

University of Washington
Faculty Council on University Facilities and Services

February 18th, 2016

10:00am - 11:30am

Gerberding 142

Meeting Synopsis:

1. Call to Order
 2. Review of the minutes from January 21st, 2016
 3. Approval of Agenda
 4. Transportation Update – Josh Kavanagh
 5. Good of the Order
 6. Adjourn
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1) Call to Order

The meeting was called to order at 10:0 a.m.

2) Approval of Agenda

The agenda was approved as written.

3) Review of the minutes from January 21st, 2016

The minutes from January 21st, 2016 were approved as written.

4) Chair's report

Christie explained that the question of whether or not the More Hall Annex (UW Seattle campus nuclear reactor building) will be designated as a historical site is yet to be determined. He explained the building does not seem to have any historical worth.

Christie explained the next special meeting of the council will be held on March 3rd wherein member Bruce Balick will be present to update on the state of revisions to be made to university policies and procedures in response to widespread large classroom shortages. Christie noted he may request that FCUFS be scheduled to meet every two weeks in the next academic year (2016-2017), given its volume of agenda items.

5) Transportation Update – Josh Kavanagh

Burke Gilman Trail improvements

Josh Kavanagh (Director, UW Transportation Services) noted the Burke Gilman Trail Phase I improvements are now under construction, and the section of trail to be renovated (from Physics/Astronomy building on 15th Ave. to Rainier Vista) is expected to be completed during spring, 2016. He explained the Washington State Legislature has granted another \$16 million for improvements to the trail in Phase II. The award will arrive late in the transportation funding package (with an undetermined arrival date), and so UW Transportation Services is modeling ways to move the project ahead using available dollars. Kavanagh explained Phase II may be delayed until the funding questions are straightened out.

Sound Transit update

Kavanagh noted the opening date for UW Seattle light rail station has now been set, and the station will be opened March 19th, 2016. He explained UW Transportation Services, Sound Transit, and the City of Seattle are all working together on the grand opening of the station. He noted there are questions concerning which will be the primary transit corridors, to what extent they can rely on 45th St. as a corridor, and if other corridors need to be identified, especially as the University District light rail station gets closer to finalization (off 45th; opening planned for 2021). He explained planning is underway between several transport agencies to answer these questions, though each plans out on separate timelines, causing some difficulties.

Kavanagh noted Transportation Services is taking the lead on helping the university community become acclimated to this new line, as bus lines and other forms of public transportation are being reconfigured to align with the placement of the new light rail station. Kavanagh explained the ultimate goal is to move ridership to light rail because it is much faster, more predictable, and can handle much larger loads of travelers. He explained after question that a metro bus in south campus will act as a shuttle to the light rail, and there are other busses which will work well as express lines to the station servicing varying points around campus.

Kavanagh encouraged all council members to consider using the Transportation Services' Commute Concierge program to plan their public transit use while on or near campus. The free service is available to all UW faculty, staff, and students and offers customized commute plans based on an individual's budget, life goals (choice to walk more/less), and other factors. He added that when new bus schedules are finalized, more staff members within Transportation Services will be hired to help individuals plan their commutes.

It was noted regular traffic on Montlake Boulevard NE will likely be affected by the new train line. A member noted she hopes Google Maps and other mapping/commuting software work quickly to update their maps of the region. Kavanagh explained those organizations are updated regularly with as new information comes out.

Kavanagh explained there is no physical provision for pick up and drop off at the new train station, and "kiss and ride" behavior (cars dropping off riders near the station) may create a congestion issue. Some discussion ensued. One member noted the situation will likely be improved in 2021 when the U-District train line is opened.

After question, Kavanagh explained there will be no official “ribbon cutting” related to the opening of the train station. He noted Sound Transit is running the opening.

Bicycle access to new light rail station

Kavanagh explained there is a belief there are not enough types of bicycle parking/storage provided for at the new light rail station. He explained there is tension within Sound Transit in deciding whether or not to adjust before the March 19th opening, or after. He explained the UW is not permitted to operate on the construction site of the new light rail station until after it is officially completed. Though, Sound Transit and Transportation Services are collaborating to provide a surge of bicycle parking near the area before opening.

After question, Kavanagh noted security is being provided for at the new station, as Seattle Police and UW Police will be present at the station on a regular basis. He noted bicycle lockers are not provided on the site, as large lockers of that type are known to be common bomb targets. He noted Transportation Services is continuing to hold conversations with Sound Transit over bicycle parking in the area.

Faculty and Staff U-Pass Program and parking rates

Kavanagh noted UW Transportation Services was under audit by the City of Seattle over a tax dispute relating to the UW’s Transportation Demand Management (TDM) fee (a fee paid by everyone who parks at the UW). The assessment has now been received and accepted by UW Transportation, and they have paid the City a large sum following the audit. He explained the settlement pertaining to the audit was planned for, but not expected to come without some deduction. \$1.3 million of the amount will be paid directly from the Faculty and Staff U-Pass fee, and roughly \$250,000 will be lost in revenue for the Staff and Faculty U-Pass program for a number of coming years. Kavanagh explained there is 4-year applicable window for back taxes once an audit commences.

There was some in-depth discussion of the Faculty and Staff U-Pass Program projected budget (Exhibit 1). A member questioned why “other Operating Expenses” are expected to grow in coming years. Kavanagh explained there is a discrepancy between actual expenses of the program and expenses allotted to be paid for by the program, though both fall into “other Operating expenses.” He noted some staff salaries are partially paid for by the program and fall into this category. Christie noted he views a 20% subsidy for the 2016-17 academic year, and asked where this funding comes from. Kavanagh explained it is part of the “benefit load rate.” As the Faculty and Staff U-Pass program is promoted and partially funded as a benefit.

Kavanagh confirmed after question that the program is bankrupt at the end of this academic year due to the deficit caused by losses. He noted himself, The Office of Planning and Management, and the Provost, are responsible for designing a resolution to the problem, and this will be done within the next few months. It was noted John Schaufelberger, Chuck Treser, and Bruce Balick are the faculty representatives on the University Transportation Committee, which is also involved in making decisions regarding the faculty and Staff U-Pass Program.

Scenarios for resolving U-Pass deficit

Kavanagh noted there are eight modeled scenarios for resolving the deficit of the U-Pass program, which includes each scenario's impacts on parking and the U-Pass program for users. It was noted the higher the level of change to the program within each scenario, the less predictable it is, given that U-Pass customers are expected to leave the program as costs grow, and dependability on transit is not immediately known (especially as gas prices are low). Kavanagh noted there are several variables affecting each scenario. The council and Kavanagh discussed the scenarios.

The council thanked Kavanagh for bringing the information, and asked he keep members informed as resolutions progress.

6) Good of the Order

A special meeting of the council will be held on March 3rd, 2016, it was noted.

7) Adjourn

Christie adjourned the meeting at 11:30 a.m.

Minutes by Joey Burgess, jmbg@uw.edu, council support analyst

Present: **Faculty:** Rich Christie (chair), Laura Little, Giovanni Migliaccio, Christopher Ozubko, Bill Rorabaugh
Ex-officio representatives: Chris Byrne, Steve Goldblatt
President's designee: Charles Kennedy
Guests: Josh Kavanagh

Absent: **Faculty:** Bruce Balick, Murray Maitland, Ann Mescher, Gundula Proksch
Ex-officio representatives: Lucas Gordon, John Carroll

Exhibits

Exhibit 1 – Commute Options Faculty/Staff Business plan.pdf

Commute Options Faculty/Staff Business Plan

DRAFT

	2014-15 Actual	TDM @60% 2015-16 Projected	TDM @59% 2016-17 Budget
Operating Revenues			
UPASS - Staff	5,719,079	5,958,480	6,202,041
UPASS - Staff Subsidy	962,364	2,093,433	2,322,228
UPASS - Staff TDM Fee Revenue	2,647,292	2,317,886	2,257,117
Empl Tax Liability Reserve	(1,036,054)	(252,660)	(231,073)
Revenues Total	8,292,681	10,117,139	10,550,314
Operating Expenses			
Salaries/Wages	220,043	270,114	375,332
Benefits	66,990	92,066	124,504
Transit Service - Metro	6,289,720	6,546,426	6,886,433
Transit Service - Community	1,591,622	1,532,860	1,554,805
Transit Service - Sound	1,108,233	1,446,160	1,999,620
Transit Service - Other	81,617	47,630	44,420
Camp Svcs - Phy Pl, other	188,370	237,505	189,230
Other Operating Expenses	96,118	294,405	436,797
Expenses Total	9,642,713	10,467,166	11,611,141
Net Operating Income	(1,350,032)	(350,027)	(1,060,828)
Change in Fund Balance	(1,350,032)	(350,027)	(1,060,828)
Reserve Sales Tax Liability	-	(187,609)	(177,464)
Reserve Sales Tax Liability Prior Years	-	(570,126)	-
Beginning Fund Balance	1,297,513	(52,520)	(1,160,281)
Ending Fund Balance	(52,520)	(1,160,281)	(2,398,573)