties. More than 1.2 million customers made use of the program in FY 2024, and WSDOT collected \$7.4 million in unpaid tolls as a result.

The numbers are much higher than FY 2023 because escalations - the charging of fees and penalties when a bill passes its due date - were temporarily suspended from July 2021 until March 2023 as part of the back office system transition. The FY 2023 numbers only included four months of data.

Drivers who use a toll road without opening an account are mailed a toll bill, and in FY 2024 **Good To Go!** mailed toll bills to 639,185 customers without **Good To Go!** accounts.

The customer contacts for FY 2024 show a dramatic increase from the previous year due to the return of fees and penalties for unpaid bills dating back to June 2021.

Active accounts*

Total Good To Go! Accounts	1,593,447
Prepaid	899,850
Pay As You Go	693,338
Other	259

Active passes*

Total Passes	2,107,312
Stickers	1,241,892
Flex Pass	683,501
Motorcycles	28,776
Other	153,143

*Accounts will be closed after 21 months with no activity.

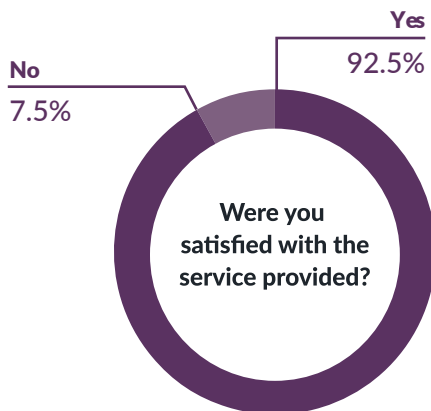
Outgoing notifications

US mail	7,785,303
Email	20,620,971
SMS	293,991
Phone	260,091 automated calls

Incoming contacts



Customer survey from FY 2024



Good To Go! customers who call customer service receive an invite to provide feedback via a survey following their call.

Goal area: Outstanding program delivery and operation

It truly can't be understated just how much **Good To Go!** will be changing in the next few years.

By the time construction is completed on I-405, SR 167, SR 509, and IBR, Washington will have four new or updated toll facilities.

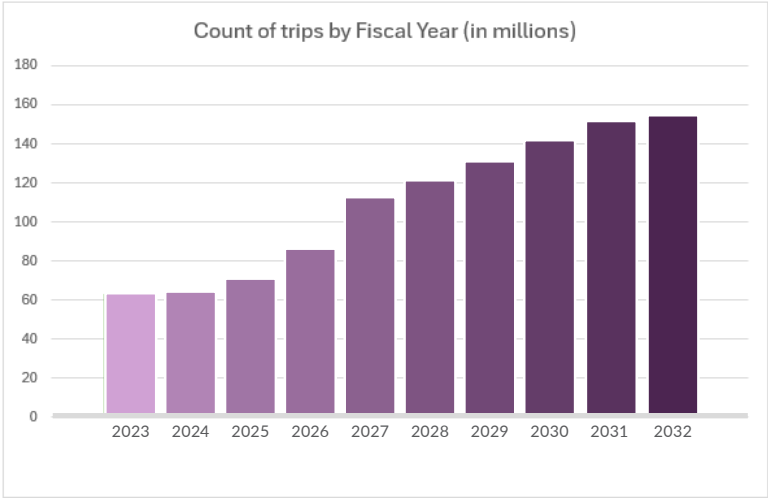
Adding new facilities also comes with an increase in customers and of course an increase in the volume of trips taken annually. In fact, the Toll Division anticipates the number of toll trips will essentially double by 2028.

Projected count of trips (in millions) by Fiscal Year

FY	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Total	62.9	63.6	70.3	85.3	111.2	120	131.1	140.9	151.1	154.5

Good To Go! will need to nearly double in scale in less than four years to keep up with expected demand. The Toll Division has been working tirelessly to prepare our back office system, vendors, and website to handle this expansion.

The past few years have involved developing and expanding the back office system, updating aging equipment, stress testing our services, managing launch schedules, and making plans for incorporating the new roadways into our processes and serving new customers.



Part of that preparation entailed looking at our staffing levels and seeing where we needed additional people and expertise to be able to handle that growth. In FY 2024 that included engaging additional vendors where needed, hiring six new employees to the Toll Division, utilizing three interns and even creating two new permanent positions.



This group of new employees and interns represents just some of growth the Toll Division has planned to prepare for the expansion of tolling in Washington.

Most of that growth happened on our engineering and development teams which interact closely with the roadside and back office systems and plan for future developments. These teams play a big role in preparing our existing system for the changes, and the need for additional expertise in those areas was more pressing ahead of the toll roads opening.

But that work doesn't end in 2024, and the Toll Division plans to add additional engineers and grow the customer service team to help manage the many new customers who will be introduced to tolling when toll roads cross through SeaTac, Fife, and Puyallup.

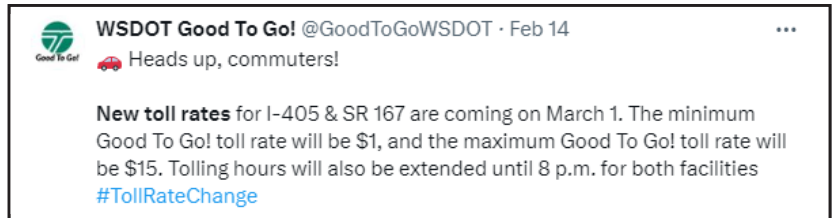
Goal area: Proactive, transparent communication

The Toll Division launched multiple statewide educational campaigns to inform the public about toll rate changes and other topics this year.

I-405, SR 167 HOT Lanes, and SR 520 toll rate campaigns

On July 1, 2023 new toll rates went into effect on SR 520 and while the bulk of the outreach efforts happened in FY 2023, Communications sent additional customer emails and conducted outreach on social media into the first month of FY 2024. The contacts included information about the new rates and other helpful resources.

In March 2024, new toll rates were adopted for the I-405 express toll lanes (ETLs) and SR 167 HOT lanes. Communications initiated a robust campaign to engage and educate the public about these changes – using multiple outreach strategies to ensure transparency and provide customers with the information they needed.



Later that spring work began on outreach for an upcoming SR 520 rate increase that ultimately went into effect Aug. 15, 2024, and will be further addressed in the FY 2025 report. Communications helped inform the public through direct customer emails and social media, encouraging customers to take a survey hosted by the Washington State Transportation Commission (WSTC) discussing the toll rate options.

Highlights of our 2024 public engagement efforts:

- **Direct customer emails:** Over the course of FY 2024 Communications sent seven emails to more than 1.4 million customers each time providing information about the SR 520, I-405 and SR 167 toll rate changes and associated resources, ongoing scam incidents, and high-impact weather events that briefly changed the rules of operation for certain roadways.
- **More than 100 social media posts:** Used platforms such as Twitter, Facebook, Instagram, TikTok, Threads and Reddit, to share real-time updates. Social media also served as a hub for customer inquiries, with Communications assisting customers with a variety of topics.
- **Diverse news coverage:** News agencies publishing in English, Spanish, Japanese, Korean, and Russian posted 132 stories on tolling-related issues, greatly increasing public awareness of key changes like toll rate adjustments, expanded tolling hours, and scams throughout FY 2024.
- **Two blog posts:** The blogs both addressed the I-405 and SR 167 toll rate changes, one discussing the changes would mean for drivers and one answered some frequently asked questions about the express toll lanes worked.
- **Multi-language web resources:** In an effort to better serve all our customers Communications translated several key materials into seven of the most spoken languages in our state, focusing on reaching our diverse and traditionally underserved communities.



What's to come?

With exciting new projects ahead, like the Interstate Bridge Replacement (IBR), Gateway's SR 509 and SR 167 Expressways, and I-405/Renton to Bellevue Widening and ETLs Project, we are developing innovative ways to inform the public and engage diverse communities.

Bridges and tunnels

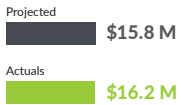


SR 16 REVENUE VS EXPENSES FY 2024

Revenue



Expenses

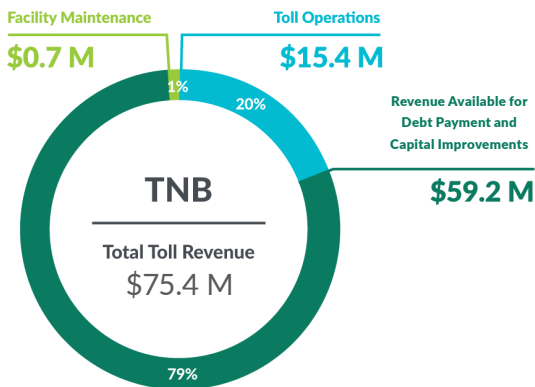


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The revenue only includes toll revenue. The expense forecast includes toll collection O&M costs, roadway O&M costs, credit card fees, and bridge insurance premiums. It excludes transponder, civil penalty, CSC procurement, other agency/program expenditures, and periodic repair and replacement costs.

The projected numbers use data from the June 2024 Traffic and Revenue Forecast 2024.

SR 16 REVENUE VS OPERATIONS AND MAINTENANCE FY 2024



SR 16 Tacoma Narrows Bridge

Tolls are a flat rate and the primary goal of tolling the Tacoma Narrows Bridge is to repay the debt for constructing the bridge. Toll revenue is also used for ongoing costs associated with operating and maintaining a safe toll bridge.

FY 2024 work began to replace and upgrade aging equipment as part of the Tacoma Narrows Bridge Toll Equipment Replacement Project.

The existing toll equipment on the bridge was installed in 2007, and through dedicated effort has been well maintained long past the end of its usable life. But for the system to continue working reliably, the equipment needs to be upgraded.

The upgrade involves replacing cameras, lights, RFID readers, and overhead sensors in the six toll booths, three lanes of eastbound SR 16, and the 24th Street Northwest on-ramp.

Once the new equipment is in place the system will no longer need in-ground sensors and will have a new disaster recovery server to ensure operations can continue reliably through potential natural disasters. Drivers using the toll booths will have more payment options including a tap and pay feature.

For more information visit wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/tacoma-narrows-bridge-tolling

Stats



Average weekday trips

46,900

Increase of 900 trips each weekday compared to FY 2023



Good To Go! rate

\$4.50

Bridges and tunnels



SR 520

The 1.4 mile SR 520 Bridge is the world’s longest floating bridge. In addition to generating revenue, SR 520 tolls adjust throughout the day to manage congestion in the corridor. In 2022 the Washington State Transportation Commission approved an update to the rate increase schedule that increased toll rates on the SR 520 bridge July 1, 2023. Not only did rates increase, but what was considered the peak period was also extended, resulting in a rate increase that ranged from 20 cents to \$1.10 for a 2-axle vehicle with a **Good To Go!** pass, as times that were previously considered outside peak hours are now considered peak times.

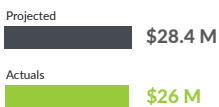
For more information visit wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-520-bridge-tolling

SR 520 REVENUE VS EXPENSES FY 2024

Revenue



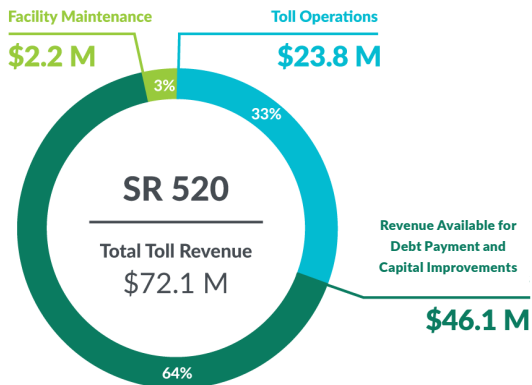
Expenses



The revenue only includes toll revenue. The expense forecast includes toll collection O&M costs, roadway O&M costs, credit card fees, and bridge insurance premiums. It excludes transponder costs, CSC procurement costs, and toll lane system and facility periodic repair and replacement costs.


The projected numbers use data from the June 2024 Traffic and Revenue Forecast 2024.

SR 520 REVENUE VS OPERATIONS AND MAINTENANCE FY 2024




Toll operations made up a larger portion of the total expenses this year due to significant increases in SR 520 bridge insurance costs. In FY 2025, the state is shifting to a self-insurance program which will result in a considerable savings in operational costs.

Stats




Average weekday trips
64,400

Increase of 1,400 trips each weekday compared to FY 2023




Average weekday transit boardings
12,123

An increase in 2,033 trips each weekday compared to FY 2023



Average weekday vanpool trips
455

An increase of 211 trips each weekday compared to FY 2023



Good To Go! rate (peak period)
\$4.90

Bridges and tunnels



SR 99 Tunnel

The 2-mile tunnel beneath Seattle was built to partially replace the aging and seismically-vulnerable Alaskan Way Viaduct. WSDOT collects tolls to repay \$200 million in construction bonds borrowed to build the tunnel, and to fund the ongoing cost of operating and maintaining a safe facility.

For more information visit wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-99-tunnel-tolling

SR 99 REVENUE VS EXPENSES FY 2024

Revenue



Expenses

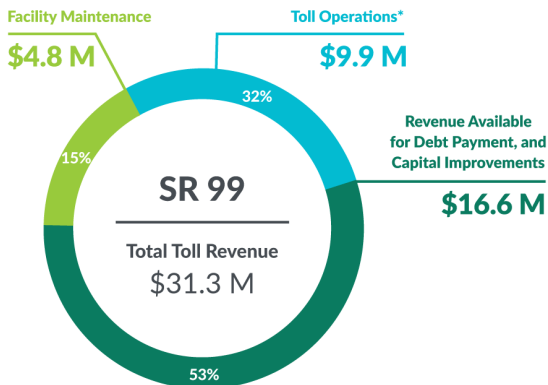


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The revenue only includes toll revenue. The expense forecast includes toll collection O&M costs, roadway O&M costs, credit card fees, and bridge insurance premiums. It excludes transponder, civil penalty, CSC procurement, other agency/programs expenditures, and periodic repair and replacement costs.

The projected numbers use data from the June 2024 Traffic and Revenue Forecast.

SR 99 REVENUE VS OPERATIONS AND MAINTENANCE FY 2024



▲ Since the SR 99 tunnel has considerably lower toll rates, when compared to other toll roads, the costs of toll operations is a higher percentage of toll revenue.

Stats



Average weekday trips

52,200

Increased by 5,200 trips each weekday compared to FY 2023



Good To Go! rate (peak period)

\$2.70

Express toll lanes

Both the I-405 express toll lanes and the SR 167 HOT lanes continue to meet WSDOT's goals of allowing drivers a choice for a faster, more reliable trip while covering the costs of toll operation and generating revenue to reinvest in the corridor.

GOAL 1 Provide a choice to people

- Both the I-405 express toll lanes and the SR 167 HOT lanes continue to offer drivers the choice of paying for a faster, more reliable trip. In FY 2024 the tolled lanes on both facilities offered time savings. SR 167 drivers paid an average of \$6.23 and drivers on I-405 paid an average of \$4.24 for their peak period trips in the tolled lanes.

GOAL 2 Provide a faster, more predictable trip

- Both the I-405 express toll lanes and SR 167 HOT lanes continue to maintain speeds greater than their general purpose counterparts in all sections.
- Drivers who used the SR 167 HOT lanes saved an average of 8 minutes while traveling southbound and 7 minutes while traveling northbound when compared to general purpose lanes in FY 2024. The average speeds in the tolled lanes were 11 mph faster northbound, and 12 mph southbound.
- I-405 drivers saw similar advantages, with a time savings of 10 minutes northbound and 8 minutes southbound over the general purpose lanes in FY 2024. The speeds varied in all sections ranging from 11-27 mph faster in the tolled lanes, with the dual-lane Bellevue to Bothell northbound section showing the greatest difference in speeds.

GOAL 3 Generate revenue to reinvest in the corridor

- The I-405 express toll lanes and SR 167 HOT lanes continue to generate sufficient revenue to cover the costs of operating the facilities.
- Financial data is posted quarterly on WSDOT's financial and performance reports webpage: wsdot.wa.gov/about/accountability/tolling-reports-policy

High occupancy toll (HOT) lanes

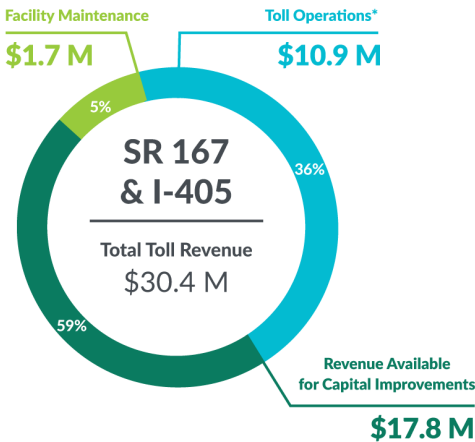


The 45 mph metric shows the percentage of time speeds in the HOT lanes meets or exceeds 45 mph during peak period travel times. It is used to show that while there are some moments where all lanes of travel move slowly, the HOT lanes are usually moving vehicles more reliably and quickly through a corridor. ▼

SR 167 45 MPH METRIC FY 2024



SR 167 AND I-405 REVENUE VS OPERATIONS AND MAINTENANCE FY 2024



The Toll operations costs are a higher percentage of the total toll revenue for I-405 and SR 167 due to the fact that the facilities typically generate less revenue when compared to fully tolled facilities, and have significantly more equipment that needs to be maintained than others.

SR 167 HOT Lanes


The HOT lanes offer drivers a choice for a more reliable trip and help manage congestion for users in the SR 167 corridor. The HOT lanes also have the benefit of steady revenue generation and are covering toll operating and maintenance costs.

Tolls adjust dynamically based on congestion and range from \$1 to \$15.

In March 2024, for the first time since tolling began on the lanes in 2008, the minimum and maximum toll rates were adjusted to help meet the performance needs of the system. Tolling hours were also extended from 7 p.m. to 8 p.m.


For more information visit wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-167-high-occupancy-toll-hot-lanes

Stats




Average weekday trips
6,400

An increase of 100 trips paying a toll to use the lanes each weekday compared to FY 2023




Average weekday transit boardings
524

An increase in 102 trips each weekday compared to FY 2023



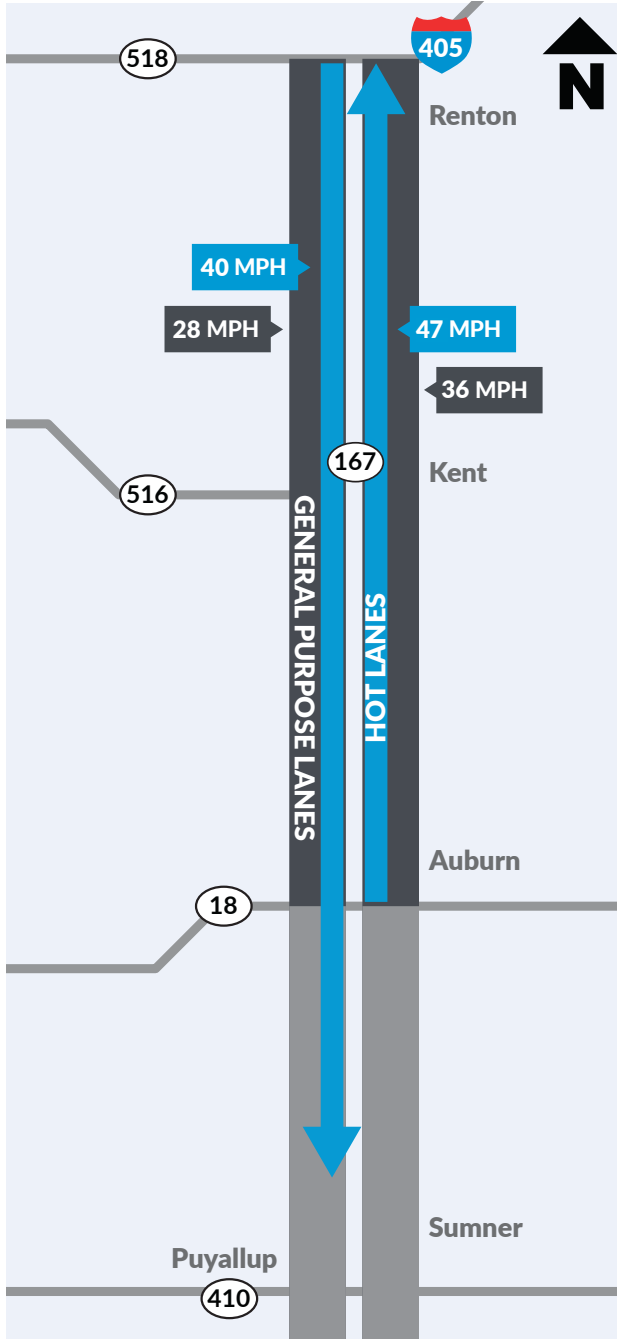
Travel time savings
NB 7 minutes
SB 8 Minutes



Good To Go! rate
(average peak period)
\$6.23

High occupancy toll (HOT) lanes

**HOT LANES SPEEDS VS. GENERAL PURPOSE LANES SPEEDS
FY 2024**



For the first half of FY 2024 toll lane performance continued a downward trend that started when traffic returned to pre-Pandemic levels and worsened when several regional employers started encouraging a return to the office at least a few days a week.

In an effort to better manage the increasing congestion the Washington State Transportation Commission adopted new minimum and maximum tolls rates for the road and extended the hours of operation to 8 p.m.

As a result the performance did improve after the new rates went into effect March 1, with travel times savings and speeds increasing throughout the corridor. Notably the northbound lanes rebounded more quickly with speeds averaging 47 mph - higher than the general purpose lanes.

The average peak period toll rate also increased in FY 2024, rising from \$4.85 in FY 2023 to \$6.23 in FY 2024.

HOT LANE SPEEDS ARE FASTER THAN GENERAL PURPOSE LANE SPEEDS

**NORTHBOUND AUBURN TO RENTON
= 11 MPH FASTER**

**SOUTHBOUND RENTON TO AUBURN
= 12 MPH FASTER**

Express toll lanes



The 45 mph metric shows the percentage of time speeds in the express toll lanes meets or exceeds 45 mph during peak period travel times. It is used to show that while there are some moments where all lanes of travel move slowly, the express toll lanes are usually moving vehicles more reliably and quickly through a corridor. ▼

I-405 45 MPH METRIC FY 2024

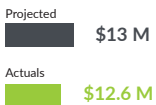


SR 167 AND I-405 REVENUE VS EXPENSES FY 2024

Revenue



Expenses



0 100 M

The revenue only includes toll revenue. The expense forecast includes: toll collection O&M costs, roadway O&M costs, credit card fees, and bridge insurance premiums. It excludes transponder, civil penalty, CSC procurement, other agency/programs expenditures, and periodic repair and replacement costs.
The projected numbers use data from the June 2024 Traffic and Revenue Forecast 2024.

I-405 Express Toll Lanes

In FY 2024 the I-405 express toll lanes between Bellevue and Lynnwood continued to meet the intended goals of providing a faster, more predictable trip, providing a choice to people and generating revenue to reinvest back into the the corridor. Tolls adjust dynamically based on congestion and range from \$1 to \$15.

In March 2024, for the first time since tolling began on the lanes in 2015, the minimum and maximum toll rates were adjusted to help meet the performance needs of the system. Tolling hours were also extended from 7 p.m. to 8 p.m.

For more information visit wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/i-405-express-toll-lanes

Stats



Average weekday trips
37,700

An increase of 1,900 trips paying a toll to use the lanes each weekday compared to FY 2023.



Average weekday transit boardings
2,769

An increase in 623 trips each weekday compared to FY 2023*



Travel time savings
NB 10 minutes
SB 8 Minutes

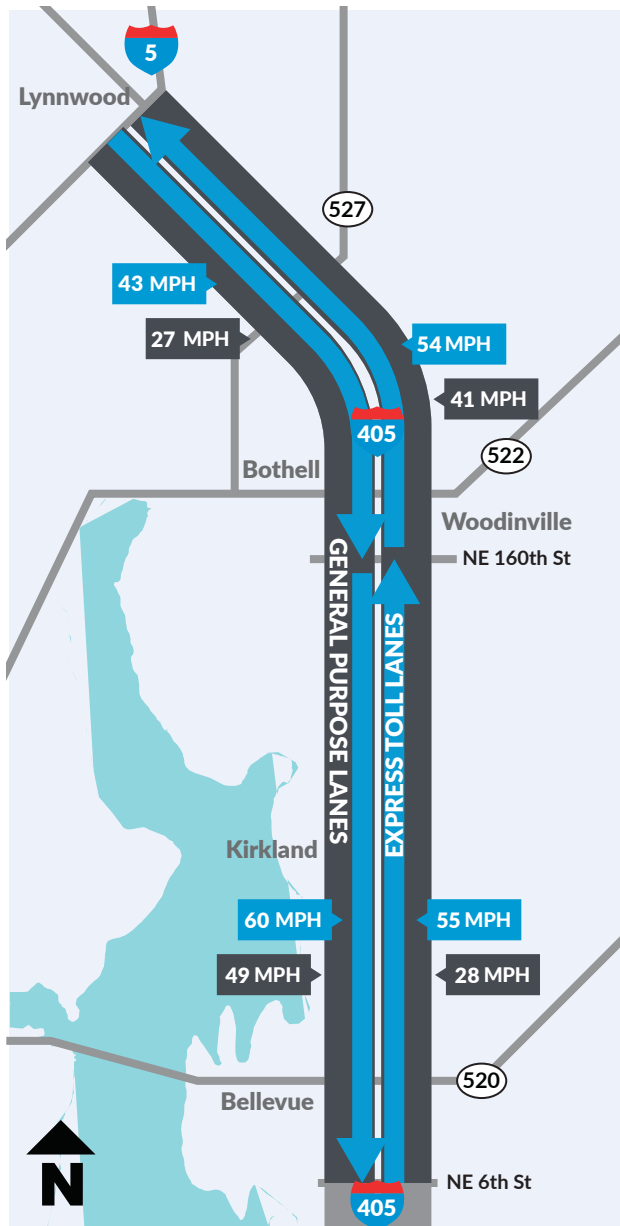


Good To Go! rate
(average peak period)
\$4.24

**Some transit ridership data from 2023 was unavailable, so the comparisons to 2024 will seem artificially high.*

Express toll lanes

I-405 EXPRESS TOLL LANES VS GENERAL PURPOSE LANES SPEEDS FY 2024



The I-405 express toll lanes continue to maintain speeds greater than their general purpose counterparts in all sections and overall the level of performance remains high. But traffic volumes have returned to pre-pandemic levels and there were some noticeable decreases in performance during the peak period travel times and directions.

For the first half of FY 2024 toll lane performance continued a downward trend that started when traffic returned to pre-pandemic levels.

In an effort to better manage the increasing congestion the Washington State Transportation Commission adopted new minimum and maximum tolls rates for the road and extended the operating hours.

As a result the performance did improve after the new rates went into effect March 1, with travel times savings and speeds increasing throughout the corridor.

However, performance of the roadway was still hindered by several construction projects in the SR 527, Northeast 85th interchange, and 132nd interchange areas associated with ongoing improvements to the express toll lanes. While the construction mostly took place on weekends and outside of tolling hours, some work zones did constrain movement.

The southbound morning peak period commute still sees the lowest performance in the single-lane section between Lynnwood and Bothell with the tolled lane averaging 43 mph - though still notably higher average speeds than the general purpose lanes in the area.

The tolled lanes in all other sections achieve higher average speeds of 50 mph or greater during peak periods.

The peak period toll rates, which averaged \$4.24 in FY 2024, rose nearly a dollar from FY 2023's average, \$3.59.

EXPRESS TOLL LANE SPEEDS ARE FASTER THAN GENERAL PURPOSE LANE SPEEDS

NORTHBOUND BOTHELL TO LYNNWOOD

= 13 MPH FASTER

SOUTHBOUND LYNNWOOD TO BOTHELL

= 16 MPH FASTER

NORTHBOUND BELLEVUE TO BOTHELL

= 27 MPH FASTER

SOUTHBOUND BOTHELL TO BELLEVUE

= 11 MPH FASTER

Projects in progress

I-405/SR 167 Program

The I-405/SR 167 Program is currently delivering over \$2 billion in investments towards the creation of a 50-mile express toll lane system. In FY 2024, WSDOT continued to make substantial progress on construction and design. Multiple projects are underway including:

- **SR 167 Corridor Improvements Project.** WSDOT and Northrup Constructors began construction on this \$84M design-build project in spring 2024. The project will replace aging equipment, improve traffic operations, and upgrade the toll system to provide destination pricing and photo tolling options consistent with the existing express toll lane system and convert the northbound HOV lane to an express toll lane between SR 410 and SR 18.
- **SR 167 Master Plan.** Though this toll-funded planning and environmental linkages (PEL) study was completed in June 2023, WSDOT continued engaging project partners, including the SR 167 Equity Advisory Committee, to continue moving the Master Plan forward.
- **I-405, Renton to Bellevue Widening and Express Toll Lanes Project.** WSDOT, in partnership with Sound Transit, and contractors with the design-builder Flatiron-Lane Joint Venture (FLJV) continued to make progress on the \$705M contract. This project will build a dual express toll lane connecting the I-405 express toll lane system between Bellevue and Lynnwood to the SR 167 HOT lanes. Heavy construction work will continue over the next year as the project progresses towards construction of the new toll lanes, and direct access at Southeast 112th Street and Northeast 44th Street that will include an inline station for transit.
- **I-405, Northeast 85th Street Interchange and Inline Bus Rapid Transit (BRT) Station Project.** WSDOT, in partnership with Sound Transit, and Graham began major construction in fall 2023 on the \$234M design-build contract in Kirkland. The project will reconstruct the interchange to a three-level interchange with direct access creating a middle multimodal level for transit, HOV and express toll lanes, and bike and pedestrian users.
- **I-405, Brickyard to SR 527 Improvement Project.** In partnership with Sound Transit, WSDOT and design-builder Skanska began major construction in spring 2024 on this \$834M project. The project will create a dual ETL system from south of the I-405/SR 522 interchange to the I-405/SR 527 interchange, including new direct access and inline BRT stations. In addition, the project will correct several fish barriers and improve seismic resiliency. Project work is underway at the I-405 and SR 522 interchange.
- **SR 167, SR 410 to SR 18 Congestion Management Project.** This project is the companion to the northbound lane that is already open. In 2023, the team began preliminary engineering to extend the express toll lane south to the SR 410/SR 512 interchange. The project connects with Puget Sound Gateway Program's SR 167 Completion Project, bringing congestion relief to southbound travelers and nearly completing a 50-mile managed system from Lynnwood to Sumner.



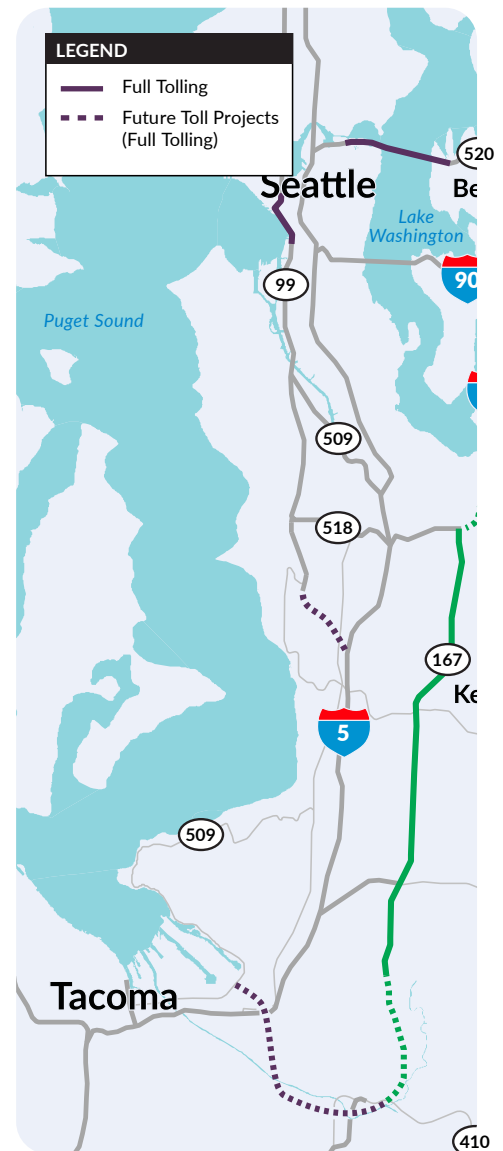
For more information visit wsdot.wa.gov/construction-planning/major-projects/i-405sr-167-corridor-program

Projects in progress

Puget Sound Gateway

The Puget Sound Gateway Program includes two major projects: the State Route 167 Completion Project in Pierce County and the SR 509 Completion Project in King County. Together, these projects complete two of the Puget Sound region's most critical freight corridors, providing essential connections to Washington's ports and moving goods and people more reliably. Funding is estimated at \$2.69 billion: approximately \$1.6 billion from Connecting Washington, \$732 million from Move Ahead Washington, \$136.4 million from local contributions, a \$74 million federal INFRA grant and an estimated \$180 million in future tolling. The Gateway Program was initially funded over a 16-year timeline with completion scheduled for 2031. In 2019 the Legislature accelerated funding to deliver the project ahead of schedule and authorized tolling for the new sections of SR 167 and SR 509. Toll rates for the new sections of SR 509 and SR 167 will be set by the Washington State Transportation Commission in FY 2025, with tolling expected to begin in FY 2025 on SR 509. SR 167 tolling is expected to begin in FY 2029. The projects will be completed using six design-build contracts and one progressive design-build contract. By the end of FY 2024, five of those contracts were either in construction or complete.

- SR 167** WSDOT's design-build contractor on Stage 1b continued to make significant progress in FY 2024. In addition to building new bridges on I-5 and SR 99 to span the re-routed Hylebos Creek, crews continued to build new highway embankments between I-5 and SR 509. Crews also completed the framework for new bridges over 12th Street East and 54th Avenue East and planted more than 75,000 plants in the project's riparian restoration zone. The two final stages of construction will build four miles of tolled expressway from I-5 to its current end point in Puyallup. Stage 2a will widen SR 167 from North Meridian Avenue to SR 410. Construction is currently scheduled for 2025-2027. Stage 2b will construct the new SR 167 Expressway from I-5 to North Meridian Avenue, including the tolling infrastructure. Stage 2b construction is scheduled to begin in 2026, with all construction complete in 2029. The new SR 167 Expressway will have two toll points, one west of I-5 and one east of I-5.
- SR 509** In FY 2024, WSDOT awarded the final construction contract for the SR 509 Completion Project, marking a major milestone for the Puget Sound Gateway Program. Meanwhile, the Stage 1b project entered its third summer of construction having completed four of the project's five noise walls, two new bridges over I-5, the first three sections of the new Veterans Drive tunnel under I-5 and ongoing work to build the new section of SR 509 between I-5 and 24th Avenue South. Stage 1b construction is expected to last through 2025. SR 509 Completion Stage 2 builds the remaining two miles of the expressway between 24th Avenue South and South 188th Street with completion scheduled for 2028. The SR 509 Expressway will have one toll point located between I-5 and 24th Avenue South in SeaTac.



For more information visit wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program

Interstate Bridge Replacement Program

The IBR program will replace the aging Interstate 5 (I-5) bridge across the Columbia River with a modern, seismically resilient, multimodal structure. The Oregon Department of Transportation and Washington State Department of Transportation are jointly leading these efforts in coordination with eight other bi-state partner agencies. Current work addresses physical, regulatory, and contextual changes that have occurred in the program area since 2013 efforts to replace the I-5 Bridge and builds upon the previous planning efforts.

What is the timeline for the IBR program

The IBR program is in the process of conducting a Draft Supplemental Environmental Impact Statement (SEIS) to better understand benefits and impacts of the proposed program investments. This document was published in September 2024, and followed by a 60-day public comment period. Public comments on the Draft SEIS will help the IBR program refine design options and inform future design. Responses to comments, identification of the preferred alternative, the anticipated program footprint and mitigations will be published in the Final SEIS, which is expected in mid to late 2025, followed by federal approval to move to construction.

What proposed investments are being studied?

- Replace the Columbia River and North Portland Harbor bridges to strengthen earthquake resilience and improve mobility.
- Rebuild three through lanes on the bridge with the addition of at least one auxiliary lane in each direction with safety shoulders to support safety and reliability.
- Create a shared use path facility separate from the highway that is safer and wider, increasing accessibility for those who walk, bike, ride and roll.
- Extend light rail by 1.9 miles from Portland Expo Center to Vancouver’s Evergreen Boulevard, implement express bus on shoulder, and add three new transit stations which will improve access to multiple transit markets, link regional transit systems and create new public transit options.
- Modify seven interchanges within five miles and make adjacent enhancements, including local connectivity, to improve safety and traffic flow.
- Implement variable rate tolling to fund construction and manage congestion.



How is IBR funded?

The 2023 Financial Plan completed by the IBR program estimated the project cost range, inclusive of risk elements, to be between \$5 - \$7.5 billion. Revenue from a diverse range of sources is required, including federal funds, tolling, and state funds from both Oregon and Washington to address the cost estimate range.

- Washington commitment: \$1.2B
- Oregon commitment: \$1.1B
- Federal funding: \$2.1B committed, additional \$1B being pursued
- Anticipated toll funding: \$1.2B

Tolls collected for the Interstate Bridge will be used for construction, operations, and maintenance of the facility. Legislative authorization to toll has been secured in both states. Toll rates and policies will be jointly set by the Washington State and Oregon Transportation Commissions.

Cost estimates will be refined as the federal review process progresses and the program advances design of IBR investments. The next iteration of a cost estimate and financial plan update is anticipated sometime in mid-2025.

Who will collect tolls on the Interstate Bridge?

In early 2024, Oregon Governor Kotek directed ODOT to pause the implementation of their toll program so that the legislature could further evaluate the program and provide clearer direction on tolling. Governor Kotek noted that tolling remains a critical component of funding the IBR program, and toll collection on the bridge was transferred to WSDOT who is now the toll administrator for the program. After this announcement, WSDOT immediately started coordination with the IBR program and with ODOT to transfer toll administration duties and consultant contracts to begin the necessary planning for tolling outside of the Puget Sound area.

For more information visit www.interstatebridge.org

Technology and Interoperability

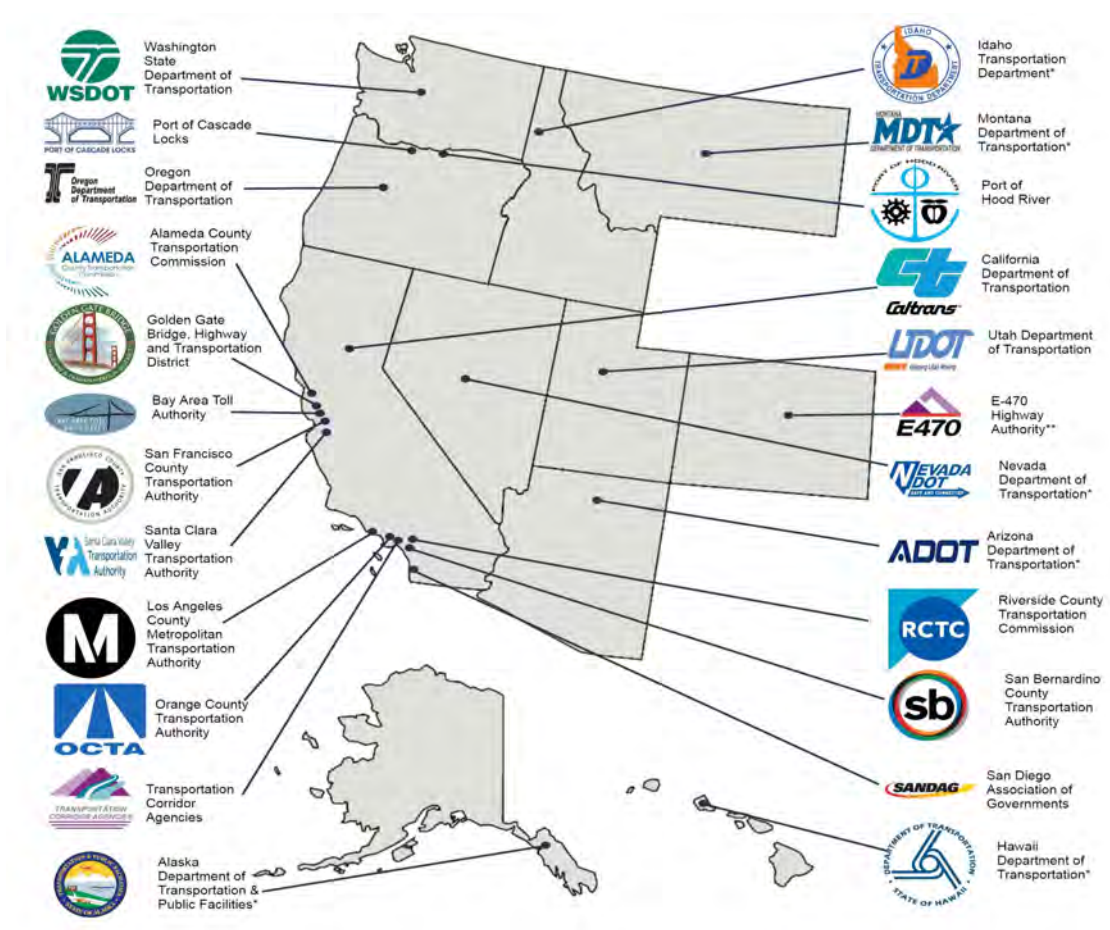
Toll interoperability is the nationwide effort to allow customers to use their existing accounts and passes while using toll roads operated by other agencies all across the country.

Through the first half of FY 2024 the Toll Division was advising and coordinating with the Oregon Department of Transportation (ODOT) as it prepared to stand up a new tolling program. But in the spring of 2024, it was decided that *Good To Go!* would be the operator instead, negating the need for interoperability with ODOT.

The Toll Division worked with the Western Region Toll Operators group to explore the logistics needed to establish a western region hub for sharing transactions and other necessary data between toll operators in the western states.

WSDOT is committed to national interoperability and continues to work toward achieving that goal. Toll Division employees continue to serve on both the 6C Coalition and the Western Region Toll Operators to help on making the western region operators interoperable before expanding efforts to include other regions.

Western Region Toll Operators



Legislative reporting requirements

As established in RCW 47.56.880 and ESHB 2134, Sec. 209 the Legislature directed WSDOT to monitor and report on certain performance metrics on an annual basis.

The following chart notes the monitoring requirements and where to locate the data in this report

Legislative monitoring requirement	Report section reference
A Whether the express toll lanes maintain speeds of 45 mph at 90 percent of the time during peak periods.	Reported on the I-405 and SR 167 project pages. <i>Pages 10 and 12</i>
B Whether the average traffic speed changed in the general purpose lanes.	Reported on the I-405 and SR 167 project pages. <i>Pages 11 and 13</i>
C Whether transit ridership changed in express toll lane corridors.	Reported on the I-405 and SR 167 project pages. <i>Pages 10 and 12</i>
D Whether the actual use of the express toll lanes is consistent with the projected use.	We have exceeded original forecasts for both facilities.
E Whether the express toll lanes generated sufficient revenue to pay for all express lane-related operating costs.	The revenue continues to cover operating costs.
F Whether travel times and volumes have increased or decreased on adjacent local streets and state highways.	For the first five years of I-405 express toll lane operation we reported on traffic volumes on adjacent local streets and highways. During that period we saw a range of changes, but any increase noted now is unlikely to be diversion due to the tolled lanes and more likely to correlate with the growth of the area or increased remote work options. It would not be an effective use of funds or resources to continue to collect this data that cannot be attributed directly to tolling.
G Month-to-month travel times and travel time reliability maintained in the express toll lane system.	Appendix: Express Toll Lanes Performance data
H Month-to-month travel times and travel time reliability of the express toll lanes compared to pre-tolling.	Appendix: Express Toll Lanes Performance data
I Month-to-month comparison of express toll lane and general purpose lane traffic volumes by lane type.	Appendix: Express Toll Lanes Performance data
J Report of consultants: name of the contractor, scope of work, type of contract, timelines, deliverables, new task orders, and any extension to existing contract.	Appendix: Proviso
K Non-vendor costs of administering toll operations	Appendix: Proviso
L Vendor-related costs of operating tolled facilities	Appendix: Proviso
M Toll adjudication process	Appendix: Proviso.
N Summary of toll revenue by facility on all operating toll facilities and express toll lane systems	Appendix: Financial statements

Appendix: Proviso Report

Civil Penalty Process for Toll Violations

Legislative Requirement

As required by ESHB 2134, Section 209 (4), which references Section 209 (5), chapter 186, Laws of 2022, the following is the report to the Governor and the Transportation Committees of the Legislature. The report includes the toll adjudication process, including a summary table for each toll facility that includes the number of Notices of Civil Penalty issued (a notification that your toll bill has been left unpaid long enough to accrue civil penalties); the number of recipients who pay before the notice becomes a penalty; the number of recipients who request a hearing and the number of people who do not respond; workload costs related to hearings; the cost and effectiveness of debt collection activities; and revenues generated from notices of civil penalty during the fiscal year 2024.

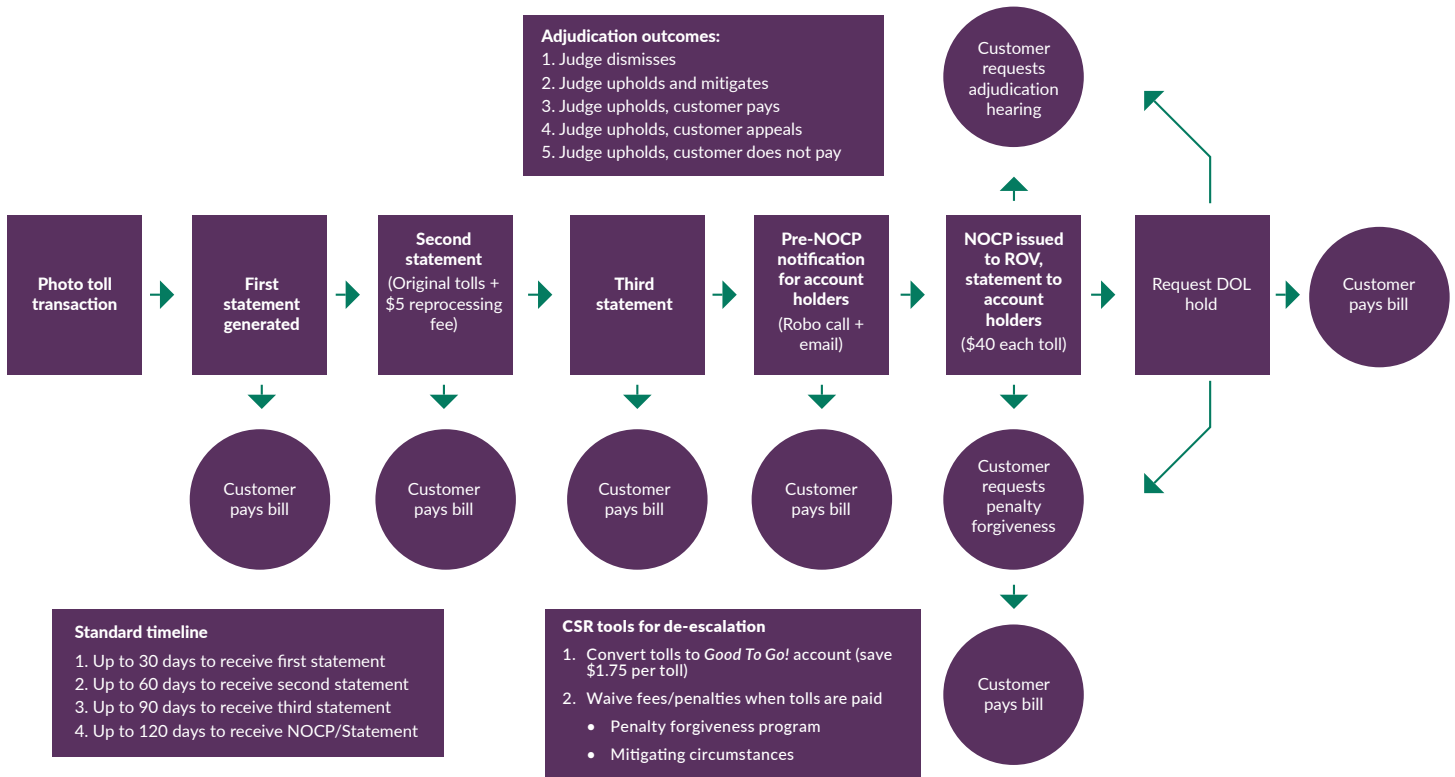
Summary

This report is for the period of July 1, 2023 to June 30, 2024 and addresses requirements in Section 209 of ESHB 2134 regarding WSDOT's Toll Civil Penalty process.

During the FY 2024 period:

- WSDOT resumed assessing civil penalties for unpaid toll trips in April 2023. This resulted in a three-month period for the data included in the fiscal year 2023 report. The increases shown in the data for fiscal year 2024 reflect a full-year covered by this year's report.
 - More than 9 million civil penalties were processed for unpaid toll trips.
- These civil penalties totaled approximately \$11 million in unpaid tolls and \$87 million in penalties and fees.
- Of the customers who received civil penalties, more than 111,000 took part in the forgiveness program that waived fees and civil penalties.
- There was one request for a hearing (either tele-hearing or written).

Toll Transaction to NOCP Process



	TNB	SR 167	I-405	SR 520	SR 99	Combined
Number of NOCPs issued	2,112,278	N/A	1,710,682	2,642,612	2,590,227	9,055,799
Number of customers who pay before the notice becomes a civil penalty	10,948,914	N/A	9,334,729	17,452,631	14,094,395	51,830,669
Number of recipients who do not respond	871,159	N/A	726,888	1,115,187	1,097,305	3,810,539
Number of recipients who request a hearing	0	N/A	0	1	0	1
Workload costs related to civil penalty program	\$983,756	N/A	\$477,110	\$1,049,454	\$926,681	\$3,437,002
Revenue generated from NOCP	\$7,474,545	N/A	\$6,065,366	\$10,026,075	\$9,788,383	\$33,354,368
Net revenue from NOCP collection activities	\$6,490,788	N/A	\$5,588,256	\$8,976,621	\$8,861,701	\$29,917,366

A photograph of the license plate is required to issue a civil penalty. At this time there are no cameras on SR 167 so no civil penalties can be assessed for trips taken on the roadway

* ROV - Registered owner of vehicle

* NOCP - Notices of Civil Penalties

Consultant Reporting

Legislative Requirement

As required by ESHB 2134, Section 209 (4), which references Section 209 (5), chapter 186, Laws of 2022, the following is the report to the Governor and the Transportation Committees of the Legislature on the use of consultants in the toll operations budgets for FY 2024. The report includes the name of all consultants, the scope of work, the type of contract, timelines, and deliverables and any new task orders and extensions added to the consulting contracts during the fiscal year 2024.

Terms Defined

For the purpose of this report the required items were interpreted to mean the following:

Consultant: a contractor providing personal services to the Toll Division of WSDOT.

Scope of work: a general description of the contracted services.

Type of contract: contract categorization according to the Washington State Department of Enterprise Services (DES).

Timeline: the term of the consultant agreement.

Deliverables: a list of work products delivered during fiscal year 2024.

Summary Report, Expenditures

The Toll Division's 2023-25 Biennium Program B Budget is \$139,719,000.

The following is a summary of the Toll Division's consultant contracts and associated Program B expenditures through FY 2024:

Consultant Name	Contact Number	Title	Current Task Authorization Value	Total Invoiced FY 2024	Cummulative Invoice
Clifton Larson Allen LLP	K001170	SR 520 Tolling Financial Statements Audit	\$613,007	\$64,500	\$462,932
Jacobs Engineering Group Inc.	11038DM	Tolling Data & Reporting Support	\$990,204	\$50,842	\$990,204
Jacobs Engineering Group Inc.	11038DT	Toll Division Program Management Support	\$1,154,869	\$91,980	\$1,154,869
Jacobs Engineering Group Inc.	11038DU	Toll Division Customer Service Operations Support	\$1,158,486	\$146,914	\$1,158,486
Jacobs Engineering Group Inc.	11038DW	Roadside Systems Operations Support	\$145,830	\$39,780	\$145,830

Consultant Name	Contact Number	Title	Current Task Authorization Value	Total Invoiced FY 2023	Cummulative Invoice
Jacobs Engineering Group Inc.	11038EC	Back Office Support	\$2,313,270	\$1,006,333	\$1,080,295
Jacobs Engineering Group Inc.	11038ED	Interoperability Support	\$1,167,947	\$104,199	\$108,523
Jacobs Engineering Group Inc.	11038EE	Consulting Engineer Review	\$59,113	\$58,970	\$58,970
Jacobs Project Management Co	12832AA	Customer Services Center	\$701,832	\$330,682	\$330,682
Jacobs Project Management Co	12842AA	Program Management	\$829,380	\$264,973	\$264,973
Jacobs Project Management Co	12842AB	Toll Division Roadside System	\$285,285	\$53,738	\$53,738
Jacobs Project Management Co	12842AG	Roadside Operational Support	\$243,339	\$67,146	\$67,146
Jacobs Project Management Co	12842AH	Transponder Procurement	\$192,518	\$19,462	\$19,462
Stantec Consulting Services Inc.	12501AF	Tacoma Narrows Bridge Traffic and Revenue Studies	\$301,023	\$130,593	\$130,593
Stantec Consulting Services Inc.	12501AH	SR 520 Traffic and Revenue Study	\$648,101	\$434,393	\$434,393
Stantec Consulting Services Inc.	12501AI	I-405 Express Toll Lanes & SR 167 Express Toll Lanes Transportation Revenue Forecast Council Updates	\$312,089	\$147,915	\$147,915
Stantec Consulting Services Inc.	12501AJ	SR 99 Tunnel Traffic and Revenue Studies	\$429,304	\$136,974	\$136,974
WSP USA Inc.	0Y12495	Toll Financial Planning and Analysis	\$3,498,702	\$457,762	\$967,011
WSP USA Inc.	0Y12813	Toll Division Government Relations and Communications Support	\$664,193	\$122,315	\$122,315

Consultant Detail

CliftonLarsonAllen, LLP

Contract Number: K001170

Contract Type: Personal Service Contract

Scope Summary: Conduct an independent audit of the SR 520 Tolling System Financial Statements (Washington State System of Eligible Toll Facilities). The audit must be performed with sufficient audit work necessary to express an opinion on the fair presentation of the SR520 Tolling System Financial Statements under Generally Accepted Auditing Standards (GAAS) as established by the Auditing Standards Board of the American Institute of Certified Public Accountants (AICPA).

Timeline: 4/15/2018 through 4/14/2024

Deliverables: An Independent Auditors' Report and Management Letter related to SR 520 Tolling System Financial Statements.

Contract Number	Title	Work Orders	Current Task Authorization Value
K001170	SR 520 Tolling System Financial Statements Audit	TF0009	\$613,007

Jacobs Engineering Group, Inc.

Contract Number: 0Y11038

Contract Type: Personal Service Contract

Scope Summary: A broad spectrum of management and technical services via an integrated toll management team, including a co-located staff, as well as offsite services as needed.

Timeline: 7/01/2010 through 6/30/2027

Deliverables: Primary focus is to provide core resource staff for technical, policy, and operations support to the Toll Division. Task specific deliverables as required by the State.

Contract Number	Title	Work Orders	Current Task Authorization Value
11038DM	Tolling Data & Reporting Support	TTF0006, TF0007, TF0009, TF0014, TF0019	\$1,653,665
11038DT	Toll Division Program Management Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,242,354
11038DU	Toll Division Customer Service Operations Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,680,805
11038DW	Roadside Systems Operations Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$145,942
11038EC	Back Office Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$2,313,270
11038ED	Interoperability Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,167,947
11038EE	Consulting Engineer Review	TF0019	\$59,113

Contract-Task Y11038-DM

Scope Summary: Provide ongoing support and expertise related to data analysis and report development of the various tolling systems (including the new back-office systems).

Timeline: 7/1/2019 through 9/30/2023

Deliverables: Toll Business Report, RITE System Routine Report, Risk Register with Mitigation Strategies and other ad-hoc reports as needed; data quality issues, root cause analysis review and lean documentation, data quality activity summary; operating dashboard, white paper on transition to the cloud; review and comments on BOS vendor Data Dictionary, data model and data flow diagram, monthly and quarterly routine reports, and other ad-hoc reports and data queries during Phase 1 and Phase 2; data warehouse documentation reviews, data warehouse operations and maintenance plans reviews and comments, data warehouse data migration and testing plans reviews and comments, comments on data migration test results, and Risk Register w/Mitigation Strategies.

Contract-Task Y11038-DT

Scope Summary: Provide a broad spectrum of management and operations support that includes a range of tasks for day-to-day management support for Customer Service Operations.

Timeline: 7/1/2019 through 10/1/2023

Deliverables: General Toll Consultant weekly budget tracker, task order status tracking reports and up to (2) technical memoranda as requested.

Contract-Task Y11038-DU

Scope Summary: Provide a broad spectrum of management and operations support that includes a range of tasks for day-to-day management support for Customer Service Operations.

Timeline: 7/1/2019 through 10/1/2023

Deliverables: Technical memoranda and plans as required, draft and final training plan and materials; draft and final operational and monitoring tolls and reports training plan and materials.

Contract-Task Y11038-DW

Scope Summary: Provide a broad spectrum of management and operations support that includes a range of tasks for day-to-day management support for Customer Service Operations.

Timeline: 9/15/2022 through 9/30/2023

Deliverables: Monthly invoices, including progress reports; meeting agendas and notes; manage the support to the priority tasks of Toll Rate Sign Deployment, Network Changes, and Operational Support of 5 facilities.

Contract-Task Y11038-EC

Scope Summary: Provide on-going toll program management and operations support that includes a range of tasks for day-to-day management for the new Back Office System (BOS) Operations.

Timeline: 7/1/2023 through 6/30/2025

Deliverables: Emerging Issues tracker, Business Analysis Report, review and comments on functional requirement and design documentation related to planned BOS enhancements, change order support, comments on failover and disaster recovery test, comments on vendor submittals and vendor submittal approval letters.

Contract-Task Y11038-ED

Scope Summary: Support the State in planning for regional and national interoperability. The CONSULTANT shall work with the STATE to adopt the 6C protocol nationwide.

Timeline: 7/1/2023 through 6/30/2025

Deliverables: Draft and final specifications for toll system changes, draft and final comments on design, development and testing documents, draft and final results of interoperability verification testing, comments on NIOP business rules and ICDs, draft and final documents for interoperability, interagency meeting agendas, notes and action items, draft and final comments on regulatory updates, user agreements and other legal requirements; Western Region meeting agendas, notes and action items, draft and final Transition Plan documents, draft updates to WRTO technical documentation, comment on Western Regional MOU and technical documents; 6C Coalition quarterly and ad-hoc technical meeting agendas, notes, and action items, draft and final comments on 6C development and testing documents, draft and final comments on CTOC 6C specification and testing documents; draft and final technical papers evaluating selected emerging technologies, technology meeting agendas, notes, and action items, draft and final Feasibility Analyses, Comments on transponder procurement documents and functionality evaluation.

Contract-Task Y11038-EE

Scope Summary: Provides Consulting Engineer Review for the SR 520 O&M and R&R Costs.

Timeline: 4/1/2024 through 10/31/2024

Deliverables: Draft and Final certificates for SR 520 Toll and Facility O&M and R&R cost estimates as required by master bond resolution.

Jacobs Project Management Co.

Contract Number: OY12842

Contract Type: Personal Service Contract

Scope Summary: A broad spectrum of management and technical services including roadside system implementation support.

Timeline: 10/01/2023 through 6/30/2029

Deliverables: Primary focus is to provide core resource staff for technical, policy, and operations support to the Toll Division. Task specific deliverables as required by the State.

Contract-Task Number	Title	Work Orders	Current Task Authorization Value
12832AA	Toll Division Customer Service Operations Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$701,832

Contract- Task Y12832-AA

Scope Summary: On-going toll program/project management and operations support that includes a range of tasks for day-to-day management support for Customer Service Operations.

Timeline: 10/1/2023 through 06/30/2024

Deliverables: Technical memoranda and plans as required for existing and planned new toll facilities and initiatives.

Jacobs Project Management Co.

Contract Number: 0Y12842

Contract Type: Personal Service Contract

Scope Summary: A broad spectrum of management and technical services including roadside system implementation support.

Timeline: 10/01/2023 through 6/30/2029

Deliverables: Primary focus is to provide core resource staff for technical, policy, and operations support to the Toll Division. Task specific deliverables as required by the State.

Contract-Task Number	Title	Work Orders	Current Task Authorization Value
12842AA	Program Management	TF0006, TF0007, TF0009, TF0014, TF0019	\$829,380
12842AB	Toll Division Roadside System	TF0006, TF0007, TF0009, TF0014, TF0019	\$285,285
12842AG	Roadside Operational Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$243,339
12842AH	Transponder Procurement	TF0006, TF0007, TF0009, TF0014, TF0019	\$192,518

Contract- Task Y12842-AA

Scope Summary: On-going toll program/project management support that includes a range of tasks to achieve the long-range goals of the Toll Systems and Engineering program.

Timeline: 10/1/2023 through 06/30/2024

Deliverables: Technical memoranda and plans, monthly tracking and progress reports, Risk Register, budget and task forecasting tool and updates, Business Rule Task Force Charter and Documents, staffing plans and presentation materials.

Contract- Task Y12842-AB

Scope Summary: On-going support and expertise related to data analysis and report development of all tolling systems.

Timeline: 10/1/2023 through 06/30/2024

Deliverables: Technical memoranda, plans, logs, and reports, monthly tracking and progress reports.

Contract- Task Y12842-AG

Scope Summary: On-going support for Roadside Tolling Operations as part of the integrated toll management team.

Timeline: 10/1/2023 through 06/30/2024

Deliverables: Technical analysis, reports, and presentation materials.

Contract- Task Y12842-AH

Scope Summary: Support the procurement of a new Transponder fulfillment contract and expertise related to data analysis and report development of all tolling systems.

Timeline: 1/1/2024 through 06/30/2024

Deliverables: Technical documentation, procurement and evaluation plans, finale procurement, presentation materials, and final contract materials.

Stantec Consulting Services, Inc.

Contract Number: OY12501

Contract Type: Personal Service Contract

Scope Summary: Statewide Traffic and revenue forecast services

Timeline: 10/1/2021 through 6/30/2027

Deliverables: As required per contract task orders listed below.

Contract-Task Number	Title	Work Orders	Current Task Authorization Value
12501AF	Tacoma Narrows Bridge Traffic and Revenue Studies	TF0007	\$301,023
12501AH	SR 520 Traffic and Revenue Study	TF0009	\$648,101
12501AI	I-405 Express Toll Lanes & SR 167 Express Toll Lanes Transportation Revenue Forecast Council Updates Traffic and Revenue Study	TF0006, TF0014	\$312,089
12501AJ	SR 99 Tunnel Traffic Revenue Study	TF0019	\$429,304

Contract Task Y12501-AF

Scope Summary: Tacoma Narrows Bridge Traffic and Revenue Studies

Timeline: 7/1/2023 through 6/20/2025

Deliverables: Monthly invoices and progress reports; Outline and schedule for general coordination meetings; An agenda and meeting notes for each meeting, as requested by the State; Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by payment method through FY 2032 and monthly for the first 24 months; Answers to questions related to forecast model’s assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; Technical memorandum summarizing the assumptions, methodology, and results for the traffic and revenue forecast, if requested; Annual traffic and gross toll revenue potential tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months. For the first 12 months forecast, CONSULTANT shall provide the monthly seasonality factor; Draft technical memorandum summarizing the assumptions and methodology for the annual traffic and revenue forecast. In addition, the CONSULTANT shall be responsible for preparing meeting materials and presentations as necessary; Final technical memorandum summarizing the assumptions, methodology and results for the annual traffic and revenue forecast; Traffic and Revenue Consultant Certificate; Meeting materials and presentations as requested by

the State; Periodic summary of the TNB and compare performance versus forecast, if requested; Traffic and revenue forecasts for up to six (6) additional toll rate alternatives during FY 2024 or FY 2025; Meeting materials and presentations as requested. Employment, Housing and Land Use forecasts, as directed; Meeting materials and presentations as requested.

Contract Task Y12501-AH

Scope Summary: SR 520 Traffic and Revenue Study

Timeline: 7/1/2023 through 6/20/2025

Deliverables: Schedules with key milestones and deliverables as requested by the STATE.; (1.1) Monthly invoices and progress reports. These progress reports will note the actual progression of work products versus the available budget and planned schedule; (2.1) Outline and schedule for general coordination meetings; (2.2) An agenda and meeting notes for each meeting, as requested by the State. (3.1) Socio-economic assumptions tables for population, households, and employment. (4.1) Annual traffic and gross toll revenue potential tables by vehicle type by payment method through FY 2063 and monthly for the first 24 months. For the first 12 months forecast, CONSULTANT shall provide the monthly seasonality factor. (4.2) Draft technical memorandum summarizing the assumptions and methodology for the annual traffic and revenue forecast. In addition, the CONSULTANT shall be responsible for preparing meeting materials and presentations as necessary. (4.3) Final technical memorandum summarizing the assumptions, methodology and results for the annual traffic and revenue forecast. (4.4) Traffic and Revenue Consultant Certificate. (4.5) Meeting materials and presentations as requested by the State. (5.1) Documentation for the monthly Traffic and Revenue tracking reports comparing the actual Study traffic and revenue performance versus forecast. (5.2) Periodic summary of the Study and compare performance versus forecast, as requested by the STATE. (6.1) Traffic and revenue forecasts for up to four (4) additional toll rate alternatives for each fiscal year. (6.2) Documentation to address the root causes of the net revenue shortfalls. (6.3) Recommendation's letter describing how to increase Toll Revenue in the following Fiscal year to the level meeting the requirements under the SR 520 Master Bond Resolution. (7.1) Employment, Housing and Land Use forecasts, as directed. (7.2) Meeting materials and presentations as requested.

Contract Task Y12501-AI

Scope Summary: I- 405 Express Toll Lanes (ETLs) and SR 167 Express Toll Lanes (ETLs) Transportation Revenue Forecast Council (TRFC) Updates Traffic and Revenue Study.

Timeline: 7/1/2023 through 6/20/2025

Deliverables: (1.1) Monthly invoices and progress reports; (2.1) Outline and schedule for general coordination meetings; (2.2) An agenda and meeting notes for each meeting, as requested by the State; (3.1) Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031; (3.2) Descriptions of forecast assumptions and Assumptions tables and forecast results for TRFC/ERFC (Economic Revenue Forecast Council) Assumption and Summary documents; (3.3) Answers to questions related to forecast model's assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; (3.4) Technical memorandum summarizing the methodology for the traffic and revenue forecast, answers to the forecast related questions and meeting materials as necessary; (4.1) Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; (4.2) Additional forecast to incorporate rate change decisions made by the Transportation Commission. The forecast will include annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; (4.3) Descriptions of forecast assumptions and Assumptions tables and forecast results for TRFC Assumption and Summary documents; (4.4) Answers to questions related to forecast model's assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; (4.5) Technical memorandum summarizing the methodology for the traffic and revenue forecast, answers to the forecast related questions and meeting materials as necessary; (5.1) Periodic summary of the I-405 ETLs and compare

performance versus forecast, if requested by the STATE.

Contract Task Y12501-AJ

Scope Summary: Periodic traffic and revenue forecast updates for the SR 99 Tunnel to support State Transportation Revenue Forecast required under RCW 43.88.020.

Timeline: 7/1/2023 through 6/20/2025

Deliverables: (1.1) Monthly invoices and progress reports; (2.1) Outline and schedule for general coordination meetings; (2.2) An agenda and meeting notes for each meeting, as requested by the State; (3.1) Socio-economic assumptions tables for population, households, and employment; (4.1) Traffic and gross toll revenue potential tables for each forecast update by vehicle type and by payment method through FY 2063 and monthly for the first 24 months; (4.2) Draft technical memorandum summarizing the methodology for each traffic and revenue forecast update; (4.3) Meeting materials and presentations for each forecast as necessary; (4.4) Final technical memorandum summarizing the assumptions, methodology and results for each traffic and revenue forecast update; (4.5) Report of answers to questions related to forecast model's assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; (4.6) traffic and Revenue Consultant Certificate if requested by the STATE; (5.1) Monthly summary of the SR 99 Tunnel performance, and comparison of performance versus forecast; (6.1) Traffic and revenue forecasts for up to four (4) additional toll rate alternatives during the 2023-25 biennium; (7.1) Employment, Housing and Land Use forecasts, as directed.

WSP USA, Inc.

Contract Number: OY12495

Contract Type: Personal Service Contract

Scope Summary: General on-going financial planning and analysis support, SR 520 and SR 99 Annual Net Revenue Projections and Toll Policy/Rate Setting Support

Term: 11/16/2021 through 6/30/2025

Deliverables: FY 2024 and FY 2025 work plan schedules; net toll revenue projections; draft and final facility and toll collection O&M and R&R cost report, net toll revenue draft and final reports and transmittal letters; toll rate setting presentation materials.

Contract-Task Number	Title	Work Orders	Current Task Authorization Value
OY12495	Toll Financial Planning and Analysis	TF0006, TF0007, TF0009, TF0014, TF0019	\$3,498,702
OY12813	Toll Division Government Relations and Communications Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$664,193

Vendor and Non-Vendor Expenditures

Legislative Requirement

As required by ESHB 2134, Section 209 (4), which references Section 209 (5), chapter 186, Laws of 2022, the following is the report to the Governor and the Transportation Committees of the Legislature on non-vendor costs of administering toll operations for FY 2024. This includes the costs of staffing the division, consultants and other personal service contracts required for technical oversight and management assistance, insurance, payments related to credit card processing, transponder purchases and inventory management, facility operations and maintenance, and other miscellaneous non-vendor costs and the vendor-related costs of operating tolled facilities. In addition, it includes the costs of the customer service center, cash collections on the Tacoma Narrows Bridge, electronic payment processing, toll collection equipment maintenance, renewal, and replacement.

Non-Vendor Expenditures ¹	FY 2024 Q1	FY 2024 Q2	FY 2024 Q3	FY 2024 Q4	FY 2024 to Date	Biennia to Date
WSDOT Staff	\$1,302,280	\$1,302,280	\$1,550,597	\$1,527,032	\$5,961,297	\$5,961,297
Consultants	\$909,411	\$1,028,724	\$811,352	\$994,310	\$3,743,797	\$3,743,797
Bridge Insurance	\$11,535,550	\$22,628	\$22,628	\$76,628	\$11,657,434	\$11,657,434
Credit Card and Bank Fees	\$2,205,763	\$1,893,482	\$1,645,533	\$2,368,023	\$8,112,801	\$8,112,801
Transponder Costs	\$605,286	\$418,107	\$430,761	\$372,564	\$1,827,719	\$1,827,719
Pay by Mail	\$1,793,433	\$1,137,989	\$972,147	\$1,053,415	\$4,956,984	\$4,956,984
Washington State Patrol	\$241,216	\$328,670	\$244,455	\$257,296	\$1,071,415	\$1,071,638
Other Miscellaneous Non-Vendor Expenditures ²	\$1,197,612	\$891,948	\$577,611	\$520,183	\$3,187,354	\$3,187,354
Quarterly Non-Vendor Expenditures	\$19,790,552	\$7,302,946	\$6,255,084	\$7,170,441	\$40,519,023	\$40,519,023
Vendor Expenditures ³	FY 2024 Q1	FY 2024 Q2	FY 2024 Q3	FY 2024 Q4	FY 2024 to Date	Biennia to Date
CSC Vendor ⁴	\$4,532,935	\$4,972,144	\$4,366,286	\$4,448,161	\$18,319,527	\$18,319,527
Cash Collections (SR 16 Tacoma Narrows Bridge)	\$985,570	\$977,158	\$1,038,077	\$994,380	\$3,995,186	\$3,995,186
Electronic Payment Processing (SR 16 Tacoma Narrows Bridge) ⁵	\$21,001	\$18,194	\$17,783	\$19,549	\$76,527	\$76,527
Toll Collection System Operations and Maintenance ⁶	\$542,565	\$538,235	\$538,235	\$1,015,930	\$2,634,965	\$2,634,965
Office of Administrative Hearings	\$-	\$-	\$-	\$275	\$275	\$275
Quarterly Vendor Expenditures	\$6,082,72	\$6,505,732	\$5,960,381	\$6,478,295	\$25,026,480	\$25,026,380
Combined Quarterly Expenditures	\$25,872,624	\$13,808,678	\$12,215,465	\$13,648,736	\$65,545,503	\$65,545,503

Notes:

- 1) Non-vendor expenditures include both regular toll operations and civil penalty program expenditures.
- 2) Other Non-vendor expenditures includes; misc. CSC letters, out of state lookups, NOCP mailings, rent, supplies/materials, computers, telephones, data, and TEF charges.
- 3) Vendor expenditures include vendors who support both regular toll collection and civil penalty programs.
- 4) CSC Vendor includes vendors who support CSC systems and operations (ETCC, Shimmick and ETAN).
- 5) Electronic payment processing are expenditures related to credit card payments at the SR16 TNB toll booths.
- 6) Toll Collection System Operations and Maintenance includes RTS Vendor expenditures.

Notable (in comparison with FY2023)

- WSDOT Staff
 - WSDOT Staff charges were higher in FY 2024 due to Toll Division filling several positions which had remained unfilled since the pandemic.
- Consultants –
 - Consultant support increased in FY 2024 primarily due to increased workloads supporting traffic and revenue forecasting, back-office system support, and lane system operations.
- Bridge Insurance –
 - WSDOT saw double digit increases in bridge insurance premiums on both SR520 Bridge and Tacoma Narrows Bridge.
- Credit Card Fees –
 - Credit card fees increased in FY 2024 based on increased customer payments related to the first full year of escalated toll bill processing as well as an increase in the percentage of customer who pay by credit card.
- Other Miscellaneous Expenditures –
 - Costs increased in FY 2024 due to one-time charges for lane system equipment, bridge inspections on SR520, increased State Patrol costs, and increased civil penalty mailing costs.
- CSC Vendor –
 - CSC Vendor costs increased in FY 2024 due to increased CSC staff to support the first full year of escalated toll bill processing and civil penalty processing.

Appendix: Express toll lanes performance data

FY 2024							
Reference	Unit	I-405			SR 167		Meets Requirement
		Q1-Q2 FY2024	Q3-Q4 FY2024	Q1-Q2 FY2024	Q3-Q4 FY2024		
Average ETL Speeds							
B	MPH						RCW 47.56.880 (4)(b) and ESHB 2134 Sec. 209
	Northbound	54	55	46	48		
	Southbound	50	51	33	48		
Average GP Speeds							
	MPH						RCW 47.56.880 (4)(b) and ESHB 2134 Sec. 209
	Northbound	33	33	31	41		
	Southbound	35	34	23	33		
C	Riders/weekday	2610	2928	506	543		RCW 47.56.880 (4)(c) and ESHB 2134 Sec. 209
Transit ridership							
Volume							
D, E	Toll trips/quarter						
	Volume projections met?	Y	Y	Y	Y		RCW 47.56.880 (4)(d), RCW 47.56.880 (4)(e), and ESHB 2134 Sec. 209
	Costs covered?	Y	Y	Y	Y		
Local arterial data							
Route 1 - Bothell Way NE (SR 522 to Bothell)							
	Average Daily Volume						RCW 47.56.880 (4)(f) and ESHB 2134 Sec. 209
	Travel time						
	AM Peak	-	-	-	-		
	PM Peak	-	-	-	-		
Route 2 - 100th Ave NE (Bothell to Kirkland)							
	Average Daily Volume						
	Travel time						
	AM Peak	-	-	-	-		
	PM Peak	-	-	-	-		
Route 3 - SR 202 (Woodinville to Redmond)							
	Average Daily Volume						
	Travel time						
	AM Peak	-	-	-	-		
	PM Peak	-	-	-	-		
Route 4 - 148th Ave NE (Redmond to Bellevue)							
	Average Daily Volume						
	Travel time						
	AM Peak	-	-	-	-		
	PM Peak	-	-	-	-		

For the first five years of I-405 express toll lane operations we reported on traffic volumes on adjacent local streets and highways. During that period we saw a range of changes, but any increase noted now is unlikely to be diversion due to the tolled lanes and more likely to correlate with the growth of the area and pandemic. It would not be an effective use of funds or resources to continue to collect this data that cannot be attributed directly to tolling.

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND - ESHB 2134 Sec. 209

(Ref. G, H) All travel times in minutes

NB I-405 from Bellevue to NE 116th NB I-405 from Bellevue to SR 522 NB I-405 from NE 85th St. to 195th St NB I-405 from NE 160th St. to I-5

Date	WB SR520 at 148th Ave NE to NB I-405 at SR522			NB I-405 from Bellevue to SR 522			NB I-405 from NE 85th St. to 195th St			NB I-405 from NE 160th St. to I-5													
	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-Period	AM Off-95th %tile	AM Off-Peak											
Oct-14	6.3	6.4	16.4	12.5	13.1	27.3	42.9	9.8	10.0	23.9	34.7	12.4	12.7	27.9	39.2	6.5	6.7	14.6	18.9	7.4	7.9	12.5	18.9
Nov-14	6.3	6.3	17.4	12.2	12.8	29.3	41.7	9.6	9.8	25.2	32.9	12.3	12.4	29.2	38.1	6.4	6.5	15.2	19.9	7.3	7.7	12.4	19.1
Dec-14	6.3	6.3	15.4	12.2	12.9	26.7	45.0	9.6	9.7	22.4	34.8	12.3	12.3	26.4	41.2	6.4	6.5	14.0	20.1	7.3	7.6	11.8	19.4
Jan-15	6.3	6.3	16.0	12.3	13.0	26.4	33.7	9.6	9.7	23.7	31.9	12.3	12.4	27.9	39.3	6.4	6.5	14.9	19.6	7.3	7.7	12.4	20.0
Feb-15	6.3	6.3	14.0	12.2	12.9	23.9	32.5	9.6	9.7	21.6	30.5	12.3	12.4	25.4	35.5	6.4	6.5	14.4	18.8	7.3	7.6	12.1	18.4
Mar-15	6.3	6.3	16.2	12.2	12.9	27.2	35.2	9.6	9.7	24.3	30.0	12.3	12.3	28.0	34.8	6.4	6.5	15.9	20.0	7.3	7.6	12.1	17.6
Apr-15	6.3	6.3	14.6	12.2	12.6	26.8	39.2	9.6	9.6	22.9	31.3	12.3	12.3	27.4	39.3	6.4	6.4	16.1	22.5	7.3	7.5	13.3	23.2
May-15	6.3	6.3	15.5	12.1	12.5	28.4	42.8	9.6	9.6	23.3	34.7	12.3	12.3	27.7	39.8	6.4	6.4	15.2	20.3	7.3	7.5	12.9	19.3
Jun-15	6.3	6.4	14.9	12.5	13.6	28.3	40.6	9.6	9.8	23.1	29.7	12.3	12.4	27.7	35.9	6.4	6.5	15.2	20.0	7.3	7.5	13.5	19.3
Jul-15	6.3	6.4	14.4	11.7	12.5	24.6	34.4	9.7	9.9	21.9	27.8	12.3	12.5	26.3	33.1	6.5	6.6	13.9	17.1	7.3	7.5	12.5	18.3
Aug-15	6.4	6.5	16.3	11.4	12.0	24.1	30.3	9.7	9.9	22.9	29.7	12.3	12.6	27.2	34.9	6.5	6.7	14.4	18.3	7.2	7.5	12.0	19.3
Sep-15	6.3	6.6	12.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3	12.6	23.8	33.0	0.0	0.0	0.0	0.0	7.3	7.5	13.5	21.9
Oct-15	6.3	6.3	13.2	11.2	11.7	20.4	29.8	9.6	9.6	19.0	28.4	12.2	12.3	26.1	37.6	6.4	6.4	11.7	19.0	7.2	7.4	16.3	25.5
Nov-15	6.3	6.3	12.4	11.3	11.8	21.2	31.7	9.6	9.6	18.8	27.6	12.3	12.3	25.5	35.7	6.4	6.4	12.4	18.4	7.2	7.3	15.7	25.7
Dec-15	6.3	6.3	13.5	11.3	11.5	22.5	37.0	9.6	9.6	20.2	32.5	12.3	12.2	26.4	40.4	0.0	0.0	0.0	0.0	7.2	7.3	15.4	26.6
Jan-16	6.3	6.4	12.4	11.3	12.1	20.2	30.0	9.6	9.7	18.7	28.2	12.3	12.4	25.2	36.1	6.4	6.4	12.2	18.2	7.4	7.4	15.6	25.5
Feb-16	6.3	6.3	10.4	11.2	11.5	17.8	27.9	9.6	9.6	15.8	24.6	12.2	12.2	22.1	32.5	6.4	6.4	10.7	17.4	7.2	7.3	14.8	24.2
Mar-16	6.3	6.3	11.3	11.4	11.9	19.0	28.0	9.6	9.6	16.7	24.6	12.2	12.3	22.4	31.3	6.4	6.4	10.4	15.9	7.2	7.3	13.9	22.0
Apr-16	6.4	6.3	11.4	11.4	11.9	20.1	28.8	9.7	9.6	17.9	26.3	12.3	12.3	24.4	33.9	6.4	6.4	12.4	17.6	7.2	7.3	15.4	23.4
May-16	6.3	6.3	12.0	11.4	12.0	21.9	30.5	9.6	9.6	19.6	27.2	12.3	12.3	26.3	35.6	6.4	6.4	13.9	19.9	7.3	7.3	16.0	25.5
Jun-16	6.3	6.3	13.4	11.5	12.8	25.7	40.5	9.6	9.6	21.1	28.3	12.2	12.3	28.3	36.3	6.4	6.4	14.2	19.7	7.2	7.3	16.9	25.1
Jul-16	6.3	6.3	13.0	11.3	11.6	22.9	31.9	9.6	9.6	20.6	28.2	12.2	12.3	27.4	37.2	6.4	6.4	14.0	20.5	7.2	7.3	16.1	24.6
Aug-16	6.3	6.3	12.6	11.3	11.6	22.5	29.5	9.6	9.6	20.4	27.3	12.3	12.3	27.6	35.5	6.4	6.4	14.4	20.0	7.2	7.3	16.7	24.5
Sep-16	6.3	6.3	12.7	11.4	12.1	22.1	29.6	9.6	9.6	19.9	27.3	12.2	12.3	26.5	35.0	6.4	6.4	13.3	18.6	7.2	7.4	15.5	23.3
Oct-16	6.3	6.3	13.6	11.6	12.2	23.4	37.2	9.6	9.6	21.3	34.8	12.2	12.3	28.2	43.4	6.4	6.4	14.1	21.1	7.2	7.3	16.2	25.3
Nov-16	6.3	6.3	13.1	11.6	12.9	23.6	34.4	9.6	9.6	20.7	32.1	12.3	12.3	27.7	40.8	6.4	6.4	13.9	20.9	7.2	7.3	16.3	25.1
Dec-16	6.3	6.3	13.8	11.3	12.1	23.2	35.7	9.6	9.6	20.7	31.0	12.2	12.3	27.7	38.7	6.4	6.4	13.5	19.7	7.2	7.3	15.6	24.5
Jan-17	6.3	6.3	11.2	11.5	12.3	19.2	27.9	9.6	9.6	17.3	25.2	12.2	12.3	23.9	33.2	6.4	6.4	11.7	17.3	7.2	7.3	15.4	24.2
Feb-17	6.4	6.3	12.2	11.7	12.7	21.4	36.8	9.7	9.6	19.0	32.7	12.3	12.3	26.3	42.4	6.4	6.4	12.8	21.0	7.2	7.4	16.6	25.7
Mar-17	6.3	6.3	12.2	11.5	12.2	22.4	33.0	9.6	9.6	19.9	28.0	12.2	12.3	27.7	36.7	6.4	6.4	14.0	18.7	7.2	7.4	18.0	25.3
Apr-17	6.3	6.3	10.8	11.5	12.7	18.7	27.1	9.6	9.6	16.3	23.8	12.2	12.3	21.8	31.0	6.4	6.4	11.1	17.0	7.2	7.3	12.9	21.8
May-17	6.3	6.3	12.0	11.5	12.1	19.3	28.3	9.6	9.6	16.7	23.1	12.3	12.3	19.7	26.7	6.4	6.4	9.4	12.8	7.4	7.2	8.8	13.5
Jun-17	6.3	6.3	13.4	11.5	12.1	22.9	35.1	9.6	9.6	19.5	30.9	12.2	12.3	23.7	36.6	6.4	6.4	11.6	20.3	7.2	7.3	11.3	24.6
Jul-17	6.3	6.3	12.6	11.5	12.3	20.1	27.4	9.6	9.6	17.8	25.4	12.2	12.3	21.2	29.4	6.4	6.4	10.3	15.0	7.2	7.2	9.3	13.5
Aug-17	6.3	6.3	12.0	11.3	11.9	19.0	24.0	9.6	9.6	17.4	22.6	12.3	12.3	20.8	26.8	6.4	6.4	10.2	13.6	7.2	7.2	9.3	13.8
Sep-17	6.3	6.3	12.5	11.4	11.9	19.9	28.3	9.6	9.6	17.6	25.5	12.2	12.3	20.9	29.1	6.4	6.4	10.0	13.2	7.2	7.2	9.2	13.6
Oct-17	6.3	6.3	14.5	11.7	12.4	22.5	35.3	9.6	9.6	20.0	30.4	12.2	12.3	23.6	34.6	6.4	6.4	10.7	15.7	7.2	7.2	10.0	17.1
Nov-17	6.3	6.3	14.2	11.8	13.4	23.1	38.2	9.6	9.6	19.7	31.7	12.3	12.3	23.5	36.6	6.4	6.4	10.9	16.5	7.2	7.2	10.5	17.4
Dec-17	6.4	6.3	13.3	0.0	0.0	0.0	0.0	9.6	9.6	18.8	29.3	12.3	12.3	22.8	34.7	6.4	6.4	10.7	16.4	7.2	7.2	10.9	18.9
Jan-18	6.3	6.3	15.1	11.7	12.6	22.7	34.1	9.6	9.6	21.0	32.3	12.3	12.3	25.2	38.2	6.4	6.4	11.6	20.4	7.2	7.2	11.1	21.4
Feb-18	6.3	6.3	13.7	11.5	12.1	20.4	30.9	9.6	9.6	18.6	28.7	12.2	12.3	22.0	32.6	6.4	6.4	9.8	14.6	7.2	7.2	9.2	14.1
Mar-18	6.3	6.3	12.7	11.9	12.7	20.7	32.1	9.6	9.6	17.9	25.7	12.2	12.3	21.4	30.5	6.4	6.4	10.1	14.1	7.2	7.2	9.6	15.3
Apr-18	6.3	6.3	13.4	11.4	12.1	21.6	29.3	9.6	9.6	19.3	26.5	12.2	12.3	22.8	30.1	6.4	6.4	11.3	15.5	7.2	7.2	9.9	15.0
May-18	6.3	6.3	14.0	11.6	12.2	23.3	31.6	9.6	9.6	20.3	27.7	12.3	12.3	24.4	32.9	6.4	6.4	12.1	16.3	7.2	7.2	11.2	17.9
Jun-18	6.3	6.3	15.5	11.6	12.4	25.4	34.8	9.6	9.6	21.5	30.2	12.3	12.3	25.3	34.3	6.4	6.4	11.8	16.8	7.2	7.2	10.6	17.3
Jul-18	6.3	6.3	16.8	11.4	12.2	24.4	32.9	9.6	9.6	22.8	31.6	12.3	12.3	26.7	36.6	6.4	6.4	12.1	18.0	7.2	7.2	11.0	17.0
Aug-18	6.3	6.3	14.9	11.4	12.4	22.3	33.7	9.6	9.6	20.7	32.3	12.3	12.3	24.6	39.3	6.4	6.4	11.5	19.2	7.2	7.2	10.1	19.9
Sep-18	6.3	6.3	14.7	11.4	12.0	22.8	32.3	9.6	9.6	20.7	29.5	12.3	12.3	24.7	34.1	6.4	6.4	11.8	18.1	7.2	7.2	11.4	19.8
Oct-18	6.3	6.4	15.3	11.6	12.3	22.8	32.8	9.6	9.6	20.7	29.7	12.3	12.3	24.6	33.7	6.4	6.4	10.8	14.9	7.2	7.2	10.3	15.6
Nov-18	6.3	6.3	15.7	11.6	12.4	24.5	33.9	9.7	9.7	21.9	31.3	12.3	12.4	25.8	36.1	6.5	6.4	12.0	17.8	7.2	7.2	11.6	20.0
Dec-18	6.3	6.3	15.1	11.8	12.7	26.7	40.0	9.6	9.6	24.2	36.6	12.2	12.3	24.8	40.1	6.4	6.4	11.3	17.5	7.2	7.2	11.0	20.1
Jan-19	6.3	6.4	13.5	11.6	12.3	20.5	30.0	9.6	9.7	19.0	29.3	12.3	12.3	22.8	33.5	6.4	6.4	10.6	14.6	7.2	7.2	10.2	17.1
Feb-19	6.3	6.3	14.2	11.3	12.1	22.1	41.6	9.6	9.6	20.4	38.6	12.3	12.3	25.0	48.6	6.4	6.4	11.7	24.7	7.2	7.2	12.4	28.7
Mar-19	6.3	6.3	14.3	11.9	13.4	22.0	32.6	9.6	9.6	19.8	29.6	12.3	12.3	23.6	35.2	6.4	6.4	10.9	16.0	7.2	7.2	10.3	16.6
Apr-19	6.3	6.3	13.8	11.5	12.2	21.7	32.6	9.6	9.6	19.5	30.2	12.3	12.3	23.2	34.1	6.4	6.4	11.0	14.4	7.2	7.2	10.4	15.7
May-19	6.3	6.3	15.0	11.9	12.7	24.3	37.0	9.6	9.6	21.1	31.6	12.2	12.3	24.8	35.5								

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND (cont.) - ESHB 2134 Sec. 209

(Ref. G, H)

All travel times in minutes

Date	NB I-405 from Bellevue to SR 522				NB I-405 from Bellevue to SR 527				NB I-405 from NE 85th St to 195th St				NB I-405 from NE 160th St to I-5			
	AM Off-Peak Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off- Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off- Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off- Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile
Oct-19	6.3	6.3	17.3	27.1	11.9	13.2	25.0	36.9	9.6	9.6	23.1	35.0	6.4	6.4	11.8	19.4
Nov-19	6.3	6.3	16.5	26.5	11.6	12.6	24.9	36.6	9.6	9.6	22.6	34.5	6.4	6.4	12.2	18.1
Dec-19	6.3	6.3	14.1	24.2	11.8	12.6	22.6	36.0	9.6	9.6	19.6	31.6	6.4	6.4	10.9	15.9
Jan-20	6.3	6.3	15.1	25.0	11.8	12.9	22.5	35.6	9.6	9.7	20.7	34.8	6.4	6.4	11.3	17.7
Feb-20	6.3	6.3	14.9	24.5	11.8	13.3	22.4	33.5	9.6	9.6	20.6	32.4	6.4	6.4	11.4	16.2
Mar-20	6.3	6.3	7.4	11.4	11.1	11.5	12.5	18.2	9.6	9.6	11.0	16.7	6.4	6.4	7.1	10.0
Apr-20	6.3	6.3	6.3	6.3	11.0	11.0	11.0	11.0	9.6	9.6	9.6	9.6	6.4	6.4	6.4	6.4
May-20	6.3	6.3	6.4	6.7	11.0	11.0	11.0	11.8	9.6	9.6	9.7	10.3	6.4	6.4	6.5	7.2
Jun-20	6.3	6.3	7.2	9.0	11.0	11.0	11.7	15.6	9.6	9.6	10.8	13.8	6.4	6.4	7.2	9.3
Jul-20	6.3	6.3	7.5	9.6	11.0	11.0	12.6	15.0	9.6	9.6	11.1	13.5	6.4	6.4	7.4	8.8
Aug-20	6.3	6.3	8.1	10.8	11.0	11.0	13.9	20.9	9.6	9.6	12.3	19.7	6.4	6.4	8.1	11.0
Sep-20	6.3	6.3	8.2	11.6	11.0	11.0	13.2	17.2	9.6	9.6	11.6	15.4	6.4	6.4	8.1	10.1
Oct-20	6.3	6.3	8.8	12.9	11.1	11.0	14.4	20.2	9.6	9.6	12.9	18.2	6.4	6.4	8.1	12.2
Nov-20	6.3	6.3	7.8	11.4	11.0	11.0	13.2	18.9	9.6	9.6	11.6	17.1	6.4	6.4	7.7	10.7
Dec-20	6.3	6.3	8.9	14.3	11.0	11.0	14.5	22.5	9.6	9.6	12.9	20.7	6.4	6.4	8.2	12.9
Jan-21	6.3	6.3	7.0	8.5	11.0	11.0	12.3	14.7	9.6	9.6	10.8	12.7	6.4	6.4	7.5	8.6
Feb-21	6.3	6.3	8.1	10.6	11.1	11.0	13.8	17.5	9.6	9.6	12.1	15.6	6.4	6.4	8.1	10.9
Mar-21	6.3	6.3	8.9	14.8	11.0	11.0	15.0	21.7	9.6	9.6	13.0	19.4	6.4	6.4	8.4	11.4
Apr-21	6.3	6.3	8.2	11.0	11.0	11.0	14.2	19.8	9.6	9.6	12.5	18.0	6.4	6.4	8.7	13.2
May-21	6.3	6.3	8.2	10.1	11.0	11.0	14.2	17.8	9.6	9.6	12.5	16.5	6.4	6.4	8.5	11.5
Jun-21	6.3	6.3	9.2	12.1	11.1	11.1	16.4	22.5	9.6	9.6	13.9	19.4	6.4	6.4	9.3	15.1
Jul-21	6.3	6.3	9.9	15.3	11.1	11.1	16.2	22.6	9.6	9.6	14.4	21.0	6.4	6.4	9.1	13.3
Aug-21	6.3	6.3	9.4	12.4	11.0	11.0	15.6	20.5	9.6	9.6	14.0	18.9	6.4	6.4	9.2	13.5
Sep-21	6.3	6.3	9.0	11.5	11.1	11.1	15.2	19.1	9.6	9.6	13.4	17.1	6.4	6.4	8.9	12.2
Oct-21	6.3	6.4	9.6	13.8	11.1	11.2	16.3	22.2	9.6	9.7	14.2	19.9	6.4	6.4	9.2	13.6
Nov-21	6.3	6.3	11.0	18.3	11.1	11.3	17.9	29.0	9.6	9.6	15.8	25.1	6.4	6.4	9.5	13.5
Dec-21	6.3	6.3	9.7	15.1	11.1	11.2	16.8	26.5	9.6	9.6	14.8	23.2	6.4	6.4	9.8	17.2
Jan-22	6.3	6.3	8.1	11.4	11.0	11.1	13.3	18.2	9.6	9.6	11.7	16.7	6.4	6.4	7.4	9.7
Feb-22	6.3	6.3	8.2	11.0	11.1	11.1	14.0	17.9	9.6	9.6	12.4	16.4	6.4	6.4	8.2	11.7
Mar-22	6.4	6.5	9.8	13.7	11.1	11.5	16.4	23.8	9.7	9.9	14.4	20.8	6.4	6.4	9.3	13.7
Apr-22	6.3	6.4	9.6	13.9	10.6	10.8	16.3	22.1	9.6	9.7	14.7	20.8	6.4	6.4	10.0	15.0
May-22	6.3	6.3	9.7	13.9	10.7	10.8	16.1	21.4	9.6	9.6	14.5	19.7	6.4	6.4	9.6	13.2
Jun-22	6.3	6.4	11.2	18.0	10.6	10.9	17.8	27.9	9.6	9.7	16.1	25.1	6.4	6.4	9.8	14.3
Jul-22	6.3	6.3	10.8	18.2	11.1	11.1	17.3	25.2	9.6	9.6	15.7	24.5	6.4	6.4	9.8	15.6
Aug-22	6.3	6.3	10.9	15.8	11.1	11.1	17.6	25.0	9.6	9.6	15.8	22.8	6.4	6.4	9.8	15.1
Sep-22	6.3	6.3	11.0	15.9	11.1	11.3	18.0	24.3	9.6	9.6	16.1	22.2	6.4	6.4	10.0	14.5
Oct-22	6.3	6.3	11.9	18.4	11.1	11.4	19.4	29.7	9.6	9.6	17.3	26.6	6.4	6.4	11.1	16.8
Nov-22	6.3	6.3	11.7	21.5	11.4	12.0	19.5	37.0	9.8	9.7	17.5	34.8	6.9	6.8	11.0	19.9
Dec-22	6.3	6.3	10.7	17.4	11.1	11.3	18.6	29.2	9.6	9.6	16.3	26.3	6.4	6.4	12.2	20.4
Jan-23	6.3	6.3	11.4	19.3	11.5	11.7	18.6	29.1	9.6	9.6	17.1	27.2	6.4	6.4	10.2	15.2
Feb-23	6.3	6.4	10.0	14.1	11.7	12.5	16.4	22.4	9.7	10.1	14.6	20.1	6.5	6.7	8.5	11.2
Mar-23	6.3	6.3	11.8	17.7	11.6	11.9	18.5	25.9	9.6	9.6	17.0	26.1	6.4	6.4	9.3	14.5
Apr-23	6.3	6.3	12.0	18.3	11.1	11.3	19.1	27.6	9.6	9.6	17.4	25.2	6.4	6.4	10.7	15.6
May-23	6.3	6.3	13.3	21.0	11.3	11.9	22.1	32.8	9.6	9.6	20.0	30.9	6.4	6.4	12.8	22.8
Jun-23	6.3	6.3	13.3	19.6	11.2	11.6	21.4	28.9	9.6	9.6	19.2	26.5	6.4	6.4	11.7	16.1
Jul-23	6.3	6.3	14.6	27.6	11.2	11.7	21.9	35.0	9.6	9.6	20.4	34.2	6.4	6.4	11.8	19.8
Aug-23	6.3	6.3	12.5	19.8	11.1	11.4	19.9	29.6	9.6	9.6	18.3	29.0	6.4	6.4	11.4	18.2
Sep-23	6.3	6.3	14.4	23.4	11.2	11.7	22.1	32.9	9.6	9.6	20.2	31.5	6.4	6.4	11.5	17.0
Oct-23	6.3	6.3	14.8	23.4	11.3	11.7	23.8	35.0	9.6	9.6	21.7	32.4	6.4	6.4	13.0	18.5
Nov-23	6.3	6.3	14.3	22.7	11.3	11.7	23.9	37.1	9.6	9.6	21.5	34.2	6.4	6.4	13.4	21.8
Dec-23	6.3	6.3	12.6	27.1	11.1	11.4	20.3	38.5	9.6	9.6	18.3	35.9	6.4	6.5	11.2	18.8
Jan-24	6.3	6.3	12.1	18.3	11.6	12.1	20.4	30.3	9.6	9.6	17.7	27.1	6.4	6.4	11.4	17.9
Feb-24	6.3	6.6	11.7	17.9	11.7	12.4	19.2	27.8	9.6	9.9	16.6	24.4	6.4	6.4	10.3	15.1
Mar-24	6.4	7.0	12.9	18.7	11.7	12.6	21.3	30.1	9.7	10.3	18.3	26.0	6.4	6.4	11.3	17.3
Apr-24	6.3	6.3	13.0	23.6	11.4	11.7	21.8	37.1	9.6	9.6	19.2	34.6	6.4	6.4	12.1	22.3
May-24	6.3	6.3	14.7	26.1	11.4	12.4	23.6	36.4	9.6	9.8	21.8	35.9	6.4	6.5	12.5	18.1
Jun-24	6.3	6.3	16.4	26.4	11.3	11.6	25.3	34.9	9.6	9.6	23.7	34.1	6.4	6.4	14.3	18.6

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, SOUTHBOUND - ESHB 2134 Sec. 209

(Ref. H, I) All travel times in minutes

Date	SB I-405 from NE 116th to Bellevue				SB I-405 from SR 522 to Bellevue				SB I-405 from SR 522 to Bellevue				SB I-405 from SR 527 to Bellevue				SB I-405 from 195th St to NE 85th St				SB I-405 from I-5 to NE 160th St			
	AM Peak	AM 95th %tile	PM Off-Peak	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Peak	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Peak	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Peak	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Peak	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Peak	PM Off-95th %tile
Oct-14	11.8	13.6	8.6	13.5	23.3	27.6	12.8	14.0	21.1	25.4	11.9	16.8	32.5	40.7	15.0	20.7	18.7	23.6	6.6	7.1	24.7	48.8	8.5	13.8
Nov-14	10.7	13.1	10.3	19.9	20.6	26.2	13.8	18.7	18.4	24.0	13.6	23.2	27.2	38.3	17.5	27.9	15.5	22.4	7.1	9.4	18.8	40.4	10.1	19.0
Dec-14	10.1	13.2	10.1	18.1	19.4	26.5	13.4	17.9	17.1	24.3	13.4	21.4	24.7	38.1	16.9	25.5	14.2	22.5	6.9	8.0	16.2	38.7	9.2	15.2
Jan-15	10.9	12.7	7.8	10.1	20.9	25.3	12.5	12.9	18.6	23.1	11.1	13.4	27.3	36.3	14.0	17.0	15.9	21.3	6.6	6.9	17.3	34.2	7.9	10.4
Feb-15	11.0	13.2	7.4	9.7	20.9	26.8	12.5	12.9	18.6	24.6	10.7	13.0	27.1	37.8	13.5	16.1	15.8	22.5	6.5	6.7	17.4	37.0	7.7	9.4
Mar-15	11.3	13.8	8.0	11.2	21.2	27.5	12.6	13.1	18.9	25.4	11.4	14.5	27.9	40.4	14.4	18.1	16.2	23.6	6.6	6.9	18.5	45.1	8.5	11.9
Apr-15	10.0	12.1	8.5	11.7	18.9	23.7	12.6	13.2	16.6	21.3	11.8	14.9	24.5	33.7	15.0	18.6	13.8	19.6	6.6	6.9	16.3	33.3	8.4	12.3
May-15	11.0	13.0	9.3	13.9	21.0	24.9	12.8	14.1	18.6	22.5	12.5	17.2	27.6	34.7	15.6	20.8	15.8	20.3	6.6	6.9	18.1	34.6	8.6	11.8
Jun-15	11.1	12.5	11.0	20.1	21.0	24.0	13.5	18.4	18.6	21.6	14.3	23.3	28.7	34.5	17.6	26.7	15.9	19.3	6.7	7.2	19.7	35.7	8.9	12.9
Jul-15	N/A	N/A	N/A	N/A	18.9	22.6	13.3	16.9	16.7	20.4	14.4	22.8	23.7	32.2	17.5	26.1	13.6	18.4	6.7	7.4	14.1	29.0	8.4	12.0
Aug-15	10.0	11.8	9.0	12.5	19.5	23.8	12.8	12.6	17.2	21.4	12.4	15.9	25.2	33.7	15.8	19.1	14.8	20.1	7.0	7.1	16.3	34.0	8.5	11.9
Sep-15	9.9	11.7	8.5	14.1	20.1	23.5	12.4	13.3	17.8	21.2	11.8	17.3	27.5	35.6	15.4	21.7	10.0	0.0	0.0	0.0	19.9	39.2	9.3	13.6
Oct-15	9.5	11.9	8.3	12.2	17.6	22.3	12.3	13.4	15.2	19.7	11.6	15.5	23.5	30.8	14.9	19.0	13.1	17.7	6.7	7.5	15.7	27.4	9.1	13.0
Nov-15	9.0	11.7	10.7	21.3	16.1	20.3	13.2	17.6	13.8	18.3	13.9	24.7	22.7	30.6	17.2	28.1	11.6	15.9	6.8	7.4	16.9	33.5	8.9	13.0
Dec-15	8.6	12.5	10.3	17.9	15.3	20.9	13.0	15.9	13.0	18.5	13.6	21.2	19.8	30.3	16.9	25.1	0.0	0.0	0.0	0.0	14.1	32.1	8.8	12.4
Jan-16	9.1	12.4	7.9	12.5	16.1	20.3	12.1	12.7	13.7	17.9	11.1	15.8	22.3	30.4	14.4	18.9	11.1	15.6	6.6	7.0	17.0	34.9	8.0	10.3
Feb-16	8.2	9.9	8.0	11.9	14.9	17.4	12.1	12.7	12.5	14.9	11.3	15.2	19.7	23.3	14.3	18.9	10.1	12.6	6.5	6.9	14.8	27.8	8.1	11.4
Mar-16	8.3	9.8	9.3	16.3	15.0	17.0	12.7	14.7	12.5	14.4	12.6	19.4	19.9	24.6	15.8	22.6	10.0	12.0	6.6	7.2	15.4	29.6	8.3	11.2
Apr-16	8.4	10.6	9.0	15.3	15.1	18.2	12.4	14.6	12.7	15.5	12.3	18.5	19.7	24.4	15.4	22.0	10.1	12.5	6.6	7.0	14.8	28.1	8.4	11.1
May-16	9.1	11.4	9.0	13.7	15.9	19.1	12.3	13.3	13.5	16.8	12.2	17.0	20.8	25.5	15.5	20.7	10.5	13.8	6.6	7.0	15.6	27.7	8.3	10.9
Jun-16	8.8	10.4	14.0	27.5	15.7	17.8	14.1	20.8	13.3	15.8	17.3	30.8	19.5	29.0	16.1	24.7	10.6	12.8	6.8	7.4	16.9	29.4	8.5	11.4
Jul-16	8.6	11.0	10.7	18.4	15.3	18.5	12.4	14.3	13.0	16.2	14.0	21.8	20.7	26.0	17.3	24.9	10.7	13.8	6.6	6.9	15.5	28.6	8.6	11.7
Aug-16	8.6	10.3	10.2	19.8	15.2	17.4	12.7	16.0	12.9	15.1	13.5	23.1	21.0	24.9	16.7	26.3	10.7	12.8	6.6	6.9	16.0	29.1	8.6	11.4
Sep-16	9.3	11.5	9.6	15.8	16.5	19.7	12.5	14.1	14.1	17.2	12.9	18.9	23.4	28.5	16.3	22.7	12.0	15.2	6.6	6.9	19.0	34.4	8.9	12.9
Oct-16	9.9	12.4	8.2	12.7	18.1	22.7	12.1	12.7	15.7	20.2	11.5	16.1	26.4	33.7	14.4	19.3	13.6	18.1	6.5	6.9	21.3	38.4	7.7	9.7
Nov-16	9.3	12.0	10.0	15.7	16.9	21.4	12.7	14.0	14.5	19.1	13.3	19.0	23.9	32.9	16.3	22.0	12.1	16.7	6.6	7.1	18.9	37.5	7.9	10.3
Dec-16	8.0	11.0	9.3	17.0	14.7	20.5	12.5	14.4	12.4	18.0	12.3	19.6	19.5	29.0	16.1	24.7	9.9	15.7	6.7	7.4	14.5	33.6	8.8	15.3
Jan-17	9.2	11.4	7.5	10.2	16.6	20.8	12.0	12.5	14.2	18.3	10.8	13.5	22.0	29.0	13.8	17.1	11.4	15.6	6.6	7.0	15.9	33.5	7.6	9.4
Feb-17	9.4	12.3	9.9	16.5	17.2	23.4	13.5	15.0	14.8	20.5	13.2	19.6	23.2	33.5	16.3	23.1	12.0	18.2	6.8	7.7	17.6	35.8	8.1	11.7
Mar-17	9.5	11.5	9.2	16.7	17.0	19.9	12.7	14.4	14.6	17.5	12.5	19.8	24.3	30.2	15.6	23.5	12.0	15.1	6.7	7.5	19.6	36.5	7.9	10.6
Apr-17	9.2	11.0	7.3	9.2	17.0	20.3	12.0	12.4	14.6	17.6	10.7	13.3	22.6	29.3	13.7	16.0	11.4	14.9	6.6	7.0	16.9	33.1	8.1	11.2
May-17	9.1	10.7	8.8	13.7	16.6	19.5	12.4	13.3	14.1	16.8	12.1	17.0	22.6	27.7	15.3	20.8	11.3	14.1	6.7	7.1	17.5	33.4	8.0	10.4
Jun-17	9.2	10.9	11.4	19.5	17.1	20.9	13.1	16.8	14.4	18.0	14.6	22.6	23.7	30.2	18.0	26.1	11.7	15.8	6.8	7.5	19.5	37.6	8.5	11.6
Jul-17	8.9	10.8	9.5	15.1	16.2	19.0	12.4	13.9	13.6	16.2	12.8	18.2	21.7	27.5	16.1	22.1	10.8	13.7	6.7	7.2	16.4	31.5	9.1	14.2
Aug-17	8.4	10.2	7.8	11.0	15.4	18.2	12.1	13.1	13.0	15.8	11.1	14.3	21.8	27.1	14.3	18.0	10.5	13.7	6.6	7.1	17.2	32.6	8.4	11.3
Sep-17	9.1	11.0	8.4	11.8	17.0	20.6	12.2	13.1	14.4	17.9	11.7	15.1	23.7	28.9	14.8	18.4	11.8	15.2	6.6	7.0	18.9	33.8	8.0	10.4
Oct-17	9.4	10.9	9.7	14.6	17.4	20.2	12.7	13.9	14.9	17.6	13.0	17.8	24.9	29.5	16.0	21.0	12.4	15.0	6.6	7.1	20.4	35.6	7.9	10.0
Nov-17	9.9	13.1	10.6	20.6	18.9	25.2	13.0	16.4	16.1	22.0	13.9	23.6	26.6	36.7	17.0	26.9	13.8	20.1	6.7	7.2	22.4	46.2	8.0	10.5
Dec-17	8.3	10.7	9.8	15.5	15.5	19.5	12.7	14.5	13.0	16.7	13.1	18.8	20.3	27.2	16.6	23.1	10.3	14.2	6.8	7.3	16.1	33.2	8.4	11.9
Jan-18	9.7	12.2	7.7	12.0	17.9	21.7	12.2	12.9	15.2	19.1	11.0	15.3	24.8	31.8	14.2	19.2	12.7	16.8	6.6	7.1	19.6	37.5	8.1	10.6
Feb-18	9.4	12.0	7.3	11.4	17.5	22.4	12.1	12.8	14.8	19.4	10.6	14.6	23.9	31.2	13.7	18.3	12.2	16.9	6.6	7.0	18.5	36.3	7.9	10.9
Mar-18	9.3	10.9	9.1	16.2	17.1	19.9	12.4	14.3	14.5	17.1	12.3	19.4	23.9	29.4	15.2	22.4	12.0	14.7	6.6	6.9	18.6	34.3	7.8	9.9
Apr-18	8.6	10.6	8.7	13.1	16.1	18.8	12.2	13.1	13.5	16.2	11.9	16.4	22.0	26.9	14.9	19.5	11.1	13.9	6.6	7.0	15.9	27.7	7.7	9.7
May-18	9.0	11.0	9.8	15.2	16.7	20.0	12.5	14.2	14.0	17.2	13.0	18.2	22.4	27.5	16.2	22.1	11.4	14.6	6.6	7.2	17.3	30.3	8.2	11.3
Jun-18	8.9	10.5	14.2	24.6	16.4	19.2	14.2	18.8	13.8	16.2	17.5	27.9	22.7	27.2	20.5	30.5	11.3	14.0	6.7	7.5	18.2	34.1	8.0	10.7
Jul-18	8.9	10.8	10.8	16.7	16.2	19.7	12.6	13.8	13.7	17.0	14.1	20.1	21.9	27.2	17.5	24.6	11.0	14.1	6.7	7.3	16.8	30.6	8.4	11.2
Aug-18	8.4	10.8	9.5	15.8	15.3	18.2	12.4	13.8	12.9	15.8	12.8	19.1	21.2	27.2	16.0	22.0	10.5	13.6	6.7	7.0	16.3	29.8	8.2	11.7
Sep-18	9.5	11.1	8.9	13.2	17.4	20.2	12.3	13.3	14.7	17.1	12.2	16.6	23.4	29.0	15.1	19.7	11.7	14.8	6.5	6.8	17.3	31.2	7.6	9.6
Oct-18	9.9	12.5	8.8	13.5	17.8	20.9	12.5	14.8	15.3	19.0	12.1	16.8	24.2	29.2	15.0	19.9	12.4	15.1	6.6	6.9	18.1	31.5	7.6	9.0
Nov-18	9.3	12.6	9.9	16.3	17.5	22.5	12.5	14.0	14.9	19.9	13.1	19.4	23.7	32.0	16.4	22.4	12.4	17.3	6.7	7.2	18.4	34.6	8.0	10.7
Dec-18	8.7	11.2	9.9	17.2	17.8	21.2	12.9	15.5	15.2	18.4	14.2	21.2	21.0	30.1	16.6	24.6	10.8	15.4	6.9	7.7	15.4	33.8	8.5	12.4
Jan-19	9.2	11.7	7.7	10.9	16.8	22.3	12.2	12.7	14.3	20.0	11.0	14.2	22.6	30.7	14.0	17.8	11.9	17.3	6.6	7.0	16.5	31.2	7.9	11.6
Feb-19	8.4	11.4	8																					

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, SOUTHBOUND (cont.) - ESHB 2134 Sec. 209

(Ref. g, H, I) All travel times in minutes

SB I-405 from NE 116th to Bellevue			SB I-405 from SR 522 to Bellevue			SB I-405 from SR 527 to Bellevue			SB I-405 from 195th St to NE 85th St			SB I-405 from I-5 to NE 160th St												
AM Peak	AM 95th %tile	PM Off-Period	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Period	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Period	PM Off-95th %tile	AM Peak	AM 95th %tile	PM Off-Period	PM Off-95th %tile									
Oct-19	9.8	12.4	9.4	15.1	18.5	23.6	12.3	13.2	16.1	21.1	12.6	18.4	26.3	33.9	15.5	21.4	13.5	18.0	6.5	6.9	22.2	39.4	7.5	9.2
Nov-19	9.4	13.5	12.2	22.0	17.5	24.9	12.9	16.1	15.1	22.5	15.5	25.1	24.7	38.2	18.5	28.4	12.7	19.9	6.6	7.0	20.7	42.0	8.0	11.1
Dec-19	8.5	11.7	12.5	26.7	N/A	N/A	N/A	N/A	13.3	18.8	15.7	30.0	21.0	30.5	19.0	34.4	10.6	16.0	6.7	7.3	16.1	34.6	8.0	10.5
Jan-20	8.9	11.4	10.7	19.5	16.9	22.3	12.5	14.7	14.3	19.5	14.0	22.5	23.3	34.8	16.8	25.4	11.7	17.6	6.5	6.9	18.8	41.8	7.5	9.0
Feb-20	9.4	11.5	9.2	16.0	17.7	22.2	12.2	12.9	15.2	19.4	12.5	19.3	25.3	33.2	15.2	22.2	12.8	17.3	6.5	6.7	20.5	38.7	7.4	8.8
Mar-20	6.9	9.5	6.5	7.0	13.0	18.0	11.9	12.1	10.7	15.6	9.8	10.3	15.0	27.1	12.4	12.9	7.9	13.4	6.4	6.4	9.9	29.0	7.2	7.2
Apr-20	6.3	6.3	6.3	6.3	11.8	11.8	11.8	11.8	9.6	9.6	9.6	9.6	12.2	12.2	12.2	12.2	6.4	6.4	6.4	6.4	7.2	7.2	7.2	7.2
May-20	6.3	6.3	6.3	6.3	11.8	11.9	11.8	11.8	9.6	9.6	9.6	9.6	12.3	12.4	12.2	12.3	6.4	6.4	6.4	6.4	7.2	7.2	7.3	7.2
Jun-20	6.3	6.4	6.7	7.7	11.9	12.0	11.9	12.0	9.6	9.7	10.0	11.3	12.6	12.6	12.7	13.8	6.4	6.6	6.5	6.4	7.3	8.3	7.2	7.2
Jul-20	6.3	6.4	6.5	7.4	11.9	12.1	11.9	12.0	9.6	9.8	9.8	10.6	12.5	13.1	12.5	13.3	6.5	6.7	6.4	6.5	7.7	10.3	7.2	7.3
Aug-20	6.4	6.6	6.7	7.9	12.0	12.5	11.9	12.1	9.8	10.2	10.0	11.2	12.7	14.0	12.7	14.2	6.7	7.4	6.4	6.6	7.8	10.1	7.3	7.5
Sep-20	6.8	7.3	7.1	10.1	12.5	13.3	12.1	13.1	10.2	10.9	10.3	12.9	13.2	14.7	13.1	15.9	7.0	8.0	6.5	6.8	8.1	11.4	7.3	8.0
Oct-20	6.6	6.7	6.8	8.2	12.2	12.6	12.1	12.7	10.0	10.4	10.1	11.4	13.1	14.6	12.9	14.3	6.8	7.6	6.5	6.8	8.3	12.7	7.3	7.7
Nov-20	6.4	6.8	6.6	7.9	12.0	12.6	11.9	12.2	9.8	10.3	9.9	11.2	12.7	13.7	12.7	14.0	6.7	7.4	6.5	6.7	8.0	11.0	7.3	7.7
Dec-20	6.4	6.6	7.3	9.7	12.0	12.4	12.2	13.2	9.7	10.1	10.6	12.8	12.7	14.1	13.4	15.7	6.6	7.1	6.5	6.9	8.0	11.5	7.3	7.6
Jan-21	6.5	7.0	6.4	6.6	12.1	12.8	11.9	11.9	9.8	10.5	9.7	9.8	12.7	14.2	12.3	12.5	6.7	7.7	6.4	6.4	7.8	11.0	7.2	7.3
Feb-21	6.7	8.2	6.6	7.5	12.3	13.9	11.9	12.2	10.1	11.8	9.9	10.9	13.1	16.0	12.6	13.5	6.9	8.1	6.4	6.5	8.3	12.8	7.2	7.4
Mar-21	6.5	7.0	7.4	9.7	12.3	13.0	12.1	12.7	10.0	10.7	10.7	13.1	12.9	14.1	13.4	16.4	6.9	7.8	6.5	6.6	8.5	12.6	7.5	8.6
Apr-21	6.5	7.0	7.4	9.4	12.2	13.1	12.0	12.7	10.0	10.9	10.6	12.7	13.1	15.1	13.3	15.4	6.9	8.2	6.4	6.6	8.9	15.7	7.6	8.9
May-21	6.6	7.1	7.8	11.1	12.4	13.3	12.1	12.9	10.2	11.1	11.1	14.3	13.6	15.5	13.7	17.0	7.3	8.5	6.5	6.6	9.0	14.8	7.4	8.5
Jun-21	7.2	8.5	9.9	15.4	13.2	15.0	13.0	15.1	11.0	12.9	13.2	18.4	15.4	18.3	15.9	21.2	8.2	10.1	6.6	6.9	10.7	20.2	7.7	9.1
Jul-21	6.9	8.4	10.2	17.1	12.8	14.8	12.8	16.0	10.6	12.5	13.4	20.0	14.8	17.8	16.3	23.1	7.7	9.4	6.6	7.1	11.0	22.5	8.2	11.5
Aug-21	7.0	8.1	8.1	10.8	13.5	14.8	12.2	12.9	11.2	12.5	11.4	13.9	15.4	17.7	14.2	17.0	8.6	10.1	6.5	6.8	10.3	18.2	7.7	9.4
Sep-21	7.3	8.1	8.3	14.0	13.3	14.4	12.2	13.5	11.0	12.1	11.6	17.1	15.1	17.4	14.4	19.8	8.1	9.5	6.5	6.8	10.6	19.5	7.6	9.1
Oct-21	7.5	9.0	8.6	13.2	13.7	16.1	12.4	13.7	11.4	13.8	11.9	16.6	16.7	21.7	14.8	20.1	8.9	11.4	6.6	7.3	13.5	28.3	7.9	10.7
Nov-21	8.1	14.4	9.6	16.0	15.0	26.2	12.6	14.9	12.7	24.0	12.9	19.5	17.7	29.5	15.8	22.8	9.6	13.1	6.7	7.2	12.6	25.7	8.0	11.5
Dec-21	7.0	8.4	9.3	18.3	12.8	15.0	12.6	15.0	10.6	12.6	12.6	21.6	14.6	19.4	15.7	25.3	7.7	10.4	6.8	8.2	9.9	21.3	8.1	10.6
Jan-22	6.6	7.3	6.5	7.0	N/A	N/A	N/A	N/A	10.1	11.2	9.8	10.4	13.3	15.2	12.7	13.7	7.2	8.4	6.6	6.9	8.3	12.5	7.5	8.3
Feb-22	6.7	7.8	6.7	7.7	N/A	N/A	N/A	N/A	10.3	11.7	10.0	11.0	13.9	16.8	12.9	14.8	7.4	9.1	6.5	7.0	9.9	18.8	7.7	9.8
Mar-22	7.6	8.4	7.1	8.8	N/A	N/A	N/A	N/A	11.5	12.9	10.3	11.9	16.8	20.0	13.1	14.9	8.9	11.0	6.5	6.8	13.0	28.3	7.5	9.2
Apr-22	7.1	8.1	7.9	11.6	12.3	13.8	11.6	12.7	10.8	12.4	11.3	15.1	14.9	18.1	14.2	18.5	7.9	9.7	6.7	7.2	10.7	20.2	7.9	11.1
May-22	7.4	8.7	8.7	14.3	12.8	14.7	11.4	12.3	11.3	13.4	12.0	17.5	16.9	21.2	14.9	21.3	8.7	10.9	6.5	6.7	13.3	30.8	7.9	10.2
Jun-22	7.4	8.7	11.0	23.7	13.0	15.1	12.5	18.4	11.4	13.8	14.2	26.8	17.0	21.0	17.0	29.9	8.9	11.3	6.6	7.5	13.4	27.6	8.0	10.9
Jul-22	7.2	8.2	9.6	14.2	13.2	14.8	12.6	13.7	10.9	12.5	12.8	17.3	16.1	19.7	16.1	21.1	8.3	9.8	6.8	7.4	12.8	28.4	8.4	12.1
Aug-22	7.3	8.2	7.9	10.2	13.5	15.0	12.0	12.3	11.2	12.8	11.2	13.4	17.2	20.3	14.5	17.4	8.8	10.0	6.8	7.4	14.0	27.0	8.0	10.5
Sep-22	7.8	9.4	9.0	14.8	14.2	17.1	12.6	15.2	11.9	14.7	12.3	18.4	18.0	24.0	15.4	22.1	9.2	12.0	6.8	7.6	14.8	30.8	7.8	9.8
Oct-22	7.9	8.9	7.9	12.4	14.3	15.9	12.1	12.8	12.1	13.6	11.1	15.5	18.9	22.2	14.2	18.8	9.8	11.5	6.7	7.4	15.9	30.4	7.7	10.0
Nov-22	8.1	9.8	8.2	14.0	14.4	17.7	12.4	14.1	12.2	15.4	11.6	18.7	17.9	24.0	14.6	22.1	9.2	12.7	6.9	7.4	13.6	28.2	8.1	10.5
Dec-22	7.5	10.2	9.4	19.9	13.6	19.7	13.2	17.5	11.4	17.5	12.8	23.2	15.8	25.5	16.0	27.5	9.4	15.7	6.9	8.0	10.9	27.3	7.8	10.5
Jan-23	7.6	9.2	7.6	11.6	13.8	16.2	12.3	13.5	11.6	13.9	10.9	14.7	17.5	22.5	14.0	18.7	8.9	11.1	6.6	7.2	14.5	31.6	7.8	9.7
Feb-23	7.5	9.0	7.7	12.3	13.8	15.9	12.5	13.9	11.5	13.6	10.9	15.4	16.8	21.4	14.0	18.9	8.8	10.8	6.7	7.3	12.4	25.2	7.6	9.5
Mar-23	7.5	8.7	8.6	13.0	13.7	15.3	12.4	14.0	11.4	13.0	11.9	16.3	17.6	21.2	14.9	19.5	8.8	10.7	6.6	7.1	14.4	29.3	7.6	9.3
Apr-23	7.4	8.7	9.8	21.3	13.5	15.2	12.7	16.8	11.2	12.9	13.1	24.4	16.8	20.9	16.1	27.3	8.4	10.1	6.6	7.0	12.9	27.8	8.0	11.3
May-23	8.3	12.2	10.1	17.9	14.8	19.5	12.6	15.1	12.5	17.7	13.4	21.2	18.7	24.3	16.8	25.6	9.6	12.9	6.8	7.5	14.7	27.9	8.4	12.0
Jun-23	7.5	8.8	13.1	24.9	13.8	15.4	13.9	20.9	11.5	13.1	16.4	28.2	17.9	21.8	19.8	32.7	9.0	10.6	7.0	7.7	14.8	30.9	8.5	11.6
Jul-23	7.3	8.6	12.0	23.9	13.5	15.3	13.2	17.8	11.3	13.2	15.2	27.0	17.7	22.1	18.6	30.9	8.7	10.7	6.8	7.4	14.5	31.3	8.5	11.5
Aug-23	7.5	8.8	10.1	19.9	14.0	16.0	12.7	15.8	11.7	13.8	13.5	23.7	18.3	23.4	16.5	26.4	9.2	11.8	6.7	7.3	15.0	31.8	8.2	10.8
Sep-23	8.3	9.9	10.5	17.9	15.2	17.7	12.7	14.9	13.0	15.5	13.8	21.1	20.1	26.0	17.1	24.7	10.2	13.2	6.7	7.4	16.9	37.4	8.4	11.2
Oct-23	8.0	9.5	9.0	13.9	14.6	16.9	12.3	13.2	12.4	14.8	12.2	17.2	19.7	24.6	15.4	20.7	9.9	12.3	6.7	7.5	17.4	34.6	8.2	10.6
Nov-23	7.6	9.3	11.9	25.3	14.3	17.4	13.6	18.6	12.0	15.2	15.2	28.6	18.9	25.6	18.7	32.7	9.6	13.1	6.8	7.4	16.0	35.7	8.3	11.7
Dec-23	7.3	9.2	10.3	19.4	13.5	16.4	12.9	15.9	11.3	14.2	13.6	22.7	17.0	24.6	17.1	26.3	8.8	12.0	6.9	7.8	13.3	34.4	8.6	12.5
Jan-24	7.9	9.5	8.0	11.4	14.3	16.4	12.2	12.7	12.0	14.1	11.3	14.9	18.7	23.6	14.4	18.5	9.2	11.4	6.6	7.2	14.8	33.3	7.9	11.0
Feb-24	8.1	9.6	9.1	15.7	14.4	17.0	12.7	14.9	12.3	14.5	12.3	18.9	19.4	24.3	15.7	24.0	9.5	11.9	6.7	7.3	16.2	34.3	8.4	11.7
Mar-24	7.9	9.5	9.6	16.1	14.4	16.6	12.7	15.8	12.1	14.4	12.9	19.3	19.5	25.5	16.1	23.2	9.4	11.9	6.8	7.3	16.5	36.7		

NORTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 2134 Sec. 209 (Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)					ETL Volume					GP Travel Time (minutes)					GP Volume						
	AM Off-Peak		AM Off-95th		PM Peak	NE 100th St		SR 527		PM 95th %tile		AM Off-Peak		AM Off-95th		PM Peak	NE 100th St		SR 527		PM 95th %tile	
	Period	%tile	Period	%tile	Period	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	Period	%tile	Period	%tile	Period	%tile
Oct-14	15.1	15.1	22.8	35.2	22.8	11,608	9,509	15.4	16.0	33.4	50.6	15.4	16.0	33.4	50.6	84,398	53,865	15.4	16.0	33.4	50.6	
Nov-14	15.1	15.1	24.3	36.3	24.3	11,687	9,309	15.2	15.6	34.3	50.9	15.2	15.6	34.3	50.9	81,570	52,376	15.2	15.6	34.3	50.9	
Dec-14	15.1	15.1	23.3	36.9	23.3	11,637	9,428	15.2	15.5	31.2	52.6	15.2	15.5	31.2	52.6	80,615	52,039	15.2	15.5	31.2	52.6	
Jan-15	15.1	15.2	22.1	30.9	22.1	10,831	8,740	15.2	15.7	33.2	50.5	15.2	15.7	33.2	50.5	81,588	52,784	15.2	15.7	33.2	50.5	
Feb-15	15.1	15.2	20.3	27.5	20.3	11,126	9,483	15.2	15.6	30.2	46.0	15.2	15.6	30.2	46.0	84,874	54,550	15.2	15.6	30.2	46.0	
Mar-15	15.1	15.2	21.0	29.5	21.0	11,115	9,212	15.2	15.5	32.0	43.8	15.2	15.5	32.0	43.8	85,870	55,637	15.2	15.5	32.0	43.8	
Apr-15	15.1	15.2	20.4	27.0	20.4	11,881	10,092	15.2	15.5	31.7	49.6	15.2	15.5	31.7	49.6	86,427	55,744	15.2	15.5	31.7	49.6	
May-15	15.1	15.2	21.2	28.1	21.2	12,316	10,124	15.2	15.4	31.9	47.2	15.2	15.4	31.9	47.2	85,906	55,480	15.2	15.4	31.9	47.2	
Jun-15	15.1	15.2	22.7	28.9	22.7	13,106	11,165	15.2	15.5	32.6	45.0	15.2	15.5	32.6	45.0	90,191	56,336	15.2	15.5	32.6	45.0	
Jul-15	15.1	15.2	24.3	32.3	24.3	13,160	11,677	15.2	15.5	31.1	43.5	15.2	15.5	31.1	43.5	89,768	56,449	15.2	15.5	31.1	43.5	
Aug-15	15.1	15.1	25.1	35.8	25.1	13,686	11,662	15.2	15.7	32.5	46.5	15.2	15.7	32.5	46.5	89,447	56,299	15.2	15.7	32.5	46.5	
Sep-15	15.1	15.1	17.3	24.2	17.3	10,950	9,663	15.2	15.9	29.2	46.7	15.2	15.9	29.2	46.7	85,710	55,251	15.2	15.9	29.2	46.7	
Oct-15	15.1	15.1	16.2	22.0	16.2	15,891	8,421	15.1	15.3	32.4	50.1	15.1	15.3	32.4	50.1	79,401	55,497	15.1	15.3	32.4	50.1	
Nov-15	15.1	15.1	17.4	24.1	17.4	16,572	8,454	15.1	15.3	31.2	50.7	15.1	15.3	31.2	50.7	76,898	53,648	15.1	15.3	31.2	50.7	
Dec-15	15.1	15.1	16.9	23.2	16.9	16,914	8,487	15.1	15.3	32.1	55.0	15.1	15.3	32.1	55.0	76,065	53,083	15.1	15.3	32.1	55.0	
Jan-16	15.1	15.1	16.1	20.0	16.1	16,731	8,418	15.3	15.4	30.8	51.3	15.3	15.4	30.8	51.3	76,438	52,565	15.3	15.4	30.8	51.3	
Feb-16	15.1	15.1	15.8	18.9	15.8	17,745	8,858	15.1	15.2	27.5	44.2	15.1	15.2	27.5	44.2	79,772	55,001	15.1	15.2	27.5	44.2	
Mar-16	15.1	15.1	15.9	18.7	15.9	19,447	9,634	15.1	15.2	27.7	44.6	15.1	15.2	27.7	44.6	79,963	56,308	15.1	15.2	27.7	44.6	
Apr-16	15.1	15.1	16.6	21.9	16.6	21,251	10,239	15.2	15.3	30.0	45.2	15.2	15.3	30.0	45.2	82,022	56,361	15.2	15.3	30.0	45.2	
May-16	15.1	15.1	17.1	22.5	17.1	22,666	10,406	15.3	15.2	31.9	48.2	15.3	15.2	31.9	48.2	84,522	55,531	15.3	15.2	31.9	48.2	
Jun-16	15.1	15.1	18.1	24.2	18.1	24,925	11,136	15.1	15.2	34.1	48.2	15.1	15.2	34.1	48.2	85,705	56,902	15.1	15.2	34.1	48.2	
Jul-16	15.1	15.1	17.5	23.2	17.5	24,095	11,210	15.1	15.2	32.9	49.2	15.1	15.2	32.9	49.2	84,988	55,866	15.1	15.2	32.9	49.2	
Aug-16	15.1	15.1	17.8	23.5	17.8	25,074	11,639	15.1	15.3	33.2	47.8	15.1	15.3	33.2	47.8	85,721	56,083	15.1	15.3	33.2	47.8	
Sep-16	15.1	15.1	17.4	22.4	17.4	24,368	10,818	15.1	15.3	31.9	46.5	15.1	15.3	31.9	46.5	83,428	54,656	15.1	15.3	31.9	46.5	
Oct-16	15.1	15.1	17.9	26.3	17.9	23,434	10,534	15.1	15.2	34.0	56.1	15.1	15.2	34.0	56.1	82,580	53,482	15.1	15.2	34.0	56.1	
Nov-16	15.1	15.1	18.1	26.8	18.1	22,950	10,279	15.1	15.3	33.2	51.6	15.1	15.3	33.2	51.6	81,284	52,930	15.1	15.3	33.2	51.6	
Dec-16	15.1	15.1	18.3	26.1	18.3	22,377	10,163	15.1	15.3	33.0	51.4	15.1	15.3	33.0	51.4	79,592	52,133	15.1	15.3	33.0	51.4	
Jan-17	15.1	15.1	16.9	22.8	16.9	22,077	9,833	15.1	15.2	29.5	45.3	15.1	15.2	29.5	45.3	81,035	51,891	15.1	15.2	29.5	45.3	
Feb-17	15.1	15.1	17.8	26.8	17.8	22,956	10,219	15.2	15.3	31.8	54.1	15.2	15.3	31.8	54.1	79,389	51,471	15.2	15.3	31.8	54.1	
Mar-17	15.1	15.1	18.4	27.8	18.4	24,356	11,122	15.1	15.3	33.6	49.3	15.1	15.3	33.6	49.3	83,419	52,949	15.1	15.3	33.6	49.3	
Apr-17	15.1	15.1	16.5	21.8	16.5	24,692	11,579	15.1	15.2	26.5	39.6	15.1	15.2	26.5	39.6	85,444	54,746	15.1	15.2	26.5	39.6	
May-17	15.1	15.1	16.0	19.4	16.0	25,782	10,657	15.3	15.2	23.2	32.8	15.3	15.2	23.2	32.8	85,044	52,538	15.3	15.2	23.2	32.8	
Jun-17	15.1	15.1	16.9	25.8	16.9	27,414	11,493	15.1	15.2	27.6	47.4	15.1	15.2	27.6	47.4	87,110	54,427	15.1	15.2	27.6	47.4	
Jul-17	15.1	15.1	16.0	19.4	16.0	26,607	11,127	15.1	15.2	24.5	38.2	15.1	15.2	24.5	38.2	85,995	53,407	15.1	15.2	24.5	38.2	
Aug-17	15.1	15.1	16.1	19.2	16.1	27,178	11,562	15.1	15.2	24.1	34.0	15.1	15.2	24.1	34.0	87,151	54,348	15.1	15.2	24.1	34.0	
Sep-17	15.1	15.1	16.1	20.3	16.1	26,422	10,960	15.1	15.1	24.1	38.4	15.1	15.1	24.1	38.4	84,558	53,009	15.1	15.1	24.1	38.4	
Oct-17	15.1	15.1	16.9	24.8	16.9	26,746	10,845	15.1	15.2	27.3	44.4	15.1	15.2	27.3	44.4	83,869	52,498	15.1	15.2	27.3	44.4	
Nov-17	15.1	15.1	16.8	23.3	16.8	25,594	10,644	15.1	15.2	27.7	47.4	15.1	15.2	27.7	47.4	80,727	50,662	15.1	15.2	27.7	47.4	
Dec-17	15.1	15.1	16.5	20.8	16.5	24,876	10,547	15.1	15.1	27.0	44.5	15.1	15.1	27.0	44.5	79,785	50,060	15.1	15.1	27.0	44.5	
Jan-18	15.1	15.1	17.3	26.0	17.3	24,503	10,001	15.1	15.1	29.1	47.8	15.1	15.1	29.1	47.8	79,661	49,648	15.1	15.1	29.1	47.8	
Feb-18	15.1	15.1	16.5	22.2	16.5	24,919	10,062	15.1	15.1	25.4	38.7	15.1	15.1	25.4	38.7	82,469	51,715	15.1	15.1	25.4	38.7	
Mar-18	15.1	15.1	16.0	19.9	16.0	26,623	10,542	15.1	15.1	24.9	38.2	15.1	15.1	24.9	38.2	84,854	53,050	15.1	15.1	24.9	38.2	
Apr-18	15.1	15.1	16.2	19.9	16.2	26,357	10,699	15.1	15.1	26.1	38.4	15.1	15.1	26.1	38.4	84,990	53,587	15.1	15.1	26.1	38.4	
May-18	15.1	15.1	17.2	23.5	17.2	27,037	11,221	15.1	15.2	28.6	42.1	15.1	15.2	28.6	42.1	85,770	53,420	15.1	15.2	28.6	42.1	
Jun-18	15.1	15.1	17.7	26.3	17.7	28,771	11,805	15.1	15.2	29.6	44.4	15.1	15.2	29.6	44.4	87,839	55,017	15.1	15.2	29.6	44.4	
Jul-18	15.1	15.1	17.3	24.0	17.3	27,945	11,917	15.1	15.2	30.9	46.6	15.1	15.2	30.9	46.6	85,145	53,041	15.1	15.2	30.9	46.6	
Aug-18	15.1	15.1	16.9	24.6	16.9	28,181	11,975	15.1	15.1	28.1	47.2	15.1	15.1	28.1	47.2	86,646	54,498	15.1	15.1	28.1	47.2	
Sep-18	15.1	15.1	16.9	27.5	16.9	27,091	11,180	15.1	15.2	29.2	46.1	15.1	15.2	29.2	46.1	84,635	52,412	15.1	15.2	29.2	46.1	
Oct-18	15.1	15.1	16.5	20.8	16.5	26,998	11,194	15.1	15.2	28.4	42.2	15.1	15.2	28.4	42.2	84,490	52,397	15.1	15.2	28.4	42.2	
Nov-18	15.1	15.1	17.6	26.0	17.6	25,882	10,888	15.1	15.1	30.4	47.3	15.1	15.1	30.4	47.3	81,835	51,052	15.1	15.1	30.4	47.3	
Dec-18	15.1	15.1	17.6	29.2	17.6	24,561	10,487	15.1	15.1	28.9	51.1	15.1	15.1	28.9	51.1	79,975	49,911	15.1	15.1	28.9	51.1	
Jan-19	15.1	15.1	16.2	21.1	16.2	24,998	10,216	15.1	15.1	26.5	44.6	15.1	15.1	26.5	44.6	81,495	50,807	15.1	15.1	26.5	44.6	
Feb-19	15.1	15.1	17.7	30.8	17.7	20,996	9,191	15.2	15.3	29.5	62.4	15.2	15.3	29.5	62.4	70,419	44,706	15.2	15.3	29.5	62.4	
Mar-19	15.1	15.1	16.6	22.4	16.6	26,856	10,998	15.1	15.1	27.4	42.5	15.1	15.1	27.4	42.5	84,575	52,533	15.1	15.1	27.4	42.5	
Apr-19	15.1	15.1	16.2	20.7	16.2	26,885	11,115	15.1	15.1	27.1	40.8	15.1	15.1	27.1	40.8	84,812	53,177	15.1	15.1	27.1	40.8	
May-19	15.1	15.1	16.8	22.7	16.8	27,368	11,392	15.1	15.1	29.1	44.0	15.1	15.1	29.1	44.0	84,750	52,797	15.1	15.1	29.1	44.0	
Jun-19	15.1	15.1	17.8	24.8	17.8																	

NORTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 2134 Sec. 209

(Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Off-Peak		PM Peak		NE 100th St		SR 527		AM Off-Peak		PM Peak		NE 100th St		SR 527	
	Period	AM Off-95th %tile	PM Peak Period	PM 95th %tile	Period	SR 527	Period	PM Peak Period	PM 95th %tile	Period	SR 527	Period	PM Peak Period	PM 95th %tile	Period	SR 527
Oct-19	15.1	15.1	17.3	26.3	27,714	11,272	15.1	30.6	15.1	47.9	83,483	15.1	30.6	47.9	56,775	
Nov-19	15.1	15.1	17.3	24.0	26,523	11,307	15.1	30.7	15.1	49.7	81,371	15.1	30.7	49.7	55,527	
Dec-19	15.1	15.1	16.7	24.7	25,050	10,693	15.1	27.0	15.1	47.0	80,009	15.1	27.0	47.0	53,994	
Jan-20	15.1	15.1	16.8	24.2	24,147	10,059	15.2	28.7	15.7	48.1	74,975	15.2	28.7	48.1	51,277	
Feb-20	15.1	15.1	16.6	22.5	25,957	11,154	15.1	28.2	15.1	45.8	82,510	15.1	28.2	45.8	55,872	
Mar-20	15.1	15.1	15.2	15.6	12,460	5,802	15.1	17.0	15.1	27.5	65,323	15.1	17.0	27.5	44,397	
Apr-20	15.1	15.1	15.1	15.1	4,205	2,272	15.1	15.1	15.1	15.1	48,772	15.1	15.1	15.1	33,583	
May-20	15.1	15.1	15.1	15.1	7,272	4,022	15.1	15.3	15.1	16.9	63,619	15.1	15.3	16.9	42,910	
Jun-20	15.1	15.1	15.1	15.1	12,298	6,391	15.1	16.9	15.1	22.7	73,971	15.1	16.9	22.7	50,120	
Jul-20	15.1	15.1	15.1	15.1	14,223	7,268	15.1	17.0	15.1	22.7	77,120	15.1	17.0	22.7	51,636	
Aug-20	15.1	15.1	15.5	15.6	15,351	7,786	15.1	18.1	15.1	27.6	78,307	15.1	18.1	27.6	52,276	
Sep-20	15.1	15.1	15.2	15.2	15,470	7,540	15.1	15.1	15.1	27.8	75,450	15.1	15.1	27.8	51,056	
Oct-20	15.1	15.1	15.5	16.5	15,624	7,477	15.1	19.0	15.1	30.4	75,632	15.1	19.0	30.4	51,200	
Nov-20	15.1	15.1	15.2	15.1	13,385	6,714	15.1	17.8	15.1	25.8	69,393	15.1	17.8	25.8	47,626	
Dec-20	15.1	15.1	15.6	15.5	14,041	7,136	15.1	19.2	15.1	33.4	69,341	15.1	19.2	33.4	47,322	
Jan-21	15.1	15.1	15.2	15.1	12,964	6,504	15.1	16.9	15.1	21.9	70,043	15.1	16.9	21.9	47,747	
Feb-21	15.1	15.1	15.2	15.4	14,215	7,000	15.1	18.3	15.1	27.4	71,338	15.1	18.3	27.4	48,877	
Mar-21	15.1	15.1	15.4	15.5	15,939	7,927	15.1	19.8	15.1	32.3	76,384	15.1	19.8	32.3	51,602	
Apr-21	15.1	15.1	15.4	16.6	16,156	9,391	15.1	19.8	15.1	33.4	79,346	15.1	19.8	33.4	53,278	
May-21	15.1	15.1	15.4	15.9	18,675	8,894	15.1	19.2	15.1	28.8	80,013	15.1	19.2	28.8	52,609	
Jun-21	15.1	15.1	15.6	17.8	20,958	10,188	15.1	22.0	15.1	35.5	82,068	15.1	22.0	35.5	53,883	
Jul-21	15.1	15.1	15.8	19.7	22,198	10,725	15.1	21.3	15.1	32.1	82,659	15.1	21.3	32.1	54,686	
Aug-21	15.1	15.1	15.4	16.7	21,702	10,752	15.1	20.8	15.1	29.6	81,570	15.1	20.8	29.6	54,608	
Sep-21	15.1	15.1	15.3	16.2	21,424	10,387	15.1	20.4	15.2	28.9	80,135	15.1	20.4	28.9	53,481	
Oct-21	15.1	15.1	15.4	17.0	21,543	10,418	15.1	21.1	15.2	31.4	79,288	15.1	21.1	31.4	53,416	
Nov-21	15.1	15.1	15.7	18.3	21,366	10,394	15.1	23.0	15.1	37.2	75,365	15.1	23.0	37.2	50,739	
Dec-21	15.1	15.1	15.8	19.4	19,541	9,733	15.1	22.9	15.1	39.5	70,727	15.1	22.9	39.5	47,716	
Jan-22	15.1	15.1	15.2	15.4	16,828	8,330	15.1	18.0	15.1	25.5	72,414	15.1	18.0	25.5	48,448	
Feb-22	15.1	15.1	15.4	16.6	19,187	9,243	15.1	18.8	15.1	28.1	78,048	15.1	18.8	28.1	51,736	
Mar-22	15.1	15.1	15.4	17.3	21,467	9,951	15.1	21.5	15.1	34.5	79,568	15.1	21.5	34.5	52,767	
Apr-22	15.1	15.1	16.1	20.1	21,861	10,400	15.1	22.0	15.1	33.9	80,731	15.1	22.0	33.9	53,680	
May-22	15.1	15.1	15.6	18.1	22,566	11,344	15.1	22.0	15.1	32.8	80,081	15.1	22.0	32.8	54,650	
Jun-22	15.1	15.1	16.0	20.9	24,032	11,048	15.1	23.3	15.1	39.0	82,012	15.1	23.3	39.0	54,315	
Jul-22	15.1	15.1	16.3	22.6	24,282	11,530	15.1	23.2	15.1	37.1	81,315	15.1	23.2	37.1	53,221	
Aug-22	15.1	15.1	16.5	22.8	25,033	11,466	15.1	23.2	15.1	33.4	82,247	15.1	23.2	33.4	54,329	
Sep-22	15.1	15.1	15.9	18.9	24,462	11,717	15.1	22.7	15.1	33.3	80,962	15.1	22.7	33.3	56,274	
Oct-22	15.1	15.1	16.0	20.2	24,297	11,614	15.1	24.8	15.1	39.8	79,420	15.1	24.8	39.8	54,060	
Nov-22	15.6	15.1	16.9	25.7	22,426	10,505	15.7	25.1	15.3	51.0	75,083	15.7	25.1	51.0	50,408	
Dec-22	15.1	15.1	16.4	22.7	20,513	10,048	15.1	24.7	15.1	44.4	71,397	15.1	24.7	44.4	47,681	
Jan-23	15.1	15.1	16.4	21.5	21,979	10,256	15.1	25.2	15.1	40.1	75,836	15.1	25.2	40.1	50,512	
Feb-23	15.1	15.1	15.5	17.2	22,308	10,163	15.2	21.2	15.1	32.1	78,198	15.2	21.2	32.1	51,940	
Mar-23	15.1	15.1	16.1	20.1	24,128	10,935	15.1	24.6	15.1	39.3	80,422	15.1	24.6	39.3	53,241	
Apr-23	15.1	15.5	16.3	20.8	24,434	11,273	15.1	24.5	15.1	38.6	80,823	15.1	24.5	38.6	54,202	
May-23	15.1	15.1	17.7	26.4	26,232	11,913	15.1	27.7	15.1	46.2	81,122	15.1	27.7	46.2	54,598	
Jun-23	15.1	15.1	16.6	21.0	27,159	12,856	15.1	26.9	15.2	38.8	82,920	15.1	26.9	38.8	56,696	
Jul-23	15.1	15.1	16.7	23.0	26,467	12,550	15.1	27.2	15.1	47.7	81,670	15.1	27.2	47.7	55,050	
Aug-23	15.1	15.1	16.4	21.9	26,422	12,066	15.1	25.1	15.1	40.3	82,533	15.1	25.1	40.3	54,533	
Sep-23	15.1	15.1	16.3	20.7	25,768	11,586	15.1	27.1	15.1	45.2	80,233	15.1	27.1	45.2	53,601	
Oct-23	15.1	15.1	16.9	23.2	25,424	11,430	15.1	29.4	15.1	46.3	79,691	15.1	29.4	46.3	53,063	
Nov-23	15.1	15.1	16.6	22.3	24,740	11,268	15.2	27.1	15.2	45.9	76,992	15.2	27.1	45.9	51,381	
Dec-23	15.1	15.1	16.9	23.9	23,252	10,701	15.2	25.2	15.2	46.6	75,973	15.2	25.2	46.6	50,750	
Jan-24	15.1	15.1	16.5	21.3	21,725	9,675	15.1	25.2	15.1	43.0	74,302	15.1	25.2	43.0	49,960	
Feb-24	15.1	15.1	15.9	18.8	23,815	10,640	15.2	24.8	15.2	37.3	78,133	15.2	24.8	37.3	52,792	
Mar-24	15.1	15.1	15.9	18.9	24,533	10,627	15.2	26.4	15.3	40.7	80,039	15.2	26.4	40.7	54,375	
Apr-24	15.1	15.1	16.2	22.3	24,042	10,775	15.1	26.4	15.1	48.2	81,707	15.1	26.4	48.2	54,487	
May-24	15.1	15.1	16.6	22.0	25,247	11,195	15.1	28.8	15.2	46.9	81,741	15.1	28.8	46.9	54,623	
Jun-24	15.1	15.1	17.1	24.1	26,456	11,550	15.2	30.9	15.9	49.4	82,775	15.2	30.9	49.4	55,581	

SOUTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 2134 Sec. 209 (Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Peak Period	AM 95th %tile	PM Off-Peak Period	PM Off-95th %tile	NE 100th St	SR 527	AM Peak Period	AM 95th %tile	PM Off-Peak Period	PM Off-95th %tile	NE 100th St	SR 527	AM Peak Period	AM 95th %tile	PM Off-Peak Period	PM Off-95th %tile
Oct-14	22.6	40.7	15.6	18.1	13,709	9,781	41.2	72.3	18.7	30.1	71,659	52,978	41.2	72.3	18.7	30.1
Nov-14	19.1	29.9	16.5	25.1	13,402	9,580	33.6	64.3	22.0	38.6	69,176	50,528	33.6	64.3	22.0	38.6
Dec-14	18.2	27.2	16.3	24.0	13,767	9,868	29.9	61.2	21.0	35.4	68,843	50,616	29.9	61.2	21.0	35.4
Jan-15	17.8	24.1	15.4	15.8	12,270	8,135	32.4	57.1	17.2	22.8	68,891	51,477	32.4	57.1	17.2	22.8
Feb-15	18.0	25.1	15.3	16.3	12,712	8,598	32.4	59.3	16.6	21.0	71,009	53,297	32.4	59.3	16.6	21.0
Mar-15	18.0	27.3	15.5	16.5	13,411	9,247	33.6	67.4	17.9	25.2	73,193	53,998	33.6	67.4	17.9	25.2
Apr-15	16.9	21.7	15.5	16.3	13,412	9,411	29.7	53.3	18.2	25.5	75,571	54,958	29.7	53.3	18.2	25.5
May-15	17.8	24.0	15.6	18.1	14,178	10,139	32.8	56.5	19.0	27.0	73,267	55,212	32.8	56.5	19.0	27.0
Jun-15	18.3	24.1	16.6	23.4	15,976	11,131	34.9	57.1	20.9	30.5	76,202	55,600	34.9	57.1	20.9	30.5
Jul-15	17.9	23.9	18.3	28.3	16,415	11,195	27.4	48.1	21.1	34.5	76,033	57,039	27.4	48.1	21.1	34.5
Aug-15	18.6	27.3	17.4	25.8	16,392	11,317	30.5	53.7	19.3	27.0	75,303	57,275	30.5	53.7	19.3	27.0
Sep-15	17.7	25.6	16.4	23.6	13,176	9,838	34.4	61.3	19.4	31.5	72,143	53,934	34.4	61.3	19.4	31.5
Oct-15	16.4	22.4	15.1	15.3	18,613	9,327	28.8	47.6	18.9	26.6	68,590	54,184	28.8	47.6	18.9	26.6
Nov-15	17.5	28.3	15.2	15.6	18,758	9,738	28.6	53.2	21.1	36.7	66,372	52,284	28.6	53.2	21.1	36.7
Dec-15	16.5	24.2	15.3	16.0	18,913	9,342	25.2	50.2	20.8	36.0	66,113	52,347	25.2	50.2	20.8	36.0
Jan-16	16.7	23.9	15.1	15.1	19,067	9,094	28.8	55.7	17.5	24.3	65,508	51,865	28.8	55.7	17.5	24.3
Feb-16	15.6	18.0	15.1	15.4	19,358	9,541	25.2	41.2	17.7	26.7	68,776	54,029	25.2	41.2	17.7	26.7
Mar-16	16.5	22.5	15.2	15.5	21,916	10,750	25.8	43.1	19.2	31.5	69,446	54,999	25.8	43.1	19.2	31.5
Apr-16	16.6	23.5	15.3	16.8	22,288	11,146	25.4	43.1	18.9	31.0	69,874	55,208	25.4	43.1	18.9	31.0
May-16	16.9	22.9	15.2	15.6	22,758	11,075	27.3	44.5	18.8	27.4	69,152	54,741	27.3	44.5	18.8	27.4
Jun-16	16.7	23.5	16.2	22.0	24,692	11,937	28.2	45.3	24.2	43.3	69,986	55,920	28.2	45.3	24.2	43.3
Jul-16	16.4	21.8	15.5	18.2	24,397	12,307	26.4	46.0	21.0	31.9	69,477	54,920	26.4	46.0	21.0	31.9
Aug-16	16.6	20.9	15.7	18.6	25,647	12,897	26.8	42.9	20.4	34.0	70,248	55,249	26.8	42.9	20.4	34.0
Sep-16	19.0	29.4	15.6	19.6	24,735	12,048	31.2	53.4	20.1	36.1	67,817	52,915	31.2	53.4	20.1	36.1
Oct-16	20.6	35.0	15.1	15.3	23,975	11,039	35.0	62.0	17.5	24.6	66,729	51,919	35.0	62.0	17.5	24.6
Nov-16	19.8	37.1	15.6	18.3	23,290	10,866	31.3	60.4	19.5	29.2	65,746	51,492	31.3	60.4	19.5	29.2
Dec-16	17.6	29.5	15.5	18.3	22,405	10,754	24.9	51.9	19.7	34.1	65,345	51,056	24.9	51.9	19.7	34.1
Jan-17	17.8	29.9	15.1	15.1	21,846	9,906	27.8	54.4	16.7	22.3	65,794	51,395	27.8	54.4	16.7	22.3
Feb-17	19.1	33.8	15.4	17.9	22,912	10,329	30.2	58.6	19.6	37.1	64,383	50,733	30.2	58.6	19.6	37.1
Mar-17	20.5	38.1	15.4	18.1	25,301	11,739	32.1	54.7	18.7	30.8	67,585	53,175	32.1	54.7	18.7	30.8
Apr-17	17.9	28.9	15.1	15.3	25,060	11,367	29.4	52.1	17.0	22.8	68,899	54,023	29.4	52.1	17.0	22.8
May-17	18.3	28.9	15.2	15.6	25,526	11,585	29.8	52.9	18.4	27.7	68,485	53,901	29.8	52.9	18.4	27.7
Jun-17	19.3	33.5	15.8	19.4	27,847	12,732	32.0	56.0	21.6	35.2	70,000	55,261	32.0	56.0	21.6	35.2
Jul-17	17.6	26.3	15.8	18.2	27,057	13,205	28.4	50.2	20.2	32.2	69,575	54,480	28.4	50.2	20.2	32.2
Aug-17	17.5	24.9	15.3	16.4	27,658	13,261	28.2	49.5	17.7	24.2	70,940	55,688	28.2	49.5	17.7	24.2
Sep-17	19.7	31.0	15.1	15.5	26,281	12,365	31.5	52.3	18.0	24.4	68,411	53,689	31.5	52.3	18.0	24.4
Oct-17	20.1	32.9	15.4	17.2	26,427	12,162	33.6	55.4	19.2	30.1	67,776	53,147	33.6	55.4	19.2	30.1
Nov-17	23.2	43.6	15.7	20.6	25,888	11,842	36.4	69.7	19.9	35.3	64,316	51,099	36.4	69.7	19.9	35.3
Dec-17	19.4	33.9	15.7	18.4	24,640	11,344	27.3	50.8	19.9	31.9	65,179	51,323	27.3	50.8	19.9	31.9
Jan-18	21.2	37.5	15.1	15.5	24,266	10,719	32.8	58.7	17.4	26.7	64,180	50,679	32.8	58.7	17.4	26.7
Feb-18	19.7	33.2	15.1	15.4	24,287	10,787	31.4	54.2	16.8	24.9	66,663	52,677	31.4	54.2	16.8	24.9
Mar-18	19.5	32.8	15.3	16.8	26,143	11,655	31.1	53.3	18.5	29.2	68,954	54,271	31.1	53.3	18.5	29.2
Apr-18	17.3	24.7	15.2	15.5	25,477	11,526	27.2	44.8	18.0	25.4	69,378	55,305	27.2	44.8	18.0	25.4
May-18	18.5	28.4	15.4	17.3	26,593	12,273	29.5	49.2	19.7	29.4	69,253	55,122	29.5	49.2	19.7	29.4
Jun-18	19.2	32.9	16.7	22.6	28,181	13,037	30.3	50.7	23.3	37.3	70,632	56,384	30.3	50.7	23.3	37.3
Jul-18	18.8	30.2	16.0	19.8	27,447	12,925	28.8	49.6	20.8	32.8	69,446	55,358	28.8	49.6	20.8	32.8
Aug-18	18.0	28.2	15.6	18.2	27,960	13,258	27.3	45.2	19.3	28.9	71,166	56,710	27.3	45.2	19.3	28.9
Sep-18	18.1	27.2	15.1	15.4	26,339	12,003	30.1	50.4	18.2	24.8	68,182	54,800	30.1	50.4	18.2	24.8
Oct-18	19.1	28.3	15.4	17.4	26,211	11,867	31.5	50.4	18.0	25.7	67,619	54,109	31.5	50.4	18.0	25.7
Nov-18	20.5	36.7	15.4	17.9	25,526	11,584	31.3	56.6	19.4	29.3	65,606	52,784	31.3	56.6	19.4	29.3
Dec-18	18.9	34.4	15.6	18.6	24,577	11,393	27.2	52.8	20.1	33.4	64,548	51,984	27.2	52.8	20.1	33.4
Jan-19	18.8	32.0	15.1	15.4	23,931	10,996	28.7	51.3	17.2	24.0	65,366	52,457	28.7	51.3	17.2	24.0
Feb-19	17.2	24.9	15.4	15.6	20,634	9,494	25.3	46.8	17.2	24.5	57,117	45,944	25.3	46.8	17.2	24.5
Mar-19	18.8	29.3	15.1	15.5	26,151	11,688	30.4	49.0	17.9	25.6	67,617	54,207	30.4	49.0	17.9	25.6
Apr-19	18.6	27.6	15.3	17.2	26,032	11,859	29.5	47.1	18.1	30.7	68,493	55,119	29.5	47.1	18.1	30.7
May-19	19.2	30.1	15.7	19.9	26,822	12,118	31.2	50.0	21.3	34.9	67,954	54,671	31.2	50.0	21.3	34.9
Jun-19	21.0	38.0	16.6	21.9	28,205	12,860	32.9	54.6	23.1	40.2	69,780	55,542	32.9	54.6	23.1	40.2
Jul-19	19.1	35.5	16	20.3	27,379	12,669	30.6	54.8	21.6	34.6	68,284	54,566	30.6	54.8	21.6	34.6
Aug-19	17.3	26.1	15.6	18.1	28,106	13,536	27.5	47.4	20.1	29.2	70,968	56,539	27.5	47.4	20.1	29.2
Sep-19	20.6	40.6	15.3	17	26,999	12,329	33.4	60.4	19.8	29.4	66,921	53,150	33.4	60.4	19.8	29.4

Prior to September 2015, when tolling began, this data was collected from HOV lanes

SOUTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 2134 Sec. 209

(Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Peak		PM Off-Peak		PM Off-95th		SR 527		AM Peak		AM 95th		PM Off-Peak		PM Off-95th	
	Period	%tile	Period	%tile	Period	%tile	NE 100th St	SR 527	Period	Period	%tile	Period	Period	%tile	NE 100th St	SR 527
Oct-19	21.6	39.2	15.2	16.4			26,784	11,802	36.2	60.1	18.4	27.9	66,659	53,290		
Nov-19	21.7	39.0	15.8	19.2			25,689	11,749	33.8	68.2	21.8	37.4	65,017	52,431		
Dec-19	18.8	33.8	16.4	23.0			24,190	11,074	27.5	52.9	22.1	42.7	64,448	52,068		
Jan-20	20.4	40.7	15.5	18.4			23,591	10,425	31.1	63.8	19.7	32.2	60,265	48,603		
Feb-20	21.3	41.3	15.4	17.7			25,957	11,469	33.6	59.6	18.2	27.0	65,675	53,202		
Mar-20	15.9	22.0	15.1	15.1			12,306	6,164	18.7	44.1	15.2	15.6	51,878	43,066		
Apr-20	15.1	15.1	15.1	15.1			4,379	2,464	15.1	15.1	15.1	15.1	39,062	33,339		
May-20	15.1	15.1	15.2	15.1			7,258	4,125	15.1	15.3	15.2	15.1	51,150	42,643		
Jun-20	15.1	15.1	15.1	15.1			10,733	5,957	15.3	16.4	15.5	17.4	59,973	50,078		
Jul-20	15.1	15.1	15.1	15.1			12,728	6,989	15.6	18.3	15.3	16.3	63,373	52,089		
Aug-20	15.1	15.1	15.1	15.1			13,697	7,622	15.9	18.4	15.6	18.5	64,567	52,942		
Sep-20	15.1	15.1	15.1	15.1			13,793	7,766	16.7	21.0	16.0	20.0	62,105	51,067		
Oct-20	15.1	15.1	15.1	15.1			13,713	7,643	16.6	22.2	15.7	18.0	62,954	51,137		
Nov-20	15.1	15.1	15.1	15.1			11,978	6,845	16.1	19.5	15.5	17.8	57,168	47,254		
Dec-20	15.1	15.1	15.1	15.1			12,587	7,179	16.0	20.2	16.2	20.4	57,855	47,449		
Jan-21	15.1	15.1	15.1	15.1			11,903	6,798	16.0	20.0	15.2	15.6	57,532	47,356		
Feb-21	15.1	15.1	15.1	15.1			12,593	7,228	16.6	23.4	15.5	17.3	59,028	48,417		
Mar-21	15.1	15.2	15.1	15.1			14,516	8,263	16.8	21.2	16.4	21.4	63,981	51,803		
Apr-21	15.1	15.3	15.1	15.2			16,156	9,391	17.1	25.3	16.5	22.2	66,807	53,905		
May-21	15.1	15.2	15.1	15.1			17,028	9,644	17.3	24.0	16.8	23.0	65,664	52,540		
Jun-21	15.2	16.0	15.3	16.9			19,943	10,976	19.7	31.9	19.3	29.1	68,324	54,491		
Jul-21	15.4	16.9	15.4	17.0			21,424	12,253	19.7	33.4	19.8	30.7	69,376	54,492		
Aug-21	15.3	16.5	15.2	15.4			21,164	12,028	19.4	30.5	17.4	23.0	68,372	54,649		
Sep-21	15.4	17.0	15.2	15.4			20,690	11,713	19.9	31.7	17.5	26.0	66,662	52,813		
Oct-21	16.7	24.7	15.3	16.8			20,829	11,719	22.9	43.6	18.1	28.5	66,252	52,331		
Nov-21	16.2	21.6	15.3	17.1			20,324	11,222	23.0	43.7	19.1	29.8	61,975	49,985		
Dec-21	15.8	20.7	15.5	17.7			18,897	10,194	18.7	35.0	19.0	33.6	58,376	47,067		
Jan-22	15.1	15.2	15.1	15.1			16,025	8,769	16.6	22.1	15.6	17.3	58,951	48,067		
Feb-22	15.5	17.8	15.1	15.1			18,417	10,334	18.4	29.0	16.0	20.1	64,176	51,222		
Mar-22	16.7	24.9	15.1	15.1			20,512	10,879	22.6	41.2	16.2	19.4	65,358	51,711		
Apr-22	15.7	18.9	15.2	15.5			21,201	11,788	19.7	33.0	17.5	26.8	67,227	52,840		
May-22	16.9	25.5	15.1	15.4			21,515	11,591	22.7	44.2	18.2	28.0	65,711	51,832		
Jun-22	16.5	22.8	15.9	21.5			23,285	12,312	23.0	40.6	20.4	41.0	66,888	53,336		
Jul-22	16.5	23.1	15.5	17.7			23,779	13,737	21.9	42.1	19.4	29.5	67,165	51,748		
Aug-22	16.7	23.1	15.2	16.1			24,731	14,011	23.3	40.1	17.5	23.1	67,988	53,983		
Sep-22	17.9	29.7	15.5	16.6			24,289	12,905	24.8	46.3	18.4	28.8	65,839	52,828		
Oct-22	18.0	27.3	15.1	15.2			23,492	11,981	26.0	44.0	17.1	24.3	64,905	51,200		
Nov-22	17.3	26.4	15.4	17.1			21,700	11,062	23.8	43.6	18.0	29.9	60,253	48,576		
Dec-22	16.4	25.6	15.9	23.2			19,563	10,206	20.2	42.2	18.9	37.8	58,012	46,824		
Jan-23	17.6	28.4	15.2	15.6			21,184	10,679	24.0	45.3	17.0	24.7	62,041	48,988		
Feb-23	16.7	24.5	15.1	15.3			21,448	10,922	21.9	39.3	16.8	24.8	63,859	51,086		
Mar-23	17.3	26.4	15.2	16.3			22,938	11,617	23.9	42.3	17.8	26.6	66,097	52,255		
Apr-23	16.6	23.9	15.4	17.8			23,098	12,021	22.2	40.6	19.4	34.5	66,861	53,176		
May-23	18.1	27.1	15.5	18.6			24,446	13,151	25.0	42.5	20.1	33.4	65,787	52,983		
Jun-23	17.9	28.4	16.7	24.8			26,267	13,473	24.4	43.7	23.1	41.3	67,505	53,767		
Jul-23	17.4	26.9	16.4	22.6			27,295	13,798	23.9	45.4	22.0	38.0	69,482	53,432		
Aug-23	17.4	26.6	15.8	19.9			26,565	13,475	24.7	44.8	19.8	33.1	67,525	52,631		
Sep-23	18.9	34.0	15.6	18.1			25,291	12,875	28.2	55.3	20.4	32.5	65,333	50,948		
Oct-23	18.8	31.0	15.2	15.7			24,678	12,228	27.9	49.9	18.7	26.9	65,270	50,973		
Nov-23	17.7	29.2	15.6	18.3			23,867	12,037	26.2	52.3	20.2	33.4	63,047	49,721		
Dec-23	17.4	30.2	15.7	18.8			23,026	11,405	22.6	48.9	20.5	33.8	61,728	49,262		
Jan-24	17.4	28.8	15.1	15.3			21,004	10,321	24.7	48.2	17.6	25.3	60,430	48,082		
Feb-24	18.2	28.7	15.7	19.1			22,564	11,121	26.6	48.7	19.2	35.8	63,057	50,698		
Mar-24	17.1	26.2	15.4	17.4			23,288	11,874	26.7	55.4	19.8	33.2	66,120	52,308		
Apr-24	17.2	27.8	15.3	17.4			23,738	11,989	26.9	54.1	19.3	31.3	65,972	52,735		
May-24	17.9	28.7	15.6	18.3			25,088	12,287	27.7	53.8	21.0	31.3	66,182	52,578		
Jun-24	18.3	32.0	15.9	19.0			26,833	13,648	28.3	56.2	22.3	33.9	67,334	52,814		

I-405 AND SR 167 PERFORMANCE AND ENFORCEMENT HOURS - ESHB 2134 Sec. 209

SR 167

I-405

	I-405			SR 167		
	Northbound Performance	Southbound Performance	WSP hours	Northbound Performance	Southbound Performance	WSP hours
Jul-19	90%	73%	635	79%	40%	
Aug-19	91%	83%	602	79%	51%	
Sep-19	94%	68%	519	76%	60%	120
Oct-19	87%	55%	528	75%	61%	141
Nov-19	83%	61%	387	72%	74%	134
Dec-19	87%	55%	416	77%	69%	113
Jan-20	87%	69%	416	75%	63%	120
Feb-20	90%	62%	422	65%	82%	141
Mar-20	100%	92%	203	95%	100%	77
Apr-20	100%	100%	-	100%	100%	-
May-20	100%	100%	-	100%	100%	-
Jun-20	100%	100%	-	100%	99%	-
Jul-20	100%	100%	-	100%	96%	-
Aug-20	97%	100%	-	100%	96%	-
Sep-20	99%	100%	-	100%	96%	-
Oct-20	97%	100%	-	100%	95%	-
Nov-20	99%	99%	-	100%	95%	-
Dec-20	98%	100%	-	100%	89%	-
Jan-21	97%	100%	-	100%	91%	-
Feb-21	99%	99%	-	100%	95%	-
Mar-21	98%	100%	-	99%	89%	-
Apr-21	98%	100%	-	100%	86%	-
May-21	98%	100%	-	98%	90%	-
Jun-21	97%	100%	-	96%	75%	-
Jul-21	96%	98%	-	95%	66%	-
Aug-21	99%	99%	-	99%	72%	-
Sep-21	99%	99%	-	94%	72%	-
Oct-21	99%	87%	-	91%	82%	141
Nov-21	99%	92%	-	92%	59%	47
Dec-21	99%	94%	-	96%	69%	18
Jan-22	99%	100%	-	99%	89%	-
Feb-22	98%	98%	-	96%	84%	-
Mar-22	98%	88%	-	90%	81%	49
Apr-22	99%	96%	-	95%	75%	38
May-22	99%	85%	120	86%	75%	38
Jun-22	93%	89%	414	86%	58%	52
Jul-22	92%	86%	159	87%	64%	11
Aug-22	94%	86%	169	90%	68%	90
Sep-22	96%	79%	314	59%	58%	83
Oct-22	95%	74%	254	53%	71%	89
Nov-22	90%	81%	330	68%	48%	103
Dec-22	89%	89%	266	78%	57%	179
Jan-23	93%	81%	354	74%	54%	252
Feb-23	98%	88%	388	74%	65%	175
Mar-23	95%	80%	389	69%	66%	219
Apr-23	94%	87%	365	71%	60%	186
May-23	85%	77%	422	58%	58%	214
Jun-23	93%	75%	435	66%	42%	-
Jul-23	88%	79%	440	75%	51%	-
Aug-23	93%	82%	470	72%	46%	-
Sep-23	94%	73%	354	55%	52%	102
Oct-23	89%	74%	452	54%	47%	195
Nov-23	92%	81%	407	59%	46%	191
Dec-23	87%	84%	398	72%	52%	186
Jan-24	93%	84%	454	70%	56%	-
Feb-24	98%	75%	376	68%	66%	61
Mar-24	98%	84%	375	68%	85%	57
Apr-24	93%	85%	413	75%	81%	85
May-24	92%	79%	326	78%	81%	56
Jun-24	91%	77%	376	75%	67%	128

Appendix: Financial Statements

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 16 TACOMA NARROWS BRIDGE
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 19,781,771	\$ 18,427,676	\$ 17,576,587	\$ 19,651,078	\$ 75,437,112
Civil penalty	2	3,308,047	1,127,609	1,871,999	1,166,890	7,474,545
Transponder sales	3	132,632	102,575	99,703	99,704	434,614
Toll vendor contractual damages	4	19,233	20,128	19,374	21,940	80,675
Toll bill reprocessing fee	5	351,354	269,594	237,800	210,889	1,069,637
Interest income		288,592	416,744	458,055	514,357	1,677,748
Miscellaneous	6	27,743	2,703	1,810	2,842	35,098
TOTAL REVENUES		<u>23,909,372</u>	<u>20,367,029</u>	<u>20,265,328</u>	<u>21,667,700</u>	<u>86,209,429</u>
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	1,760,489	1,934,205	1,848,222	1,845,557	7,388,473
Insurance	8	1,959,408	4,490	4,490	4,490	1,972,878
Credit card and bank fees		811,539	695,579	610,779	857,758	2,975,655
Transponder cost of goods sold	9	116,006	75,134	77,408	67,130	335,678
Pay-by-mail		362,632	230,101	196,568	213,001	1,002,302
Other	10	141,764	75,059	86,213	61,659	364,695
Total Goods and Services		<u>5,151,838</u>	<u>3,014,568</u>	<u>2,823,680</u>	<u>3,049,595</u>	<u>14,039,681</u>
Personal service contracts	11	189,531	151,817	124,742	142,101	608,191
Salaries and benefits		254,357	285,384	307,362	308,779	1,155,882
Civil penalty adjudication costs	12	365,008	225,907	199,491	193,742	984,148
Maintenance and preservation	13	287,977	2,947,713	1,854,159	3,559,057	8,648,906
Other Agency/Program Expenditures	14	72,912	76,675	87,134	87,261	323,982
TOTAL EXPENDITURES		<u>6,321,623</u>	<u>6,702,064</u>	<u>5,396,568</u>	<u>7,340,535</u>	<u>25,760,790</u>
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		<u>17,587,749</u>	<u>13,664,965</u>	<u>14,868,760</u>	<u>14,327,165</u>	<u>60,448,639</u>
OTHER FINANCING USES						
Operating transfer in	15	4,076,375	4,076,375	4,076,375	4,076,375	16,305,500
Operating transfers out	16	(21,035,170)	(14,252,755)	(27,706,170)	(20,241,755)	(83,235,850)
TOTAL OTHER FINANCING USES		<u>(16,958,795)</u>	<u>(10,176,380)</u>	<u>(23,629,795)</u>	<u>(16,165,380)</u>	<u>(66,930,350)</u>
NET CHANGE IN FUND BALANCE		628,954	3,488,585	(8,761,035)	(1,838,215)	(6,481,711)
FUND BALANCE - BEGINNING		<u>41,581,106</u>	<u>42,210,060</u>	<u>45,698,645</u>	<u>36,937,610</u>	<u>41,581,106</u>
FUND BALANCE - ENDING		<u>\$ 42,210,060</u>	<u>\$ 45,698,645</u>	<u>\$ 36,937,610</u>	<u>\$ 35,099,395</u>	<u>\$ 35,099,395</u>

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES TO THE STATE ROUTE 16 TACOMA NARROWS BRIDGE
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

Motor Vehicle Account (MVA) Obligation – In 2005-07, as tolling began on the Tacoma Narrows Bridge (TNB), an operating loan of \$5,288,000 was made from the Motor Vehicle Account to capitalize the Tacoma Narrows Bridge Account (Chapter 518, Laws of 2007, Section 1005(15)). RCW 46.63.160 requires that net civil penalties deposited in the Tacoma Narrows Bridge Account must first be allocated toward repayment of the operating loan. In order to transfer the funds the State Treasurer’s Office must be provided administrative transfer authority. The remaining obligation at the beginning of 2023-25 biennium is \$543,000.

Tolling Operations System and Customer Service - In Fiscal Year (FY) 2018, WSDOT procured and contracted with a new toll system vendor and a customer service vendor. The costs for design and implementation of the new toll system and customer service center are allocated to all toll facilities. Design and implementation costs are reported in several categories on the financial statements. Tacoma Narrows Bridge portion of these expenditures in fiscal year 2024 are:

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
BOS CSC Procurement Allocation \$	-	-	-	14,684	14,684

Detailed Notes

1. **Toll Revenue** – Revenue earned, net of any adjustments, from tolls on vehicles traveling in the eastbound direction over the TNB, which are collected at toll booths, as electronic toll accounts, or pay-by-mail.
2. **Civil Penalty**- Revenue earned when an unpaid toll escalates to Notice of Civil Penalty, which can occur 80 days after date of toll trip per RCW 46.63.160. Civil penalty revenue, which consists of toll plus \$40 Civil Penalty, is earned when Notice of Civil Penalty is issued to registered owner of tolled vehicle.
3. **Transponder Sales** – Sales of transponder devices to potential and existing *Good to Go!* electronic toll account customers.
4. **Toll Vendor Contractual Damages** – Accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
5. **Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
7. **Toll Operations Vendor Contracts** – Payment for monthly toll operations costs.
8. **Insurance** – Annual premium for insuring the facility and monthly insurance brokerage fee paid to Department of Enterprise Services (DES).
9. **Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
10. **Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, outside vendor services, printing, and registered owner look up costs.
11. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
12. **Civil Penalty Adjudication Costs** – TNB’s share of the adjudication system vendor contract with ETAN for the adjudication system module, as well as its share of supplies, communications, credit card fees, Office of Administrative Hearings costs, and salaries and benefits of WSDOT staff.
13. **Maintenance and Preservation** – Cost of maintenance and preservation activities on the new TNB.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 184,225	\$ 344,732	\$ (3,571)	\$ 221,703	\$ 747,090
Preservation	103,751	2,602,981	1,857,730	3,337,354	7,901,816
Total	\$ 287,977	\$ 2,947,713	\$ 1,854,159	\$ 3,559,057	\$ 8,648,906

14. **Other Agency/Program Expenditures** – Costs for other agencies and operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 21,500	\$ 22,500	\$ 22,500	\$ 22,500	\$ 89,000
Traffic Operations (Q)	-	2,763	13,222	3,349	19,334
Transportation Management (S)	17,037	17,037	17,037	17,037	68,148
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	-	-	-	10,000	10,000
Washington State Patrol	34,375	34,375	34,375	34,375	137,500
Total	\$ 72,912	\$ 76,675	\$ 87,134	\$ 87,261	\$ 323,982

15. **Operating Transfers In** – Operating transfers in reflect an administrative transfer from the Transportation Partnership Account, as well as other state contributions as provided in RCW 47.46.190.
16. **Operating Transfers Out** – Total includes amount transferred to MVA for debt service pursuant to RCW 47.46.140.

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 520 CORRIDOR
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 16,818,205	\$ 17,364,847	\$ 18,915,617	\$ 19,094,073	72,192,742
Debt service reimbursement (FHWA)	2	132,329,500	-	1,432,375	-	133,761,875
Transponder sales	3	211,458	163,537	158,959	158,960	692,914
Toll vendor contractual damages	4	43,970	56,294	44,201	48,418	192,883
Toll bill reprocessing fee	5	490,463	376,332	331,949	294,384	1,493,128
Interest income		787,372	1,145,604	1,226,062	2,504,898	5,663,936
Miscellaneous	6	44,973	2,361	2,391	2,315	52,040
TOTAL REVENUES		150,725,941	19,108,975	22,111,554	22,103,048	214,049,518
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	1,374,878	1,670,499	1,429,154	1,611,925	6,086,456
Insurance	8	9,576,142	18,138	18,138	72,138	9,684,556
Credit card and bank fees		694,375	600,663	518,024	752,909	2,565,971
Transponder cost of goods sold	9	181,988	119,788	123,413	107,026	532,215
Pay-by-mail		548,252	347,883	297,185	322,029	1,515,349
Other	10	270,238	245,200	150,030	93,992	759,460
Total Goods and Services		12,645,873	3,002,171	2,535,944	2,960,019	21,144,007
Personal service contracts	11	343,525	513,710	372,595	467,846	1,697,676
Salaries and benefits		369,735	399,018	404,067	403,534	1,576,354
Maintenance and preservation	12	628,612	563,561	673,907	718,286	2,584,366
Capital Outlays		-	-	-	-	-
Other Agency/Program Expenditures	13	86,844	90,824	106,195	131,279	415,142
TOTAL EXPENDITURES		14,074,589	4,569,284	4,092,708	4,680,964	27,417,545
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		136,651,352	14,539,691	18,018,846	17,422,084	186,631,973
OTHER FINANCING SOURCES (USES)						
Operating transfers in	14	-	-	-	280,000	280,000
Operating transfers out	15	(145,056,521)	(13,916,019)	(14,156,674)	(12,725,625)	(185,854,839)
TOTAL OTHER FINANCING USES		(145,056,521)	(13,916,019)	(14,156,674)	(12,445,625)	(185,574,839)
NET CHANGE IN FUND BALANCE		(8,405,169)	623,672	3,862,172	4,976,459	1,057,134
FUND BALANCE - BEGINNING		129,676,226	121,271,057	121,894,729	125,756,901	129,676,226
FUND BALANCE - ENDING		\$ 121,271,057	\$ 121,894,729	\$ 125,756,901	\$ 130,733,360	130,733,360

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES TO THE STATE ROUTE 520 CORRIDOR
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

Tolling Operations System and Customer Service - In Fiscal Year (FY) 2018, WSDOT procured and contracted with a new toll system vendor and a customer service vendor. The costs for design and implementation of the new toll system and customer service center are allocated to all toll facilities. Design and implementation costs are reported in several categories on the financial statements. State Route Number 520 Corridor portion of these expenditures in Fiscal Year 2024 are:

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
BOS CSC Procurement Allocation \$	-	-	-	34,172	34,172

Detailed Notes

1. **Toll Revenue** – Revenue earned, net of any adjustments, from tolls on vehicles traveling over the 520 Bridge, which are collected by either *Good To Go!* electronic toll accounts or pay-by-mail.
2. **Debt Service Reimbursement (FHWA)** – Federal Highway Administration Revenue provided for debt service on GARVEE bonds Series R-2022E. These revenues are received every six months and the associated operating transfers out occur at the same time.
3. **Transponder Sales** – Sales of transponder devices to potential and existing *Good To Go!* electronic toll account customers.
4. **Toll Vendor Contractual Damages** – Charges to Kapsch for damages and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
5. **Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
7. **Toll Operations Vendor Contract** – Payment for monthly operations costs.
8. **Insurance** – Annual premium for insuring the facility and monthly insurance brokerage fee paid to Department of Enterprise Services (DES).
9. **Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
10. **Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, service provided by outside vendors, printing, and registered owner look up costs.
11. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting. Increase in services provided by Jacobs.
12. **Maintenance and Preservation** – Cost of maintenance and preservation activities on the SR520 corridor.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 515,277	\$ 473,367	\$ 585,235	\$ 694,844	\$ 2,268,723
Preservation	113,335	90,194	88,672	23,442	315,643
Total	\$ 628,612	\$ 563,561	\$ 673,907	\$ 718,286	\$ 2,584,366

13. **Other Agency/Program Expenditures** – Costs for other agencies and operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 36,000	\$ 36,000	\$ 36,000	\$ 36,000	\$ 144,000
Traffic Operations (Q)	12,159	16,139	31,510	38,094	97,902
Transportation Management (S)	27,560	27,560	27,560	27,560	110,240
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	-	-	-	18,500	18,500
Washington State Patrol	11,125	11,125	11,125	11,125	44,500
Total	\$ 86,844	\$ 90,824	\$ 106,195	\$ 131,279	\$ 415,142

14. **Operating Transfers In** – Operating transfers in reflects an administrative transfer from account 17P.
15. **Operating Transfers Out – debt service** – Transfers of cash to the Toll Facility Bond Retirement Account to facilitate the payment of debt service on the Series 2012F, 2014C, 2017C, R-2021A and R-2022E bonds. The GARVEE transfer out for the Series 2012F, 2014C, and R-2022E bonds is paid by a reimbursement from FHWA (Note 2).

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 STATE ROUTE 520 CIVIL PENALTY
 STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
 STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Civil penalty	1	\$ 4,877,158	\$ 828,271	\$ 2,799,631	\$ 1,521,014	\$ 10,026,074
Interest income		43,481	77,722	91,626	142,524	355,353
TOTAL REVENUES		<u>4,920,639</u>	<u>905,993</u>	<u>2,891,257</u>	<u>1,663,538</u>	<u>10,381,427</u>
EXPENDITURES						
Goods and Services						
Adjudication system vendor contract	2	234,676	93,778	128,696	88,408	545,558
Administrative hearing	3	-	-	-	86	86
Credit card and bank fees		30,462	26,976	22,973	33,397	113,808
Other	4	121,262	108,433	48,807	68,958	347,460
Total Goods and Services		<u>386,400</u>	<u>229,187</u>	<u>200,476</u>	<u>190,849</u>	<u>1,006,912</u>
Salaries and benefits		4,737	11,683	12,352	14,194	42,966
TOTAL EXPENDITURES		<u>391,137</u>	<u>240,870</u>	<u>212,828</u>	<u>205,043</u>	<u>1,049,878</u>
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		<u>4,529,502</u>	<u>665,123</u>	<u>2,678,429</u>	<u>1,458,495</u>	<u>9,331,549</u>
OTHER FINANCING SOURCES (USES)						
Operating transfers in		-	-	-	-	-
Operating transfers out	5	(125,000)	(125,000)	(125,000)	(405,000)	(780,000)
TOTAL OTHER FINANCING USES		<u>(125,000)</u>	<u>(125,000)</u>	<u>(125,000)</u>	<u>(405,000)</u>	<u>(780,000)</u>
NET CHANGE IN FUND BALANCE		4,404,502	540,123	2,553,429	1,053,495	8,551,549
FUND BALANCE - BEGINNING		<u>10,233,619</u>	<u>14,638,121</u>	<u>15,178,244</u>	<u>17,731,673</u>	<u>10,233,619</u>
FUND BALANCE - ENDING		<u>\$ 14,638,121</u>	<u>\$ 15,178,244</u>	<u>\$ 17,731,673</u>	<u>\$ 17,326,673</u>	<u>\$ 18,785,168</u>

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES TO THE STATE ROUTE 520 CIVIL PENALTY
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

Detailed Notes

- 1. Civil Penalty-** Revenue earned when an unpaid toll escalates to Notice of Civil Penalty, which can occur 80 days after date of toll trip per RCW 46.63.160. Civil penalty revenue, which consists of toll plus \$40 Civil Penalty, is earned when Notice of Civil Penalty is issued to registered owner of tolled vehicle.
- 2. The Adjudication System Vendor Contract** – 520 Bridge share of the adjudication system vendor contract with ETAN for the adjudication system module.
- 3. Administrative hearing** – The Office of Administrative Hearings (OAH) has the necessary expertise to provide fair and impartial Administrative Law Judges (ALJs) to preside over the toll violation dispute processes. OAH provides ALJs to preside over and/or decide the toll violation disputes. These costs include labor hours for the ALJs for their services performed for toll adjudication, training and administration.
- 4. Other Goods and Services** – Expenditures for the 520 Bridge’s share of adjudication costs. These costs include supplies, communications, services provided by outside vendors, printing, and settlement costs.
- 5. Operating Transfers out** – The 2023-25 enacted budget includes a \$1 million transfer from the SR 520 Civil Penalties Account to the Motor Vehicle Account to repay a loan to the SR 520 Corridor Account in the 2019-21 Biennium. This transfer has been divided evenly over each quarter throughout the 2023-25 Biennium. Also included is an administrative transfer to account 16J.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 99
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 7,865,564	\$ 7,670,618	\$ 7,282,153	8,560,968	\$ 31,379,303
Civil penalty	2	4,610,004	2,006,334	1,905,982	1,266,063	9,788,383
Transponder sales	3	152,486	117,930	114,628	114,629	499,673
Toll vendor contractual damages	4	25,205	27,930	25,382	16,089,078	16,167,595
Toll bill reprocessing fee	5	462,446	354,834	312,987	277,567	1,407,834
Interest income		598,605	921,373	994,386	1,284,663	3,799,027
Miscellaneous	6	33,484	1,777	1,796	1,735	38,792
TOTAL REVENUES		13,747,794	11,100,796	10,637,314	27,594,703	63,080,607
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	1,067,960	1,296,130	1,110,798	1,259,997	4,734,885
Credit card and bank fees		320,560	270,253	236,329	343,488	1,170,630
Transponder cost of goods sold	8	127,698	86,381	88,995	77,178	380,252
Pay-by-mail		524,579	332,862	284,353	308,124	1,449,918
Other	9	217,596	91,076	99,882	77,540	486,094
Total Goods and Services		2,258,393	2,076,702	1,820,357	2,066,327	8,221,779
Personal service contracts	10	209,899	209,463	166,462	230,642	816,466
Salaries and benefits		299,000	386,376	312,227	310,099	1,307,702
Civil penalty adjudication cost	11	337,196	213,275	187,858	188,696	927,025
Maintenance and preservation	12	980,176	1,154,973	1,325,281	1,482,324	4,942,754
Capital Outlays		2,694,261	2,831,686	3,743,776	2,643,667	11,913,390
Other Agency/Program Expenditures	13	121,268	60,059	194,240	187,660	563,227
TOTAL EXPENDITURES		6,900,193	6,932,534	7,750,201	7,109,415	28,692,343
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		6,847,601	4,168,262	2,887,113	20,485,288	34,388,264
OTHER FINANCING SOURCES (USES)						
Operating transfers in		-	-	-	-	-
Operating transfers out	14	(6,250,000)	(9,885,525)	(6,250,000)	(14,060,525)	(36,446,050)
TOTAL OTHER FINANCING USES		(6,250,000)	(9,885,525)	(6,250,000)	(14,060,525)	(36,446,050)
NET CHANGE IN FUND BALANCE		597,601	(5,717,263)	(3,362,887)	6,424,763	(2,057,786)
FUND BALANCE - BEGINNING		109,860,676	110,458,277	104,741,014	101,378,127	109,860,676
FUND BALANCE - ENDING		\$ 110,458,277	\$ 104,741,014	\$ 101,378,127	\$ 107,802,890	\$ 107,802,890

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES TO THE STATE ROUTE 99
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

Tolling Operations System and Customer Service - In Fiscal Year (FY) 2018, WSDOT procured and contracted with a new toll system vendor and a customer service vendor. The costs for design and implementation of the new toll system and customer service center are allocated to all toll facilities. Design and implementation costs are reported in several categories on the financial statements. State Route Number 99 portion of these expenditures in fiscal year 2024 are:

	Q1	Q2	Q3	Q4	Total
BOS CSC Procurement Allocation \$	-	-	-	19,289	19,289

Detailed Notes

1. **Toll Revenue** – Revenue earned, net of any adjustments, from tolls on vehicles traveling through the SR99 Tunnel, which are collected by either Good To Go! electronic toll accounts or pay-by-mail
2. **Civil Penalty**- Revenue earned when an unpaid toll escalates to Notice of Civil Penalty, which can occur 80 days after date of toll trip per RCW 46.63.160. Civil penalty revenue, which consists of toll plus \$40 Civil Penalty, is earned when Notice of Civil Penalty is issued to registered owner of tolled vehicle.
3. **Transponder Sales** – Sales of transponder devices to potential and existing *Good to Go!* electronic toll account customers.
4. **Toll Vendor Contractual Damages** – Charges to Kapsch for damages and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
5. **Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
7. **Toll Operations Vendor Contracts** – Payment for monthly toll operations costs.
8. **Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
9. **Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, outside vendor services, printing, and registered owner look up costs.
10. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
11. **Civil Penalty Adjudication Costs** – Allocated share of the adjudication system vendor contract with ETCC for the adjudication system module, as well as its share of supplies, communications, credit card fees, Office of Administrative Hearings costs, and salaries and benefits of WSDOT staff.
12. **Maintenance and Preservation** – Cost of maintenance and preservation activities on SR99.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 980,176	\$ 1,154,973	\$ 1,325,281	\$ 1,381,292	\$ 4,841,722
Preservation	-	-	-	101,032	101,032
Total	<u>\$ 980,176</u>	<u>\$ 1,154,973</u>	<u>\$ 1,325,281</u>	<u>\$ 1,482,324</u>	<u>\$ 4,942,754</u>

13. **Other Agency/Program Expenditures** – Costs for other agencies and operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 20,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 83,000
Traffic Operations (Q)	79,983	17,774	151,955	136,875	386,587
Transportation Management (S)	15,910	15,910	15,910	15,910	63,640
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	-	-	-	8,500	8,500
Washington State Patrol	5,375	5,375	5,375	5,375	21,500
Total	<u>\$ 121,268</u>	<u>\$ 60,059</u>	<u>\$ 194,240</u>	<u>\$ 187,660</u>	<u>\$ 563,227</u>

14. **Operating Transfers Out** – Total includes amount transferred to TPA for debt service pursuant to RCW 47.56.864, as well as administrative transfers to TPA and the Motor Vehicle Account.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
INTERSTATE 405 AND STATE ROUTE 167 ETL
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 6,818,721	\$ 6,691,337	\$ 7,051,102	\$ 9,861,672	\$ 30,422,832
Civil penalty	2	2,809,350	1,015,520	1,340,834	899,662	6,065,366
Transponder sales	3	241,498	186,769	181,540	181,542	791,349
Toll vendor contractual damages	4	19,206	20,087	22,174	41,558	103,025
Toll bill reprocessing fee	5	324,640	249,097	219,720	194,854	988,311
Interest income		2,111,368	3,227,887	3,382,501	4,148,143	12,869,899
Miscellaneous	6	40,407	1,840	1,914	1,910	46,071
TOTAL REVENUES		12,365,190	11,392,537	12,199,785	15,329,341	51,286,853
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	1,106,060	1,286,325	1,142,202	1,457,815	4,992,402
Credit card and bank fees		282,504	240,876	209,354	304,282	1,037,016
Transponder cost of goods sold	8	179,594	136,805	140,945	122,230	579,574
Pay-by-mail		357,969	227,143	194,041	210,262	989,415
Washington State Patrol	9	241,216	328,670	244,455	257,295	1,071,636
Other	10	179,601	133,298	85,152	66,114	464,165
Total Goods and Services		2,346,944	2,353,117	2,016,149	2,417,998	9,134,208
Personal service contracts	11	166,457	153,735	147,553	153,721	621,466
Salaries and benefits		364,015	473,198	487,374	459,146	1,783,733
Civil penalty adjudication cost	12	179,716	109,369	96,775	91,449	477,309
Maintenance and Preservation	13	1,917,374	1,128,580	2,326,621	1,606,866	6,979,441
Capital outlays		4,252,764	14,754,727	25,529,059	102,204,674	146,741,224
Other Agency/Program Expenditures	14	396,831	395,072	400,740	408,038	1,600,681
TOTAL EXPENDITURES		9,624,101	19,367,798	31,004,271	107,341,892	167,338,062
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		2,741,089	(7,975,261)	(18,804,486)	(92,012,551)	(116,051,209)
OTHER FINANCING SOURCES (USES)						
Operating transfers in		-	-	-	-	-
Operating transfers out		-	-	-	-	-
TOTAL OTHER FINANCING USES		-	-	-	-	-
NET CHANGE IN FUND BALANCE		2,741,089	(7,975,261)	(18,804,486)	(92,012,551)	(116,051,209)
FUND BALANCE - BEGINNING		366,491,680	369,232,769	361,257,508	342,453,022	366,491,680
FUND BALANCE - ENDING		\$ 369,232,769	\$ 361,257,508	\$ 342,453,022	\$ 250,440,471	\$ 250,440,471

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES TO THE INTERSTATE 405 AND STATE ROUTE 167 ETL
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

Tolling Operations System and Customer Service - In Fiscal Year (FY) 2018, WSDOT procured and contracted with a new toll system vendor and a customer service vendor. The costs for design and implementation of the new toll system and customer service center are allocated to all toll facilities. Design and implementation costs are reported in several categories on the financial statements. I-405 AND SR 167 ETL portion of these expenditures in fiscal year 2024 are:

	Q1	Q2	Q3	Q4	Total
BOS CSC Procurement Allocation \$	-	-	-	14,676	14,676

Detailed Notes

1. **Toll Revenue** – Revenue is earned, net of any adjustments, from tolls on vehicles traveling in the I 405 express toll lanes, which are collected by either *Good To Go!* electronic toll accounts or pay-by-mail. Revenue is earned from single occupancy vehicles traveling in the High Occupancy Vehicle (HOV) Lanes on SR167 with a *Good To Go!* transponder account. A variable fee, based on traffic volumes, is automatically charged to their account.
2. **Civil Penalty**- Revenue earned when an unpaid toll escalates to Notice of Civil Penalty, which can occur 80 days after date of toll trip per RCW 46.63.160. Civil penalty revenue, which consists of toll plus \$40 Civil Penalty, is earned when Notice of Civil Penalty is issued to registered owner of tolled vehicle.
3. **Transponder Sales** – Sales of transponder devices to potential and existing *Good To Go!* electronic toll account customers.
4. **Toll Vendor Contractual Damages** – Charges to Kapsch for damages and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
5. **Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
7. **Toll Operations Vendor Contract** – Payment for monthly operations costs.
8. **Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
9. **Washington State Patrol** – Invoiced services not included in Other Agency/Program Expenditures as allowed by budget appropriation.
10. **Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, services provided by outside vendors, printing, and registered owner look up costs.
11. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
12. **Civil Penalty Adjudication Costs** – I-405 and SR 167 ETL share of the adjudication system vendor contract with ETCC for the adjudication system module, as well as its share of supplies, communications, credit card fees, Office of Administrative Hearings costs, and salaries and benefits of WSDOT staff.

13. **Maintenance and Preservation** – Cost of maintenance and preservation activities on the I-405 and SR167 ETL.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ -	\$ 16,069	\$ 769,585	\$ 893,420	\$ 1,679,074
Preservation	1,917,374	1,112,511	1,557,036	713,446	5,300,367
Total	\$ 1,917,374	1,128,580	\$ 2,326,621	\$ 1,606,866	\$ 6,979,441

14. **Other Agency/Program Expenditures** – Costs for other agencies and operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 19,800	\$ 18,600	\$ 18,600	\$ 18,600	\$ 75,600
Traffic Operations (Q)	559	-	6,168	5,466	12,193
Transportation Management (S)	14,598	14,598	14,098	14,098	57,392
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	-	-	-	8,000	8,000
Washington State Patrol	361,874	361,874	361,874	361,874	1,447,496
Total	\$ 396,831	\$ 395,072	\$ 400,740	\$ 408,038	\$ 1,600,681

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 COMBINED BALANCE SHEET
 STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

	NOTES	SR520 BRIDGE FUND 16J	SR520 CIVIL PENALTY FUND 17P	SR16 TNB FUND 511	SR99 Tunnel FUND 535	I-405/SR167 FUND 595	CENTRAL TOLL FUND 495	TOTAL
ASSETS								
Cash and cash equivalents		\$ 129,039,498	\$ 11,825,850	\$ 31,975,621	\$ 102,256,389	\$293,664,016	\$26,022,070	\$ 594,783,444
Cash held with escrow agents		-	-	-	102,024	-	-	102,024
Accounts receivable, net	1	2,968,126	-	2,318,290	2,029,828	2,591,891	(461)	9,907,674
Notice of civil penalties, net	2	-	8,028,234	4,374,254	7,328,704	4,118,508	427,139	24,276,839
Due from other funds/agencies		2,587,501	140,066	1,304,047	1,057,283	1,541,057	5,442,041	12,071,995
Due from toll vendor	3	3,310,859	-	1,423,230	1,868,861	1,421,685	4	8,024,639
Consumable inventories	4	-	-	-	-	-	156,674	156,674
TOTAL ASSETS		<u>137,905,984</u>	<u>19,994,150</u>	<u>41,395,442</u>	<u>114,643,089</u>	<u>303,337,157</u>	<u>32,047,467</u>	<u>649,323,289</u>
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES								
Liabilities								
Accounts payable		1,600,539	587,522	1,821,064	1,985,137	49,069,819	98,757	55,162,838
Retained percentages payable		379,711	-	1,222,038	169,185	239,324	1,658,561	3,668,819
Due to other governments		2,141	-	-	118,173	187,049	-	307,363
Due to other funds/agencies		1,924,410	33,025	1,449,631	2,083,458	1,520,361	4,308,105	11,318,990
Due to department of revenue - taxes		-	-	-	-	-	22,627	22,627
Unearned revenue	5	194,857	-	216,343	110,406	227,735	25,663,041	26,412,382
Unclaimed property refund liability		-	-	-	-	-	-	-
Liability for cancelled warrants	6	142,423	2,414	2,702	212,854	112,819	296,376	769,588
Total Liabilities		<u>4,244,081</u>	<u>622,961</u>	<u>4,711,778</u>	<u>4,679,213</u>	<u>51,357,107</u>	<u>32,047,467</u>	<u>97,662,607</u>
Deferred Inflows of Resources								
Unavailable revenue-\$5 fee, NOCPs, Real Estate	7	49,062	586,021	346,694	535,601	302,924	-	1,820,302
Unavailable revenue-toll vendor	8	2,879,481	-	1,237,349	1,625,374	1,236,654	-	6,978,858
Total Deferred Inflows of Resources		<u>2,928,543</u>	<u>586,021</u>	<u>1,584,043</u>	<u>2,160,975</u>	<u>1,539,578</u>	<u>-</u>	<u>8,799,160</u>
Fund Balances								
Nonspendable consumable inventories		-	-	-	-	-	156,674	156,674
Restricted for operations and maintenance		11,855,555	-	-	-	-	-	11,855,555
Restricted for repair and replacement		56,987,132	-	-	238,982	-	-	57,226,114
Restricted for transportation		14,537,793	8,551,549	35,099,621	(2,057,775)	(116,061,598)	-	(59,930,410)
Restricted for revenue stabilization		28,352,880	-	-	21,210,605	-	-	49,563,485
Restricted for Deferred Sales Tax		9,000,000	-	-	-	-	-	9,000,000
Committed for transportation		10,000,000	-	-	-	-	-	10,000,000
Unassigned		-	10,233,619	-	88,411,089	366,502,070	(156,674)	464,990,104
Total Fund Balances		<u>130,733,360</u>	<u>18,785,168</u>	<u>35,099,621</u>	<u>107,802,901</u>	<u>250,440,472</u>	<u>-</u>	<u>542,861,522</u>
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES		<u>\$ 137,905,984</u>	<u>\$ 19,994,150</u>	<u>\$ 41,395,442</u>	<u>\$ 114,643,089</u>	<u>\$ 303,337,157</u>	<u>\$ 32,047,466</u>	<u>\$ 649,323,288</u>

The notes to the financial statements are an integral part of this statement

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
NOTES TO THE TOLLING SYSTEM COMBINED BALANCE SHEET
STATE FISCAL YEAR 2024, QUARTER ENDED JUNE 30, 2024

Detailed Notes

1. **Accounts Receivable, net** - SR 520 Bridge, SR 16 TNB, SR99 Tunnel, and I-405/SR 167 ETL accounts - consist primarily of: (1) Crossings where a Toll Bill has been sent to the customer via Pay-by-Mail, (2) Customer payments made by credit card which had yet to settle, (3) Crossings that are in the image review process and toll fees have yet to be transferred from customer accounts, (4) Crossings that are not viable and are awaiting dismissal, (5) and the Accounts allocated share of NSF fee, transponder sales and \$5 reprocessing fee receivables.
2. **Notice of Civil Penalties, net** - SR 520 Bridge CP, SR 16 TNB, SR99 Tunnel, and I-405/SR 167 ETL accounts - balances consist of all outstanding balances due related to notices of civil penalties for each respective facility.
3. **Due from Toll Vendor** – SR 520 Bridge, SR 16 TNB, SR99 Tunnel, and I-405/SR 167 ETL accounts - the Due from Toll Vendor consists primarily of amounts due from the Toll Systems vendor (ETAN) contract amendment 5 related to back office system development and deployment delays.
4. **Consumable Inventory** – Toll transponders valued at cost using the first in, first out (FIFO) method.
5. **Unearned Revenue:**
 - (a) SR 520 Bridge Account - amounts associated with deferrals for toll bill amounts not estimated to be collected until they become NOCP receivables, as well as amounts directly attributable to items (1) (3) and (4) described above in Note 1.
 - (b) SR 520 Civil Penalty Account – Notice of civil penalty amounts not yet recognized because the adjudication process has not been completed.
 - (c) SR 16 TNB Account - Notice of civil penalty amounts not yet recognized because the adjudication process has not been completed. Also included are amounts associated with deferrals for toll bill amounts not estimated to be collected until they become NOCP receivables, as well as amounts directly attributable to items (1) (3) and (4) described above in Note 1.
 - (d) SR 99 Tunnel Account – amounts directly attributable to items (1) (3) and (4) described above in Note 1.
 - (e) I-405 and SR 167 ETL Account - amounts associated with deferrals for toll bill amounts not estimated to be collected until they become NOCP receivables, as well as amounts directly attributable to items (1) (3) and (4) described above in Note 1.
 - (f) Central Toll Account - amounts from customers on deposit for prepaid *Good To Go!* accounts. No revenue is recognized in the Central Toll Account. Funds from the prepaid accounts, held in the Central Toll Account, are transferred to the applicable toll facility when a transponder is “read” as the customers’ vehicle crosses one of the toll facilities. Until this event, the prepaid toll account balance represents a liability to the state and is owed to the customer.
6. **Cancelled Warrants** – amounts associated with Good To Go! customer refund warrants that have not been redeemed. The unredeemed warrant becomes stale-dated 180 days after issue and the warrant is cancelled.
7. **Unavailable Revenue - \$5 fee and NOCP**
 - (a) SR 520 Bridge Account - amount associated with 520s long-term portion \$5 fee receivable amounts estimated to take over 12 months to collect.
 - (b) SR 520 Civil Penalty Account – amounts associated with deferral for NOCP receivable amounts estimated to take over 12 months to collect.
 - (c) SR 16 TNB Account - amount associated with TNBs long-term portion of \$5 fee receivable and NOCP amounts estimated to take over 12 months to collect.
 - (e) SR 99 Tunnel Account – amounts associated with SR99s long-term portion of \$5 fee receivable and NOCP amounts estimated to take over 12 months to collect.
 - (e) I-405 and SR 167 ETL Account – amounts associated with I-405s long-term portion of \$5 fee receivable and NOCP amounts estimated to take over 12 months to collect.
8. **Unavailable Revenue-Toll vendor** - SR 520 Bridge, SR 16 TNB, SR99 Tunnel, and I-405/SR 167 ETL accounts - amounts associated with long-term portion of ETAN contract amendment 5 expected to be collected through 2030.

For more information

Good To Go!

www.GoodToGo.com

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