



Toll Division Annual Report

FY 2022

July 1, 2021 - June 30, 2022



A message from WSDOT

I am pleased to share the Washington State Department of Transportation's Toll Division Annual Report for fiscal year (FY) 2022 (July 1, 2021-June 30, 2022).

Launching the next generation

This year kicked off with the launch of our new back office system on July 12, 2021. This upgrade was more than seven years in the making, and promotes a self-service approach that customers are increasingly choosing.

The new tools and services reflect industry best-practices, technological advancements and input from our customers over the years. It was a big change for many, but we are already hearing from customers who find the new system simpler to view their accounts, add vehicles or funds and even dispute charges when necessary.

To give everyone time to familiarize themselves with the new tools, and to provide additional time for troubleshooting, testing and ensuring the system works as intended, we did not roll out all aspects at once.

In FY 2022 we began steadily working toward the launch and the next milestone: Charging fees and civil penalties for toll trips that remain unpaid after the initial billing.

That work is planned to go live in FY 2023, what remains is continued rigorous testing of processes, as well as stakeholder and public preparation. Fees will look different in this new system and we would like to prepare customers for this next step.

Continuing fiscal impacts from the pandemic

Though the start of the pandemic feels like a while ago now, we are still dealing with its lingering impacts. FY 2022 is in fact only the second year with 12 months of pandemic effects on travel behavior, finances, and toll revenue.

Though the SR 167 HOT lanes and the Tacoma Narrows Bridge are effectively back to pre-pandemic traffic volumes, not all of the roads have returned in a similar fashion.

The SR 520 bridge and the SR 99 tunnel continued to see lower traffic volumes. The decrease was due to a number of factors including the continued support of teleworking which meant fewer people had daily commutes into Seattle, and the decrease in traffic resulted in the nearby non-tolled alternatives having enough capacity that even those who used toll roads in 2019 may not have seen a need to pay for a faster, more reliable trip.

That is particularly true for I-405 where traffic volumes have decreased significantly over the last two years, with the express toll lanes hitting the maximum toll less frequently and for shorter periods of time.



New report format

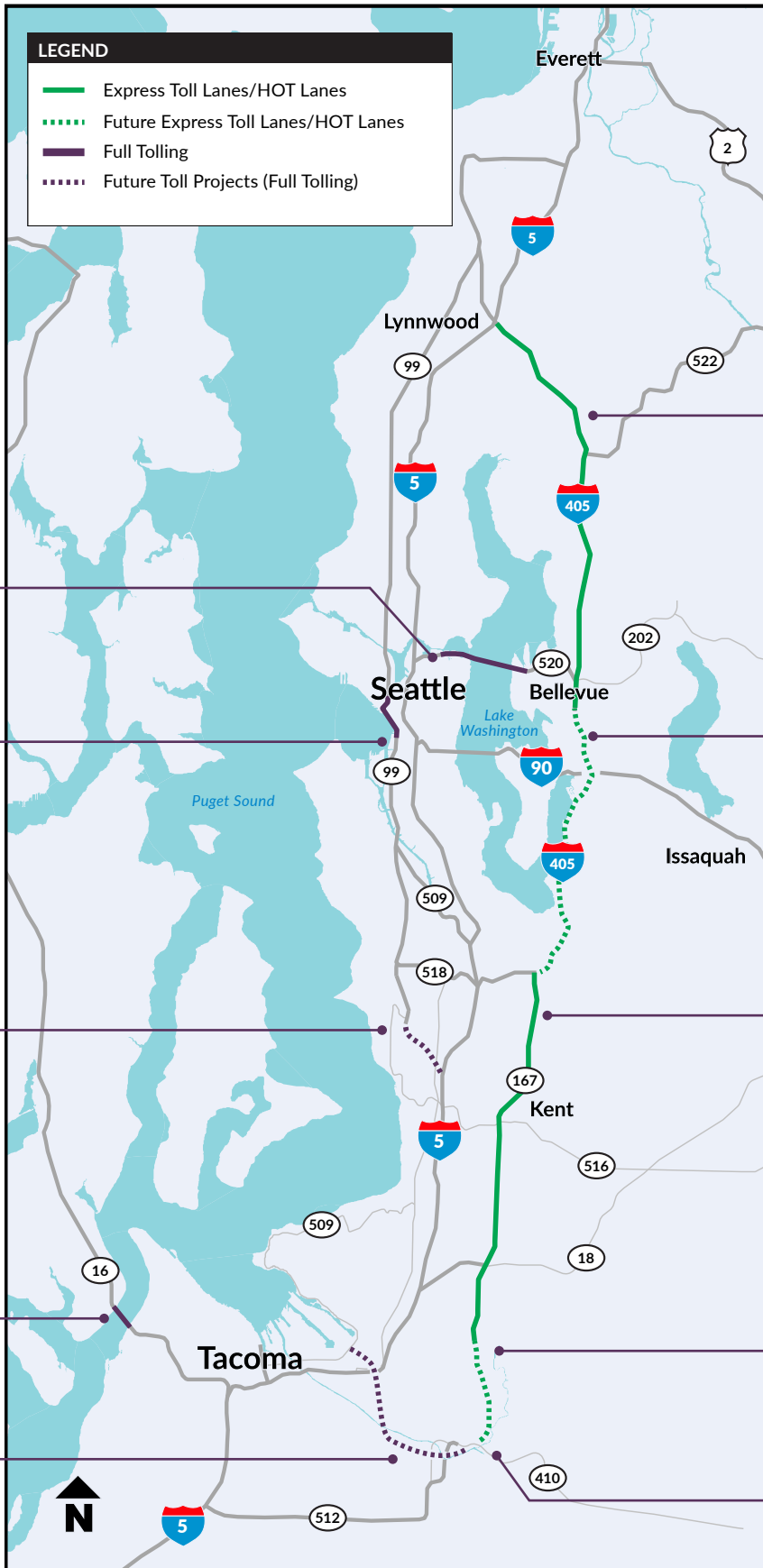
As part of our ongoing efforts to streamline our reporting processes we've incorporated the information previously reported quarterly into this one annual report. Making it the go-to document for all information on the Toll Division and its ongoing operations.

Contained within this report you will find information about express toll lane performance metrics that also was previously reported quarterly. This content contains information on traffic volumes, and transit use specific to the express lanes in addition to the topics traditionally found in the Toll Division's Annual Report.

A handwritten signature in black ink, appearing to read 'E. Barry'.

Edward Barry P.E. | Director, WSDOT Toll Division
December 2022

TOLL FACILITIES



I-405 Express Toll Lanes Bellevue to Lynnwood opened 2015

SR 520 Bridge opened 2011

I-405 Express Toll Lanes Renton to Bellevue

SR 99 Tunnel opened 2019

SR 167 HOT Lanes opened 2008

SR 509 Puget Sound Gateway Project

SR 167 HOT Lanes extension opened 2016

SR 16 Tacoma Narrows Bridge opened 2007

SR 167 HOT Lanes Extension

SR 167 Puget Sound Gateway Project

Highlights from Fiscal Year 2022

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.

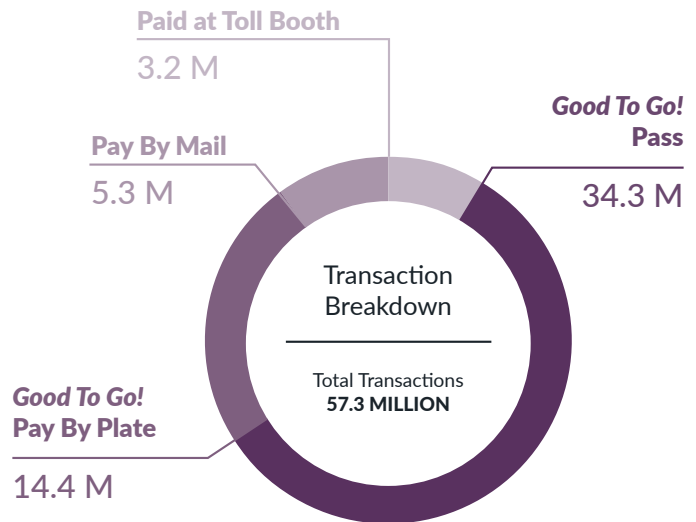
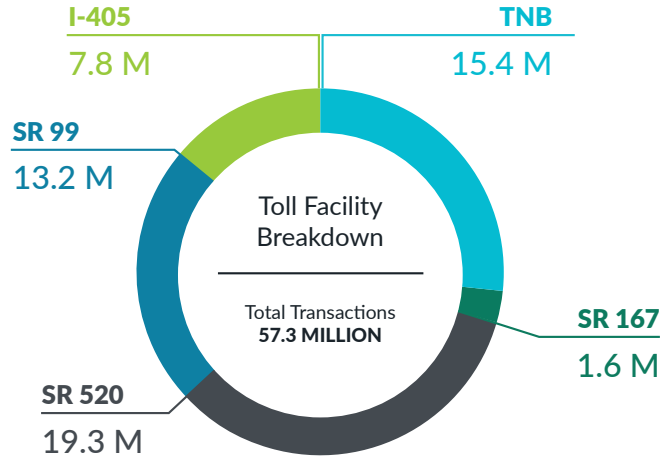
Fiscal Year (FY) 2022 current toll facilities

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

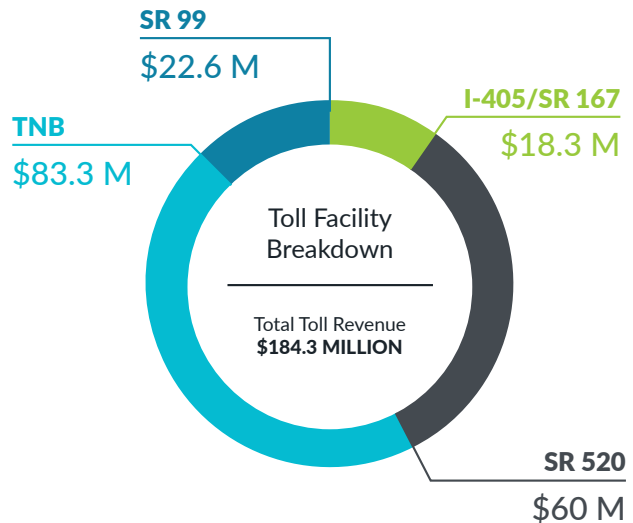
Future facilities

- I-405 ETL expansion – Renton to Bellevue
- SR 167 and SR 509 Expressways
- SR 167 HOT Lanes extension from Pacific to SR 512 (Gateway Projects)

TOTAL TRIPS (MILLIONS) FY 2022



TOLL REVENUE (MILLIONS) FY 2022



Highlights from Fiscal Year 2022

The cost to collect a toll

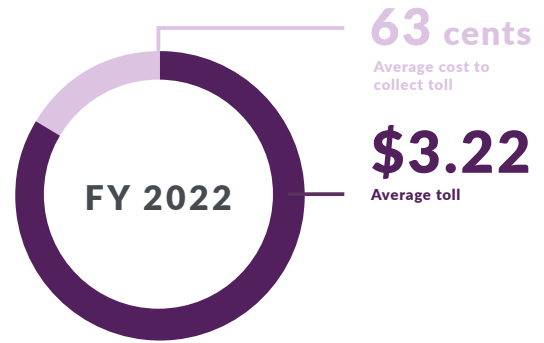
In FY 2022, it cost WSDOT an average of 51 cents to collect a toll for a trip made with a **Good To Go!** pass. Other methods available for customers to pay tolls, including Pay By Plate and Pay By Mail, are more expensive to collect - but those customers pay a higher toll rate which is intended to cover the extra cost to collect on those methods.

The average toll collected across all facilities in FY 2022 was \$3.22, with 63 cents of that total covering the cost of collecting a toll. The average cost to collect was averaged out across all facilities and payment methods. All net revenue available after that 63 cents is reinvested back into the overall roadway operations, maintenance, construction, and debt service as directed by the Legislature.

Toll revenue increased by 23.9%, and toll trips increased 25.3% in comparison to FY 2021. The increase in toll revenue resulted in higher credit card fees to process payments for these transactions, but was offset by lower vendor costs. The decrease in vendor costs was related to the implementation of the new back office system and the new customer service center. The net result of these expenditure changes and the increased number of toll trips is a decrease in the overall cost to collect, down from 91 cents in FY 2021.

The lower cost to collect is due in part to unique circumstances related to the back office system transition which occurred this fiscal year. During the transition period, WSDOT did not make maintenance and operation payments to the back office system vendor which removed a cost that would have otherwise been factored into the cost to collect. We anticipate the cost to collect will be similar to previous levels in FY 2023.

COST TO COLLECT TOLL PER TRANSACTION



Good To Go! Pass



Good To Go! Pay By Plate



Pay By Mail



Toll Booth at Tacoma Narrows Bridge



\$0.00 \$0.50 \$1.00 \$1.50

PAYMENT METHOD BY FACILITY

SR 167 HOT Lanes



Tacoma Narrows Bridge



SR 520 Bridge



I-405 Express Toll Lanes



SR 99



■ Toll Booth ■ Pay By Mail
■ **Good To Go!** Pay By Plate ■ **Good To Go!** Pass

Business plan goal: High quality customer service

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

WSDOT's customer relief program makes it easier for customers to resolve a toll bill and offers one-time waivers of late fees and penalties. Fees were not charged for unpaid or late toll bills in FY 2022, due to the system transition.

In July 2021 WSDOT went live with a new system that changes how accounts and passes are tracked and classified. For the first time, this report will also track the number of toll bills sent to drivers without **Good To Go!** accounts. In FY 2022 **Good To Go!** mailed toll statements to drivers without accounts for 597,000 unique license plates.

Also new to this system is how we define active – which is an account with a toll charge or other activity in the last two years.

The system also offers new customer communication methods including automatic notifications for expiring credit cards, low balances, statement availability and more.

In FY 2022 **Good To Go!** also introduced a case system designed to more easily facilitate communication between customers and customer service representatives. Customers can open cases about a variety of things, and within a single case there may be several messages.

Active accounts*

Total Good To Go! Accounts	1,044,150
Prepaid	772,500
Pay As You Go	271,500
Other	150

Active passes*

Total Passes	1,733,000
Stickers	1,069,000
Flex Pass	500,000
Motorcycles	23,000
Other	141,000

*As part of the preparation for system transition **Good To Go!** closed accounts with no activity for three or more years. The elimination of the accounts is also reflected in this year's totals for both accounts and passes.

Outgoing notifications

US mail	4,267,150 (7,474 were written unique to the customer)
Email	14,011,273 (66,839 were written unique to the customer)
SMS	22,187
Phone	578 automated calls



Customer survey from FY 2022

	Yes	No
Were you satisfied with the service provided?	87%	13%
Was your issue resolved in one call?	65%	35%

Business plan goal: Outstanding program delivery and operation

In 2022 we launched our new Back Office System and with it came several new tools to better meet the needs of our customers.



New features

- **Case management** – One of the biggest changes was to make it easier for customers to ask questions, provide feedback, dispute a charge and get other assistance online by creating a case system. The system more easily connects contacts to a specific account or trip and more easily creates a dialog between customers and customer service representatives. In the first year of the case management system customers opened 154,201 cases.



- **Pay As You Go** – This account option doesn't require customers to maintain a prepaid balance to cover tolls. Instead tolls are charged to the credit card on file twice a month.

This option is something customers have specifically requested over the years and helps reduce barriers for people who may otherwise be unable pre-pay tolls or use toll roads infrequently. It has proved to be a popular option with around 270,000 Pay As You Go accounts in the system as of June 30, 2022, and more than 106,000 of those being older accounts that converted to Pay As You Go when it became available.



- **Temporary accounts** – This option allows visitors to easily open accounts for up to two weeks, and pay lower toll rates for their trips when visiting an area with a toll road. Between July 2021 and July 2022 more than 6,000 temporary accounts were created.



- **Account conversion** – Customers who receive Pay By Mail bills can now easily go to MyGoodToGo.com and convert that bill into an account. An account allows customers to pay a lower rate on the trips they already made and all future trips, and provides additional tools to make managing their account and using toll roads easy. In FY 2022 more than 195,000 people converted their bills into accounts, with just about 80% of them opening Pay As You Go accounts.



New website

A big piece of the new system is an updated website that provides lots of new ways for customers to manage their account easily online. With just a few clicks drivers can pay a toll bill or turn that bill into an account, and existing customers have a new suite of tools featured on their dashboard allowing them to add or remove vehicles, update payment information, reset passwords, purchase passes, and much more!

What's next

Work continues on the next phase of the transition, charging late fees and civil penalties on bills that remain unpaid. The Toll Division anticipates the process to be completed in FY 2023.

Business plan goal: Proactive, transparent communication

The system transition involved a lot of engagement and outreach to make our customers aware of the new tools. That effort involved newsletters, press releases, communication with legislators and several social media posts and emails directed to customers.

In FY 2022 the system transition outreach efforts involved:

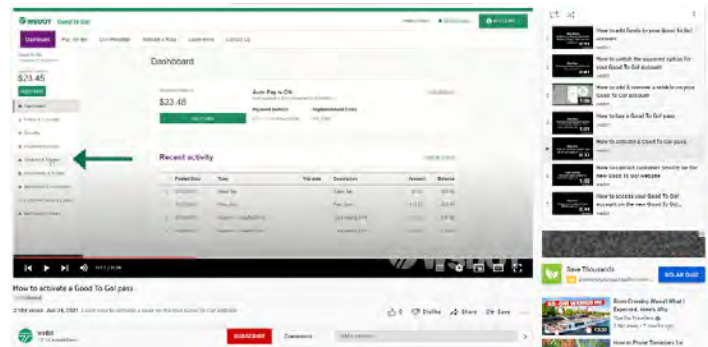


Note: Outreach for the transition began in FY 2021 and the bulk of the communication efforts are reflected in the FY 2021 annual report.

We weren't only proactive in our communication about the transition, our total through the course of the fiscal year was:



This year the Toll Division also made special efforts to show customers how to use the new tools they encounter in our updated system. Seven videos were made to teach customers how to do a variety of tasks on the new website. ▶



Bridges and tunnels



SR 16 Tacoma Narrows Bridge

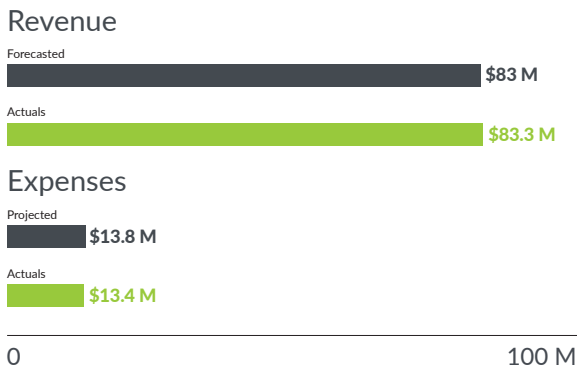
The summer of 2022 marked 15 years since tolling began on the eastbound span of the Tacoma Narrows Bridge. Tolls are a flat rate and the primary goal of tolling the Tacoma Narrows Bridge is to repay the debt for constructing the bridge. Toll revenue is also used for operations, maintenance, repair, and rehabilitation.

In early 2022 the Washington State Legislature approved a plan to provide funds to support the repayment of Tacoma Narrows Bridge construction bonds. As a result of that action the Washington State Transportation Commission began work to determine what toll rates were appropriate moving forward. Tolls will decrease on the bridge for all vehicles in October 2022.

The Toll Division also released a Request For Proposal for the Tacoma Narrows Bridge Roadside Toll System Reprourement project. The goal is to replace roadside systems and update and operate the toll booths while achieving operational cost efficiencies through the application of innovative technologies and industry best practices. The Toll Division anticipates awarding the contract in 2023.

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

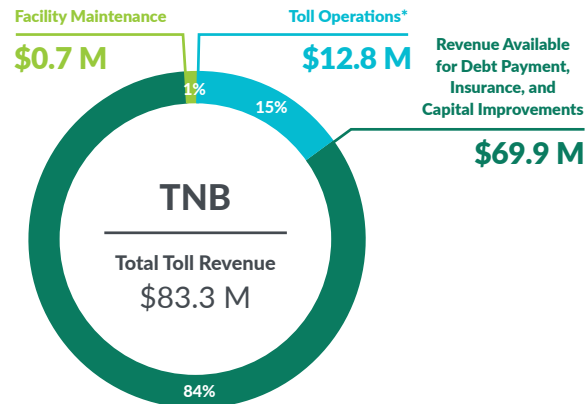
SR 16 REVENUE VS EXPENSES FY 2022



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 2022 Traffic and Revenue Forecast which utilized actual toll traffic and revenue information through April 2022, and Preliminary May 2022 data. It reflects the decreased use of the toll roads resulting from the pandemic, and though the projected revenues have increased from recent forecasts, the anticipated revenues are still below the pre-pandemic forecasts.

SR 16 REVENUE VS OPERATIONS AND MAINTENANCE FY 2022



Stats

Average weekday trips

45,000

Increase of 3,000 trips each weekday compared to FY 2021

Good To Go! rate

\$5.25

Bridges and tunnels

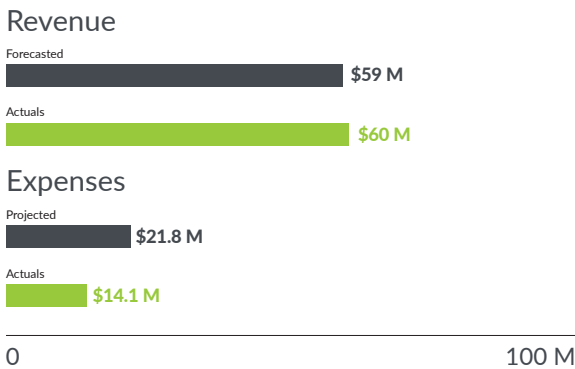


SR 520

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 will increase toll rates on the SR 520 bridge in July 2023.

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

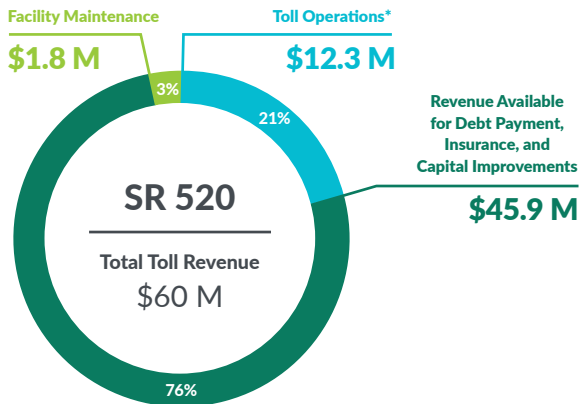
SR 520 REVENUE VS EXPENSES FY 2022




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.

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SR 520 REVENUE VS OPERATIONS AND MAINTENANCE FY 2022




Stats




Average weekday trips
58,000

Increase of 13,000 trips each weekday compared to FY 2021




Average weekday transit boardings
7,400

An increase in 3,400 trips each weekday compared to FY 2021



Average weekday vanpool trips
198



Good To Go! rate (peak period)
\$4.30

Bridges and tunnels



SR 99 REVENUE VS EXPENSES FY 2022

Revenue

Forecasted **\$22 M**

Actuals **\$22.7 M**

Expenses

Projected **\$14 M**

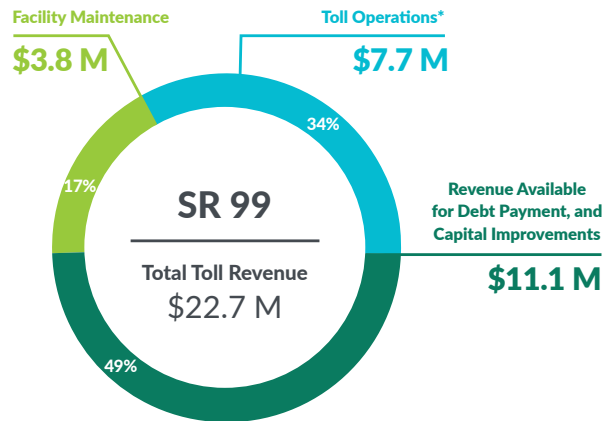
Actuals **\$11.5 M**

0 100 M

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SR 99 REVENUE VS OPERATIONS AND MAINTENANCE FY 2021



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.

Tolls increased by approximately 15% in October 2021 in an effort to address pandemic-related effects on tunnel finances. The SR 99 tunnel tolls also increased by 3% on July 1, 2022 as part of the planned increase schedule adopted prior to tolling commencement.

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

Stats



Average weekday trips

39,000

Increased by 10,000 trips each weekday compared to FY 2021



Good To Go! rate (peak period)

\$2.70

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

Express toll lanes

Both facilities 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 generate 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 2022 the tolled lanes on both facilities offered time savings. SR 167 drivers paid an average of \$3.72 and drivers on I-405 paid an average of \$2.69 for their peak period trips in the tolled lanes.

Traffic volumes in the general purpose lanes are returning to pre-pandemic levels more quickly than in the tolled lanes, but the toll lanes are also recovering. Traffic volumes in the SR 167 HOT lanes were on average only 4% lower than the pre-pandemic volumes in FY 2022, while I-405 express toll lane usage was down by 17%.

GOAL 2 Provide a faster, more predictable trip

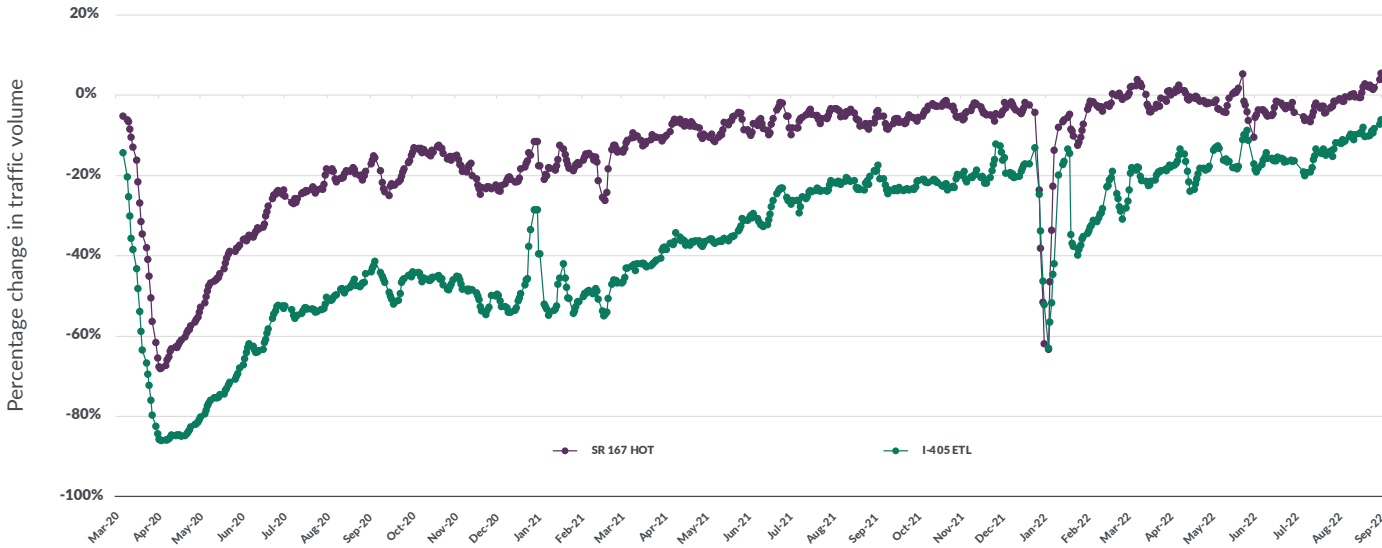
- Both the I-405 express toll lanes and SR 167 HOT lanes continue to maintain speeds greater than their general purpose counterparts in all sections.
- Drivers who used the SR 167 HOT lanes saved an average of 7 minutes while traveling southbound and 4 minutes while traveling northbound when compared to general purpose lanes in FY 2022. The average speeds in the tolled lanes were 15 mph faster northbound, and 13 mph southbound.

I-405 drivers saw similar advantages, with a time savings of 5 minutes northbound and 4 minutes southbound over the general purpose lanes in FY 2022. The speeds varied in all sections ranging from 13-22 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

- Despite increases in toll revenues and toll trips, toll revenue remains below the 2019 pre-pandemic forecasted levels due to the ongoing effects of the pandemic and increased options for teleworking.
- Financial data is posted quarterly on WSDOT’s financial and performance reports webpage: <https://wsdot.wa.gov/about/accountability/tolling-reports-policy>

AVERAGE DAILY TRIPS ON I-405 EXPRESS TOLL LANES/SR 167 HOT LANES COMPARED TO 2019 FY 2022



Express toll lanes

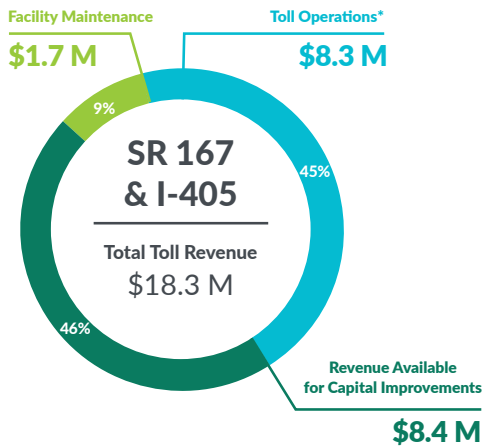


The 45 mph metric shows the percentage of time speeds in the HOT lanes meets or exceeds 45 mph during peak period travel times. It is used to show that while there are some moments where all lanes of travel move slowly, the express toll lanes are usually moving vehicles more reliably and quickly through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

SR 167 45 MPH METRIC FY 2022



SR 167 AND I-405 REVENUE VS OPERATIONS AND MAINTENANCE FY 2022



The Toll Operations costs will always be 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 50 cents to \$9.

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

5,800

An increase of 600 trips paying a toll to use the lanes each weekday compared to FY 2021.

Average weekday transit boardings

395

An increase in 37 trips each weekday compared to FY 2021.

Travel time savings

NB 4 minutes

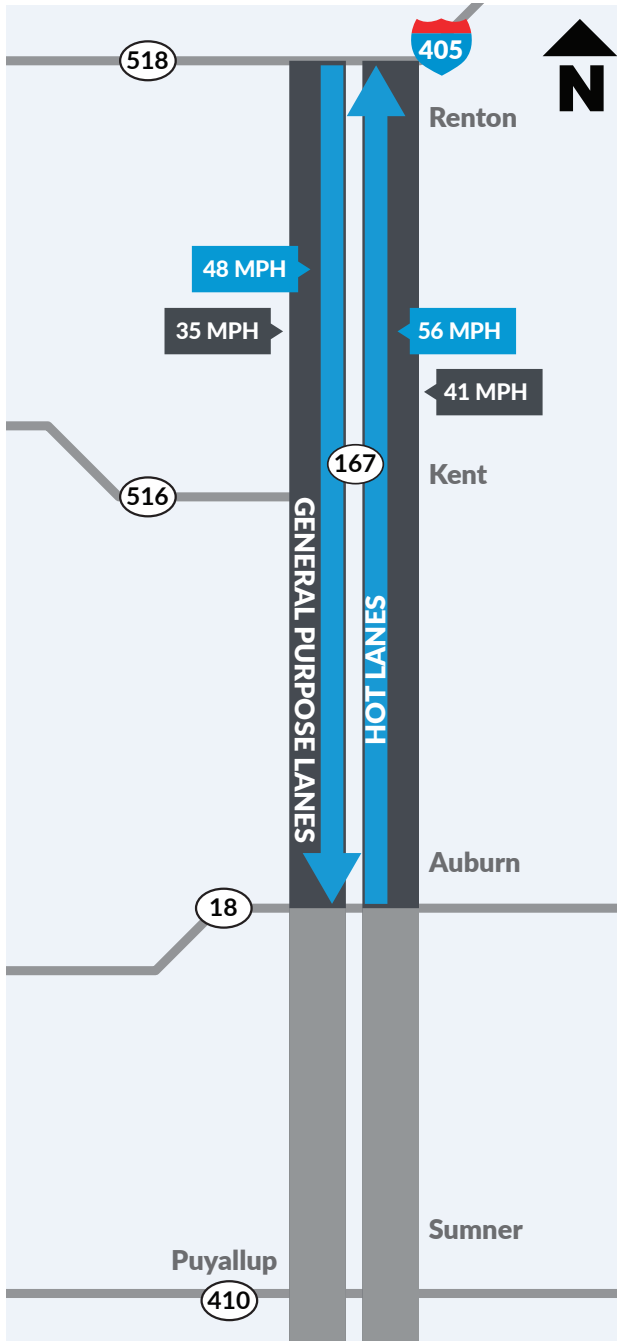
SB 7 Minutes

Good To Go! rate (average peak period)

\$3.72

Express toll lanes

HOT LANES SPEEDS VS. GENERAL PURPOSE LANES SPEEDS FY 2022



In FY 2022 traffic returned to SR 167 at a faster pace than many of the other toll roads, and volumes are steadily increasing to an almost pre-pandemic level. But with the increase in volumes comes a slight decrease in the performance of the tolled lanes with only the HOT lanes achieving average speeds of 45 mph or greater. Throughout FY 2022, the southbound lanes' average speed dropped quickly at the start of the afternoon commute, due to heavier afternoon traffic volumes. By contrast, the northbound lanes experienced slightly faster speeds due to morning volumes being slightly lower. Northbound performance remained higher than the southbound lanes, although northbound performance did fall noticeably as traffic reestablishes a "new normal".

The average peak period toll rate also increased in FY 2022, rising from \$3.49 in FY 2021 to \$3.72 in FY 2022.

HOT LANE SPEEDS ARE FASTER THAN GENERAL PURPOSE LANE SPEEDS

NORTHBOUND AUBURN TO RENTON
= 15 MPH FASTER

SOUTHBOUND RENTON TO AUBURN
= 13 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 2022



SR 167 AND I-405 REVENUE VS EXPENSES FY 2022

Revenue

Forecasted **\$17.8 M**

Actuals **\$18.3 M**

Expenses

Projected **\$12.6 M**

Actuals **\$10 M**

0 100 M

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I-405 Express Toll Lanes

In FY 2021 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 75 cents to \$10.

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

Stats



Average weekday trips

31,500

An increase of 8,500 trips paying a toll to use the lanes each weekday compared to FY 2021.



Average weekday transit boardings

1,554

An increase in 681 trips each weekday compared to FY 2021.



Travel time savings

NB 5 minutes

SB 4 Minutes

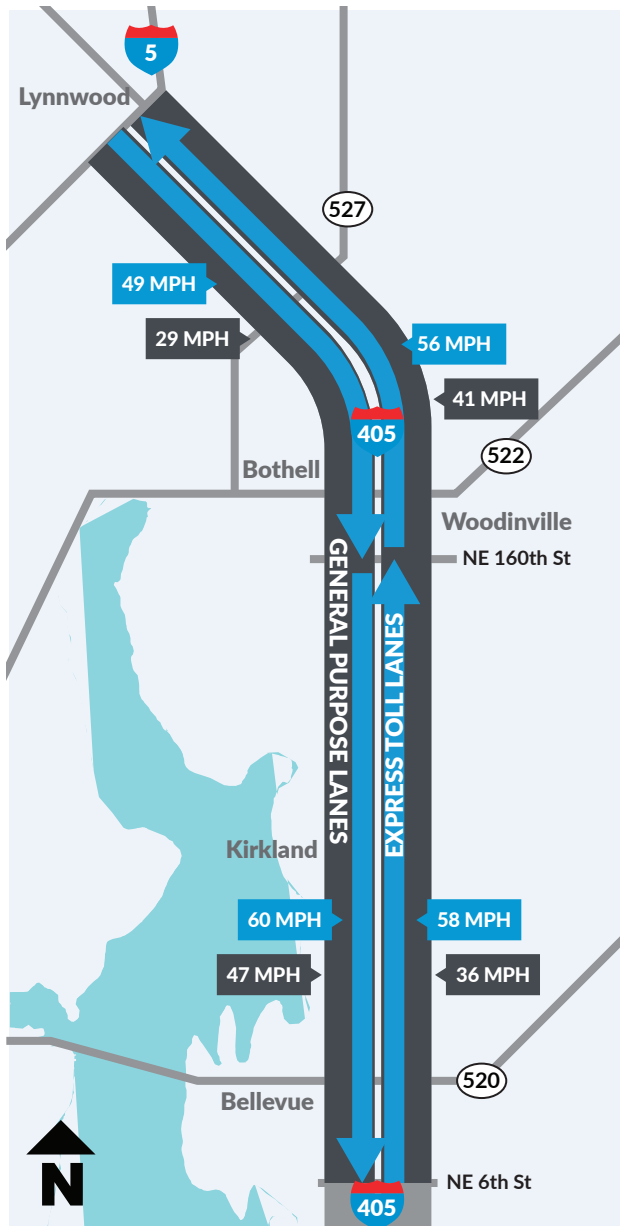


Good To Go! rate
(average peak period)

\$2.69

Express toll lanes

I-405 EXPRESS TOLL LANES VS GENERAL PURPOSE LANES SPEEDS FY 2022



The I-405 express toll lanes continue to maintain speeds greater than their general purpose counter parts in all sections and overall the level of performance remains high. But as the traffic volumes continue to increase there are some noticeable differences throughout the system when comparing the first year of the pandemic to the most recent fiscal year. The southbound single-lane section from Lynnwood to Bothell saw a greater decrease in performance, with the average general purpose lane speeds dropping to 29 mph. The trend continued further south, with lowered average speeds in the general purpose lanes through the dual-lane section, though the speeds did increase significantly from the single-lane section.

While traffic is returning, it is still well below pre-pandemic levels and the average peak period remained lower as fewer drivers opted to use the toll lanes. Though with an average peak period toll of \$2.69, it does show an increase from \$1.53 in FY 2021, illustrating that recovery is in process.

EXPRESS TOLL LANE SPEEDS ARE FASTER THAN GENERAL PURPOSE LANE SPEEDS

**NORTHBOUND BOTHELL TO LYNNWOOD
= 15 MPH FASTER**

**SOUTHBOUND LYNNWOOD TO BOTHELL
= 20 MPH FASTER**

**NORTHBOUND BELLEVUE TO BOTHELL
= 22 MPH FASTER**

**SOUTHBOUND BOTHELL TO BELLEVUE
= 13 MPH FASTER**

Projects in progress

Puget Sound Gateway

The Puget Sound Gateway Program includes two major projects: the SR 167 Completion Project in Pierce County and the SR 509 Completion Project in King County. Both projects complete two of the Puget Sound region's most critical freight corridors, provide essential connections to Washington State's ports and will move goods and people more reliably through the Puget Sound region.

Funding for the Puget Sound Gateway Program comes from state and federal sources, including an INFRA grant, local contributions and future tolls. Funding for the project is estimated at \$2.4 billion; approximately \$1.6 billion from the Connecting Washington Revenue Package, \$433 million from the Move Ahead Washington transportation package, \$130 million from local contributions, a \$74 million federal INFRA grant and an estimated \$180 million in revenue from future tolls collected on the new sections of SR 167 and SR 509.

The Gateway Program was initially funded over a 16-year timeline with completion scheduled for 2031. In 2019 the Legislature accelerated funding and moved up completion to 2028 to deliver the benefits three years ahead of the initial schedule. Also in 2019, the Legislature authorized tolling for the new sections of SR 167 and SR 509, allocating the toll contribution to the Program's funding sources.

The SR 167 and SR 509 completion projects will be completed using a total of six design-build contracts (three per corridor). Four of those contracts are either in construction or complete. The final two contracts entered their procurement phase in 2022 with Requests for Qualifications scheduled for 2023.

SR 167

In summer 2021, ahead of schedule, WSDOT's design-build contractor opened a new bridge and shared-use path over I-5 in Fife, along with a multi-lane roundabout connection to SR 99. In summer 2022, WSDOT, along with WSDOT's design-build contractor and local partners, broke ground on the second construction contract (Stage 1b) which will build 2 miles of new tolled highway between I-5 and SR 509 and the Port of Tacoma.

The final stage of construction will build the remaining 4 miles of tolled highway to extend SR 167 from I-5 east to its current end point in Puyallup. All construction is expected to wrap up in 2028. The new SR 167 Expressway will have two toll points, one west of I-5 and one east of I-5.

SR 509

On the first construction contract for the SR 509 Completion Project, WSDOT partnered with Sound Transit's Federal Way Link Extension project to build a SR 99 bridge over the future SR 509 Expressway. In August 2022, the new SR 99 bridge opened to traffic. The second construction contract (Stage 1b), also underway, includes building the first mile of the new SR 509 tolled highway, ramps along I-5, and improvements to the SR 516 interchange. The final stage of construction, expected to last through 2028, completes the remaining 2 miles of tolled highway. The SR 509 Expressway will have one toll point between I-5 and the south access road to the Seattle-Tacoma International Airport.

Toll rates for the new sections of SR 509 and SR 167 will be set by the Washington State Transportation Commission when the expressways are closer to opening, with tolling expected to commence in FY 2026.

For more information visit [wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program](https://www.wsdot.wa.gov/construction-planning/major-projects/puget-sound-gateway-program)



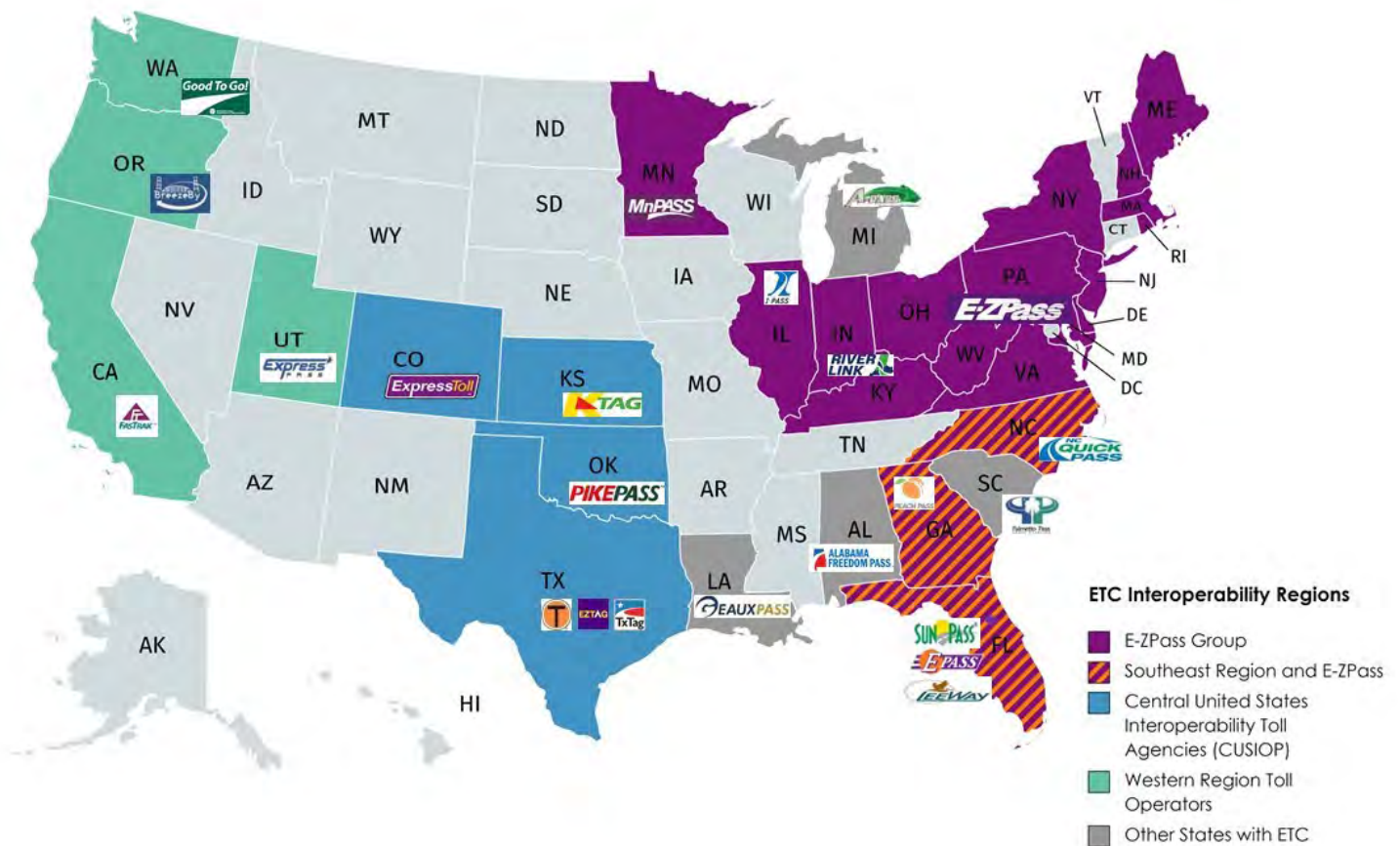
Technology and Interoperability

Toll interoperability is the nationwide effort to make toll passes from every agency work all across the country. WSDOT is working hard to ensure that **Good To Go!** passes are interoperable and toward that end helped create a formal group of toll organizations from western region states to form the Western Region Toll Operators. Toll Division Deputy Director Jennifer Charlebois is the vice chair, and Toll Systems and Engineering Manager Tyler Patterson is the technical chair. The plan is to use a point to point network design within the west and a hub and spoke model outside the region. In FY 2022 WSDOT prioritized interoperability efforts on Oregon.

The Oregon State Department of Transportation is in the process of creating a tolling program to prepare for potentially tolling I-205, I-5, and the interstate bridge. It will be important for both states that the systems are interoperable and now is the time to ensure compatible technologies, agreements and protocols are in place to better serve all customers.

California is another area where WSDOT would like to focus on becoming interoperable but efforts are stalled until California passes the necessary legislation to support the exchange of all the information required for interoperability.

Outside of the western region, WSDOT is working closely with the IBTTA and the national interoperability team to ensure that WSDOT is in the position to participate when the time comes. WSDOT Toll Division attends the meetings regularly and recently led an effort to formalize the selection of agency codes.



Legal reporting requirements

As established in RCW 47.56.880 and ESSB 5689, 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 I-405 and SR 167 project pages. <i>Page 9</i>
B	Whether the average traffic speed changed in the general purpose lanes.	Reported I-405 and SR 167 project pages. <i>Page 13</i>
C	Whether transit ridership changed in express toll lane corridors.	Reported I-405 and SR 167 project pages. <i>Page 12</i>
D	Whether the actual use of the express toll lanes is consistent with the projected us.	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 and the 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.
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	During FY 2022 the Toll Division did not assess late fees or civil penalties and as such there was nothing to adjudicate or report.
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 Section 209 (5) (d) of ESSB 5689, 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 2022. 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; the number of recipients who pay before the notice becomes a penalty; the number of recipients who request a hearing and a number 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 2022.

Summary

WSDOT did not issue any Notice of Civil Penalties or have any hearing requests during FY 2022.

Once WSDOT's vendor implements the final functionality to assess late fees and penalties, WSDOT expects to start issuing NOCPS again in FY 2023.

An update will be provided on the next annual report.

Consultant Reporting

Legislative Requirement

As required by Section 209 (5)(a) of ESSB 5689, 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 2022. 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 FY 2022.

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 2022.

Summary Report, Expenditures

The Toll Division's 2021-23 Biennium Program B Budget is \$140,074,000. The following is a summary of the Toll Division's consultant contracts and associated Program B expenditures through FY 2022:

Consultant Name	Contract Number	Title	Current Task Authorization Value	Total Invoiced FY 2022	Cumulative Invoiced
Anthro-Tech Inc.	K001036	BOS Web Development Interface Support	\$190,000	\$0	\$185,238
Clark Nuber PS	K001443	Audit Consulting Services	\$58,000	\$57,420	\$57,420
Clifton Larson Allen LLP	K001170	SR 520 Tolling System Financial Statements Audit	\$558,000	\$99,654	\$333,933
Clifton Larson Allen LLP	K001454	SR 520 Audit Error Correction	\$7,500	\$7,500	\$7,500
Fagan Consulting LLC	OY12212	Tolling Expert Review Panel	\$148,000	\$808	\$26,491

Consultant Name	Contract Number	Title	Current Task Authorization Value	Total Invoiced FY 2022	Cumulative Invoiced
Jacobs Engineering Group Inc.	11038CZ	CSC System Design, Development, Implementation, and Management Support	\$6,759,803	\$441,592	\$6,738,697
	11038DL	Toll Systems Operation Support	\$1,652,067	\$915,553	\$974,168
	11038DM	Tolling Data & Reporting Support	\$1,653,665	\$368,657	\$606,755
	11038DN	6-C Interoperability Support	\$941,094	\$51,553	\$229,686
	11038DR	Toll Division GTC Financial Operations Support	\$251,262	\$59,515	\$102,759
	11038DS	SR 99 Performance Monitoring Post Tolling	\$240,410	\$1,963	\$240,410
	11038DT	Toll Division Program Management Support	\$1,242,354	\$378,958	\$813,785
	11038DU	Toll Division Customer Service Operations Support	\$1,680,805	\$295,533	\$759,947
Maul Foster & Alongi Inc	OY12367	Government Relations/ Communications Support	\$45,108	\$0	\$38,110
Public Consulting Group Inc. ("PCG")	K001080	IT Professional Services for Toll Division Customer Service Center ("CSC") and Back Office System ("BOS") Independent Verification and Validation ("IV&V")	\$1,694,883	\$0	\$1,556,315
	K001118	IT Professional Services for Toll Division Customer Service Center ("CSC") and Back Office System ("BOS") Quality Assurance ("QA")	\$1,050,430	\$61,150	\$981,216

Consultant Name	Contract Number	Title	Current Task Authorization Value	Total Invoiced FY 2022	Cumulative Invoiced
Stantec Consulting Services Inc.	11392AQ	SR520 Traffic & Revenue Study	\$544,985	\$0	\$177,451
	11392AR	I-405 ETL and SR 167 ET: TRFC Updates Traffic & Revenue Study	\$168,347	\$0	\$67,396
	12321AA	Tacoma Narrows Bridge Traffic & Revenue Study FY 2020 & FY 2021	\$99,125	\$6,891	\$99,125
	12321AC	SR520 Traffic & Revenue Study	\$354,389	\$0	\$353,851
	12321AD	I-405 ETL & SR 167 ETL TRFC Updates Traffic & Revenue Study	\$101,693	\$4,928	\$101,693
	12321AE	SR 99 Tunnel Traffic & Revenue Study	\$466,037	\$99,999	\$466,037
	12501AA	Tacoma Narrows Bridge Traffic and Revenue Studies	\$345,222	\$100,118	\$100,118
	12501AC	SR 520 Traffic and Revenue Study	\$552,934	\$118,707	\$118,707
	12501AD	I-405 Express Toll Lanes & SR 167 Express Toll Lanes Transportation Revenue Forecast Council Updates Traffic and Revenue Study	\$389,933	\$119,341	\$119,341
	12501AE	SR 99 Tunnel Traffic Revenue Study	\$580,167	\$114,200	\$114,200
Transpo Group	0Y12302	Downtown Seattle Transit Pathways Performance	\$74,019	\$0	\$36,225
WSP USA Inc.	0Y12188	Toll Financial Support	\$876,156	\$127,603	\$876,156
	0Y12495	SR 99 toll revenue forecasting	\$2,191,662	\$183,840	\$183,840

Consultant Detail

Anthro-Tech, Inc.

Contract Number: K001036

Contract Type: Personal Service Contract

Scope Summary: To support the Back Office System (BOS) online Customer Service Center (CSC).

Timeline: 1/16/2018 through 12/31/2021

Deliverables: Usability assessment design support and web accessibility review.

Contract Number	Title	Work Orders	Current Task Authorization Value
K001036	BOS Web Development Interface Support	TF0041, TF0042, TF0043, TF0044, TF0045	\$190,000

Clark Nuber PS

Contract Number: K001443

Contract Type: Personal Service Contract

Scope Summary: Audit Consulting Services

Timeline: 1/16/2018 through 12/31/2021

Deliverables: Assisted with internal audit and toll vendor audits.

Contract Number	Title	Work Orders	Current Task Authorization Value
K001443		TF0006, TF0007, TF0009, TF0014, TF0019	\$58,000

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: K001454

Scope Summary: Drafting WSDOT 520 Toll Bridge Financial Statements

Term: 10/29/2021 through 12/31/21

Deliverable: Completed financial statements for Fund 16J and Fund 389 and their full accrual financial statements.

Contract Number	Title	Work Orders	Current Task Authorization Value
K001170	SR 520 Tolling System Financial Statements Audit	TF0009	\$558,000
K001454	SR 520 FY21 Financial Statements	TF0009	\$7,500

Fagan Consulting, LLC

Contract Number: OY12212

Contract Type: Personal Service Contract

Scope Summary: FAGAN CONSULTING (CONSULTANT) has been directed by the DIRECTOR OF TOLLING to convene an Expert Review Panel (ERP) to assist WSDOT (STATE) by providing independent industry review, advice and feedback as requested on any toll business practice, with a near term focus on implementing new back office and customer service vendor contracts at the end of the current vendor's contract term. To the extent possible it is desired to maintain continuity with the previous Toll Division Expert Review Panel to take maximum advantage of knowledge and history gained through experience with the WSDOT toll program.

Timeline: 9/4/2018 through 6/30/2023.

Deliverables: Provide agendas, meeting notes, evaluation and options memos, document review memos, and monthly progress reports.

Contract Number	Title	Work Orders	Current Task Authorization Value
OY12212	Tolling Expert Review Panel	TF0006, TF0007, TF0009, TF0014, TF0019	\$148,000

Jacobs Engineering Group, Inc.

Contract Number: OY11038

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 6/30/2023

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
11038CZ	CSC System Design, Development, Implementation, and Management Support	TF0041, TF0042, TF0043, TF0044, TF0045	\$6,759,803
11038DL	Toll Systems Operation Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,652,067
11038DM	Tolling Data & Reporting Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,653,665
11038DN	6-C Interoperability Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$941,094
11038DR	Toll Division GTC Financial Operations Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$251,262
11038DS	SR 99 Performance Monitoring Post Tolling	TF0019	\$240,410
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

Contract-Task Y11038-CZ

Scope Summary: Provide project management support subject matter expertise, staff augmentation and consulting support to assist WSDOT in managing the BOS Vendor's delivery of the implementation of the new CSC BOS solution.

Timeline: 7/1/2017 through 9/30/2021

Deliverables: Task management, coordination, project administration, WA state Office of Chief Information Officer (OCIO) and Office of Financial Management (OFM) coordination, OFM/OCIO documentation, OFM/OCIO coordination, expert review panel coordination, customer services center back office system (BOS) implementation support and vendor oversight, state project manager support, subject matter system development and implementation oversight, pre-initiation support, preliminary and final design support, data migration and transition support & oversight, procurement support, installation and testing support, training support, production cut-over and Phase I acceptance support, Phase I and final system acceptance, state testing support, BOS/CSC operator coordination.

Contract-Task Y11038-DL

Scope Summary: The CONSULTANT will 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. The CONSULTANT shall provide ongoing support and expertise as part of the integrated toll management team. This scope of work is related to BOS functionality, which has been accepted by the STATE and is in operations or is part of STATE-approved BOS enhancements.

Timeline: 7/1/2019 through 6/30/2023

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-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 6/30/2023

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-DN

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

Timeline: 7/1/2019 through 6/30/2023

Deliverables: Interoperability strategy options white paper, 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, participation in 6C meetings, 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 Y11038-DR

Scope Summary: Provide a broad spectrum of management support for financial operations as part of the integrated toll management team.

Timeline: 10/15/2019 through 6/30/2023

Deliverables: Draft and final Toll Cost of Collection report, final Cost of Collection model, and Toll Cost of Collection Presentation file.

Contract Y11038-DS

Scope Summary: Provide support for the SR 99 traffic performance monitoring data collection, analysis, and reporting program as part of the integrated toll management team.

Timeline: 11/09/2019 through 3/31/2021 (a belated claim in total amount of \$1,963.0 was processed in FY 22)

Deliverables: Monitoring Plan Change log, Updated SR 99 Corridor Performance Monitoring Plan, data collection, daily and weekly Go Live reports, and final performance reports.

Contract Y11038-DT

Scope Summary: Provides Program Management support and expertise as part of the integrated toll management team.

Timeline: 7/1/2019 through 6/30/2023

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

Contract 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 6/30/2023

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.

Maul Foster & Alongi, Inc

Contract Number: OY12367

Contract Type: Personal Service Contract

Scope Summary: Provides government relations/strategic communications support for the Toll Division.

Timeline: 01/7/2020 through 6/30/2023

Deliverables: Bill analysis for identified legislation, legislation report(s), ongoing coordination with legislative staff, and development, review and assistance with implementation of communication and outreach plans and strategies related to Toll Division initiatives.

Contract Number	Title	Work Orders	Current Task Authorization Value
OY12367	Government Relations/ Communications Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$45,108

Public Consulting Group (“PCG”)

Contract Number: K1118

Contract Type: Personal Services Contract

Scope Summary: Develop a detailed schedule of all QA activities based upon the WSDOT project schedule. PCG will perform a read for information (FYI) or review and provide input of agreed upon project artifacts anticipating under the pre-implementation planning phase of the CSC BOS vendor. Work collaboratively with the WSDOT project team to provide expert advice that will contribute to the overall success of the project. Provide independent bi-weekly status reports that are reflection of best practices, industry standards, and the knowledge and experience of the team.

Timeline: 4/10/2017 through 12/31/2021

Deliverables: Participate in Project Management meetings, create the QA plan, review the investment plan, conduct QA reviews and create written report status of the project readiness assessment, address risk areas that can affect or delay the project, review project change requests, continuously update the Quality Records Library, and on-going/regular assessment of project plan, schedule, project status reporting, and execution of project management plan.

Contract Number	Title	Work Orders	Current Task Authorization Value
K001118	IT Professional Services for Toll Division Customer Service Center (“CSC”) and Back-office System (“BOS”) Quality Assurance (“QA”)	TF0041, TF0042, TF0043, TF0044, TF0045	\$1,050,430

Stantec Consulting Services, Inc.

Contract Number: OY11392

Contract Type: Personal Service Contract

Scope Summary: Primary focus is to provide core resource staff for traffic and revenue forecasting and analytical support of the Toll Division. Ongoing work under this agreement will be transferred to Y12321 for completion.

Timeline: 7/1/2019 through 11/30/2019

Deliverables: Deliverables as required by the state. Examples include traffic forecasting, impact analyses, revenue projections, and feasibility studies.

Contract Number	Title	Work Orders	Current Task Authorization Value
OY11392AQ	SR520 Traffic & Revenue Study	TF0009	\$544,985
OY11392AR	I-405 and SR 167 Traffic & Revenue Study	TF0006, TF0014	\$168,347

Contract Y11392-AQ

Scope Summary: Develop a traffic and gross revenue potential forecast to support ongoing SR 520 traffic and revenue study needs after the final SR 520 bond sale. Those needs include but are not limited to: annual traffic and revenue forecast updates; analyses to support toll rate setting processes or toll policy discussions; on-going performance tracking and reporting between actuals and forecast, and other traffic and revenue analysis requested by the STATE.

Timeline: 7/1/2019 through 11/30/2019

Deliverables: Outline, schedule, agenda and meeting notes; socio-economic assumptions tables for population, households, and employment; annual traffic and gross toll revenue potential tables by vehicle type by payment method through FY 2056 and monthly for the first 24 months; technical memorandum summarizing the assumptions and methodology for the annual traffic and revenue forecast; traffic and revenue Consultant Certificate; traffic and revenue forecasts for up to (4) additional toll rate alternatives for each fiscal year; documentation to address the root causes of the net revenue shortfalls, recommendations 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; documentation for the monthly traffic and revenue tracking reports and periodic summaries of the Study and comparison of performance versus forecast.

Contract Y11392-AR

Scope Summary: Provide annual Traffic & Revenue forecasts updates for the I-405 Express Toll Lanes (ETLs) and SR 167 Express Toll Lanes (ETLs) corridor to support the state Transportation Revenue Forecast required under RCW 43.88.020.

Timeline: 7/1/2019 through 11/30/2019

Deliverables: Outline, schedule, agenda and meeting notes; annual traffic and gross toll revenue potential tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; additional forecast to incorporate rate change decisions by Transportation Commission; descriptions of forecast assumptions and assumptions tables and forecast results for TRFC Assumption and Summary documents; technical memorandum summarizing the methodology for the traffic and revenue forecast that include answers to the forecast related questions; periodic summary of the I-405 ETLs and compare performance versus forecast, if requested.

Stantec Consulting Services, Inc.

Contract Number: OY12321

Contract Type: Personal Service Contract

Scope Summary: Primary focus is to provide core resource staff for traffic and revenue forecasting and analytical support of the Toll Division. This agreement replaces work ongoing under Y11392.

Timeline: 9/25/2019 through 9/30/21

Deliverables: Deliverables as required by the state. Examples include traffic forecasting, impact analyses, revenue projections, and feasibility studies.

Contract Number	Title	Work Orders	Current Task Authorization Value
12321AA	Tacoma Narrows Bridge Traffic & Revenue Study, FY 2020 and FY 2021	TF0007	\$99,125
12321AC	SR520 Traffic & Revenue Study	TF0009	\$354,389
12321AD	I-405 ETL and SR 167 ETL TRFC Updates Traffic & Revenue Study	TF0006, TF0014	\$101,693
12321AE	SR 99 Tunnel Traffic & Revenue Study	TF0019	\$466,037

Contract-Task Y12321-AA

Scope Summary: Provide periodic traffic and gross revenue forecast updates for the Tacoma Narrows Bridge (TNB) to support the state Transportation Revenue Forecast required under RCW 43.88.020. Those needs include but are not limited to annual traffic and revenue forecast updates and the annual review of the TNB toll rate sufficiency for the Transportation Commission.

Timeline: 10/1/2019 through 9/30/21

Deliverables: Historical toll transaction data, toll rate information, and traffic data for the TNB before tolling was implemented; annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables; forecast to incorporate rate change decisions; technical memorandum; periodic summary of the TNB and comparison of performance versus forecast; traffic and revenue forecasts for additional toll rate alternatives during FY 2021 and other traffic and revenue analysis as required by the State.

Contract-Task Y12321-AC

Scope Summary: Develop a traffic and gross revenue potential forecast to support ongoing SR 520 traffic and revenue study needs after the final SR 520 bond sale. Those needs include but are not limited to: annual traffic and revenue forecast updates; analyses to support toll rate setting processes or toll policy discussions; on-going performance tracking and reporting between actuals and forecast, and other traffic and revenue analysis required by the State.

Timeline: 12/1/2019 through 9/30/21

Deliverables: Outline, schedule, agenda and meeting notes; socio-economic assumptions tables for population, households, and employment; annual traffic and gross toll revenue potential tables by vehicle type and by payment method through FY 2056 and monthly for the first 24 months; technical memorandum summarizing the assumptions and methodology for the annual traffic and revenue forecast; traffic and revenue Consultant Certificate; traffic and revenue forecasts for up to (4) additional toll rate alternatives for each fiscal year; documentation to address the root causes of the net revenue shortfalls, recommendations 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; documentation for the monthly traffic and revenue tracking reports and periodic summaries of the Study and comparison of performance versus forecast.

Contract-Task Y12321-AD

Scope Summary: Provide annual Traffic & Revenue forecasts updates for the I-405 Express Toll Lanes (ETLs) and SR 167 Express Toll Lanes (ETLs) corridor to support the state Transportation Revenue Forecast required under RCW 43.88.020.

Timeline: 12/1/2019 through 9/30/21

Deliverables: Outline, schedule, agenda and meeting notes; annual traffic and gross toll revenue potential tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; additional forecast to incorporate rate change decisions by Transportation Commission; descriptions of forecast assumptions and assumptions tables and forecast results for TRFC Assumption and Summary documents; technical memorandum summarizing the methodology for the traffic and revenue forecast that include answers to the forecast related questions; periodic summary of the I-405 ETLs and compare performance versus forecast, if requested.

Contract-Task Y12321-AE

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

Timeline: 11/9/2019 through 9/30/21

Deliverables: Outline, schedule, agenda and meeting notes; historical: traffic volumes, speeds, travel times, and origin-destination patterns, toll transaction data, revenue data, toll rate information and traffic data for the SR 99 Tunnel before tolling was implemented; socio-economic assumptions table for population, households and employment; traffic and gross toll revenue potential tables for each forecast update by vehicle type and by payment method through FY 2059; technical memoranda; monthly summary of the SR 99 Tunnel with comparison of performance versus forecast; traffic and revenue forecasts for additional toll rate alternatives during FY 2021.

Stantec Consulting Services, Inc.

Contract Number: 0Y12501

Contract Type: Personal Service Contract

Scope Summary: Traffic and revenue forecast services

Timeline: 9/1/2021 through 6/30/2023

Deliverables: As required per contract task orders listed below.

Contract Number	Title	Work Orders	Current Task Authorization Value
12501AA	Tacoma Narrows Bridge Traffic and Revenue Studies	TF0007	\$345,222
12501AC	SR 520 Traffic and Revenue Study	TF0009	\$552,934
12501AD	I-405 Express Toll Lanes & SR 167 Express Toll Lanes Transportation Revenue Forecast Council Updates Traffic and Revenue Study	TF0006, TF0014	\$389,933
12501AE	SR 99 Tunnel Traffic Revenue Study	TF0019	\$580,167

Contract Task Y12501-AA

Scope Summary: Tacoma Narrows Bridge Traffic and Revenue Studies

Timeline: 10/1/2021 through 6/20/2023

Deliverables:

Contract Task Y12501-AC

Scope Summary: SR 520 Traffic and Revenue Study

Timeline: 10/1/2021 through 6/30/2023

Deliverables:

Contract Task Y12501-AD

Scope Summary: Quarterly Traffic & Revenue forecasts updates for the I- 405 Express Toll Lanes (ETLs) and SR 167 Express Toll Lanes (ETLs) corridor to support the state Transportation Revenue Forecast required under RCW 43.88.020.

Timeline: 10/1/2021 through 6/30/2023

Deliverables:

Contract Task Y12501-AE

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: 10/1/22021 through 6/30/2023

Deliverables:

WSP USA, Inc.

Contract Number: 0Y12188

Contract Type: Personal Service Contract

Scope Summary: 1. Prepare updated SR 520 and SR 99 Annual Net Revenue Forecast, provide SR 520 and SR 99 Toll Policy/Rate Setting support. 2. Provide on-going financial planning and 3. Analysis support for SR 520, I-405 and SR 99 upon toll commencement (additional facilitates may be added as needed).

Timeline: 7/18/2018 through 11/30/2021

Deliverables:

Task 1: Toll collection O&M and R&R cost memorandum; combined facility cost tech memorandum; revenue adjustment forecasts; net revenue projections; and toll policy and financial planning support and documentation.

Task 2: Monthly T&R Tables updates; Financial Plan; Meeting notes (if needed); and Presentation materials, charts, and/or tables

Task 3: SR 99 Toll Collection O&M and R&R Cost Memorandum; Combined Facility Cost Tech Memorandum; Revenue adjustment forecasts; Net revenue projections, and Toll policy and financial planning support and documentation

Contract Number: 0Y12495

Contract Type: Personal Service Contract

Scope Summary: SR 99 Annual Net Revenue Projections and Toll Policy/Rate Setting Support

Term: 11/16/2021 through 6/30/2023

Deliverables: FY 2022 and FY 2023 Work Plan Schedules; Net toll revenue projections; toll rate setting presentation materials. FY 2021, FY 2022, and FY 2023 net toll revenue draft and final reports

Contract Number	Title	Work Orders	Current Task Authorization Value
0Y12188	SR 520 and SR 99 toll revenue forecasting	TF0006, TF0007, TF0009, TF0014, TF0019	\$876,156
0Y12495	SR 99 toll revenue forecasting	TF0009	\$552,934
12501AD	I-405 Express Toll Lanes & SR 167 Express Toll Lanes Transportation Revenue Forecast Council Updates Traffic and Revenue Study	TF0006, TF0007, TF0009, TF0014, TF0019	\$2,191,662

Vendor and Non-Vendor Expenditures

Legislative Requirement

As required by Section 209 (5) (c) of ESSB 5689, the following is the annual (fiscal year 2022) report to the Governor and the Transportation Committees of the Legislature on the non-vendor costs of administering toll operations. 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 2022 Q1	FY 2022 Q2	FY 2023 Q3	FY 2022 Q4	FY 2022 to Date	Biennia to Date
WSDOT Staff	\$1,382,697	\$1,114,265	\$1,319,326	\$1,280,084	\$5,096,373	\$5,096,373
Consultants	\$849,797	\$900,604	\$942,299	\$922,780	\$3,615,481	\$3,615,481
Bridge Insurance	\$7,306,335	\$25,547	\$19,160	\$12,774	\$7,363,816	\$7,363,816
Credit Card and Bank Fees	\$887,050	\$1,380,272	\$1,301,346	\$1,476,038	\$5,044,706	\$5,044,706
Transponder Costs	\$219,525	\$544,108	\$439,859	\$399,062	\$1,602,554	\$1,602,554
Pay by Mail	\$29,356	\$926,805	\$624,456	\$697,723	\$2,278,340	\$2,278,340
Washington State Patrol	\$-	\$10,442	\$6,918	\$104,475	\$121,834	\$121,834
Other Miscellaneous Non-Vendor Expenditures ²	\$307,937	\$627,407	\$540,417	\$1,323,263	\$2,799,024	\$2,799,024
Quarterly Non-Vendor Expenditures	\$10,982,697	\$5,529,450	\$5,193,782	\$6,216,199	\$27,922,129	\$27,922,129

Vendor Expenditures ³	FY 2022 Q1	FY 2022 Q2	FY 2022 Q3	FY 2022 Q4	FY 2022 to Date	Biennia to Date
CSC Vendor ⁴	\$6,787,736	\$2,682,218	\$2,447,196	\$4,194,736	\$16,111,886	\$16,111,886
Cash Collections (SR-16 Tacoma Narrows Bridge)	\$989,235	\$926,044	\$937,386	\$920,286	\$3,772,951	\$3,772,951
Electronic Payment Processing (SR-16 Tacoma Narrows Bridge) ⁵	\$21,783	\$19,188	\$17,802	\$19,823	\$78,596	\$78,596
Toll Collection System Operations and Maintenance ⁶	\$572,835	\$529,514	\$529,514	\$912,061	\$2,543,923	\$2,543,923
Office of Administrative Hearings	\$-	\$-	\$15,078	\$-	\$15,078	\$15,078
Other Miscellaneous Vendor Expenditures ⁷	\$-	\$-	\$-	\$-	\$-	\$-
Quarterly Vendor Expenditures	\$8,371,589	\$4,156,963	\$3,946,976	\$6,046,905	\$22,522,434	\$22,522,434
Combined Quarterly Expenditures	\$19,354,286	\$9,686,414	\$9,140,758	\$12,263,105	\$50,444,562	\$50,444,562

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.

7) Other vendor expenditures includes guards at the Gig Harbor Walk-In-Center (WIC) provided by Phoenix Security.

Notable (in comparison with FY2021)

- Consultant costs at the end of FY 2022 were higher due to the increased work necessary to support the July 2021 launch of the new back-office system.
- Insurance premiums rose significantly in FY 2022 due to higher rates charged by the various insurers to recover losses due to natural disasters and the pandemic during FY 2020-2021.
- Revenue collected by credit card increased by \$26.3 million in FY 2022, when compared to FY 2021. In addition, credit card fees rates increased by about 16% with the new back-office system due to changes in credit card charge processing.
- Transponder sales increased during FY 2022 with the roll out of the new back-office system. Also, the percentage of Flex Pass sales increased from 23% of total sales in FY 2021 to 29% of total sales in FY 2022. Flex Passes have the highest cost of goods sold.
- During the pandemic, WSDOT suspended the use of Washington State Patrol to support toll enforcement. This support was restarted in Q2 of FY 2022.
- Other Miscellaneous Non-Vendor increased due to:
 - WSDOT paid a \$794,773 settlement in Godden v. WSDOT in Q4 of FY 2022.
 - CSC vendor costs were lower in FY 2022 for three primary reasons:
 - Lower costs related to implementing the new back-office system.
 - Lower CSC vendor costs due to low staffing levels during FY 2022.
 - Lower BOS vendor costs due to no payments made to ETAN until they achieve system acceptance.
 - Toll booth revenue collected by credit card on TNB increased from 53.4% of revenues collected in FY2021 to 57.5% of revenues collected in FY 2022.
- Since no new NOCPs were issued in FY 2022, there were no new administrative hearing related to contested tolls/fees. The small amount of costs in FY 2022 were related to administration hearings for NOCPs issued in FY 2021.

Appendix: Express toll lanes performance data

FY 2022							
Reference	Unit	I-405					Meets Requirement
		Q1-Q2 FY2022	Q3-Q4 FY2021	Q1-Q2 FY2022	Q3-Q4 FY2021	SR 167	
B	Average ETL Speeds	MPH					
	Northbound	58	58	56	56	56	RCW 47.56.880 (4)(b) and ESSB 5689 209 (2)(a)
	Southbound	57	56	47	49	49	
C	Average GP Speeds	MPH					
	Northbound	42	43	42	41	41	RCW 47.56.880 (4)(b) and ESSB 5689 209 (2)(a)
	Southbound	44	44	35	35	35	
	Transit ridership	Riders/weekday	1408	1701	415	375	RCW 47.56.880 (4)(c) and ESSB 5689 209 (2)(a)
D, E	Volume	Toll trips/quarter					
	Volume projections met?	Y	Y	Y	Y	Y	RCW 47.56.880 (4)(d), RCW 47.56.880 (4)(e), and ESSB 5689 209 (2)(a)
	Costs covered?	Y	Y	Y	Y	Y	
F	Local arterial data						
	Route 1 - Bothell Way NE (SR 522 to Bothell)	Vehicles	-	-	-	-	RCW 47.56.880 (4)(f) and ESSB 5689 209 (2)(a)
	Average Daily Volume	Minutes					
	Travel time	AM Peak	-	-	-	-	
		PM Peak	-	-	-	-	
	Route 2 - 100th Ave NE (Bothell to Kirkland)	Vehicles	-	-	-	-	
	Average Daily Volume	Minutes					
	Travel time	AM Peak	-	-	-	-	
		PM Peak	-	-	-	-	
	Route 3 - SR 202 (Woodinville to Redmond)	Vehicles	-	-	-	-	
	Average Daily Volume	Minutes					
	Travel time	AM Peak	-	-	-	-	
		PM Peak	-	-	-	-	
	Route 4 - 148th Ave NE (Redmond to Bellevue)	Vehicles	-	-	-	-	
	Average Daily Volume	Minutes					
	Travel time	AM Peak	-	-	-	-	
		PM Peak	-	-	-	-	

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 and the 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 - ESSB 5689 Sec. 209 (2)(a) and (b)

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

Date	NB I-405 from Bellevue to NE 166th St to I-5				NB I-405 from Bellevue to SR 522				NB I-405 from Bellevue to SR 522				NB I-405 from NE 55th St to 195th St			
	AM Off-Peak	AM Off-Peak	PM Peak	PM 95th	AM Off-Peak	AM Off-Peak	PM Peak	PM 95th	AM Off-Peak	AM Off-Peak	PM Peak	PM 95th	AM Off-Peak	AM Off-Peak	PM Peak	PM 95th
	Period	55th %ile	Period	%ile	Period	55th %ile	Period	%ile	Period	55th %ile	Period	%ile	Period	55th %ile	Period	%ile
Oct-14	6.3	6.4	16.4	26.0	12.5	13.1	27.3	42.9	9.8	10.0	23.9	34.7	12.4	12.7	27.9	39.2
Nov-14	6.3	6.3	17.4	23.4	12.2	12.8	29.3	41.7	9.6	9.8	25.2	32.9	12.3	12.4	28.2	38.1
Dec-14	6.3	6.3	15.4	25.9	12.2	12.9	26.7	45.0	9.6	9.7	22.4	34.8	12.3	12.3	26.4	41.2
Jan-15	6.3	6.3	16.0	23.0	12.3	13.0	26.4	33.7	9.6	9.7	23.7	31.9	12.3	12.4	27.9	38.3
Feb-15	6.3	6.3	14.0	21.1	12.2	12.9	23.9	32.5	9.6	9.7	21.6	30.5	12.3	12.4	25.4	35.3
Mar-15	6.3	6.3	16.2	21.4	12.2	12.9	27.2	35.2	9.6	9.7	24.3	30.0	12.3	12.3	28.0	34.8
Apr-15	6.3	6.3	14.6	21.1	12.2	12.6	26.8	39.2	9.6	9.6	22.9	31.3	12.3	12.3	22.5	39.3
May-15	6.3	6.3	15.5	24.8	12.1	12.5	28.4	42.8	9.6	9.6	23.3	34.7	12.3	12.3	27.7	38.8
Jun-15	6.3	6.4	14.9	20.1	12.5	13.6	28.3	40.6	9.6	9.8	23.1	29.7	12.3	12.4	27.7	35.9
Jul-15	6.3	6.4	14.4	19.8	11.7	12.5	24.6	34.4	9.7	9.9	21.9	27.8	12.3	12.5	26.3	33.1
Aug-15	6.3	6.5	16.3	21.7	11.4	12.0	24.1	30.3	9.7	9.9	22.9	29.7	12.3	12.6	27.2	34.9
Sep-15	6.3	6.6	12.4	18.1	11.0	12.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3	12.6	23.8	33.0
Oct-15	6.3	6.3	13.2	18.6	11.2	11.7	20.4	29.8	9.6	9.6	19.0	28.4	12.2	12.3	26.1	37.6
Nov-15	6.3	6.3	12.4	18.5	11.3	11.8	21.2	31.7	9.6	9.6	18.8	27.6	12.3	12.3	25.5	35.7
Dec-15	6.3	6.3	13.5	22.9	11.3	11.5	22.5	37.0	9.6	9.6	20.2	32.5	12.3	12.2	26.4	40.4
Jan-16	6.3	6.4	12.4	19.3	11.2	12.1	20.2	30.0	9.6	9.7	18.7	28.2	12.3	12.4	25.2	36.1
Feb-16	6.3	6.3	10.4	15.3	11.2	11.5	17.8	27.9	9.6	9.6	15.8	24.6	12.2	12.2	22.1	32.5
Mar-16	6.3	6.3	11.3	17.9	11.4	11.9	19.0	28.0	9.6	9.6	16.7	24.6	12.2	12.3	22.4	31.3
Apr-16	6.3	6.3	11.4	17.8	11.4	11.9	20.1	28.8	9.7	9.6	17.9	26.3	12.3	12.3	24.4	33.9
May-16	6.3	6.3	12.0	17.1	11.4	12.0	21.9	30.5	9.6	9.6	19.6	27.2	12.3	12.3	26.3	35.6
Jun-16	6.3	6.3	13.4	19.4	11.5	12.8	25.7	40.5	9.6	9.6	21.1	28.3	12.2	12.3	28.3	36.3
Jul-16	6.3	6.3	13.0	17.9	11.3	11.6	22.9	31.9	9.6	9.6	20.6	28.2	12.2	12.3	27.4	37.2
Aug-16	6.3	6.3	12.6	17.1	11.3	11.6	22.5	29.5	9.6	9.6	20.4	27.3	12.3	12.3	27.6	35.5
Sep-16	6.3	6.3	12.7	18.5	11.4	12.1	22.1	29.6	9.6	9.6	19.9	27.3	12.2	12.3	26.5	35.0
Oct-16	6.3	6.3	13.6	23.4	11.6	12.2	23.4	37.2	9.6	9.6	21.3	34.8	12.2	12.3	28.2	45.4
Nov-16	6.3	6.3	13.1	22.8	11.6	12.9	23.6	34.4	9.6	9.6	20.7	32.1	12.2	12.3	27.7	40.8
Dec-16	6.3	6.3	13.8	20.5	11.3	12.1	23.2	35.7	9.6	9.6	20.7	31.0	12.2	12.3	27.7	38.7
Jan-17	6.3	6.3	11.2	16.3	11.5	12.3	19.2	27.9	9.6	9.6	17.3	25.2	12.3	12.3	23.9	33.2
Feb-17	6.3	6.3	12.2	21.0	11.7	12.7	21.4	36.8	9.7	9.6	19.0	32.3	12.3	12.3	26.3	42.4
Mar-17	6.3	6.3	12.2	18.0	11.5	12.2	22.4	33.0	9.6	9.6	19.9	28.0	12.2	12.3	27.7	36.7
Apr-17	6.3	6.3	10.8	16.6	11.5	12.7	18.7	27.1	9.6	9.6	16.2	23.8	12.2	12.3	21.8	31.0
May-17	6.3	6.3	12.0	17.9	11.5	12.1	19.3	28.3	9.6	9.6	16.7	23.1	12.3	12.3	19.7	26.7
Jun-17	6.3	6.3	13.4	21.2	11.5	12.1	22.9	35.1	9.6	9.6	19.5	30.9	12.2	12.3	23.7	36.6
Jul-17	6.3	6.3	12.6	18.7	11.5	12.3	20.1	27.4	9.6	9.6	17.8	25.4	12.2	12.3	21.2	29.4
Aug-17	6.3	6.3	12.0	16.7	11.3	11.9	19.0	24.0	9.6	9.6	17.4	22.6	12.3	12.3	20.8	26.8
Sep-17	6.3	6.3	12.5	19.9	11.4	11.9	19.9	28.3	9.6	9.6	17.6	25.5	12.2	12.3	20.9	29.1
Oct-17	6.3	6.3	14.5	23.4	11.7	12.4	22.5	35.3	9.6	9.6	20.0	30.4	12.2	12.3	23.6	34.6
Nov-17	6.3	6.3	14.2	25.0	11.8	13.4	23.1	38.2	9.6	9.6	19.7	31.7	12.3	12.3	23.5	36.6
Dec-17	6.3	6.3	13.3	20.4	11.0	12.0	0.0	0.0	9.6	9.6	18.8	29.3	12.3	12.3	22.8	34.7
Jan-18	6.3	6.3	15.1	23.9	11.7	12.6	22.7	34.1	9.6	9.6	21.0	32.3	12.3	12.3	25.2	38.2
Feb-18	6.3	6.3	13.7	22.2	11.5	12.1	20.4	30.9	9.6	9.6	18.6	28.7	12.2	12.3	22.0	32.6
Mar-18	6.3	6.3	12.7	20.1	11.9	12.7	20.7	32.1	9.6	9.6	17.9	25.7	12.2	12.3	21.4	30.5
Apr-18	6.3	6.3	13.4	19.4	11.4	12.1	21.6	29.3	9.6	9.6	19.3	26.5	12.2	12.3	22.8	30.1
May-18	6.3	6.3	14.0	19.7	11.6	12.2	23.3	31.6	9.6	9.6	20.3	27.7	12.3	12.3	24.4	32.9
Jun-18	6.3	6.3	15.5	23.2	11.6	12.4	23.4	34.8	9.6	9.6	21.5	30.2	12.3	12.3	25.3	34.3
Jul-18	6.3	6.3	16.8	24.0	11.4	12.2	24.4	32.9	9.6	9.6	22.8	31.6	12.3	12.3	26.7	36.6
Aug-18	6.3	6.3	14.9	23.8	11.4	12.4	22.3	33.7	9.6	9.6	20.7	32.3	12.3	12.3	24.6	39.3
Sep-18	6.3	6.3	14.7	22.1	11.4	12.0	22.8	32.3	9.6	9.6	20.7	29.5	12.3	12.3	24.7	34.1
Oct-18	6.3	6.4	15.3	23.5	11.6	12.3	22.8	32.8	9.6	9.6	20.7	29.7	12.3	12.3	24.6	33.7
Nov-18	6.3	6.3	15.7	23.2	11.6	12.4	24.5	33.9	9.7	9.7	21.9	31.3	12.3	12.4	25.8	36.1
Dec-18	6.3	6.3	15.1	26.6	11.8	12.7	26.7	40.0	9.6	9.6	24.2	36.6	12.2	12.3	24.8	40.1
Jan-19	6.3	6.4	13.5	22.1	11.6	12.3	20.5	30.0	9.6	9.7	19.0	29.3	12.3	12.3	22.8	33.5
Feb-19	6.3	6.3	14.2	24.3	11.3	12.1	22.1	41.6	9.6	9.6	20.4	38.6	12.3	12.3	25.0	48.6
Mar-19	6.3	6.3	14.3	21.1	11.9	13.4	22.0	32.6	9.6	9.6	19.8	29.6	12.3	12.3	23.6	35.2
Apr-19	6.3	6.3	13.8	20.7	11.5	12.2	21.7	32.6	9.6	9.6	19.5	30.2	12.3	12.3	23.2	34.1
May-19	6.3	6.3	15.0	24.4	11.9	12.7	24.3	37.0	9.6	9.6	21.1	31.6	12.2	12.3	24.8	35.5
Jun-19	6.3	6.3	18.3	25.6	12.3	14.2	26.9	36.0	9.6	9.6	24.7	32.7	12.3	12.3	28.6	36.6
Jul-19	6.4	6.4	15.2	23.1	11.8	12.8	22.7	32.7	9.7	9.7	20.7	30.5	12.4	12.3	24.2	34.2
Aug-19	6.3	6.3	13.4	19.6	11.4	12.2	20.1	27.3	9.6	9.6	18.6	26.2	12.2	12.3	22.2	30.5
Sep-19	6.4	6.3	14.7	23.1	11.9	13.6	22.3	32.3	9.7	9.6	20.2	30.0	12.3	12.3	24.1	34.5

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND (cont.) - ESSB 5689 Sec. 209 (2)(a) and (b) (Ref. G, H) All travel times in minutes

Date	NB I-405 from Bellevue to NE 116th			NB I-405 from Bellevue to SR 522			NB I-405 from Bellevue to SR 522			NB I-405 from NE 95th St to SR 522			NB I-405 from NE 95th St to SR 522			NB I-405 from NE 160th St to I-5			
	AM Off-Peak	AM Off-95th	PM Peak	AM Off-Peak	AM Off-95th	PM Peak	AM Off-Peak	AM Off-95th	PM Peak	AM Off-Peak	AM Off-95th	PM Peak	AM Off-Peak	AM Off-95th	PM Peak	AM Off-Peak	AM Off-95th	PM Peak	
Oct-19	6.3	17.3	27.1	13.2	25.0	36.9	9.6	9.6	33.1	35.0	12.3	12.3	26.9	39.5	6.4	11.3	13.4	7.2	
Nov-19	6.3	16.5	26.5	11.6	24.9	36.6	9.6	9.6	22.6	34.5	12.2	12.3	26.7	39.6	6.4	12.2	13.1	7.2	
Dec-19	6.3	14.1	24.2	12.6	22.6	36.0	9.6	9.6	19.6	31.6	12.2	12.3	23.3	36.0	6.4	10.9	13.9	7.2	
Jan-20	6.3	15.1	25.0	11.8	22.5	35.6	9.6	9.7	20.7	34.8	12.3	12.3	25.0	40.1	6.4	11.3	17.7	7.2	
Feb-20	6.3	14.9	24.5	11.8	22.4	33.5	9.6	9.6	20.6	32.4	12.2	12.3	24.5	37.3	6.4	11.4	16.2	7.2	
Mar-20	6.3	7.4	11.4	11.5	12.5	18.2	9.6	9.6	11.0	16.7	12.2	12.2	13.9	21.1	6.4	7.1	10.0	7.2	
Apr-20	6.3	6.3	11.0	11.0	11.0	11.0	9.6	9.6	9.6	9.6	12.2	12.2	12.2	12.2	6.4	6.4	6.4	7.2	
May-20	6.3	6.4	6.7	11.0	11.0	11.8	9.6	9.6	9.7	10.3	12.2	12.2	12.5	13.3	6.4	6.4	6.5	7.2	
Jun-20	6.3	6.3	7.2	11.0	11.0	11.7	9.6	9.6	10.8	13.8	12.2	12.2	13.7	17.3	6.4	6.4	7.2	8.0	
Jul-20	6.3	7.5	9.6	11.0	12.6	15.0	9.6	9.6	11.1	13.5	12.3	12.2	14.0	16.4	6.4	7.4	8.8	7.2	
Aug-20	6.3	8.1	10.8	11.0	13.9	20.9	9.6	9.6	12.3	19.7	12.2	12.2	15.1	23.6	6.4	8.1	11.0	7.2	
Sep-20	6.3	8.2	11.6	11.0	13.2	17.2	9.6	9.6	11.6	15.4	12.2	12.2	15.3	19.3	6.4	8.1	10.1	7.2	
Oct-20	6.3	8.8	12.9	11.1	14.4	20.2	9.6	9.6	12.9	18.2	12.2	12.2	15.9	23.2	6.4	8.1	12.2	7.2	
Nov-20	6.3	7.8	11.4	11.0	13.2	18.9	9.6	9.6	11.6	17.1	12.2	12.2	14.7	21.3	6.4	7.7	10.7	7.2	
Dec-20	6.3	8.9	14.3	11.0	14.5	22.2	9.6	9.6	12.9	20.7	12.2	12.2	15.9	24.4	6.4	8.2	12.9	7.2	
Jan-21	6.3	7.0	8.5	11.0	12.3	14.7	9.6	9.6	10.8	12.7	12.2	12.2	13.9	16.1	6.4	7.5	8.6	7.2	
Feb-21	6.3	8.1	10.6	11.1	11.0	13.8	17.5	9.6	9.6	12.1	15.6	12.3	15.1	19.0	6.4	8.1	10.9	7.2	
Mar-21	6.3	8.9	14.8	11.0	15.0	21.7	9.6	9.6	13.0	19.4	12.2	12.2	16.3	22.9	6.4	8.4	11.4	7.2	
Apr-21	6.3	8.2	11.0	11.0	14.2	19.8	9.6	9.6	12.5	18.0	12.2	12.2	16.2	23.8	6.4	8.7	13.2	7.2	
May-21	6.3	8.2	10.1	11.0	14.2	17.8	9.6	9.6	12.5	16.5	12.2	12.2	15.8	19.8	6.4	8.5	11.5	7.2	
Jun-21	6.3	9.2	12.1	11.1	16.4	22.5	9.6	9.6	13.9	19.4	12.2	12.2	17.7	25.4	6.4	9.3	15.1	7.2	
Jul-21	6.3	9.9	15.3	11.1	16.2	22.6	9.6	9.6	14.4	21.0	12.3	12.3	17.6	24.7	6.4	9.1	13.3	7.2	
Aug-21	6.3	9.4	12.4	11.0	15.6	20.5	9.6	9.6	14.0	18.9	12.2	12.2	17.3	22.8	6.4	9.2	13.5	7.2	
Sep-21	6.3	9.0	11.5	11.1	15.2	19.1	9.6	9.6	13.4	17.1	12.3	12.3	17.0	22.0	6.4	8.9	12.2	7.2	
Oct-21	6.3	9.6	13.8	11.1	11.2	16.3	22.2	9.6	9.7	14.2	19.9	12.3	17.7	24.1	6.4	9.2	13.6	7.2	
Nov-21	6.3	11.0	18.3	11.1	11.3	17.9	29.0	9.6	9.6	15.8	25.1	12.3	19.3	28.5	6.4	9.5	13.5	7.2	
Dec-21	6.3	9.7	15.1	11.1	11.2	16.8	26.5	9.6	9.6	14.8	23.2	12.2	18.7	28.8	6.4	9.8	17.2	7.2	
Jan-22	6.3	8.1	11.4	11.0	11.1	13.3	18.2	9.6	9.6	11.7	16.7	12.2	13.3	14.7	6.4	7.4	9.7	7.2	
Feb-22	6.3	8.2	11.0	11.1	14.0	17.9	9.6	9.6	12.4	16.4	12.3	12.2	15.6	21.3	6.4	8.2	11.7	7.2	
Mar-22	6.4	9.8	13.7	11.1	11.5	16.4	23.8	9.7	9.9	14.4	20.8	12.3	12.5	17.9	25.6	6.4	9.3	13.7	7.2
Apr-22	6.3	6.4	9.6	10.6	10.8	16.3	22.1	9.6	9.7	14.7	20.8	12.3	12.3	18.3	25.5	6.4	10.0	15.0	7.2
May-22	6.3	9.7	13.9	10.7	10.8	16.1	21.4	9.6	9.6	14.5	19.7	12.3	12.3	18.3	24.0	6.4	9.6	13.2	7.2
Jun-22	6.3	6.4	11.2	10.6	10.9	17.8	27.9	9.6	9.7	16.1	25.1	12.3	12.4	19.6	29.5	6.4	9.8	14.3	7.2

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, SOUTHBOUND - ESSB 2322 Sec. 209 (2)(a) and (b)

(Ref. 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 572 to Bellevue SB I-405 from SR 522 to NE 85th St. SB I-405 from I-5 to NE 160th St.

Date	SB I-405 from NE 116th to Bellevue			SB I-405 from SR 522 to Bellevue			SB I-405 from SR 572 to Bellevue			SB I-405 from SR 522 to NE 85th St.			SB I-405 from I-5 to NE 160th St.												
	AM Peak	AM 95th	PM Off	AM Peak	AM 95th	PM Off	AM Peak	AM 95th	PM Off	AM Peak	AM 95th	PM Off	AM Peak	AM 95th	PM Off										
Period	Style	Peak/Period	Style	Peak/Period	Style	Peak/Period	Style	Peak/Period	Style	Peak/Period	Style	Style	Peak/Period	Style	Peak/Period										
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	7.1	24.7	48.8	8.5	13.8		
Nov-14	10.7	13.1	10.3	13.9	20.6	26.2	13.8	16.7	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	13.4	24.7	36.3	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	13.7	18.9	23.7	12.6	13.2	16.6	21.3	11.8	14.9	24.5	33.7	15.0	18.6	13.6	19.6	6.6	6.9	18.3	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	24.0	20.1	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	14.7	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	34.2	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	0.0	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	25.0	0.0	0.0	0.0	0.0	14.1	32.1	8.8	12.4	
Jan-16	9.1	12.4	7.9	12.1	16.1	20.3	12.1	12.7	13.7	17.9	11.1	15.8	22.3	30.4	14.4	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	13.8	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	15.4	19.2	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	13.5	20.7	10.5	13.8	6.6	7.0	13.6	27.7	8.3	10.9	
Jun-16	8.8	10.4	14.0	14.0	17.8	14.1	14.0	14.1	13.3	15.8	17.3	30.8	21.3	25.3	20.7	34.9	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	17.6	12.5	19.8	24.3	30.2	15.6	23.5	12.0	15.1	6.7	7.5	16.6	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	17.5	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	13.2	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	9.1	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	28.8	26.6	36.7	17.0	28.9	13.8	18.2	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	13.9	13.7	16.2	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	10.0	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								

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, SOUTHBOUND (cont.) - ESSB 5689 Sec. 209 (2)(a) and (b) (Ref. g, H, I) All travel times in minutes

Date	SB 1405 from NE 116th to Bellevue				SB 1405 from SR 522 to Bellevue				SB 1405 from SR 527 to Bellevue				SB 1405 from 195th St to NE 85th St				SB 1405 from I-5 to NE 160th St							
	AM Peak	AM 95th	PM Off-Peak	PM Off-95th	AM Peak	AM 95th	PM Off-Peak	PM Off-95th	AM Peak	AM 95th	PM Off-Peak	PM Off-95th	AM Peak	AM 95th	PM Off-Peak	PM Off-95th	AM Peak	AM 95th	PM Off-Peak	PM Off-95th				
Period	Skile	%ile	Period	%ile	Period	Skile	%ile	Period	%ile	Period	Skile	%ile	Period	%ile	Period	Skile	%ile	Period	%ile					
Oct-19	9.8	12.4	18.5	23.6	12.3	13.2	21.1	12.6	18.4	26.3	33.9	15.5	21.4	13.5	18.0	6.5	22.2	39.4	7.5	9.2				
Nov-19	9.4	13.5	17.5	24.9	12.9	16.1	15.1	15.5	25.1	24.7	38.2	18.5	28.4	12.7	19.9	6.6	20.7	42.0	8.0	11.1				
Dec-19	8.5	11.7	12.5	16.7	N/A	N/A	13.3	18.8	15.0	30.0	21.0	30.5	19.0	34.4	10.6	16.0	7.3	16.1	34.6	8.0	10.5			
Jan-20	8.9	11.4	10.7	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	18.8	41.8	7.5	9.0		
Feb-20	9.4	11.5	9.2	16.0	12.2	12.9	15.2	19.4	12.5	19.3	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	7.0	13.0	18.0	11.9	12.1	10.7	15.6	9.8	10.3	12.4	12.9	7.9	13.4	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	9.6	9.6	9.6	12.2	12.2	12.2	12.2	6.4	6.4	6.4	7.2	7.2	7.2	7.2	7.2		
May-20	6.3	6.3	6.3	11.8	11.8	11.8	11.8	9.6	9.6	9.6	12.2	12.2	12.2	12.2	6.4	6.4	6.4	7.2	7.2	7.2	7.2	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	12.3	12.6	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	11.3	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	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	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	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	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	6.5	6.9	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	6.2	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	6.5	8.1	6.4	6.5	8.3	12.8	7.2	7.4		
Mar-21	6.5	7.0	7.4	9.7	13.3	13.0	12.1	12.7	10.0	10.7	10.7	13.1	12.3	14.1	6.6	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	6.4	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	14.3	13.6	15.5	13.7	17.0	7.3	8.5	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	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	N/A	N/A	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	14.2	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	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		

NORTHBOUND I-405 (ENTIRE CORRIDOR) - ESSB 5689 Sec. 209 (2)(b) and (c) (Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)				GP Travel Time (minutes)				GP Volume			
	AM Off-Peak		PM Peak		AM Off-Peak		PM Peak		NE 100th St		SR 527	
	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile
Oct-14	15.1	15.1	22.8	35.2	15.4	16.0	33.4	50.6	84,398	9,509	53,865	
Nov-14	15.1	15.1	24.3	36.3	15.2	15.6	34.3	50.9	81,570	9,309	52,376	
Dec-14	15.1	15.1	23.3	36.9	15.2	15.5	31.2	52.6	80,615	9,428	52,039	
Jan-15	15.1	15.2	22.1	30.9	15.2	15.7	33.2	50.5	81,588	8,740	52,784	
Feb-15	15.1	15.2	20.3	27.5	15.2	15.6	30.2	46.0	84,874	9,483	54,550	
Mar-15	15.1	15.2	21.0	29.5	15.2	15.5	32.0	43.8	85,870	9,212	55,637	
Apr-15	15.1	15.2	20.4	27.0	15.2	15.5	31.7	49.6	86,427	10,092	55,744	
May-15	15.1	15.2	21.2	28.1	15.2	15.4	31.9	47.2	85,906	10,124	55,480	
Jun-15	15.1	15.2	22.7	28.9	15.2	15.5	32.6	45.0	90,191	11,165	56,336	
Jul-15	15.1	15.2	24.3	32.3	15.2	15.5	31.1	43.5	89,768	11,677	56,449	
Aug-15	15.1	15.1	25.1	35.8	15.2	15.7	32.5	46.5	89,447	11,662	56,299	
Sep-15	15.1	15.1	17.3	24.2	15.2	15.9	29.2	46.7	85,710	9,663	55,251	
Oct-15	15.1	15.1	16.2	22.0	15.1	15.3	32.4	50.1	79,401	8,421	55,497	
Nov-15	15.1	15.1	17.4	24.1	15.3	15.3	31.2	50.7	76,898	8,454	53,648	
Dec-15	15.1	15.1	16.9	23.2	15.1	15.3	32.1	55.0	76,065	8,487	53,083	
Jan-16	15.1	15.1	16.1	20.0	15.3	15.4	30.8	51.3	76,438	8,418	52,565	
Feb-16	15.1	15.1	15.8	18.9	15.1	15.2	27.5	44.2	79,772	8,858	55,001	
Mar-16	15.1	15.1	15.9	18.7	15.1	15.2	27.7	44.6	79,963	9,634	56,308	
Apr-16	15.1	15.1	16.6	21.9	15.2	15.3	30.0	45.2	82,022	10,239	56,361	
May-16	15.1	15.1	17.1	22.5	15.3	15.2	31.9	48.2	84,522	10,406	55,531	
Jun-16	15.1	15.1	18.1	24.2	15.2	15.2	34.1	48.2	85,705	11,136	56,902	
Jul-16	15.1	15.1	17.5	23.2	15.1	15.2	32.9	49.2	84,988	11,210	55,866	
Aug-16	15.1	15.1	17.8	23.5	15.1	15.3	33.2	47.8	85,721	11,639	56,083	
Sep-16	15.1	15.1	17.4	22.4	15.1	15.3	31.9	46.5	83,428	10,818	54,656	
Oct-16	15.1	15.1	17.9	26.3	15.1	15.2	34.0	56.1	82,580	10,534	53,482	
Nov-16	15.1	15.1	18.1	26.8	15.1	15.3	33.2	51.6	81,284	10,279	52,930	
Dec-16	15.1	15.1	18.3	26.1	15.1	15.3	33.0	51.4	79,592	10,163	52,133	
Jan-17	15.1	15.1	16.9	22.8	15.1	15.2	29.5	45.3	81,035	9,833	51,891	
Feb-17	15.1	15.1	17.8	26.8	15.2	15.3	31.8	54.1	79,389	10,219	51,471	
Mar-17	15.1	15.1	18.4	27.8	15.1	15.3	33.6	49.3	83,419	11,122	52,949	
Apr-17	15.1	15.1	16.5	21.8	15.1	15.2	26.5	39.6	85,444	11,579	54,746	
May-17	15.1	15.1	16.0	19.4	15.3	15.2	23.2	32.8	85,044	10,657	52,538	
Jun-17	15.1	15.1	16.9	25.8	15.1	15.2	27.6	47.4	87,110	11,493	54,427	
Jul-17	15.1	15.1	16.0	19.2	15.1	15.2	24.5	38.2	85,995	11,127	53,407	
Aug-17	15.1	15.1	16.1	19.2	15.1	15.2	24.1	34.0	87,151	11,562	54,348	
Sep-17	15.1	15.1	16.1	20.3	15.1	15.1	24.1	38.4	84,558	10,960	53,009	
Oct-17	15.1	15.1	16.9	24.8	15.1	15.2	27.3	44.4	83,869	10,845	52,498	
Nov-17	15.1	15.1	16.8	23.3	15.1	15.2	27.7	47.4	80,727	10,644	50,662	
Dec-17	15.1	15.1	16.5	20.8	15.1	15.1	27.0	44.5	79,785	10,547	50,060	
Jan-18	15.1	15.1	17.3	26.0	15.1	15.1	29.1	47.8	79,661	10,001	49,648	
Feb-18	15.1	15.1	16.5	22.2	15.1	15.1	25.4	38.7	82,469	10,062	51,715	
Mar-18	15.1	15.1	16.0	19.9	15.1	15.1	24.9	38.2	84,854	10,542	53,050	
Apr-18	15.1	15.1	16.2	19.9	15.1	15.1	26.1	38.4	84,990	10,699	53,587	
May-18	15.1	15.1	17.2	23.5	15.1	15.2	28.6	42.1	85,770	11,221	53,420	
Jun-18	15.1	15.1	17.7	26.3	15.1	15.2	29.6	44.4	87,839	11,805	55,017	
Jul-18	15.1	15.1	17.3	24.0	15.1	15.2	30.9	46.6	85,145	11,917	53,041	
Aug-18	15.1	15.1	16.9	24.6	15.1	15.1	28.1	47.2	86,646	11,975	54,498	
Sep-18	15.1	15.1	16.9	27.5	15.1	15.2	29.2	46.1	84,635	11,180	52,412	
Oct-18	15.1	15.1	16.5	20.8	15.1	15.2	28.4	42.2	84,490	11,194	52,397	
Nov-18	15.1	15.1	17.6	26.0	15.1	15.1	30.4	47.3	81,835	10,888	51,052	
Dec-18	15.1	15.1	17.6	29.2	15.1	15.1	28.9	51.1	79,975	10,487	49,911	
Jan-19	15.1	15.1	16.2	21.1	15.1	15.1	26.5	44.6	81,495	10,216	50,807	
Feb-19	15.1	15.1	17.7	30.8	15.2	15.3	29.5	62.4	70,419	11,911	44,706	
Mar-19	15.1	15.1	16.6	22.4	15.1	15.1	27.4	42.5	84,575	10,998	52,533	
Apr-19	15.1	15.1	16.2	20.7	15.1	15.1	27.1	40.8	84,812	11,115	53,177	
May-19	15.1	15.1	16.8	22.7	15.1	15.1	29.1	44.0	84,750	11,392	52,797	
Jun-19	15.1	15.1	17.8	24.8	15.1	15.1	32.8	46.7	86,144	12,071	53,878	
Jul-19	15.1	15.1	16.7	21.8	15.2	15.2	27.8	42.9	84,748	11,757	53,183	
Aug-19	15.1	15.1	16.4	21.6	15.1	15.1	26.0	41.2	86,857	11,954	54,174	
Sep-19	15.1	15.1	16.1	20.4	15.2	15.2	27.6	43.0	83,728	11,359	52,505	

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

NORTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESSB 5689 Sec. 209 (2)(b) and (c) (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		PM 95th %tile		NE 100th St		SR 527	
	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile
Oct-19	15.1	15.1	17.3	26.3	27,714	11,272	15.1	15.1	30.6	47.9	83,483	56,775						
Nov-19	15.1	15.1	17.3	24.0	26,523	11,307	15.1	15.1	30.7	49.7	81,371	55,527						
Dec-19	15.1	15.1	16.7	24.7	25,050	10,693	15.1	15.1	27.0	47.0	80,009	53,994						
Jan-20	15.1	15.1	16.8	24.2	24,147	10,059	15.2	15.7	28.7	48.1	74,975	51,277						
Feb-20	15.1	15.1	16.6	22.5	25,957	11,154	15.1	15.1	28.2	45.8	82,510	55,872						
Mar-20	15.1	15.1	15.2	15.6	12,460	5,802	15.1	15.1	17.0	27.5	65,323	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	33,583						
May-20	15.1	15.1	15.1	15.1	7,272	4,022	15.1	15.1	15.3	16.9	63,619	42,910						
Jun-20	15.1	15.1	15.1	15.1	12,298	6,391	15.1	15.1	16.9	22.7	73,971	50,120						
Jul-20	15.1	15.1	15.1	15.1	14,223	7,268	15.1	15.1	17.0	22.7	77,120	51,636						
Aug-20	15.1	15.1	15.5	15.6	15,351	7,786	15.1	15.1	18.1	27.6	78,307	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	51,056						
Oct-20	15.1	15.1	15.5	16.5	15,624	7,477	15.1	15.1	19.0	30.4	75,632	51,200						
Nov-20	15.1	15.1	15.2	15.1	13,385	6,714	15.1	15.1	17.8	25.8	69,393	47,626						
Dec-20	15.1	15.1	15.6	15.5	14,041	7,136	15.1	15.1	19.2	33.4	69,341	47,322						
Jan-21	15.1	15.1	15.2	15.1	12,964	6,504	15.1	15.1	16.9	21.9	70,043	47,747						
Feb-21	15.1	15.1	15.2	15.4	14,215	7,000	15.1	15.1	18.3	27.4	71,338	48,877						
Mar-21	15.1	15.1	15.4	15.5	15,939	7,927	15.1	15.1	19.8	32.3	76,384	51,602						
Apr-21	15.1	15.1	15.4	16.6	16,156	9,391	15.1	15.1	19.8	33.4	79,346	53,278						
May-21	15.1	15.1	15.4	15.9	18,675	8,894	15.1	15.1	19.2	28.8	80,013	52,609						
Jun-21	15.1	15.1	15.6	17.8	20,958	10,188	15.1	15.1	22.0	35.5	82,068	53,883						
Jul-21	15.1	15.1	15.8	19.7	22,198	10,725	15.1	15.1	21.3	32.1	82,659	54,686						
Aug-21	15.1	15.1	15.4	16.7	21,702	10,752	15.1	15.1	20.8	29.6	81,570	54,608						
Sep-21	15.1	15.1	15.3	16.2	21,424	10,387	15.1	15.2	20.4	28.9	80,135	53,481						
Oct-21	15.1	15.1	15.4	17.0	21,543	10,418	15.1	15.2	21.1	31.4	79,288	53,416						
Nov-21	15.1	15.1	15.7	18.3	21,366	10,394	15.1	15.1	23.0	37.2	75,365	50,739						
Dec-21	15.1	15.1	15.8	19.4	19,541	9,733	15.1	15.1	22.9	39.5	70,727	47,716						
Jan-22	15.1	15.1	15.2	15.4	16,828	8,330	15.1	15.1	18.0	25.5	72,414	48,448						
Feb-22	15.1	15.1	15.4	16.6	19,187	9,243	15.1	15.1	18.8	28.1	78,048	51,736						
Mar-22	15.1	15.1	15.4	17.3	21,467	9,951	15.1	15.1	21.5	34.5	79,568	52,767						
Apr-22	15.1	15.1	16.1	20.1	21,861	10,400	15.1	15.1	22.0	33.9	80,731	53,680						
May-22	15.1	15.1	15.6	18.1	22,566	11,344	15.1	15.1	22.0	32.8	80,081	54,650						
Jun-22	15.1	15.1	16.0	20.9	24,032	11,048	15.1	15.1	23.3	39.0	82,012	54,315						

SOUTHBOUND I-405 (ENTIRE CORRIDOR) - ESSB 5689 Sec. 209 (2)(b) and (c) (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 %ile	PM Off-Peak Period	PM Off-95th %ile	SR 527	NE 100th St	SR 527	AM Peak Period	AM 95th %ile	PM Off-Peak Period	PM Off-95th %ile	NE 100th St	SR 527	AM Peak Period	AM 95th %ile	PM Off-Peak Period	PM Off-95th %ile	NE 100th St	SR 527	
Oct-14	22.6	40.7	15.6	18.1	9,781	13,709	41.2	72.3	18.7	30.1	71,659	52,978								
Nov-14	19.1	29.9	16.5	25.1	9,580	13,402	33.6	64.3	22.0	38.6	69,176	50,528								
Dec-14	18.2	27.2	16.3	24.0	9,868	13,767	29.9	61.2	21.0	35.4	68,843	50,616								
Jan-15	17.8	24.1	15.4	15.8	8,135	12,270	32.4	57.1	17.2	22.8	68,891	51,477								
Feb-15	18.0	25.1	15.3	16.3	8,598	12,712	32.4	59.3	16.6	21.0	71,009	53,297								
Mar-15	18.0	27.3	15.5	16.5	9,247	13,411	33.6	67.4	17.9	25.2	73,193	53,998								
Apr-15	16.9	21.7	15.5	16.3	9,411	13,412	29.7	53.3	18.2	25.5	75,571	54,958								
May-15	17.8	24.0	15.6	18.1	10,139	14,178	32.8	56.5	19.0	27.0	73,267	55,212								
Jun-15	18.3	24.1	16.6	23.4	11,131	15,976	34.9	57.1	20.9	30.5	76,202	55,600								
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								
Aug-15	18.6	27.3	17.4	25.8	16,392	16,392	30.5	53.7	19.3	27.0	75,303	57,275								
Sep-15	17.7	25.6	16.4	23.6	9,838	13,176	34.4	61.3	19.4	31.5	72,143	53,934								
Oct-15	16.4	22.4	15.1	15.3	18,613	18,613	28.8	47.6	18.9	26.6	68,590	54,184								
Nov-15	17.5	28.3	15.2	15.6	18,758	18,758	28.6	53.2	21.1	36.7	66,372	52,284								
Dec-15	16.5	24.2	15.3	16.0	18,913	18,913	25.2	50.2	20.8	36.0	66,113	52,347								
Jan-16	16.7	23.9	15.1	15.1	19,067	19,067	28.8	55.7	17.5	24.3	65,508	51,865								
Feb-16	15.6	18.0	15.1	15.4	19,358	19,358	25.2	41.2	17.7	26.7	68,776	54,029								
Mar-16	16.5	22.5	15.2	15.5	21,916	21,916	25.8	43.1	18.9	31.0	69,874	55,208								
Apr-16	16.6	23.5	15.3	16.8	22,288	22,288	25.4	43.1	18.9	31.0	69,874	55,208								
May-16	16.9	22.9	15.2	15.6	11,075	22,758	27.3	44.5	18.8	27.4	69,152	54,741								
Jun-16	16.7	23.5	16.2	22.0	24,692	24,692	28.2	45.3	24.2	43.3	69,986	55,920								
Jul-16	16.4	21.8	15.5	18.2	12,307	24,397	26.4	46.0	21.0	31.9	69,477	54,920								
Aug-16	16.6	20.9	15.7	18.6	25,647	25,647	26.8	42.9	20.4	34.0	70,248	55,249								
Sep-16	19.0	29.4	15.6	19.6	24,735	24,735	31.2	53.4	20.1	36.1	67,817	52,915								
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								
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								
Dec-16	17.6	29.5	15.5	18.3	22,405	22,405	24.9	51.9	19.7	34.1	65,345	51,056								
Jan-17	17.8	29.9	15.1	15.1	21,846	21,846	27.8	54.4	16.7	22.3	65,794	51,395								
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								
Mar-17	20.5	38.1	15.4	18.1	11,739	25,301	32.1	54.7	18.7	30.8	67,585	53,175								
Apr-17	17.9	28.9	15.1	15.3	25,060	25,060	29.4	52.1	17.0	22.8	68,899	54,023								
May-17	18.3	28.9	15.2	15.6	11,585	25,526	29.8	52.9	18.4	27.7	68,485	53,901								
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								
Jul-17	17.6	26.3	15.8	18.2	27,057	28,4	28.4	50.2	20.2	32.2	69,575	54,480								
Aug-17	17.5	24.9	15.3	16.4	27,658	27,658	28.2	49.5	17.7	24.2	70,940	55,688								
Sep-17	19.7	31.0	15.1	15.5	26,281	26,281	31.5	52.3	18.0	24.4	68,411	53,689								
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								
Nov-17	23.2	43.6	15.7	20.6	25,888	25,888	36.4	69.7	19.9	35.3	64,316	51,099								
Dec-17	19.4	33.9	15.7	18.4	11,344	24,640	27.3	50.8	19.9	31.9	65,179	51,323								
Jan-18	21.2	37.5	15.1	15.5	24,266	24,266	32.8	58.7	17.4	26.7	64,180	50,679								
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								
Mar-18	19.5	32.8	15.3	16.8	26,143	26,143	31.1	53.3	18.5	29.2	68,954	54,271								
Apr-18	17.3	24.7	15.2	15.5	25,477	25,477	27.2	44.8	18.0	25.4	69,378	55,305								
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								
Jun-18	19.2	32.9	16.7	22.6	13,037	28,181	30.3	50.7	23.3	32.8	70,632	56,384								
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								
Aug-18	18.0	28.2	15.6	18.2	27,960	27,960	27.3	45.2	19.3	28.9	71,166	56,710								
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								
Oct-18	19.1	28.3	15.4	17.4	11,867	26,211	31.5	50.4	18.0	25.7	67,619	54,109								
Nov-18	20.5	36.7	15.4	17.9	25,526	25,526	31.3	56.6	19.4	29.3	65,606	52,784								
Dec-18	18.9	34.4	15.6	18.6	24,577	24,577	27.2	52.8	20.1	33.4	64,548	51,984								
Jan-19	18.8	32.0	15.1	15.4	10,996	28,7	28.7	51.3	17.2	24.0	65,366	52,457								
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								
Mar-19	18.8	29.3	15.1	15.5	26,151	26,151	30.4	49.0	17.9	25.6	67,617	54,207								
Apr-19	18.6	27.6	15.3	17.2	11,859	26,032	29.5	47.1	18.1	30.7	68,493	55,119								

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

SOUTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESSB 5689 Sec. 209 (2)(b) and (c) (Ref. G, H, I) All travel times in 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
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	22.1	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	12.306	6,164	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

I-405 AND SR 167 PERFORMANCE AND ENFORCEMENT HOURS - ESSB 5689 Sec. 209 (8)

	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%	120
Sep-19	94%	68%	519	76%	60%	-
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

Beginning in March 2020 WSDOT requested Washington State Patrol decrease enforcement efforts due to less traffic using the express toll lanes, and to help reduce costs, enforcement did not resume until October 2021.

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 2022, QUARTER ENDED JUNE 30, 2022

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 20,664,180	\$ 21,965,341	\$ 19,532,955	\$ 21,168,131	\$ 83,330,607
Civil penalty	2	147,133	(324,962)	(426,666)	(153,925)	(758,420)
Transponder sales	3	115,357	190,321	124,799	114,396	544,874
Toll vendor contractual damages	4	153,160	1,441	5,422	157,865	317,888
Toll bill reprocessing fee	5	(10,532)	(47,161)	(54,157)	(61,665)	(173,515)
Interest income		16,900	27,204	37,999	65,777	147,881
Miscellaneous	6	(500)	62,449	(1,825)	17,022	77,146
TOTAL REVENUES		21,085,698	21,874,633	19,218,528	21,307,602	83,486,460
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	2,570,687	1,560,892	1,505,498	1,814,851	7,451,928
Insurance	8	1,490,252	6,028	4,521	3,014	1,503,814
Credit card and bank fees		461,261	634,029	624,298	678,748	2,398,336
Transponder cost of goods sold	9	58,115	140,363	107,458	94,978	400,913
Pay-by-mail		7,064	216,180	142,318	153,239	518,802
Other	10	76,319	133,883	131,148	99,807	441,157
Total Goods and Services		4,663,697	2,691,374	2,515,241	2,844,638	12,714,950
Personal service contracts	11	128,309	194,102	212,261	172,027	706,699
Salaries and benefits		363,831	286,030	307,867	287,274	1,245,002
Civil penalty adjudication costs	12	34,049	39,092	6,089	11,592	90,822
Maintenance and preservation	13	138,879	132,006	209,991	390,763	871,638
Other Agency/Program Expenditures	14	32,124	32,324	88,674	54,274	207,396
TOTAL EXPENDITURES		5,360,888	3,374,928	3,340,123	3,760,567	15,836,506
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		15,724,810	18,499,704	15,878,405	17,547,035	67,649,954
OTHER FINANCING USES						
Operating transfer in	15	3,786,625	11,640,125	3,786,625	3,786,625	23,000,000
Operating transfers out	16	(18,384,000)	(13,138,925)	(24,891,000)	(21,621,925)	(78,035,850)
TOTAL OTHER FINANCING USES		(14,597,375)	(1,498,800)	(21,104,375)	(17,835,300)	(55,035,850)
NET CHANGE IN FUND BALANCE		1,127,435	17,000,904	(5,225,970)	(288,265)	12,614,104
FUND BALANCE - BEGINNING		9,451,995	10,579,430	27,580,334	22,354,364	9,451,995
FUND BALANCE - ENDING		\$ 10,579,430	\$ 27,580,334	\$ 22,354,364	\$ 22,066,099	\$ 22,066,099

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 2022, QUARTER ENDED JUNE 30, 2022

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 2021-23 biennium is \$1,493,000.

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 2022 are:

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
BOS CSC Procurement Allocation	\$ 416,998	\$ 66,474	\$ 16,684	\$ 203,090	\$ 703,246

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 any of the following conditions exist: (a) Payment of Notice of Civil Penalty is received, or (b) Notice of Civil Penalty payment due date passes without receiving a request for an administrative hearing, or (c) an Administrative Law Judge upholds the Notice of Civil Penalty. No new revenue has been reported since system conversion and WSDOT is working with its toll vendor to resume collection as soon as possible. Negative revenue is due to Allowance for Doubtful Accounts (ADA) adjustments.
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. No new revenue has been reported since system conversion and WSDOT is working with its toll vendor to resume collection as soon as possible. Reported revenue is due to Allowance for Doubtful Accounts (ADA) adjustments.
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 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 new TNB.

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
Maintenance	\$ 138,879	\$ 132,006	\$ 145,320	\$ 234,366	\$ 650,571
Preservation	-		64,671	156,396	221,067
Total	\$ 138,879	\$ 132,006	\$ 209,991	\$ 390,762	\$ 871,638

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

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

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)	\$ 22,500	\$ 22,700	\$ 22,800	\$ 21,800	\$ 89,800
Traffic Operations (Q)	-	-	-	-	-
Transportation Management (S)	-	-	56,250	18,750	75,000
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	-	-	-	4,100	4,100
Washington State Patrol	9,624	9,624	9,624	9,624	38,496
Total	\$ 32,124	\$ 32,324	\$ 88,674	\$ 54,274	\$ 207,396

15. **Operating Transfers In** – Operating transfers in reflect amounts from the American Rescue Plan Act (ARPA) provided to various transportation accounts in the 2021-23 enacted budget, as well as a transfer from the Transportation Partnership Account. Half of the ARPA funds provided were transferred in FY 2022, with the rest expected to be transferred in FY 2023.

16. **Operating Transfers Out** – Total includes amount transferred to MVA for debt service pursuant to RCW 47.46.140 and MVA loan repayment of \$5M per enacted budget (ESHB 2322.SL).

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 520 CORRIDOR
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 11,118,427	\$ 11,241,161	\$ 10,581,133	\$ 13,650,525	46,591,246
Debt service reimbursement (FHWA)	2	90,741,438	-	8,976,188	-	99,717,625
Transponder sales	3	135,525	116,280	114,886	134,199	500,890
Toll vendor contractual damages	4	6,426	2,175	2,157	331,823	342,582
Toll bill reprocessing fee	5	173,589	(91,056)	443,691	195,263	721,487
Interest income		153,144	217,408	167,181	321,933	859,665
Miscellaneous	6	(950)	8,925	4,890	108,259	121,123
TOTAL REVENUES		102,327,598	11,494,893	20,290,126	14,742,001	148,854,618
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	2,245,736	2,051,920	2,009,375	(5,723,555)	583,475
Insurance	8	4,056,909	12,986	12,986	(4,082,882)	-
Credit card and bank fees		252,623	245,139	229,599	(727,361)	-
Transponder cost of goods sold	9	81,830	70,505	70,705	(223,039)	-
Pay-by-mail		196,506	189,300	178,713	(564,520)	-
Other	10	107,479	113,544	111,652	(332,675)	-
Total Goods and Services		6,941,082	2,683,395	2,613,030	(11,654,032)	583,475
Personal service contracts	11	294,873	398,485	447,353	(455,387)	685,325
Salaries and benefits		404,581	379,811	403,830	(1,188,221)	-
Maintenance and preservation	12	469,370	457,935	519,561	531,226	1,978,093
Other Agency/Program Expenditures	13		994,004	496,998	1,093,847	2,584,849
TOTAL EXPENDITURES		8,109,906	4,913,630	4,480,773	(11,672,566)	5,831,742
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		94,217,692	6,581,263	15,809,353	26,414,567	143,022,876
OTHER FINANCING SOURCES (USES)						
Operating transfers in		-	-	-	2,720,951	2,720,951
Operating transfers out - debt service	14	(104,732,067)	(20,051,632)	(14,419,280)	(13,635,246)	(152,838,223)
TOTAL OTHER FINANCING USES		(104,732,067)	(20,051,632)	(14,419,280)	(10,914,295)	(150,117,273)
NET CHANGE IN FUND BALANCE		(10,514,374)	(13,470,369)	1,390,074	15,500,272	(7,094,397)
FUND BALANCE - BEGINNING		89,700,409	79,186,035	65,715,666	67,105,740	89,700,409
FUND BALANCE - ENDING		\$ 79,186,035	\$ 65,715,666	\$ 67,105,740	\$ 82,606,012	\$ 82,606,012

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 2021, QUARTER ENDED JUNE 30, 2021

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 2021 are

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
BOS CSC Procurement Allocation	\$ 463,078	\$ 212,503	\$ 278,911	\$ 311,415	\$ 1,265,907

Fund 16J Expenditures - A portion of Fund 16J expenditures were allocated to Fund 17P in Q4 in accordance with legislative direction in the enacted 2019-21 second supplemental budget. This is a one-time shift of reported expenditures. Future operating expenditures (FY22) are being posted in Fund 16J.

Detailed Notes

- 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.
- Debt Service Reimbursement (FHWA)** – Federal Highway Administration Revenue provided for debt service on GARVEE bonds (Series 2012F & Series 2014C). These revenues are received every six months and the associated operating transfers out occur at the same time.
- Transponder Sales** – Sales of transponder devices to potential and existing *Good To Go!* electronic toll account customers.
- Toll Vendor Contractual Damages** – Charges to ETCC for not meeting Key Performance Indicators (KPIs) and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
- Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings.
- 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.
- Toll Operations Vendor Contract** – Payment for monthly operations costs.
- Insurance** – Annual premium for insuring the facility and monthly insurance brokerage fee paid to the Department of Enterprise Services (DES).
- Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
- Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, service provided by outside vendors, printing, and registered owner look up costs.
- Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting. Increase in services provided by Jacobs.
- Maintenance and Preservation** – Cost of maintenance and preservation activities on the SR520 corridor.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 456,174	\$ 457,950	\$ 498,889	\$ 530,556	\$ 1,943,569
Preservation	13,196	(15)	20,672	671	34,524
Total	\$ 469,370	\$ 457,935	\$ 519,561	\$ 531,227	\$ 1,978,093

- Other Agency/Program Expenditures** – The 2020 transportation appropriations bill (ESHB 2322) included new toll-funded appropriations for expenses for the Washington State Patrol (WSP), Transportation Commission (WSTC), and six operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ -	\$ -	\$ -	\$ 262,000	\$ 262,000
Traffic Operations (Q)	-	-	-	47,897	47,897
Transportation Management (S)	-	-	-	181,222	181,222
Transportation Planning (T)	-	-	-	105,730	105,730
Washington State Patrol	-	994,004	496,998	496,998	1,988,000
Total	\$ -	\$ 994,004	\$ 496,998	\$ 1,093,847	\$ 2,584,849

- 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 2012C, 2012F, 2014C and 2017C bonds. The GARVEE transfer out for the Series 2012F & 2014C bonds is paid by a reimbursement from FHWA (Note 2).

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 520 CIVIL PENALTY
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Civil penalty	1	\$ (69,761)	\$ 627,221	\$ 727,301	\$ 1,614,548	\$ 2,899,309
Interest income		19,045	32,244	29,633	35,958	116,880
TOTAL REVENUES		(50,715)	659,465	756,934	1,650,506	3,016,189
EXPENDITURES						
Goods and Services						
Adjudication system vendor contract	2	93,714	103,835	104,395	80,952	382,896
Administrative hearing	3	4,703	16,526	12,469	12,431	46,129
Credit card and bank fees		18,068	12,299	9,392	17,542	57,301
Other	4	33,338	45,338	41,933	27,875	148,484
Total Goods and Services		149,823	177,997	168,190	138,800	634,810
Salaries and benefits		13,241	9,402	9,420	9,701	41,765
TOTAL EXPENDITURES		163,064	187,399	177,610	148,501	676,574
Goods and Services - Allocated from Fund 16J						
Toll operations vendor contracts					8,089,926	8,089,926
Insurance					4,095,868	4,095,868
Credit card and bank fees					1,039,189	1,039,189
Transponder cost of goods sold					318,095	318,095
Pay-by-mail					761,622	761,622
Other					439,458	439,458
Total Goods and Services		-	-	-	14,744,158.31	14,744,158.31
Personal service contracts					1,025,087	1,025,087
Salaries and benefits					1,561,759	1,561,759
TOTAL EXPENDITURES - Allocated		-	-	-	17,331,005	17,331,005
TOTAL EXPENDITURES - Combined		-	-	-	17,479,506	18,007,579
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		(213,779)	472,066	579,324	(15,829,000)	(14,991,390)
OTHER FINANCING SOURCES (USES)						
Operating transfers in					6,000,000	6,000,000
Operating transfers out - debt service					(232,000)	(232,000)
TOTAL OTHER FINANCING USES					5,768,000	5,768,000
NET CHANGE IN FUND BALANCE		(213,779)	472,066	579,324	(10,061,000)	(9,223,390)
FUND BALANCE - BEGINNING		13,744,294	13,530,515	14,002,580	14,581,904	13,744,294
FUND BALANCE - ENDING		\$ 13,530,515	\$ 14,002,580	\$ 14,581,904	\$ 4,520,904	\$ 4,520,904

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 2021, QUARTER ENDED JUNE 30, 2021

Detailed Notes

- 1. Civil Penalty Revenue** – Revenue earned when any of the following conditions exist: (a) Payment of Notice of Civil Penalty is received, or (b) Notice of Civil Penalty payment due date passes without receiving a request for an administrative hearing, or (c) an Administrative Law Judge upholds the Notice of Civil Penalty.
- 2. The Adjudication System Vendor Contract** – 520 Bridge share of the adjudication system vendor contract with ETCC 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.

Fund 17P Expenditures - A portion of Fund 16J expenditures were allocated to Fund 17P in Q4 in accordance with legislative direction in the enacted 2019-21 second supplemental budget. This is a one-time shift of reported expenditures. Future operating expenditures (FY22) are being posted in Fund 16J.

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 99
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 3,676,796.51	\$ 3,482,764	\$ 3,422,662	4,528,199	\$ 15,110,421
Civil penalty	2	492,095	1,022,166	800,212	1,094,512	3,408,984
Transponder sales	3	82,811	69,145	68,186	79,434	299,576
Toll vendor contractual damages	4	722	1,407	1,335	187,504	190,968
Toll bill reprocessing fee	5	157,226	(85,161)	370,626	274,945	717,636
Interest income		(116,283)	(189,821)	(155,499)	14,686	(446,917)
Miscellaneous	6	(891)	5,433	2,834	64,956	72,331
TOTAL REVENUES		<u>4,292,476</u>	<u>4,305,934</u>	<u>4,510,355</u>	<u>6,244,236</u>	<u>19,353,001</u>
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	1,406,415	1,380,017	1,317,098	1,425,097	5,528,627
Credit card and bank fees		81,925	79,901	72,622	99,224	333,671
Transponder cost of goods sold	8	50,000	41,907	41,956	56,224	190,086
Pay-by-mail		178,193	162,957	148,804	155,470	645,424
Other	9	81,959	66,794	70,469	71,866	291,088
Total Goods and Services		<u>1,798,491</u>	<u>1,731,575</u>	<u>1,650,948</u>	<u>1,807,882</u>	<u>6,988,896</u>
Personal service contracts	10	187,794	200,074	378,715	373,396	1,139,978
Salaries and benefits		271,937	248,878	266,485	243,574	1,030,874
Civil penalty adjudication cost	11	123,060	151,833	166,238	141,038	582,168
Maintenance and preservation	12	725,268	846,810	869,339	1,109,463	3,550,880
Capital Outlays		2,247,423	17,489,826	4,295,400	4,759,185	28,791,834
Other Agency/Program Expenditures	13		498,000	249,000	(492,915)	254,085
TOTAL EXPENDITURES		<u>5,353,972</u>	<u>21,166,996</u>	<u>7,876,126</u>	<u>7,941,623</u>	<u>42,338,716</u>
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		(1,061,496)	(16,861,061)	(3,365,770)	(1,697,387)	(22,985,715)
OTHER FINANCING SOURCES (USES)						
Operating transfers in		-	-	77,956,000	13,000,000	90,956,000
Operating transfers out		-	(2,565,500)	-	(5,575,750)	(8,141,250)
TOTAL OTHER FINANCING USES		<u>-</u>	<u>(2,565,500)</u>	<u>77,956,000</u>	<u>7,424,250</u>	<u>82,814,750</u>
NET CHANGE IN FUND BALANCE		<u>(1,061,496)</u>	<u>(19,426,561)</u>	<u>74,590,230</u>	<u>5,726,863</u>	<u>59,829,035</u>
FUND BALANCE - BEGINNING		<u>(50,100,486)</u>	<u>(51,161,982)</u>	<u>(70,588,544)</u>	<u>4,001,686</u>	<u>(50,100,486)</u>
FUND BALANCE - ENDING	14	<u>\$ (51,161,982)</u>	<u>\$ (70,588,544)</u>	<u>\$ 4,001,686</u>	<u>\$ 9,728,549</u>	<u>\$ 9,728,549</u>

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
STATE ROUTE 99
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

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 2021 are:

	Q1	Q2	Q3	Q4	Total
BOS CSC Procurement Allocation	\$ 261,393	\$ 119,951	\$ 155,813	\$ 269,575	\$ 806,732

Detailed Notes

- Toll Revenue** – Revenue earned, net of any adjustments, from tolls on vehicles traveling in the eastbound direction over the TNB, which are
- Civil Penalty Revenue** – Revenue earned when any of the following conditions exist: (a) Payment of Notice of Civil Penalty is received, or (b) Notice of Civil Penalty payment due date passes without receiving a request for an administrative hearing, or (c) an Administrative Law Judge upholds the Notice of Civil Penalty.
- Transponder Sales** – Sales of transponder devices to potential and existing *Good to Go!* electronic toll account customers.
- Toll Vendor Contractual Damages** – Charges to ETCC for not meeting Key Performance Indicators (KPIs) and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
- Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings.
- 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.
- Toll Operations Vendor Contracts** – Payment for monthly toll operations costs.
- Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
- Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, outside vendor services, printing, and registered owner look up costs.
- Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
- Civil Penalty Adjudication Costs** – Allocated share of the adjudication system vendor contract with ETCC for the adjudication system module, as
- Maintenance and Preservation** – Cost of maintenance and preservation activities on SR99.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 725,268	\$ 846,810	\$ 869,339	\$ 1,109,463	\$ 3,550,880
Preservation	-	-	-	-	-
Total	\$ 725,268	\$ 846,810	\$ 869,339	\$ 1,109,463	\$ 3,550,880

- Other Agency/Program Expenditures** – The 2020 transportation appropriations bill (ESHB 2322) included new toll-funded appropriations for expenses for the Washington State Patrol (WSP), Transportation Commission (WSTC), and six operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ -	\$ -	\$ -	\$ 132,000	\$ 132,000
Traffic Operations (Q)	-	-	-	2,983	2,983
Transportation Management (S)	-	-	-	112,102	112,102
Transportation Planning (T)	-	-	-	-	-
Washington State Patrol	-	498,000	249,000	(747,000)	-
Total	\$ -	\$ 498,000	\$ 249,000	\$ (499,915)	\$ 247,085

- Fund Balance** – The Legislature appropriated \$78 million for the project from the AWV Account. The project started spending from this account

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 INTERSTATE 405 AND STATE ROUTE 167 ETL
 STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
 STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
REVENUES						
Toll revenue	1	\$ 2,337,729	\$ 2,459,111	\$ 2,387,226	3,704,124	\$ 10,888,191
Civil penalty	2	(144,804)	103,824	377,699	767,895	1,104,614
Transponder sales	3	57,961	53,062	55,607	70,772	237,401
Toll vendor contractual damages	4	12,732	938	969	142,936	157,575
Toll bill reprocessing fee	5	82,476	(45,600)	217,122	94,198	348,197
Interest income		108,950	164,878	135,855	146,387	556,070
Miscellaneous	6	(486)	3,868	2,182	53,336	58,899
TOTAL REVENUES		<u>2,454,558</u>	<u>2,740,081</u>	<u>3,176,661</u>	<u>4,979,649</u>	<u>13,350,948</u>
EXPENDITURES						
Goods and Services						
Toll operations vendor contracts	7	1,122,056	1,230,690	1,217,657	1,718,560	5,288,963
Credit card and bank fees		74,489	66,383	54,303	65,766	260,940
Transponder cost of goods sold	8	34,997	32,175	34,246	50,002	151,420
Pay-by-mail		93,421	94,289	87,361	97,347	372,418
Other	9	<u>78,657</u>	<u>65,372</u>	<u>58,310</u>	<u>73,105</u>	<u>275,444</u>
Total Goods and Services		1,403,619	1,488,909	1,451,877	2,004,780	6,349,184
Personal service contracts	10	147,081	146,773	149,543	181,542	624,939
Salaries and benefits		298,778	309,046	321,502	303,220	1,232,546
Civil penalty adjudication cost	11	103,207	104,663	95,987	71,119	374,976
Maintenance and Preservation	12	150,911	1,271,633	642,561	550,779	2,615,884
Capital outlays		2,552,795	2,217,198	(898,658)	(1,801,734)	2,069,600
Other Agency/Program Expenditures	13	<u>39,862</u>	<u>626,452</u>	<u>315,006</u>	<u>599,601</u>	<u>1,580,922</u>
TOTAL EXPENDITURES		<u>4,696,254</u>	<u>6,164,674</u>	<u>2,077,818</u>	<u>1,909,307</u>	<u>14,848,052</u>
EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES		<u>(2,241,696)</u>	<u>(3,424,593)</u>	<u>1,098,843</u>	<u>3,070,342</u>	<u>(1,497,104)</u>
NET CHANGE IN FUND BALANCE		(2,241,696)	(3,424,593)	1,098,843	3,070,342	(1,497,104)
FUND BALANCE - BEGINNING		<u>66,632,231</u>	<u>64,390,535</u>	<u>60,965,942</u>	<u>62,064,785</u>	<u>66,632,231</u>
FUND BALANCE - ENDING		<u>\$ 64,390,535</u>	<u>\$ 60,965,942</u>	<u>\$ 62,064,785</u>	<u>\$ 65,135,127</u>	<u>\$ 65,135,127</u>

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
 INTERSTATE 405 AND STATE ROUTE 167 ETL
 STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE
 STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

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 2021 are:

	Q1	Q2	Q3	Q4	Total
BOS CSC Procurement Allocation	\$ 198,879	\$ 91,833	\$ 119,785	\$ 203,868	\$ 614,365

Detailed Notes

- 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.
- Civil Penalty**- Revenue earned when any of the following conditions exist: (a) Payment of Notice of Civil Penalty is received, or (b) Notice of Civil Penalty payment due date passes without receiving a request for an administrative hearing, or (c) an Administrative Law Judge upholds the Notice of Civil Penalty.
- Transponder Sales** – Sales of transponder devices to potential and existing *Good To Go!* electronic toll account customers.
- Toll Vendor Contractual Damages** – Charges to ETCC for not meeting Key Performance Indicators (KPIs) and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
- Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings.
- 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.
- Toll Operations Vendor Contract** – Payment for monthly operations costs.
- Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
- Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, services provided by outside vendors, printing, and registered owner look up costs.
- Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
- 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.
- Maintenance and Preservation** – Cost of maintenance and preservation activities on the I-405 and SR167 ETL.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 28,039	\$ 1,102,032	\$ 459,840	\$ 361,784	\$ 1,951,695
Preservation	122,872	169,601	182,721	188,995	664,189
Total	\$ 150,911	\$ 1,271,633	\$ 642,561	\$ 550,779	\$ 2,615,884

- Other Agency/Program Expenditures** – The 2020 transportation appropriations bill (ESHB 2322) included new toll-funded appropriations for expenses for the Washington State Patrol (WSP), Transportation Commission (WSTC), and six operating programs within the Washington State Department of Transportation (WSDOT).

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 39,862	\$ 34,773	\$ 19,506	\$ 210,049	\$ 304,191
Traffic Operations (Q)	-	680	-	18,321	19,001
Transportation Management (S)	-	-	-	75,741	75,741
Transportation Planning (T)	-	-	-	(11)	(11)
Washington State Patrol	-	591,000	295,500	295,500	1,182,000
Total	\$ 39,862	\$ 626,452	\$ 315,006	\$ 599,601	\$ 1,580,922

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
COMBINED BALANCE SHEET
STATE FISCAL YEAR 2021, QUARTER ENDED JUNE 30, 2021

	NOTES	SR16 TNB FUND 511	SR520 BRIDGE FUND 16J	SR520 CIVIL PENALTY FUND 17P	I-405 and SR167 ETL FUND 595	SR99 Tunnel FUND 535	CENTRAL TOLL FUND 495	TOTAL
ASSETS								
Cash and cash equivalents		\$ 67,145,142	\$ 20,951,307	\$ 9,325,497	\$ 13,397,416	\$ 67,507,920	\$ 28,294,925	\$ 206,622,206
Cash held with escrow agents		-	-	-	102,024	-	-	-
Accounts receivable, net	1	1,932,630	-	1,406,122	1,160,920	1,130,991	(410)	5,630,252
Notice of civil penalties, net	2	-	3,999,559	2,135,619	2,057,914	1,643,808	12,279	9,849,178
Due from other funds/agencies		15,285,787	28,287	1,035,976	1,637,929	522,550	3,837,431	22,347,960
Due from toll vendor	3	1,403,838	1,975	608,565	795,010	480,717	34,437	3,324,542
Consumable inventories	4	-	-	-	-	-	574,056	574,056
TOTAL ASSETS		85,767,397	24,981,129	14,511,778	19,151,213	71,285,986	32,752,717	248,348,196
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES								
Liabilities								
Accounts payable		95,571	2,207,440	1,664,332	1,411,995	2,525,996	493,567	8,398,900
Retained percentages payable		379,711	-	-	169,185	1,847	1,124,076	1,674,819
Due to other governments		5,221	-	-	126,048	190	-	131,458.56
Due to other funds/agencies		1,075,667	14,996,434	1,207,519	5,923,673	1,693,548	2,422,434	27,319,275
Due to department of revenue - taxes		-	-	-	212	-	18,723	18,936
Unearned revenue	5	8,733	963,431	398,911	74,411	206,198	28,612,964	30,264,648
Unclaimed property refund liability		-	-	-	-	-	130	130
Liability for cancelled warrants	6	-	-	2,736	-	-	80,823	83,559
Total Liabilities		1,564,903	18,167,305	3,273,499	7,705,523	4,427,778	32,752,717	67,891,725
Deferred Inflows of Resources								
Unavailable revenue-\$5 fee, NOCPs, Real Estate	7	191,403	2,292,920	1,182,503	925,575	1,122,432	-	5,714,833
Unavailable revenue-toll vendor		1,405,078	-	603,782	793,123	603,441	-	3,405,425
Total Deferred Inflows of Resources		1,596,482	2,292,920	1,786,285	1,718,698	1,725,874	-	9,120,258
Fund Balances								
Nonspendable consumable inventories		-	-	-	-	-	574,056	574,056
Restricted for operations and maintenance		11,855,555	-	-	-	-	-	11,855,555
Restricted for repair and replacement		20,383,872	-	-	-	-	-	20,383,872
Restricted for transportation		23,561,627	4,520,904	9,451,995	9,726,992	65,132,334	-	112,393,851
Restricted for revenue stabilization		17,804,958	-	-	-	-	-	17,804,958
Restricted for Deferred Sales Tax		9,000,000	-	-	-	-	-	9,000,000
Committed for transportation		-	-	-	-	-	-	-
Unassigned		-	-	-	-	-	(574,056)	(574,056)
Total Fund Balances	8	82,606,012	4,520,904	9,451,995	9,726,992	65,132,334	-	171,438,236
TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES		\$ 85,767,397	\$ 24,981,129	\$ 14,511,778	\$ 19,151,213	\$ 71,285,986	\$ 32,752,717	\$ 248,450,220

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 2021, QUARTER ENDED JUNE 30, 2021

Detailed Notes

1. **Accounts Receivable, net** - I-405/SR 167 ETL, SR 16 TNB, and SR 520 Bridge 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** - I-405 and SR 167 ETL, SR 16 TNB and SR 520 Bridge balances consist of all outstanding balances due related to notices of civil penalties for each respective facility.
3. **Due from Toll Vendor** – For I-405/SR 167 ETL, SR 16 TNB and SR 520 Bridge, the Due from Toll Vendor consists primarily of amounts due from the CSC operations vendor (ETCC) due to renegotiation of the CSC operations contract. For the Central Toll Account amounts are due from the CSC operations vendor ETCC due to operational and system errors that have required manual corrections and have resulted in amounts due to WSDOT. In addition, liquidated damages levied against ETAN for back office system development and deployment delays are included in the Due from toll vendor amounts.
4. **Consumable Inventory** – Toll transponders valued at cost using the first in, first out (FIFO) method.
5. **Unearned Revenue:**
 - (a) 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.
 - (b) 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.
 - (c) SR 520 Civil Penalty Account – Notice of civil penalty amounts not yet recognized because the adjudication process has not been completed.
 - (d) 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.
 - (e) SR 99 Tunnel Account – 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** – When a vendor cannot be located, such as when the vendor changes addresses without notification, the original warrant (check) must be cancelled and reissued once the vendor is located.
7. **Unavailable Revenue:**
 - (a) SR 16 TNB Account - amount associated with TNBs long-term portion of the toll vendor receivable and a real estate contract receivable. Also included are deferrals for NOCP and \$5 fee receivable amounts estimated to take over 12 months to collect.
 - (b) SR 520 Bridge Account - amount associated with 520s long-term portion of the toll vendor receivable. Also included are deferrals for \$5 fee receivable amounts estimated to take over 12 months to collect.
 - (c) SR 520 Civil Penalty Account – amounts associated with deferral for NOCP receivable amounts estimated to take over 12 months to collect.
 - (d) I-405 and SR 167 ETL Account – amounts associated with long-term portion of the toll vendor receivable. Also included are deferrals for NOCP and \$5 fee receivable amounts estimated to take over 12 months to collect.
8. **Fund Balances:**
 - (a) SR 99 Tunnel Account - The Legislature appropriated \$78 million for the project from the AWV Account. The project started spending from this account in November 2019. These funds will be reimbursed with a bond sale later this biennium.

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

For more information

Good To Go!

www.GoodToGo.com

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