



FY 2023

# Toll Division Annual Report

JULY 1, 2022 — JUNE 30, 2023



# A message from WSDOT



Toll Division Director Edward Barry, P.E.

I'm pleased to share the Washington State Department of Transportation's Toll Division Annual Report for fiscal year 2023 (July 1, 2022 to June 30, 2023).

## Back office/customer service work continues

This year we moved onto the next phase of the system upgrade we began in July 2021, resuming escalations – the aging of a toll charge to a point where, if it's left unpaid, it will incur late fees and civil penalties.

To give customers and staff time to familiarize themselves with the new system, and to allow our vendor sufficient time to make the necessary changes, **Good To Go!** temporarily paused escalations in June 2021. But in March 2023 late fees and penalties resumed for all unpaid and overdue bills.

To make the transition as smooth as possible for customers the Toll Division worked with tolling vendors, ETAN and Shimmick, the Department of Licensing, the Office of the State Treasurer, and other partners to rigorously test all the processes involved.

Customers were given months of advance notice that fees would return, and reminders about paying their bills before March to entirely avoid the fees. Those who didn't take action still had an opportunity to take part in a forgiveness program that waived late fees and penalties when they paid the original tolls.

With the resumption of escalations completed, we next turn our efforts toward system stabilization and continuous improvement.

## Toll rate adjustments

There were multiple facilities that underwent toll rate adjustments in FY 2023.

On July 1, 2022 the SR 99 toll rates increase by 3% as part of the planned increase schedule adopted prior to tolling commencement in the tunnel.

In October 2022 we saw a program "first" with the reduction of the Tacoma Narrows Bridge toll rates.

The 2-axle Good To Go! toll rates reduced by 75 cents, dropping from \$5.25 to \$4.50, with similar decreases for all other axle-counts and account statuses. The decrease is the result of the Legislature's allocation of funds to support the repayment of the Tacoma Narrows Bridge constructions bonds.

# A message from WSDOT

The fiscal year ended with preparation for a rate increase on SR 520 which went into effect July 1, 2023. Unique to the SR 520 bridge adjustment, not only did rates increase, but what was considered the peak period also extended. This change resulted in a rate increase that ranged from 20 cents to \$1.10 for a 2-axle vehicle with a **Good To Go!** pass, with similar increases for all other axle-counts and account statuses.

The Washington State Transportation Commission consistently reviews traffic volumes and revenues for the roadway and periodically makes adjustments to ensure the toll rates are sufficient to generate enough revenue to cover the legal obligations with bondholders. The data indicated that, in addition to the rate increase, it was necessary to expand the hours when the peak rate is charged as the traffic volumes are heavier on the SR 520 bridge for an extended period of time.

The rate increase was adopted in 2021 by the Washington State Transportation Commission to address long-term pandemic-related effects on the bridge's finances. The increase was deferred to 2023 thanks to the Legislature providing \$60 million in American Rescue Plan Act (ARPA) funds to offset lower revenue for the 2021-2023 Biennium.

## Looking ahead and planning to “Thrive in 2025”

We have begun preparations for what is shaping up to be a busy year – 2025. In that year we are planning to open three new (or updated) toll facilities:

- The express toll lanes between Renton and Bellevue, completing the 50-mile Eastside Corridor Express Toll Lane system.
- SR 167 Toll Upgrade Project which will update and improve the system and add an option for Pay By Mail and destination pricing within that corridor.
- SR 509 Stage 1b, the first of the Puget Sound Gateway projects, which will include the region's first tolled Expressway.

While WSDOT's mega-program construction teams are hard at work ensuring these projects are delivered, WSDOT's Toll Division is gearing up to do our part. Each of these new facilities will require development and testing from our system vendors, coordination with – and support for – the Washington State Transportation Commission as they set new rates and policies, new educational materials and campaigns to ensure our customers are well prepared, and support from our maintenance and customer service operations teams who continue to keep the **Good To Go!** program running smoothly while preparing for the new additions.

In the coming years the Toll Division will continue to support the Interstate Bridge Replacement Program in its efforts to design a replacement I-5 bridge and assist the Oregon Department of Transportation in standing up a new tolling program which will oversee operation of the bridge and other tolled roadways in Oregon.

While we have our work cut out for us, we are excited to bring these new improvement projects and travel options to our customers in 2025!



Edward Barry P.E. | Director, WSDOT Toll Division  
December 2023

## TOLL FACILITIES



SR 520 Bridge  
opened 2011

SR 99 Tunnel  
opened 2019

SR 509 Puget  
Sound Gateway  
Project

SR 16 Tacoma  
Narrows Bridge  
opened 2007

SR 167 Puget  
Sound Gateway  
Project

I-405 Express  
Toll Lanes  
Bellevue to  
Lynnwood  
opened 2015

I-405 Express  
Toll Lanes  
Renton to  
Bellevue

SR 167 HOT  
Lanes opened  
2008

SR 167 HOT  
Lanes extension  
opened 2016

SR 167 HOT  
Lanes Extension

# Highlights from Fiscal Year 2023

## 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.

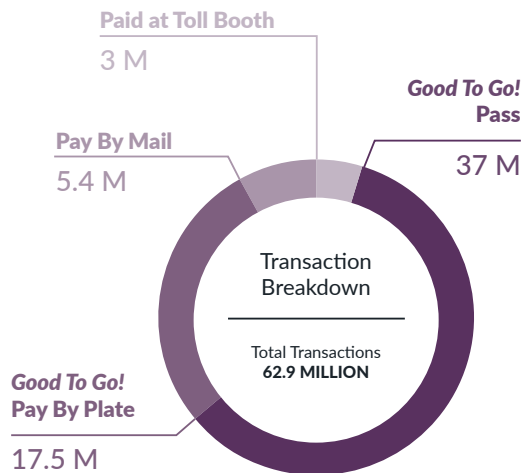
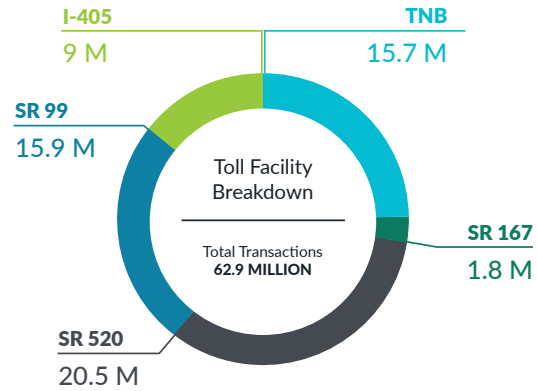
## Fiscal Year (FY) 2023 current toll facilities

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

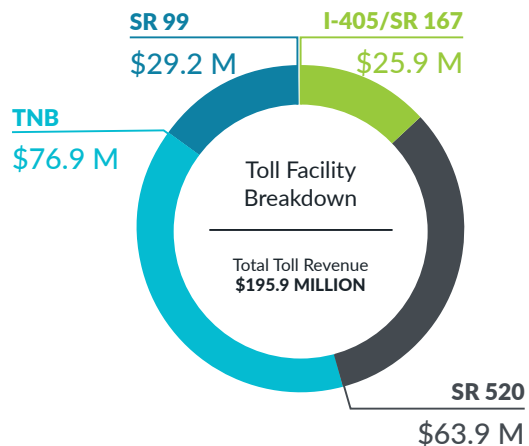
## Future facilities

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

TOTAL TRIPS (MILLIONS) FY 2023



TOLL REVENUE (MILLIONS) FY 2023



# Highlights from Fiscal Year 2023

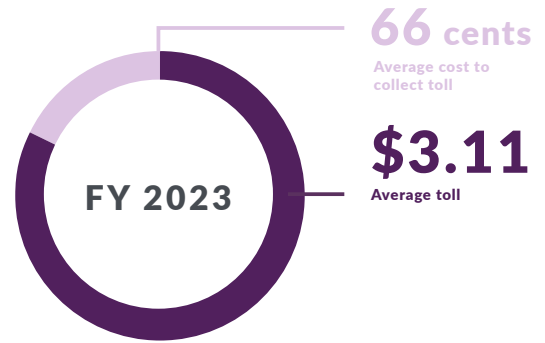
## The cost to collect a toll

In FY 2023, it cost WSDOT an average of 48 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 2023 was \$3.11, with 66 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 66 cents is reinvested back into the overall roadway operations, maintenance, construction, and debt service as directed by the Legislature.

Toll revenue increased by 6.3%, and toll trips increased 9.9% in comparison to FY 2022. The increase in toll revenue is the result of an increasing number of vehicles using the toll roads in FY 2023. But the increase in toll trips meant higher credit card fees and other costs to process those transactions. This resulted in a slight increase in the overall cost to collect, up from 63 cents in FY 2022.

## 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    \$2.00

## 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

# Goal area: High quality customer service

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

WSDOT's customer relief program makes it easier for customers to resolve a toll bill and offers one-time waivers of late fees and penalties. As part of the system transition in 2021 late fees and penalties were temporarily suspended to allow our vendor sufficient time to make the necessary change. Since March 2023 when collection of fees and penalties resumed, more than 72,000 customers had penalties waived in FY 2023 and WSDOT collected \$467,218 in unpaid tolls as a result of the program.

Drivers who use a toll road without opening an account are mailed a toll bill, and in FY 2023 **Good To Go!** mailed toll statements to 587,000 customers without **Good To Go!** accounts.

The customer contacts for FY 2023 show a dramatic increase from the previous year due to the return of fees and penalties for unpaid bills dating back to June 2021.

## Active accounts\*

Total <b>Good To Go!</b> Accounts	1,414,550
Prepaid	935,050
Pay As You Go	479,300
Other	200

## Active passes\*

Total Passes	1,937,000
Stickers	1,151,000
Flex Pass	609,000
Motorcycles	27,000
Other	150,000

\*Accounts will be closed after two or more years with no activity.

## Outgoing notifications

US mail	7,065,945
Email	19,873,836
SMS	162,901
Phone	127,735 automated calls

## Incoming contacts



## Customer survey from FY 2023

	Yes	No
Were you satisfied with the service provided?	89%	11%
Was your issue resolved in one call?	74%	26%

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

# Goal area: Outstanding program delivery and operation

In FY 2022 **Good To Go!** was undergoing a series of upgrades to the back office, customer service and website. At that time escalations were paused to give customers and staff time to familiarize themselves with the new system. But in March 2023 **Good To Go!** resumed assessing late fees and penalties on all unpaid and overdue bills dating back to June 2021 when escalations were paused.

Resuming escalations was a process nearly two years in the making and involved coordination among not only the **Good To Go!** and WSDOT systems, but also those of the Department of Licensing, the Office of the State Treasurer, Department of Enterprise Services, and internal and external partners. The connections and processes shared between systems were rigorously tested to ensure the resumption of fees and aging of toll charges was as seamless as possible.

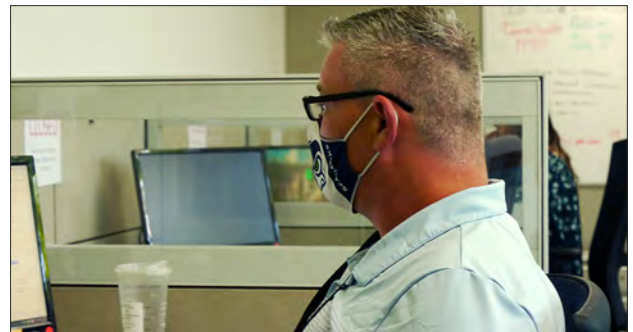
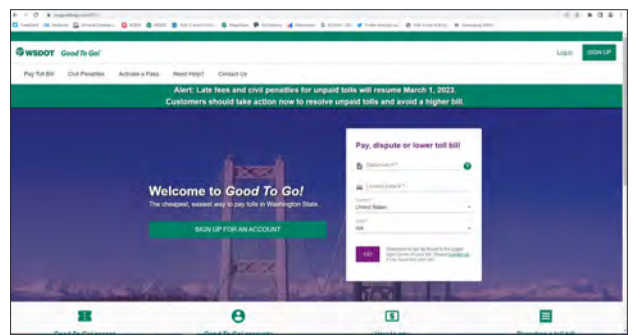
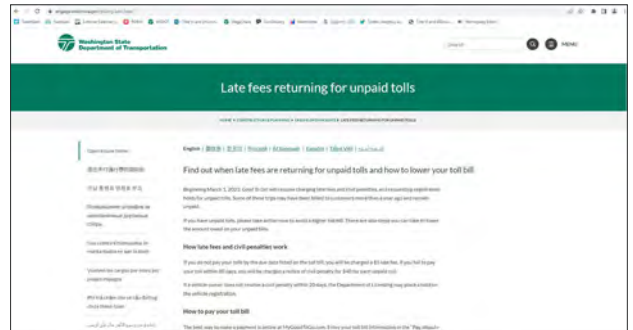
Customers were given advanced warning through an educational campaign that began in December 2022, telling them to check on their accounts to make sure they didn't have any outstanding tolls and to address any they did have before fees returned.

In March 2023 customers began receiving second bills for charges that occurred during the nearly two year pause. The statements came with a \$5 late fee and then the escalation process resumed accruing civil penalties and vehicle registration renewal holds.

With the return of escalations came an increase in call volumes and customers opening cases to discuss their outstanding bills and fees. Despite the dramatic increase in customer contacts in the spring of 2023 the customer satisfaction rating remained high, and as of June 30, 2023 sat at 85%.

## What's next

Work continues on stabilization and enhancement of the systems that support the **Good To Go!** program.



For non-account related questions or to provide feedback

If you have a general inquiry or an issue that was not addressed above, please send us a message using the form below. For more immediate service please contact us by phone at [1-866-936-8246](tel:1-866-936-8246).

Already have a Case #? [Check the status](#)

### General Inquiry

First name \* \_\_\_\_\_ Last name \* \_\_\_\_\_

Email \* \_\_\_\_\_ Phone number \_\_\_\_\_

Address \* \_\_\_\_\_



# Goal area: Proactive, transparent communication

Beginning in December 2022 the Toll Division launched a campaign to reach customers and provide advance warning that fees would resume March 1, 2023. They were advised to review their accounts to make sure their information was accurate and pay any outstanding bills before fees returned.

The campaign engaged the public through multiple social media platforms, direct customer emails, press releases, newsletters, blogs, traditional news media, paid advertisements, and multi-language web resources.

For this campaign the Toll Division made a concerted effort to reach a wider audience, using communication channels throughout the state, contacting community-based organizations, and translating press releases and web-based materials into Arabic, Chinese, Korean, Somali, Spanish, Russian and Vietnamese.

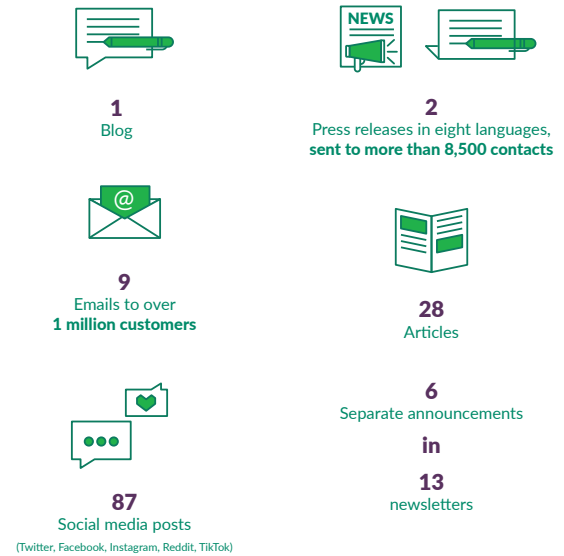
The campaign utilized paid advertisements to reach communities that historically have been underrepresented in outreach campaigns. It involved placing in-language advertisements in traditional newspapers, radio, and online media outlets published in Spanish, Korean, Somali, Russian and Chinese. The Toll Division also shared in-language press releases with nearly 30 outlets serving communities who speak Arabic, Chinese, Korean, Somali, Spanish, Russian and Vietnamese.

To further expand the campaign's reach the Toll Division also placed Responsive Display Ads through Google which garnered more than 5 million impressions.

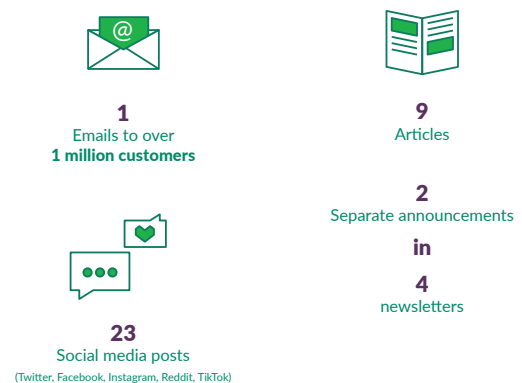
In addition to escalations returning, the Toll Division also conducted outreach pertaining to the SR 520 toll rate increase which went into effect July 1, 2023.

Engagement on that topic involved direct customer contact, roadside messages, weekly newsletters and leveraging traditional media sources to help spread the word.

## Below is a snapshot of the FY 2023 escalation campaign engagement:



## Below is a snapshot of the FY 2023 SR 520 toll rate campaign engagement:



# Bridges and tunnels



## SR 16 Tacoma Narrows Bridge

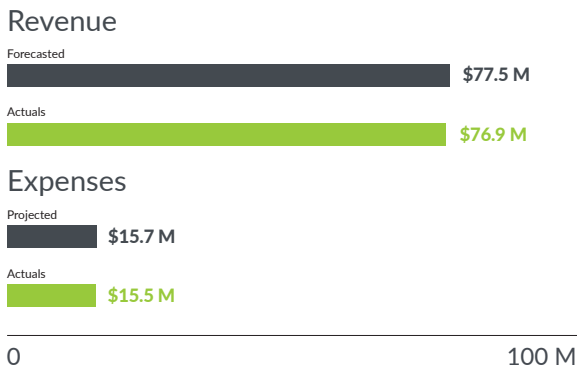
Tolls are a flat rate and the primary goal of tolling the Tacoma Narrows Bridge is to repay the debt for constructing the bridge. Toll revenue is also used for operations, maintenance, repair, and rehabilitation.

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 approved a toll rate adjustment that reduced rates for all vehicles. On Oct. 1, 2022 the rates for the 2-axle **Good To Go!** toll rates reduced by 75 cents, dropping from \$5.25 to \$4.50, with similar decreases for all other axle-counts and account status.

The Toll Division awarded a contract to TransCore for the Tacoma Narrows Bridge Roadside Toll System Reprourement project. The goal is to replace roadside systems while minimizing impact to the traveling public and updating the toll booth systems to achieve operational cost efficiencies through the application of innovative technologies and industry best practices. Installation is set to begin in early 2024.

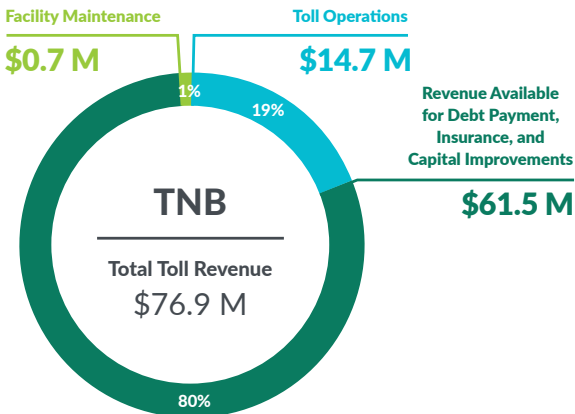
For more information visit [wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/tacoma-narrows-bridge-tolling](https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/tacoma-narrows-bridge-tolling)

### SR 16 REVENUE VS EXPENSES FY 2023



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 2023 Traffic and Revenue Forecast which utilized actual toll traffic and revenue information through April 2023, and Preliminary May 2023 data.

### SR 16 REVENUE VS OPERATIONS AND MAINTENANCE FY 2023



## Stats

Average weekday trips

# 46,000

Increase of 1,000 trips each weekday compared to FY 2022

Good To Go! rate

# \$4.50

# Bridges and tunnels

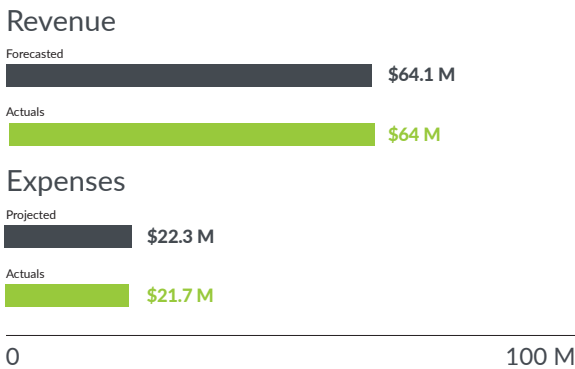


## SR 520

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

For more information visit [wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-520-bridge-tolling](https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-520-bridge-tolling)

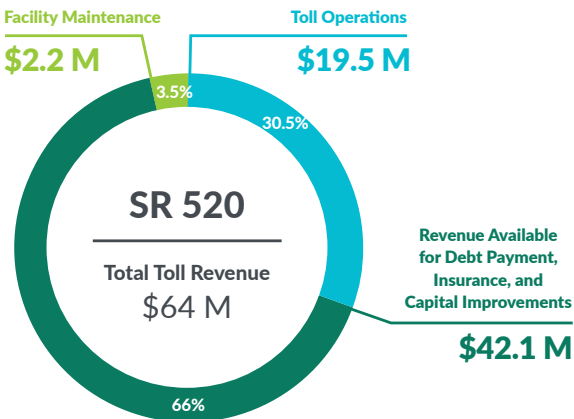
### SR 520 REVENUE VS EXPENSES FY 2023




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 2023 Traffic and Revenue Forecast which utilized actual toll traffic and revenue information through April 2023, and Preliminary May 2023 data.

### SR 520 REVENUE VS OPERATIONS AND MAINTENANCE FY 2023




### Stats




**Average weekday trips**  
**63,000**

Increase of 5,000 trips each weekday compared to FY 2022




**Average weekday transit boardings**  
**10,090**

An increase in 2,690 trips each weekday compared to FY 2022



**Average weekday vanpool trips**  
**244**

An increase of 46 trips each weekday compared to FY 2022



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

# Bridges and tunnels



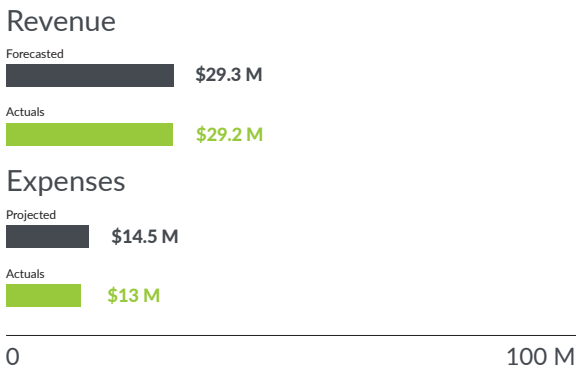
## SR 99 Tunnel

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

The SR 99 tunnel tolls increased by 3% on July 1, 2022 as part of the planned increase schedule adopted prior to tolling commencement.

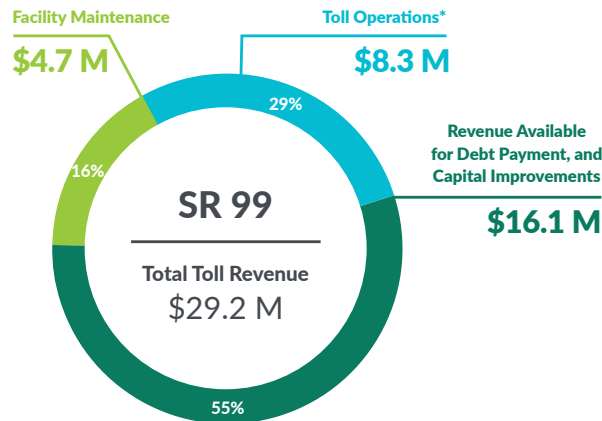
For more information visit [wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-99-tunnel-tolling](https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-99-tunnel-tolling)

### SR 99 REVENUE VS EXPENSES FY 2023



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 2023 Traffic and Revenue Forecast which utilized actual toll traffic and revenue information through April 2023, and Preliminary May 2023 data.

### SR 99 REVENUE VS OPERATIONS AND MAINTENANCE FY 2023



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

## Stats

Average weekday trips

# 47,000

Increased by 8,000 trips each weekday compared to FY 2022

Good To Go! rate (peak period)

# \$2.70



## Express toll lanes

Both the I-405 express toll lanes and the SR 167 HOT lanes continue to meet WSDOT's goals of allowing drivers a choice for a faster, more reliable trip while covering the costs of toll operation and 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 2023 the tolled lanes on both facilities offered time savings. SR 167 drivers paid an average of \$4.85 and drivers on I-405 paid an average of \$3.59 for their peak period trips in the tolled lanes.

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

- Both the I-405 express toll lanes and SR 167 HOT lanes continue to maintain speeds greater than their general purpose counterparts in all sections.
- Drivers who used the SR 167 HOT lanes saved an average of 7 minutes while traveling southbound and 6 minutes while traveling northbound when compared to general purpose lanes in FY 2023. The average speeds in the tolled lanes were 15 mph faster northbound, and 12 mph southbound.

I-405 drivers saw similar advantages, with a time savings of 8 minutes northbound and 6 minutes southbound over the general purpose lanes in FY 2023. The speeds varied in all sections ranging from 9-23 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 a shift in work style with more people working from home than before the pandemic.
- Financial data is posted quarterly on WSDOT's financial and performance reports webpage: [wsdot.wa.gov/about/accountability/tolling-reports-policy](https://wsdot.wa.gov/about/accountability/tolling-reports-policy)

# HOT lanes

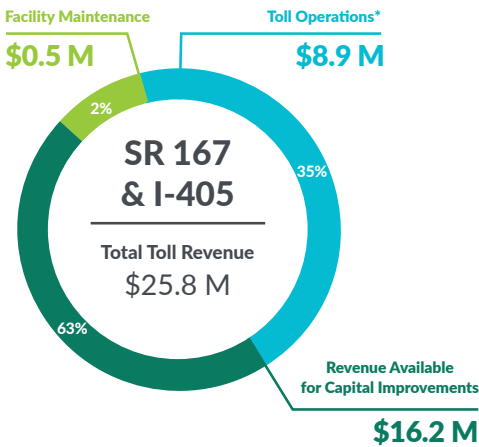


The 45 mph metric shows the percentage of time speeds in the HOT lanes meets or exceeds 45 mph during peak period travel times. It is used to show that while there are some moments where all lanes of travel move slowly, the express toll lanes are usually moving vehicles more reliably and quickly through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

### SR 167 45 MPH METRIC FY 2023



### SR 167 AND I-405 REVENUE VS OPERATIONS AND MAINTENANCE FY 2023



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

## SR 167 HOT Lanes

The spring of 2023 marked 15 years since tolling began on the 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](https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/sr-167-high-occupancy-toll-hot-lanes)

### Stats



Average weekday trips  
**6,300**

An increase of 500 trips paying a toll to use the lanes each weekday compared to FY 2022



Average weekday transit boardings  
**422**

An increase in 27 trips each weekday compared to FY 2022



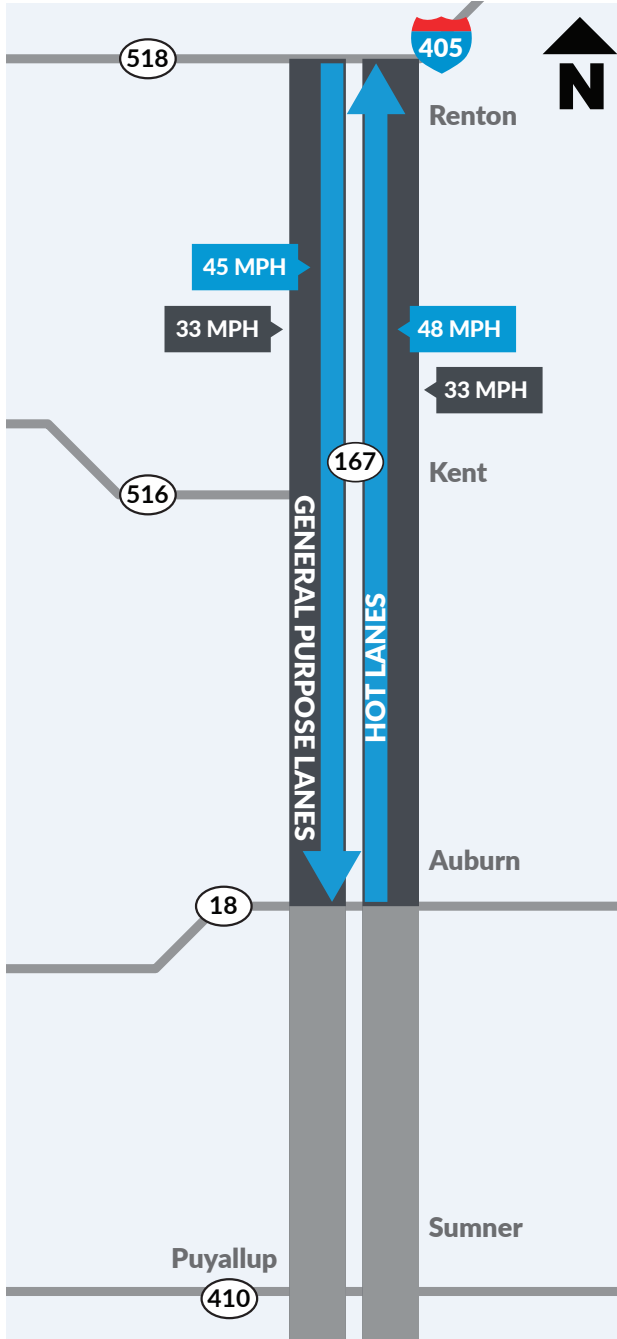
Travel time savings  
NB 6 minutes  
SB 7 Minutes



Good To Go! rate  
(average peak period)  
**\$4.85**

# Express toll lanes

## HOT LANES SPEEDS VS. GENERAL PURPOSE LANES SPEEDS FY 2023



Traffic on SR 167 has returned to nearly pre-pandemic levels, but that return of vehicles and roadway changes resulted in the decreasing performance of the HOT lanes in FY 2023.

The peak period commutes, mornings on the northbound lanes and afternoons on the southbound lanes, saw significant decreases in speeds and performance of the tolled lanes. However, they continued to perform better than general purpose lanes throughout the corridor. Outside of peak hours traffic moved more smoothly but there was still a noticeable increase in traffic volumes from last year.

One factor affecting the performance of the northbound HOT lanes this year was the opening of a new HOV lane between Sumner and Auburn in August of 2022. Performance of the northbound lanes decreased when the lane opened because the new lane alleviated traffic congestion that previously occurred prior to the HOT lanes, and shifted the bottleneck further north to the SR 18 interchange which is within the footprint of the HOT lanes. It resulted in slower speeds in both the tolled lane and general purpose lanes, which reduced the performance level of the system as a whole.

The new HOV lane will eventually be transitioned to a tolled lane, and part of the SR 167 upgrade project, which is planned to open in 2025. But for the time being it will serve as an HOV lane.

The average peak period toll rate also increased in FY 2023, rising from \$3.72 in FY 2022 to \$4.85 in FY 2023.

### HOT LANE SPEEDS ARE FASTER THAN GENERAL PURPOSE LANE SPEEDS

**NORTHBOUND AUBURN TO RENTON  
= 15 MPH FASTER**

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

# Express toll lanes



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

### I-405 45 MPH METRIC FY 2023

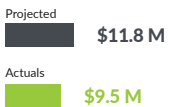


### SR 167 AND I-405 REVENUE VS EXPENSES FY 2023

#### Revenue



#### Expenses



0 100 M

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

The projected numbers use data from the June 2023 Traffic and Revenue Forecast which utilized actual toll traffic and revenue information through April 2023, and Preliminary May 2023 data.

## I-405 Express Toll Lanes

In FY 2023 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](https://wsdot.wa.gov/travel/roads-bridges/toll-roads-bridges-tunnels/i-405-express-toll-lanes)

### Stats



Average weekday trips  
**35,800**

An increase of 4,300 trips paying a toll to use the lanes each weekday compared to FY 2022.



Average weekday transit boardings  
**2,146\***

An increase in 592 trips each weekday compared to FY 2022



Travel time savings  
NB 8 minutes  
SB 6 Minutes



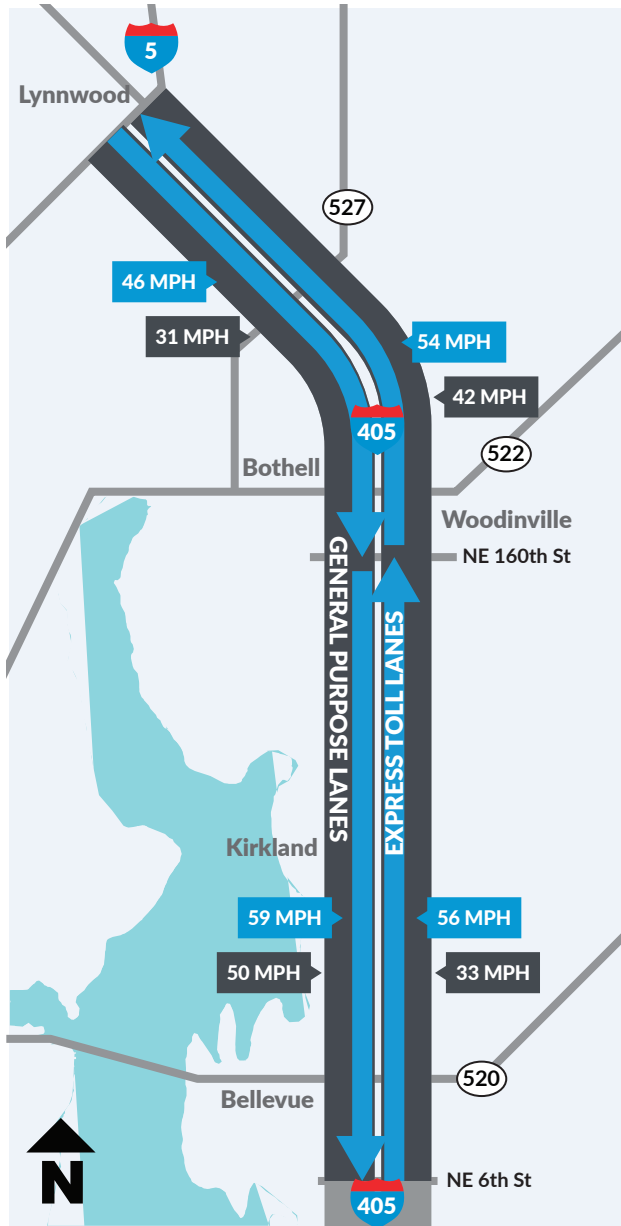
Good To Go! rate  
(average peak period)  
**\$3.59**

*\*Some transit ridership data was unavailable for May and June 2023 and was excluded from the calculation.*



# Express toll lanes

## I-405 EXPRESS TOLL LANES VS GENERAL PURPOSE LANES SPEEDS FY 2023



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

The southbound morning peak period commute sees the lowest performance in the single-lane section between Lynnwood and Bothell, with the tolled lane averaging speeds of 46 mph – though still notably higher average speeds than the general purpose lanes in the area. The tolled lanes in all other sections achieve average speeds of 50 mph or greater during the peak period. There are multiple improvement projects planned along I-405 in the coming years that will help address the change performance. They are listed in more detail on the following page, but include adding a lane, and providing additional transit improvements that reduce the volume of vehicles using the system.

The peak period toll rates, which averaged \$3.59 in FY 2023, rose nearly a dollar from FY 2022’s average, \$2.69.

### EXPRESS TOLL LANE SPEEDS ARE FASTER THAN GENERAL PURPOSE LANE SPEEDS

#### NORTHBOUND BOTHELL TO LYNNWOOD

**= 12 MPH FASTER**

#### SOUTHBOUND LYNNWOOD TO BOTHELL

**= 15 MPH FASTER**

#### NORTHBOUND BELLEVUE TO BOTHELL

**= 23 MPH FASTER**

#### SOUTHBOUND BOTHELL TO BELLEVUE

**= 9 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, providing essential connections to Washington state's ports and moving goods and people more reliably throughout the Puget Sound area. Funding is estimated at \$2.69 billion: approximately \$1.6 billion from Connecting Washington, \$732 million from Move Ahead Washington, \$131.5 million from local contributions, a \$74 million federal INFRA grant and an estimated \$180 million in future tolling. The Gateway Program was initially funded over a 16-year timeline with completion scheduled for 2031. In 2019 the Legislature accelerated funding to deliver the project ahead of schedule and authorized tolling for the new sections of SR 167 and SR 509. Toll rates for the new sections of SR 509 and SR 167 will be set by the Washington State Transportation Commission when the expressways are closer to opening, with tolling expected to begin in FY 2026 on SR 509. The projects will be completed using seven design-build contracts. Four of those contracts are either in construction or complete. The SR 509 Stage 2 contract to build the remaining 2 miles of the expressway received a single submitter in mid-2023. After WSDOT decided to move forward with a single submitter, the agency re-evaluated the contract packaging for the final stage of the SR 167 Completion project. After engaging with construction industry representatives, WSDOT divided SR 167 Stage 2 into two smaller contracts: Stage 2a and Stage 2b to encourage more proposals.

#### SR 167

WSDOT's design-build contractor on Stage 1b made significant progress in FY 2023. More than 500,000 of the 1 million cubic yards of fill for new highway embankments between I-5 and SR 509 is in place. Several new bridges began construction, including two on I-5 for the realignment of Hylebos Creek. The new I-5 bridges are scheduled for completion in summer 2024. Crews also rebuilt and realigned Hylebos Creek between SR 99 and 8th Street Southeast. The two final stages of construction will build 4 miles of tolled highway from I-5 to its current end point in Puyallup. Stage 2a will widen SR 167 from Meridian Avenue North to SR 410. Construction is currently scheduled for 2025-2027. Stage 2b will construct the new SR 167 Expressway from I-5 to Meridian Avenue North, including the tolling infrastructure. Stage 2b construction is scheduled to begin in 2026, with all construction complete in 2029.

#### SR 509

The second construction stage of the SR 509 completion project (Stage 1b) is underway. Accomplishments in the past year include building several noise walls, setting 30 bridge girders over I-5 for the new northbound I-5 collector-distributor ramp and the South 216th Street bridge, installing the first section of the new Veterans Drive tunnel under I-5, excavating the alignment for the first mile of the expressway between I-5 and 24th Avenue South, and SR 516 interchange improvements. Stage 1b construction is expected to last through 2025. SR 509 Completion Stage 2 builds the remaining 2 miles of the expressway with completion scheduled for 2028.

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



# Technology and Interoperability

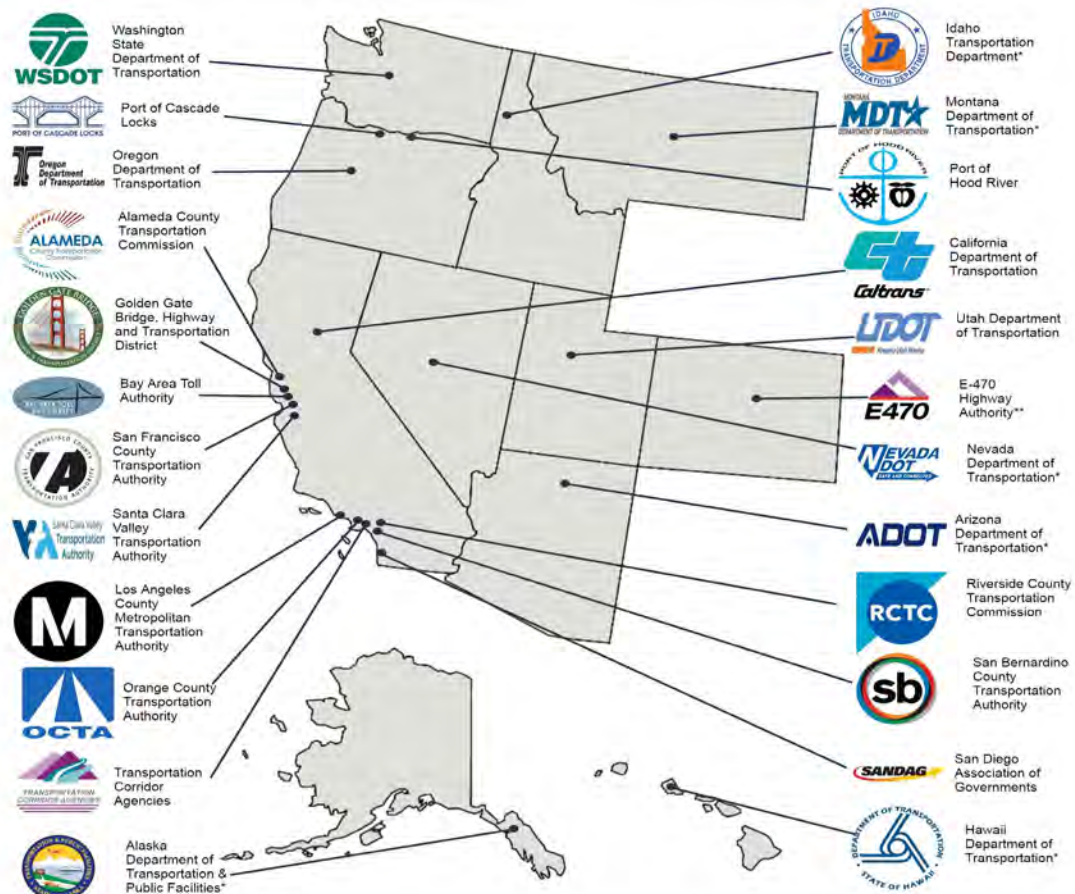
Toll interoperability is the nationwide effort to allow customers to use their existing accounts and passes while using toll roads operated by other agencies all across the country. WSDOT is working hard to ensure that **Good To Go!** will be interoperable and has taken national leadership roles to set up **Good To Go!** for success.

In FY 2023 Toll Division Deputy Director Jennifer Charlebois took on the role of vice chair, and Toll Systems and Engineering Manager Tyler Patterson became the technical chair of the Western Region Toll Operator (WRTO) which is dedicated to furthering the tolling interoperability interests of western states.

The Toll Division worked with WRTO and other tolling regions to revise the national specifications used to exchange data and process tolls between states, and is exploring options for establishing a regional interoperability clearinghouse hub for the western states.

At a more local level the Toll Division is actively partnering with the Port of Hood River and the Port of Cascade Locks on agreements and technical solutions for enabling tolling interoperability between **Good To Go!** and the ports' BreezeBy customers.

The Toll Division continued to advise, assist and coordinate with the Oregon Department of Transportation while the agency works to create a tolling program. ODOT is considering tolling I-205, I-5, and the interstate bridge, and 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





## Legislative reporting requirements

As established in RCW 47.56.880 and ESHB 1125, 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
<b>A</b> 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>B</b> Whether the average traffic speed changed in the general purpose lanes.	Reported I-405 and SR 167 project pages. <i>Page 13</i>
<b>C</b> Whether transit ridership changed in express toll lane corridors.	Reported I-405 and SR 167 project pages. <i>Page 12</i>
<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.
<b>E</b> Whether the express toll lanes generated sufficient revenue to pay for all express lane-related operating costs.	The revenue continues to cover operating costs.
<b>F</b> 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.
<b>G</b> Month-to-month travel times and travel time reliability maintained in the express toll lane system.	Appendix: Express Toll Lanes Performance data
<b>H</b> Month-to-month travel times and travel time reliability of the express toll lanes compared to pre-tolling.	Appendix: Express Toll Lanes Performance data
<b>I</b> Month-to-month comparison of express toll lane and general purpose lane traffic volumes by lane type.	Appendix: Express Toll Lanes Performance data
<b>J</b> 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
<b>K</b> Non-vendor costs of administering toll operations	Appendix: Proviso
<b>L</b> Vendor-related costs of operating tolled facilities	Appendix: Proviso
<b>M</b> Toll adjudication process	Appendix: Proviso. During FY 2023 the Toll Division did not assess late fees or civil penalties until March 2023. As a result the FY 2023 data is composed of a shortened timed frame, with a higher volume of adjudications in that period than will be anticipated moving forward.
<b>N</b> 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 (4) of ESHB 1125, 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 2023. 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 the number of people who do not respond; workload costs related to hearings; the cost and effectiveness of debt collection activities; and revenues generated from notices of civil penalty during the fiscal year 2023.

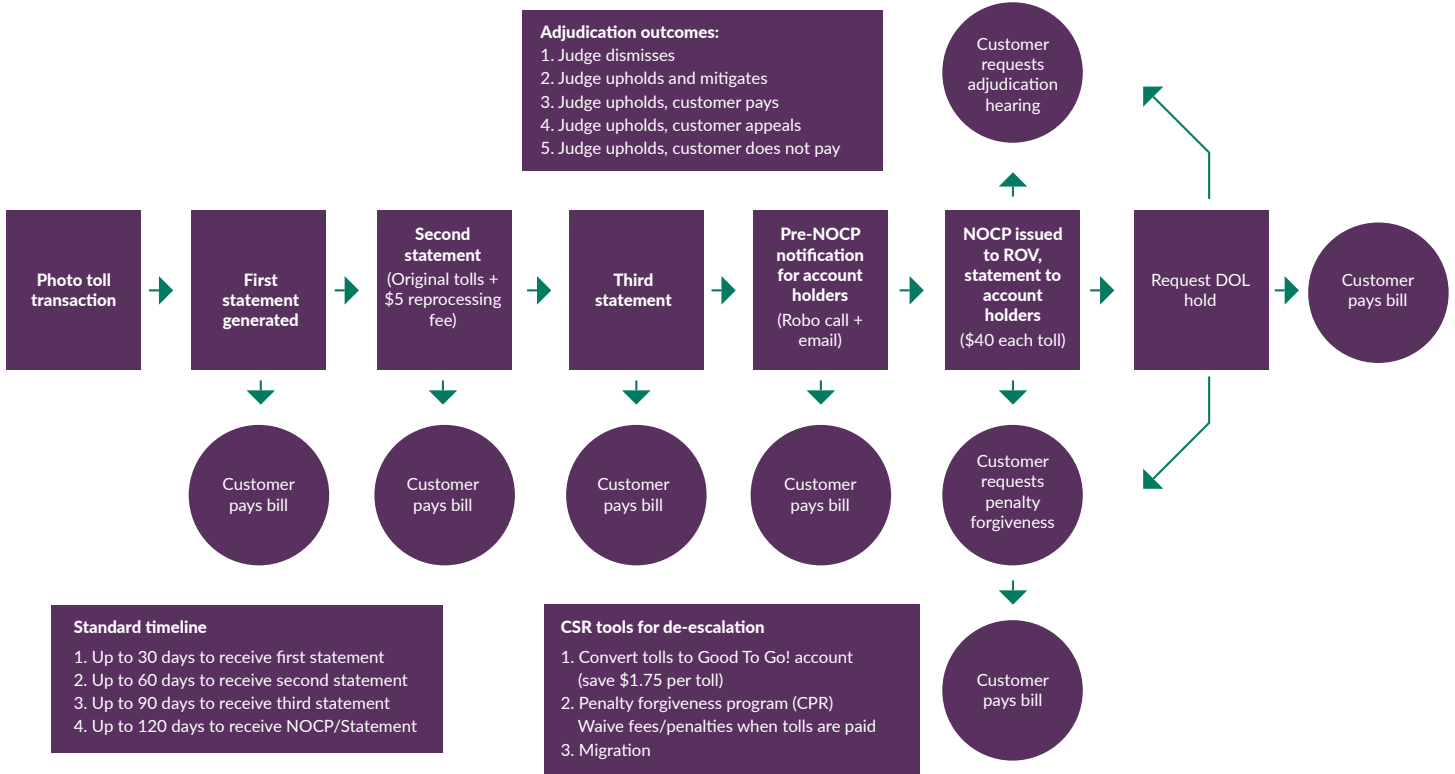
#### Summary

This report is for the period of July 1, 2022 to June 30, 2023 and addresses requirements in Section 209 of ESHB 1125 regarding WSDOT's Toll Civil Penalty process.

#### During the FY 2023 period:

- WSDOT resumed assessing civil penalties for unpaid toll trips in April 2023.
  - Over 2.3 million civil penalties were processed for unpaid toll trips.
- These civil penalties totaled approximately \$1.4 million in unpaid tolls and \$4.3 million in penalties and fees.
- Of the customers who received civil penalties, 46,621 (2%), paid without further consideration, more than 72,000 took part in the forgiveness program that waived fees and civil penalties. Given the timing of escalations resuming at the end of the fiscal year many customers chose to take action following June 30, and the data will be reflected in next year's report.
- There were 0 requests for hearings (either tele-hearing or written).

## Toll Transaction to NOCP Process



	TNB	SR 167	I-405	SR 520	SR 99	Combined
Number of NOCPs issued	569,018	N/A	423,901	730,014	638,490	2,361,423
Number of recipients who pay before the notice becomes a civil penalty	7,712,707	N/A	7,237,376	11,277,105	10,360,922	36,588,110
Number of recipients who do not respond	468,761	N/A	350,699	599,911	523,994	1,943,365
Number of recipients who request a hearing	0	N/A	0	0	0	0
Workload costs related to hearings	\$371,662	N/A	\$183,526	\$394,853	\$341,279	\$1,291,320
Revenue generated from NOCP	\$2,765,855	N/A	\$2,307,449	\$5,379,928	\$3,814,661	14,267,893
Net revenue from NOCP collection activities	\$2,394,193	N/A	\$2,123,923	\$4,985,075	\$3,473,382	\$12,976,573

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

# Consultant Reporting

## Legislative Requirement

As required by Section 209 (4) of ESHB 1125, 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 2023. The report includes the names of all consultants, the scope of work, the type of contract, timelines, deliverables and any new task orders and extensions added to the consulting contracts during FY 2023.

## 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 2023.

## Summary Report, Expenditures

The Toll Division's 2021-23 Biennium Program B Budget is \$139,697,000.

The following is a summary of the Toll Division's consultant contracts and associated Program B expenditures through FY 2023:

Consultant Name	Contract Number	Title	Current Task Authorization Value	Total Invoiced FY 2023	Cumulative Invoice
Clifton Larson Allen LLP	K001170	SR 520 Tolling System Financial Statements Audit	\$558,000	\$64,500	\$ 398,432
Fagan Consulting LLC	0Y12212	Tolling Expert Review Panel	\$148,000	\$202	\$26,692



Consultant Name	Contract Number	Title	Current Task Authorization Value	Total Invoiced FY 2023	Cumulative Invoice
Jacobs Engineering Group	11038DL	Toll Systems Operation Support	\$1,652,067	\$1,074,770	\$2,048,937
	11038DM	Tolling Data & Reporting Support	\$1,653,665	\$332,607	\$939,361
	11038DN	6-C Interoperability Support	\$941,094	\$55,466	\$285,152
	11038DR	Toll Division GTC Financial Operations Support	\$251,262	\$36,813	\$139,571
	11038DT	Toll Division Program Management Support	\$1,242,354	\$249,103	\$1,062,888
	11038DU	Toll Division Customer Service Operations Support	\$1,680,805	\$251,625	\$1,011,572
	11038DW	Roadside Systems Operations Support	\$145,942	\$106,149	\$106,149
	11038DZ	Thrive in 2025	\$48,819	\$28,163	\$28,163
Maul Foster & Alongi Inc	OY12367	Government Relations/ Communications Support	\$112,231	\$74,121	\$112,231.
Stantec Consulting Services Inc.	12501AA	Tacoma Narrows Bridge Traffic and Revenue Studies	\$345,222	\$88,492	\$188,610
	12501AC	SR 520 Traffic and Revenue Study	\$552,934	\$174,234	\$292,940
	12501AD	I-405 Express Toll Lanes & SR 167 Express Toll Lanes Transportation Revenue Forecast Council Updates Traffic and Revenue Study	\$389,933	\$144,986	\$264,327
	12501AE	SR 99 Tunnel Traffic Revenue Study	\$580,167	\$162,567	\$276,768
WSP USA Inc.	OY12495	SR 99 Toll Revenue Forecasting	\$2,191,662	\$325,409	\$509,249

## Consultant Detail

### CliftonLarsonAllen, LLP

**Contract Number:** K001170

**Contract Type:** Personal Service Contract

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

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

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

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

### 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 6/30/2025.

**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 9/30/2023

**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
11038DL	Toll Systems Operation Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$2,048,972
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
11038DT	Toll Division Program Management Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,242,354
11038DU	Toll Division Customer Service Operations Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$1,680,805
11038DW	Roadside Systems Operations Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$145,942
11038DZ	Thrive in 2025	TF0006, TF0007, TF0009, TF0014, TF0019	\$48,819

### 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 NIOB 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-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 two 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 versions of operational and monitoring reports, training plan and materials.

## Contract- Task Y11038-DW

**Scope Summary:** On-going toll program/project management that includes a range of tasks for day-to-day management support for Roadside Tolling Operations.

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

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

### Contract- Task Y11038-DW

**Scope Summary:** On-going toll program/project management that includes a range of tasks for day-to-day management support for Roadside Tolling Operations.

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

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

### Contract- Task Y11038-DZ

**Scope Summary:** Assistance in planning, preparing and tracking progress to launching the new SR 167 upgraded facility, I-405 Renton to Bellevue Express Toll Lanes, and SR 509 facility.

**Timeline:** 2/1/2023 through 9/30/2023

**Deliverables:** Monthly invoices, including progress reports; meeting agendas and notes; draft and final meeting notes for weekly meetings; updated risk register; project schedule; weekly updates to schedule of activities; draft and final staffing plan; draft and final presentation materials.

### Maul Foster & Alongi, Inc

**Contract Number:** 0Y12367

**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
0Y12367	Government Relations/ Communications Support	TF0006, TF0007, TF0009, TF0014, TF0019	\$112,231

### 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 Task Y12501-AA

**Scope Summary:** Tacoma Narrows Bridge Traffic and Revenue Studies

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

**Deliverables:** Monthly invoices and progress reports; Outline and schedule for general coordination meetings; An agenda and meeting notes for each meeting, as requested by the State; Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by payment method through FY 2032 and monthly for the first 24 months; Answers to questions related to forecast model’s assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; Technical memorandum summarizing the assumptions, methodology, and results for the traffic and revenue forecast, if requested; Annual traffic and gross toll revenue potential tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months. For the first 12 months

forecast, CONSULTANT shall provide the monthly seasonality factor; Draft technical memorandum summarizing the assumptions and methodology for the annual traffic and revenue forecast. In addition, the CONSULTANT shall be responsible for preparing meeting materials and presentations as necessary; Final technical memorandum summarizing the assumptions, methodology and results for the annual traffic and revenue forecast; Traffic and Revenue Consultant Certificate; Meeting materials and presentations as requested by the State; Periodic summary of the TNB and compare performance versus forecast, if requested; Traffic and revenue forecasts for up to six (6) additional toll rate alternatives during FY 2022 or FY 2023; Meeting materials and presentations as requested Employment, Housing and Land Use forecasts, as directed; Meeting materials and presentations as requested.

## Contract Task Y12501-AC

**Scope Summary:** SR 520 Traffic and Revenue Study

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

**Deliverables:** Schedules with key milestones and deliverables as requested by the STATE.; Monthly invoices and progress reports. These progress reports will note the actual progression of work products versus the available budget and planned schedule; Monthly aging plan; Outline and schedule for general coordination, stakeholder, and Steering Committee meetings; Agendas and meeting minutes for all stakeholder and Steering Committee meetings; List of confirmed assumptions to use in development of updated traffic forecasts (3.1) to be reviewed and approved by the STATE; Tables of the updated daily toll traffic projections (Task 3.2); Technical support material (tables and charts) for up to four meetings (Task 3.3); Annual traffic and gross toll revenue potential tables by payment method for each segment (BTL, RTB, and 167) (Task 3.4); Technical memorandum, as requested, summarizing the methodology; Identify areas where additional traffic-related data are necessary and outline a formal data collection program in a memo for review and approval by the STATE (Task 4.2), if warranted ; Technical memorandum and presentation file summarizing the land use forecast review, identifying key areas where adjustments will be made to the PSRC forecast and outline how the land use forecast compares to state- wide forecasts (Task 4.3); Adjusted land use forecast by BERK, in table and memo form, detailing population, households, and employment.; Technical memorandum detailing the calibration process and results for the regional model, if warranted. (Task 4.5); Spreadsheet tables of the updated weekday daily toll traffic projections for a 14-hour operating period from 5 AM to 7 PM; Spreadsheet tables of 2025, 2030, and 2045 forecasted traffic volumes and toll rates by origin and destination, by vehicle class and occupancy, by payment type (GTG Pass, GTG PBP, and PBM); Spreadsheet tables of annual toll traffic and gross toll revenue potential tables by payment method (GTG Pass, GTG PBP, and PBM); Draft and final report which will summarize all data collected and analyzed, land use forecasting, regional modeling approaches and results, traffic and revenue forecasting results; Spreadsheet tables of AM peak hour, PM peak hour, and MD peak hour vehicle hours of delay (VHD) data for the Operational Model network area; Maps in PDF format of the model network area indicating locations of high congestion for the AM peak hour, PM peak hour, and the MD peak hour. The indicators will be based on vehicle density output from the Operational Model; Memorandum summarizing key observations and interpretations of the model results, including identification of key bottlenecks, locations of prominent travel time delays, and assessment of unserved demand within the network; T&R / Net Revenue Tables for the six (6) scenarios outlined in Work Element 3 that provide the forecast information for the above referenced gross-to-net toll revenue elements. For each scenario, separate tables will be prepared for:

- I-405 Bellevue to Lynnwood ETLs,
- I-405 Renton to Bellevue ETLs,
- SR 167 ETLs, and
- Overall Eastside Corridor ETL system.

At the request of the STATE, the CONSULTANT will provide a presentation deck covering the key assumptions and results, comparing across scenarios, for the gross-to-net revenue process and net revenue projections; T&R / Net Revenue Tables for the up to six (6) IGS scenarios for which T&R projections are prepared in Work Element 4. For each scenario, separate tables will be prepared for:

- I-405 Bellevue to Lynnwood ETLs,
- I-405 Renton to Bellevue ETLs,
- SR 167 ETLs, and
- Overall Eastside Corridor ETL system.

Briefing presentation deck on the IGS net revenue projections for use with the Office of the State Treasurer (OST), the Washington State Transportation Commission, and WSDOT Executives, likely focusing on those scenarios meeting the PROJECT's toll financing



objectives and covering the key assumptions and results for the gross-to-net revenue process and net revenue projections; PowerPoint presentations, assuming two review cycles per presentation, to support bond issuance; Comparison table of each demand modeling assumption's impact on the PROJECT's base traffic and revenue forecast and resulting net revenues over the forecast horizon; Second comparison table of each net revenue assumption's impact on the PROJECT's net revenue forecast for the selected demand modeling cases; Technical memorandum summarizing the sensitivity analyses and identified risks.

## 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:** Monthly invoices and progress reports; Outline and schedule for general coordination meetings; An agenda and meeting notes for each meeting, as requested by the State; Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031; Descriptions of forecast assumptions and Assumptions tables and forecast results for TRFC Assumption and Summary documents; Answers to questions related to forecast model's assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; Technical memorandum summarizing the methodology for the traffic and revenue forecast, answers to the forecast related questions and meeting materials as necessary; Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; Additional forecast to incorporate rate change decisions made by the Transportation Commission. The forecast will include annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; Descriptions of forecast assumptions and Assumptions tables and forecast results for TRFC Assumption and Summary documents; Answers to questions related to forecast model's assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; Technical memorandum summarizing the methodology for the traffic and revenue forecast, answers to the forecast related questions and meeting materials as necessary; Periodic summary of the I-405 ETLs and compare performance versus forecast, if requested by the STATE.

## 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:** Monthly invoices and progress reports; Outline and schedule for general coordination meetings; An agenda and meeting notes for each meeting, as requested by the State; Socio-economic assumptions tables for population, households, and employment; Annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; Additional forecast to incorporate rate change decisions made by the Transportation Commission; The forecast will include annual traffic, gross toll revenue potential, and gross toll revenue adjusted tables by vehicle type by payment method through FY 2031 and monthly for the first 24 months; Descriptions of forecast assumptions and Assumptions tables and forecast results for TRFC Assumption and Summary documents; Answers to questions related to forecast model's assumption, methodologies, traffic and revenue patterns, and the forecast results, if requested; Technical memorandum summarizing the methodology for the traffic and revenue forecast, answers to the forecast related questions and meeting materials as necessary; Monthly summary of the SR 99 Tunnel, and comparison of performance versus forecast; Traffic and revenue forecasts for up to six (6) additional toll rate alternatives; Meeting materials and presentations as requested; Employment, Housing and Land Use forecasts, as directed; Meeting materials and presentations as requested.

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

**WSP USA, Inc.**

**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 6/30/2025

**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
0Y12495	SR 99 toll revenue forecasting	TF0006, TF0007, TF0009, TF0014, TF0019	\$2,191,662

# Vendor and Non-Vendor Expenditures

## Legislative Requirement

As required by Section 209 (4) of ESHB 1125, the following is the annual (fiscal year 2023) 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 <sup>1</sup>	FY 2023 Q1	FY 2023 Q2	FY 2023 Q3	FY 2023 Q4	FY 2023 to Date	Biennia to Date
WSDOT Staff	\$1,233,020	\$1,283,901	\$1,232,682	\$996,875	\$4,746,478	\$9,842,851
Consultants	\$740,702	\$698,280	\$873,821	\$882,577	\$3,195,380	\$6,810,861
Bridge Insurance	\$8,948,944	\$20,732	\$20,732	\$20,732	\$9,011,141	\$16,374,957
Credit Card and Bank Fees	\$1,584,871	\$1,633,655	\$1,410,746	\$1,959,076	\$6,588,348	\$11,633,054
Transponder Costs	\$497,819	\$438,006	\$435,682	\$398,741	\$1,770,249	\$3,372,803
Pay by Mail	\$737,744	\$936,718	\$1,186,550	\$1,968,357	\$4,829,549	\$7,107,890
Washington State Patrol	\$136,238	\$199,252	\$309,768	\$270,672	\$915,929	\$1,037,763
Other Miscellaneous Non-Vendor Expenditures <sup>2</sup>	\$563,439	\$518,281	\$364,166	\$708,260	\$2,154,146	\$4,953,170
<b>Quarterly Non-Vendor Expenditures</b>	<b>\$14,442,777</b>	<b>\$5,728,827</b>	<b>\$5,834,146</b>	<b>\$7,205,470</b>	<b>\$33,211,221</b>	<b>\$61,133,349</b>

### Notable (in comparison with FY 2022)

- Consultant support was higher in FY 2023 due to the concentrated work required for the new BOS rollout.
- Insurance premiums increased by more than 20% in FY 2023.
- Toll revenues and the corresponding credit card fees increased in FY 2023. In addition, the start of escalations in FY 2023 contributed to increased credit card fees.
- Transponder sales increased in FY 2023.
- Pay by mail costs increased significantly with the start of escalations in February 2023.
- WSDOT returned to using Washington State Patrol for toll enforcement in FY 2023. Washington State Patrol toll enforcement was halted during the Covid pandemic.
- Other Miscellaneous Non-Vendor expenditures decreased in FY 2023 due to \$800K court settlement on I-405 in FY 2022.
- Since civil penalty processing was suspended awaiting BOS escalation programming, WSDOT did not conduct any administrative hearings during FY 2023.

Vendor Expenditures <sup>3</sup>	FY 2023 Q1	FY 2023 Q2	FY 2023 Q3	FY 2023 Q4	FY 2023 to Date	Biennia to Date
CSC Vendor <sup>4</sup>	\$3,088,892	\$3,500,347	\$3,716,792	\$4,591,327	\$14,897,357	\$31,009,243
Cash Collections (SR 16 Tacoma Narrows Bridge)	\$985,692	\$948,678	\$957,694	\$993,985	\$3,886,050	\$7,659,001
Electronic Payment Processing (SR 16 Tacoma Narrows Bridge) <sup>5</sup>	\$21,558	\$17,656	\$16,757	\$19,306	\$75,276	\$153,872
Toll Collection System Operations and Maintenance <sup>6</sup>	(\$512,601)	\$1,667,123	\$591,558	\$961,052	\$2,707,131	\$5,251,054
Office of Administrative Hearings	\$-	\$-	\$-	\$-	\$-	\$15,078
<b>Quarterly Vendor Expenditures</b>	<b>\$3,583,541</b>	<b>\$6,133,804</b>	<b>\$5,282,800</b>	<b>\$6,565,669</b>	<b>\$21,565,814</b>	<b>\$44,088,248</b>
<b>Combined Quarterly Expenditures</b>	<b>\$18,026,318</b>	<b>\$11,862,632</b>	<b>\$11,116,946</b>	<b>\$13,771,139</b>	<b>\$54,777,035</b>	<b>\$105,221,597</b>

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.

# Appendix: Express toll lanes performance data

Reference	FY 2023				Unit	Meets Requirement	
	I-405	SR 167					
	Q1-Q2 FY2023	Q3-Q4 FY2023	Q1-Q2 FY2023	Q3-Q4 FY2023			
B	<b>Average ETL Speeds</b>						
	Northbound	55	55	49	47	RCW 47.56.880 (4)(b) and ESHB 11.25 Sec. 209	
	Southbound	53	52	45	45		
	<b>Average GP Speeds</b>						
Northbound	38	36	34	32	RCW 47.56.880 (4)(b) and ESHB 11.25 Sec. 209		
Southbound	39	38	33	33			
C	<b>Transit ridership</b>		2083	2239 *	410	434	RCW 47.56.880 (4)(c) and ESHB 11.25 Sec. 209
D, E	<b>Volume</b>						
	Volume projections met?						
	Y	Y	Y	Y	Y	Y	RCW 47.56.880 (4)(d), RCW 47.56.880 (4)(e), and ESHB 11.25 Sec. 209
	Costs covered?						
	Y	Y	Y	Y	Y	Y	RCW 47.56.880 (4)(f) and ESHB 11.25 Sec. 209
F	<b>Local arterial data</b>						
	<b>Route 1 - Bothell Way NE (SR 522 to Bothell)</b>						
	Average Daily Volume	-	-	-	-	-	Vehicles
	Travel Time	-	-	-	-	-	Minutes
	AM Peak	-	-	-	-	-	
	PM Peak	-	-	-	-	-	
	<b>Route 2 - 100th Ave NE (Bothell to Kirkland)</b>						
	Average Daily Volume	-	-	-	-	-	Vehicles
	Travel Time	-	-	-	-	-	Minutes
	AM Peak	-	-	-	-	-	
	PM Peak	-	-	-	-	-	
	<b>Route 3 - SR 202 (Woodinville to Redmond)</b>						
	Average Daily Volume	-	-	-	-	-	Vehicles
	Travel Time	-	-	-	-	-	Minutes
	AM Peak	-	-	-	-	-	
	PM Peak	-	-	-	-	-	
	<b>Route 4 - 148th Ave NE (Redmond to Bellevue)</b>						
	Average Daily Volume	-	-	-	-	-	Vehicles
	Travel Time	-	-	-	-	-	Minutes
	AM Peak	-	-	-	-	-	
	PM Peak	-	-	-	-	-	

\*Some transit ridership data was unavailable for May and June 2023 and was excluded from the calculation.

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 - ESHB 1125 Sec. 209**

Date	NB I-405 from Bellevue to SR 522				NB I-405 from Bellevue to SR 522				NB I-405 from Bellevue to SR 522				NB I-405 from NE 160th St to I-5					
	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	95th %ile	Period	%ile	Period	95th %ile	Period	%ile	Period	95th %ile	Period	%ile	Period	95th %ile	Period	%ile		
Oct-14	63	6.4	16.4	26.0	13.1	27.3	42.9	9.8	10.0	23.9	34.7	27.9	35.2	14.6	18.9	7.4	12.5	18.9
Nov-14	63	6.3	17.4	23.4	12.8	29.3	41.7	9.6	9.8	25.2	32.9	12.4	35.2	15.2	19.9	7.3	12.4	19.1
Dec-14	63	6.3	15.4	25.9	12.2	12.9	26.7	9.6	9.7	22.4	34.8	12.3	41.2	6.4	6.5	14.0	20.1	7.3
Jan-15	63	6.3	16.0	23.0	13.0	26.4	33.7	9.6	9.7	23.7	31.9	12.3	39.3	6.4	6.5	14.9	19.6	7.3
Feb-15	63	6.3	14.0	21.1	12.2	12.9	23.9	9.6	9.7	21.6	30.5	12.3	35.5	6.4	6.5	14.4	18.8	7.3
Mar-15	63	6.3	16.2	21.4	12.2	12.9	23.9	9.6	9.7	24.3	30.0	12.3	34.8	6.4	6.5	15.9	20.0	7.3
Apr-15	63	6.3	14.6	21.1	12.2	12.6	26.8	9.6	9.6	22.9	31.4	12.3	39.3	6.4	6.4	16.1	22.5	7.3
May-15	63	6.3	15.5	24.8	12.1	12.5	28.4	9.6	9.6	23.3	34.7	12.3	37.7	6.4	6.4	15.2	20.3	7.3
Jun-15	63	6.4	14.9	20.1	12.5	13.6	28.3	9.6	9.8	23.1	29.7	12.3	35.9	6.4	6.5	15.2	20.0	7.3
Jul-15	63	6.4	14.4	19.8	11.7	13.5	24.6	9.7	9.9	21.9	27.8	12.3	31.9	6.5	6.6	13.9	17.1	7.3
Aug-15	64	6.5	16.3	21.7	11.4	12.0	24.1	9.7	9.9	22.9	29.7	12.3	34.9	6.5	6.7	14.4	18.3	7.2
Sep-15	63	6.6	12.4	18.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Oct-15	63	6.3	13.2	18.6	11.2	11.7	20.4	9.6	9.6	19.0	28.4	12.2	37.6	6.4	6.4	11.7	19.0	7.2
Nov-15	63	6.3	12.4	18.5	11.6	11.8	21.2	9.6	9.6	18.8	27.6	12.3	35.7	6.4	6.4	12.4	18.4	7.2
Dec-15	63	6.3	13.5	22.9	11.3	11.5	22.5	9.6	9.6	20.2	30.5	12.3	40.4	0.0	0.0	0.0	0.0	7.2
Jan-16	63	6.4	12.4	19.3	12.1	12.1	20.2	9.6	9.7	18.7	28.2	12.3	36.1	6.4	6.4	12.2	18.2	7.4
Feb-16	63	6.3	10.4	15.3	11.2	11.5	17.8	9.6	9.6	15.8	24.6	12.2	32.5	6.4	6.4	10.7	17.4	7.2
Mar-16	63	6.3	11.3	17.9	11.4	11.9	19.0	9.6	9.6	16.7	24.6	12.2	31.3	6.4	6.4	10.4	15.9	7.2
Apr-16	64	6.3	12.0	17.1	11.4	11.9	20.1	9.6	9.6	17.9	26.3	12.3	24.4	6.4	6.4	12.4	17.6	7.2
May-16	63	6.3	13.4	19.4	11.5	12.8	25.7	9.6	9.6	21.1	28.3	12.3	36.3	6.4	6.4	13.9	19.9	7.3
Jun-16	63	6.3	13.0	17.9	11.3	11.6	22.9	9.6	9.6	20.6	28.2	12.2	37.2	6.4	6.4	14.0	20.5	7.2
Jul-16	63	6.3	12.6	17.1	11.3	11.6	22.5	9.6	9.6	20.4	27.3	12.3	35.5	6.4	6.4	14.4	20.0	7.2
Aug-16	63	6.3	12.7	18.5	11.4	12.1	22.1	9.6	9.6	19.9	27.3	12.2	35.0	6.4	6.4	13.3	18.6	7.2
Sep-16	63	6.3	13.6	23.4	11.6	12.2	23.4	9.6	9.6	21.3	34.8	12.2	43.4	6.4	6.4	14.1	21.1	7.2
Oct-16	63	6.3	13.1	22.8	11.6	12.9	23.6	9.6	9.6	20.7	32.1	12.3	27.7	6.4	6.4	13.9	20.9	7.2
Nov-16	63	6.3	13.8	20.5	11.3	12.1	23.2	9.6	9.6	20.7	31.0	12.2	38.7	6.4	6.4	13.5	19.7	7.2
Jan-17	63	6.3	11.2	16.3	12.3	12.3	19.2	9.6	9.6	17.3	25.2	12.2	33.9	6.4	6.4	11.7	17.3	7.3
Feb-17	64	6.3	12.2	11.7	12.7	12.7	21.4	9.6	9.6	19.0	32.7	12.3	26.3	6.4	6.4	12.8	21.0	7.2
Mar-17	63	6.3	12.2	18.0	11.5	12.2	22.4	9.6	9.6	19.9	28.0	12.2	31.7	6.4	6.4	14.0	18.7	7.2
Apr-17	63	6.3	10.8	16.6	11.5	12.7	18.7	9.6	9.6	16.3	23.8	12.2	31.0	6.4	6.4	11.1	17.0	7.2
May-17	63	6.3	12.0	17.9	11.5	12.1	19.3	9.6	9.6	16.7	23.1	12.3	19.7	6.4	6.4	9.4	12.8	7.2
Jun-17	63	6.3	13.4	21.2	11.5	12.1	22.9	9.6	9.6	19.5	30.9	12.2	23.7	6.4	6.4	11.6	20.3	7.2
Jul-17	63	6.3	12.6	18.7	11.5	12.3	20.1	9.6	9.6	17.8	25.4	12.2	29.4	6.4	6.4	10.3	15.0	7.2
Aug-17	63	6.3	12.0	16.7	11.3	11.9	19.0	9.6	9.6	17.4	22.6	12.3	20.8	6.4	6.4	10.2	13.6	7.2
Sep-17	63	6.3	12.5	19.9	11.4	11.9	19.9	9.6	9.6	17.6	25.5	12.2	20.9	6.4	6.4	10.0	13.2	7.2
Oct-17	63	6.3	14.5	23.4	11.7	12.4	22.5	9.6	9.6	20.0	30.4	12.2	33.6	6.4	6.4	10.7	15.7	7.2
Nov-17	63	6.3	14.2	25.0	11.8	13.4	23.1	9.6	9.6	19.7	31.7	12.3	23.5	6.4	6.4	10.9	16.5	7.2
Dec-17	64	6.3	13.3	20.4	0.0	0.0	0.0	9.6	9.6	18.8	29.3	12.3	22.8	6.4	6.4	10.7	16.4	7.2
Jan-18	63	6.3	15.1	23.9	12.6	12.6	22.7	9.6	9.6	21.0	32.3	12.3	38.2	6.4	6.4	11.6	20.4	7.2
Feb-18	63	6.3	13.7	22.2	11.5	12.1	20.4	9.6	9.6	18.6	28.7	12.2	32.0	6.4	6.4	9.8	14.6	7.2
Mar-18	63	6.3	12.7	20.1	11.9	12.7	20.7	9.6	9.6	17.9	25.7	12.2	30.5	6.4	6.4	10.1	14.1	7.2
Apr-18	63	6.3	13.4	19.4	11.4	12.1	21.6	9.6	9.6	19.3	26.5	12.2	22.8	6.4	6.4	11.3	15.5	7.2
May-18	63	6.3	14.0	19.7	11.6	12.2	23.3	9.6	9.6	20.3	27.7	12.3	24.4	6.4	6.4	12.1	16.3	7.2
Jun-18	63	6.3	15.5	23.2	12.4	12.4	25.4	9.6	9.6	21.5	30.2	12.3	25.3	6.4	6.4	11.8	16.8	7.2
Jul-18	63	6.3	16.8	24.0	11.4	12.2	24.4	9.6	9.6	22.8	31.6	12.3	26.7	6.4	6.4	12.1	18.0	7.2
Aug-18	63	6.3	14.9	23.8	11.4	12.4	22.3	9.6	9.6	20.7	32.3	12.3	24.6	6.4	6.4	11.5	19.2	7.2
Sep-18	63	6.3	14.7	22.1	11.4	12.0	22.8	9.6	9.6	20.7	29.5	12.3	24.7	6.4	6.4	11.8	18.1	7.2
Oct-18	63	6.4	15.3	23.5	11.6	12.3	22.8	9.6	9.6	20.7	29.7	12.3	24.6	6.4	6.4	10.8	14.9	7.2
Nov-18	63	6.3	15.7	23.2	11.6	12.4	24.5	9.7	9.7	21.9	31.3	12.3	25.8	6.5	6.4	12.0	17.8	7.2
Dec-18	63	6.4	13.5	22.1	11.6	12.7	26.7	9.6	9.6	24.2	36.6	12.2	33.5	6.4	6.4	10.6	14.6	7.2
Jan-19	63	6.4	13.5	22.1	11.6	12.3	20.5	9.6	9.7	19.0	29.3	12.3	22.8	6.4	6.4	11.3	17.5	7.2
Feb-19	63	6.3	14.3	24.3	11.3	12.1	21.1	9.6	9.6	20.4	38.6	12.3	25.0	6.4	6.4	11.7	24.7	7.2
Mar-19	63	6.3	14.3	21.1	11.9	13.4	22.0	9.6	9.6	19.8	29.6	12.3	23.6	6.4	6.4	10.9	16.0	7.2
Apr-19	63	6.3	13.8	20.7	11.5	12.2	21.7	9.6	9.6	19.5	30.2	12.3	23.2	6.4	6.4	11.0	14.4	7.2
May-19	63	6.3	15.0	24.4	11.9	12.7	24.3	9.6	9.6	21.1	31.6	12.2	34.1	6.4	6.4	12.0	15.7	7.2
Jun-19	63	6.3	18.3	25.6	12.3	14.2	26.9	9.6	9.6	24.7	32.7	12.3	28.6	6.4	6.4	13.0	17.6	7.2
Jul-19	64	6.4	15.2	23.1	11.8	12.8	22.7	9.7	9.7	20.7	30.5	12.4	24.2	6.4	6.5	11.0	15.9	7.2
Aug-19	63	6.3	13.4	19.6	11.4	12.2	20.1	9.6	9.6	18.6	26.2	12.2	30.5	6.4	6.4	10.4	15.6	7.2
Sep-19	64	6.3	14.7	23.1	11.9	13.6	22.3	9.7	9.6	20.2	30.0	12.3	24.1	6.4	6.4	11.0	16.0	7.2



**AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND (cont.) - ESHB 1125 Sec. 209**

Date	NB L405 From Bellevue to NE 116th			WB SR520 at I-48th Ave NE to NB L405 at SR522			NB L405 from Bellevue to SR 522			NB L405 from NE 85th St to SR522			All travel times in minutes											
	AM Off-Peak 95th %ile	AM Off-Peak Peak	PM Peak 95th %ile	AM Off-Peak 95th %ile	AM Off-Peak Peak	PM Peak 95th %ile	AM Off-Peak 95th %ile	AM Off-Peak Peak	PM Peak 95th %ile	AM Off-Peak 95th %ile	AM Off-Peak Peak	PM Peak 95th %ile	AM Off-Peak 95th %ile	AM Off-Peak Peak	PM Peak 95th %ile									
Oct-19	6.3	6.3	17.3	11.9	13.2	25.0	36.9	9.6	9.6	23.1	35.0	12.3	12.3	26.9	39.5	6.4	6.4	11.8	19.4	7.2	7.2	10.5	18.0	
Nov-19	6.3	6.3	16.5	11.6	12.6	24.9	36.6	9.6	9.6	22.6	34.5	12.2	12.2	26.7	39.6	6.4	6.4	12.2	18.1	7.2	7.2	11.0	17.8	
Dec-19	6.3	6.3	14.1	11.8	12.6	22.6	36.0	9.6	9.6	19.6	31.6	12.2	12.3	23.3	36.0	6.4	6.4	10.9	15.9	7.2	7.2	9.9	16.5	
Jan-20	6.3	6.3	15.1	11.8	12.9	22.5	35.6	9.6	9.6	20.6	32.4	12.2	12.3	25.0	40.1	6.4	6.4	11.3	17.7	7.2	7.2	10.9	17.2	
Feb-20	6.3	6.3	14.9	11.8	13.3	22.4	33.5	9.6	9.6	20.6	32.4	12.2	12.3	24.5	37.3	6.4	6.4	11.4	16.2	7.2	7.2	10.4	15.8	
Mar-20	6.3	6.3	7.4	11.1	11.5	12.5	18.2	9.6	9.6	11.0	16.7	12.2	12.2	13.9	21.1	6.4	6.4	7.1	10.0	7.2	7.2	7.8	11.9	
Apr-20	6.3	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	6.4	7.2	7.2	7.2	7.2	
May-20	6.3	6.3	6.4	11.0	11.0	11.0	11.0	9.6	9.6	9.6	10.3	12.2	12.2	12.2	13.3	6.4	6.4	6.4	6.5	7.2	7.2	7.2	7.3	
Jun-20	6.3	6.3	7.2	11.0	11.0	11.7	15.6	9.6	9.6	10.8	13.8	12.2	12.2	13.7	17.3	6.4	6.4	6.4	7.2	7.2	7.2	8.0	11.6	
Jul-20	6.3	6.3	7.5	11.0	11.0	12.6	15.0	9.6	9.6	11.1	13.5	12.2	12.2	14.0	16.4	6.4	6.4	7.4	8.8	7.2	7.2	7.7	9.2	
Aug-20	6.3	6.3	8.1	10.8	11.0	11.0	13.9	20.9	9.6	9.6	12.3	19.7	12.2	12.2	15.1	23.6	6.4	6.4	8.1	11.0	7.2	7.2	8.1	11.1
Sep-20	6.3	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	6.4	8.1	10.1	7.2	7.2	8.2	11.8	
Oct-20	6.3	6.3	8.8	12.9	11.1	14.0	20.2	9.6	9.6	12.9	18.2	12.2	12.2	15.9	23.2	6.4	6.4	8.1	12.2	7.2	7.2	8.3	14.1	
Nov-20	6.3	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	6.4	7.7	10.7	7.2	7.2	8.1	11.7	
Dec-20	6.3	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	6.4	8.2	12.9	7.2	7.2	8.3	13.8	
Jan-21	6.3	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	6.4	7.5	8.6	7.2	7.2	8.1	11.6	
Feb-21	6.3	6.3	8.1	10.6	11.1	11.0	13.8	17.5	9.6	9.6	12.1	15.6	12.3	12.3	15.1	19.0	6.4	6.4	8.1	10.9	7.2	7.2	8.3	13.0
Mar-21	6.3	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	6.4	8.4	11.4	7.2	7.2	9.1	14.1	
Apr-21	6.3	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	6.4	8.7	13.2	7.2	7.2	9.7	21.3	
May-21	6.3	6.3	8.2	10.1	11.0	11.0	14.2	17.8	9.6	9.6	12.5	16.5	12.2	12.2	15.8	19.8	6.4	6.4	8.5	11.5	7.2	7.2	9.3	15.6
Jun-21	6.3	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	6.4	9.3	15.1	7.2	7.2	10.5	20.9	
Jul-21	6.3	6.3	9.9	15.3	11.1	11.1	16.2	22.6	9.6	9.6	14.4	21.0	12.3	12.3	17.6	24.7	6.4	6.4	9.1	13.3	7.2	7.2	9.2	14.6
Aug-21	6.3	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	6.4	9.2	13.5	7.2	7.2	9.1	14.7	
Sep-21	6.3	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	6.4	8.9	12.2	7.2	7.2	9.3	14.9	
Oct-21	6.3	6.3	9.6	13.8	11.1	11.2	16.3	22.2	9.6	9.6	14.2	19.9	12.3	12.3	17.7	24.1	6.4	6.4	9.2	13.6	7.2	7.2	9.4	15.3
Nov-21	6.3	6.3	11.0	18.3	11.1	11.3	17.9	29.0	9.6	9.6	15.8	25.1	12.3	12.3	19.3	28.5	6.4	6.4	9.5	13.5	7.2	7.2	9.7	15.8
Dec-21	6.3	6.3	9.7	15.1	11.1	11.2	16.8	26.5	9.6	9.6	14.8	23.2	12.2	12.3	18.7	28.8	6.4	6.4	9.8	17.2	7.2	7.2	10.8	19.0
Jan-22	6.3	6.3	8.1	11.4	11.0	11.1	13.3	18.2	9.6	9.6	11.7	16.7	12.2	12.3	14.7	20.1	6.4	6.4	7.4	9.7	7.2	7.2	8.2	12.4
Feb-22	6.3	6.3	8.2	11.0	11.1	11.1	14.0	17.9	9.6	9.6	12.4	16.4	12.3	12.3	15.6	21.3	6.4	6.4	8.2	11.7	7.2	7.2	8.6	13.9
Mar-22	6.3	6.3	9.8	13.7	11.1	11.5	16.4	23.8	9.7	9.6	14.4	20.8	12.3	12.3	17.9	25.6	6.4	6.4	9.3	13.7	7.2	7.2	9.6	16.8
Apr-22	6.3	6.3	9.6	13.9	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	6.4	10.0	15.0	7.2	7.2	10.0	18.8
May-22	6.3	6.3	9.7	13.9	10.7	10.8	16.1	21.4	9.6	9.6	14.5	19.7	12.3	12.3	18.3	24.0	6.4	6.4	9.6	13.2	7.2	7.2	9.9	15.5
Jun-22	6.3	6.3	11.2	18.0	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	6.4	9.8	14.3	7.2	7.2	9.8	15.5
Jul-22	6.3	6.3	10.8	18.2	11.1	11.1	17.3	25.2	9.6	9.6	15.7	24.5	12.2	12.2	19.2	28.6	6.4	6.4	9.8	15.6	7.2	7.2	10.0	17.5
Aug-22	6.3	6.3	10.9	15.8	11.1	11.1	17.6	25.0	9.6	9.6	15.6	22.8	12.2	12.2	19.5	28.7	6.4	6.4	9.8	15.1	7.2	7.2	10.0	16.0
Sep-22	6.3	6.3	11.0	15.9	11.1	11.3	18.0	24.3	9.6	9.6	16.1	24.3	12.3	12.3	21.4	27.0	6.4	6.4	10.0	14.5	7.2	7.2	10.1	13.3
Oct-22	6.3	6.3	11.7	21.5	11.1	11.4	19.5	27.7	9.8	9.7	17.5	24.6	12.3	12.3	21.0	40.9	6.4	6.4	11.1	18.8	7.2	7.2	10.1	18.8
Nov-22	6.3	6.3	10.7	17.4	11.4	11.3	18.6	29.3	9.6	9.6	16.3	26.3	12.2	12.3	20.3	32.2	6.4	6.4	10.2	20.3	7.2	7.2	11.1	21.1
Dec-22	6.3	6.3	11.4	19.3	11.4	11.7	18.6	29.1	9.6	9.6	17.1	27.2	12.3	12.3	21.1	32.5	6.4	6.4	10.2	15.3	7.2	7.2	11.0	18.8
Jan-23	6.3	6.3	11.4	14.1	11.7	12.5	16.4	22.4	9.7	10.1	14.6	20.1	12.3	12.3	18.0	25.1	6.4	6.4	9.5	11.2	7.2	7.2	10.2	17.0
Feb-23	6.3	6.3	11.8	17.7	11.6	11.9	18.5	25.9	9.6	9.6	17.0	26.1	12.3	12.3	20.7	30.1	6.4	6.4	9.3	14.5	7.2	7.2	10.2	14.0
Mar-23	6.3	6.3	12.0	18.3	11.1	11.3	19.1	27.6	9.6	9.6	17.4	25.2	12.3	12.3	21.0	29.8	6.4	6.4	10.7	15.6	7.2	7.2	9.9	16.3
Apr-23	6.3	6.3	13.3	21.0	11.3	11.9	22.1	32.8	9.6	9.6	20.0	30.9	12.3	12.3	24.1	32.5	6.4	6.4	12.8	22.8	7.2	7.2	11.5	21.7
May-23	6.3	6.3	13.3	19.6	11.2	11.6	21.4	28.9	9.6	9.6	19.2	26.5	12.3	12.3	23.2	31.1	6.4	6.4	11.7	16.1	7.2	7.2	10.8	16.5





NORTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 1125 Sec. 209 (Ref. G, H, I) All travel times in minutes

	ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Off-Peak		PM Peak		AM Off-Peak		PM Peak		AM Off-Peak		PM Peak	
	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile
Oct-14	15.1	15.1	22.8	35.2	11,608	9,509	15.4	16.0	33.4	50.6	84,398	53,865
Nov-14	15.1	15.1	24.3	36.3	11,687	9,309	15.2	15.6	34.3	50.9	81,570	52,376
Dec-14	15.1	15.1	23.3	36.9	11,637	9,428	15.2	15.5	31.2	52.6	80,615	52,039
Jan-15	15.1	15.2	22.1	30.9	10,831	8,740	15.2	15.7	33.2	50.5	81,588	52,784
Feb-15	15.1	15.2	20.3	27.5	11,126	9,483	15.2	15.6	30.2	46.0	84,874	54,550
Mar-15	15.1	15.2	21.0	29.5	11,115	9,212	15.2	15.5	32.0	43.8	85,870	55,637
Apr-15	15.1	15.2	20.4	27.0	11,881	10,092	15.2	15.5	31.7	49.6	86,427	55,744
May-15	15.1	15.2	21.2	28.1	12,316	10,124	15.2	15.4	31.9	47.2	85,906	55,480
Jun-15	15.1	15.2	22.7	28.9	13,106	11,165	15.2	15.5	32.6	45.0	90,191	56,336
Jul-15	15.1	15.2	24.3	32.3	13,160	11,677	15.2	15.5	31.1	43.5	89,768	56,449
Aug-15	15.1	15.1	25.1	35.8	13,686	11,662	15.2	15.7	32.5	46.5	89,447	56,299
Sep-15	15.1	15.1	17.3	24.2	10,950	9,663	15.2	15.9	29.2	46.7	85,710	55,251
Oct-15	15.1	15.1	16.2	22.0	15,891	8,421	15.1	15.3	32.4	50.1	79,401	55,497
Nov-15	15.1	15.1	17.4	24.1	16,572	8,454	15.1	15.3	31.2	50.7	76,898	53,648
Dec-15	15.1	15.1	16.9	23.2	16,914	8,487	15.1	15.3	32.1	55.0	76,065	53,083
Jan-16	15.1	15.1	16.1	20.0	16,731	8,418	15.3	15.4	30.8	51.3	76,438	52,565
Feb-16	15.1	15.1	15.8	18.9	17,745	8,858	15.1	15.2	27.5	44.2	79,772	55,001
Mar-16	15.1	15.1	15.9	18.7	19,447	9,634	15.1	15.2	27.7	44.6	79,963	56,308
Apr-16	15.1	15.1	16.6	21.9	21,251	10,239	15.2	15.3	30.0	45.2	82,022	56,361
May-16	15.1	15.1	17.1	22.5	22,666	10,406	15.3	15.2	31.9	48.2	84,522	55,531
Jun-16	15.1	15.1	18.1	24.2	24,925	11,136	15.1	15.2	34.1	48.2	85,705	56,902
Jul-16	15.1	15.1	17.5	23.2	24,095	11,210	15.1	15.2	32.9	49.2	84,988	55,866
Aug-16	15.1	15.1	17.8	23.5	25,074	11,639	15.1	15.3	33.2	47.8	85,721	56,083
Sep-16	15.1	15.1	17.4	22.4	24,368	10,818	15.1	15.3	31.9	46.5	83,428	54,656
Oct-16	15.1	15.1	17.9	26.3	23,434	10,534	15.1	15.2	34.0	56.1	82,580	53,482
Nov-16	15.1	15.1	18.1	26.8	22,950	10,279	15.1	15.3	33.2	51.6	81,284	52,930
Dec-16	15.1	15.1	18.3	26.1	22,377	10,163	15.1	15.3	33.0	51.4	79,592	52,133
Jan-17	15.1	15.1	16.9	22.8	22,077	9,833	15.1	15.2	29.5	45.3	81,035	51,891
Feb-17	15.1	15.1	17.8	26.8	22,956	10,219	15.2	15.3	31.8	54.1	79,389	51,471
Mar-17	15.1	15.1	18.4	27.8	24,356	11,122	15.1	15.3	33.6	49.3	83,419	52,949
Apr-17	15.1	15.1	16.5	21.8	24,692	11,579	15.1	15.2	26.5	39.6	85,444	54,746
May-17	15.1	15.1	16.0	19.4	25,782	10,657	15.3	15.2	23.2	32.8	85,044	52,538
Jun-17	15.1	15.1	16.9	25.8	27,414	11,493	15.1	15.2	27.6	47.4	87,110	54,427
Jul-17	15.1	15.1	16.0	19.4	26,607	11,127	15.1	15.2	24.5	38.2	85,995	53,407
Aug-17	15.1	15.1	16.1	19.2	27,178	11,562	15.1	15.2	24.1	34.0	87,151	54,348
Sep-17	15.1	15.1	16.1	20.3	26,422	10,960	15.1	15.1	24.1	38.4	84,558	53,009
Oct-17	15.1	15.1	16.9	24.8	26,746	10,845	15.1	15.2	27.3	44.4	83,869	52,498
Nov-17	15.1	15.1	16.8	23.3	25,594	10,644	15.1	15.2	27.7	47.4	80,727	50,662
Dec-17	15.1	15.1	16.5	20.8	24,876	10,547	15.1	15.1	27.0	44.5	79,785	50,060
Jan-18	15.1	15.1	17.3	26.0	24,503	10,001	15.1	15.1	29.1	47.8	79,661	49,648
Feb-18	15.1	15.1	16.5	22.2	24,919	10,062	15.1	15.1	25.4	38.7	82,469	51,715
Mar-18	15.1	15.1	16.0	19.9	26,623	10,542	15.1	15.1	24.9	38.2	84,854	53,050
Apr-18	15.1	15.1	16.2	19.9	26,357	10,699	15.1	15.1	26.1	38.4	84,990	53,587
May-18	15.1	15.1	17.2	23.5	27,037	11,221	15.1	15.2	28.6	42.1	85,770	53,420
Jun-18	15.1	15.1	17.7	26.3	28,771	11,805	15.1	15.2	29.6	44.4	87,839	55,017
Jul-18	15.1	15.1	17.3	24.0	27,945	11,917	15.1	15.2	30.9	46.6	85,145	53,041
Aug-18	15.1	15.1	16.9	24.6	28,181	11,975	15.1	15.1	28.1	47.2	86,646	54,498
Sep-18	15.1	15.1	16.9	27.5	27,091	11,180	15.1	15.2	29.2	46.1	84,635	52,412
Oct-18	15.1	15.1	16.5	20.8	26,998	11,194	15.1	15.2	28.4	42.2	84,490	52,397
Nov-18	15.1	15.1	17.6	26.0	25,882	10,888	15.1	15.1	30.4	47.3	81,835	51,052
Dec-18	15.1	15.1	17.6	29.2	24,561	10,487	15.1	15.1	28.9	51.1	79,975	49,911
Jan-19	15.1	15.1	16.2	21.1	24,998	10,216	15.1	15.1	26.5	44.6	81,495	50,807
Feb-19	15.1	15.1	17.7	30.8	20,996	9,191	15.1	15.3	29.5	62.4	70,419	44,706
Mar-19	15.1	15.1	16.6	22.4	26,856	10,998	15.1	15.1	27.4	42.5	84,575	52,533
Apr-19	15.1	15.1	16.2	20.7	26,885	11,115	15.1	15.1	27.1	40.8	84,812	53,177
May-19	15.1	15.1	16.8	22.7	27,368	11,392	15.1	15.1	29.1	44.0	84,750	52,797
Jun-19	15.1	15.1	17.8	24.8	28,539	12,071	15.1	15.1	32.8	46.7	86,144	53,878
Jul-19	15.1	15.1	16.7	21.8	27,957	11,757	15.2	15.2	27.8	42.9	84,748	53,183
Aug-19	15.1	15.1	16.4	21.6	28,189	11,954	15.1	15.1	26.0	41.2	86,857	54,174
Sep-19	15.1	15.1	16.1	20.4	27,752	11,359	15.2	15.2	27.6	43.0	83,728	52,505

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

**NORTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 1125 Sec. 209** (Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume					
	AM Off-Peak		PM Peak		NE 100th St		SR 527		AM Off-95th		PM Peak		PM 95th %ile		NE 100th St		SR 527	
	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile	Period	%ile
Oct-19	15.1	15.1	17.3	26.3	27,714	11,272	15.1	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	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	15.1	27.0	47.0	80,009	53,994					
Jan-20	15.1	15.1	16.8	24.2	24,147	10,059	15.1	15.1	15.1	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	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	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	15.1	48,772	33,583					
May-20	15.1	15.1	15.1	15.1	7,272	4,022	15.1	15.1	15.1	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	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	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	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	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	15.1	19.0	30.4	75,632	51,200					
Nov-20	15.1	15.1	15.2	13.385	6,714	3,385	15.1	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	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	15.1	16.9	21.9	70,043	47,747					
Feb-21	15.1	15.1	15.1	15.4	14,215	7,000	15.1	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	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	15.1	19.8	33.4	79,346	53,278					
May-21	15.1	15.1	15.4	15.9	8,894	4,894	15.1	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	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	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	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	15.1	15.1	20.4	28.9	80,135	53,481					
Oct-21	15.1	15.1	15.4	17.0	21,543	10,418	15.1	15.1	15.1	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	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	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	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	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	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	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	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	15.1	23.3	39.0	82,012	54,315					
Jul-22	15.1	15.1	16.3	22.6	24,282	11,530	15.1	15.1	15.1	23.2	37.1	81,315	53,221					
Aug-22	15.1	15.1	16.5	22.8	25,033	11,466	15.1	15.1	15.1	23.2	33.4	82,247	54,329					
Sep-22	15.1	15.1	15.9	18.9	24,462	11,717	15.1	15.1	15.1	22.7	33.3	80,962	56,274					
Oct-22	15.1	15.1	16.0	20.2	24,297	11,614	15.1	15.1	15.1	24.8	39.8	79,420	54,060					
Nov-22	15.1	15.1	16.9	25.7	22,426	10,505	15.1	15.1	15.1	25.1	51.0	75,083	50,408					
Dec-22	15.1	15.1	16.4	22.7	20,513	10,048	15.1	15.1	15.1	24.7	44.4	71,397	47,681					
Jan-23	15.1	15.1	16.4	21.5	21,979	10,256	15.1	15.1	15.1	25.2	40.1	75,836	50,512					
Feb-23	15.1	15.1	15.5	17.2	22,308	10,163	15.1	15.1	15.1	21.2	32.1	78,198	51,940					
Mar-23	15.1	15.1	16.1	20.1	24,128	10,935	15.1	15.1	15.1	24.6	39.3	80,422	53,241					
Apr-23	15.1	15.5	16.3	20.8	24,434	11,273	15.1	15.1	15.1	24.5	38.6	80,823	54,202					
May-23	15.1	15.1	17.7	26.4	26,232	11,913	15.1	15.1	15.1	27.7	46.2	81,122	54,598					
Jun-23	15.1	15.1	16.6	21.0	27,159	12,856	15.1	15.1	15.1	26.9	38.8	82,920	56,696					

SOUTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 1125 Sec. 209 (Ref. G, H, I) All travel times in minutes

Date	ETL Volume					GP Travel Time (minutes)					GP Volume				
	AM Peak		PM Off-Peak		SR 527	AM Peak		PM Off-Peak		SR 527	AM Peak		PM Off-Peak		SR 527
	Period	%ile	Period	%ile		Period	%ile	Period	%ile		Period	%ile	Period	%ile	
Oct-14	22.6	40.7	15.6	18.1	13,709	9,781	41.2	72.3	18.7	30.1	71,659	69,176	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	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	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	68,891	51,477		
Feb-15	18.0	25.1	15.3	16.3	12,712	8,598	34.4	59.3	16.6	21.0	71,009	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	73,193	55,998		
Apr-15	16.9	21.7	15.5	16.3	13,412	9,411	29.7	53.3	18.2	25.5	75,571	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	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	76,202	55,600		
Jul-15	17.9	23.9	18.3	28.3	16,415	11,195	37.5	48.1	21.1	34.5	76,033	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	75,303	57,275		
Sep-15	17.7	25.6	16.4	22.6	13,176	9,838	34.4	61.3	19.4	31.5	72,143	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	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	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	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	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	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	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	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	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	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	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	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	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	66,729	51,919		
Nov-16	19.8	18.0	15.6	18.3	23,290	10,866	31.3	60.4	19.5	29.2	65,746	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	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	65,794	51,395		
Feb-17	19.1	33.8	15.4	17.9	20,329	10,329	30.2	58.6	19.6	37.1	64,383	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	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	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	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	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	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	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	68,411	55,689		
Oct-17	20.1	32.9	15.4	17.2	26,427	12,162	33.6	55.4	19.2	30.1	67,776	67,776	53,147		
Nov-17	19.4	33.9	15.7	20.6	25,888	11,842	36.4	69.7	19.9	35.3	64,316	64,316	51,099		
Dec-17	23.2	43.6	15.7	18.4	25,888	11,344	27.3	50.8	19.9	31.9	65,179	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	68,284	54,566		
Aug-19	17.3	26.1	15.6	18.1	26,106	13,536	27.5	47.4	20.1	29.2	70,968	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	66,921	53,150		

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



**SOUTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 1125 Sec. 209** (Ref. G, H, I) All travel times in minutes

	ETL Travel Time (minutes)				GP Travel Time (minutes)				ETL Volume		GP Volume	
	AM Peak Period	AM 95th %tile	PM Off-Peak Period	PM Off-95th %tile	AM Peak Period	AM 95th %tile	PM Off-Peak Period	PM Off-95th %tile	NE 100th St	SR 527	NE 100th St	SR 527
Oct-19	21.6	39.2	15.2	16.4	36.2	60.1	18.4	27.9	26,784	11,802	66,659	53,290
Nov-19	21.7	39.0	15.8	19.2	33.8	68.2	21.8	37.4	25,689	11,749	65,017	52,431
Dec-19	18.8	33.8	16.4	23.0	37.8	52.9	22.1	42.7	24,190	11,074	64,448	52,068
Jan-20	20.4	40.7	15.5	18.4	31.1	63.8	19.7	32.2	23,591	10,425	60,265	48,603
Feb-20	21.3	41.3	15.4	17.7	33.6	59.6	18.2	27.0	25,957	11,469	65,675	53,202
Mar-20	15.9	22.0	15.1	15.7	18.7	16.4	44.1	15.6	12,306	6,164	51,878	43,066
Apr-20	15.1	15.1	15.1	15.1	15.1	15.1	15.1	15.1	4,379	2,464	39,062	33,339
May-20	15.1	15.1	15.2	15.1	15.1	15.3	15.2	15.1	7,258	4,125	51,150	42,643
Jun-20	15.1	15.1	15.1	15.1	15.3	16.4	15.5	17.4	10,733	5,957	59,973	50,078
Jul-20	15.1	15.1	15.1	15.1	15.6	18.3	15.3	16.3	12,728	6,989	63,373	52,089
Aug-20	15.1	15.1	15.1	15.1	15.9	18.4	15.6	18.5	13,697	7,622	64,567	52,942
Sep-20	15.1	15.1	15.1	15.1	16.7	21.0	16.0	20.0	13,793	7,766	62,105	51,067
Oct-20	15.1	15.1	15.1	15.1	16.6	22.2	15.7	18.0	13,713	7,643	62,954	51,137
Nov-20	15.1	15.1	15.1	15.1	16.1	19.5	15.5	17.8	11,978	6,845	57,168	47,254
Dec-20	15.1	15.1	15.1	15.1	16.0	20.2	16.2	20.4	12,587	7,179	57,855	47,449
Jan-21	15.1	15.1	15.1	15.1	16.0	20.0	15.2	15.6	11,903	6,798	57,532	47,356
Feb-21	15.1	15.1	15.1	15.1	16.6	23.4	15.5	17.3	12,593	7,228	59,028	48,417
Mar-21	15.1	15.2	15.1	15.1	16.8	21.2	16.4	21.4	14,516	8,263	63,981	51,803
Apr-21	15.1	15.3	15.1	15.2	17.1	25.3	16.5	22.2	16,156	9,391	66,807	53,905
May-21	15.1	15.2	15.1	15.1	17.3	24.0	16.8	23.0	17,028	9,644	65,664	52,540
Jun-21	15.2	16.0	15.3	16.9	19.7	31.9	19.3	29.1	19,943	10,334	68,324	54,491
Jul-21	15.4	16.9	15.4	17.0	19.7	33.4	19.8	30.7	21,424	12,253	69,376	54,492
Aug-21	15.3	16.5	15.2	15.4	19.4	30.5	17.4	23.0	21,164	12,028	68,372	54,649
Sep-21	15.4	17.0	15.2	15.4	19.9	31.7	17.5	26.0	20,690	11,713	66,662	52,813
Oct-21	16.7	24.7	15.3	16.8	20.829	43.6	18.1	28.5	20,829	11,719	66,252	52,331
Nov-21	16.2	21.6	15.3	17.1	23.0	43.7	19.1	29.8	20,324	11,222	61,975	49,985
Dec-21	15.8	20.7	15.5	17.7	18.7	35.0	19.0	33.6	18,897	10,194	58,376	47,067
Jan-22	15.1	15.2	15.1	15.1	16.6	22.1	15.6	17.3	16,025	8,769	58,951	48,067
Feb-22	15.5	17.8	15.1	15.1	18.4	29.0	16.0	20.1	18,417	10,334	64,176	51,222
Mar-22	16.7	24.9	15.1	15.1	22.6	41.2	16.2	19.4	20,512	10,879	66,358	51,711
Apr-22	15.7	18.9	15.2	15.5	19.7	33.0	17.5	26.8	21,201	11,788	67,227	52,840
May-22	16.9	25.5	15.1	15.4	22.7	44.2	18.2	28.0	21,515	11,591	65,711	51,832
Jun-22	16.5	22.8	15.9	21.5	23.0	40.6	20.4	41.0	23,285	12,312	66,888	53,336
Jul-22	16.5	23.1	15.5	17.7	21.9	42.1	19.4	29.5	23,779	13,737	67,165	51,748
Aug-22	16.7	23.1	15.2	16.1	23.3	40.1	17.5	23.1	24,731	14,011	67,988	53,983
Sep-22	17.9	29.7	15.5	16.6	24.8	46.3	18.4	28.8	24,289	12,922	65,839	52,828
Oct-22	18.0	27.3	15.1	15.2	26.0	44.0	17.1	24.3	23,492	11,981	64,905	51,200
Nov-22	17.3	26.4	15.4	17.1	23.8	43.6	18.0	29.9	21,700	11,062	60,253	48,576
Dec-22	16.4	25.6	15.9	23.2	20.2	42.2	18.9	37.8	19,563	10,206	58,012	46,824
Jan-23	17.6	28.4	15.2	15.6	24.0	45.3	17.0	24.7	21,184	10,679	62,041	48,988
Feb-23	16.7	24.5	15.1	15.3	21.9	39.3	16.8	24.8	21,448	10,922	63,859	51,086
Mar-23	17.3	26.4	15.2	16.3	23.9	42.3	17.8	26.6	22,938	11,617	66,097	52,255
Apr-23	16.6	23.9	15.4	17.8	22.2	40.6	19.4	34.5	23,098	12,021	66,861	53,176
May-23	18.1	27.1	15.5	18.6	25.0	42.5	20.1	33.4	24,446	13,151	65,787	52,983
Jun-23	17.9	28.4	16.7	24.8	24.4	43.7	23.1	41.3	26,267	13,473	67,505	53,767

I-405 AND SR 167 PERFORMANCE AND ENFORCEMENT HOURS - ESHB 1125 Sec. 209

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

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 2023, QUARTER ENDED JUNE 30, 2023

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
<b>REVENUES</b>						
Toll revenue	1	\$ 23,375,683	\$ 16,714,260	\$ 17,759,393	\$ 19,100,536	\$ 76,949,872
Civil penalty	2	16,031	73,919	(26,093)	2,701,999	2,765,855
Transponder sales	3	158,143	123,900	126,360	131,435	539,838
Toll vendor contractual damages	4	18,081	24,108	24,108	18,416	84,713
Toll bill reprocessing fee	5	1,218	3,149	306,700	337,833	648,900
Interest income		80,193	201,220	304,603	453,277	1,039,293
Miscellaneous	6	1,640	21,214	38,965	2,236	64,055
<b>TOTAL REVENUES</b>		<b>23,650,989</b>	<b>17,161,770</b>	<b>18,534,037</b>	<b>22,745,730</b>	<b>82,092,526</b>
<b>EXPENDITURES</b>						
Goods and Services						
Toll operations vendor contracts	7	1,671,596	1,718,463	1,777,247	1,824,875	6,992,181
Insurance	8	1,776,110	4,228	4,228	4,228	1,788,793
Credit card and bank fees		718,943	709,163	617,704	809,946	2,855,756
Transponder cost of goods sold	9	116,314	101,705	101,165	92,588	411,772
Pay-by-mail		160,325	202,050	255,939	424,613	1,042,928
Other	10	114,078	101,890	81,087	98,820	395,876
Total Goods and Services		4,557,367	2,837,499	2,837,369	3,255,070	13,487,306
Personal service contracts	11	149,161	127,635	132,666	151,703	561,164
Salaries and benefits		282,087	283,879	277,073	239,176	1,082,215
Civil penalty adjudication costs	12	4,200	12,215	9,123	346,124	371,662
Maintenance and preservation	13	237,386	298,139	352,244	1,915,707	2,803,476
Other Agency/Program Expenditures	14	54,174	50,774	50,574	68,825	224,347
<b>TOTAL EXPENDITURES</b>		<b>5,284,376</b>	<b>3,610,140</b>	<b>3,659,049</b>	<b>5,976,604</b>	<b>18,530,169</b>
<b>EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES</b>		<b>18,366,614</b>	<b>13,551,629</b>	<b>14,874,988</b>	<b>16,769,126</b>	<b>63,562,357</b>
<b>OTHER FINANCING USES</b>						
Operating transfer in	15	14,890,125	7,036,625	7,036,625	7,036,625	36,000,000
Operating transfers out	16	(18,770,470)	(12,778,205)	(27,524,470)	(20,974,205)	(80,047,350)
<b>TOTAL OTHER FINANCING USES</b>		<b>(3,880,345)</b>	<b>(5,741,580)</b>	<b>(20,487,845)</b>	<b>(13,937,580)</b>	<b>(44,047,350)</b>
<b>NET CHANGE IN FUND BALANCE</b>		<b>14,486,269</b>	<b>7,810,049</b>	<b>(5,612,857)</b>	<b>2,831,546</b>	<b>19,515,007</b>
<b>FUND BALANCE - BEGINNING</b>		<b>22,066,099</b>	<b>36,552,368</b>	<b>44,362,417</b>	<b>38,749,560</b>	<b>22,066,099</b>
<b>FUND BALANCE - ENDING</b>		<b>\$ 36,552,368</b>	<b>\$ 44,362,417</b>	<b>\$ 38,749,560</b>	<b>\$ 41,581,106</b>	<b>\$ 41,581,106</b>

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 2023, QUARTER ENDED JUNE 30, 2023

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

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
BOS CSC Procurement Allocation \$	-	\$ 9,116	-	\$ 12,661	\$ 21,777

**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. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
7. **Toll Operations Vendor Contracts** – Payment for monthly toll operations costs.
8. **Insurance** – Annual premium for insuring the facility and monthly insurance brokerage fee paid to Department of Enterprise Services (DES).
9. **Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
10. **Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, outside vendor services, printing, and registered owner look up costs.
11. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
12. **Civil Penalty Adjudication Costs** – TNB’s share of the adjudication system vendor contract with 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.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 155,439	\$ 195,052	\$ 256,478	\$ 150,372	\$ 757,341
Preservation	81,947	103,087	95,766	1,765,335	2,046,135
<b>Total</b>	<b>\$ 237,386</b>	<b>\$ 298,139</b>	<b>\$ 352,244</b>	<b>\$ 1,915,707</b>	<b>\$ 2,803,476</b>

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

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 22,300	\$ 22,400	\$ 22,200	\$ 23,300	\$ 90,200
Traffic Operations (Q)	-	-	-	5,751	5,751
Transportation Management (S)	18,750	18,750	18,750	18,750	75,000
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	3,500	-	-	11,400	14,900
Washington State Patrol	9,624	9,624	9,624	9,624	38,496
<b>Total</b>	<b>\$ 54,174</b>	<b>\$ 50,774</b>	<b>\$ 50,574</b>	<b>\$ 68,825</b>	<b>\$ 224,347</b>

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.

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).

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
STATE ROUTE 520 CORRIDOR  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
STATE FISCAL YEAR 2023, QUARTER ENDED JUNE 30, 2023

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
<b>REVENUES</b>						
Toll revenue	1	\$ 17,031,929	\$ 14,379,685	\$ 15,224,482	\$ 17,324,555	63,960,650
Debt service reimbursement (FHWA)	2	94,799,910	-	4,619,500	-	99,419,410
Transponder sales	3	236,236	186,064	189,758	197,378	809,436
Toll vendor contractual damages	4	42,077	60,700	56,218	65,273	224,268
Toll bill reprocessing fee	5	1,700	4,395	428,129	475,045	909,269
Interest income		453,394	863,180	1,094,019	2,005,045	4,415,638
Miscellaneous	6	1,633	33,330	64,037	2,182	101,183
<b>TOTAL REVENUES</b>		<b>112,566,880</b>	<b>15,527,354</b>	<b>21,676,143</b>	<b>20,069,478</b>	<b>169,839,855</b>
<b>EXPENDITURES</b>						
Goods and Services						
Toll operations vendor contracts	7	981,482	1,540,619	1,426,331	1,540,782	5,489,213
Insurance	8	7,172,834	16,505	16,505	16,505	7,222,349
Credit card and bank fees		519,014	551,409	473,843	625,876	2,170,143
Transponder cost of goods sold	9	173,877	152,733	151,922	139,041	617,574
Pay-by-mail		224,414	282,046	357,270	592,727	1,456,457
Other	10	191,189	173,522	112,786	138,067	615,564
Total Goods and Services		9,262,812	2,716,833	2,538,657	3,052,998	17,571,299
Personal service contracts	11	262,080	253,102	373,727	319,841	1,208,750
Salaries and benefits		371,456	381,035	371,914	305,473	1,429,878
Maintenance and preservation	12	597,054	568,052	672,236	625,547	2,462,888
Capital Outlays	13	10,194,371	16,527,852	-	44,063,777	70,786,000
Other Agency/Program Expenditures	14	153,947	186,587	206,669	342,610	889,814
<b>TOTAL EXPENDITURES</b>		<b>20,841,720</b>	<b>20,633,461</b>	<b>4,163,203</b>	<b>48,710,245</b>	<b>94,348,629</b>
<b>EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES</b>		<b>91,725,160</b>	<b>(5,106,107)</b>	<b>17,512,940</b>	<b>(28,640,767)</b>	<b>75,491,226</b>
<b>OTHER FINANCING SOURCES (USES)</b>						
Operating transfers in	15	29,866,822	-	-	742,000	30,608,822
Operating transfers out	16	(107,613,723)	(12,726,710)	(17,338,636)	(12,721,765)	(150,400,834)
<b>TOTAL OTHER FINANCING USES</b>		<b>(77,746,901)</b>	<b>(12,726,710)</b>	<b>(17,338,636)</b>	<b>(11,979,765)</b>	<b>(119,792,012)</b>
<b>NET CHANGE IN FUND BALANCE</b>		<b>13,978,258</b>	<b>(17,832,817)</b>	<b>174,304</b>	<b>(40,620,532)</b>	<b>(44,300,787)</b>
<b>FUND BALANCE - BEGINNING</b>		<b>173,977,012</b>	<b>187,955,271</b>	<b>170,122,454</b>	<b>170,296,758</b>	<b>173,977,012</b>
<b>FUND BALANCE - ENDING</b>		<b>\$ 187,955,271</b>	<b>\$ 170,122,454</b>	<b>\$ 170,296,758</b>	<b>\$ 129,676,226</b>	<b>129,676,226</b>

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 2023, QUARTER ENDED JUNE 30, 2023

**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 2023 are:

	<u>Q1</u>		<u>Q2</u>		<u>Q3</u>		<u>Q4</u>		<u>Total</u>
BOS CSC Procurement Allocation \$	-	\$	21,214	\$	-	\$	29,464	\$	50,678

**Detailed Notes**

1. **Toll Revenue** – Revenue earned, net of any adjustments, from tolls on vehicles traveling over the 520 Bridge, which are collected by either *Good To Go!* electronic toll accounts or pay-by-mail.
2. **Debt Service Reimbursement (FHWA)** – Federal Highway Administration Revenue provided for debt service on GARVEE bonds (Series 2012F, Series 2014C, and Series R-2022E). These revenues are received every six months and the associated operating transfers out occur at the same time.
3. **Transponder Sales** – Sales of transponder devices to potential and existing *Good To Go!* electronic toll account customers.
4. **Toll Vendor Contractual Damages** – Charges to Kapsch for damages and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
5. **Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
7. **Toll Operations Vendor Contract** – Payment for monthly operations costs.

registered owner look up costs.

11. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting. Increase in services provided by Jacobs.
12. **Maintenance and Preservation** – Cost of maintenance and preservation activities on the SR520 corridor.

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
Maintenance	\$ 522,374	\$ 535,865	\$ 626,159	\$ 580,621	\$ 2,265,019
Preservation	74,680	32,186	46,076	44,927	197,869
Total	<u>\$ 597,054</u>	<u>\$ 568,051</u>	<u>\$ 672,235</u>	<u>\$ 625,548</u>	<u>\$ 2,462,888</u>

13. **Capital Expenditures** – Legislature appropriated \$70.786 million to support work on the SR520 Bridge West End. Audited financial statements show these as uncapitalized Maintenance and Preservation expenditures per GASB 34.

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

	<u>Q1</u>	<u>Q2</u>	<u>Q3</u>	<u>Q4</u>	<u>Total</u>
Transportation Commission (L)	\$ 35,700	\$ 34,100	\$ 34,100	\$ 34,100	\$ 138,000
Traffic Operations (Q)	-	-	147	216,140	216,286
Transportation Management (S)	23,251	23,251	23,251	23,247	93,000
Transportation Planning (T)	36,373	75,113	95,049	-	206,535
Charges From Other Agencies (U)	4,500	-	-	15,000	19,500
Washington State Patrol	54,123	54,123	54,123	54,123	216,492
Total	<u>\$ 153,947</u>	<u>\$ 186,587</u>	<u>\$ 206,669</u>	<u>\$ 342,610</u>	<u>\$ 889,813</u>

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

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 2023, QUARTER ENDED JUNE 30, 2023

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
<b>REVENUES</b>						
Civil penalty	1	\$ 15,975	\$ 159,638	\$ (101,478)	\$ 5,305,793	\$ 5,379,928
Interest income		15,182	36,517	48,487	75,796	175,983
<b>TOTAL REVENUES</b>		<u>31,157</u>	<u>196,155</u>	<u>(52,990)</u>	<u>5,381,589</u>	<u>5,555,911</u>
<b>EXPENDITURES</b>						
Goods and Services						
Adjudication system vendor contract	2	-	-	-	252,608	252,608
Administrative hearing	3	-	-	-	-	-
Credit card and bank fees		-	-	-	26,360	26,360
Other	4	-	596	3,565	86,571	90,732
Total Goods and Services		-	596	3,565	365,539	369,700
Salaries and benefits		2,551	11,486	5,459	5,656	25,153
<b>TOTAL EXPENDITURES</b>		<u>2,551</u>	<u>12,082</u>	<u>9,024</u>	<u>371,196</u>	<u>394,853</u>
<b>EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES</b>		<u>28,606</u>	<u>184,073</u>	<u>(62,014)</u>	<u>5,010,394</u>	<u>5,161,058</u>
<b>OTHER FINANCING SOURCES (USES)</b>						
Operating transfers in	5	2,721,000	-	-	-	2,721,000
Operating transfers out	6	(250,000)	(250,000)	(250,000)	(992,000)	(1,742,000)
<b>TOTAL OTHER FINANCING USES</b>		<u>2,471,000</u>	<u>(250,000)</u>	<u>(250,000)</u>	<u>(992,000)</u>	<u>979,000</u>
<b>NET CHANGE IN FUND BALANCE</b>		<u>2,499,606</u>	<u>(65,927)</u>	<u>(312,014)</u>	<u>4,018,394</u>	<u>6,140,058</u>
<b>FUND BALANCE - BEGINNING</b>		<u>4,093,561</u>	<u>6,593,167</u>	<u>6,527,240</u>	<u>6,215,226</u>	<u>4,093,561</u>
<b>FUND BALANCE - ENDING</b>		<u>\$ 6,593,167</u>	<u>6,527,240</u>	<u>\$ 6,215,226</u>	<u>\$ 5,223,226</u>	<u>\$ 10,233,619</u>

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
NOTES TO THE STATE ROUTE 520 CIVIL PENALTY  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
STATE FISCAL YEAR 2023, QUARTER ENDED JUNE 30, 2023

**Detailed Notes**

- 1. 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.
- 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.
- 5. 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.
- 6. Operating Transfers out** – The 2021-23 enacted budget includes a \$2 million transfer from the SR 520 Civil Penalties Account to the Motor Vehicle Account to repay a loan to the SR 520 Corridor Account in the 2019-21 Biennium. This transfer has been divided evenly over each quarter throughout the 2021-23 Biennium. **Also included is an administrative transfer to account 16J.**

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
STATE ROUTE 99  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
STATE FISCAL YEAR 2023, QUARTER ENDED JUNE 30, 2023

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
<b>REVENUES</b>						
Toll revenue	1	\$ 7,825,873.98	\$ 6,403,582	\$ 6,828,235	8,131,987	\$ 29,189,678
Civil penalty	2	12,212	124,320	(75,216)	3,753,345	3,814,661
Transponder sales	3	151,985	120,485	122,877	127,812	523,159
Toll vendor contractual damages	4	23,751	31,668	31,784	24,254	111,457
Toll bill reprocessing fee	5	1,603	4,144	403,672	360,305	769,724
Interest income		40,929	285,241	547,036	1,000,873	1,874,079
Miscellaneous	6/6a	1,121	76,801,496	42,541	8,669,814	85,514,971
<b>TOTAL REVENUES</b>		<b>8,057,474</b>	<b>83,770,936</b>	<b>7,900,931</b>	<b>22,068,389</b>	<b>121,797,730</b>
<b>EXPENDITURES</b>						
Goods and Services						
Toll operations vendor contracts	7	690,733	1,119,856	1,005,275	1,099,185	3,915,048
Credit card and bank fees		202,227	212,894	183,057	239,678	837,856
Transponder cost of goods sold	8	111,857	98,902	98,377	90,036	399,171
Pay-by-mail		208,469	265,934	336,861	558,868	1,370,132
Other	9	134,611	105,579	85,889	105,626	431,705
<b>Total Goods and Services</b>		<b>1,347,896</b>	<b>1,803,165</b>	<b>1,709,459</b>	<b>2,093,392</b>	<b>6,953,912</b>
Personal service contracts	10	186,998	189,120	231,022	223,533	830,673
Salaries and benefits		262,431	269,894	263,825	212,476	1,008,626
Civil penalty adjudication cost	11	3,937	10,871	8,119	318,352	341,279
Maintenance and preservation	12	767,937	1,082,724	1,435,860	1,419,937	4,706,458
Capital Outlays		-	-	-	-	-
Other Agency/Program Expenditures	13	39,926	36,526	37,426	1,154,516	1,268,394
<b>TOTAL EXPENDITURES</b>		<b>2,609,125</b>	<b>3,392,300</b>	<b>3,685,712</b>	<b>5,422,207</b>	<b>15,109,343</b>
<b>EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES</b>		<b>5,448,349</b>	<b>80,378,637</b>	<b>4,215,219</b>	<b>16,646,183</b>	<b>106,688,387</b>
<b>OTHER FINANCING SOURCES (USES)</b>						
Operating transfers in		-	-	-	-	-
Operating transfers out	14	(9,000)	(3,734,900)	-	(7,710,300)	(11,454,200)
<b>TOTAL OTHER FINANCING USES</b>		<b>(9,000)</b>	<b>(3,734,900)</b>	<b>-</b>	<b>(7,710,300)</b>	<b>(11,454,200)</b>
<b>NET CHANGE IN FUND BALANCE</b>		<b>5,439,349</b>	<b>76,643,737</b>	<b>4,215,219</b>	<b>8,935,883</b>	<b>95,234,187</b>
<b>FUND BALANCE - BEGINNING</b>		<b>14,626,489</b>	<b>20,065,838</b>	<b>96,709,575</b>	<b>100,924,793</b>	<b>14,626,489</b>
<b>FUND BALANCE - ENDING</b>		<b>\$ 20,065,838</b>	<b>\$ 96,709,575</b>	<b>\$ 100,924,793</b>	<b>\$ 109,860,676</b>	<b>\$ 109,860,676</b>

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
 NOTES TO THE STATE ROUTE 99  
 STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
 STATE FISCAL YEAR 2023, QUARTER ENDED JUNE 30, 2023

**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 2023 are:

	Q1	Q2	Q3	Q4	Total
BOS CSC Procurement Allocation \$	-	\$ 11,975	\$ -	\$ 16,631	\$ 28,606

**Detailed Notes**

1. **Toll Revenue** – Revenue earned, net of any adjustments, from tolls on vehicles traveling through the SR99 Tunnel, which are collected by either Good To Go! electronic toll accounts or pay-by-mail
2. **Civil Penalty**- Revenue earned when 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** – Charges to Kapsch for damages and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
5. **Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
6. **Miscellaneous Revenue** – This can include revenue for administrative and statement fees, NSF check fees, cash over, payments related to sale of surplus property, and prior period recoveries.
- 6a. **Miscellaneous Revenue** – Q2 Miscellaneous Revenue includes Seattle Tunnel Partners legal settlement of \$57,202,120.00 plus \$19,577,229.67 interest earned on delayed settlement payment (payment received October 2022). These funds will be appropriated by the Legislature. Q4 - Surplus property sale to City of Seattle, \$8,668,343.29
7. **Toll Operations Vendor Contracts** – Payment for monthly toll operations costs.
8. **Transponder Cost of Goods Sold** – Cost of purchasing, packaging, and shipping transponders. Transponder Cost of Goods Sold is directly related to Transponder Sales Revenue.
9. **Other Goods and Services** – Expenditures for supplies, communications, rents, repairs, outside vendor services, printing, and registered owner look up costs.
10. **Personal Service Contracts** – Expenditures incurred for traffic and revenue forecast consulting and CSC operations consulting.
11. **Civil Penalty Adjudication Costs** – Allocated share of the adjudication system vendor contract with ETCC for the adjudication system module, as well as its share of supplies, communications, credit card fees, Office of Administrative Hearings costs, and salaries and benefits of WSDOT staff.
12. **Maintenance and Preservation** – Cost of maintenance and preservation activities on SR99.

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 767,937	\$ 1,082,724	\$ 1,435,860	\$ 1,419,937	\$ 4,706,458
Preservation	-	-	-	-	-
Total	\$ 767,937	\$ 1,082,724	\$ 1,435,860	\$ 1,419,937	\$ 4,706,458

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)	\$ 21,300	\$ 21,400	\$ 22,300	\$ 21,300	\$ 86,300
Traffic Operations (Q)	-	-	-	1,111,094	1,111,094
Transportation Management (S)	15,126	15,126	15,126	15,122	60,500
Transportation Planning (T)	-	-	-	-	-
Charges From Other Agencies (U)	3,500	-	-	7,000	10,500
Washington State Patrol	-	-	-	-	-
Total	\$ 39,926	\$ 36,526	\$ 37,426	\$ 1,154,516	\$ 1,268,394

14. **Operating Transfers Out** – Total includes amount transferred to TPA for debt service pursuant to RCW 47.56.864.

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 2023, QUARTER ENDED JUNE 30, 2023

	NOTES	JUL THROUGH SEP	OCT THROUGH DEC	JAN THROUGH MAR	APR THROUGH JUN	YEAR-TO-DATE
<b>REVENUES</b>						
Toll revenue	1	\$ 6,108,965	\$ 6,087,772	\$ 5,730,273	\$ 7,923,017	\$ 25,850,028
Civil penalty	2	8,668	58,637	(34,453)	2,274,597	2,307,449
Transponder sales	3	130,561	103,144	105,191	109,416	448,312
Toll vendor contractual damages	4	18,071	27,968	27,627	75,181	148,847
Toll bill reprocessing fee	5	1,125	2,909	283,381	242,557	529,973
Interest income		757,520	1,614,716	2,198,578	3,529,873	8,100,687
Miscellaneous	6	860	17,171	32,986	1,135	52,152
<b>TOTAL REVENUES</b>		<u>7,025,772</u>	<u>7,912,316</u>	<u>8,343,584</u>	<u>14,155,776</u>	<u>37,437,448</u>
<b>EXPENDITURES</b>						
Goods and Services						
Toll operations vendor contracts	7	218,172	1,737,211	1,057,191	1,272,397	4,284,972
Credit card and bank fees		166,245	177,845	152,897	200,758	697,745
Transponder cost of goods sold	8	95,771	84,667	84,217	77,077	341,732
Pay-by-mail		144,536	186,688	236,479	392,329	960,033
Washington State Patrol	9	136,238	199,252	309,768	270,672	915,929
Other	10	123,560	135,244	72,167	88,454	419,425
Total Goods and Services		<u>884,521</u>	<u>2,520,907</u>	<u>1,912,720</u>	<u>2,301,687</u>	<u>7,619,834</u>
Personal service contracts	11	142,464	128,423	136,406	187,500	594,793
Salaries and benefits		304,838	309,663	301,130	221,633	1,137,264
Civil penalty adjudication cost	12	1,519	6,309	4,712	170,987	183,526
Maintenance and Preservation	13	1,966,260	473,505	524,876	1,296,113	4,260,754
Capital outlays		5,079,099	2,740,489	2,312,128	2,012,303	12,144,018
Other Agency/Program Expenditures	14	520,995	605,618	422,283	795,028	2,343,924
<b>TOTAL EXPENDITURES</b>		<u>8,899,695</u>	<u>6,784,914</u>	<u>5,614,254</u>	<u>6,985,251</u>	<u>28,284,114</u>
<b>EXCESS / (DEFICIENCY) OF REVENUES OVER EXPENDITURES</b>		<u>(1,873,923)</u>	<u>1,127,402</u>	<u>2,729,329</u>	<u>7,170,525</u>	<u>9,153,334</u>
<b>OTHER FINANCING SOURCES (USES)</b>						
Operating transfers in	15	16,446,500	-	-	-	16,446,500
Operating transfers out		(8,000)	-	-	-	(8,000)
<b>TOTAL OTHER FINANCING USES</b>		<u>16,438,500</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>16,438,500</u>
<b>NET CHANGE IN FUND BALANCE</b>		<u>14,564,577</u>	<u>1,127,402</u>	<u>2,729,329</u>	<u>7,170,525</u>	<u>25,591,834</u>
<b>FUND BALANCE - BEGINNING</b>		<u>340,899,847</u>	<u>355,464,423</u>	<u>356,591,825</u>	<u>359,321,155</u>	<u>340,899,847</u>
<b>FUND BALANCE - ENDING</b>		<u>\$ 355,464,423</u>	<u>\$ 356,591,825</u>	<u>\$ 359,321,155</u>	<u>\$ 366,491,680</u>	<u>\$ 366,491,680</u>

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

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
NOTES TO THE INTERSTATE 405 AND STATE ROUTE 167 ETL  
STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE  
STATE FISCAL YEAR 2023, QUARTER ENDED JUNE 30, 2023

**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 2023 are:

	Q1	Q2	Q3	Q4	Total
BOS CSC Procurement Allocation \$	-	\$ 9,111	-	\$ 12,654	\$ 21,765

**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. 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.
- Transponder Sales** – Sales of transponder devices to potential and existing *Good To Go!* electronic toll account customers.
- Toll Vendor Contractual Damages** – Charges to Kapsch for damages and accrued liquidated damages levied against ETAN for delays related to the development and deployment of a new Back Office System (BOS).
- Toll Bill Reprocessing Fee Revenue** – The allocated portion of fees associated with the issuance of second toll billings. New revenue is being reported due to system functionality implemented in March. Revenue is adjusted for Allowance for Doubtful Accounts.
- 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.
- Washington State Patrol** – Invoiced services not included in Other Agency/Program Expenditures as allowed by budget appropriation.
- 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.

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

	Q1	Q2	Q3	Q4	Total
Maintenance	\$ 567,511	\$ 59,314	\$ 58,284	\$ (108,054)	\$ 577,055
Preservation	1,398,749	414,191	466,592	1,404,167	3,683,699
Total	<u>\$ 1,966,260</u>	<u>\$ 473,505</u>	<u>\$ 524,876</u>	<u>\$ 1,296,113</u>	<u>\$ 4,260,754</u>

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

	Q1	Q2	Q3	Q4	Total
Transportation Commission (L)	\$ 15,000	\$ 17,000	\$ 16,200	\$ 16,200	\$ 64,400
Traffic Operations (Q)	140,327	1,129	2,429	16,307	160,192
Transportation Management (S)	9,626	9,626	9,626	9,622	38,500
Transportation Planning (T)	185,544	409,365	225,530	573,901	1,394,340
Charges From Other Agencies (U)	2,000	-	-	10,500	12,500
Washington State Patrol	<u>168,498</u>	<u>168,498</u>	<u>168,498</u>	<u>168,498</u>	<u>673,992</u>
Total	<u>\$ 520,995</u>	<u>\$ 605,618</u>	<u>\$ 422,283</u>	<u>\$ 795,028</u>	<u>\$ 2,343,924</u>

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.



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION  
 COMBINED BALANCE SHEET  
 STATE FISCAL YEAR 2023, QUARTER ENDED JUNE 30, 2023

	NOTES	SR520 BRIDGE FUND 16J	SR520 CIVIL PENALTY FUND 17P	SR16 TNB FUND 511	SR99 Tunnel FUND 535	I-405/SR167 FUND 595	CENTRAL TOLL FUND 495	TOTAL
<b>ASSETS</b>								
Cash and cash equivalents		\$ 127,652,320	\$ 7,025,290	\$ 40,431,930	\$ 98,385,680	\$ 362,161,529	\$ 25,482,026	\$ 661,138,774
Cash held with escrow agents		-	-	-	102,024	-	-	102,024
Accounts receivable, net	1	3,825,743	-	2,986,320	2,676,641	2,696,463	-	12,185,168
Notice of civil penalties, net	2	-	3,921,549	2,000,237	3,298,159	1,872,212	-	11,092,156
Due from other funds/agencies		1,623,536	88,532	892,782	9,465,280	4,152,795	5,520,563	21,743,488
Due from toll vendor	3	3,479,145	-	1,496,050	1,963,866	1,493,968	-	8,433,029
Consumable inventories	4	-	-	-	-	-	265,764	265,764
<b>TOTAL ASSETS</b>		<b>136,580,744</b>	<b>11,035,370</b>	<b>47,807,320</b>	<b>115,891,649</b>	<b>372,376,967</b>	<b>31,268,353</b>	<b>714,960,403</b>
<b>LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>								
<b>Liabilities</b>								
Accounts payable		1,369,276	737,043	3,099,411	1,634,812	2,553,249	101,756	9,495,546
Retained percentages payable		379,711	-	380,601	169,185	-	1,658,561	2,588,058
Due to other governments		13,253	-	-	238	526,429	-	539,920
Due to other funds/agencies		2,068,811	61,700	1,401,398	2,489,434	1,464,904	3,112,974	10,599,220
Due to department of revenue - taxes		-	-	-	-	-	24,416	24,416
Unearned revenue	5	25,410	-	25,793	15,614	28,771	26,116,483	26,212,071
Unclaimed property refund liability		-	-	-	-	-	-	-
Liability for cancelled warrants	6	-	-	2,716	-	-	254,163	256,878
<b>Total Liabilities</b>		<b>3,856,461</b>	<b>798,742</b>	<b>4,909,918</b>	<b>4,309,283</b>	<b>4,573,353</b>	<b>31,268,353</b>	<b>49,716,109</b>
<b>Deferred Inflows of Resources</b>								
Unavailable revenue-\$5 fee, NOCPs, Real Estate	7	269	3,008	6,623	1,313	2,997	-	14,210
Unavailable revenue-toll vendor	8	3,047,788	-	1,309,673	1,720,378	1,308,937	-	7,386,775
<b>Total Deferred Inflows of Resources</b>		<b>3,048,057</b>	<b>3,008</b>	<b>1,316,296</b>	<b>1,721,690</b>	<b>1,311,934</b>	<b>-</b>	<b>7,400,986</b>
<b>Fund Balances</b>								
Nonspendable consumable inventories		-	-	-	-	-	265,764	265,764
Restricted for operations and maintenance		11,855,555	-	-	-	-	-	11,855,555
Restricted for repair and replacement		40,560,842	-	-	-	-	-	40,560,842
Restricted for transportation		39,906,948	5,712,716	41,581,106	100,133,685	301,359,346	-	488,693,801
Restricted for revenue stabilization		28,352,880	-	-	-	-	-	28,352,880
Restricted for Deferred Sales Tax		9,000,000	-	-	-	-	-	9,000,000
Committed for transportation		-	4,520,904	-	9,726,992	65,132,334	(265,764)	79,114,465
Unassigned		-	-	-	-	-	-	-
<b>Total Fund Balances</b>		<b>129,676,226</b>	<b>10,233,619</b>	<b>41,581,106</b>	<b>109,860,676</b>	<b>366,491,680</b>	<b>-</b>	<b>657,843,308</b>
<b>TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES</b>		<b>\$ 136,580,744</b>	<b>\$ 11,035,370</b>	<b>\$ 47,807,320</b>	<b>\$ 115,891,649</b>	<b>\$ 372,376,967</b>	<b>\$ 31,268,353</b>	<b>\$ 714,960,403</b>

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 2023, QUARTER ENDED JUNE 30, 2023

**Detailed Notes**

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

For more information

***Good To Go!***

[www.GoodToGo.com](http://www.GoodToGo.com)

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