

**VII. STANDING COMMITTEES****B. Finance, Audit and Facilities Committee**UW Seattle Parking and U-PASS Rate Revisions**RECOMMENDED ACTION:**

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the Board of Regents take the following actions:

1. adopt the attached “Tax and Fee Inclusive Seattle Campus Parking and U-PASS Fee Schedule” and
2. establish a new Transportation Demand Management Fee (surcharge) on all Seattle Campus parking transactions in the amount of 63.17%, as embedded in the attached “Tax and Fee Inclusive Seattle Campus Parking and U-PASS Fee Schedule”,

effective June 20, 2011 for summer quarter products and effective July 1, 2011 for daily, monthly and annual products.

**BACKGROUND**

Commuter Services is a self-sustaining unit of the Transportation Services department. In early 2010, Commuter Services developed a new Business Plan which, following approval by the President and Provost, was presented in summary form to the UW Board of Regents in June 2010. Stepwise implementation of the Business Plan has put Commuter Services on a path toward financial stability. The recommended actions above represent both the success of the plan to date and the next steps required for plan implementation.

At the highest level, the plan includes three key strategies:

- Mitigation of Tax Burdens
- Reduction in Transit Costs
- Decreasing U-PASS Prices by Broadening Participation

Significant progress has been made in each of these areas.

**Mitigation of Tax Burdens**

The Business Plan highlighted that increasing tax burdens, tied largely to the City of Seattle’s Commercial Parking Tax, were stripping the ability of the parking system to generate net revenues that, in turn, subsidize the U-PASS. The plan proposed establishment of a Transportation Demand Management Fee that would exclude approximately \$6.8M from taxation and generate savings of \$1.3M by

## VII. STANDING COMMITTEES

### B. Finance, Audit and Facilities Committee

#### UW Seattle Parking and U-PASS Rate Revisions (continued p. 2)

charging a discrete fee to support U-PASS in conjunction with the parking transaction rather than the current practice of transferring post-tax parking proceeds to subsidize the U-PASS. *Implementation of the Transportation Demand Management Fee will be cost-neutral for UW parking customers and will be offset by reduction in the base parking fee.*

Over the last year, we have completed the regulatory filings required to implement the Transportation Demand Management fee and determined the fee rate that would allow the parking system to remain solvent while maximizing subsidies for U-PASS.

In additional work with the Seattle City Council, we limited increases in the commercial parking tax to less than 25% of the anticipated level and secured a commitment to establish a grant program that has the potential to further mitigate the impact of the tax on the new, reduced base parking fees. We also provided research into more equitable tax structures that has since been used in the introduction of marker legislation at the state level and has the potential to provide the City of Seattle with a way to provide additional relief without sacrificing revenue.

#### Reduction in Transit Costs

Our negotiations with transit agencies yielded significant savings through the demographic credit outlined in our Business Plan and a rebate clause negotiated earlier in FY10. Additional progress is required but is highly likely as transit agencies are placing a high priority on ensuring the long-term financial stability of the Universal Student U-PASS. Pricing negotiations are currently underway for the 2012 and 2013 academic years.

#### Decreasing U-PASS Prices by Broadening Participation

Successful negotiations with students around the terms for a Universal Student U-PASS have achieved this goal. Short-term intervention for the Faculty/Staff U-PASS has proven unnecessary as price sensitivity remains modest and the Universal Student U-PASS has eliminated the risk of unplanned cross-subsidization of students by faculty and staff. Discussion of Business Plan proposals for mitigating Faculty/Staff U-PASS prices in the long-term will be resumed following transit pricing negotiations and implementation of Activity Based Budgeting.

#### Summary

The success of the Commuter Services Business Plan to date and the implementation of the Transportation Demand Management Fee included in the

## VII. STANDING COMMITTEES

### B. Finance, Audit and Facilities Committee

#### UW Seattle Parking and U-PASS Rate Revisions (continued p. 3)

recommended actions results in extraordinarily modest changes to the Tax and Fee Inclusive Seattle Campus Parking and U-PASS Fee Schedule. The gross rates (inclusive of taxes, fees and surcharges) will increase for select east campus events; those changes were developed collaboratively with the Department of Intercollegiate Athletics. Increases are also included for retiree parking products, although those have been paired with planned discounts so that no change will take effect until negotiations with Planning and Budgeting and the University's liaison to the Retiree Association have been completed. No increases are proposed to the gross rates (inclusive of taxes, fees and surcharges) for other Faculty/Staff, Student and public parking products. No increases are proposed for Faculty/Staff U-PASS rates. The rate reduction for the Student U-PASS in conjunction with the implementation of the Student Universal U-PASS was authorized by the Regents at the May 2011 meeting.

#### REVIEW AND APPROVAL

University Transportation Committee (consisting of representatives from Associated Students of the University of Washington, Graduate and Professional Student Senate, Faculty Senate, Professional Staff Organization, Washington Federation of State Employees, Service Employees International Union 925, Washington State Nurses Association, UW Police, Intercollegiate Athletics, Student Life, South Lake Union CTR Site, Real Estate Office, UW Medical Center, Planning and Budgeting, Disabilities Service Office, Facilities Services, Labor Relations, Commuter Services and Transportation Services); Associate Vice President, Facilities Services; and Senior Vice President.

#### *Attachments*

1. Tax and Fee Inclusive Seattle Campus Parking and U-PASS Rates
2. Hearing Officer's Report
3. Transportation Demand Management Fee Impact
4. Commuter Services (Parking & U-PASS) Financial Summary

## Tax and Fee Inclusive Seattle Campus Parking and U-PASS Rates

UW COMMUNITY – PERSONAL	Term	Rate	Notes
Student U-PASS	Quarterly	\$76.00	Reduced from \$99 pursuant to Universal Student U-PASS Agreement
Faculty/Staff U-PASS (FlexPass)	Monthly	\$44.00	No change from FY11
U-Powered U-PASS	Annual	N/A	Product Discontinued Effective 7/1/11
Single Occupancy Vehicle (SOV) includes 1 gratis U-PASS	Quarterly	\$423.00	No change from FY11
	Annual	\$1,692.00	No change from FY11
Registered Carpool - 2 person with 2 gratis U-PASSes	Quarterly	\$423.00	No change from FY11
	Annual	\$1,692.00	No change from FY11
- 3 person with 3 gratis U-PASSes	Quarterly	\$423.00	No change from FY11
	Annual	\$1,692.00	No change from FY11
Swing Permit ( 2:30pm - 8:00am, M-F, Sat, 7:00am to noon)	Quarterly	\$211.50	No change from FY11
	Annual	\$846.00	No change from FY11
Night Permits (4:00pm to 8:00am, M-F, Sat, 7:00am to noon)	Quarterly	\$141.00	No change from FY11
	Annual	\$564.00	No change from FY11
Annual Reserved Space	Annual	\$3,384.00	No change from FY11
Motorcycle, Scooter, Moped (includes 1 gratis U-PASS)	Quarterly	\$141.00	No change from FY11
	Annual	\$564.00	No change from FY11
Night Extension (valid only with Night Permit) - 3:30pm-4:00pm entry	Per Day	\$2.00	No change from FY11
- 3:00pm-3:30pm entry	Per Day	\$3.00	No change from FY11
- 2:30pm-3:00pm entry	Per Day	\$6.00	No change from FY11
UW COMMUNITY – PERSONAL LIMITED USE	Term	Rate	Notes
Individual Commuter Tickets	Per Day	\$5.00	No change from FY11
Short Term Daytime	Per Day	\$7.05	No change from FY11
Short Term Swing	Per Day	\$3.53	No change from FY11
Short Term Night	Per Day	\$2.35	No change from FY11
<b>Pay Per Use (PPUP)</b> - available to UW Faculty, Staff & Affiliates in Portage Bay Garage only			
4 days a pay period	Per Day	\$5.00	No change from FY11
Greater than 4 days	Per Day	\$7.05	No change from FY11
<b>Carpool</b>			
PPUP Carpool (2 + person) requires Husky Card Debit Account and U-PASS	Per Day	\$3.00	No change from FY11
Impromptu Carpool (2 - 3 + person) - Upper Campus (Husky Card Debit Account and U-PASS required)	Per Day	\$3.00	No change from FY11
E1 Lot Carpool (2 + person) requires Husky Card Debit Account and U-PASS	Per Day	\$2.00	No change from FY11
Retiree Permit	Quarterly	\$423.00	Increased from \$169.20, will be discounted to current rate pending negotiation with Planning & Budgeting / Retiree Office
NightRide Pre-purchased Tickets (no charge w/UPASS)	Per Day	N/A	Product Discontinued

Listed rates include applicable taxes, fees, and surcharges.

In the event of a change in any tax or fee rate, Commuter Services will adjust the base charge so that the listed tax and fee inclusive rate does not change.

## Tax and Fee Inclusive Seattle Campus Parking and U-PASS Rates

<b>UW COMMUNITY – UW BUSINESS &amp; UW VEHICLES</b>			
	Term	Rate	Notes
University Owned or Operated Vehicle	Annual	\$270.54	No change from FY11
Stall Reserved for University Department	Monthly	\$282.00	No change from FY11
Department Out of Area (companion product requires primary permit)	Annual	\$240.00	No change from FY11
Special Designators “U” Universal (premium added to other permit product)	Monthly	\$20.00	No change from FY11
Special Designators “S” Service (premium added to other permit product)	Monthly	\$40.00	No change from FY11
<b>PUBLIC RATES</b>			
	Term	Rate	Notes
<b>Daytime Rates</b> - entry from 6:00am to 5:00pm, M-F - Pay \$15 upon entry - partial refunds provided at exit if parked less than 4 hours		\$15.00	No change from FY11
Refund when daily average - 0-30 minutes	Each	\$13.00	No change from FY11
30 minutes to 1 hour	Each	\$12.00	No change from FY11
over 1 hour to 2 hours	Each	\$9.00	No change from FY11
over 2 hours to 3 hours	Each	\$6.00	No change from FY11
over 3 hours to 4 hours	Each	\$3.00	No change from FY11
over 4 hours	Each	\$0.00	No change from FY11
Motorcycle, Scooter, Moped	Per Day	\$5.00	No change from FY11
<b>Nighttime Rates</b> - entry from 5:00pm - 9:00pm M-F, Sat 7:00am - noon entry - partial refunds provided at exit if parked less than 1 hour		\$5.00	No change from FY11
Refund daily average - 0-30 minutes		\$3.00	No change from FY11
30 minutes to 1 hour		\$4.00	No change from FY11
over 1 hour		\$0.00	No change from FY11
Central Plaza Garage Night - flat rate charged for vehicles entering after 5:00pm		\$10.00	No change from FY11
<b>Triangle Garage Rates</b> (Note: Parking staff available beyond posted hours to collect parking fees)			
	Term	Rate	Notes
Daytime Rates - entrance between 6:00am and 5:00pm M-F			
0-30 minutes	Each	\$2.00	No change from FY11
30 minutes to 1 hour	Each	\$3.00	No change from FY11
over 1 hour to 2 hours	Each	\$6.00	No change from FY11
over 2 hours to 3 hours	Each	\$9.00	No change from FY11
over 3 hours to 4 hours	Each	\$12.00	No change from FY11
over 4 hours	Each	\$15.00	No change from FY11
Night Rates- entry from 5:00pm - 9:00pm M-F and Sat 7:00am - noon			
0-30 minutes	Each	\$2.00	No change from FY11
30 minutes to 1 hour	Each	\$3.00	No change from FY11
over 1 hour	Each	\$5.00	No change from FY11
Lost Ticket	Each	\$15.00	No change from FY11
In/Out Privileges Card (Only with validation)	Each	\$15.00	No change from FY11
Parking Card Permit - billed to UW department	Each	\$15.00	No change from FY11

Listed rates include applicable taxes, fees, and surcharges.

In the event of a change in any tax or fee rate, Commuter Services will adjust the base charge so that the listed tax and fee inclusive rate does not change.

## Tax and Fee Inclusive Seattle Campus Parking and U-PASS Rates

<b>Mechanically Issued Rates</b>	<b>Term</b>	<b>Rate</b>	<b>Notes</b>
Lot E1 - Cash	Per Day	\$6.00	No change from FY11
Lot E1 - Husky Card	Per Day	\$6.00	No change from FY11
Parking Meters, Pay by Space, and other self-service parking	Hourly	\$3.00	No change from FY11
Lot E4 daytime dispensers	Per Day	\$3.00	No change from FY11
Tubby Graves/IMA	Hourly	\$3.00	No change from FY11
West Campus night dispensers	Per Night	\$5.00	No change from FY11
30 minute load/unload zone	30 min.	\$2.00	No change from FY11
<b>PRE-PURCHASED VISITOR</b>	<b>Term</b>	<b>Rate</b>	<b>Notes</b>
Departmental Commuter Tickets (for guests)	Each	\$15.00	No change from FY11
Universal Departmental Commuter Ticket (for guests)	Each	\$20.00	No change from FY11
Night Department Commuter Tickets (for guests)	Each	\$5.00	No change from FY11
President's Club Permits	Each	\$10.00	No change from FY11
E1 Permit	Weekly	\$30.00	No change from FY11
<b>SPECIAL EVENTS &amp; ARRANGED PARKING</b>	<b>Term</b>	<b>Rate</b>	<b>Notes</b>
Football and events in excess of 24,000 in attendance			
Autos - weekend 3 or more persons, weekdays 4 or more persons	Per Day	\$25.00	No change from FY11
Autos - weekend Fewer than 3 persons, weekdays fewer than 4 persons	Per Day	\$30.00	No change from FY11
Motorhomes	Per Day	\$100.00	No change from FY11
Additional fee for trailer	Per Day	\$25.00	No change from FY11
Private Buses	Per Day	\$100.00	No change from FY11
Men's Basketball, Windemere, Weekday Daytime Events			
E lots South of Wahkiakum	Per Day	\$15.00	No change from FY11
E lots North of Wahkiakum	Per Day	\$10.00	Increased from \$7
Weekend and after 5:00pm General Arena Sports Events			
E lots South of Wahkiakum	Per Day	\$7.00	No change from FY11
E lots North of Wahkiakum	Per Day	\$7.00	No change from FY11
Weekend and after 5:00pm Outdoor Sports			
E lots South of Wahkiakum	Per Day	\$7.00	No change from FY11
E lots North of Wahkiakum	Per Day	\$7.00	No change from FY11
Graduations and East Campus Events Requiring Significant Planning or Staffing	Per Day		
E lots South of Wahkiakum	Per Day	\$15.00	Clarification. No change in practice
E lots North of Wahkiakum	Per Day	\$15.00	Clarification. No change in practice
Other Events			
E lots South of Wahkiakum	Per Day	\$15.00	No change from FY11
E lots North of Wahkiakum	Per Day	\$7.00	No change from FY11
Events at Other Campus Locations	Per Day	\$15.00	No change from FY11
<b>SECURE BICYCLE PARKING</b>	<b>Term</b>	<b>Rate</b>	<b>Notes</b>
Locker Rental	Annual	\$140.00	No change from FY11
Key Deposit	Deposit	\$85.00	No change from FY11
Bike Enclosure Rental	Annual	\$40.00	No change from FY11

Listed rates include applicable taxes, fees, and surcharges.

In the event of a change in any tax or fee rate, Commuter Services will adjust the base charge so that the listed tax and fee inclusive rate does not change.

## Tax and Fee Inclusive Seattle Campus Parking and U-PASS Rates

ADMINISTRATIVE FEES	Term	Rate	Notes
<b>Parking Replacement Fees</b>			
UW Parking Card Replacement	Each	\$25.00	No change from FY11
Hang Tag Permit Replacement	Each	\$50.00	No change from FY11
4545 15th Ave (N28) Access Card Replacement	Each	\$35.00	No change from FY11
<b>UPASS Replacement</b>			
Student U-PASS Sticker Replacement (after 1st week)	Each	\$40.00	Anticipated discontinuation 9/28/11
Faculty Staff U-PASS Sticker - First Replacement	Each	\$50.00	Anticipated discontinuation 7/1/11
1st quarter	Each	\$50.00	Anticipated discontinuation 7/1/11
Each additional quarter	Each	\$40.00	Anticipated discontinuation 7/1/11
Faculty Staff U-PASS Sticker - Second Replacement	Each	\$70.00	Anticipated discontinuation 7/1/11
1st quarter	Each	\$70.00	Anticipated discontinuation 7/1/11
Each additional quarter	Each	\$60.00	Anticipated discontinuation 7/1/11
Replacement of U-PASS powered by ORCA	Each	\$0.00	New Service
<b>Failure to Return U-PASS Upon Withdrawal from Classes</b>			
Student withdrawal within 7 days without returning U-PASS	Each	\$200.00	Anticipated discontinuation 9/28/11
Student withdrawal after 7 days	Each	\$99.00	Anticipated discontinuation 9/28/11
<b>Handling Fees</b>			
Validation Coupon Handling Fee	Each	\$0.20	No change from FY11
Returned Departmental Products Fee	Each	10%	No change from FY11
Parking Product Rush Processing Fee (less than 5 business days)	Each	10%	No change from FY11

Listed rates include applicable taxes, fees, and surcharges.

In the event of a change in any tax or fee rate, Commuter Services will adjust the base charge so that the listed tax and fee inclusive rate does not change.



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SVP V'ella Warren  
Finance and Facilities  
Box 354988

May 19, 2011

Dear SVP Warren:

In accordance with your delegation, I served as the University Hearing Officer on the proposed revision to the Parking and U-PASS Fee Schedule. This hearing was held pursuant to WAC 478-116-163 which provides in pertinent part:

*Fees for parking and the effective date thereof shall be submitted to the Board of Regents for approval by motion. Prior to the approval by the Board of Regents the University shall, after notice, hold a hearing on the proposed schedule. The hearing shall be open to the public and shall be presided over by a presiding officer who shall prepare a memorandum for consideration by the University, summarizing the contents of the presentations made at the hearing.*

The hearing was held on May 13, 2011 in room 231 of the Mary Gates Hall on the Seattle campus of the University of Washington. Official notice of the hearing was previously published on the University of Washington online events calendar.

The Commuter Services provided advance copies of the proposed Parking and U-PASS Fee Schedule to campus constituencies via their University Transportation Committee representatives and to individuals attending the hearing. Opportunity was provided for oral and written testimony and electronic submissions of comments were accepted via e-mail through Wednesday May 18.

**Revision to the Transportation Fee Schedule**

As the hearing officer, I presented a summary of the proposed revision to the Parking and U-PASS Fee Schedule. The proposal presents minimal changes concentrated on east campus (athletic event and facility rental parking) rates that have been developed in collaboration with the department of Intercollegiate Athletics. At the request of the University Transportation Committee retiree parking rates are also increased with the understanding that Transportation Services will discount those rates to current levels while negotiations are underway with stakeholders, including the UW liaison to the Retiree Association and Planning and Budgeting.

The implementation of a new Transportation Demand Management fee was also described in detail. This fee will be act as a surcharge on all parking transactions and will be paired with reductions in the underlying base parking rate. The University presents its parking fees to the public as inclusive of taxes and applicable University fees or surcharges. Consequently, this

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change will be largely invisible in published rate schedules and will have no impact on the total (tax and fee inclusive) cost of parking on campus.

**Summary of Public Comment**

Two people attended the public hearing. No formal comment was offered during the hearing or the subsequent period for electronic testimony. Unofficial comments included appreciation for the fact that pricing for core faculty and staff parking products was not changing.

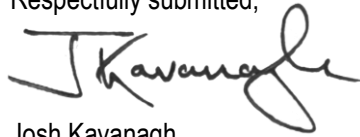
Several themes can be distilled from the comments. The following list highlights the general area about which comments were formulated:

**Recommendation**

I recommend the adoption of the Commuter Services proposal for Seattle Campus Parking and U-PASS fees without reservation.

The digital recording of the public hearing has been deposited with the Secretary of the Board of Regents and a transcript thereof has been provided to the Secretary of the Board of Regents. These materials are available for your inspection and the inspection of the members of the Board of Regents.

Respectfully submitted,



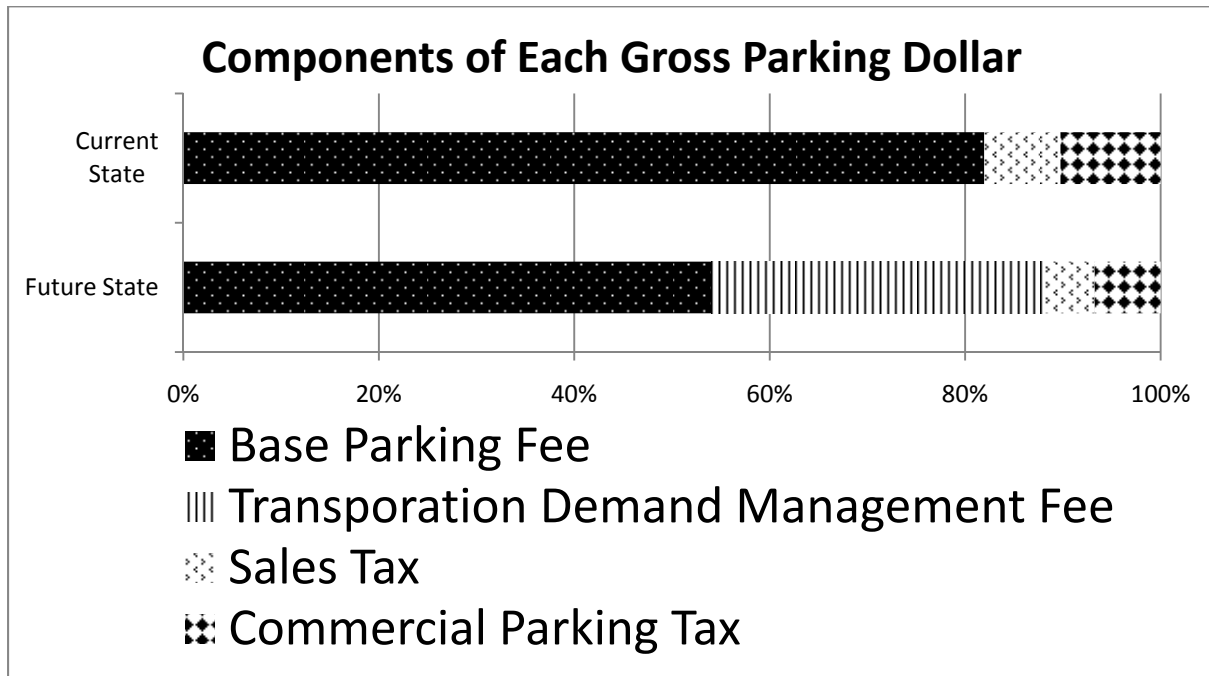
Josh Kavanagh  
Director of Transportation Services

TRANSPORTATION DEMAND MANAGEMENT FEE IMPACT

When implementing the Transportation Demand Management Fee, the University will reduce the base parking fee and apply an additional new fee (the Transportation Demand Management Fee) in parallel to sales and commercial parking taxes. *There will be no change to the gross (tax and fee inclusive) cost to individuals parking on campus as a result of the Transportation Demand Management Fee.* This relationship is illustrated in the chart below.

Following implementation, monies received as parking fees will no longer be transferred to fund the U-PASS program. Instead, Transportation Demand Management Fee proceeds collected by Commuter Services will be directed to the U-PASS program.

In addition to generating tax savings for Commuter Services, the Transportation Demand Management Fee aids other University departments that collect parking fees independently under a delegation of authority from Transportation Services. Transportation Demand Management fees collected by UW Medical Center will be directed to existing shuttle programs that reduce SOV travel among medical facilities resulting in a tax savings of \$80k and Transportation Demand Management fees associated with Football Parking will be dedicated to game day transit or park and ride service resulting in a tax savings of \$31k.



## COMMUTER SERVICES (PARKING & U-PASS) FINANCIAL SUMMARY

The attached financials include the following assumptions:

- No increases to parking or faculty/staff U-PASS fees during the 11-13 biennium
- No additional increases to parking or sales taxes during the 11-13 biennium
- Modest increases in general expenses, wages, and benefit expenses as detailed in note 3a.
- Deferred maintenance, software/hardware investments, and construction of the Mercer garage are treated as operating expenses against fund balance rather than utilizing debt financing.
- Modest fare increases from all transit agencies as detailed in notes 3b and 3c.
- Implementation of the Transportation Demand Management fee, a tax minimizing measure that partitions the fee collected during parking transactions. This will have no impact on gross (tax and fee inclusive) prices for customers but will reduce taxable income by \$6.78M.
- Limits on the number of trips per individual for which the University will be billed by King County Metro (9/week for students and 14/week for faculty and staff) OR equivalent contract savings
- Reallocation of parking fine revenue, \$800k annually, to active transportation programs.

\*Items pending negotiation are marked with an asterisk in the attached financials.

Attached: Commuter Services (Budget Summary by Service Line):  
biennial budget, current and forecast

Commuter Services (Revenue Detail by Service Line):  
detailed biennial revenues, current and forecast

Endnotes for financial statements

## ATTACHMENT 4

Commuter Services (Budget Summary by Service Line)

	2009-10	2010-11	2011-12	2012-13
<b>Parking Alone</b>				
Revenues	16,749,116	17,420,794	11,692,005	11,692,005
Expenses	6,402,966	7,289,946	7,693,632	7,866,222
Net Operating Income	10,346,150	10,130,848	3,998,374	3,825,784
Non-Operating Income (Expense) w/o UPASS Transfer	(3,372,608)	(5,684,265) <sup>(27)</sup>	(8,559,739) <sup>(28)</sup>	(4,856,284)
Fund Transfer to UPASS	(5,028,943)	(6,088,908)	0	0
<b>Net Income</b>	<b>1,944,599</b>	<b>(1,642,325)</b>	<b>(4,561,365)</b>	<b>(1,030,501)</b>
<b>Fund Balance</b>	<b>9,006,379</b>	<b>7,364,054</b>	<b>2,802,689</b>	<b>1,772,188</b>
<b>Student UPASS</b>				
Revenues	10,544,356	10,510,208	16,446,116	16,342,685
Expenses	14,265,774	15,016,001	15,041,505	15,393,080
Net Operating Income	(3,721,417)	(4,505,792)	1,404,611	949,605
Fund Transfer from Parking/CPT Mitigation	3,721,418	4,505,792	370,000	370,000
<b>Net Income</b>	<b>0</b>	<b>(0)</b>	<b>1,774,611</b>	<b>1,319,605</b>
<b>Fund Balance</b>	<b>0</b>	<b>0</b>	<b>3,957,311</b>	<b>5,276,916</b>
<b>Faculty/Staff UPASS</b>				
Revenues	5,407,775	5,293,224	6,980,896	7,065,978
Expenses	5,709,873	6,252,746	6,668,529	7,155,736
Net Operating Income	(302,098)	(959,523)	312,367	(89,758)
Fund Transfer from Parking/CPT Mitigation	302,097	959,523	130,000	130,000
<b>Net Income</b>	<b>0</b>	<b>0</b>	<b>442,367</b>	<b>40,242</b>
<b>Fund Balance</b>	<b>0</b>	<b>0</b>	<b>1,209,261</b>	<b>1,249,503</b>
<b>Active Transportation</b>				
Revenues			32,654	34,287
Expenses			800,000	800,000
Net Operating Income			(767,346)	(765,713)
Fund Transfer from Parking			800,000	800,000
<b>Net Income</b>			<b>32,654</b>	<b>34,287</b>
<b>Fund Balance</b>		0	32,654	66,941
<b>UPASS Unallocated Rate Stabilization</b>				
<b>Net Income</b>	<b>1,925,620</b>	<b>1,023,974</b>	<b>0</b>	<b>0</b>
<b>Fund Balance</b>	<b>1,925,620</b>	<b>2,949,594</b>	<b>0</b>	
<b>Commuter Services Consolidated (all services) Net Income</b>	<b>1,944,598</b>	<b>(1,642,325)</b>	<b>(2,311,733)</b>	<b>363,633</b>
UPASS	(0)	(0)	2,249,632	1,394,133
Parking	1,944,599	(1,642,325) <sup>(27)</sup>	(4,561,365) <sup>(28)</sup>	(1,030,501)
<b>Commuter Services Consolidated (all services) Fund Balance</b>	<b>10,931,999</b>	<b>9,289,674</b>	<b>6,977,941</b>	<b>7,341,573</b>
UPASS	1,925,620	2,949,594	5,199,226	6,593,359
Parking	9,006,379	7,364,054	2,802,689	1,772,188

Commuter Services (Revenue Detail by Service Line)

	2009-10	2010-11	2011-12	2012-13
<b>Revenues</b>				
<b>Parking</b>	<b>16,749,116</b>	<b>17,420,794</b>	<b>11,692,005</b>	<b>11,692,005</b>
Permit	9,810,749	9,947,902	9,947,902	9,947,902
Gate	6,333,247	6,918,876	6,918,876	6,918,876
Coin Operated	1,475,725	1,525,707	1,525,707	1,525,707
Other	1,108,860	1,269,146	1,269,146	1,269,146
Less: Sales Tax	(1,339,995)	(1,392,190)	(912,336)	(912,336)
Less: City Parking Tax	(1,410,521) <sup>(1)</sup>	(1,648,646) <sup>(1)</sup>	(1,080,397)	(1,080,397)
Fines	771,051	800,000 <sup>(21)</sup>	800,000	800,000
Less: TDM Fees (transfer to UPASS)(11)			(6,776,892)	(6,776,892)
<b>Student UPASS</b>	<b>10,544,356</b>	<b>10,510,208</b>	<b>16,446,116</b>	<b>16,342,685</b>
UPASS - Student	9,499,965	9,360,000	9,182,250	9,688,833
Transit Subsidy	1,023,143	1,126,573	1,126,573	1,023,142
Other - UPASS	21,248	23,635	0	0
TDM Fees collected by (transfer from) parking(11)			5,014,900	5,014,900
Net Impact of Universal Student U-PASS in FY12(15)			1,122,393	615,810
<b>Faculty/Staff UPASS</b>	<b>5,407,775</b>	<b>5,293,224</b>	<b>6,980,896</b>	<b>7,065,978</b>
UPASS - Faculty/Staff	5,077,967	4,930,000	4,863,144	4,980,888
Transit Subsidy	323,098	355,760	355,760	323,098
Other - UPASS	6,710	7,464	0	0
TDM Fees collected by (transfer from) parking(11)			1,761,992	1,761,992
<b>Active Transportation</b>			<b>32,654</b> <sup>(19)</sup>	<b>34,287</b>
Bicycle operations			32,654	34,287
<b>Total Revenue</b>	<b>32,701,247</b>	<b>33,224,226</b>	<b>35,151,671</b>	<b>35,134,955</b>

## Commuter Services (Endnotes for Financial Statements)

### Notes

- 1 **The City of Seattle Commercial Parking Tax was introduced for FY08 at 5%, growing to 7.5% for FY09, 10% for FY10, and 12.5% effective 1/1/11.**
- 3a **Beyond FY12, general expenses have been forecasted to increase at 3% annually. Beyond FY11 benefits are scaled at 5% and beyond FY13 wages at 3%.**
- 3b **Faculty/staff baseline transit cost projections assume use of the 2010 survey data, 3% per year fare increases for Metro and 4% per year fare increases for all other agencies**
- 3c **Faculty/staff baseline transit cost projections assume use of the 2010 survey data, 3% per year fare increases for Metro and 4% per year fare increases for all other agencies, and a full recovery over the forecast horizon to pre-fee-increase non-carpool U-PASS sales rates. In addition, ST trips are projected to increase by 2% per year and CT trips are projected to increase by 1% per year. All other trip growth is due to the recovery in U-PASS participation. Beyond FY12, general expenses have been forecasted to increase at 3% annually. Beyond FY11 benefits are scaled at 5% and beyond FY13 wages at 3%.**
- 4 WCG Expansion
- 6 WCG Expansion, 4545 Purchase, 4545 Seismic, Tower Garage Purchase, Tower Garage Seismic, WCG TI
- 7 Overhead is only applied to Parking revenues, not U-PASS. Beginning in FY10 Parking dollars transferred to U-PASS were also exempt.
- 8 Prior to the transfer of Parking Enforcement from UWPD to Transportation Services, TS transferred funding to UWPD each year to support the enforcement function.
- 9 Timing of a major software upgrade is uncertain and will be funded with debt or fund balance to avoid an adverse impact on rates.
- 11 **The TDM (Transportation Demand Management) fee is a tax minimizing measure that partitions the fee collected during parking transactions. The TDM fee goes directly to U-PASS and would not be subject to taxation. Out of pocket costs for parkers would not increase.**
- 13 Beginning in FY11, we began receiving a discount on our blended trip rate with Metro to account for the proportion of the U-PASS population that is eligible for youth, senior, and disabled rider fares.
- 14a Net impact of Universal Student U-PASS with basic trips per pass cap assumption for Metro: This projection is based on the 2008 U-PASS survey data and includes all trips made by students (regardless of whether the trip makers were U-PASS members or not). The pass cap assumption is that we will not be charged for trips in excess of any of the following: 10 per work week, 2 per Saturday, and 2 per Sunday.
- 14b Net impact of Universal Student U-PASS with aggressive trips per pass cap assumption for Metro: This projection is based on the 2008 U-PASS survey data and includes all trips made by students (regardless of whether the trip makers were U-PASS members or not). The pass cap assumption is that we will not be charged for trips in excess of 9 trips per week.
- 14c Implementation of the basic trips per pass cap for employee U-PASSes with Metro retains the assumptions from the baseline transit projections but assumes that we will not be charged for trips in excess of any of the following: 10 per work week, 2 per Saturday, and 2 per Sunday.
- 15 **Net impact of Universal Student U-PASS assuming an increase in student participation to 100% of students and a per pass cost reduction to \$76 per quarter.**
- 17 Reflects addition of active transportation (bike/ped) analyst in addition to more accurate allocation of costs for front office staff on parking budget.
- 18 Artificially reduce due to transfer of staff from Transportation Administration to Commuter Services (Parking) budget.
- 19 **Active Transportation will benefit from a significant transfer of parking fines that is recorded as non-operating income and consequently not reflected in the Revenue Summary. See Budget Summary by Service Line for details.**
- 21 **Fine growth projected based on reallocation of labor hours from gatehouses to enforcement functions.**
- 22 Credit for trips projected but not taken due to reduced program participation since FY09 survey for ridership model.
- 26 Parking fines are presently transferred to Shuttles to fund Health Sciences share to HSE costs. UWMC & Harborview each pay their own way.
- 27 **Reflects \$2.2 million in special capital expenses.**
- 28 **Reflects \$5 million in special capital expenses.**

\***Bold** text indicates items referenced in the preceding financial statements. Other notes are included for context and may be referenced in oral presentation.