

# System-wide Toll Exemptions and Fees

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## **Purpose**

- Walk through proposed system-wide exemptions language for comments and proposed edits
- Report out on fee analysis

## **Agenda**

- **Review of current exemptions and proposed changes**
- **Review specific proposed rule language**
  - Often includes exemption summary in main exemption section, with detail in the definitions section
- **Review proposed changes to fees**
  - No major changes to fees proposed

# Current Exemptions, By Facility

	Carpools	Motorcycles	Transit/ Vanpools	Private Buses	Emergency Vehicles	Incident Response/ Tow Trucks	Maintenance Vehicles
<b>BRIDGES AND TUNNELS</b>			← Non-HOV exemptions →				
<b>SR 16 Tacoma Narrows Bridge</b>	No	No	No	No	Bona fide emergency	No	In-Service
<b>SR 520 Bridge</b>	No	No	At all times	At all times, Fixed route only	Bona fide emergency	In-Service	In-Service
<b>SR 99 Tunnel</b>	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined
<b>EXPRESS TOLL LANES</b>							
<b>SR 167 HOT Lanes</b>	2+	At all times	At all times	At all times	On-Duty	In-Service	At all times
<b>I-405 Express Toll Lanes</b>	3+ peak/ 2+ off peak	At all times	At all times	At all times	In-Service	In-Service	In-Service

On-Duty = vehicle operating in an official capacity

In-Service = on-duty and responding to an incident. Includes private tow trucks directed by WSP to clear vehicles from SR 520 bridge

# Proposed Exemptions, by Facility

(Tolling Subcommittee Recommendation to the Commission)

	<b>Carpools</b>	<b>Motorcycles</b>	<b>Transit/ Rideshare</b>	<b>Private Buses/ School Buses</b>	<b>Emergency Vehicles</b>	<b>Tow Trucks</b>	<b>Incident Response/ O&amp;M Vehicles</b>
<b>BRIDGES AND TUNNELS</b>							
<b>SR 16 Tacoma Narrows Bridge</b>	No	No	<b>At all times</b>	<b>At all times</b>	<b>On-Duty</b>	<b>In-Service</b>	<b>On-Duty</b>
<b>SR 520 Bridge</b>	No	No	At all times	At all times	<b>On-Duty</b>	In-Service	<b>On-Duty</b>
<b>SR 99 Tunnel</b>	<b>No</b>	<b>No</b>	<b>At all times</b>	<b>At all times</b>	<b>On-Duty</b>	<b>In-Service</b>	<b>On-Duty</b>
<b>EXPRESS TOLL LANES</b>							
<b>SR 167 HOT Lanes</b>	2+	At all times	At all times	At all times	<b>On-Duty</b>	In-Service	<b>On-Duty</b>
<b>I-405 Express Toll Lanes</b>	3+ peak/ 2+ off peak	At all times	At all times	At all times	<b>On-Duty</b>	In-Service	<b>On-Duty</b>

# Overview of Proposed Rule Changes

- **Standardizes exemptions across all toll facilities**
  - Additional high occupancy vehicle exemptions on HOT and express toll lanes
  - Provides for consistent customer expectations and reduced paperwork
- **Emergency vehicles exempt whenever on duty rather than only when responding to an emergency**
- **Extends transit and rideshare exemptions to the Tacoma Narrows Bridge**
- **Exempts both highway and transit service vehicles**
- **Changes to rule language**
  - Moves details distinguishing which vehicles are included in each exemption category to a separate definitions section
  - Adds language establishing principles in defining exemptions

# Exemptions Language

## Introductory text

Except as provided herein, all vehicles using a toll facility must pay the required toll. Vehicles crossing the Tacoma Narrows Bridge are required to pay a toll only in the eastbound direction. Additional exemptions for high occupancy vehicles apply on the SR 167 HOT lanes and I-405 express toll lanes as defined in WAC 468-270-100 and 468-270-110 respectively.

Only qualified vehicles may be exempted from paying tolls. **Exempted vehicles must provide directly for the operation, maintenance, safety, and/or person-carrying capacity of the tolled roadway or for emergency response.** The registered owner and operator of the qualified vehicle must comply with the requirements of the department to obtain the exemption.

- **Highlighted language is new, defining principle behind any proposed exemptions**
- **Clarified that high occupancy vehicle exemptions are addressed elsewhere**

# Exemptions Language

## Operating and Maintenance Vehicles

### **Proposed Exemptions:**

- (1) Highway and transit operating and maintenance vehicles, as authorized by the department;
- (2) Tow trucks authorized by the Washington state patrol responding to clear vehicles from the toll facility;

### **Proposed Definition:**

“Highway or transit operating and maintenance vehicle” means a vehicle assigned to operate or maintain the toll facility, including incident response vehicles, transit service supervisor or maintenance vehicles, and agency tow trucks.

- **Specific to vehicles assigned to work on the toll facility**
- **Multi-modal; includes transit service vehicles**
- **Allows WSDOT to authorize partner agency vehicles**

# Exemptions Language

## Enforcement and Emergency Vehicles

### **Proposed Exemption:**

(3) Authorized, on-duty emergency vehicles;

### **Proposed Definition:**

"Authorized emergency vehicle" includes an on-duty vehicle of any fire department, police department, sheriff's office, Washington state patrol, ambulance service, public or private equipped with emergency lights and siren and used to respond to emergency calls.

"On-duty" means vehicle is operating in an official capacity.

- **Includes enforcement vehicles**
- **No longer requires these vehicles be responding to an "bona fide emergency" call**
- **Adds language about lights and siren to distinguish between emergency responders and other medical transportation**



# Exemptions Language

## Public Transit, Ridesharing and School Buses

### **Proposed Exemptions:**

- (4) Publicly owned or operated transit buses;
- (5) Passenger motor vehicles licensed for ride-sharing as defined in 46.18.285;
- (6) School buses;

### **Proposed Definition:**

“School bus” means a vehicle with a seating capacity of more than sixteen persons including the driver regularly used to transport students to and from school or in connection with school activities.

- **Ridesharing vehicles determined by licensing status**
- **School buses are new exemption**
- **School bus definition needs further discussion and reference**
- **TNB Citizen Advisory Committee opposes any new exemptions**

# Exemptions Language

## Private Passenger Buses

### **Proposed Exemptions:**

- (7) Privately owned and operated passenger buses meeting annual certification requirements of the department.

### **Proposed Definition:**

“Privately owned and operated passenger bus” means a vehicle with a carrying capacity of sixteen or more persons, including the operator, all of which must be similarly marked or identified to display the business name and/or logo on the driver and passenger sides of the vehicle; operate on a fixed schedule and fixed route, serve the public and/or employees, and meet the annual certification requirements of the department.

- **Similar to existing SR 520 language**
- **Clarifies that buses must serve the public or employees**
- **Provides “equal access” for over-the-road buses as required by federal law, but definition based on use rather than vehicle type**

# Exemptions Language

## Full text of the proposed exemptions section

**The following vehicles, as defined further in [definitions section], shall qualify for exemption:**

- (1) Highway and transit operating and maintenance vehicles, as authorized by the department;
- (2) Tow trucks authorized by the Washington state patrol responding to clear vehicles from the toll facility;
- (3) Authorized, on-duty emergency vehicles;
- (4) Publicly owned or operated transit buses;
- (5) Passenger motor vehicles licensed for ride-sharing as defined in 46.18.285;
- (6) School buses; and
- (7) Privately owned and operated passenger buses meeting annual certification requirements of the department.

# Fees

## Overview

- **WSDOT conducted an assessment of whether fee or rate structure changes are needed to implement new customer service center and back office vendor contracts**
- **Assessed whether changes in cost factors would change the relative costs of different payment types**
  - Concluded that basic cost relationships will not be significantly different
- **Assessed whether new customer account options would have higher costs that may require a fee**

# Fees

## Zero Balance Account Analysis

- **New account option will allow customers to open an account without prepayment if they provide a valid credit card number**
    - No balance needed, and no replenishment on low balance
    - Credit card would be charged weekly or bi-weekly for toll charges
  - **Cost and risk are marginally higher due to more frequent credit card transactions, and risk inherent to post-pay accounts**
    - Between 25 to 50 cents per month cost increase
    - Increased risk can't be quantified
  - **Analysis asked whether to recommend a monthly fee**
- **Recommendation is not to charge a fee for zero-balance accounts**
    - WSDOT would prefer to make changes, if needed, based on measured performance of new vendor contracts once in place

- **No changes are recommended to current fees or toll rate structure**
  - WSDOT updated cost forecasts by transaction type to account for new vendor contracts and did not find need to change cost differentials
  - WSDOT prefers that any fee changes be based on demonstrated costs
  - No new fees recommended for zero-balance accounts
  - After experience with new vendor contracts, we will look again at whether cost factors have changed
- **Eliminate the Short Term Account discount**
  - Account type no longer needed
  - Zero-balance account is functionally equivalent and allows short term use
- **Housekeeping changes needed**
  - Small wording changes will be needed in several sections of the Commission's rate-setting rules to reflect zero-balance account type

# QUESTIONS?

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