REPORT FOR ACTION

Bike Share Toronto 2026 Equipment Purchase

Date: November 20, 2025
To: Board of Directors, Toronto Parking Authority
From: President, Toronto Parking Authority
Wards: All

SUMMARY

As outlined in the 2030 Bike Share Toronto Strategy – *Ride More, Connect More*, three capital-driven operating imperatives, fleet and station electrification, targeted network densification, and enhanced system dependability and performance, form the foundation for inspiring and mobilizing one million unique riders by 2030. These pillars collectively strengthen Bike Share Toronto's role as a trusted, seamless, and sustainable mobility service. By expanding e-charging capacity, improving station density where demand is highest, and elevating the reliability of bikes, docks, and digital systems, BST will deliver greater choice, ease, and speed, helping build a more connected, inclusive, and better Toronto.

The purpose of this report is to obtain authority from the Toronto Parking Authority Board of Directors to purchase the equipment required to execute year one of 2030 *Bike Share Toronto Strategy*, including payment of an advance deposit before the end of 2025, which will secure delivery of the equipment by the second quarter of 2026.

In 2026, Bike Share Toronto (BST) will add 53 solar stations, 350 electric charging docks (e-docks), 750 iconic bikes, and 200 e-fit pedal asset bikes to the system. In addition, new station equipment required for state of good repair will be included. These investments will grow the current system to 1,133 stations, 1,725 e-bike charging docks and 11,344 bikes, including 8,684 iconic bikes and 2,660 e-bikes. The investment will increase the share of e-docks from 6 percent to 8 percent, adding approximately 350 new e-docking points and bringing the total from 1,375 to 1,725 electrified docks systemwide. The planned expansion is reflected in both TPA's 2026 Operating Budget and 2026-2028 Capital Budget.

The total cost to purchase the new equipment is $8,462,716 excluding Harmonized Sales Tax (HST). The equipment will be purchased from Montreal based PBSC / Lyft Urban Solutions Inc., pursuant to the terms and conditions of TPA's Equipment Supply Agreement with PBSC / Lyft Urban Solutions (Lyft). Under the terms of this agreement, Lyft requires a deposit of 35 percent or $2,961,950.60 (excluding HST) which is included in TPA's approved 2026 – 2028 Capital Budget.

RECOMMENDATIONS

The President, Toronto Parking Authority recommends that:

1. The Toronto Parking Authority Board of Directors authorize payment of $8,462,716 (excluding HST) for the purchase of new equipment to support the 2026 expansion of Bike Share Toronto, comprising new bicycles, new stations, docks, and ancillary elements needed for state of good repair from PBSC / Lyft Urban Solutions Inc.

2. The Toronto Parking Authority Board of Directors, authorize a 35 percent deposit payment of $2,961,950.60 deposit (excluding HST), in 2025 for the purchase of new equipment to support the 2026 expansion and state of good repair of Bike Share Toronto from PBSC / Lyft Urban Solutions Inc.

FINANCIAL IMPACT

The total cost of the new equipment is $8,462,716 (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 / Lyft Urban Solutions Inc.

A deposit of 35 percent as per the contract totalling $2,961,950.60 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 2026, ahead of BST's peak spring and summer season. Sufficient funds are available in TPA's approved 2026-2028 Capital Budget for both the advance deposit to be paid in 2025 and the remaining balance of $2,961,950.60, which will be paid on receipt of the equipment in 2026.

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 Net Income Share Agreement framework the City will directly fund the capital expansion of BST, which has been included as a funding source to TPA's 2026 – 2028 Capital Budget. Funding approvals will go through Toronto City Council as part the 2026 budgeting process.

DECISION HISTORY

At is meeting of November 29, 2024, TPA's Board of Directors adopted item PA12.08 Bike Share Toronto 2025 Equipment Purchase authorizing 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.
https://secure.toronto.ca/council/agenda-item.do?item=2024.PA12.8

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

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.

COMMENTS

As North America's third-largest bike share system, Bike Share Toronto (BST) has enjoyed significant growth and popularity over the past five years and has emerged as an integral component of Toronto's transportation network. By year-end, BST ridership is forecasted to reach a record 8.1 million trips powered by a fleet of 10,251 bikes including 2,319 e-bikes across all 25 wards. Customer satisfaction remains strong at 85% including an impressive Net Promoter Score (NPS) of 40. These results exceed the objectives of our 2022 Strategy which is now complete.

2026 will begin the first year of 2030 Bike Share Toronto Strategy - Ride More, Connect More. The Strategy was shaped by comprehensive customer and stakeholder input and underpinned by rigorous financial and network analysis, leveraging best practices and guidance from recognized transportation thought leaders.

In August 2024, the Toronto Parking Authority (TPA) secured specialized transportation expertise to inform the development of the 2030 Strategy. The work was structured into two distinct service streams—Financial Modelling and Network Analysis—to ensure robust technical evaluation across both system performance and long-term financial sustainability.

The Network Analysis delivered a comprehensive spatial assessment of ridership demand, operational performance, and opportunities for e-station deployment. Its findings directly informed the capital planning, supporting improvements in service reliability, targeted densification in high-demand areas and Neighbourhood Improvement Areas, and the scaled rollout of e-station infrastructure at priority locations to meet accelerating e-bike demand. Collectively, these actions position BST to grow ridership and maximize system efficiency from 2026 through 2030.

As part of the implementation schedule included in the BST's 2026-2030 Strategy, TPA plans to expand the program by 53 solar stations, 350 electric charging docks, 750 iconic bikes, and 200 e-fit pedal asset bikes including new station equipment and parts needed for state of good repair in 2026.

Bike Share Toronto is requesting authority to place the order for new bike share equipment to ensure delivery and installation for the prime spring / summer seasons to maximize user revenues and availability of the enhanced services in these highest demand times. Should TPA Board of Directors adopt the recommendation of this report, TPA has been advised that the equipment will be delivered by the end of second quarter of 2026.

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SIGNATURE

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