

**U of T Mississauga  
Parking Ancillary  
Operating Plan 2012-13 and 2013-14**

**Management Report**

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**(a) Overview of Objectives, Issues and Services**

**Objectives**

- To provide cost effective and safe parking facilities for students, faculty, staff and visitors.
- To protect the campus green space.
- To cover direct and indirect costs capital renewal and capital expansion.
- To maintain an operating reserve (excluding capital) equal to ten percent of the annual expense budget.
- To operate a financially viable ancillary while keeping rates as low as possible.
- Having attained the above objectives, provide net contributions to the UTM operating budget.

**Background and Issues**

The Mississauga campus is a suburban, commuter campus where the use of cars is more extensive than that of a downtown campus. UTM Parking strives to embrace the Transportation Demand Management (TDM) philosophy and this is demonstrated through the introduction of carpooling initiatives, a car sharing program, various campus commuter promotions, UPass, a discounted TTC Metropass program for faculty and staff, and the UTM Shuttle Bus service. Though there are many campus initiatives to encourage the use of buses and bike to school/work campaigns, the use of cars and the related need for a substantial number of parking spaces will likely continue.

As of October 2012, UTM had 2,361 spaces, representing a marginal decrease from the prior year. The marginal decrease in spaces over the prior year has not affected permit availability. Instead, after careful review and monitoring, more permits were sold to date vs the same period in 2011.

The ancillary continues to monitor supply and demand in order to identify the timing of the parking expansion which based on current information, such as

campus population growth projections, approximately 300 additional parking spaces will probably be needed for the fall of 2016.

UTM Parking continues to focus on sustainability at the Mississauga campus. Parking Services provides multiple car-pool spaces in various lots for faculty, staff and students to encourage ride sharing and lessen Parking's carbon footprint. The Eco-Park Rebate program supports a 'green' community by promoting the use of low-emission vehicles. This program partially reimburses an eligible applicant for their annual parking permit. UTM Parking is also a proud member of Smart Commute which is an association that works to reduce traffic congestion and encourages the use of other sustainable modes of transportation, such as bikes.

UTM Parking also uses parking equipment that runs off solar power. The use of this equipment cuts this Ancillary's power consumption which essentially makes part of the parking operation "off the grid".

UTM Parking has re-introduced the Zipcar, a short term car sharing service, to the UTM community. Two cars are parked in Lot 9 and one is in Lot 5. Further details can be obtained by contacting UTM Parking Services.

#### **(b) 2012-13 Operating Plan**

Permit revenues are expected to exceed budget by \$94,841. The gain in permit revenues is due to having more permits available for sale from better lot utilization monitoring and reporting.

Pay and Display revenues are expected to be in line with budget.

Salaries, Wages & Benefits expense are forecast to be \$330,251, an increase of \$12,772 from budget.

Security Services is the cost of Campus Police, a unit that works very closely with UTM Parking, in enforcement, incidents and safety issues related to parking.

The operating result before transfers is expected to be a surplus of \$728,755, up from the budgeted surplus amount of \$578,744. This is mainly due to the increase in permit revenue and savings from snow removal. Snow removal expense relates to actually removing the snow from campus in the case of extreme weather and UTM Parking is predicting that this provision will not be utilized for 2012-13.

The surplus will be retained in the New Construction Reserve to save for the planned expansion of the parking deck.

### **(c) 2013-14 Operating Plan**

The 2013-14 budget includes a 3% permit price increase. The Reserved permit price will increase from the current price of \$906.74/annum to \$933.94/annum. Premium Unreserved will increase from \$647.12 to \$666.53/annum; Unreserved from \$626.14 to \$644.92/annum; Afternoon permits from \$524.51 to \$540.24/annum & Commercial from \$1,049.02 to \$1,080.49/annum.

Pay & Display revenues are expected to continue to increase marginally from the 2012-13 forecast. This increase is due to increased enrollment and continued effective enforcement practices. There are no planned increases in Pay & Display rates.

Expenses are expected to be similar to the forecast for 2012-13, increasing in line with inflation and contractual obligations. The operating result before transfers is a surplus of \$699,674. This surplus will be contributed to the New Construction Reserve for the planned parking deck extension.

### **(d) Categories of Users and Accessibility**

Parking is available for faculty, staff, students and visitors. Parking inventory in 2012-13 is adequate but continues to be monitored closely in light of increasing enrollment. Demand for parking increases every year, especially as campus population grows. Analysis of supply and demand has determined that additional parking inventory will probably be needed in the fall of 2016.

### **(e) Capital Initiatives, Planning and Funding**

Evidence from supply and demand of existing parking spaces and enrollment projections suggests that an additional 300 parking spaces will probably be needed for the fall of 2016. The challenge facing the Parking ancillary is that although all operating revenues in excess of expenses will be contributed to the New Construction Reserve, the balance of the New Construction Reserve will be insufficient to cover the estimated \$8.6M cost of the parking expansion and obtaining a loan from the University for the difference is uncertain.

Our current estimates indicate that by 2016, the New Construction Reserve could reach \$3.8M.

Future construction, if planned on existing parking lots, would impact parking inventory and may translate to reduced revenues and increased supply and demand issues.