Adapting to Provincial Legislative changes relating to PassengerDirected Vehicles

Presentation to Council, October 2, 2019
Presentation Outline

1. Provincial Ride-hailing Overview
2. Council Approved Principles
3. Recommendation:
   • Licensing Framework
   • Street Management
4. Stakeholder Feedback
New Provincial Legislation for Ride-hailing

• The Province has introduced ride hailing in British Columbia and regulations are in force as of September 16, 2019

• Regulation details were released in July and August of 2019

• The Province has reduced municipal authority to regulate

• The Province has been accepting applications for ride hailing since Sept 3, 2019
  - Eleven companies have applied to operate in Region 1 (Lower Mainland, Whistler) which includes Vancouver
Regulatory Definitions

**PDV** - vehicle operating to or from locations determined by or on behalf of the passengers

**Passenger Directed Vehicle (PDV)**
- **Ride-Hailing**
- **Taxi**
- **Limo**

**Transportation Network Service (TNS)** - services connecting drivers and passengers who hail and pay through the use of an online platform

**Service Providers**
- **TNS**
- **Taxi Company**
- **Limo Company**
Provincial Regulations

**Licensing Fee**

- **Ride-Hailing**
  - $200 application fee & $5,000 annual license
  - $0.30 / trip if non-accessible vehicle

- **Taxi & Limousine**
  - $200 application fee
  - $100 per vehicle fee annual license

**Driver Requirements**

- **Ride-Hailing & Taxi & Limousine**
  - Class 4 license
  - Criminal Record Check
  - Clean driving record

**Vehicle Requirements**

- **Ride-Hailing**
  - Maximum age - 10 years
  - Annual Inspection
  - Vehicle Identifier
  - **No fleet caps**

- **Taxi & Limousine**
  - No maximum age, new vehicle must be low emission
  - Annual Inspection
  - Vehicle Identifier
  - Fleet caps
Provincial Regulations

Operating Restrictions

Ride-Hailing
- Cash & Street hail not allowed
- Boundary – Whistler, Lower Mainland
- Min fare to match taxi $3.35
- Dynamic/surge pricing

Taxi
- Cash & street hail allowed
- Municipal boundaries (Vancouver)
- Provincially determined fare based on time and distance

Audit, Enforcement, Fines

Ride-Hailing, Taxi & Limousine
- Audit and inspection PTB function
- Maximum of $5,000/day for drivers & $100,000/day for unlicensed company

Data Requirements

Ride-Hailing & Taxi
- Data to be submitted to Province on trips and drivers
- Examples of data that will be collected:
  - Date, time, pick up location, drop off location, trip duration, trip distance
# Regulatory Authority – All PDVs

<table>
<thead>
<tr>
<th></th>
<th>Province</th>
<th>City Current authority</th>
<th>City Remaining authority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vehicles - number operating in Vancouver</td>
<td>✔️</td>
<td>✔️</td>
<td>X</td>
</tr>
<tr>
<td>Vehicles - service area/operating boundary</td>
<td>✔️</td>
<td>✔️</td>
<td>X</td>
</tr>
<tr>
<td>Vehicle - standards (e.g. age, accessibility, emission standards)</td>
<td>✔️</td>
<td>✔️</td>
<td>X</td>
</tr>
<tr>
<td>Driver - chauffer permit requirements including criminal and driving record checks and training</td>
<td>✔️</td>
<td>✔️</td>
<td>X</td>
</tr>
<tr>
<td>Vehicle - safety standards and inspection requirement</td>
<td>✔️</td>
<td>✔️</td>
<td>X</td>
</tr>
<tr>
<td>Fare rates</td>
<td>✔️</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>License companies and vehicles</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️*</td>
</tr>
<tr>
<td>Manage street use and traffic</td>
<td>X</td>
<td>✔️</td>
<td>✔</td>
</tr>
</tbody>
</table>
Benefits & Challenges

Benefits
• Increased travel options
• Late night service
• Could reducing driving under the influence
• May support first and last mile service
• Could promote a car free lifestyle

Challenges
• Increased congestion
• Without data, difficult to monitor and understand impacts
• Accessible vehicles – uncertain supply
• Advancing Climate Emergency Response:
  o Big move #2 - 2/3 trips by active transportation and transit by 2030
  o Big move #3 - 50% vehicle kilometers travelled by Zero Emission Vehicles by 2030
Council Approved Principles

- Regional Co-ordination
- Passenger Safety
- Enhanced Accessibility
- Enhanced Mobility
- Reduced Carbon Emissions
- Economic Viability
- Affordability
LICENSING
Licensing Context

Why license:
- Licensing businesses is standard City practice – consistent across all business types and models
- Ride-hailing is an addition to the existing passenger directed vehicle industry
- Maintaining even playing field
- Tool to incentivize and collect information about operations
- Working towards a Inter Municipal Business Licence (IMBL)

Current state (taxi & limousines):
- Company and each vehicle is licensed
- Determine the number of taxis & maximum age of the vehicles
- Issue licence plate to each vehicle
- Semi-annual inspection
Proposed Licensing Framework – All PDV

- $155 Company Business Licence + $100 Per vehicle fee
- No fee for accessible and zero emission vehicles
- Require submission of data to the City on a regular basis. Data consistent with Provincial requirements
- Monthly update of net new vehicles will be provided to the City, including type of vehicle (Accessible/Zero Emission/Other) and vehicle licence plate number
- Other considerations:
  - Working groups- Province, Municipalities, TransLink
  - Working towards an Inter-Municipal Business Licence
## Changes to Taxi & Limousine licensing:

<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Taxi $616 per vehicle + $151 office fee</td>
<td>$100 per vehicle fee + $155 company fee</td>
</tr>
<tr>
<td>Limo $235 per vehicle + $151 office fee</td>
<td>$0 fee for accessible &amp; zero emissions vehicle</td>
</tr>
<tr>
<td>Annual inspections &amp; Meter testing (taxi)</td>
<td>No inspection</td>
</tr>
<tr>
<td>City issued licence plate + renewal decal</td>
<td>No plates or decals</td>
</tr>
</tbody>
</table>
STREET MANAGEMENT
Street Use

Current Tools

• Passenger Zones
• Rush Regulations
• Commercial laneways
• Transit Priority Lanes
• Granville Mall Regulations
• Taxi Stands
• Taxi access to transit priority lanes
• Electric Vehicle Charging Network

High Activity/Congestion Areas

• Metro Core
• Canada Place/Cruise Ship Terminal
• Granville Entertainment District
• Stadiums
• Rapid transit stations
• Special events – fireworks, marathons, Canada etc.
• Major arterials
Population Density - 2016

Population Density 2016 (Persons per Hectare)

Source: Statistics Canada - Census 2016
Downtown Screenline Traffic Volumes
Fall 2017

Congestion Period – 7 AM – 7 PM

Weekday Two Way
Weekend Two Way
Congestion and Curbside Management Permit

What:
• Fee based permit required for TNS vehicles to stop on City streets in Metro Core

Why:
• Manage street use
• Manage congestion

Hours in Effect:
• Everyday, 7 AM to 7 PM

Cost:
• $0.30 per pick up
• $0.30 per drop off

Discount:
• 50% discount for zero emission vehicles
• 100% discount for accessible vehicles
Additional On-Street Management Measures

**GEOFENCING**
Optimizing pick-up and drop off through app technology – in specific locations and during major events

**TAXI STANDING ZONES**
For taxi only

**TAXIS IN BUS LANES**
Access for taxis only, with further review

*Boundaries & caps remain

**PASSENGER ZONES**
for all users; Adjust additional zones as demand increases
By-law requiring amendment

- Street and Traffic By-law No. 2849
- Licence By-law No. 4450
- Vehicles for Hire By-law No. 6066
- Parking Meter By-law No. 2952
- Granville Mall By-law No. 9978
WHO WE MET WITH

RIDE HAILING COMPANIES

- Kater
- Lyft
- TappCarr
- Uber

TAXI & LIMOUSINE COMPANIES

- Aerocar
- Griffin
- Pearl
- Sunshine Cabs
- Vancouver Taxi Association

ADVISORY COMMITTEES

- Persons with Disabilities Advisory Committee
- Transportation Advisory Committee

INTEREST GROUPS

- Business Improvement Associations
- Rideshare Now
- Tourism Vancouver
- Vancouver Board of Trade
WHAT WE HEARD

**RIDE HAILING COMPANIES**
- Support regional licensing approach
- General preference for the CCMP as a per-trip fee integrated into the company app

**TAXI & LIMOUSINE COMPANIES**
- Concerned about loss of business, congestion impacts and reduced supply of accessible vehicles
- Requested City maintains taxi-supportive street assets (such as taxi stands)

**ADVISORY COMMITTEES**
- Concerns about impacts to mobility including safety for vulnerable road users, accessibility, congestion and increased carbon emissions
- Encourage City to explore options for increasing accessible vehicle supply and improving service

**INTEREST GROUPS**
- Support ride-hailing to improve travel choice for residents, workers and visitors
- Economic viability for full and part time drivers
- Support regional coordination
Key Dates

- **Sept 3 2019**: Applications Accepted by PTB; Est. 6-8 week to approve
- **Oct 2 2019**: City’s By-laws enacted; Companies can apply for Business Licence
- **Jan 6 2020**: CCMP in effect; additional passenger zones implemented

Staff will report back on progress in 2020
THANK YOU