

VII. STANDING COMMITTEES**B. Finance, Audit and Facilities Committee**UW Bothell Parking and U-PASS Rate AdjustmentsRECOMMENDED ACTION

It is the recommendation of the administration and the Finance, Audit and Facilities Committee that the Board of Regents approve parking and U-PASS rate adjustments as outlined in the attached table for the University of Washington Bothell campus. The new rates will take effect July 1, 2012.

BACKGROUND

This recommendation originates from the Bothell Campus Commuter Services Task Force (CSTF), formerly known as the Parking and Transportation Task Force. Established in 2010, the CSTF includes faculty, staff, and student representatives from UW Bothell and Cascadia Community College, and is charged with developing a common vision for a transportation management strategy to support the campus in an environmentally and financially sustainable manner. The CSTF met monthly during the academic year to review current facilities, capacity, policies, sustainability goals and finances. One of the goals of the Task Force is to annually review the financial status of the system and recommend new rates as needed for the coming fiscal year.

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

- A website with proposed rates, FAQ, and facility for comments;
- UW Bothell Open House table talk sessions during week of April 5, 2012;
- Chancellor's Cabinet meeting, April 5, 2012;
- UW Bothell Chancellor's Town Hall meeting on April 26, 2012;
- Cascadia Community College Open Forums during week of April 9, 2012;
- Email information with opportunity to respond back by email; and
- Other various forms of broadly disseminated communications.

As is true at the University of Washington Seattle campus, parking operations and transportation management programs at UW Bothell are self-sustaining activities. Operations, maintenance, and capital expenses are supported by user fees and parking fine revenue from both UW Bothell and Cascadia Community College. The proposed rate and parking fine adjustments are designed to create incentives for the use of alternative modes of transportation, to comply with sustainability

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and commute trip reduction goals, to establish capital reserves for future major maintenance and construction of parking facilities, and to encourage greater compliance with parking rules.

This is only the third increase in parking rates for the UW Bothell campus since 2007, and the first increase in parking fines since the campus opened in 2000.

UW Bothell has been the recipient of several statewide and regional commute trip reduction awards and has existing programs, policies, and goals in place to meet the goals of transportation demand management. As part of the proposed rate adjustment, the recommendation includes an increase in the U-PASS rate from \$83 to \$91 per quarter in FY 2013. Maintaining an increasing differential between the U-PASS rate and parking rates should sustain the economic incentive in favor of alternatives to driving alone.

REVIEW & APPROVAL

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

The proposed parking and U-PASS rate adjustments have been reviewed and advanced for approval by the Bothell Campus Commuter Services Task Force (including representatives from ASUWB, as well as faculty, staff, and students from both UW Bothell and Cascadia Community College), the UW Bothell Auxiliary Services Director, the Vice Chancellor for Administration and Planning, and the Chancellor. In a parallel process, the proposed rates have been reviewed and recommended for approval by the Cascadia Community College Executive Team, and the President of Cascadia Community College. The Cascadia Community College Board of Trustees is scheduled to review and approve the proposed rate adjustment at their June meeting.

Attachment

UW Bothell Current and Proposed Parking/U-PASS Rates

UW Bothell Current and Proposed Parking/U-PASS Rates

GENERAL PERMIT RATES		
	CURRENT	PROPOSED
CATEGORY	FY 2012	FY 2013
Annual	\$ 581	\$ 640
Quarterly	\$ 145	\$ 160
Quarterly 2-day	\$ 83	\$ 91
Quarterly 3-day	\$ 110	\$ 121
Quarterly Motorcycle	\$ 55	\$ 61
Quarterly Carpool	\$ 63	\$ 160
SPECIFIC PERMIT RATES		
	CURRENT	PROPOSED
CATEGORY	FY 2012	FY 2013
Quarterly <50FTE Staff	\$ 83	N/A
Quarterly Night	N/A	\$ 80
SHORT-TERM PARKING RATES		
	CURRENT	PROPOSED
CATEGORY	FY 2012	FY 2013
Daily Max > 3 Hours (Peak)	\$ 5.00	\$ 6.00
3 Hours (Peak)	N/A	\$ 3.00
Daily (Non-Peak)	N/A	\$ 3.00
Meter -- Hourly	\$ 1.80	\$ 2.10
TRANSIT RATES		
	CURRENT	PROPOSED
CATEGORY	FY 2012	FY 2013
Quarterly UPASS	\$ 83	\$ 91
PARKING FINES		
	CURRENT	PROPOSED
CATEGORY	FY 2012	FY 2013
Parking without Appropriate Permit	\$ 20	\$ 40
Improper Parking	\$ 25	\$ 35
Parking with No Valid Payment	\$ 20	\$ 40
Parking out of Assigned Area/Stall	\$ 20	\$ 30
Occupying more than one stall	\$ 20	\$ 30
Parking in Stall/Area not Designated for Parking	\$ 20	\$ 60
Parking in Restricted Area	\$ 25	\$ 45
Parking in Prohibited Area	\$ 25	\$ 45
Parking on Planted Areas	\$ 25	\$ 60
Parking in Stall Designated for Wheelchair or Disability	\$ 100	\$ 250

Notes:

1. Q<50FTE Staff permit would no longer be offered (effective July 1, 2012).
2. Night Quarterly permit would be offered on a quarterly basis at a reduced price for shifts where majority of work hours are after 9:00 p.m.
~Verification from supervisor would be required each quarter.
3. Non-Peak times would be:
~Evenings after 9:00 p.m.
~Weekends from Friday 9:00 p.m. to Monday 5:00 a.m.
~Interim quarter breaks from Friday 9:00 p.m. Finals Week to Monday 5:00 a.m. week of classes starting.
4. Currently there are some differences in employee parking rates between UWB and CCC which are in the process of being resolved as Commuter Services moves closer to consolidation of the auxiliary unit.

ATTACHMENT