Bothell Campus Parking and Transportation Issues

Frequently Asked Questions
UPASS and Parking Rate Proposal for 2010/2011
May 10, 2010

What is being proposed by the Parking and Transportation Task Force?
Reductions in the quarterly UPASS rates from $120 and $99 for employees and students respectively to $72 for all. A one-year increase in parking rates. See the rate schedule below:

Bothell Campus Parking and Transportation Task Force
Proposed Parking/UPASS Rate Schedule

<table>
<thead>
<tr>
<th>Description</th>
<th>Current FY 2010</th>
<th>Proposed FY 2011</th>
<th>Monthly Increase FY 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual</td>
<td>$380</td>
<td>$505</td>
<td>$10.45</td>
</tr>
<tr>
<td>Quarterly</td>
<td>$95</td>
<td>$126</td>
<td>$10.45</td>
</tr>
<tr>
<td>Qrtly 2 day</td>
<td>$54</td>
<td>$72</td>
<td>$5.94</td>
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<tr>
<td>Qrtly 3day</td>
<td>$72</td>
<td>$96</td>
<td>$7.92</td>
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<td>Q&lt;50FTE Staff</td>
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<td>$5.94</td>
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<tr>
<td>Motor cycle</td>
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<td>$48</td>
<td>$3.96</td>
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<tr>
<td>Carpool</td>
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<td>$55</td>
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<td>Daily Rate</td>
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<tr>
<td>Hourly Rate (Meter)</td>
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<tr>
<td>UPASS</td>
<td>$120/$99</td>
<td>$72</td>
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</table>

When would these increases take effect?
July 1, 2010 if approved by the Board of Regents on May 13, 2010. The proposal is also subject to the approval by the Cascadia CC Board of Trustees.

Who is proposing these changes?
These rates are being proposed by the 17-member Bothell Campus Parking and Transportation Task Force. They have also been approved by the administrations of UW Bothell and Cascadia CC.

What is the purpose of the Bothell Campus Parking and Transportation Task Force? Why was this group established? What is their role?
The 17-member Bothell Campus Parking and Transportation Task Force is a joint group composed of students, faculty, and staff from Cascadia Community College (CCC) and University of Washington Bothell (UWB). The task force was established in March of this year to provide broad representation for reviewing parking and transportation policies that affect the campus community. Members of the task force were appointed by the CCC President and the UWB Chancellor. The task force has already met five times in the month of April to review parking and transportation rates. During that time, they determined that the parking and transportation system is not financially sustainable under the current rate structure, nor does it provide incentives for reducing single-occupancy vehicle trips. Parking rates have not been increased since 2007. Parking and transportation systems on the Bothell campus and the campuses of all State of Washington public colleges and universities are to be financially self-sustaining.
The proposed parking rate schedule is scheduled to be presented to the UW Board of Regents and the CCC Board of Trustees at their respective June meetings.

Why is it so hard to find a parking space?
Parking on the Bothell campus of Cascadia CC and UW Bothell is operating at maximum capacity with enrollments expected to increase significantly for both institutions. The problem is likely to get worse before it gets better. This is one of the major physical planning issues facing the campus going forward, and one of the major driving forces for establishing the Task Force.

Why do I need to pay for parking on the Bothell campus?
Parking and transportation systems on the Bothell campus and the campuses of all State of Washington public colleges and universities are to be financially self-sustaining. All operations, maintenance, and capital improvements are to be paid for by the user. There are other functions on a college and university campus that are financially self-sustaining, like housing and food service.

I am a Cascadia student. Why do I need to pay more for parking here than other community colleges?
The Bothell campus of Cascadia CC and UW Bothell is a unique environment and unique arrangement where the two institutions serve as equal partners on a “collocated” campus. Land on the Bothell campus is very limited and most of the existing parking is in the form of parking garages. These garages are more expensive to maintain than surface parking spaces. Also any future parking will need to be provided by constructing parking garages. Since the parking and transportation system is financially self-sustaining, this expense is passed on to the users in the form of parking fees. The typical community college provides limited surface parking and includes the cost of maintaining parking in tuition and fees.

Where does the money go that is collected from parking fees?
All parking fees and fine moneys are used to fund the parking system operations, maintenance and construction. In addition the funds are used to subsidize transit and other transportation alternatives on the campus.

Where does the money go that is collected from UPASS?
UPASS fees are used to pay for transit services that are provided by several regional transit companies. The UPASS is subsidized by parking revenue since UPASS revenue does not cover all the expenses.

Why does a UPASS cost less than a parking permit?
Ideally, the UPASS is offered at a lower cost in order to create an incentive for people to ride the bus rather than drive alone. Up until the current year – 2009/2010 -- this was true. But this year for the first time the UPASS rates were higher than a parking permit. The current proposal would correct that imbalance starting in the 2010/2011 academic year.

Why should I consider other transportation alternatives to driving alone?
People choose alternatives to driving alone for various reasons. Some people choose them to avoid driving in traffic, or for health reasons, of for social reasons, or for economic reasons. Some people under their current circumstances TODAY have no choice but to drive alone. But sometimes circumstances change. It’s just seems good to have choices.

What are the social reasons for using alternatives to driving alone?
The Task Force commitment to offering and promoting alternatives is consistent with the State’s commute trip reduction goals, and the College and University President’s Climate Commitment. Both of these are designed to reduce gridlock, to reduce dependence on fossil fuels, and to reduce the overall carbon footprint attributed to global climate change. Total dependence on driving alone is not considered a sustainable method of transportation in the long-run.

Why don’t you just build more parking on campus?
We are planning on it. But additional parking on the Bothell campus would need to be in the form of parking garages. This is a relatively expensive proposition, a cost that is placed on the parking users.
Also, land is limited on the campus, so additional parking facilities take away opportunities to expand other facilities like classroom space and research space and student activity space. The goal is to reduce demand for parking by offering an array of transportation alternatives. This seems to be a better strategy in the long run.

**Why don’t you just put in more surface parking on campus?**
Surface parking is not a sustainable solution. There simply isn’t enough land on the campus for this option. However, off-site parking locations may be considered on an interim basis. This would require walking or riding in a shuttle to campus.

**What will the revenue from increased parking rates pay for? How will I benefit from it?**
All revenue from parking fees and fines is applied to the operations, maintenance and capital needs and expenses of the system. All of these functions are important for keeping parking spaces safe, clean, and available to people who use the system. Imagine if enrollments continue to increase and there is no money to build additional parking spaces or to provide options that decrease parking demand. Would you be able to find a parking space when you need it?

**I didn’t get a raise this year. Couldn’t this increase in parking wait for better economic times?**
These are difficult economic times indeed, and this was a source of much discussion among task force members. Parking rates have not been increased since 2007. Deferring parking rate increases over several years only increases the need for greater increases in future years. The costs related to maintaining and building parking facilities continue to go up. Again, since the parking and transportation system is financially self-sustaining, it is truly a “pay me now, or pay me later” situation. It seems better to have regular manageable increases in rates, rather than to defer rate increases over several years.

**When will parking rates stop increasing?**
You should anticipate that like everything else, the cost of parking-related goods and services goes up and with it the price of those goods and services. The State of Washington does not provide funds for parking facilities. The system is funded by the users. It is expensive to operate and maintain campus parking facilities. Parking rates were not increased since 2007. That is not a realistic or sustainable pattern that can continue.

**Why does parking revenue subsidize transit?**
The Task Force has adopted a two-pronged strategy for managing parking supply and demand. The system needs to be in a financial position to increase parking supply by constructing parking facilities. In addition, the fastest way to reduce demand for parking and reduce the number of parking spaces required is to provide incentives for using alternative modes of transportation. This provides benefits to parking users by reducing the competition for parking spaces in the short-run, and by reducing construction expenses in the long-run.

**Parking rates haven’t increased since 2007, but I haven’t noticed any problems with parking. What’s the problem?**
The maintenance and construction of parking facilities requires that funds be set aside in reserve for that purpose to be used at a future date. It is estimated that $500,000 per year needs to be set aside for maintaining current parking structures. The cost to finance a new parking garage of the size of 500 spaces is estimated to cost about $900,000 per year over 30 years. Remember, the system is financially self-sustaining, so there is no money from the State to fund these expenses.

**Why can’t parking be free?**
Parking and transportation systems on the Bothell campus and the campuses of all State of Washington public colleges and universities are to be financially self-sustaining. All operations, maintenance, and capital improvements are to be paid for by the user. There are also other functions on a college and university campus that are financially self-sustaining, like housing and food service.
Where do I park if I don’t need to park for a full day?
A limited number of parking meters are available at the south end of campus near Chase House. The Task Force is considering other options for short-term parking.

When I pay my daily parking fee from the parking machine, I am not allowed to come and go. Why is that?
This is a result of the “pay by space” method used by the parking machines. Your payment is linked to a specific space number. When you leave, it is unlikely that the same space number would be available to you on your return. This procedure is being reviewed by the Task Force.

How can I get parking with in and out privileges?
When you purchase a permit on a quarterly basis, you can come and go as you please.

Where can I get the best information on using the bus?
UWB and CCC both have a transportation website that provides information about transportation alternatives. This is a good place to start. There are also transportation information stations located in the following buildings: UW1, UW2, Library, and CC1. Finally, each transit agency has a trip planner tool on their websites that can help you plan your trip.

Who runs the parking system?  Who owns the north garage?  Who owns the south garage?
The parking system operation at Cascadia and UW Bothell is a coordinated effort. All of the parking facilities were constructed when the campus opened in 2001. All of the parking facilities, including the two parking garages, are part of the same system. Neither institution has sole control of specific parking facilities.

What are the best ways to reduce demand for parking?
This can be done by offering alternatives at a lower cost than driving alone. Most people make their transportation decisions based on their individual needs. Some people vary their transportation methods during the year or during the week. Using the bus, carpooling, vanpooling, bicycling, and walking are all ways to reduce parking demand. The Task Force is committed to promoting these alternative methods and to improve the availability of alternatives to the campus community.

Why isn’t my parking permit valid at the Seattle and Tacoma campuses?
Each of these campuses of the University of Washington has its own parking system. However, the Task Force is willing to consider ways to accomplish this. It could take some time.