

VII. STANDING COMMITTEES

B. Finance, Audit & Facilities Committee

University of Washington Bothell –Parking Rate Adjustment

RECOMMENDATION:

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the Board of Regents approve a parking rate adjustment as outlined below for the University of Washington Bothell campus. The new rates would take effect July 1, 2010.

UW Bothell Current and Proposed Parking Rates

	Current	Proposed	Monthly Increase
<u>Description</u>	<u>FY 2010</u>	<u>FY 2011</u>	<u>FY 2011</u>
Annual	\$380	\$505	\$10.45
Quarterly	\$95	\$126	\$10.45
Qrtly 2 day	\$54	\$72	\$5.94
Qrtly 3day	\$72	\$96	\$7.92
Q<50FTE Staff	\$54	\$72	\$5.94
Motor cycle	\$36	\$48	\$3.96
Carpool	\$41	\$55	\$4.51
Daily Rate	\$3	\$4	
Hourly Rate	\$1	\$1.50	

BACKGROUND:

In early March 2010, administrators of UW Bothell and Cascadia Community College announced the formation of the Bothell Campus Parking and Transportation Task Force (PTTF). The PTTF includes faculty, staff, and student representatives from both institutions and is charged with developing a common vision for a transportation management strategy to support the campus in an environmentally and financially sustainable manner. The PTTF met weekly during the spring to review current facilities, capacity, policies, sustainability goals, and finances. One of the early goals of the task force was to implement new rates for the coming fiscal year.

Task Force members have communicated with their constituent groups including a range of faculty, staff, and student organizations, and have provided feedback to the PTTF. In addition, communications with the campus community regarding PTTF deliberations and potential rate increases have included:

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- Open House at UW Bothell on April 22, 2010
- UW Bothell Town Hall meeting on April 28, 2010
- Open Forums at Cascadia Community College
- email information

Benefits of the rate adjustment proposal are as follows:

- Promotes reduced demand and reduced competition for existing parking spaces.
- Mitigates growing parking demand in the face of projected increases in enrollment by creating incentives for use of alternative modes of transportation, especially transit.
- Provides funds for an improved array of transportation alternatives and incentives.
- Provides funds for future major maintenance and facilities construction.
- Supports the overall sustainability initiatives of the campus.

As is true at the University of Washington Seattle campus, parking operations and transportation management programs at UW Bothell are self-sustaining activities. Operating, maintenance, and capital expenses are supported by user fees and citation revenue from both UW Bothell and Cascadia Community College. The proposed rate adjustments are designed to create incentives for the use of alternative modes of transportation, to comply with sustainability and commute trip reduction goals, and to establish capital reserves for future major maintenance and construction of parking facilities. Parking rates at UW Bothell were last increased in 2007 and the current price of a parking permit is less than the U-PASS (transit) price. The recommended parking rates correct that imbalance by increasing parking rates and decreasing U-PASS rates.

UW Bothell has been the recipient of several statewide and regional commute trip reduction awards and has existing programs, policies, and goals in place to meet the goals of transportation demand management. Among these are:

- Reduce single occupancy vehicle (SOV) trips to the campus.
- Increase the use of alternate modes of transportation by making available and promoting commute options to faculty, staff, and students.
- Explore new program options to encourage transit use.
- Become and remain compliant with City of Bothell conditions regarding parking and transportation.
- Remain compliant with the State's Commute Trip Reduction (CTR) Law.

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- As the campus grows, diminish, postpone, or reduce the need to build additional parking facilities through transportation demand management measures.
- The price of a U-PASS should be set as the most affordable transportation option for faculty, staff, and students.
- The price for parking and driving alone should be offered at a higher cost as compared to the U-PASS option.
- The long term parking permit rate should be set at a more economical level than the daily parking rate.
- Establish reserves for future major maintenance of existing structures and construction of additional parking facilities as the campus grows.

As part of the proposed rate adjustment, the task force recommended a reduction in the U-PASS rate from \$120 for staff and faculty and \$99 for students, to \$72 for everyone in FY 2011. Increasing parking rates and reducing the U-PASS rate should create an economic incentive in favor of alternatives to driving alone.

REVIEW & APPROVAL

WAC 478-117-200 pertaining to the parking fees for UW Bothell and Cascadia CC, states that the UW Board of Regents and Cascadia CC's Board of Trustees may each approve rate changes for parking permits but rate changes for daily parking must be made in agreement with Cascadia Community College.

The proposed parking rate adjustments have been reviewed and recommended for approval by the Bothell Campus Parking and Transportation Task Force (including representatives from ASUWB, as well as faculty, staff, and students from both UW Bothell and Cascadia Community College), the UW Bothell Auxiliary Services Manager, the Vice Chancellor for Administration and Planning, and the Chancellor. In a parallel process, the proposed rates have been reviewed and recommended for approval by the Cascadia Community College Executive Team, and the President of Cascadia Community College. Cascadia Community College is pursuing approval for the proposed rate adjustment with their Board of Trustees.