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Item No. 12.1.2
Transportation Standing Committee
December 12, 2019

TO: Chair and Members of Transportation Standing Committee

- Original Signed -

SUBMITTED BY:

Kelly Denty, Director, Planning and Development

- Original Signed -

Jacques Dubé, Chief Administrative Officer

DATE: November 22, 2019

SUBJECT: **Vehicle for Hire Licensing Program Review – Regulating Brokers and
Transportation Network Companies**

SUPPLEMENTARY REPORT

ORIGIN

On February 12, 2019, the following motion of Regional Council was put and passed regarding item 14.3.3:

“THAT Halifax Regional Council direct the Chief Administrative Officer (CAO) to:

2. Prepare a supplementary report relative to regulating Transportation Network Companies (TNCs) such as Uber or Lyft;”

LEGISLATIVE AUTHORITY

- *Motor Vehicle Act, R.S.N.S., 1989, c. 293, subsections 305(1), and 306(1)*
- *Halifax Regional Municipality Charter, 2008, c. 39, subsections 94(1), 96(2), 96(4) and clause 188(2)(f)*
- *By-law T-1000, Respecting the Regulation of Taxis, Accessible Taxis and Limousines*
- *Administrative Order 39, Respecting Taxi and Limousine Regulation*
- *By-law A-100, Respecting the Appeal Committee*

RECOMMENDATION ON PAGE 2

RECOMMENDATION

It is recommended that the Transportation Standing Committee recommend that Regional Council:

1. Direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate Transportation Networking Companies and introduce a new licensing requirement for brokers as set out in the Discussion section of this report, for Council's consideration; and
2. Direct the Mayor write a letter to the Province to request the required amendments to the *Motor Vehicle Act* to enable the Municipality to charge Transportation Network Companies a per-trip fee.

BACKGROUND

Further to their consideration of a staff report to the Transportation Standing Committee dated January 25, 2019, on February 12, 2019, Regional Council requested the Chief Administrative Officer prepare a supplementary report on HRM's ability to regulate Transportation Network Companies (TNCs) such as Uber and Lyft.

This request follows the "Taxi and Limousine – Vehicle for Hire Industry Review" report created by Hara Associates Inc.¹ which reviewed the taxi industry in HRM and, among other recommendations, recommended that taxi brokers be licensed by the Municipality. The license would require brokers to submit data collected from their dispatch system. As TNCs function as brokers, they should also be licensed.

The existing TNC business model would not align with the structure of HRM's By-law T-1000, Respecting the Regulation of Taxis, Accessible Taxis and Limousines. Changes to the By-law are necessary for TNCs to operate in the Municipality. TNCs connect passengers to vehicles via a mobile application. The application allows the identification of the driver and vehicle, ratings of drivers and accepts payment by credit or debit card only in advance of the trip. Many TNC drivers are part-time workers and operate on average, 25 hours a week.

Conversely, in the taxi industry, taxis can be hailed, dispatched, sit in taxi stands and accept payments including cash at the end of the trip. The majority of the drivers operate on a full-time schedule of up to 40 hours a week. Although both TNCs and the taxi industry operate vehicles for hire, their business models are different and therefore need to be regulated differently.

Staff's review of the vehicle for hire industry included a citizen survey, which attracted 13,400 respondents with 88% of the respondents requesting that Uber or Lyft be permitted to operate in the region with almost 73% citing safety as their number one concern. Additionally, the survey indicated there is a lack of vehicle for hire service in suburban and rural areas as well as at peak times such as evenings and weekends. The survey results indicate that the current supply of vehicle for hire transportation options is not meeting consumer demands.

Staff have completed a jurisdictional scan of nine Canadian Municipalities that currently license TNCs and brokers. All municipalities surveyed require reporting to be submitted on a regular basis from both the TNCs and brokers. Regulating both business models with similar reporting requirements will ensure staff will receive consistent information.

¹ <https://www.halifax.ca/sites/default/files/documents/city-hall/regional-council/190730rc1519.pdf>

The data collected from TNCs and brokers will benefit various HRM Business Units. This data would be used to assist in the enforcement of driver compliance, inform potential congestion, climate and transportation studies, ensure safety of passengers, and inform staff on areas where future improvements can be made.

DISCUSSION

Regulating TNCs in HRM will have a direct impact on several Regional Council strategic priorities such as the *Integrated Mobility Plan*, the *Moving Forward Together Plan* and the forthcoming Climate Action Plan (HaliFACT 2050). TNCs present both opportunities and challenges to HRM programs as they relate to Transit, Curbside Management and Parking, and Diversity and Inclusion. The potential opportunities and challenges to each program are outlined in the following paragraphs.

Halifax Transit – Potential Opportunities

Ridership

The introduction of TNCs may provide transportation options and supplement transit service in low ridership areas, low ridership periods or in areas that are difficult to serve with transit altogether. Effectively, TNCs may create opportunities to extend the reach of public transit by providing enhanced first mile/last mile opportunities, and potential enhancement of paratransit service for those who are unable to take the conventional transit service.

Partnership Potential

There are examples across North America of transit agencies which have entered into agreements with TNCs to supplement existing transit service and, in some cases to introduce service in places where no transit service currently exists. Some examples of these innovative partnerships include:

- CapMetro (Austin, TX)
- Innisfil Transit (Innisfil, Ontario)
- Omnitrans (San Bernadino, CA)
- NYC Transit (New York City, NY)
- SEPTA (Philadelphia, PA)
- MBTA (Boston, MA)

However, recent research indicates these partnerships have been received with mixed results.²

Transportation Demand Data

One additional opportunity is to develop a data sharing agreement between HRM and the TNCs. This information could be used to inform significant transportation planning decisions, including transit scheduling and service planning. Accurate data will be required to make changes to regulations regarding TNCs, brokers, as well as changes to the current transportation services provided. Establishing a data sharing agreement is often the biggest hurdle as TNCs have been hesitant to share data due to concerns about privacy². Amendments to By-law T-1000 should include data sharing requirements for both TNCs and brokers.

² National Academies of Sciences, Engineering, and Medicine 2019. *Partnerships Between Transit Agencies and Transportation Network Companies*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/25425>.

Halifax Transit – Potential Challenges

Ridership

As TNCs are relatively new in North America, many earlier studies appear to be inconclusive on their potential impact on transit ridership and mode split, though more recent studies suggest a negative effect on ridership, especially for buses.

Notably, a study completed in 2018 compiled results from 22 American Metropolitan areas from 2002 to 2018 noted that, even once adjustments were made to consider fare changes, gas prices, transit service cuts, and rates of employment, there was a correlation between the growth of TNC firms and the decline of transit ridership, noting that the steepest decline appeared to be from 2015 onwards.³ Conversely, a separate 2018 study provided more context specific results. This study concluded that ride-hailing increased ridership in smaller transit agencies and may extend the reach of transit; however, the presence of TNCs reduced overall ridership in smaller metro areas and larger transit agencies that already had above-median ridership.⁴

Ridership / Revenue Relationship

If the arrival of TNCs in the Halifax Transit service area results in significantly decreased ridership, there would be a correlating reduction in the cost recovery of service. This loss of revenue may threaten the viability of transit service in some areas and may result in the reduction of service, and potential elimination of routes if they continuously fall below ridership standards. The Municipality plans to invest significant resources into transit over the next few years; the cost benefit of that investment may be reduced if ridership decreases markedly.

Congestion / Transit Travel Time

As has been the case in other jurisdictions, the introduction of TNCs into HRM may increase traffic congestion. This would impact the operating speed and reliability of transit vehicles and could make transit less attractive to riders who may consider other transportation options. This shift would make it more challenging for the Municipality to achieve the sustainable mode share goals set out in the Regional Plan and the Integrated Mobility Plan.

Curbside Management & Parking – Potential Opportunities

Curbside Management

With the approval and adoption of the Integrated Mobility Plan (IMP), staff in Parking Services has endeavoured to develop a curbside management framework. Curbside management seeks to inventory, optimize, allocate and manage curb spaces to maximize mobility and access for all curb demands.

TNCs present a unique opportunity to pilot concepts made popular in other jurisdictions including designated loading or drop off locations exclusively for them to facilitate safe and reliable passenger pick-ups and drop-offs and decrease congestion. Positively, a strong curbside management framework is created with accurate data. Requiring brokers and TNCs to provide monthly data reporting should allow staff to base recommendations on current challenges and opportunities at the curb.

³ Graehler, Mucci, and Erhardt (2018) *Understanding the Recent Transit Ridership Decline in Major US Cities: Service Cuts or Emerging Modes?* University of Kentucky.

⁴ Hall, Palsson, Price (2018) *Is Uber a substitute or Complement for Public Transit?*

If Council were to direct staff to prepare amendments to the applicable regulatory documents to enable regulation of TNCs, staff would recommend working with those businesses to create dedicated passenger loading zones in the downtown core and high-demand destinations such as shopping malls and sport complexes.

Parking

Parking, with respect to TNCs, presents an opportunity to: i) lower parking generation rates, ii) reduce or eliminate parking space minimums and potentially introduce parking maximums with some land uses, and iii) replace parking spaces with different land uses and economic development opportunities. Introducing TNCs services could also result in a reduction in individual car ownership.⁵

The benefits of not driving your own vehicle downtown include: not spending time looking for parking, not paying for parking, and possibly being dropped off closer to your destination.

Curbside Management & Parking – Potential Challenges

Congestion at the Curb

One challenge is that currently there is no framework in place for managing the curb space. If in the future, an all-encompassing framework is not created, there is the potential for additional impacts to congestion due to conflicts between parking, pick-ups/drop-offs, cruising for spaces and awaiting calls for riders.

Drop-off, pick-up and delivery demands in cities are putting perhaps the most pressure on curbsides. Managing these areas has become a top concern of parking officials, as they try to strike the right balance for accessible parking, and the many other uses demanding a space in the public right-of-way.⁶

Increased demand for access to the curb to load/offload passengers may result in more vehicles stopping in unprotected bike lanes, or in gaps in protected bikeways or bus lanes. If curbside loading of people and goods is prioritized over other modes of transportation, it may result in less space available for pedestrian amenities, bike parking, and parking for shared micromobility including bike share systems, electric assist bicycles and electric scooters. There is also the potential for unpredictable behaviour of TNC drivers stopping to pick-up and offload passengers. Because there is no added time at the end of a TNC trip to complete a financial transaction, as is the case with taxis, drivers may be tempted to make short stops in locations where a taxi might not. There could be a higher risk that drivers will obstruct crosswalks, bike lanes, sightlines to crosswalks, etc. when stopping to load/offload passengers.

Parking

Research suggests that private parking companies at airports have seen significant losses in revenue due to TNC adoption. This could have a negative impact on the private parking industry locally.

Diversity & Inclusion – Potential Opportunities

Employment

TNCs provide the opportunity to those looking for part-time employment to work evenings and weekends and earn additional income. This flexibility may be of benefit to people otherwise having difficulty entering the labour force, whether they be new immigrants or from marginalized groups.

⁵ Henao, A., Marshall, W. E. (2019). The impact of ride hailing on parking (and vice versa). Retrieved from <https://www.jtlu.org/index.php/jtlu/article/view/1392/1227>

⁶ <https://www.govtech.com/fs/Uber-Lyft-and-Other-Mobility-Options-Shaking-Up-Parking.html>

Accessibility

As discussed later in this report, a portion of a proposed per trip fee (\$0.07 of \$0.20) is to be assigned to an accessibility fund. The fund may be allocated to assist Halifax Transit with transportation programs including the Access-a-Bus Program, or it may fund a wheelchair accessible HRM fleet vehicle to ensure all HRM staff members are able to travel during working hours. There are many possibilities related to an accessible fund and it will provide those who are reliant on fully accessible vehicles with transit options.

Language Barriers & Technology

TNCs rely on a mobile application-based system for passengers and drivers that allows an easy way for bookings to be completed. If there is a language barrier and a resident is looking for a TNC in their area, most mobile applications have the ability to work in the language of your choice as long as the mobile device is set to that language. This may reduce communication errors between drivers and passengers and ensure that all using the system understand the request.

Diversity & Inclusion – Potential Challenges

Marginalized Communities

Feedback from residents states that communities outside of the core of HRM have difficulty with transportation options. If TNCs are not required to provide service to suburban and rural areas of HRM, this disparity will only continue.

There is also the potential risk for further disparity for marginalized groups through the limited payment options. While TNC vehicles may take various forms of payment, the majority of companies require access to a credit card to complete a transaction. This is done through a mobile application which also may put some residents at a disadvantage who may not have access to the technology.

Accessibility

Currently, there is a limited number of accessible taxi operators who have wheelchair accessible vehicles. As TNC operators use their own vehicle, there may be a limited number of vehicles that are able to serve those requiring a wheelchair accessible vehicle.

Proposed By-law Amendments for Brokers and TNCs

Staff have taken into consideration the opportunities and challenges from the relevant HRM priorities as outlined above and recommend that by-law amendments be adopted to regulate TNCs and brokers.

Licensing of Brokers

According to Hara Associates, the first step in facilitating TNCs is to licence brokers. This is not presently addressed in By-law T-1000. Brokers are not currently licensed in the region and are not required to provide any reporting to the Municipality. Most taxi drivers are affiliated with a broker but there are some independent owner/operators who are not and would be impacted by this change.

Staff recommends that all independent owner/operators that do not want to be affiliated with a broker/dispatcher become a broker if they wish to remain independent. All brokers will be required to pay an annual fee and provide data on trips, drivers, and vehicles. The impact associated with requiring all independents to become their own broker or join a brokerage is an added cost to the small business owner to source the data collection network and pay the annual fee.

Staff recommends that brokers ensure all taxi drivers and owners have a valid taxi driver or owner license issued by the Licensing Authority.

Fees

Staff recommends the introduction of a licensing fee for brokers. Some jurisdictions charge taxis a per-trip fee similar to what is charged to a TNC, but staff are not recommending this at this time. Staff suggest an annual fee of \$300.00 based on the fee in most similar jurisdictions as noted in the following table:

Location	Annual Broker Fee
Winnipeg	1 – 10 Vehicles = \$2000 11 – 25 Vehicles = \$5,000 26 – 100 Vehicles = \$20,000 100+ Vehicles = \$40,000
Ottawa	1 – 24 Vehicles = \$839 25 – 99 Vehicles = \$2568 100+ Vehicles = \$7,545
Regina	\$375
Toronto	\$250.64
Brampton	\$400
London	\$400

Reporting

Data is the key to future evidence-based decision making. Currently, the Licensing Authority (LA) does not have any reporting mechanism. An integral part of licensing brokers is the requirement of data collection and sharing with the LA information on trips, drivers, and vehicles. This data would be used to assist in the enforcement of driver compliance, inform potential congestion, climate and transportation studies, ensure safety of passengers, and inform staff on areas where future improvements can be made. In addition, this data is critical to monitoring the success of Regional Council’s strategic priorities such as the IMP. If accurate data is not provided, then staff are unable to measure the impact on municipal services and activity in the right-of-way.

Staff recommends that by-law amendments require brokers to regularly share their data with the Municipality. This data will need to be reviewed and analyzed by staff. Due to the volume of data provided, allocation of staffing resources will need to be considered including those needed for related enforcement activities.

Data should include, but will not be limited to:

- The total number of trips provided;
- The total number of drivers;
- The total number of vehicles;
- The trip pick up and drop off locations; and
- The average wait time for a call to be actioned.

The data would have to be retained by the broker for a minimum period of 2 years and be provided on demand for investigations, transportation research or audit purposes within 48 hours.

Proposed By-law Amendments for Transportation Networking Companies

Licensing of TNCs

According to the citizen survey, of the over 13,400 respondents, 88% want Uber or Lyft to operate in the region. The TNC business model does not align under the structure of the current by-law. Changes to licensing are necessary for TNCs to operate in the Municipality.

Fees

Staff recommends the introduction of licensing fees for TNCs. Based on fees levied by other jurisdictions, staff suggest an annual flat rate licensing fee of \$25,000 is appropriate. However, this amount will be reviewed in consideration of the cost being a barrier to entry for start up TNCs. In addition, staff recommend the collection of a \$0.20 per-trip fee.

The *Motor Vehicle Act*, which provides the Municipality with the authority to regulate vehicles for hire, does not include the authority for a per-trip fee. To enable this, an amendment to the *Motor Vehicle Act* is required. Should legislative authority be granted, staff recommend \$0.07 of this fee be allocated to an accessibility fund which may be used for various accessible transportation programs; the other \$0.13 of the per-trip fee will offset the cost of administering the licensing program. Allocation of a portion of the fund for accessibility is dependent on the Province of Nova Scotia also amending the *HRM Charter* to allow the funds be granted to for-profit businesses that provide accessible taxi services.

The following is an overview of the applicable fees for TNCs in other jurisdictions:

Location	Fees
Saskatoon	1 – 10 Vehicles = \$2,500 11- 50 Vehicles = \$12,500 51+ Vehicles = \$25,000 Per trip fee = \$0.20 Accessibility surcharge = \$0.07
Winnipeg	1 – 10 Vehicles = \$2,000 11 – 25 Vehicles = \$5,000 26 – 100 Vehicles = \$20,000 100+ Vehicles = \$50,000 Per trip fee = \$0.20 Accessibility surcharge = \$0.07 Safety surcharge = \$0.03
Guelph	1 – 24 Vehicles = \$807 25 – 99 Vehicles = \$2,469 100+ Vehicles = \$7,253 Per trip fee = \$0.20 Accessibility surcharge = \$0.07
Ottawa	1 – 24 Vehicles = \$839 25 – 99 Vehicles = \$2,569 100+ Vehicles = \$7,545 Per trip fee = \$0.11 Accessibility surcharge = \$0.07
Regina	1 – 10 Vehicles = \$2,500 11 – 25 Vehicles = \$12,000 51+ Vehicles = \$25,000 Per trip fee = \$0.20 Accessibility surcharge = \$0.07
Vancouver	Annual licence fee \$5,000 Application fee \$200 Per vehicle annual fee = \$155 Per trip fee = \$0.30

Location	Fees
Toronto	Application fee \$20,000 Annual fee per driver= \$15 Per trip fee = \$0.30
Brampton	Application fee \$20,000 Per trip fee = \$0.30
London	1 – 50 Vehicles = \$1,000 51 – 100 Vehicles = \$5,000 101 – 500 Vehicles = 10,000 501 – 1000 Vehicles = \$15,000 1000+ Vehicles = \$50,000 Per trip fee = \$0.20 Accessibility surcharge = \$0.07

Driver Requirements

Drivers Licences are legislated by the Province of Nova Scotia. Currently, the Province requires individuals to have a Class 4 licence to operate a vehicle for hire. Based on this requirement, the regulation of drivers intending to drive for TNCs must be the same. The minimum requirements for a Class 4 licence are:

- Age 18 years,
- 1 year’s experience with at least a Class 5 licence,
- Successfully complete written test for a Class 4 vehicle,
- Provide satisfactory medical and optical reports upon application and periodically thereafter, and
- Successfully demonstrate driving ability in a Class 4 vehicle.

While staff recommend that a Class 5 is appropriate, the Province has indicated that they are considering revisiting the licence requirements for the Class 4 Licence. In addition to the Class 4 license requirement, licensing of TNC drivers should also include:

- A Criminal Record Check, Vulnerable Sector Check, Child Abuse Registry and drivers abstract dated within 30 days of applying to the TNC; and
- Approval by the TNC to operate as a driver.

All documentation must be provided to the TNC prior to becoming a driver.

Insurance

Staff recommend that TNCs be required to obtain and maintain Commercial General Liability Insurance up to five million dollars (\$5,000,000.00) inclusive per occurrence for bodily injury, death and damage to property including loss of use, that includes:

- (i) blanket contractual liability; premises, property and operations liability; and
- (ii) products and completed operations liability.

The Commercial General Liability policy must be in the name of the TNC.

In addition, the TNCs must obtain and maintain Non-Owned Automobile Insurance with limits of not less than one million dollars (\$1,000,000.00) combined single limit.

Reporting

Licensing the TNCs requires providing data on trips, drivers, and vehicles. This data will be used to assist in the enforcement of driver compliance, inform potential congestion, climate and transportation studies, ensure safety of passengers, and inform staff on where future improvements can be made. In addition, this data is critical to monitoring the success of Regional Council's strategic priorities such as the IMP. If accurate data is not provided then staff are unable to measure the impact on municipal services and activity within the right-of-way.

As in the case of brokers, staff also recommends by-law amendments to require TNCs to regularly share their data with the Municipality. The data is to include, but not be limited to:

- The total number of trips provided;
- The total number of drivers;
- The total number of vehicles; and
- The trip pick up and drop off locations

The data must be retained by the TNCs for a minimum period of 2 years and be provided on demand for investigations, transportation research or audit purposes within 48 hours.

Regulatory Impact Assessment

In keeping with AO 2017-002-ADM, *The Charter of Governing Principles for Regulation Administrative Order*, a Regulatory Impact Assessment has been completed. It was determined that regulation is the best approach.

Given these proposed policy changes, it is difficult to determine the distributional impacts of these changes. While traditional taxi firms may *initially* experience a fall in demand, there is likely to be a considerable consumer surplus from the introduction of TNCs via greater responsiveness to consumer preferences. Consistent with findings in larger urban centres, consumers are the principle beneficiary of TNC introduction while existing industry disruption will depend on the existing level of service.

No business impact assessment (BIA) was conducted due to the fact that there are not additional regulations falling onto the industry, merely new market entrants. It is outside of the BIA tool scope to determine cross-industry distributional impacts. As the proposed by-law amendments would impose an impact to brokers who are currently not regulated, a further BIA on that aspect will be included in the report that accompanies the by-law amendments.

Impact on the Taxi Industry

Introducing TNCs will have various impacts on the taxi industry. The taxi industry may lose customers and drivers to TNCs, potentially impacting the income of both the drivers and the brokers. Drivers who are currently not operating under a broker may be required to work under a licensed broker because reporting capabilities may be limited as an independent driver. As is typically the case when additional competition enters a market, TNCs may cause the taxi industry to provide improved service.

Conclusion

In conclusion, staff recommend that TNCs and taxi brokers be regulated in HRM. The benefits to regulating TNCs and brokers would be:

- Potential increased supply to service provided during peak hours, evening and weekends;
- Improved competition among service providers;
- Providing citizens an alternative and flexible mode of transportation;
- Providing additional job opportunities, which will provide employment for short-term workers seeking temporary jobs; and

- Providing data that can be analyzed in relation to enforcement, congestion, potential transit opportunities, and improvement of service for persons with disabilities.

Several potential impacts and challenges have been identified in this report, affecting: transit ridership and revenue, congestion in the right-of-way as well as congestion at the curb, lack of service to marginalized communities, and not improving accessible transit options. If TNCs do not comply with the proposed regulations when entering the market, they may be prohibited from conducting business in the municipality. The potential impact to the Municipality is unknown at this time without substantial data. Staff recommend a review of the data be completed within a two year period to measure the impacts and make recommendations to Council concerning any further actions.

FINANCIAL IMPLICATIONS

Additional staff resources are expected to be required to analyze the submitted data from the TNC companies and brokers. With the introduction of licensing fees to TNCs and brokers, there will also be a new source of revenue.

The financial implications will be better understood as the amendments to By-law T-1000 and Administrative Order 39 are developed. If additional resources are required as a result of the amendments, staff will provide an update at the time the amendments are tabled at Regional Council.

RISK CONSIDERATION

There are potentially significant risks of impact to strategic priorities established by Council, including but not limited to: the Integrated Mobility Plan (IMP), Moving Forward Together Plan (MFTP), and Climate Action Plan -HalifACT 2050. At a high level, these risks have been considered in the table below.

Recommendation: Regulating TNCs based on existing Provincial legislation				
Risk	Likelihood (1-5)	Impact (1-5)	Risk (L/M/H/VH)	Mitigation
Impact to potential revenue and operations; collection of a per-trip fee and the inability to establish an accessibility fund	5	4	Potential Impact to Revenue - Very High Operations will also be impacted	Request the Province of Nova Scotia to: 1) amend the Motor Vehicle Act to allow for a per-trip fee to be charged, and 2) awaiting decision regarding the amendment to the HRM Charter to allow the accessibility fund to be made available to private businesses that provide accessible taxis
IMP: Transit ridership (MFTP), congestion, curbside usage, achieving mode share targets	5	5	If data collected shows that transit and active transportation trips are diminishing and vehicle trips are increasing due to TNCs then there is a high risk to	A review of the data collected will need to be analyzed over a period of two years to effectively measure impacts to the IMP.

			achieving the mode share targets	
Climate Impact – HalifACT 2050	3	4	If the data collected shows that transit and active transportation trips are diminishing and vehicle trips are increasing due to TNCs, then there is a risk to succeeding in achieving climate mitigation goals	Explore using per-trip fees oriented toward climate objectives (e.g., based on typical GHG emissions by vehicle type). Investigate requiring the vehicles used in the industry to be cleaner, i.e. electric vehicles

Some of the proposed by-law amendments could pose moderate to high risks to holders of existing taxi owner licences, and may result in litigation. Conversely, there is a risk that the perceived lack of service and other issues noted through various consultations will continue should the vehicle-for-hire industry not include TNCs.

COMMUNITY ENGAGEMENT

Citizens, industry, Council and staff were contacted by Hara Associates. The online citizen survey resulted in 13,400 responses clearly supporting TNCs. National jurisdictional scans were completed by both Hara Associates and staff. In addition, advocacy groups in support of TNCs have also been consulted.

The external stakeholders include but are not limited to: The Province of Nova Scotia, Halifax International Airport Authority, the taxi and limousine industry, TNCs, and citizens.

ENVIRONMENTAL IMPLICATIONS

There are environmental implications from the potential increase in vehicle trips, trip kilometres and idling associated with providing a vehicle-for-hire service, thereby increasing green house gas emissions.

ALTERNATIVES

The Transportation Standing Committee may choose to:

1. Not recommend that Regional Council direct the Chief Administrative Officer to prepare amendments to By-law T-1000 and Administrative Order 39, to regulate TNCs and brokers. This may impact the reputational risk of HRM as this service has been so highly requested by citizens.
2. Recommend that Regional Council not request legislative changes from the Province of Nova Scotia to enable the per-trip fee, and instead cover the cost of regulating TNCs by setting a general tax rate increase, an area rate, or a uniform charge.

ATTACHMENTS

None.

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Hilary Hayes, Supervisor Licensing, Buildings and Compliance, 902.490.2550
