



## REPORT FOR ACTION

### Bike Share Toronto 2025 Equipment Purchase

**Date:** November 8, 2024

**To:** Board of Directors, Toronto Parking Authority

**From:** President, Toronto Parking Authority

**Wards:** Ward(s) affected or All

#### SUMMARY

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The Toronto Bike Share 2022-2025, 4-Year Growth Strategy is founded on four key pillars aimed at providing a sustainable micro-mobility solution across the City of Toronto. This plan includes a significant network expansion—increasing from 625 stations and 7,165 bikes to over 1,000 stations and 10,000 bikes—to provide enhanced access across all 25 wards. The expansion will prioritize neighborhoods where affordable mobility options are most needed, ensuring greater accessibility and convenience citywide. Additionally, the strategy focuses on the electrification of the network through the introduction of E-bike stations and EV charging stations.

The purpose of this report is to obtain authority from the Toronto Parking Authority (TPA) Board of Directors to purchase the equipment needed to finalize the fourth (4) year of Bike Share Toronto's growth plan, including payment of an advance deposit before the end of 2024, which will secure delivery of the equipment by the second quarter of 2025.

In 2025, Bike Share Toronto will add 180 solar stations, 350 electric charging docks (e-docks), 450 iconic bikes and 300 e-bikes to the system. These investments will grow the current system to 1,042 stations, 1,375 e-docks, and 10,250 bikes, including 7,930 iconic bikes and 2,320 e-bikes. The 2025 planned expansion is reflected in both TPA's 2025 Annual Operating Plan, and the TPA's proposed 2025 Operating Budget and 2025 – 2027 Capital Budget.

The total cost to purchase the new equipment is \$9,074,261.95 (excluding Harmonized Sales Tax (HST)). The equipment will be purchased from PBSC Urban Solutions Inc. (PBSC), pursuant to the terms and conditions of TPA's Equipment Supply Agreement with PBSC. Under the terms of this agreement, PBSC requires a deposit of 35 percent or \$3,175,991.68 (excluding HST) which is included in TPA's submission for the 2025 – 2027 Capital Budget.

## RECOMMENDATIONS

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The President, Toronto Parking Authority recommends that:

1. The Toronto Parking Authority Board of Directors authorize payment of \$9,074,261.95 (excluding HST) for the purchase of new equipment to support the 2025 expansion of Bike Share Toronto, comprising new bicycles, new stations, docks, and ancillary elements from PBSC Urban Solutions Inc.
2. The Toronto Parking Authority Board of Directors, authorize a 35 percent deposit payment of \$3,175,991.68 deposit (excluding HST), in 2024 for the purchase of new equipment to support the 2025 expansion of Bike Share Toronto from PBSC Urban Solutions Inc.

## FINANCIAL IMPACT

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The total cost of the new equipment is \$9,074,261.95 (excluding HST) and is subject to pre-determined rates that are included in the Equipment Supply Agreement dated March 22, 2016, between TPA and PBSC Urban Solutions Inc.

A deposit of 35% as per the contract totalling \$3,175,991.68 is required to secure the purchase of equipment and must be paid before the end of the year to ensure delivery of the equipment in Q2 2025, ahead of Bike Share Toronto's peak spring and summer season and to ensure on time completion of the 4-year growth plan by the end of Q4, 2025. Funding for this project is included in TPA's submission 2025 – 2027 Capital Budget.

On May 28, 2024, TPA's Board of Directors approved the 2024-2026 City of Toronto - Toronto Parking Authority Net Income Share Agreement, under the new framework the City will directly fund the capital expansion of Bike Share Toronto, which has been included as a funding source to TPA's submission 2025 – 2027 Capital Budget. Funding approvals will go through Toronto City Council as part the 2025 budgeting process.

## DECISION HISTORY

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The Toronto Parking Authority Board of Directors, at its meeting of February 25, 2016, in considering the matter, "Bike Share Toronto Equipment Supply Agreement - PBSC", outlined the results of a Request for Proposals (RFP) process, authorized staff to enter into an Agreement with the successful proponent. 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. This report was considered in camera and remains confidential.

At its meeting of September 29, 2022, Toronto Parking Authority Board of Directors adopted PA32.3, which sets out Bike Share Toronto's Four-Year Growth Plan.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.PA32.3>

At its meeting of May 28, 2024, Toronto Parking Authority Board of Directors adopted PA9.11, which sets out the 2024-2026 City of Toronto- Toronto Parking Authority Net Income Share Agreement.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.PA9.11>

## COMMENTS

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At its meeting of September 29, 2022, the TPA Board approved, and Council endorsed Bike Share Toronto's 4-Year Growth Plan that will guide the expansion of the Program until the end of 2025. At the completion of the expansion, the Bike Share Toronto system will include a minimum of 1,000 stations and 10,000 bikes, including 2,000 e-bikes, that are distributed across all 25 Wards of the City.

In 2025, TPA plans to finalize the 4-Year Growth Plan with the procurement of 180 solar stations, 350 electric charging docks, 450 iconic bikes, and 300 e-bikes. PBSC has notified TPA that an order must be placed by fall 2024 to ensure equipment delivery by spring/summer 2025. Additionally, placing an early order for this expansion will secure 2024 pricing on the equipment.

The 2025 plan strategically balances network growth with increased density in high-demand areas and the targeted deployment both e-bikes and iconic bikes. A critical component of this expansion is the acquisition of 180 solar stations, which will support the extension and densification of the Bike Share Toronto network. New stations will be introduced outside the city core to expand access into communities such as Rexdale, Scarborough Centre, and Agincourt, as well as in wards 22 and 23. Additionally, more stations are planned for the city core to enhance station density in high-demand areas, ensuring that users can reliably find available bikes or docking stations. With demand in the core continuing to surge, this additional infrastructure will help maintain accessibility for members and casual users alike, enabling convenient access to the system whenever and wherever needed.

In order to grow the public availability of our e-bike fleet, it is critical to build a robust charging infrastructure network. The additional investment in 350 electric charging docks will increase the system-wide charging capacity to 1,375 electric docking points, representing approximately 7 percent of all docks, by the end of 2025.

By the end of 2025, Bike Share Toronto will have fully executed its 4-Year Growth Plan, achieving key objectives that expand system coverage across all 25 wards of Toronto. This expansion prioritizes neighborhoods where residents have the greatest need for mobility options, establishes a network of connected stations crossing Highway 401 along safe cycling corridors, and enhances first/last-mile transit access by connecting to high-order transit stations. Completing the 4-Year Growth Plan will reinforce TPA's vision to be the world's leading provider of sustainable parking, bike sharing, and last-mile mobility solutions for our customers, partners, and the city.

With the TPA Board of Directors adoption of the recommendations in this report, TPA is expected to receive equipment by the end of Q2 2025. This timeline ensures that new assets are in place for the peak spring/summer season, supporting a successful, on-time completion of the 4-Year Growth Plan.

## **CONTACT**

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## **SIGNATURE**

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W. Scott Collier  
President Toronto Parking Authority