VII. STANDING COMMITTEES

A. Academic and Student Affairs

   in Joint Session with

B. Finance, Audit and Facilities

Establishing a Universal Student U-PASS Fee

RECOMMENDED ACTION:

It is the recommendation of the administration, the Academic and Student Affairs Committee, and the Finance, Audit and Facilities Committee that the Board of Regents authorize for the Seattle Campus:

1) Collection of a new voluntary student fee of $76 per academic quarter maintained by students upon themselves pursuant to RCW 28B.15.610 and intended to fund universal access by Seattle Campus students to the U-PASS program (Universal Student U-PASS Fee hereafter.)

The establishment of this voluntary fee was approved by a majority vote of the student senates in ASUW Resolution R-17-2 and GPSS Resolution 10.27-11.

BACKGROUND:

The UW’s U-PASS program was established in 1991 by the Associated Students of the University of Washington (ASUW) and Graduate and Professional Student Senate (GPSS) in partnership with UW Transportation Services to provide an unlimited right to ride transit product to UW students at a significantly reduced price. Additional bundled services to support students who walk and bike, carpool, or who mix their travel modes were included to create a deeply integrated multimodal travel option that mimicked the utility of a private automobile at a fraction of the cost.

Today, U-PASS provides participants with unlimited rides on the bus, train, and light rail service of six regional transit agencies, reduced cost access to Zipcar, vanpool subsidies, discounted carpool parking, bicycle and pedestrian infrastructure enhancements and programming, the NightRide shuttle service, and a variety of merchant discounts.

Participation grew steadily for the first eighteen years of the program. U-PASS became central to the UW student experience providing an inexpensive mobility solution for school, work, volunteering, and social activities. Transit use became the social norm among students and the UW benefitted through reduced
greenhouse gas emissions, reduced traffic congestion, and improved relations
with our University District neighbors.

The economic downturn that began in 2008 triggered two significant trends that
placed the U-PASS program in financial peril. First, the average number of rides
taken by existing program participants increased by approximately 20%. Second,
regional transit agencies, challenged by declining sales tax receipts, began a series
of fare increases. These factors compounded to rapidly increase the University’s
overall cost to operate the program.

At the same time, the University’s ability to generate funds to subsidize the
program began to suffer erosion from the City of Seattle’s new commercial
parking tax and from decreasing participation in the University’s parking
program. The result was significant increases in U-PASS prices as program
participants were asked to bear a greater percentage of the rapidly increasing
program costs.

During 2008, Transportation Services struggled to achieve substantive cost
savings in either transit contract costs or tax burden. In order to keep the program
solvent, the department instituted the most significant U-PASS price increase
since the program began with the price of a Student U-PASS increasing 98% from
$50 to $99. Within six months, it was evident that student price sensitivity was
greater than anticipated. Participation began to plummet and low-intensity users
began to leave the system, further increasing the average cost per program
participant.

At the beginning of 2010, Transportation Services developed and began
implementation of a new business plan that has the potential to place the U-PASS
on sound financial footing for the next five years. An executive summary of this
plan was included in Transportation Services May 2010 presentation to the Board
of Regents. Implementation continues and most indicators point toward the plan
being successful.

Parallel to Transportation Services development of a revised business plan,
students took up the question of the U-PASS’s future. ASUW, in partnership
with GPSS, convened the Student Transportation Taskforce. Central to the
Taskforce’s work was a survey of the university community to gauge student
commitment to the U-PASS program and identify a preferred option for reforming the program’s funding model. An executive summary of the Taskforce’s report and recommendations is included in the attachments. The response rate was an impressive 17.5% of the entire student population. The central finding was that 79% of students preferred implementation of a Universal Student U-PASS. The breadth of support for the Universal Student U-PASS option is best illustrated by the fact that it was even supported by 53% of students that were not currently participating in U-PASS.

Prior to the summer recess, the Taskforce issued its draft report and recommendation that the U-PASS program be made universal, meaning that all students would be required to participate. Throughout the summer and fall, Transportation Services worked with student leaders to identify a process for affecting this change and to model associated program costs.

Transportation Services identified three possible statutory bases for implementing the fee. The first required that a parallel universal fee be established for all faculty and staff, something that was determined to be untenable in the current economic climate. The second was the Student Activity Fee process, which was thought by both Transportation Services and ASUW/GPSS leadership to be too slow and uncertain to be viable path. The third was RCW 28B.15.610, Voluntary Fees of Students, the same authorizing statute used by Washington State University and Western Washington University for their transit pass programs. This path was determined to be efficient and also vested control with the students, an important consideration when establishing a universal fee.

ASUW took action on the Universal Student U-PASS as one of the first pieces of legislation considered after the school year began. GPSS acted with similar expediency. Following the Senates’ action authorizing their respective boards to enter detailed negotiations with Transportation Services and to implement the resulting programs, the precise program parameters and implementation were identified in negotiations between ASUW, GPSS and Transportation Services with oversight from Student Life.

Implementation of the Universal Student U-PASS provides the greatest possible value for the largest number of students. Further, by broadening the base of participants, it helps to stabilize student U-PASS rates. Because this fee will
VII. STANDING COMMITTEES

A. Academic and Student Affairs

in Joint Session with

B. Finance, Audit and Facilities

Establishing a Universal Student U-PASS Fee (continued p. 4)

replace the existing “opt out” U-PASS fee of $99 it will actually reduce the cost of attendance for most students immediately. The majority of students will see their transportation costs decrease by 23% from today’s level as a result of this action. They will also avoid the projected cumulative fee increase of 50% that would occur over the next two years were the program to continue on an opt-out basis. By year two of the Universal Student U-PASS, the U-PASS fee will be 48% less than the projected U-PASS fee were the program to continue on an opt-out basis and the typical student will save $72 per quarter on U-PASS fees.

Implementation of the Universal Student U-PASS has no immediate implications for the parallel faculty and staff U-PASS program which will remain optional. Appropriate measures have been taken to prevent cross subsidies between the two programs.

REVIEW AND APPROVALS:

This recommendation has been reviewed and approved by the President, Associated Students of the University of Washington; the President, Graduate and Professional Student Senate; the Vice President and Vice Provost, Student Life; and the Senior Vice President.

Attachments
1. RCW 28B.15.610, Voluntary Fees of Students
2. ASUW Senate Resolution R-17-2, Authorizing a Universal Student U-PASS
3. GPSS Senate Resolution 10.27-11, Authorizing a Universal Student U-PASS
4. Student Governance and Policies: Voluntary Fees of Students Under RCW 28B.15.610
5. Memorandum of Understanding Regarding Implementation of a Universal Student U-PASS
6. Report of the Student Transportation Task Force, Executive Summary
7. U-PASS Program Profile: “UW provides access to education and employment to 60,000 King County residents”
8. U-PASS Fee Projections Without Universal U-PASS
9. Commuter Services (Parking & U-PASS) Pro-forma
The provisions of this chapter shall not apply to or affect any student fee or charge which the students voluntarily maintain upon themselves for student purposes only. Students are authorized to create or increase voluntary student fees for each academic year when passed by a majority vote of the student government or its equivalent, or referendum presented to the student body or such other process that has been adopted under this section. Notwithstanding *RCW 42.17.190 (2) and (3), voluntary student fees imposed under this section and services and activities fees may be used for lobbying by a student government association or its equivalent and may also be used to support a statewide or national student organization or its equivalent that may engage in lobbying.

[2009 c 179 § 1; 1969 ex.s. c 223 § 28B.15.610. Prior: 1915 c 66 § 8; RRS § 4552. Formerly RCW 28.77.065.]

Notes:

*Reviser's note: RCW 42.17.190 was recodified as RCW 42.17A.635 pursuant to 2010 c 204 § 1102, effective January 1, 2012.
WHEREAS the U-PASS has provided affordable transportation to the University of Washington since 1991; and

WHEREAS the availability of the U-PASS has prevented an estimated 61% increase in University associated traffic in the University District¹; and

WHEREAS transportation in the Puget Sound region accounts for approximately half of all carbon emissions within that region; and

WHEREAS the University of Washington and the U-PASS program provide environmentally friendly modes of transportation across Puget Sound; and

WHEREAS University of Washington students rely on transportation provided by the U-PASS to access education, employment, and affordable housing; and

WHEREAS due to funding limitations, the price of the U-PASS was forced to rise nearly one hundred percent just two years ago; and

WHEREAS a change in the funding model of the U-PASS is necessary to the long-term viability of such a program; and

WHEREAS the Associated Students of the University of Washington passed R-16-12² and LD-16-1³ in support of the U-PASS program during the 2009-2010 academic year; and

WHEREAS in Spring Quarter 2010 the Student Transportation Taskforce conducted a survey offered to all students faculty and staff at the University of Washington that received over 14,000 responses; and

WHEREAS 79% of student respondents to the survey indicated support for a Universal U-PASS model that would provide a U-PASS to all students on the condition that the price be guaranteed to remain between $60 and $80 for at least two years.

THEREFORE BE IT RESOLVED BY THE ASSOCIATED STUDENTS OF THE UNIVERSITY OF WASHINGTON

¹ University of Washington Transportation Services
² http://senate.asuw.org/senate-asuw/legislation/16/R/R-16-12.html
³ http://senate.asuw.org/senate-asuw/legislation/16/LD/LD-16-1.html
THAT the Senate adopt the results of the 2010 Student Transportation Taskforce survey as student opinion; and

THAT the students request that the ASUW Board of Directors and University of Washington Board of Regents pursue implementation of the proposed Universal U-PASS outlined in the 2010 Student Transportation Taskforce survey through methods outlined in RCW 28B.15.610; and

THAT all transit agencies who provide service to students through the U-PASS program present a predictable, fair method of calculating costs for students in exchange for guaranteed student participation in the U-PASS program; and

THAT the Associated Students of the University of Washington reserve the right to withdraw the Universal U-PASS program through vote of the Senate and the ASUW Board of Directors outlined in RCW 28B.15.610 if the cost of purchasing transit privileges from the transit agencies who provide service to students through the U-PASS program is deemed to be unaffordable on a per U-PASS member basis; and

THAT a copy of this legislation be forwarded to the Associated Students of the University of Washington Board of Directors, University of Washington Interim President Phyllis Wise, University of Washington Interim Provost Mary Lidstrom, the University of Washington Board of Regents, University of Washington Director of Transportation Services Josh Kavanagh, Daphne Tackett of Pierce County Transit, Carol Cooper of King County Metro, Wendy Sorensen of Kitsap Transit, Steffani Lillie of Everett Transit, Sarah Lovell of Sound Transit, and Kate Tourtellot of Community Transit.
GPSS SENATE RESOLUTION 10.27-11
AUTHORIZING A UNIVERSAL U-PASS

Title: RESOLUTION IN SUPPORT OF A UNIVERSAL U-PASS

Sponsored by: Shawn L. Mincer (Secretary), Charles Plummer (Earth and Space Sciences) and Sarah Reyneveld (President)
Written by: Shawn L. Mincer (Secretary), Charles Plummer (Earth and Space Sciences) and Sarah Reyneveld (President)

Resolution Number: 10.27-11

WHEREAS the current funding model is unsustainable and a new funding model for the U-PASS has become necessary; and

WHEREAS the University of Washington (UW) has been an early and consistent leader nationally in developing sustainable transportation options for the university community and the U-PASS has provided affordable transportation to the University of Washington since 1991; and

WHEREAS the availability of the U-PASS has prevented an estimated 61% increase in University associated traffic in the University District1 despite growth of the student populations specifically, and the density of the neighborhood generally. This reduction in vehicle trips has meant that the average UW Seattle commuter emits 30% less carbon than the average commuter in our region2; and

WHEREAS Washington State’s Commute Trip Reduction (CTR) Law, RCW 70.94.521-551, directs state agencies in King and other counties to decrease vehicular travel and limit SOV use and in 2008 the Puget Sound Regional Council highlighted the U-PASS system as a successful example of Transportation Demand Management (TDM); and

WHEREAS many University of Washington graduate and professional students rely on transportation provided by the U-PASS to access education, employment and leisure activities, especially with the majority of students living off-campus; and

WHEREAS due to funding limitations, the price of the U-PASS was forced to rise nearly one hundred percent just two years ago from $50 to $99 and student participation fell from 83% to 66%; and

1 University of Washington Transportation Services
2 U-PASS Profile (UW Department of Transportation Services)
WHEREAS a change in the funding model of the U-PASS is necessary to the long-term viability of such a program; and

WHEREAS the U-PASS is an integrated, multimodal solution that supports the full range of green transportation option; and

WHEREAS in Spring Quarter 2010 the Student Transportation Taskforce conducted a survey offered to all students faculty and staff at the University of Washington that received over 14,000 responses; and

WHEREAS of all the students who responded to the survey, 92% of all graduate students, 79% of all of the students, and 53% of students who did not use U-PASS supported a Universal U-PASS model that would provide a U-PASS to all students on the condition that the price is guaranteed to remain between $60 and $80 for at least two years.

THEREFORE BE IT RESOLVED BY THE GRADUATE AND PROFESSIONAL STUDENT SENATE OF THE UNIVERSITY OF WASHINGTON:

THAT the GPSS supports the implementation of a Universal U-PASS to assure the continued viability and success of the U-PASS program; and

THAT the GPSS commends UW Transportation Services for their leadership and their commitment to U-PASS; and

THAT the GPSS Executive Committee and University of Washington Board of Regents explore implementation of the proposed Universal U-PASS outlined in the 2010 Student Transportation Taskforce survey; and

THAT the Puget Sound regional transit partners to U-PASS provide a predictable, fair method of calculating costs for students in exchange for guaranteed student participation in the U-PASS program; and

THAT the Graduate and Professional Student Senate reserve the right to withdraw from the Universal U-PASS program through vote of the Senate if Puget Sound regional transit partners fail to adhere to a predictable, fair method of calculating costs for students in exchange for guaranteed student participation in the U-PASS program.

THAT a copy of this resolution be forwarded to the University Board of Regents, Interim President Phyllis Wise, Interim Provost Mary Lidstrom, Dean Jerry Baldasty, UW Director of Transportation Josh Kavanagh, Mayor Mike McGinn, Seattle City Council, and the Puget Sound regional transit partners of U-PASS.

Presented to GPSS for approval on November 3, 2011.
Approved on November 3, 2011.
STUDENT GOVERNANCE AND POLICIES: VOLUNTARY FEES OF STUDENTS UNDER RCW 28B.15.610

Student Policies, Chapter 205

Voluntary Fees of Students (DRAFT)

1. Overview

RCW 28B.15.610 authorizes students to voluntarily maintain fees upon themselves for student purposes. This policy establishes the University process by which students may, when authorizing a voluntary fee, seek the support of the Administration in fee collection and service administration.

2. Implementation of Voluntary Fee

When a voluntary fee is authorized in accordance with the provisions of RCW 28B.15.610 the fee is thereafter mandatory for all students upon which the fee is imposed; however in situations where the fee is used to support political and ideological philosophies or other speech protected by the constitution students shall be allowed to opt out of the fee.

3. Requirements of Collection and Administration

   a. Assessment of Student Support

      Prior to asking the administration to collect and administer a voluntary student fee, ASUW and GPSS must assess student support for the fee in one of two ways, a survey of the student body or a written petition.

         • If a survey is utilized, it must have response rates of at least 10% from the undergraduate student body and 10% from the graduate/professional student body. The results of the survey and analysis thereof shall be presented to ASUW and GPSS for their consideration.

         • If a written petition is utilized, the petition question must be submitted for review of the ASUW Board of Directors and GPSS Executive Committee. The written petition must gain signatures from at least 15% from the undergraduate student body and 15% from the graduate/professional student body. Petition forms must be consistent with the format available through ASUW and GPSS. The petitions must be submitted to the Office of the Vice President and Vice Provost for Student Life with enough time allowing for validation of signatures by the Registrar. Results of the petition verification and the physical petitions must be presented to the ASUW and GPSS.

ATTACHMENT 4

A–6.4 /205-11
5/12/11
ASUW and GPSS then may each pass a resolution that, when enacted under the process outlined in their bylaws, directs their executive officers to work with the Vice Provost for Student Life and Sponsoring Administrative Unit on fee implementation.

b. Sponsoring Administrative Unit

When proposing a Voluntary Fee that will be collected and administered by the University’s administration, ASUW and GPSS must identify a sponsoring administrative unit that will provide the services that the fee is intended to support. If the Fee is adopted and the Board of Regents approves collection the sponsoring administrative unit shall both provide the services and serve as technical advisor to students in their oversight of fee administration. The sponsoring administrative unit shall provide fiscal support for a campus-wide survey, analysis of the survey results, and any necessary follow-up assessment. All data shall be jointly owned by ASUW and GPSS.

c. Governance

ASUW and GPSS, in consultation with the Office of the Vice President and Vice Provost for Student Life, shall establish a fee oversight plan that includes, at minimum:

- An oversight board consisting of students and accountable to the student body through ASUW and GPSS
- A technical advisor from the sponsoring administrative unit
- An advisor appointed from the Office of the Vice President and Vice Provost for Student Life

d. Implementation

ASUW and GPSS shall develop, in consultation with the technical and Student Life advisors, a memorandum of understanding, which codifies the following:

- The implementation date of the fee and sunset date (if applicable)
- The amount of the fee
- The purpose for which fee proceeds are to be used
- The population of students upon which the fee will be imposed
- The Fee oversight plan
- The means for terminating the agreement/Fee
- Any other terms identified by the signatories as necessary to the smooth implementation and successful administration of the fee and associated services

The memorandum of understanding is to be signed by the senior official of the sponsoring administrative unit, the Vice President and Vice Provost for Student Life (with the Provost’s concurrence), and upon approval of the memorandum of understanding by the ASUW Board of Directors and GPSS Executive Board, the Presidents of ASUW and GPSS.
4. Regents Approval Required

Following adoption of the memorandum of understanding, the signatories shall jointly seek authority from the University of Washington Regents for the Administration to collect and administer the fee on behalf of students. Implementation of the fee as envisioned in the memorandum of understanding is contingent on Regents approval.
MEMORANDUM OF UNDERSTANDING REGARDING IMPLEMENTATION OF A UNIVERSAL STUDENT U-PASS

The parties, ASUW, GPSS, Student Life, and Transportation Services agree to the following terms for implementation of a Universal Student U-PASS fee imposed in accordance with RCW 28B.15.610.

**Purpose of Fee**

The Universal Student U-PASS Fee (hereinafter “Fee”) is intended to fund the Student U-PASS Program (hereinafter “Program”), with the following Program provisions:

- Unlimited right to ride on King County Metro Transit, Sound Transit, Community Transit, Pierce Transit, Kitsap Transit, and Everett Transit.
- Free-fare access to the NightRide Shuttle
- Discounted car-sharing and vanpool subsidies
- Merchant discounts, marketing, promotions, and other reasonable overhead not to exceed 5% of program budget.

As a condition of the Fee, Transportation Services will continue to support pedestrian and bicycle programming and infrastructure and discounted carpool parking as elements of a broader multimodal transportation program that includes U-PASS.

**Governance**

The Fee will be established by students pursuant to RCW 28B.15.610 and collected by the Administration for the benefit of students. Students will oversee Fee setting and implementation, along with the scope of services provided by the Fee via the Advisory Board.

Oversight shall be by the Universal Student U-PASS Advisory Board (hereinafter “Advisory Board”), which shall report to and make recommendations to the ASUW Boards of Directors and the GPSS Executive Committee. The Advisory Board shall be composed of the following representatives:

- six undergraduate students appointed by ASUW in accordance with its bylaws
- three graduate students appointed by GPSS in accordance with its bylaws
- a student chair to be elected by the Advisory Board from within its members.
- a technical advisor (nonvoting) appointed by the Director of Transportation Services
- an advisor (nonvoting) appointed by the Vice Provost and Vice President for Student Life

Transportation Services will give the Advisory Board regular briefings during transit contract negotiations and quarterly updates on program finances. The Advisory Board shall be advised of any prospective changes to Program
benefits and shall have the opportunity to comment. Additions of services valued at more than 1% of the Program budget or elimination of any program component shall be subject to Advisory Board approval.

Fee Implementation Date
- The Fee and Program shall be implemented beginning with the fall academic quarter of 2011.

Fee Increases
Transportation Services agrees to maintain the Program in line with the above parameters and to make reasonable efforts to control program costs. If an increase of the Fee is necessary to maintain program solvency:
- Transportation Services shall propose the new fee to the Advisory Board by the end of January of each academic year. The Advisory Board shall in turn make its recommendation to the ASUW Board of Directors and GPSS Executive Committee for their consideration. The ASUW Board of Directors and the GPSS Executive Committee have the joint authority to approve the proposed fee following presentation to ASUW and GPSS Senates. Any Fee increase may then be adopted in accordance with the requirements of RCW 28B.15.610.

Termination Conditions
The Fee may be terminated as set forth in RCW 28B.15.610 and the Parties will follow the steps provided below:
- Either the Advisory Board or the ASUW or GPSS Senates may recommend the discontinuation of the Fee. Upon receiving this recommendation, the ASUW Board of Directors, following presentation to ASUW Senate, may approve the termination of the Fee before the end of March of each academic year.
- Upon receiving this recommendation, the GPSS Executive Committee will present it along with their recommendations to the Senate who may approve the termination of the Fee before the end of March of each academic year.
- If termination is approved by both GPSS and ASUW, it must be approved between the beginning of September and the end of March of the same academic year. The Fee will be discontinued effective the next fall quarter.
- If the Fee is discontinued the Program will revert to an “opt out” program at a rate to be established and managed by Transportation Services in consultation with the University Transportation Committee.

Fee Amount
- In the initial quarter, and for the seven following quarters, the amount of the Fee shall be $76 per academic quarter.

Population
- The population for the Fee shall be all students who pay the Services and Activities Fee.
Transportation Services may elect to offer U-PASS products to other populations to the extent that doing so supports University goals. The rate for those individual opt-in sales shall be set by Transportation Services and shall be higher than the Universal Student U-PASS fee.

Other Financial Considerations
- The Faculty/Staff and Student U-PASS programs will be financially separate. Revenues and costs associated with the programs will be tracked and held separately from one another. There shall be no cross subsidies between the programs.
- It is agreed that upon implementation of the Universal Student U-PASS that reserves in Transportation Services’ U-PASS Rate Stabilization Fund (the U-PASS fund balance) will be divided between the Faculty/Staff U-PASS program and the Student U-PASS program in proportion to the number of participants in each program.

Madeleine McKenna  
President, Associated Students of the University of Washington

Sarah Reyneveeld  
President, Graduate and Professional Student Senate

Eric Godfrey  
Vice Provost and Vice President for Student Life

Josh Kavanagh  
Director, Transportation Services
The Student Transportation Task Force (STT) was created in October 2009 by the ASUW Board of Directors to address the issue of rising U-PASS costs. In the 2008-2009 academic year, the U-PASS increased in price from $50 to $99 in response to steep increases in Metro fares and declining program subsidies. This price jump led to the largest decline in student U-PASS participation in the program’s 20-year history, and the U-PASS budget shortfall grew to almost $5 million in fiscal year (FY) 2010. With no end in sight to fare hikes, declining subsidies, and program attrition, STT was charged with finding a means to preserve the affordability and accessibility of sustainable transportation options for students.

STT researched viable alternative funding models that would ensure the U-PASS program’s financial solvency. From this research, the Task Force concluded that there are three possible options for the program’s future in the short term:

1. The present funding model, would maintain the current U-PASS funding structure.
2. A Universal U-PASS, which would mandate a U-PASS purchase for all UW students.
3. A Universal Transportation Fee, which would levy a baseline transportation fee for all UW students and would keep the U-PASS as an opt-out program.

In order to gauge the level of support for the three proposed options, STT crafted a U-PASS Use and Opinion Survey and distributed it among UW students, faculty, and staff. After analyzing survey results from 14,144 responses, STT has concluded that there is sufficient support for a Universal U-PASS to merit a restructuring of the current U-PASS model. The most popular funding model among respondents was a Universal U-PASS, with 79% approval. Approximately 53% of current non-U-PASS holders supported this option.

The survey results also revealed that students, faculty, and staff support a pay-as-you-go transportation program. While this was not one of the three proposed options, and while this is not technologically feasible at this time, STT recommends that the University pursue further research into the implementation of a pay-as-you-go system with the ORCA card if it becomes technologically feasible.

Based upon our work this year, STT recommends the following:

- **Implement a Universal U-PASS in January 2011.** This recommendation is contingent upon a guaranteed price between $60-80. This price must also be guaranteed for at least two years.
• **Continue to research the possibility of a pay-as-you-go transportation program.** This option is currently technology unfeasible, but warrants future research and consideration.

• **Continue advocacy efforts to reduce U-PASS costs.** Including efforts to reduce overall Metro rider fare and reduce the City of Seattle’s commercial parking tax.

• **Reinstate the Student Transportation Task Force for the 2010-2011 school year.** Next year, STT will carry out the recommendations of this report, contingent upon approval by the ASUW BOD, Student Senate, and the Board of Regents. Moreover, STT will continue to address students’ other transportation concerns.
UW provides access to EDUCATION and EMPLOYMENT to 60,000 King County residents

Including . . .
159 librarians
808 medical residents
4,059 working graduate students
2,154 research workers
27,785 undergraduate students
7,844 faculty
1,193 computer professionals
416 building trades workers
679 custodians
233 food workers
50 truck drivers
51 gardeners
2,746 nurses
U-PASS directly improves the LIVE

Sue Park
Custodian
Sharline
Sue drives to the Seattle Campus everyday with 8 of her Custodial Services colleagues in a a Metro vanpool. "Everyone in my van has a U-PASS. They can take a bus when they don't ride with us."

Kenneth Nelson
Senior
U-District
"U-PASS gave me an incentive to use the bus system so that I can go to different places with my friends. It gave me that accessibility to get to places that I probably wouldn't go had I not had the U-PASS."

Josef Eckart
Masters Candidate
Ballard
Josef credits U-PASS as one of the deciding factors for coming to UW. "A lot of other graduate programs I looked at didn't offer such a low cost transportation program."

Gordy Franch
Web Developer & UW alumnus
South Lake Union
Gordy depended on his U-PASS as a student and counted it as an asset when deciding to work at UW. "U-PASS makes it possible for me to live and work in the city and not own a car."

Margo Bergman
Masters Candidate
West Seattle
"I love the freedom of the U-PASS, the flexibility, and how it is accepted on so many forms of transportation. It's made it easy for me to consider going to school and still working."

Nigel Hemsley
Web Developer
West Seattle
Nigel rides his bicycle most days, but puts it on the water taxi or bus when he needs to. "I think of my U-PASS as a 'Get Out of Jail Free' card. I don't use it everyday but I feel good having it with me whenever I go out."

Kaela Hailey
Freshman
Shoreline
"U-PASS makes it a lot more convenient to get places and I don't have to worry about money as much."

Diane Otway
Construction Assistant
Federal Way
Diane rides the bus daily to work and takes transit to SeaTac Airport, downtown Seattle and Tacoma. "The cost of gasoline and parking take a significant bite out of one's budget. I'd much rather spend those monies doing something fun and take the bus."

Susan Swanzy
Clinical Technologist
Burien
"U-PASS makes my long commute worry free by leaving the driving to someone else. I also value the overall benefit to the environment by one less vehicle clogging the roadways and polluting the air."
S of 40,000 King County residents

Derreck Ross
Sophomore
Woodinville
"U-PASS is nice because usually every student has one, so if you and your friends want to run down to Wallingford and grab some Dick’s burgers, everyone can ride the bus together."

Janet McDaniel
Program & Internship Coordinator
Woodinville
"Because I don’t worry about traffic and parking, I’ve taken advantage of using the U-PASS to visit museums, movies, going to theatre festivals, see downtown shopping and dinner out in different locations. U-PASS has shown me that I don’t need my car as much as I thought I did."

Neil Rotta
Senior
Kirkland
"It’s security, it’s comforting to have it, if you go out with friends and you are out late, it’s there."

Anne Taufen Wessells
Assistant Professor
Mettowie
"U-PASS enables Anne to make the most of her commute to UW-Tacoma. "I place significant value on being able to use my commute time productively—to work, to read, and to think. I can’t bus commute every day due to child care constraints, but even two or three a week is worthwhile for me."

Dennis Tol
Junior
Newcastle
"U-PASS is the best way to get to school. It saves me money and it allows me to explore the area more."

Andrea Sullivan-Clarke
Instructor and PhD Candidate
Mercer Island
"U-PASS means peace of mind. My bus commute is a good time to prepare for that morning class or to come home and make the transition from grad student to mom."

Karin Meliskog
Designer
Mt. Baker
"Having a U-PASS means being able to get where I want, when I want. I really appreciate being able to combine light rail and the bus system and make unlimited transfers, if needed."

Reed Keeney
Accounting Manager
Des Moines
"When I was first hired at the University over five years ago I thought it would only be a temporary job because of the 25 mile commute, but U-PASS and express buses allowed me to get to campus in just a few minutes over driving."

Corey Lingenfelter
Sophomore
Renton
"U-PASS is a quick and easy way to get on the bus. I can just flash my card at the bus driver and I don’t have to think about it."

David Corrado
Sophomore
Federal Way
"U-PASS is freedom. Riding the bus I can listen to music, chat with friends, do homework and not have to worry about the traffic."

Dale Baxmann
Maintenance Supervisor
Cottage Grove
Dale bicycles over 20 miles to campus each day and then rides the bus the other way. "Work-life balance is important and U-PASS is a part of that."
IPASS - It’s About Climate Change

“The county will implement aggressive transit, land use and transportation demand strategies, such as commute trip reduction and transit-oriented development, to encourage King County residents to use public transit as an alternative to single occupancy vehicles.” – 2007 King County Climate Plan

Commuters at the University of Washington are living the climate goal and we are committed to continuing to improve our performance:

- Almost 30% of commute trips to UW Seattle are made using green transportation options
- UW Seattle commuters emit 7,840 fewer metric tons of CO2 per year as a direct result of the U-PASS program
- The average UW Seattle commuter emits 30% less CO2 than the typical commuter in our region.

IPASS - It’s About Cultural Change

Since 1991, the U-PASS program has been creating a culture of transit use and low impact commuting. Students and employees are immersed in a community where transit is the most common commute choice and the majority of commuters do not drive alone. U-PASS is fostering the next generation of transit riders and transit supporters tens of thousands of students at a time.

- 83% of students and 50% of faculty and staff are U-PASS members
- 92% of U-PASS members use their U-PASS to ride Metro

“The U-PASS program allows us to educate a large audience regarding their transportation choices and hopefully influence their commute behavior with the ultimate goal of increasing sustainable commuting in our region.” – Joni Earl, Chief Executive Officer Sound Transit

“If I did not have a U-PASS I probably would not be comfortable taking the bus at all anywhere. I had never taken the bus before. I am a lot more comfortable taking the bus now.” – Neil Rotta, Senior, Political Science & Latin American Studies

“As a result of ten years with a U-PASS, I become accustomed to taking mass transit every day. As an alumnus, I now take the bus or walk to work each day, even though I no longer have a U-PASS.” – Erin Lennon, Seattle attorney, UW Alumnus 2002, 2008, and former employee

IPASS - It’s About the Whole Community

“We believe the success of the University Area’s transportation system has been the U-PASS program. . . . if the continued success and influence of the U-PASS program will be critical to offering real transportation choice and effective congestion management in the University Area well into the future.” – City of Seattle University Area Transportation Action Strategy

U-PASS has had a tangible impact on the traffic volumes in the University District and on campus. Despite a 23% increase in the campus population since the creation of U-PASS, there were fewer vehicle trips to campus per day in 2009 than in any of the previous 27 years.

IPASS - It’s About Leadership

“There are only a handful of institutions in the US that have the breadth of program and documented success in managing travel demand that has been achieved at the University of Washington through its U-PASS program” – Peter Valk, President Transportation Management Services

The University of Washington was recently awarded the international Association for Commuter Transportation’s (ACT) prestigious Leadership Award for the U-PASS program’s outstanding contributions to the field of Transportation Demand Management. King County and the Belltown Downtown Association also received awards from ACT this year. Reflecting on this accomplishment, King County Metro General Manager Kevin Desmond said, “those three awards show that our region continues to be a leader in providing innovative, multi-modal options for commuters.”

We know that the future demands a world where there is greater use of transit and other forms of lower carbon transportation. With U-PASS we have been leading the way, and together we can maintain our position at the forefront of the nation.
U-PASS Fee Projections Without Universal U-PASS

April 19, 2011

U-PASS Population 11-12

<table>
<thead>
<tr>
<th></th>
<th>Student</th>
<th>Faculty/Staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fall</td>
<td>26,884</td>
<td>11,497</td>
</tr>
<tr>
<td>Winter</td>
<td>25,820</td>
<td>12,419</td>
</tr>
<tr>
<td>Spring</td>
<td>23,354</td>
<td>13,427</td>
</tr>
<tr>
<td>Summer</td>
<td>9,229</td>
<td>12,824</td>
</tr>
<tr>
<td>Total</td>
<td>85,287</td>
<td>50,167</td>
</tr>
<tr>
<td>Share</td>
<td>63%</td>
<td>37%</td>
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Projected Student Transit Costs

<table>
<thead>
<tr>
<th></th>
<th>2011-2012</th>
<th>2012-2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>King County Metro</td>
<td>$12,909,588</td>
<td>$13,296,876</td>
</tr>
<tr>
<td>Sound Transit</td>
<td>$1,722,989</td>
<td>$1,791,909</td>
</tr>
<tr>
<td>Community Transit</td>
<td>$819,724</td>
<td>$852,513</td>
</tr>
<tr>
<td>Pierce Transit</td>
<td>$128,879</td>
<td>$134,034</td>
</tr>
<tr>
<td>Everett Transit</td>
<td>$7,382</td>
<td>$7,677</td>
</tr>
<tr>
<td>Kitsap Transit</td>
<td>$40,776</td>
<td>$42,407</td>
</tr>
<tr>
<td>Total</td>
<td>$15,629,338</td>
<td>$16,125,416</td>
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Other U-PASS Costs

<table>
<thead>
<tr>
<th></th>
<th>Total Costs</th>
<th>Student Share</th>
<th>Student Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries &amp; Benefits</td>
<td>$231,761</td>
<td>50%</td>
<td>$115,881</td>
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<tr>
<td>General Program Expenses</td>
<td>$781,814</td>
<td>47%</td>
<td>$367,491</td>
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<tr>
<td>(Rideshare, ORCA,</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Advertising, etc.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NightRide</td>
<td>$240,297</td>
<td>90%</td>
<td>$216,267</td>
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<tr>
<td>Active Transportation</td>
<td>$530,050</td>
<td>63%</td>
<td>$333,741</td>
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<tr>
<td>Total</td>
<td>$1,783,922</td>
<td></td>
<td>$1,033,379</td>
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U-PASS Subsidies

<table>
<thead>
<tr>
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<th>Total Subsidy</th>
<th>Student Share</th>
<th>Student Subsidy</th>
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</thead>
<tbody>
<tr>
<td>Transit Subsidy</td>
<td>$1,482,333</td>
<td>63%</td>
<td>$933,336</td>
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<tr>
<td>TDM Fee</td>
<td>$6,776,892</td>
<td>63%</td>
<td>$4,267,001</td>
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<tr>
<td>Total</td>
<td>$8,259,225</td>
<td></td>
<td>$5,200,336</td>
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Summary and Fee

<table>
<thead>
<tr>
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<th>2011-2012</th>
<th>2012-2013</th>
<th>Average</th>
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<tbody>
<tr>
<td>Total Student U-PASS Program Cost</td>
<td>$16,662,717</td>
<td>$17,158,795</td>
<td>$16,910,756</td>
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<tr>
<td>Subsidies</td>
<td>$5,200,336</td>
<td>$5,200,336</td>
<td>$5,200,336</td>
</tr>
<tr>
<td>Net Expenses</td>
<td>$11,462,381</td>
<td>$11,958,459</td>
<td>$11,710,420</td>
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<tr>
<td>Total Student U-PASS Members</td>
<td>85,287</td>
<td>80,713</td>
<td>83,000</td>
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<tr>
<td>Fee</td>
<td>$134.40</td>
<td>$148.16</td>
<td>$141.28</td>
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</tbody>
</table>

ATTACHMENT 8

A–6.8/205-11
5/12/11
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)
- Implementation of the Universal Student U-PASS
- 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 (by service line): biennial budget, current and forecast

Universal Student U-PASS: biennial budget detail, current and forecast

U-PASS Financial Performance: trends for consolidated (faculty/staff/active transportation) U-PASS performance, including remedies under updated business plan

Endnotes for financial statements
## Commuter Services (by service line)

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

### Commuter Services Consolidated (all services)

<table>
<thead>
<tr>
<th>Service Line</th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Net Income</strong></td>
<td>1,944,598</td>
<td>(1,642,325)</td>
<td>(2,311,733)</td>
<td>363,633</td>
</tr>
<tr>
<td><strong>UPASS</strong></td>
<td>0</td>
<td>(0)</td>
<td>2,249,632</td>
<td>1,394,133</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>1,944,599</td>
<td>(1,642,325)</td>
<td>(4,561,365)</td>
<td>(1,030,501)</td>
</tr>
<tr>
<td><strong>Net Income</strong></td>
<td>10,931,999</td>
<td>9,289,674</td>
<td>6,977,941</td>
<td>7,341,573</td>
</tr>
<tr>
<td><strong>UPASS</strong></td>
<td>1,925,620</td>
<td>2,949,594</td>
<td>5,199,226</td>
<td>6,593,359</td>
</tr>
<tr>
<td><strong>Parking</strong></td>
<td>9,006,379</td>
<td>6,364,054</td>
<td>2,802,689</td>
<td>1,772,188</td>
</tr>
</tbody>
</table>

Page 2 of 6
### Universal Student U-PASS

#### Revenues

<table>
<thead>
<tr>
<th></th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Student UPASS</strong></td>
<td>10,544,356</td>
<td>10,510,208</td>
<td>16,446,116</td>
<td>16,342,685</td>
</tr>
<tr>
<td>UPASS - Student</td>
<td>9,499,965</td>
<td>9,360,000</td>
<td>9,182,250</td>
<td>9,688,833</td>
</tr>
<tr>
<td>Transit Subsidy</td>
<td>1,023,143</td>
<td>1,126,573</td>
<td>1,126,573</td>
<td>1,023,142</td>
</tr>
<tr>
<td>Other - UPASS</td>
<td>21,248</td>
<td>23,635</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*TDM Fees collected by (transfer from) parking(11)</td>
<td>5,014,900</td>
<td>5,014,900</td>
<td>5,014,900</td>
<td>5,014,900</td>
</tr>
<tr>
<td>*Net Impact of Universal Student U-PASS in FY12(15)</td>
<td>1,122,393</td>
<td>615,810</td>
<td></td>
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</tbody>
</table>

#### Expenses

<table>
<thead>
<tr>
<th></th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Student UPASS</strong> (3c)</td>
<td>14,265,774</td>
<td>15,016,001</td>
<td>15,041,505</td>
<td>15,393,080</td>
</tr>
<tr>
<td>Transit Service - Metro</td>
<td>11,918,850</td>
<td>12,967,044 (13)</td>
<td>12,909,588</td>
<td>14,014,710</td>
</tr>
<tr>
<td>Rebate/Demand adj. (22)</td>
<td>(1,656,033)</td>
<td>(1,732,258)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Transit Service - Community</td>
<td>1,125,293</td>
<td>871,991</td>
<td>819,724</td>
<td>887,224</td>
</tr>
<tr>
<td>Transit Service - Sound</td>
<td>1,322,414</td>
<td>1,555,650</td>
<td>1,722,989</td>
<td>1,908,969</td>
</tr>
<tr>
<td>Transit Service - Other</td>
<td>160,979</td>
<td>181,162</td>
<td>183,508</td>
<td>198,886</td>
</tr>
<tr>
<td>Transit Service - Night Ride</td>
<td>169,859</td>
<td>218,418</td>
<td>183,508</td>
<td>198,886</td>
</tr>
<tr>
<td>Salaries/Wages</td>
<td>160,310 (17)</td>
<td>82,579</td>
<td>55,863</td>
<td>55,863</td>
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<td>Benefits</td>
<td>47,846</td>
<td>24,624</td>
<td>10,018</td>
<td>10,519</td>
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<tr>
<td>Camp Svcs - Phy Pl, other</td>
<td>4,028</td>
<td>12,654</td>
<td>4,440</td>
<td>4,573</td>
</tr>
<tr>
<td>Other Operating Expenses</td>
<td>361,622</td>
<td>719,751</td>
<td>363,051</td>
<td>373,943</td>
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<tr>
<td>Rate Stabilization</td>
<td>650,605</td>
<td>118,386</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>*Net impact of Universal U-PASS with Trips per Pass Cap with Metro (basic) (14a)</td>
<td>1,423,545</td>
<td>1,371,466</td>
<td></td>
<td></td>
</tr>
<tr>
<td>*Incremental impact of Trips per Pass Cap with Metro (aggressive) (14b)</td>
<td>(2,634,730)</td>
<td>(3,631,957)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Net Operating Income

<table>
<thead>
<tr>
<th></th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>(3,721,417)</strong></td>
<td>(4,505,792)</td>
<td>1,404,611</td>
<td>949,605</td>
<td></td>
</tr>
</tbody>
</table>

#### Non-Operating Income (Expense)

<table>
<thead>
<tr>
<th></th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Student UPASS</strong></td>
<td>3,721,418</td>
<td>4,505,792</td>
<td>370,000</td>
<td>370,000</td>
</tr>
<tr>
<td>Fund Transfer from Parking</td>
<td>3,721,418</td>
<td>4,505,792</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>CPT Mitigation Assumption-Student</td>
<td>0</td>
<td>0</td>
<td>370,000</td>
<td>370,000</td>
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</table>

#### Net Income

<table>
<thead>
<tr>
<th></th>
<th>2009-10</th>
<th>2010-11</th>
<th>2011-12</th>
<th>2012-13</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>0</strong></td>
<td>(0)</td>
<td><strong>1,774,611</strong></td>
<td><strong>1,319,605</strong></td>
<td><strong>1,319,605</strong></td>
</tr>
</tbody>
</table>
Notes

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 Student baseline transit cost projections assume use of the 2010 U-PASS 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 U-PASS participation 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%.

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%.

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, rather than being passed through parking as is currently the case, and as a result will not be subject to taxation. Out of pocket costs for parkers will 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. This discount on the blended rate was carried forward in the baseline calculations for subsequent years.

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.

19 For the purpose of establishing baselines no increases in Parking or U-PASS rates are presumed beyond FY11. If adopted, rate increases would be considered remedies.

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 (deferred maintenance catch up).

28 Reflects $5 million in special capital expenses (major software/hardware acquisition and construction of Mercer garage).