

To the Campus Community,

The Bothell Campus Parking and Transportation Task Force recommendations regarding reductions in the UPASS rate and increases in parking rates are proposed to go into effect in the coming fiscal year which begins July 1, 2010. The rate proposal and context for the proposal is summarized below. It is important to note that the administrations of UWB and CCC have agreed that parking and transportation shall be operated as one campus wide auxiliary service enterprise, therefore rate increases will be the same across the entire campus.

The 17-member Bothell Campus Parking and Transportation Task Force includes faculty, staff, and student representatives from both UW Bothell and Cascadia Community College. The Task Force met on April 2, 9, 16, 23, and 30 for nearly two hours each time. Members of the Task Force are committed to providing an array of transportation options, to implementing sustainable transportation practices, to commute trip reduction, and to transportation and parking demand management. The proposal below reflects thoughtful consideration of these elements, most notably a significant reduction in the UPASS rates beginning next year.

Benefits of this proposal are as follows:

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

Bothell Campus Parking and Transportation Task Force

Proposed Parking/UPASS Rate Schedule

| | Current | Proposed | Monthly Increase |
|---------------------|------------|----------|------------------|
| Description | FY 2010 | FY 2011 | FY 2011 |
| Annual | \$380 | \$505 | \$10.45 |
| Quarterly | \$95 | \$126 | \$10.45 |
| Qrtly 2 day | \$54 | \$72 | \$5.94 |
| Qrtly 3day | \$72 | \$96 | \$7.92 |
| Q<50FTE Staff | \$54 | \$72 | \$5.94 |
| Motor cycle | \$36 | \$48 | \$3.96 |
| Carpool | \$41 | \$55 | \$4.51 |
| Daily Rate | \$3 | \$4 | |
| Hourly Rate (Meter) | \$1 | \$1.50 | |
| UPASS | \$120/\$99 | \$72 | |

Background:

In early March we announced the formation of the Bothell Campus Parking and Transportation Task Force (PTTF), a UW Bothell and Cascadia Community College task force that includes faculty, staff, and student representatives, and that has been charged with developing a common vision for a transportation management strategy to support the campus in an environmentally and financially sustainable manner. The PTTF has been meeting regularly to review current operations, facilities, capacity, policies, sustainability goals, and finances. Task Force members have also been communicating with their constituent groups and providing feedback to the PTTF.

The following notes provide an overview of the PTTF deliberations to date.

1. The PTTF has been in discussion regarding two primary responsibilities. One is short-term, and that is to recommend parking and UPASS rates which would be implemented prior to Fall Quarter 2010, and the other is to think about the bigger picture and develop creative strategies regarding long term parking and transportation goals. The two responsibilities are connected and the PTTF has looked at the relationships between short-term decision-making and its effect on long term options. The campus master plan identifies approximately 2,200 new parking spaces that would be needed to serve the campus at the projected full build out of 10,000 student FTE's – slightly more than twice as many spaces as we have now in our two garages and our surface parking lots. Our current parking is operating near capacity with additional growth projected for the coming year. If parking demand is not properly managed as enrollments grow we will require new garage parking sooner rather than later. Funding for future new construction needs to be considered and figured into our parking rates.
2. Aside from building new parking, there is also a need to properly fund maintenance on our existing facilities. One reliable industry benchmark for this maintenance is \$33/space/month for garage spaces. With 1226 garage spaces, that means we should be setting aside almost \$500k per year in reserves for future major maintenance needs.
3. In the short-term, there is an interest in incentivizing the use of the UPASS so that, at least it would be cheaper to buy a UPASS than a quarterly parking permit. Currently a quarterly parking permit costs \$95; a UPASS is \$120 a quarter. With the proposed new parking rates, funds would be allocated to subsidize the UPASS so that it costs less than a parking permit.
4. Parking rates have not increased since 2007. The PTTF has recommended that the daily rate needs to increase to \$4 prior to Fall Quarter 2010 and that other rates should also increase in a similar proportion to the daily rate.
5. There is a general consensus that carpool rates should continue to be discounted in order to incentivize that option. We are assessing the possible need for more carpool spots.
6. There are several other creative options that are in discussion that could be offered in the future such as daily parking coupon books, or premium reserved parking spots, or other solutions to encourage the use of alternative transportation modes. These need further discussion and although they would be impractical to implement for Fall 2010, they will be considered in longer term planning.
7. The PTTF has wide representation from campus constituent groups and task force members realize how important these issues are to our community. Each student, faculty, and staff member has a unique set of needs that influences their transportation options and choices. The task force recognizes this and is seeking to find the proper balance in terms of policies related to the parking and transportation system on the Bothell campus. The task force members also recognize the importance of providing access to the campus, including maintaining an array of viable transportation and parking options at reasonable prices.
8. UW Bothell and Cascadia Community College have agreed that the campus parking and transportation system will be operated as one campus wide self-supporting auxiliary enterprise.
9. The parking and UPASS rate proposal for fiscal year 2011, which begins July 1, 2010 is scheduled for approval by the UW Board of Regents in May, with a parallel approval process going forward for Cascadia's Board of Trustees.

Please contact our Auxiliary Services Manager John Shaheen at JShaheen@uwb.edu, with any questions regarding these new rates.