

PUBLIC MEETING BINDER
INTER-MUNICIPAL TRANSPORTATION
NETWORK SERVICES BUSINESS LICENCE



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TO: Mayors' Council on Regional Transportation

DATE: January 30, 2020

SUBJECT: Interim Intermunicipal Business License for Ride-hailing

APPROVED RESOLUTION:

That the Mayors' Council:

1. Endorse the principles and framework for establishing and administering an interim Inter-Municipal Business Licence (IMBL) included in this report;
 2. Urge municipalities within Region 1 to adopt the associated interim IMBL bylaw as quickly as possible;
 3. Request a meeting with the Passenger Transportation Board Chair to report on their response to matters of mutual interest;
 4. Urge municipalities within Region 1 to harmonize existing municipal fees on taxicabs with the fees proposed in the IMBL for ride-hailing;
 5. Urge the province and the Passenger Transportation Board to level the playing field between taxis and TNSs by:
 - a. reviewing taxi boundaries, fleet caps and insurance requirements, and
 - b. ensuring that a solid mechanism is put in place to subsidize those approved TNS vehicles or taxis that provide adequate accessible services for customers who rely on mobility devices such as wheelchairs and scooters.
 6. Release this report to the public at the same time as the Working Group completes its work.
 7. Receive this report.
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PURPOSE

To provide an update on the status of development of an intermunicipal business licence (IMBL) for ride-hailing and seek Mayors' Council endorsement on the principles and framework of the proposed interim IMBL.

BACKGROUND

At its December 12, 2019, the Mayors' Council discussed a report on Regional Coordination of Ride-hailing and directed TransLink staff to "facilitate the process to reach agreed upon terms for a draft bylaw for an interim Inter-Municipal Business Licence (IMBL) for ride-hailing in the South Coast Region (Zone 1) by January 31, 2020 for adoption by participating municipal councils". This was followed up by a report to the Joint Finance and Governance Committee on January 23, 2020 which provided information on progress made to date.

How Can Municipalities Licence Ride-Hailing?

When the Province finalized regulations for ride-hailing companies in July 2019, they confirmed that municipalities retain the ability to require transportation network services (TNS's) to obtain municipal business Licences, *in addition to* Licence to operate through the Passenger Transportation Board (PTB).

Currently, 17 TNS companies have applied to the PTB for Licence to operate in Region 1, which encompasses Metro Vancouver, Fraser Valley Regional District and Squamish-Lillooet Regional District. To date, three companies have been granted Licence to operate by the PTB – Uber, Lyft and Whistle.

Once awarded Licence by the PTB, a TNS will need to determine which municipalities it intends to operate in within Region 1 and apply for business Licences with those municipalities.

Municipalities have several options in terms of establishing municipal business Licence requirements:

- 1) **Establish their own business Licence requirement**, independent of neighboring municipalities. With dozens of municipalities in Region 1, if every city elected this option, a patchwork of regulations could quickly form.
- 2) **Decide not to establish a business Licence requirement for TNSs**. In some cases, a municipality may elect not to require a business Licence and defer entirely to Provincial regulations for management of ride-hailing. Ideally, this would be communicated to the industry to avoid confusion or creating a “grey” area with respect to municipal business licensing.
- 3) **Work with neighboring municipalities to create an Intermunicipal Business Licence (IMBL)**. This IMBL would create a single administrative point to obtain a Licence which would be valid for operations across all the municipalities participating in the IMBL. This is the option that the Mayors’ Council endorsed in December 2019.

What is an IMBL?

An IMBL is usually an add-on to a municipal business licence that allows mobile businesses (e.g. contractors, caterers, transport providers) to operate across participating municipalities with the purchase of one IMBL. It is formed through a common bylaw enacted by each participating municipality. For ride-hailing, the IMBL would work as the sole licence required for all participating municipalities, rather than an add-on to a municipal business licence.

For each IMBL, participating municipalities work together to determine:

- the types of businesses eligible to be covered under each IMBL (e.g. trades/construction);
- how much to charge for an IMBL;
- the model for collecting and sharing revenue from the sales of the IMBL (e.g. seller retains revenue from sales or cost sharing among jurisdictions); and
- the terms of the draft bylaw to be enacted by each participating municipality.

In Region 1, there are 4 existing sub-regional IMBL groups: Fraser Valley, Metro West, North Shore and Tri-cities that cover mobile businesses such as trades, constructions, and catering. None of these existing IMBLs apply to vehicles for hire or any other transport services.

For an IMBL to be effective, it requires participating municipal councils to independently adopt the IMBL through their regular bylaw adoption processes. The Region 1 TNS IMBL process is based on an opt-in principle, whereby each Region 1 municipal council has the option to opt into adopting this bylaw following its completion on January 31, 2020. Municipalities who do not adopt the IMBL have the other two options available that are described above.

DISCUSSION

Mayors' Council direction from December 12 has initiated an expedited process which has spurred a number of developments over the past month:

IMBL Working Group

Formation of a working group to move the interim IMBL process forward, including adoption of a Terms of Reference and participating membership (see Appendix A for Terms of Reference). The working group met weekly through January 2020 to reach agreed-upon terms for an interim IMBL and endorse a draft bylaw for an interim IMBL by January 31.

Shared Principles

The IMBL working group has adopted a set of draft principles for an IMBL including an additional set of principles specific to the interim IMBL. See Appendix B for the full set of draft Shared Principles.

Framework for Interim IMBL and Licence Authority

Consistent with the shared principles for an interim IMBL, the working group developed a framework for the interim IMBL which capitalizes on past work and existing authority.

To that end, City of Vancouver proposed to act as the licensing authority on behalf of all participating municipalities. Under this system, the City of Vancouver will:

- administer the interim IMBL on behalf of participating municipalities;
- take payments and receive data from ride-hailing companies to share with participating municipalities.

The working group endorsed this framework as being an efficient and cost-effective (leveraging the work Vancouver had already initiated in support of their municipal bylaw) solution for the interim IMBL. The participants of the IMBL working group can explore different options for the permanent IMBL, including potentially a role for TransLink, which would require changes to the *South Coast BC Transportation Authority Act*.

The framework for the interim IMBL will contain three key elements:

- 1) Licence Fee
- 2) Data Requirements
- 3) Enforcement provisions

1. Licence Fee

The working group endorsed a Licence fee structure for the interim IMBL which is modeled after the City of Vancouver, and which the group believes, will balance the need for cost recovery of the most significant administration costs, while ensuring that fees are not cost prohibitive for a nascent industry.

The endorsed fee structure for the interim IMBL is as follows:

- Base fee of \$155 per ride-hailing company per year;
- Per-vehicle fee of \$150 (to be charged to the ride-hailing company), with the following incentives:
 - The fee for wheelchair accessible vehicles will be \$0;
 - The fee for zero emissions vehicles (ZEV) will be \$30;
- Fees will be pro-rated on a monthly basis;
- Fees paid to municipalities prior to adoption of IMBL will count towards the cost of the IMBL.

The working group also endorsed a revenue-sharing system whereby the City of Vancouver retains a base amount of the revenue to cover costs of administering the interim licence program, including managing fees administration, building a data warehouse and managing data collection. Any revenues received above that base amount will be shared between participating municipalities based on the pickups and drop-offs occurring within that municipality.

2. Data Requirements

The working group recently endorsed a set of data requirements and a data process flow for collection and redistribution of data.

TNS operators will be required to submit trip-level data for all trips originating or ending in the participating IMBL municipalities. This specification is based on provincial standards with fields irrelevant to municipalities removed (e.g. driver's licence information) and a couple of additional fields added (e.g., the field "zero emission vehicles" is added to facilitate discounts). Maintaining consistency with Provincial data requirements will make compliance simpler for TNS operators. Geographic data will need to include 6 decimals of accuracy (which equates to 12 cms), to enable curbside management.

City of Vancouver will receive the data from each ride-hailing company, ensure that data format is correct, and redistribute each municipality a subset of the data which has a trip origin or destination within that municipality. Data will be expected monthly within 5 days of the end of the previous month.

This data sharing process is subject to approval by the BC Privacy Commissioner; hence it may be several months before municipalities will receive data from the City of Vancouver. This has been flagged as a concern by working group members.

3. Enforcement

Enforcement of the IMBL is the final issue to be resolved the working group by the January 31 deadline. It is expected that enforcement provisions will apply only to enforcement of the IMBL itself, and not local streets and traffic enforcement, which remains outside of this process and up to each individual municipality to manage as they see fit.

The working group supported establishing a framework for enforcement which involves a procedure of escalation. This enforcement procedure remains to be finalized by the working group, but contains steps involving notification of working group members and PTB, prior to consideration of Licence revocation.

Coordination with Taxis and Limo Sectors

Due to the short timelines, the interim IMBL is scoped solely around ride-hailing, as this industry is currently facing a potential gap in regulation. The working group expressed concerns with fairness with taxi and limo sectors and intends to explore inclusion as part of the permanent IMBL process. One option that municipalities could consider to address inequity in the short-term is to adjust municipal taxi Licence fees to better match TNS business Licence fees. Additionally, a number of taxi companies are organizing as TNS operators and have applied for Licence to operate as TNSs. This gives taxis the potential to operate as TNSs across the region, unbounded by municipal boundaries, while maintaining the ability to pick up street hails and accept cash, which is not available to non-taxi TNSs.

Industry Input on Framework

The working group was challenged with finding a channel to inform the ride-hailing industry and seek input given very tight time constraints. To that end, the working group held an info session on January 22, inviting all TNSs who applied to the PTB to operate in Region 1. Participants were all required to sign non-disclosure agreements, which enabled an open discussion about the proposed IMBL framework, including specifics, such as fees and rates. Fourteen of the 17 companies invited sent representatives.

Participations were also invited to submit written comments by January 27 on the content of the info session for working group for consideration.

Industry, stakeholders and the broad public will have an additional opportunity for input as part of each participating municipal council's bylaw adoption process.

Next Steps

The following are some key milestones for the next few months:

- **Jan 31 IMBL Working Group Meeting:** Barring any significant concerns from industry, the IMBL working group is currently on track to endorse a draft IMBL bylaw for consideration by respective councils by January 31.
- **Media Release:** The Mayors' Council will issue a media release to announce the outcomes of the IMBL process shortly following the January 31 deadline.
- **Feb-March Bylaw to Councils:** Over the course of February and March, staff from participating Region 1 municipalities will bring the proposed IMBL bylaw to councils for consideration.

In the interim period before the IMBL is fully in place across the region (which is estimated for late March or early April), TNS operators may seek to obtain a municipal business licence individually for the municipalities in which they plan to operate. Some municipalities may elect to waive the requirement for a licence or not enforce the need for a business licence on a temporary basis. Operators are urged to contact those municipalities to seek clarification.

Following adoption of the interim IMBL, the process will move into the next phase which is to develop a permanent IMBL. TransLink has initiated conversations with the BC Ministry of Municipal Affairs and Housing on exploring changes to legislation which would enable TransLink to be an option for administering a permanent IMBL. A more detailed report to come.

APPENDIX A – Region 1 Ride-Hailing IMBL Working Group Terms of Reference (updated December 20)

RIDE-HAILING REGION 1 INTER-MUNICIPAL BUSINESS LICENCE WORKING GROUP TERMS OF REFERENCE

DATE: December 20, 2019

1.0 PURPOSE

The purpose of the Ride-Hailing Region 1 Inter-municipal Business Licence Working Group (working group) is to:

- Develop an inter-municipal business licence (IMBL) for ride-hailing for Region 1, including making decisions regarding agreed upon terms for a draft bylaw.
- Ensure that participating municipalities' concerns regarding the IMBL are reflected in the discussion and decision-making of the working group
- Jointly prepare a draft bylaw and supporting documentation such as sample staff reports to be used by participating municipalities.
- Present the draft bylaw to each of the participating municipal councils.
- Jointly develop common messaging for use by working group participants in their respective communications materials.
- Provide updates to councils, staff and political committees (i.e. RTAC) on progress made by the working group.

2.0 MEMBERSHIP AND REPRESENTATION

2.1 **Categories of membership:** There are two categories of representation on this working group:

1. Voting members:

- These members vote on recommendations on process and key elements of the IMBL and terms of the draft bylaw.
- Are comprised of any municipalities within ride-hailing Region 1 who wish to participate in the IMBL.

2. Observing members:

- These members observe the process and provide input only, but do not vote.
- These include other levels of government within Region 1, and institutional members within Region 1.

2.2. **Representation:** Each member of the working group shall designate one staff member to be their primary representative on the working group, and one representative to serve as an alternate. No more than one representative from each municipality shall attend any meeting in person unless as an invited speaker or on an as-needed basis. An unlimited number of staff members from each municipality shall be able to participate on the email distribution list.

2.2. **Secretariat:** TransLink and the Ministry of Municipal Affairs and Housing will jointly fulfil the role of the working group secretariat. The role of secretariat includes organizing and circulating agendas, organizing meeting logistics, minute-taking, recording of resolutions and vote outcomes, actioning follow-up items and reminders, and circulating items to working group members. The current membership list is attached as Appendix A.

2.3 Guidelines for Participation:

Working group members are asked to observe the following guidelines for participation:

- Keep discussions and information shared within the working group confidential;
- Represent the interests of their respective organizations, keeping in mind the interests of all those affected;
- Work toward developing consensus decisions with other working group members;
- Provide their professional and technical recommendations, analysis, and advice to support the development of the draft bylaw and supporting documentation;
- Before meetings, review any background information or draft documents that are distributed;
- After each meeting, meeting notes and follow up materials which require action to be taken on the part of the participating municipalities will be distributed. Working group members are responsible for carrying out action items as required in between meetings, such as obtaining appropriate feedback and soliciting endorsement from their respective organizations so that discussions at meetings are productive and lead to decisions being made which advance the progress of the working group towards its common purpose;
- Working group members will make their best effort to attend all scheduled meetings (in person and via telephone conference/skype). If a working group member is unable to participate in a scheduled meeting, the member will arrange for another representative from their organization to participate in the meeting in their place; and
- Working group members are to be aware that the work, decisions, reports, or other products of the working group are subject to freedom of information protocols. While working group members will necessarily need to share these materials within their respective organizations, they agree to keep these materials from being distributed publicly.

3.0 ORGANIZATION

3.1 Chair and Vice Chair

- Selection of Chair and Vice Chair
- Proposed term: from December 18, 2019 until the working group votes to cease operations.

3.2 Reporting

- The secretariat will draft regular updates to share with voting members and observing members to share as they wish internally.
- The updates provided by the secretariat will focus on the process and progress of the working group's activities and not the content and nature of its discussions.

4.0 PROCEDURES

4.1 Meeting Dates and Locations

- Half-day meetings will occur on a weekly basis in January 2020 and become less frequent after the working group approves a draft bylaw.
- January 2020 meetings will include an in-person location in Region 1, along with teleconference and/or video conference capabilities.
- In-person meeting locations will be in close proximity to a SkyTrain station.

4.2 Agendas

Agendas shall be prepared by the secretariat in consultation with the chairperson, designated members and alternates. Agendas and supporting documents shall be circulated at least two days ahead of the meeting date.

4.3 Chairing

The duties of the chair include:

- Seeking approval by resolution and vote for the adoption of the agenda and the previous meeting minutes.
- Adhering to the items and time allotments as per the approved meeting agenda.
- Administering votes when resolutions are proposed.
- Ensuring that there is fulsome participation by all attending working group members (or alternates) during the course of a meeting.
- Ensuring that meeting decorum and an environment of professionalism and mutual respect are maintained at all times.
- Liaising with other regional committees and working groups (such as the Regional Planning Advisory Committee) on an as-needed basis, to share information and coordinate on priorities.

In the absence of the chair, the vice chair will administer the meeting and fulfil the duties of the chair. In the absence of both the chair and vice Chair, the meeting attendees will select by consensus at the start of the meeting an attending member as acting chair for the duration of the meeting.

4.4 Meeting Quorum

Proposed: Quorum shall be established as the participants attending meetings in person and by telephone conference/Skype.

4.5 Resolution and Votes

- Each voting member will have one vote.
- A 2/3rds majority will be required to proceed with a resolution.
- In order to cast a vote, voting members must be present at a meeting, either in person or via teleconference or video conference (e.g. Skype).

4.6 Meeting Minutes

The meeting minutes shall be compiled by the secretariat, reviewed by the chair and vice-chair, and circulated to the members and alternates for review and comments within two days of the date of every meeting. Every meeting will include the approval of the minutes from the previous meeting. Every meeting will include a reporting out on any action items recorded in the previous meeting minutes and not yet addressed. The secretariat shall keep a record of all meeting minutes.

5.0 REVIEW

The working group will review its terms of reference as-needed to ensure relevancy.

6.0 TERM

The working group shall continue to operate until such time as the working group votes to cease operations.

Appendix A - REGION 1 IMBL WORKING GROUP MEMBERSHIP LIST – January 6, 2020 UPDATE

Voting Members

Chair, Zachary Mathurin	Maple Ridge
Abbotsford	Mission
Anmore	New Westminster
Belcarra	North Vancouver (City)
Bowen Island	North Vancouver (District)
Burnaby	Pemberton
Chilliwack	Pitt Meadows
Coquitlam	Port Coquitlam
Delta	Port Moody
District of Lillooet	Richmond
Electoral Area A	Squamish
Harrison Hot Springs	Surrey
Hope	Tsawwassen First Nation
Kent	Vancouver
Langley (City)	West Vancouver District
Langley (Township)	Whistler
Lions Bay	White Rock

Observing Members

FVRD	Squamish-Lillooet RD
MVRD	TransLink
Vancouver International Airport	UBC
Province of BC (Ministry of Transportation)	Province of BC (Jobs, Trade and Technology)
Province of BC (Municipal Affairs and Housing)	

APPENDIX B – SHARED PRINCIPLES FOR A REGIONAL IMBL (Updated December 31, 2019)

Essential Principles for Ride-Hailing IMBL
IMBL Structure
1. Ensure consistency with practices and policies across participating municipalities <i>The administration, conditions, enforcement, and implementation of the IMBL should be consistent with the practices of member municipalities.</i>
2. Communicate a transparent governance approach <i>The reasoning for the IMBL and its features and conditions should be clearly communicated to the public, transportation network services, municipal councils.</i>
3. Balance need for sustainable funding for administration with affordability for small operators <i>Fees should cover the cost of administration for the issuing authority while enabling small operators to compete in the market.</i>
IMBL Conditions
1. Obtain data that enable auditing, enforcement, planning, and management of streets and curbs. <i>Municipalities should receive data from operators that respects user privacy while enabling staff to conduct necessary work relating to auditing, enforcement, and planning in their community.</i>
2. Develop regulations that support climate goals, accessibility, and safety <i>Additional regulations within the IMBL should support regionally endorsed priorities relating to climate action, accessibility and equity, and safety of drivers and passengers.</i>
Transportation Concerns
1. Frame ride-hailing within a spectrum of transportation options <i>The IMBL should contextualize ride-hailing within a range of transportation options and define its relative position within the transportation network hierarchy.</i>
2. Address congestion and mitigate impacts of ride-hailing on the transportation network <i>Manage congestion impacts and other aspects that shift trips away from other modes toward ride-hailing.</i>
3. Ensure a minimum level of service in underserved communities and during off-peak times <i>Ride-hailing can positively complement the transportation network and serve areas, communities, and times of the day when other options are infrequent, unsafe, or unattractive to the travelling public.</i>
Additional Principles for Ride-Hailing IMBL
Customer Experience
1. Maintain affordability for users <i>Additional regulations and IMBL fees should not overly burden transportation network services or users in such a way as to prevent the service from operating.</i>
2. Ensure secure data protections for drivers and passengers <i>Safeguard data that are collected from transportation network services and work with TNSs toward full compliance with FIPPA, PIPA, and other legal obligations regarding privacy protection in Canada.</i>

New PROPOSED Principles for Interim Ride-Hailing IMBL
Expeditious
1. Simple <i>Rely on existing legal and organizational structures to the extent possible to expedite the approval process.</i>
2. Temporary <i>The interim IMBL is intended to be replaced with updated requirements which will be informed by real life data. The interim IMBL is therefore temporary. Complex or contentious issues which are not deemed essential shall be deferred to the full IMBL discussion, so as not to violate this principles.</i>

Affordable**1. Affordable to industry**

The interim IMBL shall consider affordability to an industry that is nascent in our region and set fees accordingly.

2. Affordable to government

The interim IMBL shall consider affordability to government and shall aim to recover most of the known costs associated with data collection and administration and some costs associated with enforcement. Many of the municipal costs associated with managing TNS operations is as yet unknown, therefore the permanent IMBL will endeavor to more fully cost recover.

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Council Workshop	Date: <u>Dec 9, 2019</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



The District of North Vancouver REPORT TO COMMITTEE

November 26, 2019
File: 16.8620.01/024.000

AUTHOR: Zachary Mathurin, North Shore Mobility Options Coordinator
Ingrid Weisenbach, Transportation Planner

SUBJECT: **Proposed North Shore Ride-Hailing Approach**

RECOMMENDATION:

THAT the November 26, 2019 Report from staff entitled '*Proposed North Shore Ride-Hailing Approach*' is received for information, and

THAT Committee endorse the proposed principles and objectives to address ride-hailing and the interim North Shore approach and recommendations as presented in this report.

REASON FOR REPORT:

The purpose of this report is to introduce the proposed interim and long-term framework for licensing businesses engaged in ride-hailing activities, and address ride-hailing services' potential impacts.

Staff seek Council's input on these three questions to aid with transportation planning priorities and the development of evaluation criteria:

1. What types of transportation projects would Council like to see funded by the revenues collected from the curb access fees?
2. What would Council like to learn about ride-hailing one year after its introduction?
3. Does council support the principles and objectives proposed by staff regarding ride-hailing regulations?

SUMMARY:

Per the Information Report to Council titled "Arrival of Ride-Hailing in the Metro Vancouver region"¹, on September 16, 2019 the Passenger Transportation Board (PTB) became the sole regulatory body with jurisdiction to set fleet size restrictions, define operational boundaries, and issue permits to operators of ride-hailing services as well as other

¹ October 21, 2019, eDoc # 4135223

Passenger Directed Vehicle (PDV) companies, which include taxicabs and limousines. The PTB began accepting permit applications from ride-hailing companies, known as Transportation Network Services (TNSs), on September 3, 2019. Since then, at least 14 companies have applied for a permit to operate in Region 1, which includes the Metro Vancouver, Fraser Valley, and Squamish-Lillooet regional districts.

While the province's new regulations surrounding PDV activities limit the role of municipalities in establishing local regulations, municipalities retain authority to:

- Issue business licences;
- Set business licence requirements; and
- Regulate businesses through bylaws, such as street and curb use.

The District of North Vancouver (DNV), in collaboration with the City of North Vancouver (CNV) and the District of West Vancouver (DWV), have been working on a framework that enables TNSs to operate across the North Shore through an inter-municipal business licence and simplify existing regulations for other services such as taxis. The team is developing a set of tools to manage the impacts and opportunities of ride-hailing on local streets. This framework would enable ride-hailing activities on the North Shore in the interim while municipalities across Metro Vancouver work together to develop a regional approach to licence and regulate ride-hailing in the coming months and years.

Key Terminology

IMBL: Inter-municipal business license

PDV: Passenger directed vehicle(s) (e.g., taxis, limousines, transportation network service)

PTB: Passenger Transportation Board, the provincial permitting authority

TNS: Transportation network service(s) (e.g., Uber, Lyft, Kater)

ZEV: Zero emission vehicle

BACKGROUND:

The introduction of ride-hailing meets the DNV's objective to respond to our changing needs and meet our social, economic and environment goals by providing greater transportation choice. In developing a licensing approach and tools to manage the street and curb impacts of ride-hailing activities, the team developed principles and objectives in line with municipal priorities to guide their discussions.

Table 1: Proposed Ride-Hailing Principles and Objectives

Key Principles	Objectives to Meet
1. Enhance mobility options	1. Minimize congestion
2. Build a foundation for future policy	2. Maintain affordability for passengers and companies
3. Consistency across municipal boundaries	3. Minimize burden to municipal resources
4. Work within organizational capacity	4. Increase accessibility
5. Communicate a transparent approach	5. Maximize safety
	6. Reduce GHG emissions within the limitations set by the province

DNV staff have identified the following bylaws as requiring updates in order to adopt the recommended changes:

- Business Licence Bylaw, No. 4567;
- Fees and Charges Bylaw, No. 6481; and
- Street and Traffic Bylaw, No. 7125.

The provincial legislation removes the DNV's authority to regulate driver requirements and vehicle standards. As such, regulations contained in the DNV's Taxi Cab Regulation Bylaw, No. 7613 are mostly voided and the bylaw can be repealed.

Current supply of drivers in the DNV and the North Shore

Taxicab companies are required to obtain a permit from the PTB, which also regulates fleet sizes and operational boundaries. The North Shore is home to two taxicab companies: North Shore Taxi Ltd. and Sunshine Cabs Ltd. Both are permitted for pick-ups in CNV, DNV, DWV, and YVR Airport as well as for pick-ups in downtown Vancouver on weekends.

Table 2: PTB-Defined Fleet Sizes

Taxicab Company	Provincial permit maximum fleet size	Local business licence
North Shore Taxi Ltd.	137 (14 accessible vehicles)	137
Sunshine Cabs Ltd.	74 (8 accessible vehicles)	11

Based on the above numbers, there is currently a gap in PDV services in the DNV, indicating a need for additional options that ride-hailing might be able to meet. However, because the province is requiring drivers to hold a class 4 driver's licence, the introduction of these services is likely to occur slowly and in a limited fashion across the region due to this supply limitation. There are currently 22,000 class 4 drivers in Metro Vancouver and 28,000 when the Fraser Valley and Squamish-Lillooet regional districts are included.

It is difficult to estimate how many class 4 drivers will decide to join TNS platforms and what an adequate supply would like on the North Shore. Recent press reports indicate that Uber and Lyft have recruited "hundreds" of drivers for their launch. Observers expect that most of those drivers will focus on serving Vancouver and YVR Airport at first. The companies have not confirmed nor denied whether the North Shore will be part of the initial service area, but both have indicated it will be highly dependent on driver supply.

Proposed inter-municipal business licence

In keeping with the principles and objectives in Table 1 and using existing municipal powers, the North Shore team propose an inter-municipal business licence scheme by amending the one currently in place across the North Shore. This approach simplifies the adoption and implementation process, laying the foundation for future efforts to create a regional equivalent.

The proposed inter-municipal business license (IMBL) would apply to all PDV businesses, including resident taxicab and limousine services and non-resident TNSs. The team recommends all companies be required to hold a single licence to operate on the North Shore as opposed to three licences as is the case currently. In 2019, North Shore Taxi paid \$4,397.30 and Sunshine Taxi paid \$750.50 to the DNV, each paid \$2,485 to the CNV, and \$7057.38 and \$3808.68, respectively to DWV. The proposed IMBL fee structure is composed of three tiers defined by the overall fleet size of the business; the proposed regime would represent significant cost savings for existing taxicab companies and in line with what other jurisdictions (e.g., Coquitlam, Port Coquitlam, and Port Moody) are proposing for TNSs. One municipality would take on the role of issuing business licences on behalf of all three North Shore municipalities. While the North Shore team must still determine how the business licence fees will be shared among the three municipalities, it is likely that the issuing municipality will receive a larger share to offset the cost of administration.

The team recommends zero emissions vehicles (ZEV) or accessible vehicles are not given discounts against the business licence fee at this time. Possible discounts would be re-evaluated annually using TNS and enforcement data and fees could be adjusted accordingly. The team recommends this action for the first year as it would be difficult to calculate the appropriate discount using the tiered structure without any data regarding the composition of vehicle fleets, which is also subject to change as the TNSs recruit more drivers.

The team recommends harmonizing fines and enforcement across the three municipalities through further changes to each municipalities' bylaws.

Beyond the expectation to follow each municipality's other bylaws, the only additional licensing condition the team recommends is to have all PDV companies provide and share data in line with the province's own requirement.

The PTB has not yet approved any TNS applications and it is likely that service deployment will start in Vancouver before spreading to the North Shore. Should TNSs arrive before the North Shore approach is adopted, there may be a short period where no bylaw is in place. Legal has advised that a short period with no bylaw should not be problematic.

Proposed transportation management measures

Once TNSs start operating on the North Shore, managing the space where people are picked up and dropped off becomes more critical to ensure the safety of passengers and drivers and manage limited curb space. The street and curb solutions involve harmonizing definitions for loading zones and street use regulations so that they are consistent and predictable across the North Shore municipalities. Once data are collected, staff will be in a position to review existing loading zones and designate new ones to respond to demand for these services and other needs.

It is expected that each municipality will have the ability to define geofenced areas that manage access to key areas according to each municipality's needs and visible to drivers and passengers within the mobile application platforms of each company. The DNV could decide to restrict TNSs from accessing certain highly-congested areas or work with TNSs to

direct passengers from within the mobile application to designated loading zones, or use a combination of both.

Staff recommend adopting a congestion and curb access surcharge which could be discounted or waived for ZEVs and accessible vehicles. This fee would act as a pick-up and drop-off fee similar to one Vancouver is introducing that would apply during peak times based on current evidence and could be adjusted according to future congestion and TNS data. The fees would likely be passed on to passengers and could act as a signal to customers to consider alternatives like transit when it is available at peak service levels and when road congestion is at its highest level. Staff recommend the revenues collected be used to fund investments in the transportation network, such as cycling and pedestrian improvements.

EXISTING POLICY:

DNV, CNV, and DWV have an existing IMBL framework that allows mobile contractor businesses (e.g., renovators, plumbers, chimney sweeps) to obtain a single business licence from the municipality in which they are a resident and pay an additional, small fee to operate in the other two municipalities. Staff from the three municipalities currently meet on a regular basis to update their lists of businesses holding an IMBL and share the fees charged.

The IMBL does not currently cover taxicab companies or include a category for TNSs but could be expanded to allow both these business categories, which the North Shore team recommend to do in their approach to licence ride-hailing companies. This approach would lower the cost to taxicab companies, who currently must obtain a regular business licence in each municipality in which they seek to operate, and be administratively simple for both the municipalities and the companies affected. It would also be an attractive and efficient model for TNSs, who would gain access to three municipalities through a single process.

ANALYSIS:**Timing/Approval Process:**

TNSs hope to receive their provincial permit by the end of 2019 and launch shortly thereafter. To minimize the interim period between permit issuance and the adoption of a local licensing framework, the North Shore team are working to bring the necessary bylaw changes to councils for adoption in early 2020.

Concurrence:

DNV staff in bylaws, business licensing, and engineering have worked in partnership with their North Shore counterparts to develop a consistent framework to address ride-hailing.

Financial Impacts:

The proposed licence fee structure and fee amounts are intended to recover the cost of administering the business licence and conducting enforcement only. Because the fees collected will be shared among the three municipalities, they are likely to represent a reduction relative to the amounts the DNV currently collects from the two North Shore taxicab companies. However, the proposed approach represents a significant reduction in administrative burdens and associated costs to the DNV.

Staff believe the funds collected through the curb access fee should be allocated to transportation initiatives, which could include pedestrian and cycling infrastructure improvements or funding accessible transportation options. The revenue generated from these fees will depend on demand for ride-hailing services on the North Shore. Furthermore, the provincial requirement for class 4 commercial licences for drivers will, in the short-term, affect the supply of drivers on the North Shore and likely limit the number of trips that could be completed. Staff expect revenues to be relatively modest in the first year of operations but are highly likely to grow over time based on the experience of comparable metropolitan regions. If and when driver supply catches up with demand, which typically rises as the availability of ride-hailing services rises, pick-up and drop-off fees could be substantial enough to fund significant improvements to the North Shore's transportation network.

Liability/Risk:

DNV staff have consulted with in-house and outside legal counsel to ensure the approach is consistent with provincial legislation and regulations as well as local bylaws.

Social Policy Implications:

The availability of TNS could improve the mobility of certain groups who do not have access to a reliable vehicle or transit or who cannot rely on active transportation, such as late-night workers and seniors. Seniors in particular have faced barriers to travel around the community due to the North Shore's hill-laden topography, the lack of reliable access to taxi services, and relatively infrequent transit options.

Environmental Impact:

According to TransLink's 2017 Trip Diary, the mode share of trips completed by a driver in the DNV has slightly decreased from 65.5% to 62.5% since 2011. All the while, the total number of car trips has increased by 14.4%, creating noticeable impacts on municipal streets. Based on evidence from other jurisdictions, the introduction of ride-hailing could further adversely impact municipal streets but staff cannot measure its magnitude until we receive data from these companies, which would be a condition of the proposed IMBL. Other jurisdictions have reported on the impacts in their communities:

- In August 2019, Uber and Lyft shared some of their own data which indicated that ride-hailing accounted for 1.7% up to 13.4% of all vehicle kilometres travelled (VKT) in core areas and between 1.0% and 2.9% in suburban areas;
- While many trips taken with a TNS substitute trips that the passengers would have otherwise driven themselves, travel surveys indicate that between 42% and 61% of urban TNS users would have taken transit, walked, biked, or not taken the trip at all if TNSs had not been available;
- Up to 50% of the vehicle kilometres travelled by TNS vehicles carry no passengers at all, resulting in "deadhead" kilometres TNS drivers travel while looking for patrons, further increasing congestion and greenhouse gas emissions associated with transportation.

Public Input:

Staff have engaged with colleagues in the City of Vancouver and the Tri-Cities (Coquitlam, Port Coquitlam, and Port Moody) who have been leading similar efforts to address ride-hailing to ensure regional consistency.

North Shore staff have consulted with the local business community, local taxicab companies, and TNSs throughout the process to develop mutually acceptable solutions and receive feedback on the proposed measures. The feedback has been positive and the taxicab companies and TNSs have been supportive of the work being pursued.

Conclusion:

The recommendations contained in this report and summarized in Table 3 are intended as an interim approach to enable and manage ride-hailing activities on the North Shore until such time that a region-wide framework is developed and adopted by local jurisdictions. The North Shore team will continue to engage with the regional working group to achieve that goal.

CNV and DWV staff will also present the North Shore approach to their respective councils on December 16, 2019 with a similar recommendation to endorse the proposed interim approach. With such an endorsement from all three councils, DNV lawyers, on behalf of all partners, will draft a set of mutually consistent bylaw changes for all three municipalities that staff will present to Council for consideration and adoption in early 2020. The bylaw changes would be based on the recommendations summarized in Table 3.

Table 3: Ride-hailing recommended approach

Inter-Municipal Business Licence	Street and Curb Management
<ul style="list-style-type: none">• Require PDV service to hold one North Shore-wide licence• Three tier fee structure based on overall fleet size• No discount licence fee for ZEV and accessible vehicles in first year• Require PDV service to share data on a regular basis• Harmonize fees and fines for enforcement actions across North Shore	<ul style="list-style-type: none">• Harmonize loading zone definitions across definition• Use geofencing to restrict or designate access conditions• Charge a trip surcharge fee for pick-ups and drop-offs• Discount trip surcharge for ZEV and accessible vehicles• Use revenue collected from trip surcharge fees to fund investments in transportation

SUBJECT: Proposed North Shore Ride-Hailing Approach

November 26, 2019

Page 8

Options:

Until such time as the Metro Vancouver region develops a long-term licensing approach for ride-hailing, staff ask that Council endorse the proposed interim solution for the three North Shore municipalities.

Respectfully submitted,


Zachary Mathurin
North Shore Mobility Options Coordinator


Ingrid Weisenbach
Transportation Planner

REVIEWED WITH:

- ☐ Community Planning _____
- ☐ Development Planning _____
- ☐ Development Engineering _____
- ☐ Utilities _____
- ☐ Engineering Operations _____
- ☐ Parks _____
- ☐ Environment _____
- ☐ Facilities _____
- ☐ Human Resources _____
- ☐ Review and Compliance _____

- ☐ Clerk's Office _____
- ☐ Communications _____
- ☐ Finance _____
- ☐ Fire Services _____
- ☐ ITS _____
- ☐ Solicitor _____
- ☐ GIS _____
- ☐ Real Estate _____
- ☒ Bylaw Services CW
- ☐ Planning _____

External Agencies:

- ☐ Library Board _____
- ☐ NS Health _____
- ☐ RCMP _____
- ☐ NVRC _____
- ☐ Museum & Arch. _____
- ☐ Other: _____

Workshop:

Preparing for Ride-hailing on the North Shore

December 9, 2019

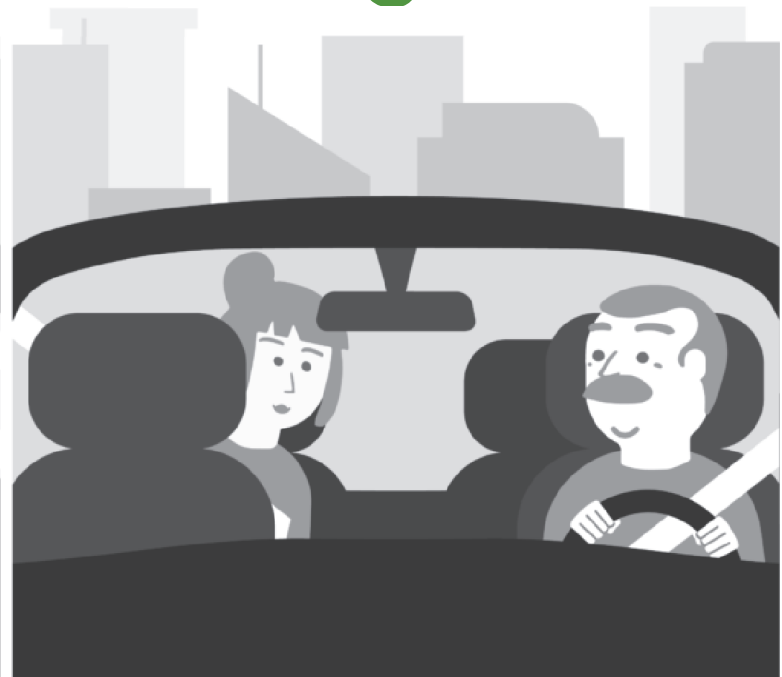
Agenda

- What is Ride-Hailing?
- Provincial Overview
- Recommendations
 - Business Licence Framework
 - Street Management
- Stakeholder Feedback
- Discussion
- Summary & Next Steps

What is Ride-Hailing?



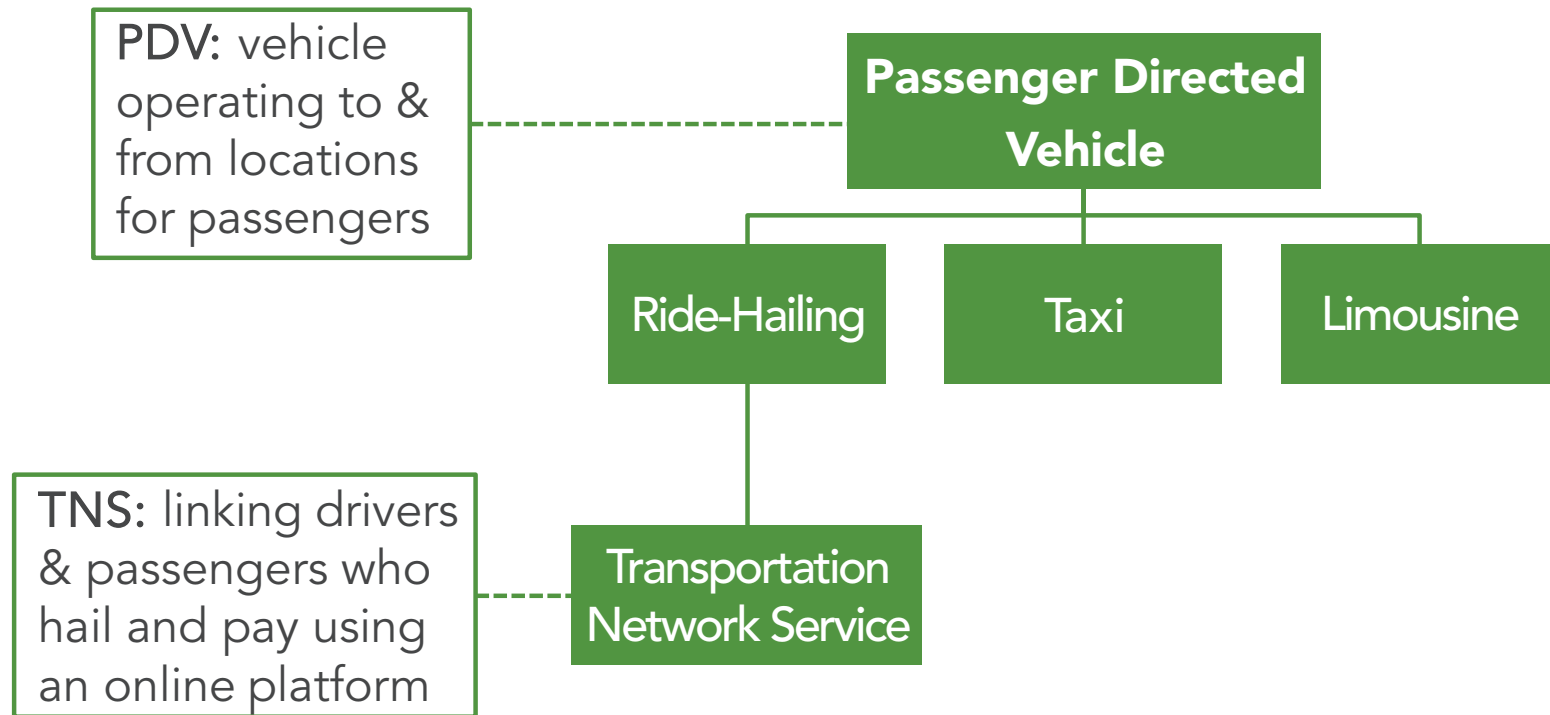
Ride-Sharing
(Carpooling)



Source: Poparide

Ride-Hailing

Where does ride-hailing fit?



Regulatory Authority – All PDVs

	Province	DNV
Vehicles - number operating in DNV	✓	X
Vehicles - service area/operating boundary	✓	X
Vehicle standards	✓	X
Vehicle - safety standards and inspection requirement	✓	X
Driver - criminal and driving record checks and training	✓	X
Fare rates	✓	X
Issue business licences to companies	✓	✓
Manage street use and traffic	X	✓

Municipalities cannot prohibit TNS operations or impose fleet size restrictions

Proposed North Shore Framework

Key Principles

- Enhance mobility options
- Build foundation for future policy
- Consistency across boundaries
- Work within organizational capacity
- Communicate with transparent approach

Objectives to Meet

- Minimize congestion
- Maintain affordability for passengers & companies
- Minimize burden to municipal resources
- Increase accessibility
- Maximize safety
- Reduce GHG emissions within the limitations set by the province

Business Licence Framework

Existing

- Inter-municipal business licence limited to mobile contractor businesses
- Obtained from resident municipality, additional fee to operate in other North Shore municipalities
- Staff meet to share fees and update lists of businesses
- Taxis are ineligible, obtaining regular business licence in each municipality

Proposed

- Allow resident taxi companies & non-resident TNSs to obtain inter-municipal business license
- Tiered licence fee based on fleet size
- No ZEV & accessible vehicle discount in first year
- One municipality to handle licensing for North Shore municipalities
- Taxi companies & TNSs provide data, in line with provincial requirements

Proposed Street & Curb Management Actions



Create one loading zone definition for North Shore municipalities



Create geofenced areas to restrict access or designate reserved loading zones + work with companies to implement



Charge pick-up & drop-off fees during **peak times** that are discounted for ZEV & accessible vehicles + fund transportation investments with revenues



Execute actions after receiving & analyzing data to demonstrate need

Stakeholder Consultation

Stakeholder group	Feedback
<ul style="list-style-type: none">• North Vancouver Chamber of Commerce• Lower Lonsdale BIA	<ul style="list-style-type: none">• Support regional approach• Need more options to get around North Shore• Street parking is limited—need to allocate curb space intelligently• Develop metrics to measure success
<ul style="list-style-type: none">• North Shore Taxi• Sunshine Cabs	<ul style="list-style-type: none">• Expect North Shore to be major market for ride-hailing demand• Support sharing data to make informed planning decisions• Support simplified licensing approach
<ul style="list-style-type: none">• Uber• Lyft	<ul style="list-style-type: none">• Support regional approach• Want to help with planning for loading zones and restricted areas• Concerns with surcharge fee model & data privacy

Summary of Recommendations

Inter-Municipal Business Licence	Street & Curb Management
<ul style="list-style-type: none">• Require taxis and ride-hailing companies to hold one North Shore-wide business licence• Tiered fee structure based on fleet size• No discounted business licence fee in first year for ZEV or accessible vehicles• Require taxis and ride-hailing companies to share data on a regular basis• Harmonize fees and fines for enforcement actions across North Shore	<ul style="list-style-type: none">• Create one loading definition for NS• Create areas to restrict or reserve loading zones• Charge a trip surcharge fee for pick-ups & drop-offs during peak times• Discount trip surcharge for ZEV and accessible vehicles• Use revenue collected from trip surcharge fees to fund investments in transportation

Longer-Term Goals

- Do not add to congestion on our busiest arterials during peak times
- Do not compete with and draw ridership away from transit hubs
- Complement transit by connecting riders to / from transit while buses are running, at least along the FTN

Next Steps

- Draft bylaw changes
- Bring bylaw changes to Council in early 2020
- Continue to engage with partners to develop regional business licence
- Develop success metrics and key performance indicators

Questions to Council

1. Does Council support the principles & objectives for ride-hailing regulations?
2. What types of transportation projects would you like to see funded by the potential revenues?
3. What would you like to learn about ride-hailing one year after its introduction?

Recommendation

THAT the November 26, 2019 Report from staff entitled '*Proposed North Shore Ride-Hailing Approach*' is received for information, and

THAT Committee endorse the proposed principles and objectives to address ride-hailing and the interim North Shore approach and recommendations as presented in this report.

Thank You

DISTRICT OF NORTH VANCOUVER COUNCIL WORKSHOP

Minutes of the Council Workshop for the District of North Vancouver held at 6:59 p.m. on Monday, December 9, 2019 in the Council Chambers of the District Hall, 355 West Queens Road, North Vancouver, British Columbia.

Present: Mayor M. Little
Councillor J. Back
Councillor M. Bond
Councillor M. Curren
Councillor J. Hanson

Absent: Councillor B. Forbes
Councillor L. Muri

Staff: Mr. D. Stuart, Chief Administrative Officer
Ms. C. Grant, General Manager – Corporate Services
Mr. G. Joyce, General Manager – Engineering, Parks & Facilities
Mr. D. Milburn, General Manager – Planning, Properties & Permits
Ms. J. Van Dyk, Director of Library Services
Mr. S. Carney, Section Manager - Transportation
Ms. L. Simkin, Acting Deputy Municipal Clerk
Ms. C. Walker, Chief Bylaw Officer
Ms. M. Crowe, Communications/Event Coordinator – North Vancouver Public Library
Ms. A. Reiher, Confidential Council Clerk
Ms. I. Weisenbach, Transportation Planner
Mr. Z. Mathurin, North Shore TDM/Bike Share Joint Coordinator

Also in

Attendance: North Vancouver District Public Library Board:
Ms. Kristine Mactaggart Wright, Board Chair
Ms. Lara Greguric, Board Vice-Chair
Ms. Valerie Dong, Trustee
Mr. Gerald Baier, Trustee
Mr. James Mitchell, Trustee

1. ADOPTION OF THE AGENDA

1.1. December 9, 2019 Council Workshop Agenda

MOVED by Councillor BACK

SECONDED by Councillor BOND

THAT the agenda for the December 9, 2019 Council Workshop is adopted as circulated.

CARRIED

2. ADOPTION OF MINUTES

2.1. November 19, 2019 Council Workshop

MOVED by Councillor CURREN

SECONDED by Councillor BACK

THAT the minutes of the November 19, 2019 Council Workshop meeting are adopted.

CARRIED

3. REPORTS FROM COUNCIL OR STAFF

3.1. North Vancouver District Public Library 2020-2023 Strategic Plan File No.

Ms. Kristine Mactaggart Wright, Board Chair – North Vancouver District Public Library, thanked Council for their support and provided an introduction of the Library Board members in attendance. She provided an overview of the 2020-2023 Strategic Plan, discussed the 2018 budget and spoke regarding the available programs and membership.

Mr. James Mitchell, Trustee – North Vancouver District Public Library, spoke about the importance of library services and the resources available to the community. He provided an overview of the strategic priorities, including connecting and collaborating with the community, reaching new audiences and delivering services when needed. He spoke regarding the need to explore options for the eventual replacement or update of the aging Capilano Library. He commented about new service initiatives for the library including finding new sources for revenue, such as printing services, and discussed the shared space and learning environment of the library.

Ms. Lara Greguric, Board Vice-Chair – North Vancouver District Public Library, noted that a strategic priority is to act as catalyst to inspire and support community and staff. She reported that the StoryLab digital literacy and storytelling centre at Lynn Valley Library will open in summer 2020. Ms. Greguric commented about the alignment of work with partners and stakeholders, including Council priorities. She discussed library accessibility, locations and use as an alternative space to homes, including patrons that are homeless. The resources within the library are free with a limited number of services offered on a cost-recovery basis.

In response to a question from Council, staff advised that the Lions Gate Community Centre will have an express library service for items that are in high demand with self-serve capabilities for automatic holds and noted there will be special programs for target audiences such as seniors.

In response to a question from Council, staff advised that an action item of the strategic plan is the sharing of non-traditional materials such as power chargers or other miscellaneous items.

In response to a question from Council, staff advised that many materials are available in a variety of languages.

In response to a question from Council, staff advised that e-books are challenging to obtain for library services and that local-publishing and self-publishing books are being explored further.

In response to a question from Council, Ms. Greguric advised that the StoryLab is a space for the creation and learning of digital content and skills. This includes a digital recording studio and post-production area.

In response to a question from Council, staff advised that Capilano Library is currently the oldest library and will need to be updated or rebuilt at some point in the future.

In response to a question from Council, staff advised that they are currently identifying facilities requiring upgrades.

In response to a question from Council, staff advised that the demand for digitization is currently being looked at.

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Thanked the Library for the audio book and StoryLab programs; and,
- Expressed thanks for the accessibility of the library to the public.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Spoke favourably about the services provided by the library;
- Expressed concern about Capilano Library leaving the Town Centre; and,
- Spoke regarding global library services.

Mr. Juan Palacio, 200 Block West Kings Road:

- Spoke favourably about the Story Lab and suggested that digitization services be further expanded.

A District Resident:

- Queried about the funding requirements for e-books and digitization.

Council discussion ensued and the following comments and concerns were noted:

- Thanked the Library Board for their presentation and work on the strategic plan;
- Spoke regarding the many services provided by the library, their expansion into the digital field and alignment with Council priorities;
- Commented about shared economy and spaces within the community and stated that the library has been consistent in this field;
- Commented favourably about the collaboration with First Nations;
- Commented about the library as a third space for community members;
- Spoke favourably about the children's services and programs;
- Commented about the digital lab and need to archive social history; and,

- Spoke about how the North Vancouver Museum & Archives displays history and the desire to coordinate displays with the library.

Council recessed at 7:45 p.m. and reconvened at 7:49 p.m.

3.2. Proposed North Shore Ride-Hailing Approach

File No. 16.8620.01/024.000

Mr. Zachary Mathurin, North Shore TDM/Bike Share Joint Coordinator, provided an overview of ride-hailing, business license framework and street management within the limits of municipal authority as set up by Provincial legislation. He reported that ride-sharing is the equivalent of carpooling where passengers are transported by a driver to a predetermined destination without the intention of generating revenue. Ride-hailing is the practice of booking a ride for business to drive from one location to another, using a smart phone app.

Mr. Mathurin commented about positive and negative impacts that can be seen from ride-hailing. He discussed Passenger Directed Vehicles (PDV) and stated that ride-hailing is considered a PDV and that companies that deliver ride-hailing are known as Transportation Network Service (TNS). The Province is the primary authority for regulating ride-hailing and all other passenger directed vehicles. He provided an overview of the Passenger Transportation Board, an independent tribunal for the Province under the *Passenger Transportation Act*, and its role.

Mr. Mathurin discussed the regulatory authority for ride-hailing by municipalities, including the issuance of business licenses to companies and the management of local streets. Municipalities are not able to prohibit the services of ride-hailing operations or impose fleet size limitations. He commented about the inter-municipal business license framework in its existing format and its proposed framework and stated that inter-municipal staff are working collaboratively on key principles and objectives for the proposed tools and framework.

Mr. Mathurin stated that the two main elements of the proposed North Shore approach are the business licensing framework and management of street and curb use. The business licensing framework would need to be revised to include ride-hailing services. The fees would be charged on a tiered system dependant on the fleet size and would treat taxis equally, however, direction is needed from the three North Shore Councils regarding the structure and approach for the inter-municipal business licensing. He stated that important information for the monitoring of business licensing includes regular data regarding drop-off services and trip lengths. This would encourage zero emission targets to be met and assist with proposed street and curb management actions.

Mr. Mathurin commented about the proposed street and curb management actions, including:

- Common loading zone definitions for North Shore municipalities;
- Geo-fenced areas to restrict access or designate reserved loading zones;
- Charging of pick-up/drop-off fees during peak times; and,
- Receive and analyze data to demonstrate ride-hailing needs.

Mr. Mathurin provided a summary of the recommendations for the inter-municipal business license and street and curb management. He stated that long-term goals include not adding further congestion to arterial routes during peak times, not to compete with transit hubs and to complement transit by connecting riders with transit stops. He stated that next steps would include drafting bylaw changes to bring back to Council. Staff are also engaging with regional partners to develop a regional business licence and to develop metric and performance indicators. The process is expected to take approximately one year.

In response to a question from Council, staff advised that the revenue sources will be dependant on fees and ridership on the North Shore.

In response to a question from Council, staff advised that they would likely provide access to the transit hubs and that a pick-up surcharge may be considered.

In response to a question from Council, staff advised that most municipalities have opted for a per-trip fee. In Chicago, there are general city fees and fees for trips starting and ending in downtown areas.

In response to a question from Council, staff advised that municipalities do not have the ability to limit ride-hailing services and that approximately 24,000 driver licenses are eligible for ride-hailing in Metro Vancouver.

In response to a question from Council, staff advised that there is a requirement for vehicles to identify on front and back windshields as ride-hailing vehicles.

In response to a question from Council, staff advised that the current total license fee for both taxi companies is \$5,147.80 and that it is a tiered system.

In response to a question from Council, staff advised that it is possible for the Province to promote accessible vehicles.

In response to a question from Council, staff advised that the District of West Vancouver Council will be provided an update by staff for their direction. The City of North Vancouver Council is discussing the topic at their Council meeting scheduled on December 9, 2019.

Public Input:

Mr. Peter Teevan, 1900 Block Indian River Crescent:

- Opined that residents are demanding ride-hailing services and that taxis fail to meet the needs of residents;
- Commented about the use of Uber;
- Queried about the ride-hailing program and fees;
- Suggested that ride-hailing companies may reduce car ownership and supplement transit services; and,
- Expressed concern about conflicts between ride-hailing vehicles and taxis.

Mr. Corrie Kost, 2800 Block Colwood Drive:

- Expressed concern about a lack of communication with residents;

- Commented about the International Transport Forum where access to the curb was discussed; and,
- Suggested that Council has control over the industry and flow of transit; and,
- Discussed the history of curbs.

A District Resident:

- Opined that restrictive rules should also be applied to taxi companies and that curbs should be regulated;
- Expressed concern about the concept of congestion pricing and suggested that it be controlled by bridge access rather than time of day; and,
- Thanked staff for their work and research.

Mr. Juan Palacio, 200 Block West Kings Road,

- Commented about the need for ride-hailing and to connect to transit hubs.

Council discussion ensued and the following comments and concerns were noted:

- Expressed support for the Coquitlam ride-hailing model;
- Commented about taxi services and their participation with the ride-savers program through HandyDart;
- Stated that ride-sharing solves individual needs but not the collective good and expressed concern about the impact to transit;
- The need for zero-emission vehicles and to regulate emissions;
- Stated that data is important for the management of services and expressed support for higher fees;
- Commented about data analysis and the need to collaborate as a region;
- Commented about potential public reaction to ride-hailing services in view of traffic congestion on the North Shore;
- Expressed support for discounts for zero-emission vehicles, the use of fees as a demand management tool and discounts for accessibility services;
- Expressed concern that the Iron Workers Bridge is at capacity and that congestion may be added to areas that are not currently congested;
- The demand for parking may be reduced although trip demand may not change;
- Stated an interest to see the ICBC ridership data; and,
- The need to look at workers rights for ride-hailing drivers.

MOVED by Councillor HANSON
SECONDED by Councillor BOND

CARRIED

4. ADJOURNMENT

**MOVED by Councillor HANSON
SECONDED by Councillor BOND**

THAT the December 9, 2019 Council Workshop is adjourned.

CARRIED
(8:49 p.m.)

Mayor



Municipal Clerk

