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# Student Government Association

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Tennessee Technological University

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## Transportation, Parking, and Infrastructure (TPI) Fee Student Survey

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**DISCLAIMER** – *The Tennessee Tech Student Government Association neither supports nor denounces the initiative below. However, the SGA encourages you to make your voice known, whether your vote is or is not in favor. Please take the time to read the supplement and think critically about the question before answering.*

Currently, parking and auxiliary infrastructure on campus receive no state funding whatsoever. Funding for initiatives comes from revenue generated by the sale of parking passes and by the issuing of parking citations. The amount of extra revenue needed to construct parking garages could be generated by the implementation of a Transportation, Parking, and Infrastructure (TPI) Fee.

**TRANSPORTATION, PARKING, AND INFRASTRUCTURE (TPI) FEE** – All students would be charged a TPI Fee every semester in the amount of \$125.00 for the first two semesters, effective Fall 2024. This fee is subject to increase or decrease at the discretion of the Vice President for Planning and Finance, working in conjunction with the Business Office and Auxiliary Services, during annual budget review. A yearly increase of the fee will not exceed \$50.00 prior to the end of Spring 2028. The revenues generated by this fee would be **wholly reinvested** into the campus community by funding renovations and improvements of amenities such as pedestrian walkways and crosswalks, streetlamps, parking lots, shuttle services, designated bicycle parking zones, and sidewalks. Moreover, the revenues from this fee would allow the university to begin the planning and **construction of up to three parking garages on campus**, as detailed further below.

**WHY A BLANKET FEE?** – The consensus to impose this fee on all students as opposed to the previous parking pass system revolves around many reasons. First, many students that pay for parking passes find themselves unable to park on campus due to congestion and a lack of space. Secondly, many students reap the benefits generated from the current parking fees without paying anything for them. If all students were to pay a blanket fee instead, more money would be able to go back towards the infrastructure we use every day.

**PARKING PERMITS** – Commuters and residents that park on campus would no longer be required to buy a parking permit to park on campus without citation. **Every student would receive a parking pass and be able to park on any student-allowed parking space on campus.** Gold and designated parking zones are still inaccessible to students and will be cited as such. The Parking and Transportation Office Parking Portal will no longer collect fees from students (except for parking citations); rather, it will only be used to register a vehicle under the permit they receive.

**PARKING GARAGES** – The revenues from this fee would also allow the University to begin the planning and construction of three parking garages on campus: one in the STEM Center parking lot, Volpe Library parking lot, and Crawford/ROTC parking lot. The first parking garage is planned to enter the design phase Fall 2024, with construction beginning January 2025 and ending in January 2026. Further parking garages will end construction one and two years after the first, respectively. For more information on the location and amount of parking space increases projected to come from the construction of these parking garages, please see the campus Master Plan at [www.tntech.edu/capital-projects/master.php](http://www.tntech.edu/capital-projects/master.php).

**DRAWBACK** – Many students have expressed that the building of parking garages and improvements in amenities would likely lead to more construction. While this is the case, the amount of parking spots lost by due to construction of parking garages would be evened out by temporary gravel lots constructed at different locations on campus. Once construction on the first parking garage is completed, excess surface spots will remain until all garages are completed. Construction on other campus amenities will only minimally impact parking spot numbers.

**DEVELOPMENT OF THE FEE** – This fee was drafted by students involved with the Campus Parking Advisory Committee, with representation from campus administration as well as from the student body. Since the previous semester, the committee met on a weekly basis with the charge of improving the parking situation on campus and easing the financial burden of parking passes. In addition to long discussions over the implications and benefits of this fee, campus personnel were invited to attend and provide perspectives to students involving many different aspects of the plan. A special thanks goes to Dr. Claire Stinson (Vice President of Planning and Finance) and Mr. Nick Dolata (Director of Auxiliaries) for providing an open environment to discuss the development of this plan.

**CONCLUSION** – The Parking Advisory Committee believes that the TPI Fee is not just another fee; it is a fee that will beautify and improve the campus sidewalks and roads that you walk or drive on every day. Much like the effect of the construction of the Marc L. Burnett Fitness Center, the TPI Fee is also an investment in the future students of the university; by being one of the students that votes for this fee today, you help to solve the problem of parking for students in the coming few years. The TPI Fee is, in the committee's opinion, the best path forward to parking garages and betterment of campus infrastructure, and that it cannot be done without student support.

Given the information stated above, please carefully consider the following question:

*Would you be in favor of the implementation of a standard Transportation, Parking, and Infrastructure (TPI) Fee?*

\_\_\_ YES, I would support a TPI Fee.

\_\_\_ NO, I would NOT support a TPI Fee.