

2017 FARE PROPOSAL

IMPLEMENTATION DATES
OCTOBER 1, 2017
OCTOBER 1, 2018



Washington State
Transportation Commission

PROPOSAL FOR SMALL VEHICLE REGULATORY LANGUAGE

The Commission proposes adding language to the WAC that would decrease waiting times for vehicle length determination by putting the onus on the customer to demonstrate that vehicle length requirements are met. This requirement would be similar to how seniors and youths must provide proper identification establishing proof of age.

- Proof of vehicle length could include: an owner's manual, a print out from Kelley Blue Book, or finding an appropriate reference on the customer's smartphone.

Proposed WAC Language

Underlined language represents new text or additions to existing text, and strikeouts represent language proposed to be removed from the WAC.

WAC 468-300-020 SIZE – Vehicles ~~up to~~ under 14' in length, shall pay the vehicle under 14' toll. All vehicles from 14' to under 22' in length shall pay the 14' to ~~up to~~ under 22' toll. Motorcycles towing a trailer and vehicles licensed as motorcycles with three or more wheels that are 8'0" or longer shall pay the appropriate length-based vehicle fare. Customers may be required to provide documentation, digitally or on paper, at the tollbooth to prove vehicle length. Documentation may include an owner's manual, materials from an auto research website, or similar reference material that clearly lists the relevant vehicle specifications.

BACKGROUND

WSF introduced small car pricing in October 2010 to maximize vehicle deck space by encouraging customers to travel with smaller vehicles with the goal of gradually increasing the number of vehicles that could be accommodated during peak periods. The 14-foot cutoff for the small car fare category was selected after careful consideration during previous Tariff Cycles. The determination was based on the number of vehicles entering the market at the time and the length of those vehicles. The new small car category was phased in as follows:

- Phase 1 (October 2011): priced at 90% of standard vehicle.
- Phase 2 (May 2012): priced at 80% of standard vehicle.
- Phase 3 (October 2013): priced at 70% of the vehicle portion of the standard vehicle fare, plus the passenger fare (switched to the more traditional "undersize/motorcycle" fare calculation method).

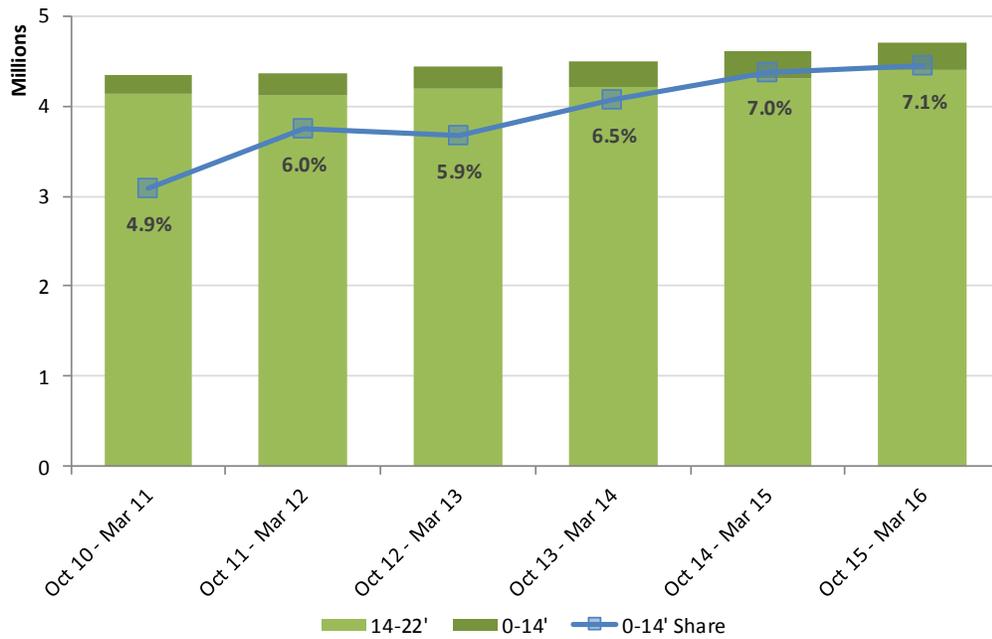
Due to concerns raised by WSF operations staff about added processing times of small vehicles at the tollbooth, the Commission reviewed the small car category, including a re-look at the size decision.

Since the introduction of the under-14-foot vehicle category, ridership in this category has steadily increased. Exhibit 1 shows the under-14-foot vehicle category as a percentage of the under-22-foot vehicle category (excluding motorcycles), from 2010 through 2016. The comparison uses a period (October through March) when there was consistent pricing each year, to isolate the impact of the small



vehicle price changes on ridership as much as possible.

Exhibit 1. Small Vehicle Ridership Share, 2010-2016



The review also considered technology solutions, such as laser and radar measurement technology. Although these solutions would likely decrease tollbooth processing times, they would require capital investments for which there is currently no budget.