

Interstate 405 Express Toll Lanes/State Route 167 HOT Lanes

Executive summary

Both facilities continue to meet WSDOT’s goals of allowing drivers a choice for a faster, more reliable trip while covering the costs of toll operation. Despite the decline in traffic from the pandemic, there was still sufficient revenue to cover operating costs between January and March.

GOAL 1 Provide a choice to people

- Due to the pandemic, there was a decline in traffic. On average 33,000 vehicles a day used the I-405 express toll lanes (ETL) this quarter with 21,000 choosing to pay a toll to use the lanes, while 12,000 drove toll-free with a Flex Pass. During the same quarter in 2019 53,000 vehicles used the lanes each day, 35,000 paid a toll and 18,000 drove toll-free. Drivers paid an average toll rate of \$1.14 for peak period, peak direction trips this quarter, compared to \$4.23 in 2019.
- This quarter an average of 5,300 drivers paid a toll to use the SR 167 HOT lanes each day. During the same time period in 2019, 5,800 drivers paid a toll to use the lanes. The average peak period, peak direction toll was \$2.68 this quarter, during the same quarter in 2019 drivers paid \$3.46.

GOAL 2 Provide a faster, more predictable trip

- On I-405, drivers saved an average of 3 minutes using the express toll lanes compared to the general purpose lanes on trips between Bellevue and Lynnwood during peak periods.
- On SR 167 drivers saved an average of 4 minutes using the HOT lanes during peak periods.
- Both the I-405 express toll lanes and SR 167 HOT lanes continue to maintain speeds greater than their general purpose counterparts in all sections. I-405 and northbound SR 167 maintained average speeds greater than 45 mph for more than 90 percent of the time during peak periods this quarter, southbound SR 167 maintained those speeds 89 percent of the time.
- Though traffic is returning, it is not yet back to pre-COVID levels. Drivers have less frequently needed to rely on the tolled lanes for a faster, more predictable trip.

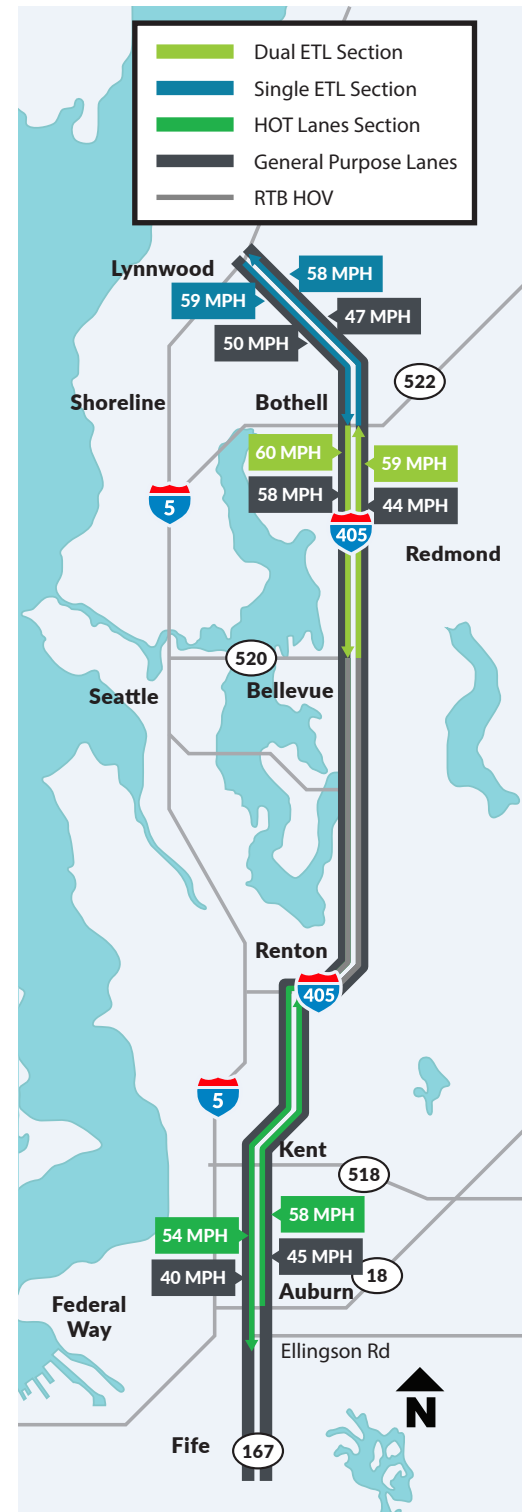
GOAL 3 Generate revenue to reinvest in the corridor

- I-405 and SR 167 continue to generate revenue meeting the facilities’ operational needs.
- Due to the decline in traffic from the pandemic, revenue has dropped significantly below previously forecasted levels. In response, the Governor’s budget delayed multiple projects that are to be funded by 405/167 toll revenue.
- Financial data is posted quarterly on WSDOT’s financial and performance reports webpage: <https://www.wsdot.wa.gov/Tolling/405/library.htm>.

NOTES

In late February 2020 a state of emergency was declared due to COVID-19. During the pandemic, large employers in the Puget Sound area encouraged employees to work from home, which has diminished traffic volumes. Though traffic is returning it is not yet back to pre-COVID levels in the Express Toll Lanes or HOT Lanes.

- Transit ridership volumes similarly declined when people began teleworking and avoiding mass transit. But we are starting to see those numbers increasing this quarter.
- Toll revenue has decreased due to the reduced volume of traffic using toll roads. For specific revenue information please see the FY 2021 Q3 financial statements at <https://www.wsdot.wa.gov/Tolling/405/library.htm>
- The data for local arterial trips (section F) would have been sampled in August 2020 by a WSDOT data collection team. Due to the reduction in traffic volumes caused by the pandemic and related stay-at-home orders, WSDOT did not collect this data for the reporting period.
- Beginning in March 2020, WSDOT asked the Washington State Patrol to decrease enforcement efforts due to less traffic using the express toll lanes and to help decrease costs,



Average peak period toll lane speeds compared to average general purpose lane speeds from January to March 2021.

and that shift is reflected in the zero WSP hours spent on the tolled lanes.

Legal reporting requirements

In its 2011 authorization of the I-405 express toll lanes (RCW 47.56.880), the Legislature directed WSDOT to monitor and report on certain performance metrics on an annual basis. ESHB 2322 209 (2, 8), from the 2020 budget, required quarterly reporting on the previously required metrics, and included additional performance measures.

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

LEGISLATIVE MONITORING REQUIREMENT		REPORT SECTION REFERENCE
A	Whether the express toll lanes maintain speeds of forty-five miles per hour at least ninety percent of the time during peak periods.	I-405 Page 3A, 12A Includes total percentage, and percentage split by section. SR 167 Page 3A, 12A. Includes total percentage.
B	Whether the average traffic speed changed in the general purpose lanes.	I-405 Page 3B SR 167 Page 3B
C	Whether transit ridership changed.	I-405 Page 3C. No remarkable changes or trends when compared to the previous quarter. SR 167 Previously this was required annually. No remarkable changes or trends when compared to the previous quarter.
D	Whether the actual use of the express toll lanes is consistent with the projected use.	We have exceeded original forecasts for both facilities.
E	Whether the express toll lanes generated sufficient revenue to pay for all I-405 express toll lane operating costs.	The revenue continues to cover operating costs.
F	Whether travel times and volumes have increased or decreased on adjacent local streets and state highways	I-405 Page 3F SR 167 This is not a requirement for SR 167.
G	Whether the actual gross revenues are consistent with projected gross revenues as identified in the fiscal note for EHB 1382 distributed by the Office of Financial Management on March 15, 2011	The fiscal note only forecasted to FY 2020 and relied on different operational assumptions than were put into effect. This makes it difficult to compare the financial realities of FY 2021 Q3 to the fiscal note. The forecasted gross toll revenue for FY 2021 is below the range listed in the fiscal note, but the note assumes a higher minimum toll rate adjusted over time for inflation, no toll cap, and tolling through the weekends, all of which further effect the comparison. The forecasted gross toll revenues for FY 2022 are anticipated to bring the finances back in line with the fiscal note.
H	Travel times and travel time reliability maintained in the system	Compares minimum, average and 95th percent travel times at peak and non-peak periods, compares express toll lanes to general purpose lanes, in both the entire corridor and commonly made trips within the corridor. I-405 Page 4H-11H SR 167 Not required
I	Travel times and travel time reliability compared to pre-tolling.	A month-to-month comparison of times and reliability for the entire corridor and commonly made trips within the corridor. I-405 Page 4I-11I SR 167 Not required
J	Comparison of traffic volumes by lane type and month-to-month	Total express toll lane and total general purpose lane traffic volumes, comparisons of each type of lane, and to pre-tolling volumes, and a month-to-month comparison. I-405 Page 8J-11J SR 167 Not required
K	Washington State Patrol enforcement hours	A monthly total of enforcement hours spent on each facility. I-405 Page 12K SR 167: Page 12K

Reference	Unit	Q2 FY2021	Q3 FY2021	Q2 FY2021	Q3 FY2021	Meets Requirement
B	Average ETL Speeds					
	Northbound	59	59	59	58	RCW 47.56.880 (4)(b)
	Southbound	60	60	55	54	and ESHB 2322 209 (2)(e)
C	Average GP Speeds					
	Northbound	48	49	47	45	RCW 47.56.880 (4)(b)
	Southbound	56	55	39	40	and ESHB 2322 209 (2)(e)
D, E	Transit ridership	829	807	342	358	RCW 47.56.880 (4)(c)
	Volume					and ESHB 2322 209 (2)(e)
F	Volume projections met?	Y	Y	Y	Y	RCW 47.56.880 (4)(d),
	Costs covered?	Y	Y	Y	Y	RCW 47.56.880 (4)(e),
						and ESHB 2322 209 (2)(e)

Local arterial data

Route 1 - Bothell Way NE (SR 522 to Bothell)

Average Daily Volume	Vehicles	-
Travel time	Minutes	-
AM Peak		-
PM Peak		-

Route 2 - 100th Ave NE (Bothell to Kirkland)

Average Daily Volume	Vehicles	-
Travel time	Minutes	-
AM Peak		-
PM Peak		-

Route 3 - SR 202 (Woodinville to Redmond)

Average Daily Volume	Vehicles	-
Travel time	Minutes	-
AM Peak		-
PM Peak		-

Route 4 - 148th Ave NE (Redmond to Bellevue)

Average Daily Volume	Vehicles	-
Travel time	Minutes	-
AM Peak		-
PM Peak		-

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

(Ref. H-1)

All travel times in minutes

NB I-405 from NE 160th St. to L5

NB I-405 from NE 85th St. to 195th St.

NB I-405 from Bellevue to SR 522

NB I-405 from Bellevue to SR 522

NB I-405 from 148th Ave NE to NB I-405 at SR 522

NB I-405 from Bellevue to SR 522

Table with columns for dates and time periods (AM Off-Peak, AM Peak, AM 95th, PM Off-Peak, PM Peak, PM 95th) and rows for travel times. Includes sub-headers for different NB I-405 segments.

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, NORTHBOUND (cont.) - ESHB 2322 Sec. 209 (2)(a) and (b)

WB SR520 at I-48th Ave NE to NB I-405 at SR522

NB I-405 from Bellevue to SR 522

(Ref. H, I)

All travel times in minutes

NB I-405 from NE 85th St to 195th St

NB I-405 from NE 160th St to I-5

Month	WB SR520 at I-48th Ave NE to NB I-405 at SR522				NB I-405 from Bellevue to SR 522				(Ref. H, I)				NB I-405 from NE 85th St to 195th St				NB I-405 from NE 160th St to I-5			
	AM Off-Peak Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off-Peak Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off-Peak Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off-Peak Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile	AM Off-Peak Period	AM Off- 95th %tile	PM Peak Period	PM 95th %tile
Oct-19	6.3	17.3	6.3	27.1	11.9	13.2	25.0	36.9	9.6	9.6	23.1	35.0	12.3	12.3	26.9	39.5	6.4	6.4	11.8	19.4
Nov-19	6.3	16.5	6.3	26.5	11.6	12.6	24.9	36.6	9.6	9.6	22.6	34.5	12.2	12.3	26.7	39.6	6.4	6.4	12.2	18.1
Dec-19	6.3	14.1	6.3	24.2	11.8	12.6	22.6	36.0	9.6	9.6	19.6	31.6	12.2	12.3	23.3	36.0	6.4	6.4	10.9	15.9
Jan-20	6.3	15.1	6.3	25.0	11.8	12.9	22.5	35.6	9.6	9.7	20.7	34.8	12.3	12.3	25.0	40.1	6.4	6.4	11.3	17.7
Feb-20	6.3	14.9	6.3	24.5	11.8	13.3	22.4	33.5	9.6	9.6	20.6	32.4	12.2	12.3	24.5	37.3	6.4	6.4	11.4	16.2
Mar-20	6.3	7.4	6.3	11.4	11.1	11.5	12.5	18.2	9.6	9.6	11.0	16.7	12.2	12.2	13.9	21.1	6.4	6.4	7.1	10.0
Apr-20	6.3	6.3	6.3	6.3	11.0	11.0	11.0	11.0	9.6	9.6	9.6	9.6	12.2	12.2	12.2	12.2	6.4	6.4	6.4	6.4
May-20	6.3	6.4	6.3	6.7	11.0	11.0	11.0	11.8	9.6	9.6	9.7	10.3	12.2	12.2	12.2	13.3	6.4	6.4	6.5	7.2
Jun-20	6.3	7.2	6.3	9.0	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	7.2	9.3
Jul-20	6.3	7.5	6.3	9.6	11.0	11.0	12.6	15.0	9.6	9.6	11.1	13.5	12.3	12.2	14.0	16.4	6.4	6.4	7.4	8.8
Aug-20	6.3	8.1	6.3	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
Sep-20	6.3	8.2	6.3	11.6	11.0	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
Oct-20	6.3	8.8	6.3	12.9	11.1	11.0	14.4	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
Nov-20	6.3	7.8	6.3	11.4	11.0	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
Dec-20	6.3	8.9	6.3	14.3	11.0	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
Jan-21	6.3	7.0	6.3	8.5	11.0	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
Feb-21	6.3	8.1	6.3	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
Mar-21	6.3	8.9	6.3	14.8	11.0	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

AVERAGE AND 95TH PERCENTILE TRAVEL TIMES, SOUTHBOUND (cont.) - ESHB 2322 Sec. 209 (2)(a) and (b) (Ref. H, I) All travel times in minutes

Date	SB L-405 from NE 116th to Bellevue				SB L-405 from SR 527 to Bellevue				SB L-405 from SR 527 to Bellevue				SB L-405 from 195th St to NE 85th St				SB L-405 from I-5 to NE 160th St							
	AM Peak Period	AM 95th %tile	PM Off-Peak 95th %tile	PM Off- 95th %tile	AM Peak Period	AM 95th %tile	PM Off-Peak 95th %tile	PM Off- 95th %tile	AM Peak Period	AM 95th %tile	PM Off-Peak 95th %tile	PM Off- 95th %tile	AM Peak Period	AM 95th %tile	PM Off-Peak 95th %tile	PM Off- 95th %tile	AM Peak Period	AM 95th %tile	PM Off-Peak 95th %tile	PM Off- 95th %tile				
Oct-19	9.8	12.4	9.4	15.1	18.5	23.6	12.3	13.2	16.1	21.1	12.6	18.4	26.3	33.9	15.5	21.4	13.5	18.0	6.5	6.9	22.2	39.4	7.5	9.2
Nov-19	9.4	13.5	12.2	22.0	17.5	24.9	12.9	16.1	15.1	22.5	15.5	25.1	24.7	38.2	18.5	28.4	12.7	19.9	6.6	7.0	20.7	42.0	8.0	11.1
Dec-19	8.5	11.7	12.5	26.7	N/A	N/A	N/A	N/A	13.3	18.8	15.7	30.0	21.0	30.5	19.0	34.4	10.6	16.0	6.7	7.3	16.1	34.6	8.0	10.5
Jan-20	8.9	11.4	10.7	19.5	16.9	22.3	12.5	14.7	14.3	19.5	14.0	22.5	23.3	34.8	16.8	25.4	11.7	17.6	6.5	6.9	18.8	41.8	7.5	9.0
Feb-20	9.4	11.5	9.2	16.0	17.7	22.2	12.2	12.9	15.2	19.4	12.5	19.3	25.3	33.2	15.2	22.2	12.8	17.3	6.5	6.7	20.5	38.7	7.4	8.8
Mar-20	6.9	9.5	6.5	7.0	13.0	18.0	11.9	12.1	10.7	15.6	9.8	10.3	15.0	27.1	12.4	12.9	7.9	13.4	6.4	6.4	9.9	29.0	7.2	7.2
Apr-20	6.3	6.3	6.3	6.3	11.8	11.8	11.8	11.8	9.6	9.6	9.6	9.6	12.2	12.2	12.2	12.2	6.4	6.4	6.4	6.4	7.2	7.2	7.2	7.2
May-20	6.3	6.3	6.3	6.3	11.8	11.9	11.8	11.8	9.6	9.6	9.6	9.6	12.3	12.4	12.2	12.3	6.4	6.4	6.4	6.4	7.2	7.2	7.2	7.2
Jun-20	6.3	6.4	6.7	7.7	11.9	12.0	11.9	12.0	9.6	9.7	10.0	11.3	12.3	12.6	12.7	13.8	6.4	6.6	6.5	6.4	7.3	8.3	7.2	7.2
Jul-20	6.3	6.4	6.5	7.4	11.9	12.1	11.9	12.0	9.6	9.8	9.8	10.6	12.5	13.1	12.5	13.3	6.5	6.7	6.4	6.5	7.7	10.3	7.2	7.3
Aug-20	6.4	6.6	6.7	7.9	12.0	12.5	11.9	12.1	9.8	10.2	10.0	11.2	12.7	14.0	12.7	14.2	6.7	7.4	6.4	6.6	7.8	10.1	7.3	7.5
Sep-20	6.8	7.3	7.1	10.1	12.5	13.3	12.1	13.1	10.2	10.9	10.3	12.9	13.2	14.7	13.1	15.9	7.0	8.0	6.5	6.8	8.1	11.4	7.3	8.0
Oct-20	6.6	6.7	6.8	8.2	12.2	12.6	12.1	12.7	10.0	10.4	10.1	11.4	13.1	14.6	12.9	14.3	6.8	7.6	6.5	6.8	8.3	12.7	7.3	7.7
Nov-20	6.4	6.8	6.6	7.9	12.0	12.6	11.9	12.2	9.8	10.3	9.9	11.2	12.7	13.7	12.7	14.0	6.7	7.4	6.5	6.7	8.0	11.0	7.3	7.7
Dec-20	6.4	6.6	7.3	9.7	12.0	12.4	12.2	13.2	9.7	10.1	10.6	12.8	12.7	14.1	13.4	15.7	6.6	7.1	6.5	6.9	8.0	11.5	7.3	7.6
Jan-21	6.5	7.0	6.4	6.6	12.1	12.8	11.9	11.9	9.8	10.5	9.7	9.8	12.7	14.2	12.6	12.5	6.7	7.7	6.4	6.4	7.8	11.0	7.2	7.4
Feb-21	6.7	8.2	6.6	7.5	12.3	13.9	11.9	12.2	10.1	11.8	9.9	10.9	13.1	16.0	12.6	13.5	6.9	8.1	6.4	6.5	8.3	12.8	7.2	7.4
Mar-21	6.5	7.0	7.4	9.7	12.3	13.0	12.1	12.7	10.0	10.7	10.7	13.1	12.9	14.1	13.4	16.4	6.9	7.8	6.5	6.6	8.5	12.6	7.5	8.6

NORTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 2322 Sec. 209 (2)(b) and (c) (Ref. H, I, J) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Off-Peak		PM Peak		NE 100th St		SR 527		AM Off-Peak		PM Peak		NE 100th St		SR 527	
	Period	%ile	Period	%ile	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	87,770	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	15.2	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 2322 Sec. 209 (2)(b) and (c) (Ref. H, I, J) All travel times in minutes

	ETL Travel Time (minutes)				ETL Volume				GP Travel Time (minutes)				GP Volume			
	AM Off-Peak		PM Peak		AM Off-95th %tile		PM 95th %tile		AM Off-Peak		AM Off-95th %tile		PM Peak		PM 95th %tile	
	Period	%tile	Period	%tile	Period	%tile	Period	%tile	Period	Period	Period	%tile	Period	Period	Period	%tile
Oct-19	15.1	15.1	17.3	26.3	27,714	11,272	SR 527	15.1	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	11,307	15.1	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	10,693	15.1	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	10,059	15.2	15.7	15.7	28.7	48.1	74,975	51,277		
Feb-20	15.1	15.1	16.6	22.5	25,957	11,154	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	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	2,272	15.1	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	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	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	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	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	7,540	15.1	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	7,477	15.1	15.1	15.1	19.0	30.4	75,632	51,200		
Nov-20	15.1	15.1	15.2	15.1	13,385	6,714	6,714	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	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	6,504	15.1	15.1	15.1	16.9	21.9	70,043	47,747		
Feb-21	15.1	15.1	15.2	15.4	14,215	7,000	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	7,927	15.1	15.1	15.1	19.8	32.3	76,384	51,602		

SOUTHBOUND I-405 (ENTIRE CORRIDOR) - ESHB 2322 Sec. 209 (2)(b) and (c) (Ref. H, I, J) All travel times in minutes

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

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

SOUTHBOUND I-405 (ENTIRE CORRIDOR) (cont.) - ESHB 2322 Sec. 209 (2)(b) and (c) (Ref. H, I, J) All travel times in minutes

	ETL Travel Time (minutes)					GP Travel Time (minutes)					
	AM Peak		PM Off-Peak		PM Off-95th %tile	AM Peak		PM Off-Peak		PM Off-95th %tile	
	Period	AM 95th %tile	Period	PM 95th %tile	SR 527	Period	AM 95th %tile	Period	PM 95th %tile	SR 527	
Oct-19	21.6	39.2	15.2	16.4	26,784	11,802	60.1	18.4	27.9	66,659	53,290
Nov-19	21.7	39.0	15.8	19.2	25,689	11,749	68.2	21.8	37.4	65,017	52,431
Dec-19	18.8	33.8	16.4	23.0	24,190	11,074	52.9	22.1	42.7	64,448	52,068
Jan-20	20.4	40.7	15.5	18.4	23,591	10,425	63.8	19.7	32.2	60,265	48,603
Feb-20	21.3	41.3	15.4	17.7	25,957	11,469	59.6	18.2	27.0	65,675	53,202
Mar-20	15.9	22.0	15.1	15.1	12,306	6,164	44.1	15.2	15.6	51,878	43,066
Apr-20	15.1	15.1	15.1	15.1	4,379	2,464	15.1	15.1	15.1	39,062	33,339
May-20	15.1	15.1	15.2	15.1	7,258	4,125	15.3	15.2	15.1	51,150	42,643
Jun-20	15.1	15.1	15.1	15.1	10,733	5,957	16.4	15.5	17.4	59,973	50,078
Jul-20	15.1	15.1	15.1	15.1	12,728	6,989	18.3	15.3	16.3	63,373	52,089
Aug-20	15.1	15.1	15.1	15.1	13,697	7,622	18.4	15.6	18.5	64,567	52,942
Sep-20	15.1	15.1	15.1	15.1	13,793	7,766	21.0	16.0	20.0	62,105	51,067
Oct-20	15.1	15.1	15.1	15.1	13,713	7,643	22.2	15.7	18.0	62,954	51,137
Nov-20	15.1	15.1	15.1	15.1	11,978	6,845	19.5	15.5	17.8	57,168	47,254
Dec-20	15.1	15.1	15.1	15.1	12,587	7,179	20.2	16.2	20.4	57,855	47,449
Jan-21	15.1	15.1	15.1	15.1	11,903	6,798	20.0	15.2	15.6	57,532	47,356
Feb-21	15.1	15.1	15.1	15.1	12,593	7,228	23.4	15.5	17.3	59,028	48,417
Mar-21	15.1	15.2	15.1	15.1	14,516	8,263	21.2	16.4	21.4	63,981	51,803

I-405 AND SR 167 PERFORMANCE AND ENFORCEMENT HOURS - ESHB 2322 Sec. 209 (8)

I-405					SR 167	
	Northbound Performance	Southbound Performance	WSP hours	Northbound Performance	Southbound Performance	
<i>Jul-19</i>	90%	73%	635	79%	40%	
<i>Aug-19</i>	91%	83%	602	79%	51%	
<i>Sep-19</i>	94%	68%	519	76%	60%	
<i>Oct-19</i>	87%	55%	528	75%	61%	
<i>Nov-19</i>	83%	61%	387	72%	74%	
<i>Dec-19</i>	87%	55%	416	77%	69%	
<i>Jan-20</i>	87%	69%	416	75%	63%	
<i>Feb-20</i>	90%	62%	422	65%	82%	
<i>Mar-20</i>	100%	92%	203	95%	100%	
<i>Apr-20</i>	100%	100%	-	100%	100%	
<i>May-20</i>	100%	100%	-	100%	100%	
<i>Jun-20</i>	100%	100%	-	100%	99%	
<i>Jul-20</i>	100%	100%	-	100%	96%	
<i>Aug-20</i>	97%	100%	-	100%	96%	
<i>Sep-20</i>	99%	100%	-	100%	96%	
<i>Oct-20</i>	97%	100%	-	100%	95%	
<i>Nov-20</i>	99%	99%	-	100%	95%	
<i>Dec-20</i>	98%	100%	-	100%	89%	
<i>Jan-21</i>	97%	100%	-	100%	91%	
<i>Feb-21</i>	99%	99%	-	100%	95%	
<i>Mar-21</i>	98%	100%	-	99%	89%	