Facing budget shortages that required, among other things, the elimination of three parking employees during the past 2001/2002 academic year, the Parking and Transportation Department proposed an increase in parking permit fees in order to meet the increasing maintenance demands on our parking lots and to provide additional parking lots where possible.

The proposal was presented to both parking advisory committees -- the Parking and Transportation Student Advisory Committee (PATSAC), comprised of 15 undergraduate and graduate students from each of the campus college governing associations and commuter organizations, and the University Parking and Transportation Committee (UPTC), comprised of 14 faculty, deans and staff. Both committees supported the proposed fee increases.

Additionally, I met with each of the governing associations during the past year about the necessity of raising permit fees, and each governing association understood and supported the general principle of raising the permit fees to generate needed revenue. With the support of the governing associations, and the endorsement of the PATSAC and UPTC, the following has been implemented:

1. Full-time student parking permit fees were raised from $60 to $80. The $400,000 in additional revenue is needed for the following:

   A. $100,000 in additional maintenance for our deteriorating parking lots.
      Presently, we spend approximately $300,000 a year to repave and repair our parking lots. However, with an estimated $1 million in deferred maintenance costs, we need to increase the amount of annual repaving to $400,000 a year. Without increased maintenance, our lots will deteriorate at a faster rate than we can repair them.

   B. $150,000 for parking deck reserve maintenance account
      Parking deck renovations over the past two summers have cost $2 million and have depleted our deck maintenance “reserves”. With three more decks scheduled to require maintenance in 10 years, we need to replenish our deck reserve account in order to have approximately $1.5 million available in ten years. Therefore, the reserve account needs to be replenished with an additional $150,000 a year.

   C. $50,000 for daily routine maintenance
      The current budget for daily lot maintenance (labor and materials for cleaning, signage and barrier repairs, etc) is $250,000 per year. The estimated cost for these services provided by Facilities Maintenance is $300,000.
D. $75,000 for the paratransit and Knight Mover fleet
   The current vans are over four years old. They operate 24 hours a day and will need replacement. Each vehicle costs approximately $75,000.

E. $80,000 to increase service hours of the 5th and 6th ward shuttle.
   Due to the success of the 5th and 6th Ward Shuttle, and the request of the students to increase the hours until 2am when the libraries close, we need $80,000 to provide the longer hours of service.

2. Part-time student parking permit fees were raised to equal full-time student parking permit fees.

   This was implemented for two reasons: (1) Auditing control procedures dictate that we can no longer sell identical permits for two different fees, and (2) as a policy, fees are not based on how often or how long students park. It is possible that some full time students park on campus less than some part time students. We estimate that this increase will produce approximately $20,000 additional revenue.

3. A new category of permits was created, called the “Night” permit.

   These permits will be sold at a reduced cost to students who park on campus only after 4pm. While this will not increase revenue, it responds to the needs of students who do not place a demand on daytime parking.

4. Guests of students wishing to park will now be charged a fee.

   As we move towards a more “fee based” revenue system, and away from a “fine based” revenue system, we need to find ways to reduce the burden on the students through more equitable distribution of fees. We would expect to generate about $5,000 in additional revenue from the sale of “Guest” permits.
5. Fees were raised for “Additional Parking”, “Temporary Parking”, and “Restriction Waiver” approvals. Presently students pay a nominal fee for these additional services from our department. Increasing these fees will raise revenue, discourage students from bringing cars on campus, and curtail driving between campus during class times.
   • “Additional Parking” would be raised from $10 to $25.
   • “Temporary Parking” would be raised from $2 to $5 a day.
   • “Restriction Waiver” approvals would be raised from $25 to $50.
   These increases are estimated to create an additional $30,000 in revenue.

History
For approximately 30 years, the student permit fee remained at $20 a year ($10 for part-time students). In 1997, the permit fee was increased to $30 ($15). This increase was used to cover increased maintenance and administration costs. In fall of 2000, the fee was increased to $40 ($30). This increase specifically funded 6 additional Parking Enforcement Officers. These additional enforcement officers were a result of the Parking Committee’s recommendation for increased enforcement. In the fall of 2001, we increased the permit fees to $60 ($50). The increased revenue was used to increase our assistance to Facilities for the routine maintenance of the parking lots, the addition of three additional Parking Enforcement Officers that would stand in attendance at the commuter lots, additional gates to protect lots, and various technological advances such as on-line ticket payments. None of the last three fee increases fully met the increasing maintenance and administrative costs we faced.

Additional Rational for Raising the Permit Fees
1. Transportation Demand Management recognizes that increasing the permit fee helps reduce parking demand as students look for alternatives to bringing a car on campus. Rutgers University and the surrounding communities cannot continue to absorb the increase in the number of vehicles that are placing a demand on traffic and our parking lots. It is a widely held and supported doctrine that raising fees associated with having your car on campus is an excellent way to reduce the number of vehicles.

2. Our student parking permit fees are lower than most universities. See the last page for a chart comparing Rutgers, New Brunswick with other similar universities.

3. Even at $80 a year, parking at Rutgers University is still a bargain. A commuting student that parks three days a week for two semesters will pay less than a $1 a day. High demand/low resource parking does not exist anywhere for $1 a day.
Comparison of Annual Parking Permit Fees - As of June 2002

- Rutgers, New Brunswick: $80
- Univ. of Nebraska: $264
- Univ. of Pittsburg: $840
- Univ. of Illinois: $220
- Univ. of Cali., San Diego: $432
- Penn State: $150
- Vanderbilt: $168
- Univ. of Arizona: $300
- Duke: $155
- Emory: $336
- Ohio State: $120
- Brown University: $385
- Univ. of Cali., Los Angeles: $468
- Harvard University: $775
- University of Toronto: $957
- Syracuse University: $336
- University of Colorado: $266
- Massachusetts Inst. of Tech.: $286
- University of Maryld: $390
- Univ. of California, Berkley: $857
- University of Delaware: $345
- College of NJ: $161
- Univ. of Washington: $132
- Univ. of Virginia: $132

NON AAU UNIVERSITIES