

Toronto City Hall  
Infrastructure and Environment Committee  
100 Queen Street West  
Toronto, ON M5H 2N2

**RE: IE2.6 - Modernizing Bike Share Toronto Rate Structure**

Dear Members of the Infrastructure and Environment Committee,

Bike Share Toronto has been enjoying growing ridership over the last few years, and if the program wants to continue to grow and expand we must rethink how its funding structure works. TEA applauds the work done by Bike Share Toronto staff and their partners to improve and expand this important bike rental program, which is an essential component of Toronto's active transportation system.

TEA supports Cycle Toronto's suggestions on the proposed new fee structure for Bike Share Toronto, and specifically supports a Council direction to the TPA to:

- a) Holistically review their cost recovery model and investments used for their on and off-street parking, EV charging program and Bike Share Toronto using an equity impact assessment.
- b) Delay the implementation of the \$.10 per minute fee for using e-bikes until the TPA revisits their operating budget structure, in order to support more equitable access to transportation infrastructure in Toronto's inner suburbs.

Ideally, the review of TPA's costing/funding model would also include an analysis through a climate lens and would incorporate Toronto's climate action goals, which prioritize shifting residents out of cars and into modes like cycling, walking, and transit whenever possible. Greater investments in Bike Share expansion will not only support further ridership increases, this will also in turn strongly support the City's goals to reduce greenhouse gas emissions by shifting drivers to other modes of transportation whenever possible. This includes the City's TransformTO goal that 75% of school/work trips under 5km are walked, biked or taken by transit by 2030.

Currently, the TPA's 2023-2032 Capital Budget and Plan has earmarked \$343.2 million for 3 new projects:

1. Electric Vehicle charging program
2. 4-year Bike Share expansion
3. Garage and infrastructure revitalization

Just 8% of the \$343.2 million capital funding above is going towards Bike Share Toronto's 4-year expansion (\$28.5 million), despite Bike Share usage having increased 70% since 2019 while parking revenues have declined during the same period.

This allocation of the TPA's capital budget goes counter to the City's stated goals to prioritize cycling and pedestrian infrastructure. We are still seeing chronic underinvestment in cycling and pedestrian infrastructure when compared to driving and parking infrastructure, which has meant that it is often cheaper to drive and park in Toronto than to ride a bike. For example, the proposed \$0.10 increase in per minute ebike fees would bring the total cost of riding downtown from the inner suburbs up to \$9-\$12 for a round trip. For those that have access to a car, it will be cheaper for them to drive into the city and park (with [on-street parking rates](#) as low as \$1 per hour).

This is why TEA also supports Cycle Toronto's request to **delay the implementation of the \$0.10 per minute fee for using e-bikes until the TPA revisits their operating budget structure.**

Increasing the cost of accessing e-bikes (with proposed \$0.10 per minute fee) is a barrier to moving more people, particularly those in Toronto's inner suburbs who face the longest commutes and face significant transportation inequities (farthest distance to travel to access transit stations, access to fewer Bike Share stations, and very little safe bike infrastructure).

Finding a way to remove, or significantly reduce the proposed \$0.10 per minute fee to use an e-bike will go a long way to ensuring that Bike Share will continue to increase its ridership, especially to the inner suburbs, where Bike Share aims to grow its membership base. We would also like the modernization of the fee structure to include the ability for people to purchase the annual membership on a monthly basis, removing the barrier for those that can't afford to pay the annual cost in one lump sum.

We support work to revisit Bike Share Toronto's cost recovery model with the objective of ensuring that the cost of Bike Share is priced equitably and within the context of the City's broader goals.

Thank you for taking action on this important issue.

Sincerely,



Sarah Buchanan  
Campaigns Director  
Toronto Environmental Alliance