



## REPORT FOR ACTION

### **Bike Share Toronto - Purchase of Equipment 2018, Public Transit Infrastructure Fund (PTIF) Program and Metrolinx**

**Date:** February 15, 2018  
**To:** Toronto Parking Authority Board  
**From:** Acting President, Toronto Parking Authority  
**Wards:** All

#### **SUMMARY**

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Bike Share Toronto has been allocated capital funding from two sources; the federal-provincial-municipal Public Transit Infrastructure Fund (PTIF) program, supported 50% by the federal government and matched 50% by the municipality, in each of 2017 and 2018 as part of the larger overall program for Toronto; and Metrolinx bike share funds pursuant to a 2015 agreement, " Bike Share Funding Agreement TPA and Metrolinx". These opportunities enable the ongoing phased expansion plans for the Bike Share system (envisaged to comprise a network in the order of 6,000 bikes over a five year period). This report seeks approval from the Toronto Parking Authority Board for the 2018 purchase of new equipment, including supply, delivery and installation, of approximately 1,000 new bicycles, 90 new stations, 1,570 docks, and ancillary elements, from PBSC Urban Solutions Inc. ("PBSC") pursuant to the terms and conditions of an established Equipment Supply Agreement between TPA and PBSC.

The PTIF funds (\$4,276,325 available for the 2018 program) will facilitate the extension of the network of stations beyond the existing service area, generally north to the Yonge Street/Eglinton Avenue area, westerly along St. Clair Avenue West/Dupont Street corridors and east to the Queen Street East/Woodbine Avenue area. There will also be an emphasis on east waterfront trail locations to serve casual users. The remaining Metrolinx funds (\$980,000) will allow for a densification of stations in the Union Station Precinct area, within 800m of the Station.

## RECOMMENDATIONS

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The Acting President, Toronto Parking Authority recommends that:

1. The Board of Directors of the Toronto Parking Authority (“TPA”) authorize the purchase of new equipment to support the 2018 planned phased expansion of the Bike Share Toronto system, including supply, delivery and installation, generally comprising approximately 1,000 new bicycles, 90 new stations, 1,570 docks, and ancillary elements, from PBSC Urban Solutions Inc. (“PBSC”), pursuant to the terms and conditions of the Equipment Supply Agreement (March 22, 2016) between TPA and PBSC, in the amount of \$5,256,325, excluding HST.
2. The Board of Directors of the Toronto Parking Authority direct the Acting President, Toronto Parking Authority, in consultation with the City Solicitor, to finalize negotiations and enter an amending agreement to the 2015 agreement titled, "Bike Share Funding Agreement TPA and Metrolinx", with Metrolinx, to allow for a densification of Bike Share stations around Union Station, and on such other or amended terms and conditions as may be acceptable to the Acting President and in a form satisfactory to the City Solicitor.

## FINANCIAL IMPACT

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PTIF, a joint federal-provincial-municipal program, introduced in August 2016, was established to deliver a range of projects that will reduce commute times and make public transit more efficient and inclusive for people in the Province, including Toronto. The Bike Share Toronto component of funding under PTIF provides for \$4,000,000 in each of 2017 and 2018 and is part of the larger overall program for Toronto.

City Council, at its meeting of December 5, 6, 7 and 8, 2017, in considering Item EX29.20: *2018 Rate Supported Budgets - Toronto Parking Authority*, approved the TPA's 2018 Capital Budget which includes funds in the amount of \$4,000,000 under the PTIF program for the ongoing phased expansion of the Bike Share Toronto network for 2018. The funding formula established under the program is supported 50% by the federal government and matched 50% by the municipality. In addition, \$276,325 in PTIF funding from 2017 remains unspent. The approved 2018 TPA Capital Budget also includes additional funds in the amount of \$980,000 provided through a previous agreement with Metrolinx.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX29.20>

City Council, at its special meeting of February 12 and 13, 2018, in considering Item EX31.2: *2018 Capital and Operating Budgets*, approved the transfer of \$2,000,000 in PTIF funding from Transportation Services' 2018 Capital Budget to the Toronto Parking Authority for Bike Share (Recommendation No. 48), to cover the City's portion of the program.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX31.2>

The cost for the new equipment, including shipping and installation, totals \$5,256,325, excluding HST. The following table summarizes the main elements of the proposed purchase. A more detailed equipment listing for new stations is attached as Appendix 'A'.

2018 ORDER – TOTAL COST	
Equipment (see Appendix 'A')	\$4,452,062
Installation	\$627,228
Shipping & Storage	\$125,000
Sub-total	\$5,204,290
Contingency	\$52,035
Total	\$5,256,325

With respect to the impact of the proposed capital expenditure on operating costs, the expanded bike share system will result in an incremental increase of approximately \$35,600 per month, or \$427,200 per annum. The current monthly operating cost of the Bike Share network is approximately \$410,000 per month, or \$4,920,000 per annum. The 2018 expansion is slated to be completed by July. This will increase the operating costs in 2018 by \$213,600, as contemplated in the approved budget.

The new stations will generate an increase in user revenue. Upon full roll-out, it is projected that each station will increase revenue by \$10,000 per year. If the installation is completed before peak season (June to September), the 90 new stations are estimated to generate in the order of \$600,000 in 2018, also as contemplated in the approved budget.

The TPA's Chief Financial Officer, has reviewed the financial impact information provided in this report. It is also noted that City Council, in approving TPA's 2018 budget, directed the Acting President to report back to the Executive Committee through the Budget Committee, with a comprehensive strategy to address the funding for the Bike Share program on a longer term basis. Work on this assessment and report is underway, in conjunction with the City's Transportation Services and Financial Planning Divisions.

## **DECISION HISTORY**

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The Toronto Parking Authority Board, at its meeting of February 25, 2016, in considering the matter, "*Bike Share Toronto Equipment Supply Agreement - PBSC*", outlining the results of a Request for Proposals (RFP) process, authorized staff to enter an Agreement with the successful proponent, PBSC Urban Solutions Inc., to supply new equipment to support phased expansion plans for the Bike Share system, envisaged to

comprise in the order of 5,000 additional (6,000 total) bikes over a five year period, as and when required, and replace certain existing equipment in order to integrate the then-existing bike share system with the new/expanded system. The term of the supply agreement is five (5) years with up to three (3) additional two (2) year optional renewal periods at TPA's sole discretion. (Minute No.16-031). A copy of the Equipment Supply item is provided as background information in Appendix C of this report.

The TPA Board, at its meeting of April 24, 2017, in considering the matter, "*Bike Share Toronto Equipment Purchase - PBSC*", authorized the purchase of new equipment, comprising approximately 750 bicycles and 70 stations for 2017 phased expansion, from PBSC under the Equipment Supply Agreement in the amount of \$3,750,000. (Minute No. 17-067).

The TPA Board, at its meeting of March 20, 2015 approved entering into an agreement with Metrolinx for their investment of up to \$4,900,000 to purchase bicycles, kiosks and docking stations in Toronto and the GTHA to be operated by TPA as part of an expansion of the Bike Share Toronto program. (Minute No.15-046).

## **COMMENTS**

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The Toronto Parking Authority seeks to place the order for the new bike share equipment under the 2018 program in a timely manner to ensure delivery and installation for the prime spring/summer seasons to maximize user revenues and availability of the enhanced service in these highest demand times.

The Bike Share Toronto system (formerly BIXI Toronto) was launched May 1, 2011 and encompassed approximately 1,000 bikes, 81 payment stations and 1,570 docks. In July 2016 Bike Share Toronto expanded by 120 stations and 1,000 bikes, and in August 2017 another 70 stations and 750 bikes were added to the system through the \$4 million in funds under the PTIF program. The system is currently comprised of 270 stations and approximately 2,750 bikes.

In 2015 a Feasibility Study was undertaken to establish the parameters of a viable long-term plan for the Bike Share Toronto system. The mandate for this Study was to establish parameters and guide the expansion of the system over the subsequent five (5) years. The Study concluded that a system in the range of 6,000 bicycles and a 600 stations would be an optimum target to handle the demand within the City of Toronto.

The 2015 agreement with Metrolinx provided an investment of up to \$4.9 million, in two components. The first part was \$4 million to expand Bike Share Toronto within the City boundaries. This funding was used in 2016 to buy 80 stations and 800 bicycles. The second component was to invest up to \$980,000 in a GTHA bike share pilot program. TPA and Metrolinx spent a year searching for a GTHA partner municipality but were unsuccessful. TPA has requested that this remaining \$980,000 be applied to support GTHA commuters traveling through Union Station. Metrolinx and TPA staff have agreed to amending terms in principle that would enable this approach, but internal approvals within the two organisations have yet to be completed. With TPA Board approval, staff

will complete negotiations with Metrolinx to amend the 2015 agreement and allow for a densification of Bike Share stations around Union Station.

The PTIF funding will be used to expand the system, connecting it to more transit stops and stations generally in the north, west and east ends of the City. This funding will help expand the system to North York district (north to Yonge Street/Eglinton Avenue), along the St. Clair Avenue corridor (Christie Street to Yonge Street), west along Dupont Street and Davenport Road and east (the eastern waterfront/East York area).

The Metrolinx portion of the funding will be used to expand the network around Union Station with the goal to reduce travel times, increase active transportation trips, and ease overcrowding on subways. Bike Share Toronto will double the existing capacity around Union Station area by adding 300 docking points. The increase in capacity will promote more bike trips to and from Union Station. It is estimated that 500,000 bike trips will be taken per year if the bike share network is expanded around Union Station, within the area bounded by Wellington Street to the north, Church Street to the east, Lake Shore Boulevard/Harbour Street to the south, and John Street to the west (Union Station Precinct Study Area).

More details on the planning for locations are provided in Appendix B, "*2018 Bike Share Expansion Plan*", of this report.

## **CONTACT**

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Sean Wheldrake, Manager, Bike Share, (416) 393-7357. [swheldra@toronto.ca](mailto:swheldra@toronto.ca)

## **SIGNATURE**

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Andrew Koropeski  
Acting President, Toronto Parking Authority

## **ATTACHMENTS**

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Appendix A - Quotes from PBSC  
Appendix B - 2018 Bike Share Expansion Plan  
Appendix C - Bike Share Toronto Equipment Supply Agreement

## APPENDIX A - QUOTES FROM PBSC

### Quote for Metrolinx Funds.

PBSC URBAN SOLUTIONS		TPA Equipment Pricing			
Date: February 14, 2018.					
TPA Equipment Pricing		Units	Price Per Unit (CDN)	Total Price	Comments
<b>Initial Bicycle/Kiosk Purchase Order</b>					
Iconic Bicycles (3 speed with Fender, one color.)		200	\$1,090	\$218,000	
BOOST Bicycles (1 speed with Fender, one color.)		0	\$3,095	\$0	
<b>Total Bike Price</b>				<b>\$218,000</b>	
Kiosk Standard V2.1, Flat Solar Panel (Moneris integrated)		15	\$11,150	\$167,250	
eKiosk Standard, Hardwired (Moneris integrated)		0	\$13,500	\$0	
Smart Map Frame (Moneris integrated)		0	\$7,750	\$0	
Kiosk technical platform		74	\$1,100	\$81,400	
Docking Point		281	\$860	\$241,660	
Cable					
	Black(docking point)	281	\$116	\$32,596	
	Yellow (terminal)	30	\$139	\$4,170	
	Terminator plug	30	\$38	\$1,140	
eCable					
eDocking Point		0	\$895	\$0	
	eBlack(edocking point)	0	\$200	\$0	
	eYellow (terminal)	0	\$139	\$0	
	Terminator plug	0	\$38	\$0	
Special technical platforms (Elbow 180)		-	\$670.00	\$0	
Special technical platforms (45 Degree)		-	\$1,027.00	\$0	
System Cards		-	\$2.50	\$0	
LIT Map Frame		15	\$4,195	\$62,925	
Spare Part		200	\$130	\$26,000	
Shipping		1	\$30,000	\$30,000	
Installation		281	\$399	\$112,119	
<b>Total equipment price</b>				<b>\$977,260</b>	

**Terms & Conditions**  
1) As per Supply Agreement

### Quote for PTIF Program.

PBSC URBAN SOLUTIONS		TPA Equipment Pricing			
Date: February 15, 2018.					
TPA Equipment Pricing		Units	Price Per Unit (CDN)	Total Price	Comments
<b>Initial Bicycle/Kiosk Purchase Order</b>					
Iconic Bicycles (3 speed with Fender, one color.)		800	\$1,090	\$872,000	
BOOST Bicycles (1 speed with Fender, one color.)		2	\$3,095	\$6,190	
<b>Total Bike Price</b>				<b>\$878,190</b>	
Kiosk Standard V2.1, Flat Solar Panel (Moneris integrated)		61	\$11,150	\$680,150	
Kiosk Standard V2.1, Hardwired (Moneris integrated)		1	\$11,150	\$11,150	
eKiosk Standard, Hardwired (Moneris integrated)		1	\$13,500	\$13,500	
Smart Map Frame (Moneris integrated)		12	\$7,750	\$93,000	
Kiosk technical platform		350	\$1,100	\$385,000	
Docking Point		1291	\$860	\$1,110,260	
Cable					
	Black(docking point)	1291	\$116	\$149,756	
	Yellow (terminal)	138	\$139	\$19,182	
	Terminator plug	138	\$38	\$5,244	
eCable					
eDocking Point		23	\$895	\$20,585	
	eBlack(edocking point)	23	\$200	\$4,600	
	eYellow (terminal)	2	\$139	\$278	
	Terminator plug	2	\$38	\$76	
Special technical platforms (Elbow 180)		-	\$670.00	\$0	
Special technical platforms (45 Degree)		-	\$1,027.00	\$0	
System Cards		7,500	\$2.50	\$18,750	
Standard Map Frame		77	\$1,600	\$123,200	
Spare Part		800	\$130	\$104,000	
Shipping		1	\$95,000	\$95,000	
Installation		1,291	\$399	\$515,109	
<b>Total equipment price</b>				<b>\$4,227,030</b>	

**Terms & Conditions**  
1) As per Supply Agreement.

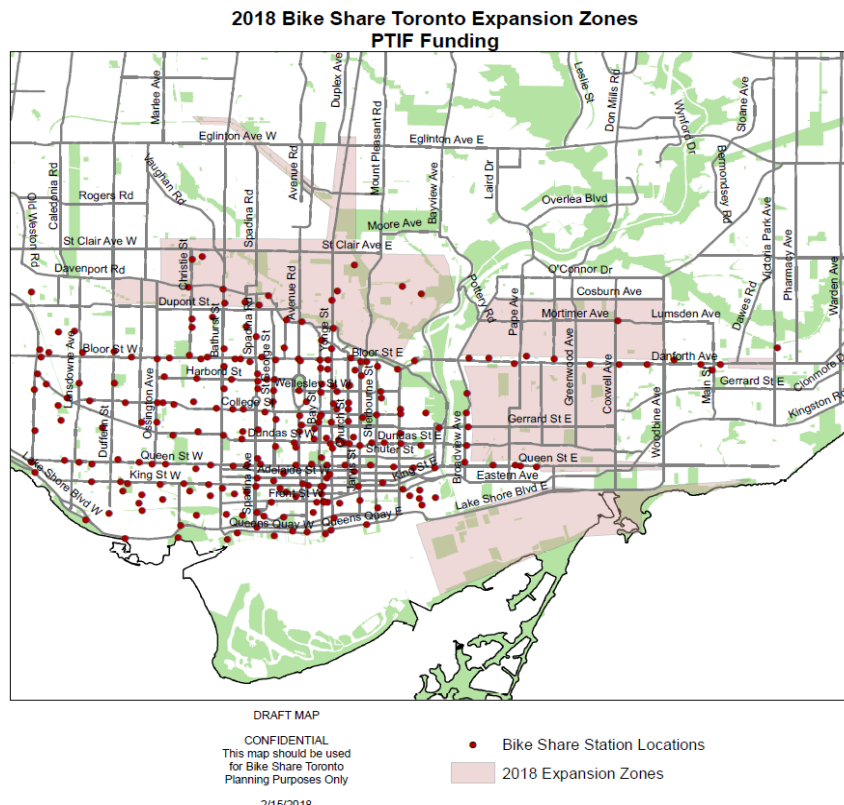
## APPENDIX B - 2018 BIKE SHARE EXPANSION PLAN

In 2018 a combination of funding from the Public Transit Infrastructure Fund and Metrolinx will be used to expand the Bike Share Toronto system. In total, this funding will add approximately 90 stations and 1000 bicycles to the system. The PTIF funding will be used to expand the system, connecting it to more transit stops and stations in the north, west and east ends of the City. The Metrolinx funding will be used for densification of the system around Union Station. As a local and regional transit hub, a bike share expansion around Union Station will strengthen the potential for modal share and shift, and increase cycling trips in the City.

### PTIF Funding Expansion Area

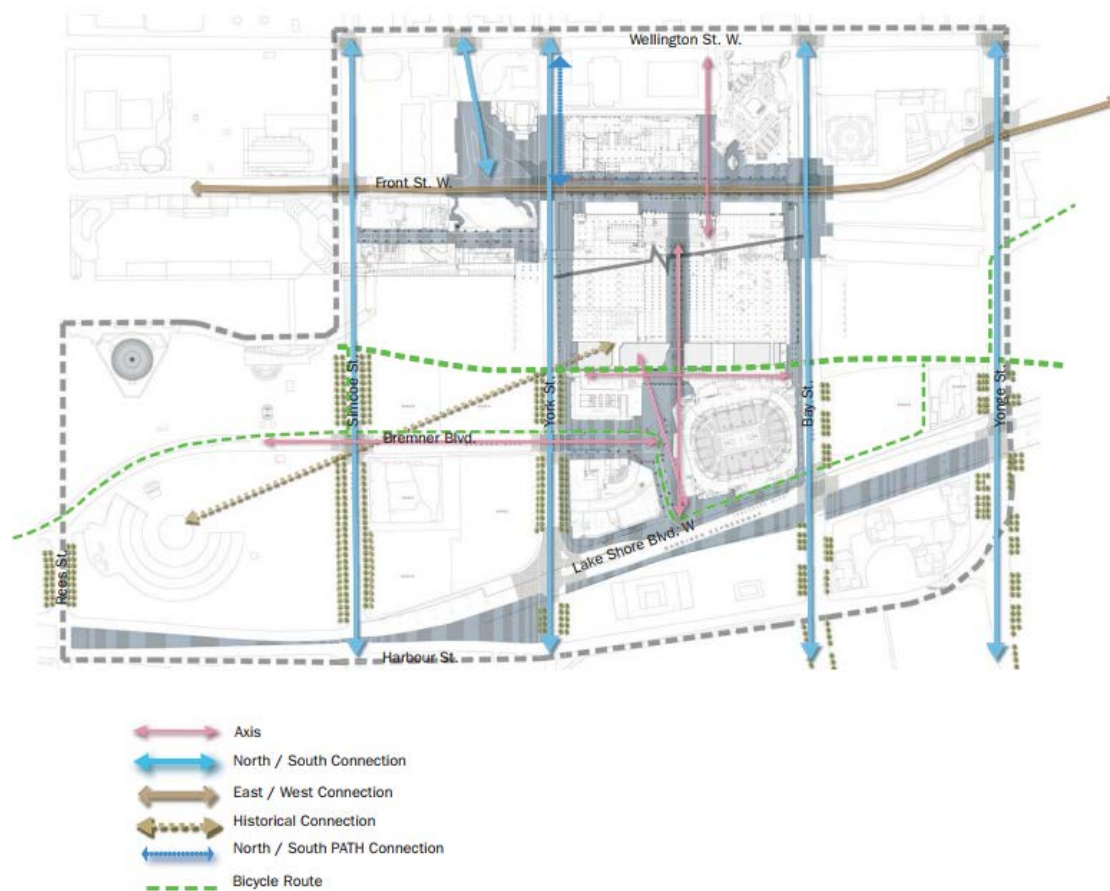
The 2018 Bike Share expansion will increase the size of the system by 75 stations. The network of stations will be expanded beyond the existing service area. For every new station that is added outside the service area, one station is to be added into the central area. The expansion zones include the following areas of interest in the City:

- North on Yonge Street to Eglinton Ave
- Along St Clair Ave (Christie to Yonge)
- The Beltline
- West along Dupont and Davenport (to Dufferin)
- Eastern Beaches
- East York area
- Cherry Beach



## Metrolinx Funding Expansion Area

The Metrolinx funding will allow for a densification of Bike Share Toronto stations around Union Station, in the Union Station Precinct area.



A Bike Share expansion around Union Station will reduce travel times, increase active transportation trips, and ease overcrowding on subways. Bike Share Toronto will double the existing capacity around Union Station area by adding 300 docking points. The increase in capacity will promote more bike trips to and from Union Station. It is estimated that 500,000 bike trips will be taken per year if the bike share network is expanded around Union Station. The Proposed Union Station area is bound by Wellington Street to the north, Church Street to the east, Lake Shore Blvd./Harbour Street to the south, and John Street to the west (Union Station Precinct Study Area).

Union Station is the major transit hub for residents of the GTHA, promoting approximately 160,000 trips per day on GO Trains. Many GO Transit users that travel to Union Station connect to the TTC to complete the first/last mile of their trip. The implementation of the Discounted Double Fare (DDF) will lead to an increase of GO Transit users transferring between GO/UP services and the TTC. Bike Share service will provide GO Transit users with an alternative option to complete the first/last mile of their journey. It will also reduce potential congestion on the subway and encourage more active transportation trips.



There are currently 12 stations or 287 docking points located within the Union Station Precinct Study area. The bike share stations in the area are used twice as often as the average station in the system (60 trips per day versus 30). The increase in stations and docking points will improve the performance and connectivity of the network, providing regional GO Transit users with more options to complete their journeys. In 2017 Bike share stations in the Union Station Area generate approximately 600 trips per day (220,000 per year) on average over the course of a year. Increasing the number of bike share stations and bicycle docking points in the Union Station area will have the biggest impact on increasing commuter bike share trips. Installing stations in this high performance area will improve the regional reach of the system and encourage more GO Transit users to choose Bike Share Toronto to complete the first/last mile of their journey.

## **Planning Process**

The planning process is currently underway to secure new locations. Every location follows a standardized process to ensure that the location meets the criteria for a Bike Share station. In the initial planning phase, locations are identified that enhance and strengthen the existing network. The ideal is to have a 300 metre grid network of stations; this continuous network ensures that stations are within a walkable distance from both a customer's origin and destination.

Bike Share planners look for locations in highly visible areas that can accommodate large stations. They also look for spaces near cycling facilities, landmarks or tourist destinations, transit hubs, areas of high employment density, retail destinations and college/university campuses. Once an area has been initially identified, planners evaluate the spaces. Property lines are reviewed and measurement tools are used to identify the footprint. Next, on-site investigations occur to take exact measurements and confirm that there is no street furniture, underground vaults or venting obstructing the space. Additionally, we adhere to the City of Toronto's "Vibrant Streets: Toronto's Coordinated Street Furniture Program" guidelines, which identify required clearances to maintain a functional public realm.

If a station meets all of the criteria, site photos and measurements are sent to Transportation Services, Right of Way Management for approval. Right of Way Management reviews the site applications and cross references them with existing work orders and construction. They ensure that the required clearances are maintained, and the sites can accommodate the installation of a station. If the station is approved, this location is reserved for the installation of a Bike Share station. Even after taking time to carefully plan locations, last minute changes can occur when utility work and capital work (e.g. road reconstruction, sidewalk repairs) take place in the right of way. The majority of the Bike Share Toronto stations are located in the road allowance, and follow this approval process.

In addition City Councillors are informed of the proposed locations in their Ward and provide input. Requests of each Councillor are taken in to consideration when locating bike share stations.

**APPENDIX C - BIKE SHARE TORONTO EQUIPMENT SUPPLY AGREEMENT  
(MINUTE #16-031)**



**BOARD MEMORANDUM  
IN-CAMERA**

**5.2**

TO: Lorne Persiko FILE NO: 6190-00  
 FROM: Marie Casista DATE: February 19, 2016  
 SUBJECT: **BIKE SHARE TORONTO  
 Equipment Supply Agreement - PBSC**

MEETING	MINUTE
February 25/2016	16-031
Approved:	<i>[Signature]</i>

**MEETING DATE:** Thursday, February 25, 2016

**RECOMMENDATION:**

It is recommended that the Board of Directors of the Toronto Parking Authority (the "TPA") authorize staff to enter into a supply agreement with PBSC Urban Solutions Inc. (the "PBSC") to supply new equipment to support phased expansion plans for the bike share system, as and when required, and replace certain existing equipment in order to integrate the existing bike share system with the new system, for a five (5) year term with up to three (3) additional two (2) year optional renewal periods at TPA's sole discretion, under the business terms and conditions outlined herein. (The total amount of the Vendor's submission for the Initial Order, based on the estimate of quantities provided by TPA for the purposes of evaluating the proposals, is \$4,888,400 based on a five (5) year warranty, not including HST).

**Purpose:**

The purpose of this report is to obtain TPA Board approval to enter into a supply agreement with PBSC for the supply of new equipment to support the phased expansion plans for Bike Share, Toronto and replace certain equipment in order to integrate the existing bike share system with the new system for a term of five (5) years with up to three (3) additional two (2) year optional renewal periods.

**Background:**

The existing Bike Share, Toronto system (formerly BIXI Toronto) was launched May 1, 2011 and contains approximately 1,000 bikes, 81 payment stations and 1,500 docks. The hardware was supplied by Public Bike Share Company and the software was supplied by 8D Technologies. This current system configuration is no longer available. Since the time of the system launch, it was recognized that the system was too small and that significant expansion would be necessary to support the service mandate and generate system efficiencies. Currently, it is assumed that a 5,000 bicycle and a 500 station system would be of sufficient size to handle the demand within the City of Toronto.

At its meeting of March 26, 2015 (Minute #15-039), the TPA Board authorized staff to enter into an agreement with Metrolinx for their investment of up to \$4.9 million to support the expansion of Bike Share, Toronto.

At its meeting of September 17, 2015 (Minute #15-146), the TPA Board authorized staff to enter into an agreement with MMM Group Inc. to complete a Bike Share Feasibility Study for the expansion of the Bike Share, Toronto system. The mandate for this Study was to establish parameters and guide the expansion of the system over the next five (5) years.

Important considerations included:

- i) The system's coverage area (assuming a 5,000 bike system within the next five (5) years;
- ii) Appropriate station densities given growth corridors and area demographics;
- iii) Station design and placement efficiencies; and,
- iv) Five (5) year implementation schedule.

The Toronto Parking Authority issued a Request for Proposals (RFP) on July 29, 2015 for the supply and delivery of the relevant hardware, software, integration, and operational and performance requirements for the Bike Share, Toronto system. All prospective suppliers were to provide a full service solution including hardware, software, warranty and support services. An open call was posted on the MERX Canadian Public Tender network which closed August 26, 2015.

For the purpose of response evaluation, each responding company based their estimating quantities on 1,000 bikes, 400 platforms, 2,000 docking points and 100 payment terminals, (the "Initial Order"). Proponents were expected to provide assembly or installation cost per unit and the cost per unit for both a 5 year and 10 year warranty. The term of the contract stipulated by TPA is five (5) years, with the option to extend, at TPA's sole discretion, for up to three (3) additional two (2) year periods. The unit prices are quoted in Canadian dollars and are inclusive of all applicable costs except HST, which is quoted separately. In addition, and in order to give adequate consideration to new bike share systems, proponents were requested to provide a salvage value for the existing equipment.

#### *RFP Results*

In total there were seven (7) complete responses, of which the top three (3) proponents were invited to attend a webinar to demonstrate their solution and showcase existing and future technology and improvements. The bike share systems that scored in the top three were PBSC Urban Solutions Inc., 8D Technologies and Bewegen. All three top solutions are headquartered in Canada, although Bewegen partners with other companies in Europe for certain system components. Before giving regard or credit for any salvage value for the existing bike share system, the top scoring system was PBSC Urban Solutions Inc.

The scoring results are somewhat surprising as PBSC Urban Solutions Inc. is a reasonably new company that was purchased by Mr. Bruno Rodi from the Trustee in Bankruptcy in March 2014. Since then, there has been significant investment in hardware and software improvements and their future roadmap for innovative functionality appears strong. Mr. Luc Sabbatini (formally of Bell Media Sales and Astral Media) is now the CEO and a major shareholder.

Although not the only evaluation factor, system costs represents 20% of the total score. The scoring results for the top three (3) responses, before any salvage value consideration, are as follows:

TOTAL COST <sup>(1)</sup>		
	Warranty	
	5 Year	10 Year
PBSC Urban Solutions Inc.	\$4,888,400	\$5,365,500
Bewegen	\$6,541,588	\$7,467,588
8D Technologies	\$6,590,390	\$7,799,563

1. Total cost includes 1,000 bikes, 400 platforms, 2,000 docking points, 100 payment terminals, map frames, assembly and installation

Preference is for a five (5) year warranty period. Other important RFP scoring considerations included experience, number of bikes and systems deployed throughout the world, financial strength, size and number of employees, references, and future roadmap.

After concerning the salvage value for the existing system, PBSC Urban Solutions Inc. scored even higher. They have offered to exchange the existing 81 payment terminals and the 1,500 existing docking points with new PBSC equipment such that the existing system will be fully integrated with the new system. Further, they have dedicated a transition team to develop the plan to complete the conversion within a 72 hour time period. This is important as our goal is to reduce the shut-down time for the existing system as much as possible. No other proponents offered a system switch out, rather most offered a nominal value, if any, for the existing equipment.

**Comments:**

Based on the scoring results, PBSC Urban Solutions Inc. offers the best bike share system for the City of Toronto and other surrounding municipalities. It is our intention to place an initial order for new equipment with PBSC for delivery in late spring 2016. Conversion of the existing bike share system is planned for the end of May 2016. Future purchases of approximately 1,000 bikes and 100 payment stations are planned each year thereafter until the optimum system size reached.

The initial order for new equipment, extra conversion costs, shipping and installation total \$5,745,355. The equipment listing for both the new stations and the conversion of the existing stations is attached as Appendix 'A'.

INITIAL ORDER - TOTAL COST	
Equipment (see Appendix 'A')	\$5,235,355
Installation & Transition Costs	\$400,000
Shipping & Storage	\$60,000
Contingency	\$50,000
<b>Total</b>	<b>\$5,745,355</b>

Funding for the total amount of \$5,745,355 for the Initial Order is from existing, fully funded, reserve accounts with the TPA and the City of Toronto set up solely to fund the expansion of the bike share system in the City of Toronto.

**Conclusions:**

It is recommended that the Board of Directors of the Toronto Parking Authority (the "TPA") authorize staff to enter into a supply agreement with PBSC Urban Solutions Inc. (the "PBSC") to supply new equipment to support phased expansion plans for the bike share system, as and when required, and replace certain existing equipment in order to integrate the existing bike share system with the new system, for a five (5) year term with up to three (3) additional two (2) year optional renewal periods at TPA's sole discretion, under the business terms and conditions outlined herein. (The total amount of the Vendor's submission for the Initial Order, based on the estimate of quantities provided by TPA for the purposes of evaluating the proposals, is \$4,888,400 based on a five (5) year warranty, not including HST).

**List of Attachments:**

Appendix 'A' – Equipment Listing