

# 2025 Budget Notes

## Toronto Police Service Parking Enforcement Unit

While we aim to provide fully accessible content, there is no text alternative available for some of the content within these pages. If you require alternate formats or need assistance understanding our charts, graphs, or any other content, please contact us at [FPD@toronto.ca](mailto:FPD@toronto.ca).

### Description

Toronto Police Service Parking Enforcement Unit (PEU) responds to public and private parking concerns of the community and enforces the Parking Bylaws through the issuance of parking tags to illegally parked vehicles.

### Why We Do It

To contribute to safe and efficient free flow of traffic and address local neighbourhood parking concerns, 7 days a week, 24 hours a day.

*The City of Toronto aims to deliver these outcomes equitably, efficiently and with excellent customer service to help improve the lives of Torontonians and work to earn their trust and confidence.*

For further information about the Parking Enforcement Unit, please visit: [Parking Enforcement- Toronto Police Service](#)

**Program / Agency:****Svina Dhaliwal**

Chief Administrative Officer

Tel: (416) 808-8005

Email: [Svina.Dhaliwal@tps.ca](mailto:Svina.Dhaliwal@tps.ca)**Corporate:****Evan Choy**

Manager, Financial Planning

Tel: (416) 397-1961

Email: [Evan.Choy@toronto.ca](mailto:Evan.Choy@toronto.ca)

## What Service We Provide

### Who We Serve:

- Vehicle Drivers
- Private Properties
- Municipal Properties

### What We Deliver:

The PEU contributes to the overall safety and security of the people of Toronto by focusing on the Toronto Police Service traffic safety priorities. This is achieved through various strategies including enforcement, visibility, public awareness and education programs. Specifically, the Unit is responsible for:

- Responding to public and private parking concerns of the community (calls for service);
- Regulating parking through equitable and discretionary application of by-laws;
- Providing operational support to the Toronto Police Service, language interpretation, stolen vehicle recovery, corporate and local community-policing initiatives, emergency support and crime management;
- Assisting at special events, ensuring the safe and unobstructed movement of vehicular and pedestrian traffic;
- Fostering crime prevention by providing a radio equipped, highly visible, uniformed presence in our communities

**How Much Resources (gross 2025 operating budget):** \$55.4 Million

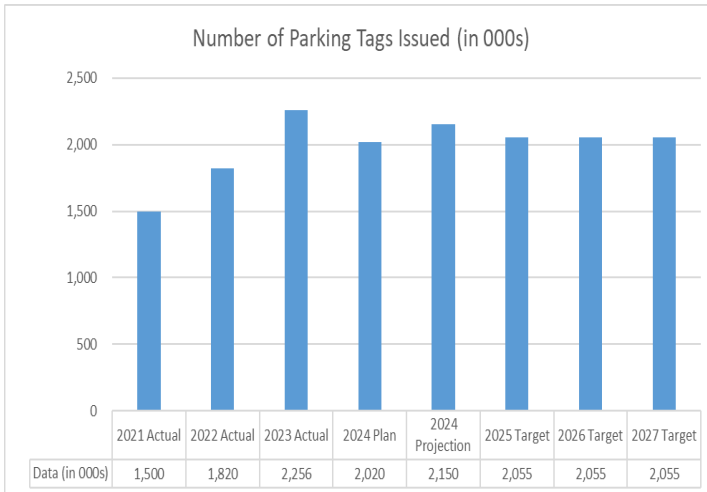
## Budget at a Glance

2025 OPERATING BUDGET*			
\$Million	2025	2026	2027
Revenues	\$2.1	\$2.1	\$1.9
Gross Expenditures	\$57.5	\$57.7	\$58.5
Net Expenditures	\$55.4	\$55.6	\$56.6
Approved Positions	394.0	394.0	394.0

2025 - 2034 10-YEAR CAPITAL PLAN			
\$Million	2025	2026-2034	Total
Toronto Police Service Parking Enforcement Unit does not have a Capital Budget and Plan. Any capital requirements are included in Toronto Police Service's Capital Program.			

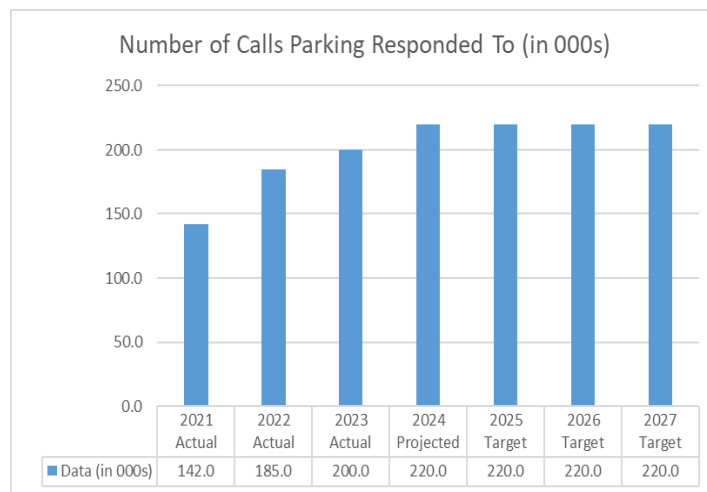
\*The 2025 Operating Budget does not include the impact of the 2024 collective agreement.

## How Well We Are Doing – Behind the Numbers

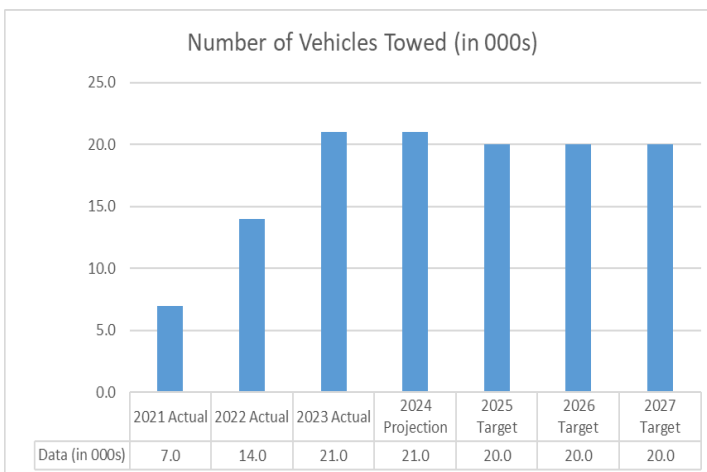


- The number of parking tags issued are at pre-pandemic levels, after decreasing during the COVID-19 pandemic.
- A slight decrease from 2023 tag issuance is anticipated due to increased compliance stemming from higher fines for all violations.

The projected tag issuance for 2025 is expected to decline from 2024 projected actuals, due to continued improvements to compliance driven by increased fines for all violations. These revenues are budgeted and collected by the City.



- The number of calls attended by the Parking Enforcement Unit have increased year over year, returning to pre-pandemic levels as of 2024.
- The 2025 forecast assumes a pre-pandemic level of volume.



- The number of vehicles towed have returned to pre-pandemic levels after a decline in 2021 due to the COVID-19 pandemic.
- It is anticipated that tows will remain the same or decrease going forward due to higher fine amounts.

## EXPERIENCES, CHALLENGES AND PRIORITIES

### Our Experience and Success

1. Staff members continue to be deployed to operate in strategic assignments closer to their area of patrol. This reduces unproductive travel time by bringing officers closer to where they enforce parking by-laws.
2. Hiring and training need to be maintained to ensure appropriate staffing levels.
3. Toronto Parking Authority initiatives, such as in-ground sensor installations, Electrical Vehicle (EV) charging stations, and Pay-and-Plate machines, create less opportunity for violations, impacting parking tag issuance, by improving monitoring accuracy and providing easier payment options for drivers.

### Key Challenges and Risks

4. The Parking Enforcement Unit is considered a recruitment source for Police Cadets and Special Constable classes and as a result experiences continued employee turnover.
5. Initiatives such as CafeTO, BikeTO, Car-Share permits, and increased bicycle lanes have an ongoing impact on the Rush Hour Route enforcement and tag issuance levels.
6. The location of towing pounds creates lengthy travel times when enforcing parking regulations in the City's core, limiting the number of cars that can be towed.

### Priority Actions

7. Increased enforcement on Rush Hour Route and Bicycle Lanes.
8. Ensuring compliance with the City's parking by-laws is key to maintaining a safe and efficient flow of traffic.
9. Review of service levels to ensure resources and processes are adequate to meet customer demand and service levels.
10. Sufficient staffing to support community needs, calls for service, and service delivery.
11. Modernization of Parking Enforcement by utilizing technology to increase effectiveness of Parking Enforcement operations, including replacement of the Vehicle Impound Program (VIP) and the use of Automated License Plate Recognition (ALPR) technology.

## CITY STAFF PREPARED BUDGET

The City Manager and Chief Financial Officer and Treasurer have prepared the following budget:

1. The 2025 Operating Budget for the Toronto Police Service Parking Enforcement Unit of \$57.510 million gross, \$2.145 million revenue and \$55.365 million net for the following services:

**Service:**

	<b>Gross Expenditures (\$000s)</b>	<b>Revenue (\$000s)</b>	<b>Net Expenditures (\$000s)</b>
Toronto Police Service Parking Enforcement Unit	57,509.8	2,145.3	55,364.5
<b>Total Program Budget</b>	<b>57,509.8</b>	<b>2,145.3</b>	<b>55,364.5</b>

- The 2025 staff complement for the Toronto Police Service Parking Enforcement Unit is comprised of 394.0 operating positions.
2. That the 2025 Staff Prepared Operating Budget for the Parking Enforcement Unit be increased by \$2.2 million gross and net, offset by a corresponding decrease in the 2025 Operating Budget for Corporate Accounts, to transfer the impacts from the 2024 collective agreement from the City's Corporate Accounts to the Parking Enforcement Unit's budget.

# **2025 OPERATING BUDGET**

**2025 OPERATING BUDGET OVERVIEW**

**Table 1: 2025 Operating Budget by Service**

(In \$000s)	2023 Actual	2024 Budget	2024 Projection *	2025 Base Budget	2025 New / Enhanced	2025 Budget	Change v. 2024 Budget	
By Service	\$	\$	\$	\$	\$	\$	\$	%
<b>Revenues</b>								
Parking Tags Enforcement	1,152.3	1,498.4	2,083.6	2,145.3		2,145.3	646.9	43.2%
<b>Total Revenues</b>	<b>1,152.3</b>	<b>1,498.4</b>	<b>2,083.6</b>	<b>2,145.3</b>		<b>2,145.3</b>	<b>646.9</b>	<b>43.2%</b>
<b>Expenditures</b>								
Parking Tags Enforcement	50,035.4	52,839.3	53,424.5	57,509.8		57,509.8	4,670.5	8.8%
<b>Total Gross Expenditures</b>	<b>50,035.4</b>	<b>52,839.3</b>	<b>53,424.5</b>	<b>57,509.8</b>		<b>57,509.8</b>	<b>4,670.5</b>	<b>8.8%</b>
<b>Net Expenditures</b>	<b>48,883.1</b>	<b>51,340.9</b>	<b>51,340.9</b>	<b>55,364.5</b>		<b>55,364.5</b>	<b>4,023.6</b>	<b>7.8%</b>
<b>Approved Positions**</b>	<b>388.0</b>	<b>394.0</b>	<b>N/A</b>	<b>394.0</b>		<b>394.0</b>	<b>0.0</b>	<b>0.0%</b>

\*2024 Projection based on 9 Month Variance

\*\*YoY comparison based on approved positions

**KEY DRIVERS**

**Total 2025 Budget** expenditures of \$57.510 million gross reflects an increase of \$4.671 million in spending above the 2024 Budget, predominantly arising from:

- Increase in salary costs due to reclassification and reallocation of employee benefits, Workplace Safety and Insurance Board (WSIB) premiums and retiree healthcare benefits, which were historically funded through the Toronto Police Service budget and will now be allocated to the Parking Enforcement Unit budget.
- Increased contribution to the Vehicle and Equipment Reserve to support the procurement of a new VIP system, scheduled for implementation in 2025 and 2026, as well as contributions to the Central Sick Bank Reserve and Post Retirement Reserve, driven by rising benefits costs.

**EQUITY IMPACTS OF BUDGET CHANGES**

**No significant equity impacts:** The changes in the Parking Enforcement Unit’s 2025 Operating Budget do not have any significant equity impacts.

**2025 OPERATING BUDGET KEY COST DRIVERS**

The 2025 Net Operating Budget for the Toronto Police Service Parking Enforcement Unit of \$55.365 million is \$4.024 million or 7.8% greater than the 2024 Net Budget. Table 2 below summarizes the key cost drivers for the 2025 Budget.

**Table 2: 2025 Key Cost Drivers**

(In \$000s)	2025				2026 Annualized impact (Net)
	Revenues	Gross	Net	Positions*	
<b>2024 Projection*</b>	<b>2,083.6</b>	<b>53,424.5</b>	<b>51,340.9</b>	<b>N/A</b>	<b>N/A</b>
<b>2024 Budget</b>	<b>1,498.4</b>	<b>52,839.3</b>	<b>51,340.9</b>	<b>394.0</b>	<b>N/A</b>
<b>Key Cost Drivers:</b>					
<b>Salary &amp; Benefits</b>					
Salary & Benefits adjustment		1,550.8	1,550.8		870.0
Reallocation of WSIB & Retiree benefits		1,662.0	1,662.0		
<b>Non-Salary Inflation</b>					
<b>Reserve Contributions</b>					
Contribution to Vehicle & Equipment Reserve		1,000.0	1,000.0		(1,000.0)
Central Sick Bank and Post Retirement Reserves		183.2	183.2		
<b>Other Changes</b>					
Non-salary adjustments		274.5	274.5		
Revenue adjustments	646.9		(646.9)		
<b>Sub-Total - Key Cost Drivers</b>	<b>646.9</b>	<b>4,670.5</b>	<b>4,023.6</b>		<b>159.5</b>
<b>Total 2025 Base Budget</b>	<b>2,145.3</b>	<b>57,509.8</b>	<b>55,364.5</b>	<b>394.0</b>	<b>159.5</b>
<b>2025 Budget</b>					
<b>Change from 2024 Budget (\$)</b>	<b>646.9</b>	<b>4,670.5</b>	<b>4,023.6</b>	<b>0.0</b>	<b>0.0</b>
<b>Change from 2024 Budget (%)</b>	<b>43.2%</b>	<b>8.8%</b>	<b>7.8%</b>	<b>0.0%</b>	<b>0.0%</b>

\*Based on 9 Month Variance  
 \*\*YoY comparison based on approved positions

**Key Base Drivers:**

**Salaries and Benefits:**

- Salary and benefits costs are expected to increase primarily due to step progression, statutory benefit rates, as well as inflationary impacts for contractual group benefits.
- WSIB and retiree healthcare benefits have historically been funded through the Toronto Police Service’s operating budget, but will be allocated to the PEU’s budget going forward.

**Reserve Contributions:**

- One-time contribution to the Vehicle and Equipment Reserve has increased by \$1.000 million to support the procurement of a new VIP system.
- Additional contributions to the Central Sick Bank and Post Retirement reserves reflect anticipated increases to benefit costs, which are offset by increased draws from the same reserves.

**Other Changes:**

- The Toronto Police Service will increase its chargebacks to the Parking Enforcement Unit by \$0.250 million for its portion of indirect costs to support the unit. These costs include corporate and information technology services to support upcoming modernization projects such as VIP and ALPR.
- Other adjustments were made to address requirements for equipment and supplies.
- To offset the increases to benefit costs, additional draws from the Sick Pay Gratuity, Central Sick, and Post Retirement reserves have been added to the budget for a total of \$0.447 million in revenue.
- The City’s Traffic Direction Pilot Program is expected to continue for at least another year, reflecting an estimated increase in recovery of \$0.200 million from the City by supplementing the City’s traffic agents with police uniform officers and/or special constables on weekdays as part of the City’s Congestion Management. The Traffic Direction Pilot Program operates on a full cost-recovery basis, with the PEU’s share of revenues offsetting administrative costs associated with supporting the program.



**2026 AND 2027 OUTLOOKS****Table 5: 2026 and 2027 Outlooks**

(In \$000s)	2025 Budget	2026 Incremental Outlook	2027 Incremental Outlook
<b>Revenues</b>			
<b>Total Revenues</b>	2,145.3		(200.0)
<b>Gross Expenditures</b>			
Contribution to Vehicle and Equipment Reserve		(1,000.0)	
Salary and Benefits Adjustment		870.0	570.0
Inflationary Impacts		289.5	268.2
<b>Total Gross Expenditures</b>	<b>57,509.8</b>	<b>159.5</b>	<b>838.2</b>
<b>Net Expenditures</b>	<b>55,364.5</b>	<b>159.5</b>	<b>1,038.2</b>
<b>Approved Positions</b>	<b>394.0</b>	<b>0.0</b>	<b>0.0</b>

**Key Outlook Drivers**

The 2026 Outlook with total gross expenditures of \$57.669 million reflects an anticipated \$0.160 million or 0.28% increase in gross expenditures above the 2025 Operating Budget. The 2027 Outlook reflects a further increase of \$0.838 million or 1.45% above the 2026 Outlook.

These changes arise from the following:

- Reversal of the 2025 one-time increase of \$1.000 million in contributions to the Vehicle and Equipment Reserve for the procurement of a new VIP system;
- Salary adjustments and inflationary impacts for contractual group benefits and increases in statutory benefit costs; and
- Inflationary increases for materials and supplies.

No funding is included in the 2026 and 2027 outlooks for the impacts of the next collective agreements.

# APPENDICES

## Appendix 1

### 2025 Operating Budget by Category

Category (In \$000s)	2022	2023	2024	2024	2025	2025 Change from 2024	
	Actual	Actual	Budget	Projection*	Budget	Budget	Budget
	\$	\$	\$	\$	\$	\$	%
User Fees & Donations	858.9	1,018.2	620.0	1,025.2	620.0		
Contribution From Reserves/Reserve Funds			878.4	878.4	1,325.3	446.9	50.9%
Inter-Divisional Recoveries		134.0		180.0	200.0	200.0	
<b>Total Revenues</b>	<b>858.9</b>	<b>1,152.3</b>	<b>1,498.4</b>	<b>2,083.6</b>	<b>2,145.3</b>	<b>646.9</b>	<b>43.2%</b>
Salaries and Benefits	38,969.9	42,339.2	44,647.8	45,080.7	47,860.6	3,212.8	7.2%
Materials & Supplies	1,359.5	1,940.8	2,031.2	2,127.8	2,010.2	(21.0)	(1.0%)
Equipment	112.9	222.9	8.0	15.6	53.5	45.5	568.8%
Service and Rent	2,659.5	2,813.7	3,159.2	3,207.2	3,409.2	250.0	7.9%
Contribution To Capital	1,994.0	1,994.0	2,268.4	2,268.4	3,268.4	1,000.0	44.1%
Contribution To Reserves/Reserve Funds	724.7	724.7	724.7	724.7	907.9	183.2	25.3%
<b>Total Gross Expenditures</b>	<b>45,820.5</b>	<b>50,035.4</b>	<b>52,839.3</b>	<b>53,424.5</b>	<b>57,509.8</b>	<b>4,670.5</b>	<b>8.8%</b>
<b>Net Expenditures</b>	<b>44,961.6</b>	<b>48,883.1</b>	<b>51,340.9</b>	<b>51,340.9</b>	<b>55,364.5</b>	<b>4,023.6</b>	<b>7.8%</b>

\*Projection based on 9 Month Variance

## **Appendix 2**

**Summary of 2025 Service Changes**  
N/A

## **Appendix 3**

**Summary of 2025 New / Enhanced Service Priorities Included in Budget**  
N/A

## **Appendix 4**

**Operating Program Provincial/Federal Funding Streams by Program**  
N/A

## **Appendix 5**

**2025 Capital Budget;**  
**2026 - 2034 Capital Plan Including Carry Forward Funding**  
N/A

## **Appendix 5a**

**2025 Cash Flow and Future Year Commitments Including Carry Forward Funding**  
N/A

## **Appendix 5b**

**2026 - 2034 Capital Plan**  
N/A

## **Appendix 6**

**Reporting on Major Capital Projects: Status Update**

**N/A**

## **Appendix 7**

**Capacity to Deliver Review**

**N/A**

## **Appendix 8**

**Summary of Capital Delivery Constraints**

**N/A**

## **Appendix 9**

**Capital Program Provincial/Federal Funding Streams by Project**

**N/A**

## Appendix 10

### Inflows and Outflows to/from Reserves and Reserve Funds

#### 2025 Operating Budget

#### Program Specific Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025	2026	2027
		\$	\$	\$
<b>Beginning Balance</b>		<b>5,947.6</b>	<b>630.9</b>	<b>286.0</b>
Police Central Sick Bank	XR1701			
<i>Withdrawals (-) TPS</i>		(7,200.0)	(7,200.0)	(7,200.0)
<i>Withdrawals (-) Parking</i>		(346.6)	(346.6)	(346.6)
<i>Contributions (+) TPS</i>		1,916.7	6,916.7	7,416.7
<i>Contributions (+) Parking</i>		280.5	280.5	280.5
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>598.2</b>	<b>281.5</b>	<b>436.6</b>
<b>Interest Income</b>		<b>32.7</b>	<b>4.6</b>	<b>3.6</b>
<b>Balance at Year-End</b>		<b>630.9</b>	<b>286.0</b>	<b>440.3</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025	2026	2027
		\$	\$	\$
<b>Beginning Balance</b>		<b>8,188.6</b>	<b>922.6</b>	<b>1,383.8</b>
Vehicle and Equipment Reserve Fund	XQ1701			
<i>Withdrawals (-) TPS</i>		(21,300.4)	(12,573.2)	(9,322.4)
<i>Contributions (+) TPS</i>		10,766.0	10,766.0	10,766.0
<i>Contributions (+) Parking</i>		3,268.4	2,268.4	2,268.4
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>922.6</b>	<b>1,383.8</b>	<b>5,095.8</b>
<b>Balance at Year-End</b>		<b>922.6</b>	<b>1,383.8</b>	<b>5,095.8</b>

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025	2026	2027
		\$	\$	\$
<b>Beginning Balance</b>		<b>4,949.5</b>	<b>1,461.9</b>	<b>598.6</b>
Post Retirement Reserve	XR1720			
<i>Withdrawals (-) TPS</i>		(3,532.0)	(4,386.0)	(4,386.0)
<i>Withdrawals (-) Parking</i>		(170.3)	(170.3)	(170.3)
<i>Contributions (+) TPS</i>		100.0	3,600.0	4,600.0
<i>Contributions (+) Parking</i>		82.8	82.8	82.8
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>1,430.0</b>	<b>588.4</b>	<b>725.1</b>
<b>Interest Income</b>		<b>31.9</b>	<b>10.3</b>	<b>6.6</b>
<b>Balance at Year-End</b>		<b>1,461.9</b>	<b>598.6</b>	<b>731.7</b>

## Appendix 10 (continued)

### Corporate Reserve / Reserve Funds

Reserve / Reserve Fund Name (In \$000s)	Reserve / Reserve Fund Number	Withdrawals (-) / Contributions (+)		
		2025	2026	2027
		\$	\$	\$
<b>Beginning Balance</b>		<b>64,190.9</b>	<b>66,555.7</b>	<b>67,939.1</b>
Sick Pay Gratuity Reserves	XR1007			
<i>Withdrawals (-) TPS</i>		<i>(17,030.3)</i>	<i>(17,030.3)</i>	<i>(17,030.3)</i>
<i>Withdrawals (-) Parking</i>		<i>(808.4)</i>	<i>(808.4)</i>	<i>(808.4)</i>
<i>Contributions (+) TPS</i>		-	-	-
<i>Contributions (+) Parking</i>		544.6	544.6	544.6
<b>Total Reserve / Reserve Fund Draws / Contributions</b>		<b>46,896.8</b>	<b>49,261.6</b>	<b>50,645.0</b>
<b>Other Program / Agency Net Withdrawals &amp; Contributions</b>		<b>19,008.4</b>	<b>18,008.4</b>	<b>16,908.4</b>
<b>Interest Income</b>		<b>650.5</b>	<b>669.1</b>	<b>677.5</b>
<b>Balance at Year-End</b>		<b>66,555.7</b>	<b>67,939.1</b>	<b>68,230.9</b>

## Appendix 11

### Glossary

**Approved Position:** Permanent or temporary positions that support the delivery of City services and service levels in annual budget.

**Actuals:** An actual financial amount paid (or received) for the delivery of City services (these exclude any commitments to be paid in the future).

**Capacity to Deliver:** Ability to spend money along with the capacity to deliver projects as demonstrated by historic spending patterns and approved contractual obligations.

**Capital Budget and Plan:** A Capital Budget and Plan is the City's 10-year strategy to acquire/build assets or extend the useful lives of existing assets. The Capital Budget is the first year of approved cash flows and future year's commitments and the remaining nine years include project estimates.

**Capital Delivery Constraints:** The capital needs that cannot be accommodated within the capital plan that the Division or Agency have the capacity to deliver.

**Complement:** Positions that support the delivery of City services and service levels as approved by Council.

**Efficiencies:** Reductions in the cost of delivering a service without a reduction in service level.

**New / Enhanced Service Priorities:** New and enhanced service changes resulting in an increase in service levels from what was previously approved by Council.

**Operating Budget:** An Operating Budget is the City's annual plan to provide services to the residents of Toronto; the budget includes all revenues and expenses needed to provide services.

**Operating Impact of Completed Capital Projects:** The Operating Budget Impact of Capital is the change in operating expenditure and / or revenue, which is projected to occur during the implementation of a capital project and / or when a capital project is completed. These changes should be documented on a Business Case Form in the appropriate category.

**Rate Supported Budget:** Budget fully funded by user fees such as Solid Waste, Toronto Water and Toronto Parking Authority.

**Salary and Benefits Adjustment:** General increases related to contractual obligations, such as cost of living, step increases, pay for performance and progression pay.

**State of Good Repair (SOGR):** The cost of maintaining assets to ensure that they can support the delivery of City services and meet service outcomes.

**Tax Supported Budget:** Budget funded by property taxes.

**User Fees:** Includes all program-generated fees and rental revenue for the use of its services (such as the TTC fare, ice rental fees and various City permits).