

Rate Setting 2013

Possible SR520 Rate/ Policy Changes

Below is a list of possible rate and policy changes you may want to assess for the 2013 toll rate assessment cycle. There may be other ideas as well – this list just represents what has been shared by commissioners and staff thus far, since tolling started in 2011.

Possible Policy Changes:

- Regarding motorcycle tolls, per Commission request back in 2011, need to see data on the number of motorcycles using the bridge, the pattern of their travel, impacts to throughput – good or bad – and any environmental benefits they may bring, and an overview of what other states do with motorcycle toll rates. This data should be assessed against the possibility of offering a discount.
- Removing the actual rate tables from the WAC – this will enable us to let the “planned” 2.5% increases just happen, if decided so, with no further paperwork needing to be filed. Once removed from the WAC, the complete rate tables can be posted on the WSTC and WSDOT web sites, which is where most people will go to look for it.
- Require nickel rounding for all rate increases.

Possible Rate Adjustment Scenarios – each scenario must indicate forecasted traffic and revenue impacts:

- Assess possible adjustments to shoulder times to set rates more strategically and better manage traffic demands – without reducing revenue – rather than an “across the board” hike on all rates.
- Charging a minimum toll during the currently free night-time hours – test .50 cents?
- Rate scenario for no rate increase in FY 2014, but maintaining the assumed 2.5% hikes from 2015 on (per the financial plan) to see the out-year impact of no increase in the coming fiscal year.
- Rate scenario for the planned 2.5% rate increase for FY 2014.