

and equipment use, etc.) and fines which shall not exceed the cost of the services provided and shall only be charged to persons receiving the service. A community college may not charge any fee except as authorized by law.¹ Community colleges do not have statutory authority to charge transportation access fees.

University Transportation Fees

Under s. 1009.24(112), F.S., state universities are authorized to charge a fee for traffic and parking fines, charges for parking decals, and transportation access fees. As an example of how a university may use the transportation access fee, the University of Florida and the City of Gainesville entered into an interlocal agreement as part of a growth management agreement. The goal of the agreement was to mitigate the impact of university transportation related issues specifically by taking cars off the road and by reducing the demand for on-campus parking. To accomplish this goal, the university has contracted with the RTS to provide students unlimited access to the city bus system, and the university contracts for bus service. It is estimated that approximately 50,000 riders per day, when school is in session, use the bus system and that 73 percent of its daily riders are university students. A committee of students and administrators assist RTS in determining which routes and service will be included in each annual contract. The higher the number of routes and level of service requested, the higher the cost. In general, busy stops are served every 10 to 15 minutes. Most stops are visited at least every 30 minutes. Routes are designed per student requests to visit specific apartment and condominium complexes, businesses, and university sites. In addition, there is an intercampus route allowing students to travel from one part of campus to another. In general, hours of service are from 6:00 am to 2:00 am. According to the Board of Governors, the current transportation access fee at the University of Florida is \$6.11 per credit hour.

III. Effect of Proposed Changes:

This bill authorizes each community college board of trustees to establish a transportation access fee. The fee is capped at \$6 per credit hour. The fee could only be increased once each fiscal year and must be implemented beginning with the fall term. The fee would not be covered by the Bright Futures Scholarship Program.

IV. Constitutional Issues:

A. Municipality/County Mandates Restrictions:

None.

B. Public Records/Open Meetings Issues:

None.

C. Trust Funds Restrictions:

None.

¹ s. 1009.23(12), F.S.

V. Fiscal Impact Statement:**A. Tax/Fee Issues:**

None.

B. Private Sector Impact:

Students at a community college that imposed the transportation access fee would have to pay the fee. The fee is capped at \$6.00 per credit hour.

C. Government Sector Impact:

This is an optional fee to be approved by the local community college board of trustees. Thus the amount of revenue the fee would generate is indeterminate.

VI. Technical Deficiencies:

None.

VII. Related Issues:

None.

VIII. Additional Information:**A. Committee Substitute – Statement of Substantial Changes:**
(Summarizing differences between the Committee Substitute and the prior version of the bill.)**CS by Higher Education Appropriations on April 15, 2009:**

The committee substitute would authorize each community college board of trustees to establish a transportation access fee, not just the board of trustees of Santa Fe College. The fee would be capped at \$6.00 per credit hour. The fee would not be covered by the Bright Futures Scholarship Program.

CS by Higher Education on March 4, 2009:

The committee substitute corrects a drafting error in the bill.

B. Amendments:

None.