



Washington State
Transportation Commission



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

	Carpools	Motorcycles	Transit/ Rideshare	Private Buses	Emergency Vehicles	Incident Response/ Tow Trucks	Maintenance Vehicles
BRIDGES AND TUNNELS			 Non-HOV exemptions				
SR 16 Tacoma Narrows Bridge	No	No	No	No	Bona fide emergency	No	In-Service
SR 520 Bridge	No	No	At all times	At all times, Fixed route only	Bona fide emergency	In-Service	In-Service
SR 99 Tunnel	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined	To Be Determined
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

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

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

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.

Proposal Update

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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