

# Interstate 405 Express Toll Lanes/State Route 167 HOT Lanes

## Executive summary

Both facilities continue to meet WSDOT’s goals of allowing drivers a choice for a faster, more reliable trip while covering the costs of operation and providing funds for future improvements.

### GOAL 1 Provide a choice to people

- On average 30,000 drivers a day choose to pay a toll to use the I-405 Express Toll Lanes (ETL), while 16,000 drive toll-free. Drivers pay an average toll rate of \$4.11 for peak period, peak direction trips.
- An average of 5,500 drivers pay a toll to use the SR 167 HOT lanes each day. The average peak period, peak direction toll is \$4.34.

### GOAL 2 Provide a faster, more predictable trip

- Drivers saved an average of 9 minutes using the express toll lanes compared to the general purpose lanes on trips between Bellevue and Lynnwood during peak periods.
- On SR 167 drivers saved an average of 6 minutes using the HOT lanes during peak periods.
- Both the I-405 express toll lanes and SR 167 HOT lanes continue to maintain speeds greater than their general purpose counter parts in all sections.

### GOAL 3 Generate revenue to reinvest in the corridor

- I-405 and SR 167 continue to generate revenue exceeding the facilities’ operational and maintenance costs.
- This leaves additional revenue to be reinvested in improvements on the I-405 and SR 167 corridors.
- Financial data is posted quarterly on WSDOT’s financial and performance reports webpage:  
<https://www.wsdot.wa.gov/Tolling/405/library.htm>.

## NOTES

In late February a state of emergency was declared due to COVID-19. At that time several large employers in the Puget Sound area began encouraging their employees to telework, quickly diminishing traffic volumes throughout the region.

Washingtonians responded positively to Gov. Jay Inslee’s various COVID-19 related initiatives implemented in March, such as closing schools (March 12), restricting gatherings to fewer than 50 people (March 16), and the Stay Home, Stay Healthy Executive Order (March 25). The order expired on May 31.

- In response to these actions the March traffic volumes were significantly less than what they were during the same time period the year before.
- Transit ridership volumes have been similarly affected with increasing numbers of people teleworking, and avoiding mass transit options. The ridership numbers in this report are a daily average collected over three months, with only one month of abnormal data, resulting in the average volume showing only a minimal decrease.
- Toll revenue decreased in March due to the reduced volume of traffic using toll roads. But the impact was not greatly felt in this report because there was still outstanding toll revenue to be collected from prior months. For specific revenue information please see the FY2020 Q3 financial statements at <https://www.wsdot.wa.gov/Tolling/405/library.htm>
- The data for local arterial trips (section F) was sampled in the end of February and did not capture the effects of the decline in travel related to COVID-19.
- Beginning in March, WSDOT asked the Washington State Patrol to decrease enforcement efforts due to less traffic using the express toll lanes and to help decrease costs, and that shift is reflected in the decreased WSP hours spent on the tolled lanes.



Average peak period toll lane speeds compared to average general purpose lane speeds from January to March 2020.

## Legal reporting requirements

In its 2011 authorization of the I-405 express toll lanes (RCW 47.56.880), the Legislature directed WSDOT to monitor and report on certain performance metrics on an annual basis. ESHB 1160 209 (2, 8), from the 2019 budget, required quarterly reporting on the previously required metrics, and included additional performance measures.

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

LEGISLATIVE MONITORING REQUIREMENT		REPORT SECTION REFERENCE
<b>A</b>	Whether the express toll lanes maintain speeds of forty-five miles per hour at least ninety percent of the time during peak periods.	<b>I-405</b> Page 3A, 12A Includes total percentage, and percentage split by section. <b>SR 167</b> Page 3A, 12A. Includes total percentage.
<b>B</b>	Whether the average traffic speed changed in the general purpose lanes.	<b>I-405</b> Page 3B <b>SR 167</b> Page 3B
<b>C</b>	Whether transit ridership changed.	<b>I-405</b> Page 3C. No remarkable changes or trends <b>SR 167</b> Previously this was required annually. No remarkable changes or trends.
<b>D</b>	Whether the actual use of the express toll lanes is consistent with the projected use.	We have exceeded original forecasts for both facilities and will no longer be reporting.
<b>E</b>	Whether the express toll lanes generated sufficient revenue to pay for all I-405 express toll lane operating costs.	The revenue continues to cover the operational and maintenance costs for both facilities.
<b>F</b>	Whether travel times and volumes have increased or decreased on adjacent local streets and state highways	<b>I-405</b> Page 3F <b>SR 167</b> This requirement was imposed 10 years after the creation of the HOT Lanes and we don't currently have equipment in place to collect this data.
<b>G</b>	Whether the actual gross revenues are consistent with projected gross revenues as identified in the fiscal note for EHB 1382 distributed by the Office of Financial Management on March 15, 2011	We have far exceeded the original forecasts and will no longer be reporting on this, unless we fall below forecasts.
<b>H</b>	Travel times and travel time reliability maintained in the system	Compares minimum, average and 95th percent travel times at peak and non-peak periods, compares express toll lanes to general purpose lanes, in both the entire corridor and commonly made trips within the corridor.  <b>I-405</b> Page 4H-11H <b>SR 167</b> Not required
<b>I</b>	Travel times and travel time reliability compared to pre-tolling.	A month-to-month comparison of times and reliability for the entire corridor and commonly made trips within the corridor.  <b>I-405</b> Page 4I-11I <b>SR 167</b> Not required
<b>J</b>	Comparison of traffic volumes by lane type and month-to-month	Total express toll lane and total general purpose lane traffic volumes, comparisons of each type of lane, and to pre-tolling volumes, and a month-to-month comparison.  <b>I-405</b> Page 8J-11J <b>SR 167</b> Not required
<b>K</b>	Washington State Patrol enforcement hours	A monthly total of enforcement hours spent on each facility.  <b>I-405</b> Page 12K <b>SR 167:</b> Page 12K

Reference	Unit	Q2 FY2020	Q3 FY2020	Q2 FY2020	Q3 FY2020	Meets Requirement	
A	Percent	<b>45 mph 90% of time ETL Performance</b>					RCW 47.56.880 (4)(a) and ESHB 1160 209 (2)(a)
		Northbound					
		86%	92%	75%	79%		
		Single lane: 93%	Single lane: 97%				
		Dual lane: 84%	Dual lane: 90%				
	Percent	<b>Southbound</b>					RCW 47.56.880 (4)(a) and ESHB 1160 209 (2)(a)
		Northbound					
		63%	75%	68%	82%		
		Single lane: 57%	Single lane: 69%				
		Dual lane: 93%	Dual lane: 95%				
B	MPH	<b>Average ETL Speeds</b>					RCW 47.56.880 (4)(b) and ESHB 1160 209 (2)(a)
		Northbound					
		53	56	49	51		
		Southbound					
		44	47	47	52		
C	MPH	<b>Average GP Speeds</b>					RCW 47.56.880 (4)(b) and ESHB 1160 209 (2)(a)
		Northbound					
		31	37	30	33		
		Southbound					
		28	33	31	37		
C	Riders/weekday	<b>Transit ridership</b>					RCW 47.56.880 (4)(c) and ESHB 1160 209 (2)(a)
		Northbound					
		7,482	5,626	2,091	1,578		
D, E	Toll trips/quarter	<b>Volume</b>					RCW 47.56.880 (4)(d), RCW 47.56.880 (4)(e), and ESHB 1160 209 (2)(a)
		Volume projections met?					
		Y	Y	Y	Y		
		Costs covered?					
		Y	Y	Y	Y		
F	Vehicles	<b>Local arterial data</b>					RCW 47.56.880 (4)(f) and ESHB 1160 209 (2)(a)
		Route 1 - Bothell Way NE (SR 522 to Bothell)					
		Average Daily Volume					
		Travel time					
		15,670					
		AM Peak	9				
		PM Peak	15				
	Minutes	Route 2 - 100th Ave NE (Bothell to Kirkland)					
		Average Daily Volume					
		Travel time					
		15,800					
		AM Peak	8				
		PM Peak	10				
	Minutes	Route 3 - SR 202 (Woodinville to Redmond)					
		Average Daily Volume					
		Travel time					
		12,300					
		AM Peak	14				
		PM Peak	14				
	Minutes	Route 4 - 148th Ave NE (Redmond to Bellevue)					
		Average Daily Volume					
		Travel time					
		20,500					
		AM Peak	9				
		PM Peak	12				

Data collected in March 2020 was effected by the Stay Home, Stay Healthy order, when traffic volumes decreased significantly.

(Ref. H.1) All travel times in minutes

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND - ESHB 1160 Sec. 209 (2)(a) and (b)

NB I-405 from Bellevue to NE 116th

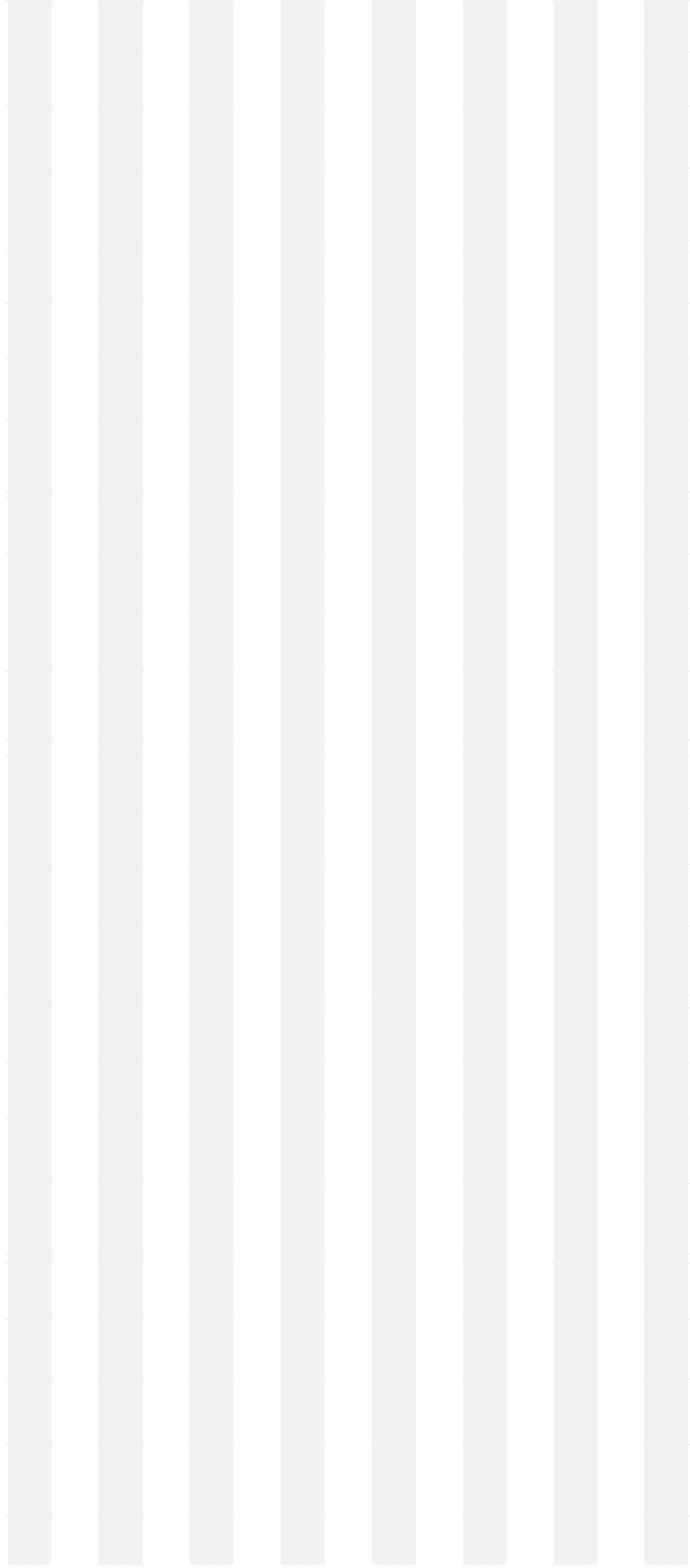
WB SB520 at 148th Ave NE to NB I-405 at SR522

Date	NB I-405 from Bellevue to NE 116th			WB SB520 at 148th Ave NE to NB I-405 at SR522			NB I-405 from Bellevue to SR 522			NB I-405 from NE 85th St to 195th St		
	AM Off-Peak	AM Off-Peak	PM Peak	AM Off-Peak	AM Off-Peak	PM Peak	AM Off-Peak	AM Off-Peak	PM Peak	AM Off-Peak	AM Off-Peak	PM Peak
	Period	95th %tile	Period	95th %tile	Period	95th %tile	Period	95th %tile	Period	95th %tile	Period	95th %tile
Oct-14	6.3	12.5	13.1	27.3	42.9	34.7	12.4	12.7	21.9	39.2	18.9	18.9
Nov-14	6.3	12.2	12.8	29.3	41.7	32.9	12.3	12.4	29.2	38.1	16.2	19.1
Dec-14	6.3	15.4	12.2	26.7	45.0	34.8	12.3	12.3	28.4	41.2	14.6	19.1
Jan-15	6.3	16.0	13.0	26.4	33.7	31.9	12.3	12.4	27.9	39.3	14.9	19.6
Feb-15	6.3	14.0	12.1	23.9	32.5	30.5	12.3	12.4	25.4	35.5	14.4	18.8
Mar-15	6.3	16.2	12.2	12.9	35.2	30.0	12.3	12.3	28.0	34.8	6.5	15.9
Apr-15	6.3	14.6	12.1	26.8	39.2	31.3	12.3	12.3	27.4	39.3	6.4	16.1
May-15	6.3	15.5	12.1	28.4	42.8	34.7	12.3	12.3	27.7	39.8	6.4	15.2
Jun-15	6.3	14.9	12.5	28.3	40.6	29.7	12.3	12.4	27.7	35.9	6.4	15.2
Jul-15	6.3	14.4	11.7	24.6	34.4	27.8	12.3	12.5	26.3	33.1	6.5	15.2
Aug-15	6.4	16.3	11.4	12.0	24.1	29.7	12.3	12.6	27.2	34.9	6.5	15.2
Sep-15	6.3	12.4	11.8	21.0	30.3	23.8	12.3	12.6	27.2	33.0	6.5	15.2
Oct-15	6.3	13.2	11.7	20.4	29.8	28.4	12.3	12.3	26.1	37.6	6.4	15.2
Nov-15	6.3	12.4	11.3	11.8	21.2	31.7	12.3	12.3	25.5	35.7	6.4	15.2
Dec-15	6.3	13.5	11.3	22.9	37.0	32.5	12.3	12.2	26.4	40.4	6.4	15.2
Jan-16	6.3	12.4	11.3	20.2	30.0	28.2	12.3	12.4	25.2	36.1	6.4	15.2
Feb-16	6.3	10.4	11.2	17.8	27.9	24.6	12.2	12.2	22.1	32.2	6.4	15.2
Mar-16	6.3	11.3	11.4	11.9	28.0	24.6	12.2	12.3	22.4	31.3	6.4	15.2
Apr-16	6.3	11.4	11.9	20.1	28.8	26.3	12.3	12.3	24.4	33.9	6.4	15.2
May-16	6.3	12.0	11.1	21.9	30.5	27.2	12.3	12.3	26.3	35.6	6.4	15.2
Jun-16	6.3	13.4	11.5	25.7	40.5	28.3	12.2	12.3	28.3	36.3	6.4	15.2
Jul-16	6.3	13.0	11.3	22.9	31.9	28.2	12.2	12.3	27.4	37.2	6.4	15.2
Aug-16	6.3	12.6	11.1	22.5	29.5	27.3	12.3	12.3	27.6	35.5	6.4	15.2
Sep-16	6.3	12.7	11.4	22.1	29.6	27.3	12.2	12.3	26.5	35.0	6.4	15.2
Oct-16	6.3	13.6	11.6	23.4	37.2	34.8	12.2	12.3	28.2	43.4	6.4	15.2
Nov-16	6.3	13.1	11.6	22.9	34.4	32.1	12.3	12.3	27.7	40.8	6.4	15.2
Dec-16	6.3	13.8	11.5	23.2	35.7	31.0	12.2	12.3	27.7	38.7	6.4	15.2
Jan-17	6.3	11.2	11.2	19.2	27.9	25.2	12.2	12.3	23.9	33.2	6.4	15.2
Feb-17	6.4	12.2	11.7	21.4	36.8	32.7	12.3	12.3	26.3	42.4	6.4	15.2
Mar-17	6.3	12.2	11.5	22.2	33.0	28.0	12.2	12.3	27.7	36.7	6.4	15.2
Apr-17	6.3	10.8	11.5	12.7	18.7	23.8	12.2	12.3	21.8	31.0	6.4	15.2
May-17	6.3	12.0	11.9	12.1	28.3	26.7	12.3	12.3	19.7	26.7	6.4	15.2
Jun-17	6.3	13.4	11.5	22.9	35.1	30.9	12.3	12.3	23.7	36.6	6.4	15.2
Jul-17	6.3	12.6	11.5	20.1	27.4	25.4	12.2	12.3	21.2	29.4	6.4	15.2
Aug-17	6.3	12.0	11.3	11.9	24.0	22.6	12.3	12.3	20.8	26.8	6.4	15.2
Sep-17	6.3	12.5	11.4	19.9	28.3	20.9	12.2	12.3	20.9	29.1	6.4	15.2
Oct-17	6.3	14.5	11.7	22.4	35.3	30.4	12.2	12.3	23.6	34.6	6.4	15.2
Nov-17	6.3	14.2	11.8	23.1	38.2	31.7	12.3	12.3	23.5	36.6	6.4	15.2
Dec-17	6.4	13.3	11.8	20.4	0.0	0.0	12.3	12.3	22.8	34.7	6.4	15.2
Jan-18	6.3	15.1	11.7	12.6	22.7	34.1	12.3	12.3	25.2	38.2	6.4	15.2
Feb-18	6.3	13.7	11.5	12.1	20.4	30.9	12.2	12.3	22.0	32.6	6.4	15.2
Mar-18	6.3	12.7	11.9	12.7	20.7	25.7	12.2	12.3	21.4	30.5	6.4	15.2
Apr-18	6.3	13.4	11.4	21.6	29.3	26.5	12.2	12.3	22.8	30.1	6.4	15.2
May-18	6.3	14.0	11.6	23.3	31.6	24.4	12.3	12.3	24.4	32.9	6.4	15.2
Jun-18	6.3	15.5	11.6	24.4	34.8	30.2	12.3	12.3	25.3	34.3	6.4	15.2
Jul-18	6.3	16.8	11.4	24.4	32.9	31.6	12.3	12.3	26.7	36.6	6.4	15.2
Aug-18	6.3	14.9	11.4	22.3	33.7	24.6	12.3	12.3	24.6	33.3	6.4	15.2
Sep-18	6.3	14.7	11.4	22.0	32.3	29.5	12.3	12.3	24.7	34.1	6.4	15.2
Oct-18	6.3	15.3	11.6	22.8	32.8	29.7	12.3	12.3	24.6	33.7	6.4	15.2
Nov-18	6.3	15.7	11.6	24.5	33.9	31.3	12.3	12.4	25.8	36.1	6.5	15.2
Dec-18	6.3	15.1	11.8	26.7	40.0	24.8	12.2	12.3	24.8	40.1	6.4	15.2
Jan-19	6.3	13.5	11.6	20.5	30.0	26.6	12.3	12.3	22.8	33.5	6.4	15.2
Feb-19	6.3	14.2	11.3	22.1	41.6	20.4	12.3	12.3	25.0	48.6	6.4	15.2
Mar-19	6.3	14.3	11.9	13.4	22.0	29.6	12.3	12.3	23.6	35.2	6.4	15.2
Apr-19	6.3	13.8	11.5	12.2	21.7	32.6	12.3	12.3	23.2	34.1	6.4	15.2
May-19	6.3	15.0	11.9	12.7	24.3	37.0	12.2	12.3	24.8	35.5	6.4	15.2
Jun-19	6.3	18.3	12.3	14.2	26.9	36.0	12.3	12.3	28.6	36.6	6.4	15.2
Jul-19	6.4	15.2	11.8	22.7	32.7	30.5	12.2	12.3	24.2	34.2	6.4	15.2
Aug-19	6.3	13.4	11.4	12.8	20.1	27.3	12.2	12.3	22.2	30.5	6.4	15.2
Sep-19	6.4	14.7	11.9	13.6	22.3	32.3	12.3	12.3	24.1	34.5	6.4	15.2

**AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND (cont.) - ESHB 1160 Sec. 209 (2)(a) and (b)** (Ref. H, I) All travel times in minutes

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

Month	WB SR520 at 148th Ave NE to NB I-405 at SR522				NB I-405 from Bellevue to SR 522				NB I-405 from NE 85th St to 195th St				NB I-405 from NE 160th St to I-5			
	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-95th %tile	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-95th %tile	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-95th %tile	AM Off-Period	AM Off-95th %tile	AM Off-Peak	AM Off-95th %tile
Oct-19	6.3	6.3	17.3	27.1	11.9	13.2	25.0	36.9	9.6	9.6	23.1	35.0	12.3	12.3	26.9	39.5
Nov-19	6.3	6.3	16.5	26.5	11.6	12.6	24.9	36.6	9.6	9.6	22.6	34.5	12.2	12.3	26.7	39.6
Dec-19	6.3	6.3	14.1	24.2	11.8	12.6	22.6	36.0	9.6	9.6	19.6	31.6	12.2	12.3	23.3	36.0
Jan-20	6.3	6.3	15.1	25.0	11.8	12.9	22.5	35.6	9.6	9.7	20.7	34.8	12.3	12.3	25.0	40.1
Feb-20	6.3	6.3	14.9	24.5	11.8	13.3	22.4	33.5	9.6	9.6	20.6	32.4	12.2	12.3	24.5	37.3
Mar-20	6.3	6.3	7.4	11.4	11.1	11.5	12.5	18.2	9.6	9.6	11.0	16.7	12.2	12.2	13.9	21.1





**AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, SOUTHBOUND (cont.) - ESHB 1160 Sec. 209 (2)(a) and (b)** (Ref. H, I) All travel times in minutes

	SB 1405 from NE 116th to Bellevue				SB 1405 at 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 Period	AM 95th %tile	PM Off- Peak Period	PM Off- Peak 95th %tile	AM Peak Period	AM 95th %tile	PM Off- Peak Period	PM Off- Peak 95th %tile	AM Peak Period	AM 95th %tile	PM Off- Peak Period	PM Off- Peak 95th %tile	AM Peak Period	AM 95th %tile	PM Off- Peak Period	PM Off- Peak 95th %tile	AM Peak Period	AM 95th %tile	PM Off- Peak Period	PM Off- Peak 95th %tile				
Oct-19	9.8	12.4	9.4	15.1	18.5	23.6	12.3	13.2	16.1	21.1	12.6	18.4	26.3	33.9	15.5	21.4	13.5	18.0	6.5	6.9	22.2	39.4	7.5	9.2
Nov-19	9.4	13.5	12.2	22.0	17.5	24.9	12.9	16.1	15.1	22.5	15.5	25.1	24.7	38.2	18.5	28.4	12.7	19.9	6.6	7.0	20.7	42.0	8.0	11.1
Dec-19	8.5	11.7	12.5	26.7	N/A	N/A	N/A	N/A	13.3	18.8	15.7	30.0	21.0	30.5	19.0	34.4	10.6	16.0	6.7	7.3	16.1	34.6	8.0	10.5
Jan-20	8.9	11.4	10.7	19.5	16.9	22.3	12.5	14.7	14.3	19.5	14.0	22.5	23.3	34.8	16.8	25.4	11.7	17.6	6.5	6.9	18.8	41.8	7.5	9.0
Feb-20	9.4	11.5	9.2	16.0	17.7	22.2	12.2	12.9	15.2	19.4	12.5	19.3	25.3	33.2	15.2	22.2	12.8	17.3	6.5	6.7	20.5	38.7	7.4	8.8
Mar-20	6.9	9.5	6.5	7.0	13.0	18.0	11.9	12.1	10.7	15.6	9.8	10.3	15.0	27.1	12.4	12.9	7.9	13.4	6.4	6.4	9.9	29.0	7.2	7.2

**NORTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 1160 Sec. 209 (2)(b) and (c)**

(Ref. H, I, J)

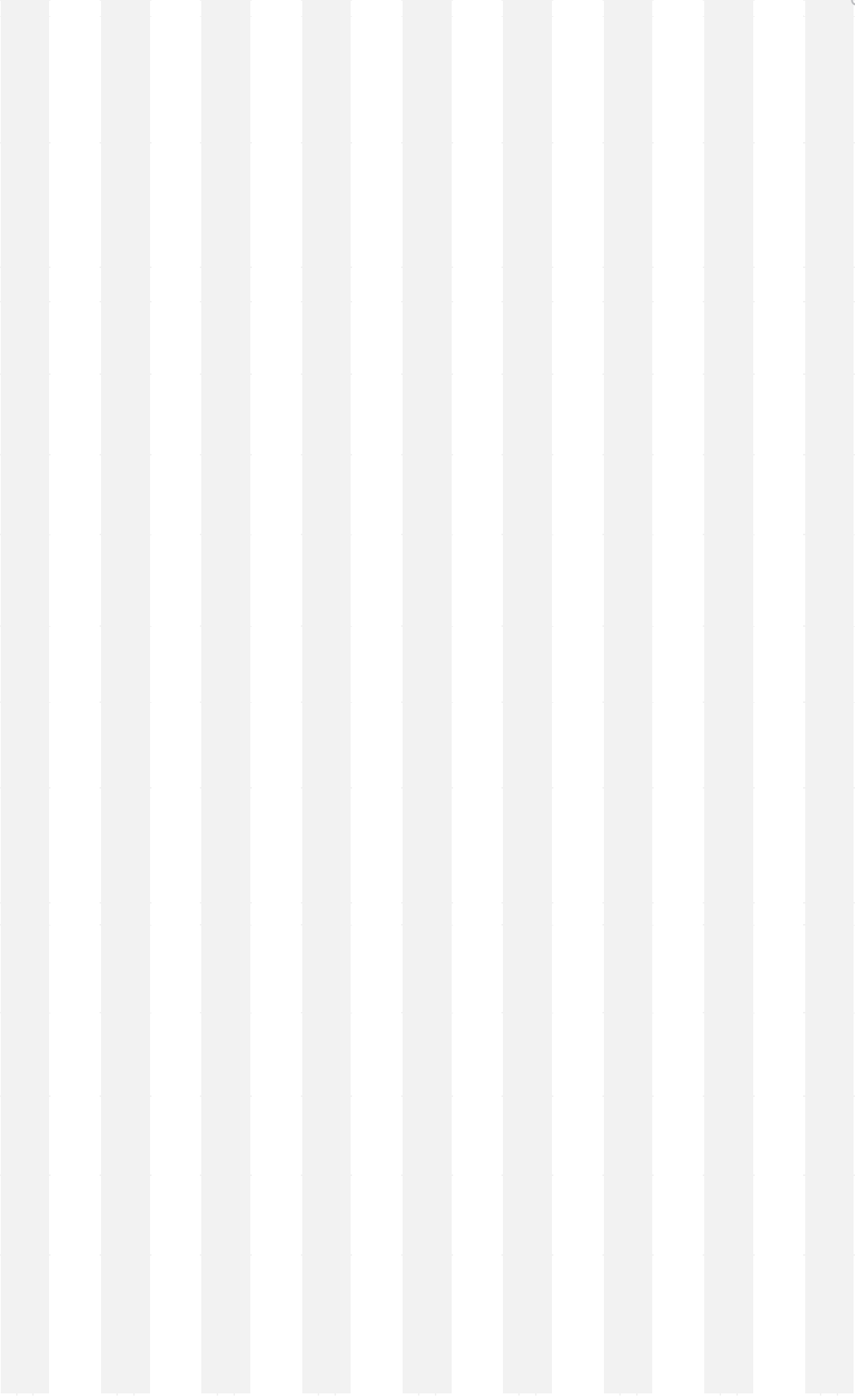
All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Off-Peak		PM Peak		NE 100th St		SR 527		AM Off-95th		PM Peak		NE 100th St		SR 527	
	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile
Oct-14	15.1	35.2	22.8	35.2	11,608	9,509	15.4	16.0	33.4	50.6	84,398	53,865				
Nov-14	15.1	36.3	24.3	36.3	11,687	9,309	15.2	15.6	34.3	50.9	81,570	52,376				
Dec-14	15.1	36.9	23.3	36.9	11,637	9,428	15.2	15.6	31.2	52.6	80,615	52,039				
Jan-15	15.1	30.9	22.1	30.9	10,831	8,740	15.2	15.7	33.2	50.5	81,588	52,784				
Feb-15	15.1	27.5	20.3	27.5	11,126	9,212	15.2	15.6	30.2	46.0	84,874	54,550				
Mar-15	15.1	29.5	21.0	29.5	11,115	9,212	15.2	15.5	32.0	43.8	85,870	55,637				
Apr-15	15.1	27.0	20.4	27.0	11,881	10,092	15.2	15.5	31.7	49.6	86,427	55,744				
May-15	15.1	28.1	21.2	28.1	12,316	10,124	15.2	15.4	31.9	47.2	85,906	55,480				
Jun-15	15.1	28.9	22.7	28.9	13,106	11,165	15.2	15.5	32.6	45.0	90,191	56,336				
Jul-15	15.1	32.3	24.3	32.3	13,160	11,677	15.2	15.5	31.1	43.5	89,768	56,449				
Aug-15	15.1	35.8	25.1	35.8	13,686	11,662	15.2	15.7	32.5	46.5	89,447	56,299				
Sep-15	15.1	24.2	17.3	24.2	10,950	9,663	15.2	15.9	29.2	46.7	85,710	55,251				
Oct-15	15.1	22.0	16.2	22.0	15,891	8,421	15.1	15.3	32.4	50.1	79,401	55,497				
Nov-15	15.1	24.1	17.4	24.1	16,572	8,454	15.1	15.3	31.2	50.7	76,898	53,648				
Dec-15	15.1	23.2	16.9	23.2	16,914	8,487	15.1	15.3	32.1	55.0	76,065	53,083				
Jan-16	15.1	20.0	16.1	20.0	16,731	8,418	15.3	15.4	30.8	51.3	76,438	52,565				
Feb-16	15.1	18.9	15.8	18.9	17,745	8,858	15.1	15.2	27.5	44.2	79,772	55,001				
Mar-16	15.1	18.7	15.9	18.7	19,447	9,634	15.1	15.2	27.7	44.6	79,963	56,308				
Apr-16	15.1	21.9	16.6	21.9	21,251	10,239	15.2	15.3	30.0	45.2	82,022	56,361				
May-16	15.1	22.5	17.1	22.5	22,666	10,406	15.3	15.2	31.9	48.2	84,522	55,531				
Jun-16	15.1	24.2	18.1	24.2	24,925	11,136	15.1	15.2	34.1	48.2	85,705	56,902				
Jul-16	15.1	23.2	17.5	23.2	24,095	11,210	15.1	15.2	32.9	49.2	84,988	55,866				
Aug-16	15.1	23.5	17.8	23.5	25,074	11,639	15.1	15.3	33.2	47.8	85,721	56,083				
Sep-16	15.1	22.4	17.4	22.4	24,368	10,818	15.1	15.3	31.9	46.5	83,428	54,656				
Oct-16	15.1	26.3	17.9	26.3	23,434	10,534	15.1	15.2	34.0	56.1	82,580	53,482				
Nov-16	15.1	26.8	18.1	26.8	22,950	10,279	15.1	15.3	33.2	51.6	81,284	52,930				
Dec-16	15.1	26.1	18.3	26.1	22,377	10,163	15.1	15.3	33.0	51.4	79,592	52,133				
Jan-17	15.1	22.8	16.9	22.8	22,077	9,833	15.1	15.2	29.5	45.3	81,035	51,891				
Feb-17	15.1	26.8	17.8	26.8	10,219	10,219	15.2	15.3	31.8	54.1	79,389	51,471				
Mar-17	15.1	27.8	18.4	27.8	24,356	11,122	15.1	15.3	33.6	49.3	83,419	52,949				
Apr-17	15.1	21.8	16.5	21.8	24,692	11,579	15.1	15.2	26.5	39.6	85,444	54,746				
May-17	15.1	19.4	16.0	19.4	25,782	10,657	15.3	15.2	23.2	32.8	85,044	52,538				
Jun-17	15.1	25.8	16.9	25.8	27,414	11,493	15.1	15.2	27.6	47.4	87,110	54,427				
Jul-17	15.1	19.4	16.0	19.4	26,607	11,127	15.1	15.2	24.5	38.2	85,995	53,407				
Aug-17	15.1	19.2	16.1	19.2	27,178	11,562	15.1	15.2	24.1	34.0	87,151	54,348				
Sep-17	15.1	20.3	16.1	20.3	26,422	10,960	15.1	15.1	24.1	38.4	84,558	53,009				
Oct-17	15.1	24.8	16.9	24.8	26,746	10,845	15.1	15.2	27.3	44.4	83,869	52,498				
Nov-17	15.1	23.3	16.8	23.3	25,594	10,644	15.1	15.2	27.7	47.4	80,727	50,662				
Dec-17	15.1	20.8	16.5	20.8	24,876	10,547	15.1	15.1	27.0	44.5	79,785	50,060				
Jan-18	15.1	26.0	17.3	26.0	24,503	10,001	15.1	15.1	29.1	47.8	79,661	49,648				
Feb-18	15.1	22.2	16.5	22.2	24,919	10,062	15.1	15.1	25.4	38.7	82,469	51,715				
Mar-18	15.1	19.9	16.0	19.9	26,623	10,542	15.1	15.1	24.9	38.2	84,854	53,050				
Apr-18	15.1	19.9	16.2	19.9	26,357	10,699	15.1	15.1	26.1	38.4	84,990	53,587				
May-18	15.1	23.5	17.2	23.5	27,037	11,221	15.1	15.2	28.6	42.1	85,770	53,420				
Jun-18	15.1	26.3	17.7	26.3	28,771	11,805	15.1	15.2	29.6	44.4	87,839	55,017				
Jul-18	15.1	24.0	17.3	24.0	27,945	11,917	15.1	15.2	30.9	46.6	85,145	53,041				
Aug-18	15.1	24.6	16.9	24.6	28,181	11,975	15.1	15.1	28.1	47.2	86,646	54,498				
Sep-18	15.1	27.5	16.9	27.5	27,091	11,180	15.1	15.2	29.2	46.1	84,635	52,412				
Oct-18	15.1	20.8	16.5	20.8	26,998	11,194	15.1	15.2	28.4	42.2	84,490	52,397				
Nov-18	15.1	26.0	17.6	26.0	25,882	10,888	15.1	15.1	30.4	47.3	81,835	51,052				
Dec-18	15.1	29.2	17.6	29.2	24,561	10,487	15.1	15.1	28.9	51.1	79,975	49,911				
Jan-19	15.1	21.1	16.2	21.1	24,998	10,216	15.1	15.1	26.5	44.6	81,495	50,807				
Feb-19	15.1	30.8	17.7	30.8	20,996	9,191	15.2	15.3	29.5	62.4	70,419	44,706				
Mar-19	15.1	22.4	16.6	22.4	26,856	10,998	15.1	15.1	27.4	42.5	84,575	52,533				
Apr-19	15.1	20.7	16.2	20.7	26,885	11,115	15.1	15.1	27.1	40.8	84,812	53,177				
May-19	15.1	22.7	16.8	22.7	27,368	11,392	15.1	15.1	29.1	44.0	84,750	52,797				
Jun-19	15.1	24.8	17.8	24.8	28,539	12,071	15.1	15.1	32.8	46.7	86,144	53,878				
Jul-19	15.1	21.8	16.7	21.8	27,957	11,757	15.2	15.2	27.8	42.9	84,748	53,183				
Aug-19	15.1	21.6	16.4	21.6	28,189	11,954	15.1	15.1	26.0	41.2	86,857	54,174				
Sep-19	15.1	20.4	16.1	20.4	27,752	11,359	15.2	15.2	27.6	43.0	83,728	52,505				



**NORTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 1160 Sec. 209 (2)(b) and (c)** (Ref. H, I, J) 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-95th %tile		PM Peak Period		PM 95th %tile		NE 100th St	SR 527
	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	11,469	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				



**SOUTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 1160 Sec. 209 (2)(b) and (c)** (Ref. H, I, J) All travel times in minutes

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

**SOUTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 1160 Sec. 209 (2)(b) and (c)** (Ref. H, I, J) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Peak		PM Off-Peak		PM Off-95th		SR 527		AM Peak		AM 95th		PM Off-Peak		PM Off-95th	
	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	%tile	NE 100th St	SR 527
Oct-19	21.6	39.2	15.2	16.4	26,784	11,802			36.2	60.1	18.4	27.9	66,659	53,290		
Nov-19	21.7	39.0	15.8	19.2	25,689	11,749			33.8	68.2	21.8	37.4	65,017	52,431		
Dec-19	18.8	33.8	16.4	23.0	24,190	11,074			27.5	52.9	22.1	42.7	64,448	52,068		
Jan-20	20.4	40.7	15.5	18.4	23,591	10,425			31.1	63.8	19.7	32.2	60,265	48,603		
Feb-20	21.3	41.3	15.4	17.7	25,957	11,469			33.6	59.6	18.2	27.0	65,675	53,202		
Mar-20	15.9	22.0	15.1	15.1	12,306	6,164			18.7	44.1	15.2	15.6	51,878	43,066		

**I-405 AND SR 167 PERFORMANCE AND ENFORCEMENT HOURS - ESHB 1160 Sec. 209 (8)**

(Ref. K)

		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	