



Sustainable Transportation and Parking Services

2016/2017 Budget

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Parking Services and Transportation Planning has grown to encompass a greater scope of services at the university. Many of these services align/complement those offered by Physical Resources. These include: The design, building and maintenance of our transportation infrastructure. For this reason, Parking has amalgamated with Physical Resources. In addition, the departmental name has been changed to “Sustainable Transportation and Parking Services”. This name more accurately reflects the current services provided by the unit and goes beyond the historical scope to include the design, construction and maintenance of 22km of roadways, 56km of sidewalks and transportation demand management initiatives (including public transit facilities, cycling facilities, outdoor lighting and signage), and safety initiatives previously the responsibility of Campus Community Police.

Managing a multi-million dollar deferred maintenance issue will be a top priority moving forward. To address this, it is expected that adjustments will need to be made to existing permit prices.

Background:

Parking Services has responsibility for developing, maintaining and operating all parking lots on campus (5,400 parking spaces) since the implementation of paid parking in 1973. Parking Services is an ancillary department and as such is responsible for the payment of all its own expenses. In addition, Parking Services contributes to the University’s Budget to assist in meeting capital and operating budget targets.

Forecast 2015/2016

Revenues (Refer to Table A):

Overall 2016/2017 revenues are forecast to meet budget projections. Revenues from visitor parking were higher than forecast. This was offset by a lower volume of permit sales and violation revenues.

Expenses (Refer to Table A):

Overall, expenses are expected to be in line with budget assumptions. As planned, a one-time surplus of \$865,000 will be directed towards our internal loan balance. The remaining amount, \$607,000 is expected to be paid in 2016/2017.

Closing Accumulated Fund Balance – 2015/2016 (Refer to Table A):

This balance reports the accumulation of all net parking revenues. It provides a reserve for unexpected capital requirements or financing. At the beginning of 2015/2016 the balance in this account was \$267,000. The forecast to the end of fiscal 2015/2016 expects to spend the remaining balance of this account on design and consulting fees associated with 2016/17 capital projects.

Budget Assumptions 2016/2017

Revenues:

It is proposed that commuting permit prices will increase by 7% for the 2016/2017 budget year. The table below reports the proposed rates. The majority of commuting and residence students are on campus for only two of the three semesters, therefore the annual increase would be limited to two thirds of the annual increase reported in the table below.

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Permits:	Current 2015/2016	Proposed 2016/2017	Annual Change	Current Monthly Cost	Proposed Monthly Cost
Commuting	\$623.16	\$666.72	\$43.56	\$51.93	\$55.56
Premium	\$1294.11	\$1294.11	\$0.00	\$107.84	\$107.84
Residence and Auxiliary	\$467.16	\$499.80	\$32.64	\$38.93	\$41.65
Service Vehicle	\$619.71	\$619.71	\$0.00	\$51.64	\$51.64
Commercial Service Vehicle	\$985.44	\$985.44	\$0.00	\$82.12	\$82.12

**Permit rates do not include applicable taxes. No changes to violation rates are anticipated.*

Expenses:

An additional staff member is included at a cost of \$50,000. In addition, \$120,000 is included to cover costs related to the installation of outdoor seating across campus. Furthermore, \$150,000 has been allocated towards personal safety initiatives.

Future Budget Considerations:

We are taking on an ambitious capital project season to take advantage of favorable market conditions. These expenditures are expected to total \$6.5M for 2016/2017.

The combined effects of: our increased areas of responsibility including: roadways; transportation demand management initiatives; sidewalks and public transit; our aging transportation network; ongoing parking space loss due to new building construction and renovations and additions to existing buildings; increases to the on campus population; our considerable annual contributions to the overall university budget; and the increasing numbers of off campus people arriving for special events, are all placing an additional toll on our existing parking and transportation related infrastructure. Our efforts aimed at reducing motor vehicle trips to campus, through our Transportation Demand Management Program, have been very successful these past several years.

To meet the growing needs of our community and to address an ever increasing deferred maintenance problem, future budgets must include significant funding to design, build, maintain and develop our parking, maintenance and transportation related programs. Of primary importance is the continued development of our public transit facilities which handle in excess of 2.3 million people annually. Continued investment through TDM will negate, or at least delay, the construction of very expensive multi-level parking structures.

This budget will allow the University to address concerns associated with our aging Transportation and Parking infrastructure, and the associated deferred maintenance problem, which is estimated to be in excess of \$30M. It will also allow us to continue to implement transportation related initiatives contained in the Campus Master Plan (2012) as we move towards constraining single occupant motor vehicle trips to and from campus.

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Table A: 2015/2016 Operating Budget (in thousands of dollars)

	2014/2015 Actual	2015/2016 Forecast	2015/2016 Budget	2015/2016 Variance	2016/2017 Budget
Revenue	3,659	3,740	3,750	10	3,900
<i>Operating Expenses</i>					
Personnel	517	467	460	(7)	526
Travel	5	7	15	8	7
Operating	477	421	400	(21)	700
Total Operating Expenses	999	895	875	(20)	1,233
Net Parking Operations	2,660	2,844	2,875	31	2,667
<i>Projects & Renovations</i>	2,510	960	710	(250)	1,000
Net Parking before Transfers	150	1,884	2,165	281	1,667
<i>Transfers</i>					
Operating Transfers	798	803	803	0	661
Capital Transfers	442	442	442	0	450
Internal Financing - South Ring Rd./Dundas Lane	-	865	865	0	607
MYP2 Transfers	18	37	37	0	37
Total Transfers	1,258	2,147	2,147	0	1,755
Increase (Decrease) in Fund Balance	(1,108)	(263)	18	281	(87)
Unappropriated Fund Balance - Opening	1,376	267	267	0	4
Unappropriated Fund Balance - Closing	267	4	285	281	(82)

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Table B: Capital Project Plan (in thousands of dollars)

	2015/2016 Budget	2016/2017 Projected	2017/2018 Projected	2018/2019 Projected	2019/2020 Projected	2019/2020 Projected
<u>Parking Lot Reconstruction</u>						
Bicycle Facilities	50		50			
Power House Lane/P49	30		500			
Stone Road Entrance	100					
Parking Lot P19 (North Residence)	150	1,500				
Parking Lot P13 & South Ring Rd.	130	3,000				
Wayfinding Signs		1,000				
Stadium Walk (West Portion) & Reynolds Walk (South Portion)		600				
Parking Lot #51 (Johnston Hall) Entrance Mall (repair)		100		300		
<u>Road Maintenance</u>						
Annual Maintenance	450	300	300	300	300	300
<u>Equipment</u>						
Parking/Computer Equipment	50					
Total Capital Projects	960	6,500	850	600	300	300
To be Financed		5,500				

* Internal financing for South Ring Rd./Dundas Lane has been included in Transfers - \$865,000 for 2015/2016 & \$607,000 for 2016/2017

** East Ring Road needs replacement. Spending of \$3,000 will be determined by the availability of additional funding in 2017-18

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Appendix A: Net Transfers - 2015/2016 to 2019/2020 (in thousands of dollars)

	<u>2015/2016</u> <u>Budget</u>	<u>2016/2017</u> <u>Projected</u>	<u>2017/2018</u> <u>Projected</u>	<u>2018/2019</u> <u>Projected</u>	<u>2019/2020</u> <u>Projected</u>	<u>2020/2021</u> <u>Projected</u>
Net Transfers						
Contribution to MTCU Budget	400	400	400	400	400	400
Safety Initiatives	150	-	-	-	-	-
Institutional Charge - Controller's Office	253	261	261	261	261	261
Contribution to University Capital	442	450	450	450	450	450
Internal Financing - South Ring Rd./Dundas Lane	865	607	-	-	-	-
Internal Financing - \$5.5M Loan	-	-	828	828	828	828
MYP2 Target	37	37	37	37	37	37
	<u>2,147</u>	<u>1,755</u>	<u>1,976</u>	<u>1,976</u>	<u>1,976</u>	<u>1,976</u>