System-Wide Exemptions
Proposal Summary

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Today’s Purpose

• Recap the exemptions proposal and rule-making process.
  – Summary of intent
  – Review of analysis on potential impacts
  – Proposed non-substantive changes

• Summary of public comment & stakeholder feedback submitted to Commission to date.

• Receive public comment on exemptions proposal.

• Take action on final version of exemptions proposal.
Recap of Rulemaking Process

• January – April 2018
  – Full Commission began consideration of system-wide exemptions proposal.
  – Informed stakeholders about proposal intent, including the TNB Citizen Advisory Committee (CAC), transit agencies, local jurisdictions, and Legislature.

• April – July 2018
  – Full Commission approved proposal for public comment.
  – TNB CAC formally notified of proposal.

➢ Today
  – Public hearing and Commission action on final rule.

• Next Steps
  – File final rule, pending today’s action by Commission.
Why Address Exemptions Now?

• Commission and WSDOT have striven to increase consistency between toll facilities.
  – Easier for customers to understand
  – More efficient for toll systems and customer service agents

• Applies to new SR 99 Tunnel tolling, and simplifies rate-setting.

• Can be implemented with new toll customer service center and tolling back office systems.
  – Enables alignment with system(s) implementation date and updated WSDOT policies.
Scope of Proposal

• Proposed rule would standardize existing non-carpool exemptions for all toll facilities.
  – Additional high occupancy vehicle and motorcycle exemptions continue to apply to Express Toll Lanes / HOT Lanes.
  – Exempted vehicles must provide directly for the operation, maintenance, safety, and/or person-carrying capacity of the tolled roadway or for emergency response.

• Aligns exemptions with implementation of new WSDOT’S tolling customer service center and back office systems.
  – Eliminates Short Term Account discount, as customers with a short term account will now pay the lower Good to Go! rate.
  – Effective date aligns with implementation of new customer service center and back office systems.
# Current Exemptions by Facility

<table>
<thead>
<tr>
<th>BRIDGES AND TUNNELS</th>
<th>Non-HOV exemptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SR 16 Tacoma Narrows Bridge</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>SR 520 Bridge</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>SR 99 Tunnel</strong></td>
<td>To Be Determined</td>
</tr>
</tbody>
</table>

| EXPRESS TOLL LANES |
|---------------------|--------------------|
| **SR 167 HOT Lanes** | 2+ | At all times | At all times | At all times | On-Duty | In-Service | At all times |
| **I-405 Express Toll Lanes** | 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

<table>
<thead>
<tr>
<th>Facility</th>
<th>Carpool</th>
<th>Motorcycle</th>
<th>Transit/Rideshare</th>
<th>Private Buses/School Buses</th>
<th>Emergency Vehicles</th>
<th>Tow Trucks (WSP authorized)</th>
<th>Incident Response/O&amp;M Vehicles</th>
</tr>
</thead>
<tbody>
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<td><strong>BRIDGES AND TUNNELS</strong></td>
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<td></td>
</tr>
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<td>SR 16 Tacoma Narrows Bridge</td>
<td>No</td>
<td>No</td>
<td>At all times</td>
<td>At all times</td>
<td>On-Duty</td>
<td>In-Service</td>
<td>On-Duty</td>
</tr>
<tr>
<td>SR 520 Bridge</td>
<td>No</td>
<td>No</td>
<td>At all times</td>
<td>At all times</td>
<td>On-Duty</td>
<td>In-Service</td>
<td>On-Duty</td>
</tr>
<tr>
<td>SR 99 Tunnel</td>
<td>No</td>
<td>No</td>
<td>At all times</td>
<td>At all times</td>
<td>On-Duty</td>
<td>In-Service</td>
<td>On-Duty</td>
</tr>
<tr>
<td><strong>EXPRESS TOLL LANES</strong></td>
<td></td>
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Policy Considerations

• System-Wide (Tolling) Consistency
  – TNB is only facility with no transit or vanpool exemptions

• Consistent with Tolling & State Transportation System Policy Goals
  – Bus and vanpool proposals consistent state’s social equity, environmental, and economic vitality goals.

• Support Facility Performance
  – Maximize facility reliability, safety and/or person capacity.
  – Potential operational savings for WSDOT & partner agencies.

• Maintain Capacity to Meet Financial Obligations
  – Revenue loss not projected to result in rate increases.
Revenue Considerations

• No significant revenue considerations except for Tacoma Narrows Bridge (TNB).

• Exemptions would reduce annual TNB toll revenue by an estimated $225,000 - $235,000 per year.
  – Equates to approximately $0.014-$0.015 per transaction.
  – Equivalent to about 0.3% of total annual toll revenues.

• Passage of SHB 2990 provides TNB up to $85 million in loans over 11 years
  – Many factors may change (+/-) how much is needed to keep rates at intended levels.
  – Proposed exemptions bring the total estimated value of needed loans to about $84.9 million.
Proposed non-substantive changes to proposed rule:

• New section WAC 468-270-085 includes references to WAC 468-270-100 and 110, which the proposed rule also repeals.
  – The appropriate citations would be the new sections created by the proposed rule, WAC 468-270-105 and 115.

• Corrections to proposed changes to WAC 468-270-071
  – Correct reference to SR 520 Bridge toll rate table numbers.
  – Remove reference to SR 520 Bridge Short-Term Account rates in Table 2.
Recap of Public Comment

• Public comments via email
  – Five comments: 4 opposed, 1 question on proposal

• Comments addressed two themes with a focus on Tacoma Narrows Bridge (TNB)
  – Fairness: Everybody should pay for using the bridge
  – Toll Rate Impact: Potential impact on future toll rates
Recap of Stakeholder Input

• Summary of TNB CAC feedback – **Opposed**
  – Request to exclude TNB from this proposed rule
  – As a facility nearly fully funded by toll revenues, everyone should pay
  – $85 million in loans doesn’t change who pays for TNB
  – No immediate need for TNB congestion relief
  – Adds to risk of additional toll rate increase(s)

• Input from Additional Stakeholders – **All in Support**
  – Support for maintenance vehicle exemption
    • City of Seattle
  – Support for bus and vanpool exemption
    • King County Metro
    • Pierce Transit
    • Transportation Choices Coalition
    • Puget Sound Clean Air Agency
    • Tacoma Public Utilities
Recap of Stakeholder Input

• Legislators – Pro & Con on TNB exemptions
  – **Pro:** Senator Steve O’Ban
    • Consistency across facilities benefits region.
    • TNB transit exemptions provides parity for transit users.
    • Law enforcement deserve exemptions.
  – **Pro:** Representative Jake Fey
    • Consistency across facilities benefits region.
    • TNB bus and vanpool exemptions encourages transit use.
    • No significant revenue impact on TNB loan.
  – **Con:** Senator Jan Angel and Representative Michelle Caldier
    • Request to exclude TNB from this proposed rule.
    • Increases burden on local toll payers.
Discussion / Questions

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