

VII. STANDING COMMITTEES**B. Finance, Audit and Facilities Committee**UW Bothell Parking Fee Policy and Pricing ChangesRECOMMENDED ACTION:

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the Board of Regents approve a parking rate increase as outlined in Attachment A for the University of Washington Bothell Campus, to be effective starting with fiscal year 2006-2007, subject to concurrent action for daily rates by the Board of Trustees of Cascadia Community College in accordance with WAC 478-117-200.

BACKGROUND:

At the University of Washington Seattle, parking operations and transportation management programs are self-sustaining activities. This is true of the University of Washington Bothell (UW Bothell) campus as well.

At the time of the new campus startup the pricing for parking was established with an intention to avoid creating barriers to enrollment, especially for the new Cascadia Community College (Cascadia CC). At that time, prices were established at \$1.00 per visit for the daily parking rate and \$36 for a quarterly parking permits for faculty, staff and students. These parking rates have been in effect since Autumn 2000. The current price of parking is less than the cost of the U-PASS.

The co-located campus is under a Planned Unit Development (PUD) mandate to have no more than 40% of incoming traffic represented by single-occupancy vehicle (SOV) commuters. This is a joint obligation of both UW Bothell and Cascadia CC. To meet this PUD mandate, UW Bothell, in cooperation with Cascadia CC, must develop parking and transportation policies and programs to encourage alternative modes of transportation to the campus. Because of this mandate to reduce traffic impact to the region, it is critical that UW Bothell continue programs and adopt policies that will result in a commute mode split that is compliant with campus development goals. A parking rate increase will enhance UW Bothell's efforts to meet the goals outlined in the Environmental Impact Statement, part of the PUD approval for campus development.

UW Bothell has programs in place to meet the goals of the transportation management plan. Among these goals are:

- 1) Reduce single occupancy vehicle (SOV) trips to the campus.
- 2) Increase alternate modes of transportation by making available and promoting commute options to faculty, staff, and students.
- 3) Explore program options to encourage transit use.

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- 4) Become and remain compliant with City of Bothell PUD obligations.
- 5) Remain compliant with the State's Commute Trip Reduction (CTR) Law.

- 6) As the campus population grows and requires further build-out, diminish, postpone, or reduce the need to build additional parking facilities.

UW Bothell and Cascadia CC are currently engaged in a two-year grant program through King County that is focused on reducing SOV trips by encouraging commute alternatives such as transit, carpool/vanpool, biking, and walking. The grant provides funding for increased U-PASS subsidy and incentive programs for faculty, staff, and students at both UW Bothell and Cascadia CC. This grant will end in June 2006.

UW Bothell and Cascadia CC manage parking in a joint agreement with International Parking Management while permit sales, citation fines, and citation appeals are managed separately by each individual institution. The parking fees collected pay for parking enforcement, parking and citation appeals operations, utility expenses for garages and surface lots, equipment, reserves for structural renewal, safety and refurbishments, signage, stripping, insurance, transportation program subsidies and other related costs.

In consultation with the campus community, the following policy statements were developed to guide the long term strategy for parking pricing in relation to transit and multi-passenger mode split, including daily, quarterly, and annual permit rates.

1. The price of a transit pass (U-PASS) should be set as the most affordable transportation option for faculty, staff, and students.
2. The price for parking a SOV should be the highest cost as compared to the U-PASS option.
3. To encourage parking permit sales and to discourage daily rate sales, permit parking should be the most conveniently accessible parking available and daily rate parking should be the least convenient.
4. The parking permit rate should be set at a more economical level than the daily parking rate.

The UW Bothell administration has maintained an ongoing and inclusive conversation with the campus community regarding the proposed parking fee increase. Staff attended a hearing in June 2005 to share their concerns and offer feedback. As a result of that meeting, a revised fee plan was developed and

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communicated to the campus. An open forum for all faculty and staff was held in January 2006 and a separate forum for students was also held in January 2006. Attendees were given the opportunity to hear the details of the proposal, ask questions, and provide feedback. A student survey was conducted with the general response recognizing that a fee change was necessary.

The Cascadia CC Transportation Task Force met to discuss various parking rate options. The Task Force had several meetings during February and March 2006 during which members of the public were encouraged to provide input into the proposed new rates. The Task Force concluded that additional quarterly parking rates needed to be established for part-time faculty, staff and students to reflect the amount of time these constituencies spend on campus. The Task Force also recommended that the daily rate increase should be more gradual than that originally proposed by UW Bothell. The accompanying fee schedule in Attachment A reflects the concerns of the Task Force, with minor changes agreed to by UW Bothell and Cascadia CC for the timing of fee increases.

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 parking rate changes have been discussed extensively with the Cascadia CC community, and the Cascadia CC Board of Trustees has been briefed. Cascadia CC's president, Bill Christopher, has initiated steps to have the changes reviewed by the faculty/staff unions pursuant to their collective bargaining agreements. It is anticipated that a parallel recommendation for parking fee changes will go to the Cascadia CC Board of Trustees before the July 1, 2006 implementation date.

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ATTACHMENT A

A. Parking Rate Increase

Quarterly Parking Permit Rates (All Users)	<u>Current</u>	<u>Proposed</u>	
		Effective July 1, 2006	Effective July 1, 2007 ⁽¹⁾
Single Occupancy Vehicle (Full-time)	\$ 36.00	\$ 63.00	\$ 95.00
Single Occupancy Vehicle (Three-day rate)		\$ 48.00	\$ 72.00
Single Occupancy Vehicle (Two-day rate)		\$ 32.00	\$ 54.00
Single Occupancy Vehicle (<50% FTE Employees)		\$ 32.00	\$ 54.00
Carpool/Vanpool	\$ 36.00	\$ 41.00	\$ 41.00
Motorcycle	\$ 36.00	\$ 36.00	\$ 36.00

Daily Parking Permit Rates (All Users)	<u>Current</u>	<u>Proposed</u>	
		Effective July 1, 2006	Effective July 1, 2007 ⁽¹⁾
Daily rate (All areas)	\$ 1.00	\$ 2.00	\$ 3.00

⁽¹⁾ Rates effective 7/1/07 for a minimum of two years.