



The Toronto
Parking Authority



The Toronto Parking Authority exists to provide safe, attractive, self-sustaining, conveniently located and competitively priced off-street and on-street public parking as an integral component of Toronto's transportation system.



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Left to right: Councillor Peter Li Preti, Councillor Kyle Rae, A. Milliken Heisey, Maurice J. Anderson, Meena Dhar, Michael Tedesco, Francis Omonyi, Dave Roberts.

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Introduction A Great Beginning

The Toronto Parking Authority has now concluded its second full calendar year since assuming responsibility for managing all municipal off-street parking facilities and on-street meter parking. During this time, much has been accomplished. Advances have been made in all areas: revenue, profitability, technology and customer delivery.



A. Millike-Hasey, D.C., Chair

At year end, the Toronto Parking Authority (TPA) operated 16,500 on-street and 19,500 off-street spaces. The consolidation of on- and off-street parking has resulted in better parking management overall. Net parking revenues for 2000 were \$43.4M, representing an increase of almost 100% compared to 1998 revenues for the same period, while staff levels have decreased by 20%.

Solar powered pay-and-display machines are now a permanent part of the Toronto streetscape. Over the last 18 months, 550 machines have been installed replacing approximately 5,000 meters. The machines allow payment by credit card or coin and incorporate new revenue control features. Each machine is monitored centrally to ensure quick maintenance response when repairs are needed. Toronto is the first city in North America to use pay-and-display machines in an on-street environment, and the first in the world to monitor individual parking machines from a central location.

The final step required to fully integrate the management of on-street parking in areas where it is permitted is the transfer of enforcement responsibilities currently handled by the City of Toronto Police Department to the Toronto Parking Authority.



The City of Toronto is the only municipality in Canada where ticketing of illegally parked vehicles is under the jurisdiction of the Police Department. In every other municipality in Canada that we are aware of, ticketing of illegally parked vehicles is performed by civilian agencies or contracted out to independent contractors. We have examined the manner in which on-street enforcement is handled world-wide, and believe that London, England, has approached the problem best. Enforcement of infractions on transit routes are the responsibility of police traffic wardens, while responsibility for local enforcement of parking regulations for parking in permitted areas resides

with a non-law enforcement agency or authority that deals with local parking matters.

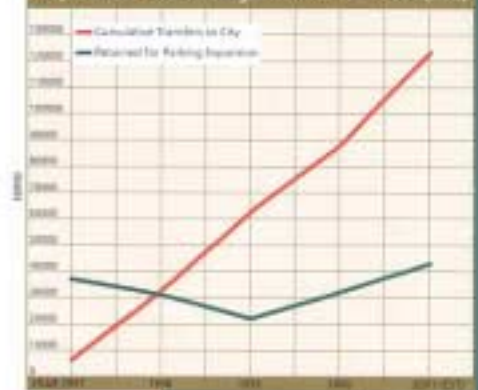
In the fall of 2000, the TPA issued a report titled "Parking Management - Completing the Circle", which clearly outlines its proposal for transfer of responsibilities. It has been distributed to the Chief Administrative Officer, to the Toronto Police Services and City of Toronto Finance Department.

The Toronto Parking Authority proposal includes recommendations that, if adopted, would:

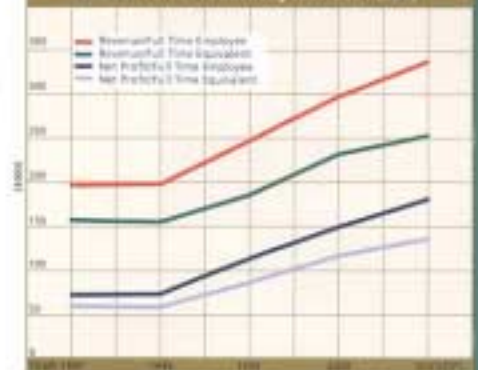
- Increase voluntary compliance on-street, thereby increasing revenues
- Introduce courtesy envelope issuance on-street
- Reduce the cost of enforcement through automation

Under the management of the Toronto Parking Authority, a more focused, less punitive approach to on-street enforcement will lead to better customer compliance with parking regulations, thereby increasing revenues from machines or meters. It would also cost less to administer than the current quasi-criminal system.

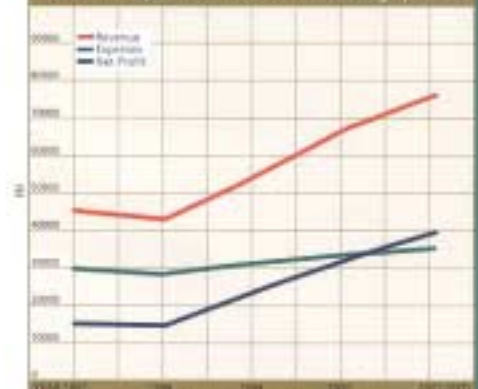
Disposition of Net Parking Revenues 1997-2001 (EST)



Labour Force Productivity 1997-2001 (EST)



Revenue and Expenses: All On & Off Street Parking Operations





On-Street Parking Improvement Through Technology

For on-street parking areas now included in the amalgamated City of Toronto, gross revenues have increased from \$9.9M prior to amalgamation to \$21.8M in the year 2000, or approximately 120%. This extraordinary increase has been accomplished by introducing new technologies, more secure on-street collection devices and a harmonized, city-wide rate increase system that has brought on-street parking rates in Toronto in line with those of other major cities in Canada.

Meter rates were increased in the summer of 1999, and hours of collection extended to 9:00 PM on weekdays and Saturdays and on Sundays between 1:00 PM and 9:00 PM. After studying usage levels during the past summer in many less busy locations, the Authority recommended to City Council that charging for parking after 6:00 PM and on Sundays in these areas was inappropriate, and accordingly, parking fees during these times were eliminated.

Further refining of rates is necessary to ensure that our on-street meter program reflects the diverse character of areas within the city. For example, hours should be extended beyond 9:00 PM in locations such as the entertainment district. When the increase recommended by the TPA was approved in the summer of 1999, it was decided that three rate areas should be established. Rates being charged at that time were significantly below those of other cities for the downtown core and high intensity demand areas serving retail/commercial strips such as Greek Town or Bloor West Village. In many such locations, the fee charged at the on-street meters was \$0.50 per hour. At the time of the initial rate increases, however, the TPA committed to not more than doubling any existing rate.

Pay-and-display machines have replaced parking meters throughout the City. This type of collection device has been used for many years in Europe. During its first year of managing the on-street parking program, the Toronto Parking Authority installed 150 machines, replacing over 1,000 parking meters. This initiative was the first of its kind in North America. Subsequently, RF communications technology to individually monitor these machines was developed by a Toronto firm. This technology, the first of its kind anywhere in the world, is now being tested in New York, Paris, France and elsewhere. In the year 2000, the TPA installed 400 additional pay-and-display machines, increasing the number of machines on-street to approximately 550. By year end, the number of parking meters remaining in the City had been reduced by 30% to 11,500. In 2001, funds have been allocated for an additional 500 machines to replace approximately 4,000 parking meters.

The new parking machines are more customer-friendly. They allow parkers to pay with a credit card, are more secure than the old-style parking meters and, because they are solar powered, operate independent of the need for electrical power or communication wires. When the TPA first assumed responsibility for the on-street meter program, it purchased some 6500 new parking meters equipped with electronic locks that are more secure than older models. They will be relocated to fringe areas of the City once pay-and-display is fully installed.



The solar powered pay-and-display monitoring system allows the Toronto Parking Authority to monitor the machines enabling a quick response to machine malfunctions.



The pay-and-display monitoring technology was developed by a Toronto firm and is the first of its kind anywhere in the world.

Few meters in Toronto actually experience mechanical failure. Vandalism of parking meters is, in fact, the real problem in the City. Meters are intentionally jammed with various items such as coffee stir sticks in order to hold the customer's coins in the coin slot. The customer receives no time, and may receive a Parking Infraction Notice. Typically, the vandal returns and removes the jammed coins from the coin slot. In comparison, the new pay-and-display equipment is less susceptible to vandalism. Motorists will not experience non-functioning collection devices with the same frequency as in the past.

At the Parking Authority's request, City Council has approved installation of 1,300 new parking meter spaces. A further 800 on-street spaces are currently before Council for approval. Since the TPA took over two years ago, the number of metered spaces on-street has increased from 16,500 to 18,600 (13%), with a projected impact on revenue of \$3.8M annually. We continue to review new on-street parking opportunities and recommend to Council new areas for the installation of pay-and-display machines or parking meters to address parking problems.

Bicycle and Motorcycle Parking *New Innovations*

The installation of pay-and-display machines in busy City areas resulted in the removal of parking meters, the posts of which are used by cyclists to park their bikes. Working with the City Cycling Committee, the Parking Authority provided \$126,000 to re-equip these areas with bicycle rings and new bicycle parking posts as required to satisfy the needs of cyclists. In 2001, the number of publicly provided bicycle parking spaces will increase by over 1,900 due to this initiative.

Motorcycle parking has been a problem in the City of Toronto for many years. Through the Works Committee, the Parking Authority initiated a plan to designate motorcycle parking spaces on-street. These are generally located at the end of rows of car parking spaces in various areas of the City. Motorcycles do not require a car size parking space. Accordingly, the spaces are smaller than regular vehicle parking spaces, and free for use by motorcyclists. This means motorcyclists no longer need to purchase pay and display tickets, which in the past were often stolen. The reduced size of motorcycle spaces has created more parking for cars, thus generating more on-street revenues.



In the year 2000, the TPA installed 400 additional pay-and-display machines, increasing the number of machines on-street to approximately 550.



Working with the City Cycling Committee, the Parking Authority provided \$126,000 to re-equip old parking meter posts with bicycle rings.



Union Negotiations *Agreement and Harmonization*

In the summer of 2000, the Parking Authority negotiated a four-year contract with Local 416 of the Civic Union of Public Employees. As part of the final settlement, the Authority negotiated the buy out of employee sick-credit banks. This benefit was replaced with a short-term disability package providing employees with better coverage in the event of illness, at less cost to the Authority.

This is consistent with practice outside the municipal sector where sick credit plans have been abandoned in favour of better disability and illness benefits.

On-Street Enforcement *Completing the Circle*



The maintenance staff continue to help elevate the Toronto Parking Authority's reputation as the leader in the parking industry.

The Toronto Parking Authority currently manages many unattended off-street parking lots where it achieves a high level of voluntary compliance (over 80%) by encouraging voluntary payment through consistent, predictable enforcement. As mentioned earlier, gross revenue from on-street parking has increased dramatically since the responsibility for managing it was given to the Toronto Parking Authority. Although revenues have increased significantly, when we tested the level of voluntary compliance payment at the on-street machines in the same way as the TPAs off-street lots are routinely tested, it was found to be only 55%. Staff calculated the value of on-street metered parking that motorists fail to pay for, and determined that an additional \$17.0M could be achieved by voluntary payment if on-street enforcement were managed according to the same rules practised by the Authority in its off-street carparks.

Under these rules, Toronto Parking Authority enforcement staff who issue courtesy envelopes are not rated by the number of times they took action, but rather by the level of voluntary compliance by customers. Despite increases in the number of parking infraction notices issued by Toronto Police Parking Enforcement Officers in the last year, a corresponding increase did not occur in the level of payment compliance. Parking Infraction Notices will continue to be used by the Toronto Parking Authority when it assumes

responsibility for tagging permitted parking (metered parking areas). However, they will be issued only when courtesy envelopes are not paid by customers.

The Toronto Parking Authority is requesting City Council to award it the responsibility for managing on-street parking, so that it can provide the enforcement action necessary to increase voluntary compliance on-street to the same levels as achieved by the Authority in its off-street lots. The first step in this process is to seek the approval of Toronto City Council for TPA-management of on-street enforcement for metered/pay-and-display areas as previously outlined.



The Toronto Parking Authority's parking facilities are well maintained to help provide a higher level of service and a safer environment.





The concept of assigning a local parking agency to deal with enforcement is not new. The City of Toronto is the only City in North America, other than New York as far as we can determine, where police are responsible for parking enforcement for permitted parking areas. Greater London, England, has used the system of police traffic wardens for traffic law and parking enforcement for most of the past century. In London, wardens became less responsive to local needs. In 1990, the parking enforcement function became a shared responsibility with local councils. Traffic wardens continue to manage rush hour and transit routes, while responsibility for local parking regulations, such as meters/pay-and-display, permits, private property and overtime parking in permitted areas is solely the responsibility of the local Council.

The Toronto Parking Authority believes that the Police are best equipped to manage traffic flow in the City and the enforcement of prohibited parking. Parking in areas where it is permitted, however, should be administered and enforced in a different manner more suited to the jurisdiction of the Parking Authority.

Our goal is having a customer pay the appropriate parking fee to an on-street collection device. We believe our program will increase the rate of voluntary compliance, and that as compliance increases the number of courtesy envelopes and Parking Infraction Notices issued will decrease. Additional revenue will be earned through voluntary payment at on-street collection devices. The Authority will also request Council to increase the Parking Infraction Notice's value for expired meters in the downtown core where parking rates are higher, and to reduce the value of a parking ticket in those areas where on-street rates are lower. Depending on where the Parking Infraction Notice is issued, there would be two values.

Toronto Parking Authority Card *Innovative Thinking*

For the past five years the Authority has been installing equipment for a new parking card program that it expects will be very attractive to businesses with local sales and service vehicles. The new program will make it possible for companies to park their vehicles at any off-street TPA facility or on-street location serviced by a pay-and-display machine. The Toronto Parking Authority's network of off-street parking lots serve the entire City. Participating companies will be encouraged to use these parking facilities for their business vehicles, rather than on-street metered spaces.

This initiative will enable businesses to track their employees as they perform their day-to-day operations and allow better cost control. It should also generate more revenue for the Authority's off-street operations and free up on-street spaces for short-term users.

To our knowledge, the new card parking program is the first of its kind. It will be in place and operating early in 2001.

The Toronto Parking Authority's award winning parking garage at Charles and Hayden is unique, innovative and profitable.



A new Parking Card Program will allow companies to park their vehicles at any off-street TPA facility or on-street location serviced by a pay-and-display machine.



Taxation and Parking *Solutions Required*

Had the City of Toronto not capped tax increases, under Market Value Assessment the Toronto Parking Authority would have seen its real estate tax bill increase to \$16.0M annually from approximately \$9.5M. Many of the carparks we operate today as well as future projects would have been in jeopardy. The increased taxes could not be recovered through increased parking fees, and new construction projects such as the Dundas Square parking garage and Kensington Market extension, among others, would not be financially viable.

Because of our unique mandate to provide short-term parking in neighbourhood commercial areas, the Toronto Parking Authority believes that its properties should be assessed on an in-use basis, rather than a future value that the Toronto Parking Authority is not likely to realize since providing parking, not development, is its mandate.

Most off-street parking lots currently in operation in City of Toronto are being held by developers for future development. As these disappear, the Toronto Parking Authority's mandate is to replace some of the lost parking spaces according to the need for them throughout the City. The TPA is the only parking provider that is truly in the business of parking.

Continued uncertainty regarding property tax assessments for 2001 poses a serious risk to the health of the City's core and the viability of its municipal parking operation.



When the City of Toronto capped tax increases, it made it financially viable for the Toronto Parking Authority to proceed with new construction projects such as the Dundas Square parking garage and Kensington Market extension, among others.

Commuter Parking *Encouraging Public Transit*

The Toronto Parking Authority's primary mandate as established by its Board is to provide short-term parking for older commercial strips. The Authority's downtown parking locations provide the funding for parking facilities servicing these older retail areas. The Toronto Parking Authority also provides some commuter parking on the periphery of the downtown core. These facilities service other non-commuter related uses which generate significant amounts of revenue to offset the lower fees charged to commuter parkers during the day.

Over the past year, the TPA held discussions with the TTC with the object of creating more commuter parking spaces in the vicinity of suburban subway stations. Commuter parking could be provided at minimum cost by installing on-street meters near subway stations, which would allow commuters to park and pay an all-day parking charge.

Free commuter parking generates no revenue to pay the high cost of operating facilities. If the Toronto Parking Authority were required to fund the capital costs of building free commuter off-street parking facilities, its ability to fulfil its mandate would be compromised.



New Developments *Satisfying Needs*

In addition to providing more on-street parking spaces the Authority has added approximately 670 new off-street spaces in lots which opened in 2000 or will open early this year. The Authority operates approximately 20% of the parking spaces in the downtown core. The remaining 80% of downtown parking spaces are on lands awaiting development. As the City develops, parking shortfalls will occur. The Authority must provide additional spaces in sufficient numbers to ensure that the downtown core remains healthy and vibrant. Joint venture agreements with developers and the building of new facilities at Islington/Bloor, 68 Sheppard Avenue and Dundas Square, among others, have provided much needed off-street parking to serve local commercial needs.

Early in 2001, the Authority will begin construction of an additional two levels at its Queen/Victoria parking garage to alleviate a parking shortfall that will take place when development occurs on adjacent private lots.

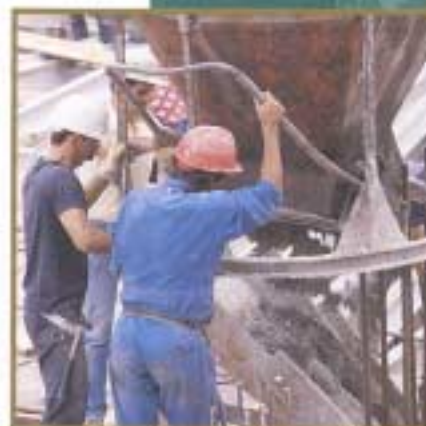
Closing Remarks *Challenges Ahead*

The Parking Authority has much left to do. Financial achievements to date have resulted from innovative and forward thinking. The use of new technologies and operational efficiencies must continue to ensure further improvements and the provision of better service to TPA customers and the City.

We see on-street enforcement as a new challenge, and view this function as the missing link that will enable the Parking Authority to provide optimum parking service to the City.

The Board wishes to thank all Toronto Parking Authority employees for their efforts over the past year. Their hard work is the single most important reason for our past achievements and hopes for the future, as we strive to improve parking management in the City of Toronto.

A. Milliken Heisey



The Toronto Parking Authority continues to build new parking facilities through joint venture agreements with private developers.

Early in 2001, the Authority began construction of an additional two levels at its Queen/Victoria parking garage to alleviate a parking shortfall that will take place when development occurs on adjacent private lots.



The Toronto Parking Authority's totally automated off-street parking facilities operate very efficiently with increased revenues.

Auditors' Report

To the Board of Directors of the Toronto Parking Authority.

We have audited the balance sheet of Toronto Parking Authority as at December 31, 2000 and the statements of operations and equity and of cash flows for the year then ended. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with Canadian generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements.

An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial position of the Authority as at December 31, 2000 and the results of its operations and its cash flows for the year then ended in accordance with Canadian generally accepted accounting principles.

Ernst & Young LLP

Toronto, Canada,
March 16, 2001.

Balance Sheet

As at December 31

ASSETS	2000	1999
	\$	\$
Current		
Cash	11,455,529	2,744,577
Short-term investments [note 4] [market value - \$13,843,479; 1999 - \$5,269,260]	13,863,816	5,300,000
Accounts receivable [note 5]	1,572,481	1,132,276
Inventories	586,274	671,577
Prepaid expenses	375,368	274,931
Total current assets	27,853,468	10,123,361
Long-term investments [note 4] [market value - \$18,001,190; 1999 - \$35,892,740]	17,999,275	37,076,300
Deferred charges [note 6]	1,258,206	1,354,779
Capital assets, net [note 7]	67,597,874	52,136,597
	114,708,823	100,691,037
LIABILITIES AND EQUITY	2000	1999
Current		
Accounts payable and accrued liabilities [note 5]	23,747,827	27,390,122
Deferred revenue	278,521	265,019
Total current liabilities	24,026,348	27,655,141
Equity	90,682,475	73,035,896
	114,708,823	100,691,037

See accompanying notes

Approved by the Authority:


Chairman


President

Statement of Operations and Equity

Year ended December 31

	2000			1999
	On-street \$	Off-street \$	Total \$	Total \$
Revenue	21,793,440	46,696,801	68,490,241	55,286,323
Expenses				
Operating (schedule 1)	2,324,818	24,608,969	26,933,787	25,872,365
Administration	631,354	4,064,152	4,695,506	4,299,814
Amortization of capital assets	1,299,854	1,565,632	2,865,486	2,253,655
	4,256,026	30,238,753	34,494,779	32,425,834
Operating income	17,537,414	16,458,048	33,995,462	22,860,489
City of Toronto share of income (note 9)	(17,537,414)	(8,229,024)	(25,766,438)	(16,632,356)
Net operating income	-	8,229,024	8,229,024	6,228,133
Other income				
Gain (loss) on disposal of capital assets			6,320,136	(1,047,866)
Investment income			1,658,752	1,140,301
Net rental income (gross - \$1,071,982; 1999 - \$994,216)			1,003,950	950,826
Sundry			434,717	603,390
			9,417,555	1,646,651
Net income for the year before the following			17,646,579	7,874,784
Transfer of funds to City of Toronto (note 9)			-	(14,000,000)
Net income (deficit)			17,646,579	(6,125,216)
Equity, beginning of year			73,035,896	79,161,112
Equity, end of year			90,682,475	73,035,896

See accompanying notes

Statement of Cash Flows

Year ended December 31

	2000	1999
	\$	\$
Operating Activities		
Net income (deficit)	17,646,579	(6,125,216)
Add (deduct) non-cash items		
Loss (gain) on sale of capital assets	(6,320,136)	1,047,866
Amortization of deferred charges	96,573	96,573
Amortization of capital assets	2,865,486	2,253,655
	14,288,502	2,727,122
Changes in non-cash working capital balances related to operations		
Accounts receivable	(440,205)	502,291
Inventories	85,303	(407,013)
Prepaid expenses	(100,437)	85,845
Accounts payable and accrued liabilities	(3,642,295)	16,572,628
Deferred revenue	13,502	(134,681)
Cash provided by operating activities	10,204,370	13,891,948
Investing and Financing Activities		
Change in net investments	10,513,209	(3,319,359)
Proceeds from sale of capital assets	7,341,583	4,483,864
Purchase of capital assets	(19,348,210)	(10,662,065)
Cash used in investing and financing activities	(1,493,418)	(9,497,560)
Net increase in cash during the year	8,710,952	4,394,388
Cash (bank indebtedness), beginning of year	2,744,577	(1,649,811)
Cash, end of year	11,455,529	2,744,577

See accompanying notes

Solar powered pay-and-display machines are now a permanent part of the Toronto streetscape. Over the last 18 months 550 machines have been installed, incorporating new revenue control features, resulting in increased profitability.





Notes to Financial Statements

December 31, 2000

1. Operations and Relationship with the City of Toronto

Toronto Parking Authority (the "Authority") is a local board of the City of Toronto (the "City"), established under the City of Toronto Act (1997), whose mandate is to operate, manage and maintain municipal parking facilities and on-street meter operations on behalf of the City in support of local business areas. An agreement has been made with the City relating to income sharing [note 9].

The Authority is not subject to income taxes.

These financial statements reflect the financial position and results of operations of the Authority's off-street parking facilities and on-street parking meters. They do not include the operations of the City of Toronto's overnight permits and boulevard parking program; retail stores and offices on Cumberland, Queen, Charles or St. Andrew Streets; or payments received by the City of Toronto from developers under agreements in lieu of providing parking facilities.

2. Basis of Presentation

For fiscal years commencing on January 1, 2000, the Ministry of Municipal Affairs and Housing has required that the accounting recommendations and disclosure requirements, as prescribed by the Public Sector Accounting Board ("PSAB") of The Canadian Institute of Chartered Accountants ("CICA"), be adopted for use by Ontario municipalities and their local boards. As a result, the Authority has implemented accounting policies applicable for profit-oriented organizations. The implementation of these policies has resulted in the Authority changing its method of accounting for capital assets, on a retroactive basis, from charging purchases, other than car parks and other major expenditures, to operations, and recording capital assets at cost on the balance sheet, net of any disposals, with a similar amount included in investment in fixed assets, and charging its capital asset expenditures on car park

development directly to equity, to capitalizing them on the balance sheet only and amortizing them over their estimated useful lives. In addition, where the Authority previously was not required to account for certain liabilities, except through note disclosure, the Authority will now accrue for all amounts, on a retroactive basis. The effect of these changes has been to decrease capital assets, increase equity and decrease the investment in fixed asset amounts by \$72,099,406, \$67,597,874 and \$139,697,280, respectively, as at December 31, 2000 [1999 - \$78,647,691, \$52,136,597, and \$130,784,288], and increase expenses by \$523,651 [1999 - \$628,331] for the year ended December 31, 2000. In addition, the opening 1999 equity has been adjusted to reflect the retroactive application of the recommendations, resulting in an increase of \$49,259,917.

3. Significant Accounting Policies

These financial statements have been prepared in accordance with Canadian generally accepted accounting principles.

Revenue recognition

Revenue and expenses are reported on the accrual basis of accounting. The accrual basis of accounting recognizes revenue as it becomes measurable and expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and the creation of a legal obligation.

Investments

Investments are recorded at cost. Premiums and discounts on bonds are amortized over the term of the bond. Investment income includes interest and gains or losses on the sale of investments.

Inventories

Inventories of supplies are recorded at cost.

Capital assets

Purchased capital assets are recorded at cost. Amortization is calculated on a straight-line basis over the estimated useful lives of the assets as follows:

- Parking garages and surface car parks 25 years
- Equipment and furnishings 5 to 10 years

Employee related costs

The Authority's contributions to a multi-employer defined benefit pension plan are expensed when contributions are due.



Pay station technology in parking garages has significantly decreased operating expenses while remaining very efficient.

4. Investments

Investments consist of Government of Canada bonds and treasury bills with a weighted average yield to maturity of 6.1%

and an average duration to maturity of 8.6 years.

5. Related Party Transactions

Included in accounts receivable of \$1,572,481 is \$521,200 due from related parties. Included in accounts payable and accrued liabilities of \$23,747,827 is \$14,542,343 due to related parties. The net amount of \$14,021,143 (\$14,542,343 less \$521,200) due to related parties at December 31, 2000 (1999 - \$22,060,813) is summarized as follows:

	2000	1999
	\$	\$
Due from the Toronto Economic Development Corporation	205	14,002
Due from the Toronto Transit Commission	378,572	-
Due to the City of Toronto	(14,399,920)	(22,074,815)
	(14,021,143)	(22,060,813)

6. Deferred Charges

Included in deferred charges are expenditures of \$110,908 (1999 - \$130,908) incurred by the former Parking Authority of North York in respect of a specific management agreement. These expenditures were deferred and are being amortized against revenue from operations over the term of the agreement.

Also included in deferred charges is \$1,147,298 (1999 - \$1,223,871) related to leased property under various long-term lease agreements for periods up to 2039. The total rent for these leases was \$2,220,168. These payments were made in advance and are being amortized over the terms of the individual leases.

7. Capital Assets

Capital assets consist of the following:

	2000		1999	
	Cost	Accumulated amortization	Cost	Accumulated amortization
	\$	\$	\$	\$
Land	32,345,591	-	30,293,162	-
Parking garages	42,582,111	23,413,569	34,133,072	22,365,062
Surface car parks	1,549,510	1,062,147	1,552,649	1,023,111
Car parks and projects not completed	3,167,192	-	1,823,310	-
Equipment and furnishings	20,231,824	7,802,638	13,747,273	6,024,696
	99,876,228	32,278,354	81,549,466	29,412,869
Less accumulated amortization	32,278,354		29,412,869	
Net book value	67,597,874		52,136,597	

8. Pension Obligations

The Authority makes contributions to the Ontario Municipal Employees Retirement System ("OMERS"), which is a multi-employer plan, on behalf of substantially all of its employees. The plan is a defined benefit plan which specifies the amount of the retirement benefit to be received by the employees based on the length of service and rates of pay.

The Authority's contributions to the pension plan are expensed when contributions are made. As a result of a contribution holiday, which extends to December 31, 2002, no contributions to the pension plan were required in 2000 or 1999.

For on-street parking areas now included in the amalgamated City of Toronto, gross revenues have increased from \$9.9M prior to amalgamation to \$21.8M in the year 2000, or approximately 120%.





The pay-and-display machines allow payment by credit card or coin and incorporate new revenue control features. Each machine is monitored centrally to ensure quick maintenance response when repairs are needed.

9. City of Toronto Share of Income

On June 3, 1998, the City Council adopted the recommendations of the Strategic Policies and Priorities Committee for an income sharing arrangement with the Authority.

The arrangement is for a three-year period ending December 31, 2000, and requires the Authority to pay annual rental equal to 50% of its net operating income from off-street parking facilities or \$6,000,000, whichever is greater, and 100% of its net operating income from on-street meter operations or \$6,000,000, whichever is greater. As of the date of these financial statements, the City and Authority had agreed on a revised income sharing arrangement, for future years, under which the City would receive 75% of net income for the year. This arrangement was recommended to the Budget Advisory Committee. Approval is pending from both Budget Advisory

Committee and City Council as of the date of these financial statements.

From time to time, the Authority will pay an amount to the City that is in excess of capital asset funding requirements over the ensuing five-year period. This return of funds is in addition to the City's share of annual operating income paid under the income sharing arrangement.

Under the Municipal Act, any earnings retained by the Authority are to be applied as follows:

- Debenture charges relating to debentures issued to finance the cost of parking facilities;
- The cost of additional parking facilities required as part of the Authority's mandate to provide parking in support of business areas in the City and;
- Other purposes as may be approved by City Council.

10. Commitments

Commitments over the next six years and thereafter under leasing agreements for use of land and equipment are to be made as follows:

	\$
2001	360,400
2002	355,800
2003	354,900
2004	353,900
2005	335,700
2006 and thereafter	1,605,000
	3,365,700

11. Comparative Financial Statements

The comparative financial statements have been reclassified from statements previously

presented to conform to the presentation of the 2000 financial statements.

Schedule of Operating Expenses – Schedule 1

Year ended December 31

	2000			1999
	On-street \$	Off-street \$	Total \$	Total \$
Salaries, wages and benefits	1,111,378	8,829,903	9,941,281	10,016,609
Municipal taxes	-	7,531,462	7,531,462	7,309,976
Maintenance	569,123	2,374,033	2,943,156	2,953,366
Utilities	-	1,797,449	1,797,449	1,792,597
Rent	-	1,363,565	1,363,565	1,323,652
Snow clearing	-	862,793	862,793	679,565
Tickets	69,921	367,168	437,089	272,369
Security and monitoring	20,513	387,637	408,150	337,742
Insurance	33,327	342,680	376,007	330,459
Pay and display network communication	138,600	34,150	172,750	40,500
Outside coin counting fees	159,835	-	159,835	129,233
Sundry	222,121	718,129	940,250	686,297
	2,324,818	24,608,969	26,933,787	25,872,365

See accompanying notes

Off-Street Parking Facilities

No.	Location	Capacity	No.	Location	Capacity	No.	Location	Capacity
Former City of Toronto			Former City of Etobicoke					
CENTRAL AREA			NORTH AREA					
1	Haydon St e of Yonge	430	104	Ossington Ave n of Bloor W	40	500	Greenview Ave n of Bloor	52
3	Isabella St e of Yonge	29	111	College-Clinton Garage	79	501	Wendover Rd n of Bloor	80
3	Wellesley St e of Yonge	135	116	Kennedy Ave n of Bloor W	56	502	Prince Edward Drive n of Bloor	44
15	Yorkville-Cumberland Garage	1036	130	Bartlett Ave n of Bloor W	38	503	Willingdon Ave n of Bloor	79
31	Lippincott St s of Bloor W	146	141	Greenlaw Ave s of St. Clair W	53	504	Jackson Ave n of Bloor	116
58	Bloor-Bedford Garage	399	143	Windermere Ave n of Bloor W	88	505	Bloor/Cliveden Ave s of Bloor	11
68	Keevington Garage	450	144	Clinton St n of Bloor W	33	506	Fifth/Sixth St n of Lake Shore Blvd W	53
71	Bellevue Ave s of Nassau St	91	158	Queen St W w of Cowan Avenue	32	507	Third St s of Lake Shore Blvd W	24
79	Sherbourne St n of Carlton St	112	168	Harrison St e of Dovercourt Road	47	508	Eighth/Ninth St n of Lake Shore Blvd W	45
106	Augusta Ave n of Queen W	120	181	Lampson Stadium	329	509	Fourth St s of Lake Shore Blvd W	22
109	Aberdeen Ave w of Parliament St	35	185	Beatrice Street, s of College St.	18	510	Twenty-Third St s of Lake Shore Blvd W	22
150	Larch St Garage	357	EAST AREA			511	Seventh St s of Lake Shore Blvd W	54
163	Dragon City Garage	129	11	Rosehill Garage	565	512	Central Park	57
17	Pape Ave n of Danforth	85	12	Alvin Ave n of St. Clair E	166	513	Queensway n of Royal York Rd	28
20	Cedarvale Ave n of Danforth	37	13	DeLisle Ave w of Yonge	159	514	Seventh St Lane n of Lake Shore Blvd W	11
21	Amroth Ave s of Danforth	54	29	Holly-Dunfield Garage	860	515	Thirteenth St s of Lake Shore Blvd W	10
28	Pape Ave s of Danforth	76	39	Castlefield Ave w of Yonge	163	516	Woolgar Laneway n of The Queensway	49
45	Broadview Ave n of Queen E	92	47	Castleknock Rd n of Eglinton W	175	517	Superior Ave n of Lake Shore Blvd W	15
48	Lee Ave s of Queen E	68	49	Roehampton Ave e of Yonge	126	518	Town Hall s of Birmingham	27
78	Erindale Ave e of Broadview Ave	93	55	Bedford Park Ave w of Yonge	42	519	Dayton Lane s of The Queensway	15
87	Chester Ave n of Danforth	83	107	MacPherson Ave-Rathnelly Ave	40	520	Royal Avon n of Dundas St W	65
88	St. Ferrier Ave n of Danforth	47	111	Eglinton W-Hilltop Road	28	521	Monkton Ave. s of Bloor St W	25
89	Lipton Ave e of Pape Ave	70	139	Sherwood Ave e of Yonge	46	TOTAL: 904		
90	Eaton Ave n of Danforth	30	152	Glenforest Rd e of Yonge	26	Former Borough of East York		
110	Danforth Ave e of Coxwell Ave	25	155	Eglinton W-Glen Cedar Road	33	600	Civic Centre	20
126	Parliament St s of Front E	84	157	Bayview/Millwood Garage (lower)	20	Former City of York		
137	Gough Ave n of Danforth	17	159	Bayview/Millwood Garage (upper)	10	650	John St	158
142	Langford Ave n of Danforth	22	161	St. Clair-Yonge Garage	173	651	Locust St	47
146	Gerrard St E. w of Broadview Ave	43	164	Thelma Ave-Spadina Road	43	652	Scott Rd	14
149	Woodycrest Ave n of Danforth	35	171	Mt. Pleasant Road s of Eglinton E	54	653	E side Riverview Gardens	104
156	W. Ferrier Ave n of Danforth	23	DOWNTOWN AREA			654	W side Riverview Gardens	57
170	Hammersmith Ave n of Queen E	30	26	Queen-Victoria Garage	479	655	China House	43
173	Rhodes Ave s of Danforth	24	32	Bay St-Lakeshore Blvd W	325	656	Mould Ave	7
174	Hawatha and Gerrard	50	36	Nathan Phillips Square Garage	2087	657	Scarlett Rd	11
178	Hillsdale e/Mt. Pleasant	39	43	St. Lawrence Garage	2008	658	Dufferin St	94
179	Gerrard St e/Broadview	25	52	University Ave Garage	323	659	Oakwood Library	22
180	Gerrard St e/Rhodes	41	108	Esplanade, w of Jarvis	46	660	Oakwood Ave	21
184	Boardwalk, s of Queen E	24	125	Richmond-Sherbourne Garage	365	661	Rogers Rd	24
185	Joseph Duggan Road, s of Queen E	24	177	York/Lakeshore	40	662	Emmett Ave	78
193	Woodbine Beach, s of Queen E	400	201	Victoria Street, Dundas Sq	20	663	Shortt St	130
194	Ashbridges Bay	200	TOTAL: 15,378			664	Eglinton/Oakwood	40
WEST AREA			Former City of North York			665	Douglas Saunders	23
18	Keele St s of Dundas W	77	400	10 Kingsdale Ave	48	TOTAL: 893		
19	Pacific Ave s of Dundas W	71	401	246 Brooke Ave	97	Former City of Scarborough		
41	Norton Ave w of Dufferin	64	402	10 Empress Ave	29	700	Bushby	177
42	Via Italia s of St. Clair W	171	403	10 Harlandale Ave	112	701	Fallingbrook	38
44	Fuller Ave n of Queen W	53	404	Beecroft Garage	401	TOTAL: 415		
53	Richmond St West - Walnut Ave	49	405	Winston Park	32	GRAND TOTAL: 19,453		
62	Queen St W - Abel St	29	406	City Hall (former North York)	556			
64	Durie St n of Bloor W	139	410	Beecroft West	173			
80	Keele St n of Dundas W	34	411	Roe (1880 Avenue Rd)	32			
81	Lansdowne Ave n of Bloor W	40	412	11 Finch Ave West	62			
82	Margaretta St n of Bloor W	56	413	Warner Bros	17			
84	Salem Ave n of Bloor W	35	414	Jolly Miller	262			
85	Palmerston Ave n of Bloor W	58	415	5151 Yonge St	32			
91	Armada Ave n of Bloor W	144	417	Pemberton	10			
93	Euclid Ave n of Bloor W	52	TOTAL: 1,863					



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