# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Page</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>The Need for Metrocard Subsidization</td>
</tr>
<tr>
<td>10</td>
<td>Metrocard Subsidization for Academic Purposes Proposal</td>
</tr>
<tr>
<td>14</td>
<td>Other Considerations</td>
</tr>
<tr>
<td>18</td>
<td>Proposal Financials</td>
</tr>
<tr>
<td>20</td>
<td>Conclusion</td>
</tr>
</tbody>
</table>
GOALS AND OBJECTIVES

Going into this academic year, the Student Senators Council (SSC) recognized that the issue of affordability here at New York University (NYU) is quickly becoming a burden far too strenuous for students to bare. Stories of students having to transfer out of their dream school due to cost of attendance and living in NYC became far too common and far too upsetting. For this reason the SSC created the Affordability Task Force with the goal of reviewing and analyzing the problems of students face with the affordability of NYU, the limitations of the University in addressing these problems, and proposing feasible and tangible policies that would make attending NYU more affordable for its students.

The Affordability Task Force quickly understood that tackling the larger portions of cost of attendance was, while still a priority, too great a charge to effectively achieve the deliverables that students needed to see immediately. This led us to explore the daily costs that students incur outside of the cost of the attendance. Transportation costs for anyone living in New York City tends to be very high. For our students who are paying for transportation in order to commute to and from academic, professional and extracurricular obligations, that cost is not only very high but also unexpected and thus not factored into budget planning or loan requests. Students are often left at a disadvantage when pursuing extracurricular or professional activities when they cannot afford the cost of travel.

There are also the students who need to suffer these costs in order to fulfill academic requirements. These requirements, specifically field work, clinical rotations, internships, student-teaching, studio or classes held off-campus, are set by the University as part of requirements of a given program, but are not factored into cost of attendance. Because they are not factored into the cost of attendance, financial aid cannot be applied toward them. The SSC fully recognizes that transportation costs cannot be subsidized by a student’s financial aid, however we believe that transportation is a cost the University must recognize and work to alleviate for students. For this reason the cost of transportation became a major priority area for the Affordability Task Force.
Following the recognition of the cost of transportation as a priority we identified the following goals:

1. **Assist the university in understanding the various financial burdens students bear outside of the cost of attendance, most significantly transportation costs.**

2. **Propose a feasible plan for New York University to subsidize MTA fees up to the amount necessary for students to travel to and from required internship, field work, clinical rotations, studio or classes not held on the student’s home campus.**

3. **Work with the university to implement proposed plan to financially assist students incurring transportation costs for academic requirements.**

The team determined, based on our findings, that this proposal would work to finding funding for all MTA fees up to the amount necessary for students on financial aid to travel to and from required internship, field work, clinical rotations, studio or daily successive classes not held on the same campus.
STUDENT QUOTE

“I really took my high school MetroCard for granted. I have three classes at the main campus and also participate in clubs. Route A is great, but the times never really match when I need it.”

THE NEED FOR METROCARD SUBSIDIZATION
FINANCIAL BURDEN FROM ACADEMIC CLASSES

Out of pocket expenses are becoming increasingly more common for students attending classes at NYU. Our University has multiple New York City campuses, not within walking distance, where our students are required to attend classes to graduate. Although some campus locations, such as Downtown Brooklyn and Washington Square, have supplemental University transportation for our students, many campus locations are still operating without supplemental transportation or enough transportation. Those campus locations include:

- Washington Square
- Downtown Brooklyn
- Woolworth Building (15 Barclay Street)
- Midtown Graduate Center (11 West 42nd Street)
- Westchester (One Mead Way, Wrexham, Bronxville, NY)
- And many Tisch Studio locations throughout New York City

With the institution of the Route A bus, which connects Washington Square to Brooklyn, and other routes which connect our University’s campuses, NYU has shown commitment to provide some supplemental transportation for academic purposes. Although Route A was created to help lower out of pocket expenses for students traveling between campuses, its actual student reach has been extremely limited while remaining extremely costly. Many students who need Route A cannot utilize it because of limited schedule options that do not match class schedules or no schedules on Fridays, Saturdays, and Sundays. Additionally, the University will not allocate more funding the route because of its high per-passenger cost of $5.65 (as of Spring 2015).

After analyzing the Registrar Office’s data, the SSC found that in Spring 2015, 1,469 students needed transporta-
tion to attend class between Brooklyn and Washington Square. From those 1,469 students, our team examined the times their classes met per week. The total trips needed weekly from Washington Square to Brooklyn was 1,989, and from Brooklyn to Washington Square was 368. From University Transportation, we learned only an average of 312 trips occurred per week from Washington Square to Brooklyn, and only an average of 78 trips per week from Brooklyn to Washington Square. The weekly trips needed are vastly more than weekly ridership provided on the Route A bus, indicating that many students are paying out of pocket expenses to attend class, a cost not covered by financial aid.

On a weekly basis, we calculated the out of pocket transportation expenses of students to be \$5095.75 for travel between Washington Square and Brooklyn to attend their classes (if every student travelled with MTA). This high out of pocket expense is an extremely large burden on students, especially those who cannot use their financial aid on MetroCards or students who did not factor transportation costs into their cost of education.

Additionally, the SSC found that 984 students need transportation between Washington Square or Brooklyn and the Midtown Graduate Center and 472 students need transportation between Washington Square or Brooklyn and the Woolworth Building for classes. Both the Midtown Graduate Center and Woolworth Building do not have supplemental University Transportation, therefore students are paying out-of-pocket expenses to attend classes at those locations from Washington Square. This out of pocket expense, when added to the earlier out of pocket expense, significantly increases the overall cost of attendance at NYU and is not covered by student financial aid.

**FINANCIAL BURDEN FROM INTERNSHIPS, FIELD WORK, STUDIO, AND CLINICAL ROTATIONS**

Students have the privilege of having access to a comprehensive and resourceful education. Students are able to have hands-on experiences directly related to their fields of instruction, like field work, studio, clinical rotations, and other internships. Such hands-on experiences provides students with the knowledge necessary to get into their respective fields and assist them in becoming both competent and innovative employees and service providers. However, for students who belong to lower-income families and financially support themselves, these
internships become a stressor instead of an integral learning opportunity. As these internships require students to report multiple times a week, it becomes a challenge to certain students who must fund both daily living expenses and transportation to and from these placements.

In the Silver School of Social Work, for example, fourth year undergraduate and graduate students are required to report to their agencies at least three times a week. The cost of transportation alone can amount to $66.00 per month. Additionally, many placements also require interns to travel from location to location, and are not able to reimburse their interns because they do not have the necessary funds to do so. If and when the agency requires one to travel to the office and two other locations, the student can pay up to $198.00 per month. This is a large financial burden for students who must pay for things such as rent, groceries, and daily living expenses.

The SSC is constantly participating in conversations with students about how difficult it is financially to be in required internships, field work, studio, and clinical rotations, while working for monetary compensation, and while completing course work. There is no compensation for many of these academic requirements, which makes it difficult for many students to continue to be fulfill these requirements without creating more financial stress. Some students even consider withdrawing from their respective programs due to the financial constraint of transportation, but by the time they have the responsibility of these internships, it is too late to transfer out without delaying their graduation. Students should be able to pursue their education without worry of not having funding for their next meal or monthly rent. Similar to how food costs and rent costs can be considered in a students’ financial aid package, a students’ transportation should also receive some financial support.

**PREVIOUS PROPOSALS**

Previous proposals have also shown how transportation costs have been a severe financial burden on students. Previously, the students of the Undergraduate Student Government Association of Silver School of Social Work attempted to address the need to alleviate the financial burden associated with student travel. In addition, Vice President Senior Vice President of Student Affairs, Marc Weis, attempted to address this issue for commuter
students demonstrating financial need. These attempts, however, have been abandoned due to lack of financial support and organization.

In the Spring 2015 semester the Silver School of Social Work Undergraduate Student Government Association submitted a formal proposal to the Silver School Assistant Dean and Director of the Undergraduate Program, Robert Hawkins, and Dean Lynn Videka. The proposal requested for funds to directly support third and fourth year Undergraduate Students with the financial need associated with traveling to their respective field placements. The proposal highlighted the financial burden of field placements and included student testimonies. The proposal was ultimately rejected due to lack of funding for both undergraduate and graduate students.

Senior Vice President of Student Affairs Marc Weis also stated that MetroCard Subsidization has been considered for commuter students who demonstrate financial need. In the past, there was a proposal to provide financial assistance to commuter students who live with their families. This plan was cast aside however, due to the difficulty in determining which students demonstrate financial need from those who do not and the costs associated with it.

We believe the proposal we are presenting in this SABAC request is unique in that it attempts to address the issue of Metrocard Subsidization strictly for students engaging in required components of their educational degree. Previous MetroCard Subsidization proposals have been aimed at commuter students and students of one school. The SSC believes this proposal is different because it offers transportation subsidization for all academic purposes, including transportation between campuses and transportation for required internships, field work, studio, and clinical rotations to students on financial aid. We believe that this type of subsidization is necessary for students to complete their education without excessive financial stress.
STUDENT QUOTE

“This year my internship is really far and I have class four times a week. My internship is unpaid and I do not work. My parents send me some money but I sometimes find myself trying to decide if I should spend it on food or a MetroCard.”
NYU New York students who are (1) on financial aid and (2) must travel to and from required internships, field work, clinical rotations, studio or successive classes not held at the same New York campus will qualify for this MetroCard Subsidization plan. The process for obtaining MetroCard Subsidization as a student is as follows:

1.) FILL OUT THE METROCARD SUBSIDIZATION FORM

The process for obtaining a subsidized MetroCard begins with the student filling out the attached “MetroCard Subsidization Form” (see page 22) online via Albert and submitting it online or physically at the Office of the Registrar. As outlined in the form, the form is for students who have either (1) a registered class on Albert in at least two New York campus locations or (2) an academic requirement that necessitates travel. After supplying basic identifying information (such as name, N-Number and Net ID), the student should then determine which sections of the form to fill out:

**Section A** pertains to those requiring a MetroCard for successive classes not held at the same New York campus. The student indicates at least two campuses or locations at which they have a class, e.g: Washington Square and Brooklyn. The student would then substantiate their need to travel between two or more campus locations in one day by providing an outline of their registered courses.

**Section B** pertains to those with off-campus academic requirements, such as internships, field work, clinicals, studio, and student teaching.

Students and academic advisors must sign the form to confirm the information is accurate. The form is then submitted to Registrar/StudentLink.
2.) SUBMIT TO OFFICE OF THE REGISTRAR/STUDENTLINK

Once the form is submitted to the Office of the Registrar or StudentLink, the office will confirm the accuracy of the information, determine the amount of funding for transportation that is needed, and approve funding for a student’s MetroCard for a 30-day period. As per the SSC’s research, the Office of the Registrar/StudentLink has the resources and capacity to process this form.

3.) PICK-UP METROCARD

Once the Office of the Registrar/StudentLink has approved the application and determined the number of trips needed, MetroCards with pre loaded amounts (enough for 30-days of travel based on number of trips) will be bulk-ordered and be available for pickup at either the Student Resource Center on Washington Square or the Office of Student Activities Resource Center in Brooklyn.

The following pre loaded amounts are based on projected need for a 30-day period and would thus require students to reapply for their subsidized MetroCards each month:

- 1 class/academic requirement per week: $22 MetroCard
- 2 classes/academic requirements per week: $44 MetroCard
- 3 classes/academic requirements per week: $66 MetroCard
- 4 classes/academic requirements per week: $88 MetroCard
- 5+ classes/academic requirements per week: One 30-day Unlimited MetroCard

The University would only have to purchase MetroCards in five different amounts, significantly limiting the amount of inventory the University must carry for this system.
SYSTEM CONCLUSION

The need for a subsidized MetroCard system is and has been very apparent. This proposed system would work to decrease the amount of out of pocket expenses for students for whom the Route A line is insufficient. The system would also give students greater flexibility in travel between Brooklyn and Washington Square, moving toward bridging the two campuses, as NYU has sought to do in recent years. With a system like the proposed in place, students would no longer hesitate to take classes on different campuses.

This proposed system would offer students support and relief while completing aspects of their academics required of them by their major. Alleviating students of the personal (and sometimes unexpected) cost of travel, as well as allowing them the complete freedom to explore classes offered all over NYU’s various New York campuses, would provide students with the opportunity to fully experience NYU without additional financial burden.
STUDENT QUOTE

“My internship is really intense this semester. I intern near Wall Street and have to travel to school every day for class. The internship and school take up most of my time so I cannot work. I asked my parents for money a lot. They don’t live in America. Those weekly MetroCards are a lot and I can’t afford the monthly card.”
ROUTE A SHUTTLE

The SSC recommends that the Route A bus not be put in jeopardy if this proposal passes. The SSC also recommends to add Friday and weekend services to Route A, as well as shift the transportation times to later in the evening. This proposal is meant to target academic purposes while the Route A shuttle is largely used for extracurricular purposes.

The shuttle has much support from students and faculty at NYU. Route A helps engage members of the NYU community by providing the opportunity to participate in club life, social and cultural events, athletics/recreation, and other extracurricular services offered at both the Brooklyn and Washington Square campuses.

Route A has a continuous positive impact to the NYU community. The shuttle helps unite the students from the Brooklyn and Washington Square campuses, and it contributes to the success of NYU by helping to foster the exchange of ideas between all NYU students.

Route A has helped students expand their knowledge outside of the engineering field and also helped in adding engineering into the other fields around NYU. This can drive further invention, innovation, and entrepreneurship that Tandon is built upon and hopes to spread. Similarly, Route A has helped students around the Square to gain access to facilities such as Tandon, MAGNET, CUSP, and others. The shuttle also allows Brooklyn students to gain access to other NYU facilities such as Kimmel, Bobst, etc. Route A is the current driving force for integration between both campuses.

Route A has improved club life at the Square and Brooklyn by offering the chance for students from both campuses to collaborate with academic, spiritual, social, and cultural progression.

Aside from academic and extracurricular purposes, Route A has helped in servicing the students at both Brooklyn residence halls. Other residence halls have their respective shuttles to the Washington Square campus and
back; this shuttle is no different.

The removal of this shuttle will impact the hundreds of weekly riders negatively. The SSC recommends to keep and expand Route A services for the purpose of sustained campus integration if this proposal is accepted.

**PREVENTING SYSTEM ABUSE**

Through our research, Randy Stephan, Global Director of Public Safety, helped us draw our attention to the possibility of system abuse. Mr. Stephan is quoted in an email to our Senators stating, “Mismanagement of a subsidized program could have the unintended effect of reducing the quality of service with increased expense.” It is for this reason that we that our proposal must address system abuse.

The SSC recommends that the system not begin every semester until after the add-drop deadline for classes. Although there will be out of pocket expenses for transportation during this period of time, the first few weeks of classes have many students who add or drop a class. This period of time could be an ideal time for system abuse. Therefore, by ensuring the system begins after the add-drop deadline, we prevent abuse of MetroCard Subsidization funds for students who acquire funding for a class they may have dropped.

Additionally, by having signatures from a students’ advisor and supervisor, as well as having the Office of the Registrar/StudentLink check students’ schedules in Albert, it ensures that students are not acquiring MetroCards for any other reason than academic purposes.

Finally, the system is intended to have an effect on students who most need the funds. The system is only available for students on financial aid as these students are most affected by out of pocket expenses.
OFFICE OF THE REGISTRAR AND STUDENTLINK MERGER

In order for this proposal to be effective for the University, it is imperative that the offices involved have both the capacity and University support to do so effectively. The SSC has spoken to the Registrar, who we believe to be the best office to charge with the approval of the subsidization application regarding our proposal’s goals. While the application’s approval is in line with the current responsibilities of the Registrar, and as it stands will not over-burden the employees, we did need to consider how a shift to the StudentLink Model, similar to the one on the Brooklyn campus, might affect the proposal. Our conversation with the Registrar and StudentLink led us to remain confident in the fact that if/when the current functions of the Registrar are assumed by the StudentLink Office, the StudentLink Office will be the most appropriate office for the approval process.
STUDENT QUOTE

“My class on Tuesday ends at 1:30 so I almost never make the bus back to Washington Square. I have caught it once or twice. I have class in Washington Square at 2:30 so I’m stuck taking the subway. I work on the weekends so my paychecks I get I really have to make it stretch.”
We are requesting $506,428.56 per semester for our MetroCard proposal. We calculated this figure with our research from the Office of the Registrar and individual schools on the number of students who take classes in multiple New York campuses or who take mandatory off-campus academic requirements.

**METHODOLOGY**

The data on mandatory academic requirements was received from the administration of the Wagner School of Public Service, the Silver School of Social Work, and the College of Nursing. The data on number of students travelling across New York City locations was received from the Office of the Registrar and University Transportation. The total number of students interning and commuting (5813) was multiplied by four trips per week and 30 weeks in a school year. The calculation breakdown can be found at this link: https://docs.google.com/spreadsheets/d/1so3zTjBkw8oYmrd8ZQYNEI-N24OWNOQp-BpbAU18tUE/edit#gid=0

**CRITICAL ASSUMPTIONS**

Given this, we understand that we are making the following assumptions in our calculations:

- We are assuming that there is no overlap between students who take classes in multiple locations and students who take mandatory internships.
- We are assuming a total of four rides per student, per week (2 days of required classes and/or internships).
- We are assuming that every student on financial need requires subsidization.
- We did not receive and data on mandatory internships from the Steinhardt School of Culture, Education, and Human Development, School of Professional Studies, Tisch School of the Arts as they did not respond to our information request.

The SSC truly believes that funding this amount will give students on financial aid the ability to attend class without financial burden.
STUDENT QUOTE

"My class on Tuesday ends at 1:30 so I almost never make the bus back to Washington Square. I have caught it once or twice. I have class in Washington Square at 2:30 so I'm stuck taking the subway. I work on the weekends so my paychecks I get I really have to make it stretch."
CONCLUSION

The SSC believes our University can better support our students on financial aid with their academic requirements via MetroCard Subsidization. This would make NYU more affordable. We are formally requesting that those fulfilling internships for academic requirements and those who need transportation between New York campuses be compensated with MetroCards to provide more financial stability to students who are in need.
MetroCard Subsidization Form

This form is for students who have either: (1) a registered class on Albert in two New York campus locations or (2) an academic requirement that necessitates travel. All sections of this form must be filled out prior to submission.

Name: ___________________________________________ N Number: ______________________

NetID: ___________________ Home Address: __________________________________________

MetroCard for Class Purposes
Do you need a MetroCard to get in between classes? If yes, complete this section. If no, skip this section.

a) Select the campuses in which you have class (you must select at least two):
   □ Brooklyn        □ Midtown
   □ Washington Square □ Woolworth
   □ Tisch Off-Campus Studio

b) If you need to travel to two or more of the above locations in one day for class locations, please fill out your class information below.

<table>
<thead>
<tr>
<th>Course Number</th>
<th>Course Title</th>
<th>Course Location</th>
<th>Course Days &amp; Times (e.g: MW 2 - 3:15 pm)</th>
<th>Period (e.g: 1/27 - 5/15)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MetroCard for Academic Requirements
Do you have an off-campus academic requirement (internship, fieldwork, clinicals, student teaching)? If yes, complete this section. If no, skip this section.

a) Please list your academic requirements below.

<table>
<thead>
<tr>
<th>Location of Requirement</th>
<th>Days of Week</th>
<th>Period (e.g: May 2 - Aug 15)</th>
<th>Signature of Supervisor or Coordinator</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Signature of Student: ___________________ Signature of Academic Advisor: ___________________