



RUSA Resolution 18S25-XX

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Sponsors: Student Affairs Committee, University Affairs Committee

Co-sponsors:

A Bill Examining Rutgers' Parking and Ticketing Policy and its Impact on Students

A bill examining Rutgers' ticketing policy that fines and profits off students

Whereas, commuter permits can cost up to \$212 a semester, and dorming students pay \$150 to have a car on campus¹

Whereas, parking permits sell out in the matter of days or even hours, inflicting unnecessary stress and worry for students who rely on these permits to attend in-person classes and events²

Whereas, students are restricted to a maximum of 1 campus permit regardless if the student has classes on different campuses, ¹

Whereas, parking permits are assigned to less accessible lots far from classrooms, with closer, more convenient parking options only available at less practical times,

Whereas, an example of this lack in accessibility can be seen on Busch campus, where most engineering courses are on Busch and begin before 6 PM but the only available parking for Busch commuter permit holders before 6 PM is in Stadium West Lot, which is a 25-minute walk to the Busch Student Center and sometimes longer to reach certain classrooms, and only after 6

¹ [Student Parking Permits](#) - Rutgers IPO page for permit information and purchase

² ["Rutgers' notorious parking system adds stress, financial burden on students"](#) - Daily Targum article

PM are lots that are about a minute in proximity from classrooms become available for permit holders,

Whereas, Rutgers busses have a reputation of being late, making them an unreliable source of transportation to get to classes and exams on time for many students, which may incentivise students to look for other means of transportation like driving,

Whereas, Rutgers is a large campus encompassing approximately 2685 acres, making it almost impossible for 50,000 students to get from one place to another without adequate transportation,³

Whereas, in a 2016 article, Rutgers accumulates about \$5 million from parking violations each year, and issues about 5.5 tickets per driver in New Brunswick campus, compared to other NJ universities like William Paterson which distributes about 0.12 tickets per driver and the other 9 public universities distributing about 0-1 tickets per driver,⁴

Whereas, the New Brunswick Parking Authority receives \$4 per ticket, these fines create a steady stream of revenue which are used to replenish the DOT's budget, possibly creating a dependency and increased incentive to fine students to cover operational costs,⁵

Whereas, there have been reports that Rutgers tickets can quietly compound over several months and be immediately charged all at once heavily burdening students. An SAS class of 2025 student, Aryan Sindha gave testimony to RUSA complaining how he received 4 tickets over 6 weeks that were charged to his account all at once.

Whereas, Rutgers can track a vehicle to its registered home address, and place any fines/fees caused by the vehicle on any Rutgers student that live there, regardless of whom the owner/driver was, forcing students to pay fees they're not responsible for or take the law in their own hands. This type of tracking has been found in various citations, such as where one appeal officer wrote to a student who appealed that neither his vehicle nor himself were involved in the citation, "The vehicle in question, was added to your account thru a DMV lookup. When there is a vehicle parked on campus without any identity it goes out for a lookup and when the information comes back it gets attached to the person at the University with the same address and or last name. If this car does not belong to you, you must have the student or family member, who it does belong to, take responsibility for the citations"⁶

Be it hereby enacted, The University Affairs Chair and Student Affairs Chair of RUSA will publish annual surveys via Qualtrics asking students about their experience with parking and transportation services offered by Rutgers,

Be it further enacted, RUSA will have semesterly meetings with Director of Parking addressing students' unmet parking needs,

³ [Rutgers Student Experience](#) - Rutgers home-page including facts about the University

⁴ ["Rutgers rakes in nearly \\$5 million from parking violations"](#) - Article documenting profits made from ticketing

⁵ ["Rutgers students pay millions in parking tickets each year- here's where the money goes"](#) - Daily Targum

⁶ Citation #230744 - Citation including the statement from Appeal Officer explaining the ticketing system

Be it further enacted, RUSA will advocate to IPO that Rutgers should not fine students if their vehicle is not involved in the incident of a citation. Hypothetically, if Student B owns a car, and this student has a family member who owns a separate car, this family member has no affiliation with Rutgers and as a result their vehicle is not registered with the University. This family member can park on Rutgers' campus 100 times, resulting in 100 citations. Because of Rutgers policy, all 100 of these citations will be wired to Student B's Rutgers account. Student B can appeal the citations because it's not his car nor was he driving, but the appeal will ultimately be denied by the appeal officer. RUSA will advocate for Student B's right to not pay for the fine since his car was not involved in the incidents.

Be it further enacted, RUSA will investigate the financial implications of parking fines imposed on students, specifically focusing on:

1. The \$4 Allocation to the New Brunswick Parking Authority – investigating whether this fixed revenue share creates a financial incentive for excessive ticketing of students.
2. Dependency of Fines to Support RU DOT Operations – assess whether reliance on fine revenue to replenish the Department of Transportation's budget encourages over-enforcement of parking violations as a revenue-generating measure, rather than as a tool for traffic efficiency.
3. Lack of Transparency in Fine Allocations to the City and State – examine how the shares of fines directed to the City of New Brunswick and the State of New Jersey are utilized and whether they contribute to initiatives that directly benefit Rutgers students.

Be it further enacted, RUSA recommends IPO researches more convenient lots to be built on campus,

Be it further enacted, RUSA will recommend IPO to reevaluate permit costs based on student's financial needs,

Be it further enacted, RUSA will investigate when tickets are charged relative to the incident,

Be it further enacted, following the survey and examination, RUSA will continue to collaborate with IPO and Parking on various initiatives that confront the issue of Rutgers Parking policies.

Be it finally enacted, the University Assembly committee will compile and prepare a report detailing all the collected findings from the investigations. The report shall then be presented to the Assembly for review and approval. Following approval, the committee shall engage with the appropriate administrative officials to discuss the report and determine the next steps for change. After meeting with administration, regular updates on the report's status and progress at the administrative level should be provided to the Assembly.

Dates:

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Passing Executive Committee:	01/28/2025
Vote Count: Unanimous Consent	
Pass/Fail the Assembly:	01/30/2025
Vote Count:	