

2013 FARE PROPOSAL

IMPLEMENTATION DATES

OCTOBER 1, 2013

MAY 1, 2014



Washington State
Transportation Commission

PROPOSAL FOR SMALL VEHICLE FARES AND THE MOTORCYCLE OVERSIZE SURCHARGE

June – July 2013

SMALL VEHICLE FARES

In 2011, the Commission adopted a plan to create an Under 14' Vehicle category to provide incentives for customers to use smaller vehicles. By encouraging customers to bring smaller vehicles when possible, WSF will be able to increase the number of vehicles on any given sailing and reduce wait times during peak periods.

The Under 14' Vehicle/Driver fare category was initially planned as a three-phase implementation. The first two phases occurred in October 2011 (moving vehicles under 14' to 90% of the standard vehicle/driver fare) and May 2012 (moving vehicles under 14' to 80% of the standard vehicle/driver fare).

Phase 3 of implementation, as originally planned, would include the final step of changing the under 14' vehicle & driver fare from 80% to 70% of the standard vehicle & driver fare and eliminating the motorcycle oversize surcharge.

2013 Proposal

The 2013 proposal includes the final changes necessary to complete implementation, with a slight methodology adjustment from the original phased plan.

The components of this proposal are:

- Adjust the fare ratio from 80% to 70% beginning on October 1, 2013.
- Change the methodology used to calculate the Under 14' Vehicle/Driver Fare to be consistent with the methodology used for the Motorcycle/Driver Fare.

Currently, the Under 14' Vehicle/Driver Fare is calculated as 80% of the total 14-22' Vehicle/Driver Fare. The Commission is proposing to instead only apply the ratio to the *vehicle* portion of the vehicle/driver fare. This will make the Under 14' Fare consistent with the calculations used for the Motorcycle/Driver Fare, which only applies the fare ratio to the vehicle portion while keeping the driver portion of the fare stable. This methodology better reflects that the relationship between the 14-22 and Under 14' Vehicle/Driver Fares are based on the relationship between different sizes of vehicles.

Exhibit 1 illustrates how this change in methodology and fare ratio will impact the Under 14' Vehicle/Driver Fare, using Central Sound off-peak full fares as an example. Fares shown do not include the capital surcharge



Exhibit 1
Description of Under 14' Vehicle Fare Change
(Central Sound, off-peak fares, not including capital surcharge)

	14 - 22' Vehicle Fare	CUBE Adjustment	Nickel Rounding
Current Fare: 80% of 14-22' Vehicle/Driver Fare using current methodology			
Total Fare	\$12.90	$\$12.90 \times 80\% = \10.32	\$10.30
Proposed Fare (2013): 70% of 14-22' Vehicle/Driver Fare using new methodology			
Total Fare	\$13.30		\$10.45
	↓ Split		↑ Add
<i>Vehicle Portion</i>	\$9.50	$\$9.50 \times 70\% = \6.65	\$6.65
<i>Driver Portion</i>	\$3.80	<i>No Change</i>	\$3.80

MOTORCYCLE OVERSIZE SURCHARGE

Over the last 10-15 years there has been an increase in vehicles that range between standard two-wheel motorcycles and small passenger cars. This category is growing and is likely to continue to expand going forward. The definitions and pricing around how these vehicles are charged are in need of an update to match the current reality of vehicles that are showing up at the tollbooth. Updating the definitions and price categories for these vehicles will help improve vehicle identification and fare consistency.

Additionally, creation of the Under 14' Vehicle fare category has brought the lowest vehicle fares close in price to the Motorcycle fare with oversize surcharge on most routes. As WSF moves forward with implementation of Phase 3 of the Under 14' Vehicle fare category, these fares will be brought closer to the Motorcycle fare with oversize surcharge. This price similarity provides WSF with an opportunity for simplifying the fare structure by eliminating the motorcycle oversize surcharge.

The motorcycle oversize surcharge applies to a very small portion of WSF's overall ridership. Exhibit 2 shows the number of trips that were charged the motorcycle oversize surcharge in fiscal year 2010. The 5,162 one-way trips comprise only about 0.05% of WSF's total vehicle traffic.

Exhibit 2
Fiscal Year 2010 Oversize Motorcycle Ridership by Route

Route	Motorcycle w/Surcharge Ridership	Total Vehicle Ridership	% of Total
Seattle-Bainbridge	1,174	1,940,639	0.06%
Seattle-Bremerton	69	641,728	0.01%
Edmonds-Kingston	702	2,025,025	0.03%
Fauntleroy-Vashon	804	1,105,064	0.07%
Point Defiance-Tahlequah	526	383,224	0.14%
Southworth-Vashon	44	91,100	0.05%
Mukilteo-Clinton	648	2,090,426	0.03%
Port Townsend-Coupeville	520	323,192	0.16%
Fauntleroy-Southworth	432	478,004	0.09%
Anacortes-San Juans	172	848,284	0.02%
International	71	48,188	0.15%
Total	5,162	9,974,874	0.05%

2013 Proposal

The Commission is proposing to eliminate the motorcycle oversize surcharge fare category. Vehicles that currently pay the motorcycle oversize surcharge will now pay either the Under 14' Vehicle Fare or the Motorcycle Fare depending on their size:

- Motorcycle Fare: All two-wheeled vehicles plus any three-wheeled vehicles under 8'0" in length
- Under 14' Vehicle Fare: Three-wheeled vehicles 8'0" and longer

The Commission is proposing the following changes to the Washington Administrative Code (WAC) to fully implement this policy (*underlined language represents new text or additions to existing text, and strike-outs represent language proposed to be removed from the WAC*):

Proposed WAC Language. SIZE - Vehicles up to 14' in length and under 7'6" in height shall pay the vehicle under 14' toll. All vehicles from 14' to under 22' in length and under 7'6" in height shall pay the 14' to 22' toll. All vehicles up to 22' but over 7'6" in height shall pay an overweight charge of 100% of the vehicle full fare. Motorcycles towing a trailer and ~~with trailers, sidecars, or~~ Any vehicles licensed as ~~a motorcycle~~ with three or more wheels that are 8'0" or longer shall pay the appropriate length-based vehicle fare. ~~will pay an oversize motorcycle charge.~~ Upon presentation by either the driver or passenger of a WSF Disability Travel Permit, Regional Reduced Fare Permit, or other identification which establishes disability, the height charge will be waived for vehicles equipped with wheel chair lift or other mechanism designed to accommodate the person with disability.

Fare impacts from eliminating the surcharge will vary based on the size of each customer's vehicle, whether the customer purchases single ticket or multi-ride media, and if travel occurs in the peak season. Exhibit 3 shows how the proposal will impact certain vehicle types, using Central Sound fares as an example. Other routes will be impacted by a similar percentage, and specific fares for each route can be found in the full fare tables posted on the Commission's website: www.wstc.wa.gov

The general impacts by vehicle type are:

- For standard two-wheeled motorcycles without trailers or sidecars, fares will only be impacted by the general fare increase.
- For three-wheeled vehicles under 8 feet long, fares will decrease. These vehicles will move from paying the motorcycle fare plus the oversize surcharge to only paying the motorcycle fare.
- For three-wheeled vehicles 8' to under 14' long, fares will increase as they move into the Under 14' Vehicle fare category. The increase will be lower for customers using multi-ride media, as there was no frequency discount available on the oversize surcharge.

**Exhibit 3
Fare Impacts by Vehicle Type (using Central Sound fares as an example)**

Vehicle Type	Current Central Sound Fare	New Central Sound Fares (not including capital surcharge)					
		Oct 1, 2013 Fare			May 1, 2014 Fare		
		New Fare*	Change	Percent Change	New Fare	Change	Percent Change
Two-wheeled vehicle, no trailers or sidecars							
BASE SEASON FARES							
Full Fare Customers	\$5.60	\$5.70	\$0.10	1.8%	\$5.90	\$0.20	3.5%
Frequent Users	\$4.48	\$4.56	\$0.08	1.8%	\$4.72	\$0.16	3.5%
PEAK SEASON FARES							
Full Fare Customers	\$7.00	\$7.00	-	-	\$7.40	\$0.40	5.7%
Frequent Users	\$4.48	\$4.48	-	-	\$4.72	\$0.24	5.4%
Three-wheeled vehicles under 8' long							
BASE SEASON FARES							
Full Fare Customers	\$8.50	\$5.70	-\$2.80	-32.9%	\$5.90	\$0.20	3.5%
Frequent Users	\$7.38	\$4.56	-\$2.82	-38.2%	\$4.72	\$0.16	3.5%
PEAK SEASON FARES							
Full Fare Customers	\$10.80	\$10.80	-	-	\$7.40	-\$3.40	-31.5%
Frequent Users	\$8.28	\$8.28	-	-	\$4.72	-\$3.56	-43.0%
Three or more wheeled vehicles 8' to under 14' long							
BASE SEASON FARES							
Full Fare Customers	\$8.50	\$10.45	\$1.95	22.9%	\$10.70	\$0.25	2.4%
Frequent Users	\$7.38	\$8.36	\$0.98	13.3%	\$8.56	\$0.20	2.4%
PEAK SEASON FARES							
Full Fare Customers	\$10.80	\$10.80	-	-	\$13.40	\$2.60	24.1%
Frequent Users	\$8.28	\$8.28	-	-	\$8.56	\$0.28	3.4%

* The 2013 fare proposal will not go into effect until October 1, 2013. Current peak season fares will remain in effect during summer 2013.