

## **FY2010 SUMMARY OF FEE RECOMMENDATIONS**

Student Fees are governed by state law (Education Code 130.084 (b)), and Board Policy G-5, Implementation of Fees. The purpose of a fee is to cover costs, and not to generate revenue. Per Board Policy G-5, changes in fees must be presented for approval each year as part of the annual budget process. Fees and proposed changes for FY2010 are listed below.

### **General Fee (\$13 - No changes recommended)**

- Fee is used as a pledge against the Revenue Bond Debt Service payment.
- Current Fee: \$13 per SCH, generating \$9.5 million annually.
- Currently \$9 of the \$13 fee is pledged towards Revenue Bond payments.
- The remaining \$4 is currently used for facilities improvements and land banking.

### **Student Activity Fee (\$2 - No changes recommended)**

- This fee is designated for the exclusive use of Student Activities.
- Current Fee: \$2 per SCH, generating \$1.4 million annually.
- The budget for these funds is prepared annually by the Student Fee Advisory Committee, approved by the ACC President, and presented to the Board for approval during the budget process.

### **Lab Fees (Varies by course - some changes recommended)**

- Lab fees are for consumable materials used by students, and vary by course.
- Current Fee: Varies by section, generating \$825,000 annually.
- A listing of lab sections and proposed fees is attached.

## **Other Fees for Consideration**

### **Parking Fee Increase**

- Increase current fee of \$10 to the following rates:
  - Administrators: \$50
  - Full Time Faculty: \$40
  - Staff -Prof/Tech: \$35
  - Staff -Classified: \$30
  - Adjunct Faculty/Hourly: \$20
  - Students: \$15
  - Provides an additional \$500,000, for a total of \$950,000.
- The fee is still nominal when compared to parking fees at other area institutions.
- The fee is optional.
- Fees will not be prorated since prorating introduces many complexities and permutations such as:
  - Most students are enrolled part time (Fall but not Spring, Spring but not Fall, both Fall and Spring. Summer only, etc.)
  - Avoids the need and added costs to have a separate tag for each semester.
  - The fee increase is intended to encourage the use of alternative transportation.

### **Sustainability Fee (\$1 SCH – New Fee) –Begins Spring 2010**

- Recommend \$1 per Semester Credit Hour.
- To promote alternative transportation such as bus, bike, walking, car pooling, and to partially offset other sustainability costs.

- Will provide an estimated \$750,000 annually.
- See attached FAQ regarding Sustainability Fee.

**ACC OneCard Replacement Fee (\$20 - New Fee)**

- ACC OneCard is the student debit card used for Financial Aid disbursements and other refunds.
- Administered by HigherOne, and ACC is charged \$20 each for replacement cards.
- Currently, replacement cards are costing the college about \$7,000-10,000 per month.
- Recommend ACC pass this fee along to the student via a \$20 card replacement fee.
- ACC absorbed replacement costs during the year of implementation of the OneCard program to ensure students were not burdened by start-up glitches. The program is working well now.
- According to Higher One, ACC was the only college not passing on this fee to users.
- Higher One may still waive the fee, at its discretion, on a case by case basis.

## **SUSTAINABILITY INITIATIVE FAQ**

### **Q. Why a Sustainability Initiative?**

A. The ACC Board of Trustees has had a strong interest in sustainable practices in both construction projects and campus operations for a number of years. In February of 2009, the ACC Board adopted Policy C-9, Sustainable Practices, to formalize ACC's commitment to sustainability, and to reduce the College's carbon footprint. In addition to Policy C-9, ACC's President signed the American College and University Presidents Climate Commitment in May of 2009. The sustainability initiative has had broad support from the Board of Trustees, and ACC's shared governance bodies, which are working together to incorporate sustainable practices into ACC's Master Plan. The Administrative Services Council adopted formal Administrative Rules to support Policy C-9 in June, 2009.

### **Q. Why a Sustainability Fee?**

A. In accordance with Policy C-9, and as part of FY10 Board Budget Study Sessions, discussions occurred on how to promote alternative modes of transportation to ACC campuses. The sustainability fee was introduced by the ACC Board, and is intended to fund bus passes, provide additional parking for bicycles, motorcycles, car pools, recycling, and fund new ways to reduce ACC's carbon footprint. The fee proposed is \$1 per semester credit hour in order to match student usage of ACC campuses; i.e., a student taking more classes would pay more than a student taking fewer classes. Also, if a student decides not to attend a particular semester, they would not be charged for an entire year.

### **Q. What are the goals of the Sustainability Fee?**

A. ACC provides educational services to over 100,000 different individuals each year. Enrollments are increasing at a rapid rate. Because ACC serves so many, it can make a significant contribution in reducing its carbon footprint by getting more people to use mass transit and other forms of transportation instead of personal automobiles. In addition, reducing the demand for parking can make a significant difference in how much parking must be provided at campuses. At \$20,000 per space (or more) to build structured parking, less personal auto usage can save millions in construction costs. Based on this information, the goals for the Sustainability Fee include:

- Promote the use of alternative transportation such as
  - Deeply discounted bus passes for students and staff;
  - Provide more parking for motorcycles, scooters, and bicycles;
  - Preferred parking for car pooling;
  - Work with area organizations for bike lanes.
- Reduce demand for additional parking space at ACC facilities;
- Enhance efforts to reduce energy consumption.
- Maintain and improve ACC's recycling program.

To further promote sustainability, ACC has hired a Director of Environmental Stewardship to develop and implement a broad range of new initiatives to save on energy and reduce the

College's carbon footprint. The sustainability fee will contribute in part to these ongoing initiatives as they are developed.

**Q. What is ACC's detailed plan for transportation alternatives?**

A. ACC staff and Cap Metro have been in discussions to provide discounted premium bus passes (SmartCards) to students. In addition, ACC's Director of Environmental Stewardship will lead a group consisting of students, faculty, and staff to flesh out the logistics and details of a broader plan for alternative transportation prior to implementation of the Sustainability Fee. ACC anticipates presenting this plan to Trustees in October.

**Q. How were students, faculty, and staff consulted on these initiatives?**

A. Student organizations were heavily involved in sustainability initiatives in 2008 and 2009. The student organization, Students for Environmental Outreach (SEO) won awards in 2008 and 2009 for their efforts, and students from SEO, Student Government Association and Phi Theta Kappa worked with the College's Recycling and Sustainability Committee, which is part of the Shared Governance system at ACC. Also, members of the SGA have stated in meetings with the President of ACC that they would be willing to pay a fee to improve transportation to and from ACC campuses.

In discussions with Cap Metro, promoting ridership is the surest way to improve mass local transportation, and the organization has offered bus passes to ACC students, faculty and staff at deeply discounted rates. The sustainability and parking fees charged students, faculty, and staff will help fund these discounted passes. Fee discussions have occurred during Budget Study Sessions in April, May, and June at publicly held Board meetings which were attended by representatives of student organizations, full time and adjunct faculty organizations, and the Professional/Technical and Classified employee associations, as well as representatives from the various committees and councils of ACC's shared governance bodies.

**Q. What about campuses that are not served by Cap Metro or Distance Education students? How do those students and staff benefit from this fee?**

A. While most of ACC's facilities are served by Cap Metro, the Cypress Creek Campus in Cedar Park and the new Round Rock Campus are not. However, it is our understanding that these locations are investigating transit systems, and arrangements will be made with them if they materialize, both campuses are near future rail lines where a shuttle may be possible to these campuses. There is also a Transit Center near Lakeline Mall and one in Leander that will have both bus and rail service. Also, the sustainability fee can contribute to other initiatives such as preferred parking for modes other than personal vehicles at these locations, as well as contributing to recycling and future sustainability initiatives.

**Q. Why are Parking Fees going up?**

A. ACC's Parking Fee is quite low compared to rates at other colleges and universities in the area. The ACC Board wanted to increase this fee in order to provide additional funds to promote

sustainable practices, including bus passes, preferred parking for car pooling, and increase facilities for those who choose to ride motorcycles or scooters, and bicycles. The goal is to reduce ACC's overall carbon footprint.

**Q. Is sustainability being funded “on the backs of” students, faculty, and staff?**

A. No, it is not. ACC taxpayers have committed \$200 million since 2003 on construction projects that include sustainable design considerations. The sustainability and parking fee increase combined will be less than 1% of this amount, and will be used to contribute to current and future sustainability initiatives. The ACC Board has also been budgeting an additional \$6 million towards facility improvements, many of which improve energy efficiency and/or meet additional local requirements that preserve the environment. ACC's enrollment growth will require additional construction costs in the hundreds of millions of dollars just to meet population growth in this region.

**Q. How does the bus pass program work for students?**

A. ACC is currently working with Cap Metro on a pilot program whereby deeply discounted electronic fare cards are provided to students who have paid the sustainability fee. Cards will be distributed through the cashier's office. It is anticipated that the cards will be good for one semester, and will track student usage that will be incorporated into Cap Metro's data bases and used to improve routes based on ACC student usage. Bus passes will be funded by both the increase in parking fees and the new Sustainability fee.

**Q. How does the bus pass program work for faculty and staff?**

A. Faculty and staff who prefer to park on campus will pay an increased parking fee (see below), depending on employee classification. The proceeds from the parking fees will be used to fund bus passes for faculty and staff who want a pass.

**Q. What about part time staff and adjunct faculty?**

A. Part time staff and adjunct faculty will pay \$20 for a parking tag. This is less than any category of employee, and only slightly more than students are asked to pay.

**Q. What if a student, faculty or staff member does not pay for a parking tag and only opts for a bus pass?**

A. In that case, the program has worked as intended.