Associated Students of Western Washington University
Board of Directors
Alternative Transportation Fee Increase Request

Sponsor: Katie Savinski, ASYP for Student Life
Proposed Motion: Approve the recommendation made by the ATF committee to increase the Alternative Transportation Fee by 5\% in fiscal year ' 14.

## Proposed Fee Increase:

After program review and calculation of expected revenues and expenses, it is recommended that the 2013-2014 Student Alternative Transportation Fee be increased 5\%. This would result in an academic year fee increase of $\$ 1.25$ per quarter, from $\$ 25$ to $\$ 26.25$; and a summer quarter fee increase of $\$ 1$, from $\$ 20$ to $\$ 21$. This fee level would be in effect starting fall 2013. This is the only proposed increase since the fee was implemented in Fall 2007.

## Rationale:

An increase in the transportation fee will keep program finances stable. At the current fee amount expenses will exceed revenue in FY 14, and this trend will continue, resulting in an ever-increasing deficit. Student enrollment, which drives Revenue, is predicted to be "flat" over the next several years while Expenses will continue to increase. Particularly:

- Payments to WTA over the next 5 years:
o FY 2013: \$793,462 (8.4\% increase)
o FY 2014: \$857,418 (8\% increase)
o FY 2015: \$923,670 (7.7\% increase)
o FY 2016: \$933,618 (1.1\% increase)
o FY 2017: \$946,596 (1.4\% increase)
- Support to Western Card Office at $25 \%$ of their operating expenses beginning FY 14, estimated at $\$ 10,000$ per year to begin.
- Operation and maintenance contract for the late night shuttle will expire August 2013 and be renegotiated for FY 14, with an increase in cost likely.
- Fuel costs are expected to rise.

The program has been frugal and has a cash reserve, separate from the Capital Reserve for the replacement of shuttle buses. The suggested cash reserve or "minimum operating reserve" for the program is three months of operating expenses, or approximately $\$ 300,000$. Currently, the program's cash reserve exceeds the minimum. In FY 14 the program will begin using the cash reserve to cover the deficit. With no fee increase in FY 14, the suggested minimum cash reserve is reached in FY15 and drops sharply thereafter. With a $5 \%$ fee increase in FY 14, the suggested minimum cash reserve is reached in FY16.

| Effect of Fee Increase on Student Transportation Cash Balance |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
|  | FY14 | FY15 | FY16 | FY17 |
| No Fee Increase | $\$ 525,000$ | $\$ 366,000$ | $\$ 190,000$ | $\$$ |
| $5 \%$ Fee Increase FY14 | $\$ 573,000$ | $\$ 460,000$ | $\$ 335,000$ | $\$ 195,000$ |

## BUDGET PROJECTION

Student Transportation Fee - Fund 23275
Suggested Reserves:
Minimum Operating Reserve (25\% of Op Expenses for any year)
Capital Reserve (for bus replacement)
Emergency Reserve (included in $\$ 50,000$ maintenance Expense)

No fee f, Enrollment Flat

## Beginning Balance

## Revenue

Student Fee
Equipment surplus
Total Revenue

## Expense

Salaries and Benefits
Other Operating Expenses
WTA
Airporter
Maintenance/Repairs
Fuel
Other
Total Expense

## Net Income/Deficit

Capital Reserve set-aside (new buses)

## Cash Balance

| Actual <br> FY12 |
| ---: |
| $\mathbf{\$ 7 1 6 , 0 6 0}$ |
|  |
| $1,070,684$ |
|  |
| $\mathbf{\$ 1 , 0 7 0 , 6 8 4}$ |
|  |
|  |
| 69,393 |
|  |
| 731,844 |
| 118,605 |
| 18,289 |
| 24,975 |
| 13,276 |
| $\mathbf{9 7 6 , 3 8 3}$ |
| $\mathbf{9 4 , 3 0 1}$ |
| $(200,000)$ |
| $\mathbf{\$ 6 0 9 , 3 6 1}$ |



| Projected <br> FY 15 |
| ---: |
| $\mathbf{\$ 5 2 5 , 2 9 8}$ |
| $1,070,684$ |
| $\mathbf{\$ 1 , 0 7 0 , 6 8 4}$ |
|  |
|  |
| 75,016 |
| 923,670 |
| 124,800 |
| 50,000 |
| 26,894 |
| 18,543 |
| $\mathbf{1 , 2 1 8 , 9 2 3}$ |
| $\mathbf{( 1 4 8 , 2 3 9 )}$ |
| $(10,707)$ |
| $\mathbf{\$ 3 6 6 , 3 5 2}$ |


| Projected <br> FY 16 |
| ---: |
| $\mathbf{\$ 3 6 6 , 3 5 2}$ |
|  |
| $1,070,684$ |
| $\mathbf{\$ 1 , 0 7 0 , 6 8 4}$ |
|  |
|  |
| 74,008 |
| 933,618 |
| 129,800 |
| 50,000 |
| 27,566 |
| 20,688 |
| $\mathbf{1 , 2 3 5 , 6 8 0}$ |
| $\mathbf{( 1 6 4 , 9 9 6 )}$ |
| $(10,707)$ |
| $\mathbf{\$ 1 9 0 , 6 4 9}$ |


| Projected <br> FY17 |
| ---: |
| $\mathbf{\$ 1 9 0 , 6 4 9}$ |
|  |
| $1,070,684$ |
| $\mathbf{\$ 1 , 0 7 0 , 6 8 4}$ |
|  |
|  |
| 75,088 |
| 946,596 |
| 129,800 |
| 50,000 |
| 28,255 |
| 18,836 |
| $\mathbf{1 , 2 4 8 , 5 7 5}$ |
| $\mathbf{( 1 7 7 , 8 9 1 )}$ |
| $(10,707)$ |
| $\mathbf{\$ 2 , 0 5 1}$ |

## Capital Reserve

Beginning Balance
1\% of Revenue set aside beginning FY14
Expenses from Reserve (new bus)
Total Reserve
Cash Balance + Reserve


