

REPORT FOR ACTION

Toronto Parking Authority – 2025 August 31 Year-to-Date Financial Performance (First Eight Months Results)

Date: September 9, 2025

To: Audit and Risk Management Committee, Toronto Parking Authority

From: President, Toronto Parking Authority

Wards: All

SUMMARY

Toronto Parking Authority's (TPA) net income for the eight months ending August 31, 2025, was \$34.7 million; +\$5.6 million versus plan and +\$3.9 million versus 2024.

Total revenue reached \$118.8 million, -\$0.6 million versus plan; +\$9.9 million or 9% higher than 2024. Bike Share ridership exceeded 5.1 million trips, and the Toronto Island launch contributed a favourable revenue impact of \$1.7 million. This was offset by softness in Parking revenues of \$1.1 million driven by 1.4 million fewer trips than the prior year. The snow event in February impacted 371 thousand fewer trips, a \$1.7 million decrease in revenue in part due to the closure of 47% of our on-street inventory for snow removal. Excluding the February event, trips were down by 1.0 million, or 2.3%, compared to 2024.

Total operating costs were \$76.3 million; \$3.5 million lower than plan driven by disciplined cost management of discretionary costs and head count; as well as net favourability on municipal taxes and volume driven costs.

Finance income was \$2.4 million, comparable to plan, while amortization of assets was \$10.1 million; -\$2.8 million lower due to timing of capital delivery.

As of August 31, 2025, TPA has invested \$23.6 million in capital projects, with over 70% of that amount already committed. The organization remains on track to deliver \$51.9 million or 95% of TPA led capital plan, bolstered by \$20.8 million in direct funding from the City of Toronto for Bike Share and Electric Vehicle (EV) initiatives. This positions TPA to achieve a capital spend rate exceeding 80% for the third consecutive year.

Management remains on track to meet full-year 2025 performance targets, with projected net income in the range of \$44 million to \$47 million—exceeding plan by \$2 million to \$5 million.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. The Board of Directors, Toronto Parking Authority, receive this report for information.

FINANCIAL IMPACT

There are no financial impacts from this report.

DECISION HISTORY

N/A

COMMENTS

Performance Tables

Table 1: 2025 August Year to Date (YTD) Results

\$000's	2025 Actual	2025 Budget	2024 Actuals	2025 Actual vs 2025 Budget		2025 Actual vs 2024 Actuals	
Off-Street revenue	61,369	63,218	57,898	(1,849)	-3%	3,471	6%
On-Street revenue	44,636	45,135	40,951	(499)	-1%	3,685	9%
Bike Share revenue	11,828	10,163	9,023	1,664	16%	2,805	31%
Total parking & user revenue	117,833	118,516	107,872	(683)	-1%	9,961	9%
Other Revenue	950	837	996	113	14%	(46)	-5%
Total Revenue	118,783	119,353	108,868	(570)	0%	9,915	9%
¹ Direct expenses - operating	(45,287)	(47,243)	(43,151)	1,955	4%	(2,137)	-5%
Contribution Margin	73,496	72,110	65,717	1,385	2%	7,778	12%
Contribution Margin %	61.9%	60.4%	60.4%	1.5%		1.5%	3%
² Municipal property tax	(15,619)	(16,813)	(14,474)	1,193	7%	(1,146)	-8%
³ Indirect Expenses	(15,367)	(15,710)	(14,120)	343	2%	(1,247)	-9%
EBITDA	42,510	39,588	37,123	2,922	7%	5,386	15%
EBITDA %	35.8%	33.2%	34.1%	2.6%		1.7%	5%
Finance Income	2,355	2,515	3,278	(160)	-6%	(923)	-28%
Amortization of property & equipment	(10,132)	(12,927)	(9,584)	2,796	22%	(548)	-6%
Net income	34,732	29,176	30,818	5,557	19%	3,915	13%

Highlights:

Net Income

Net income at \$34.7 million; +\$5.6 million versus plan described below:

Revenue

Total revenue reached \$118.8 million, -\$0.6 million versus plan; +\$9.9 million or 9% higher than 2024. Bike Share ridership exceeded 5.1 million trips, and the Toronto Island launch contributed a favourable revenue impact of \$1.7 million. This was offset by softness in Parking revenues of \$1.1 million driven by 1.4 million fewer trips than the prior year. The snow event in February impacted 371 thousand fewer trips, a \$1.7 million decrease in revenue in part due to the closure of 47% of our on-street inventory for snow removal. Excluding the February event, trips were down by 1.0 million, or 2.3%, compared to 2024.

Expenses

Total operating costs ⁽¹⁺²⁺³⁾ were \$76.3 million, \$3.5 million favourable to plan driven disciplined cost management of discretionary costs and head count as well as favourability on municipal taxes and volume-related costs.

Finance Income

Finance income was \$2.4 million and comparable versus plan.

Amortization of Property and Equipment

Amortization of property and equipment was \$10.1 million; \$2.8 million lower than plan due to timing of capital delivery.

Table 2: August YTD 2025 Off-Street Results

For the Eight Months Ending August 2025

\$000's	2025 Actual	2025 Budget	2024 Actuals	2025 Actual vs 2025 Budget		2025 Actual vs 2024 Actuals	
Off-Street parking revenue	61,369	63,218	57,898	(1,849)	-3%	3,471	6%
Other Revenue	950	837	996	113	14%	(46)	-5%
Total Revenue	62,319	64,055	58,894	(1,735)	-3%	3,425	6%
Direct expenses - operating	(24,966)	(25,484)	(24,741)	518	2%	(225)	-1%
Contribution Margin	37,354	38,571	34,153	(1,217)	-3%	3,200	9%
Contribution Margin %	59.9%	60.2%	58.0%	-0.3%		1.9%	

Off-street contribution margin was \$37.4 million, -\$1.2 million lower than plan and \$3.2 million higher than prior year.

Off-street revenue was \$62.3 million, -\$1.7 million (-3%) versus plan and \$3.4 million or +6% versus prior year. This shortfall attributed to \$4.8 million decrease in trip volumes, partnerships and monthly permits partially offset by +\$3.1 million from rate changes implemented earlier than plan and favourable mix lifting average trip values.

Total trip volume was 6.3 million, -0.4 million versus plan and -0.1 million versus prior year. The snow event in February accounted for 35 thousand fewer trips or \$0.3 million of the decrease. Despite these challenges, revenue performance remained resilient, supported by proactive pricing strategies and a favourable mix of gated lot activity. Recent trends for June to August have rebounded; trips have exceeded prior year.

Two recently acquired gated car parks, Car Park 72 (St. Lawrence Market North) and Car Park 221 (Simcoe) are performing above plan as deployment of our new Parking Access and Control System (PARCS) prototypes are proving popular with our customers.

Direct operating expenses were \$25.0 million; +\$0.5 million favourable to plan mainly driven by lower volume and facility related costs.

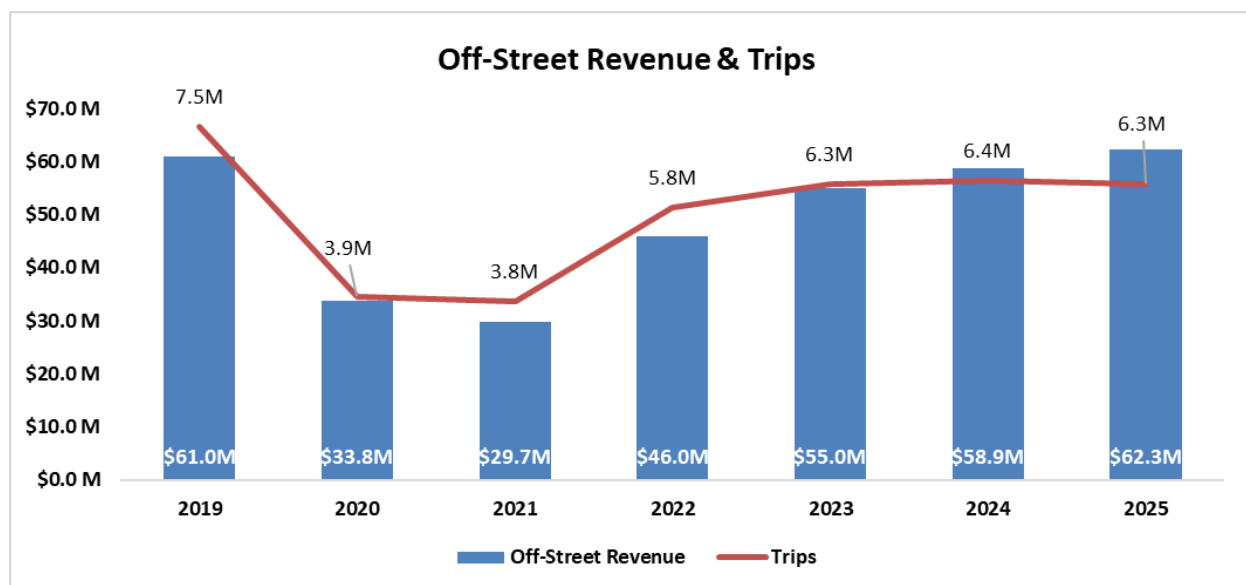


Table 3: August YTD 2025 On-Street Results

For the Eight Months Ending August 2025

\$000's	2025 Actual	2025 Budget	2024 Actuals	2025 Actual vs 2025 Budget	2025 Actual vs 2024 Actuals
On-Street parking revenue	44,636	45,135	40,951	(499) -1%	3,685 9%
Direct expenses - operating	(7,814)	(8,518)	(8,000)	704 8%	187 2%
Contribution Margin	36,822	36,617	32,951	205 1%	3,872 12%
Contribution Margin %	82.5%	81.1%	80.5%	1.4%	2.0%

On-Street contribution margin was \$36.8 million +\$0.2 million versus plan and \$3.9 million versus prior year.

Parking revenue totaled \$44.6 million, -\$0.5 million versus Plan and \$3.7 million versus prior year. This was driven by \$2.0 million in meter recovery remittances planned in December and \$1.6 million from rate changes implemented earlier than plan partially offset by a \$4.1 million shortfall due to -1.0 million lower trip volumes.

Total trips were 10.2 million, -1.0 million versus plan and -0.6 million versus prior year. The snow event in February led to the loss of 47% of on-street parking inventory located along designated snow routes. This impacted 0.3 million fewer trips or \$1.4 million of the decline. The City of Toronto snow emergency restriction was in place until March 5 which further impacted revenue performance.

Direct operating expenses was \$7.8 million; -\$0.7 million favourable to plan due to lower salaries and benefits, volume related costs and facilities cost.

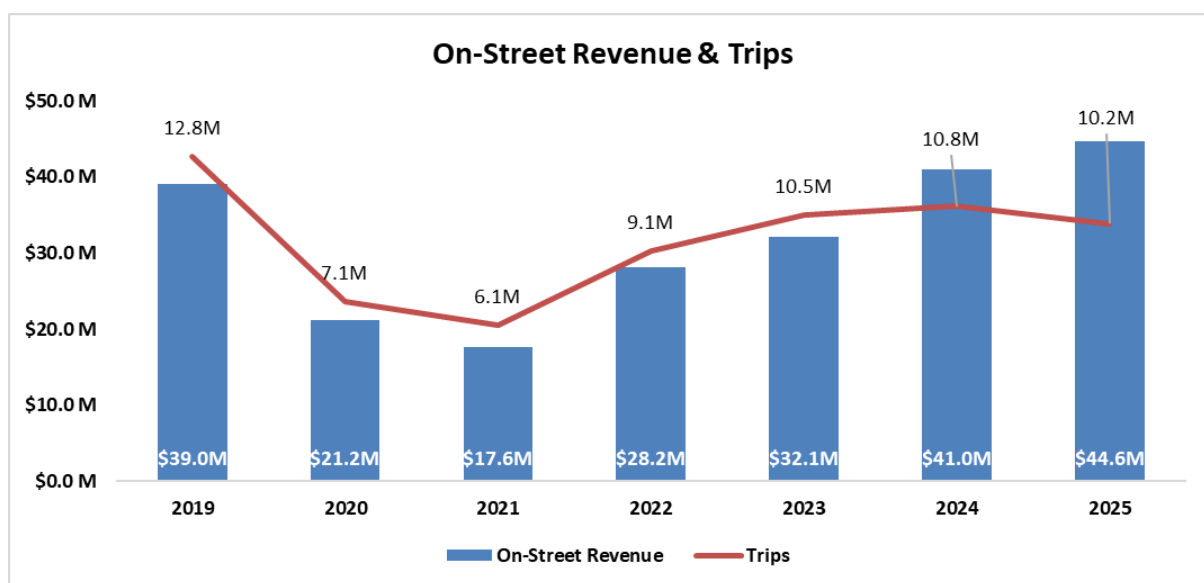


Table 4: August YTD 2025 Electric Vehicle Charging Results

Combined EV P&L

For the Eight Months Ending August 2025

	Combined EV	2025 Budget	2025 Actual vs Budget		A=B+C	B	C
					Off-Street	On-Street	On-Street Unpaid
Charging Revenue	555	584	(29) -5%		372	183	54
Associated Parking Revenue	517	680	(163) -24%		467	50	50
Total Revenue	1,072	1,264	(192) -15%		839	233	104
Direct expenses - operating	(652)	(757)	105 14%		(501)	(151)	(47)
Contribution	420	507	(87) -17%		338	82	57
Contribution Margin %	39.1%	40.1%	-1.0%		40.3%	35.1%	55.1%
							18.9%

Electric Vehicle (EV) revenue was \$1.1 million, -\$0.2 million (-15%) versus plan due to softer market conditions and promotional activities. However, this still represents a 70% increase year-over-year, highlighting the value proposition of our charging offerings. EV charging continues to attract new users, signaling the growing adoption of EVs across the City of Toronto. Over 13,000 new customers joined the network, bringing the total to more than 40,000. The “Charge Free with GreenP” campaign, held from April 21–25, successfully boosted awareness and customer trial.

Usage metrics are as follows:

- 98 thousand combined sessions, increase of 51% versus the same time last year.
 - Off-street 71 thousand, +29 thousand versus year ago.
 - On-street 27 thousand, +9 thousand versus year ago.

Operating expenses was \$0.7 million; +\$0.1 million favourable versus plan mainly due to savings in maintenance costs and volume related costs.

Table 5: August YTD 2025 Bike Share Results

Bike Share
For the Eight Months Ending August 2025

\$000's	2025 Actual	2025 Budget	2024 Actuals	2025 Actual vs 2025 Budget		2025 Actual vs 2024 Actuals	
Bike Share revenue	11,828	10,163	9,023	1,664	16%	2,805	31%
Direct expenses - operating	(12,508)	(13,142)	(10,410)	633	5%	(2,099)	-20%
Contribution Margin	(680)	(2,978)	(1,387)	2,298	77%	706	51%
Contribution Margin %	-5.8%	-29.3%	-15.4%	23.6%		9.6%	

Bike Share Toronto operates as a year-round micro-mobility service. Despite a slow Quarter One start, Bike Share Toronto delivered outstanding performance August year to date.

Contribution margin of -\$0.7 million was \$2.3 million favourable versus lan and \$0.7 million versus prior year. This favourability is due to \$1.7 million in higher revenues tracing to organic growth across the system including significant gains from our launch at the Toronto Islands and continued growth of e-bike utilization.

Eight months highlights are as follows:

- Year-to-date trips reached 5.1 million trips, +0.5 million versus plan and +0.7 million versus prior year.
- Toronto Island launch generated 179 thousand incremental trips.
- Forecasting record 8.1 million trips in 2025.

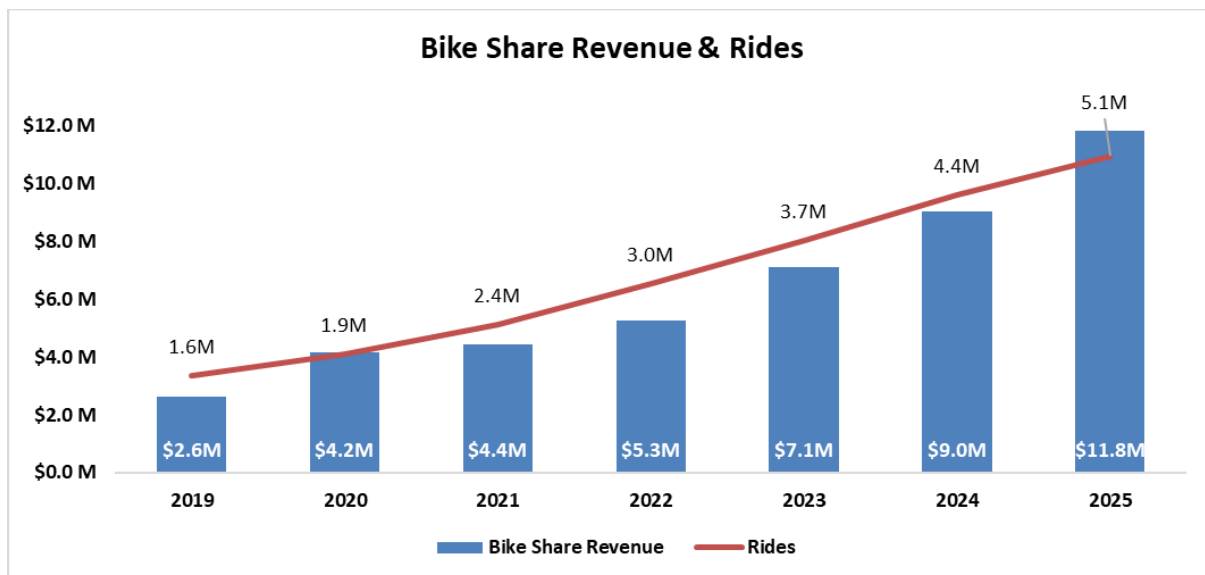


Table 6: 2025 August YTD Capital Spend Results

For The Eight Months Ending August 31, 2025

\$000's	2025 Annual Plan	Aug YTD Actuals	PO commitments	Spent and Committed	% Spent & Committed
TPA Led	54,481	23,123	16,902	40,024	73%
Bike Share Toronto	12,122	9,586	2,439	12,026	99%
EV Off-Street	8,100	3,180	5,582	8,762	108%
Health & Safety Strategy and Generators	198	-	-	-	0%
Service Improvement and Growth	20,321	3,749	220	3,969	20%
SOGR Garage Repairs and modernization	13,740	6,608	8,660	15,268	111%
City Led	1,150	494	255	749	65%
EV On-Street	250	273	152	426	170%
Acquisition Costs - Bessarion	-	221	-	221	-
Health and Safety - Security CCTV	900	-	102	102	11%
Gross Capital Expenditures	55,631	23,617	17,156	40,774	73%

Capital expenditures totaled \$23.6 million for the first 8 months, with 73% of our capital plan spent or committed. Spending is aligned with the approved Annual Operating Plan and remains within projected cash flow parameters, indicating strong capital planning discipline and execution.

Key highlights of YTD spend:

- \$9.6 million to support Bike Share growth.
- \$3.7 million in service improvements on equipment modernization, asset management, data insights, and SOC transformation.
- \$6.6 million in SOGR; Car Park 43 (Church St.), Car Park 58 (Bedford), and Car Park 68 (Kensington Market).
- \$3.1 million for EV Off-Street charging infrastructure; adding 60 L2 and 15 L3 chargers by end of year.

CONTACT

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SIGNATURE

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