

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: May 15, 2023
TO: Mayor and Council
FROM: Anne Berry, Director, Planning & Development Services
SUBJECT: Intermunicipal Ride-Hailing Business Licencing Program

RECOMMENDATIONS

THAT Council:

1. Receive for information the corporate report dated May 15, 2023, from the Director of Planning & Development Services, titled “Intermunicipal Ride-Hailing Business Licencing Program” for consideration; and
 2. Direct the Director of Corporate Administration to give public notice on the City’s website at www.whiterockcity.ca from May 16, 2023, until June 12, 2023, of the proposed “White Rock Inter-Municipal TNS Business Licence Agreement Bylaw, 2023, No. 2472,” and “White Rock Inter-Municipal TNS Business Licence Bylaw, 2023, No. 2473” if the Bylaws are given readings, and to provide an opportunity to persons who consider that they are affected by the proposed bylaws to make representations to Council.
-

EXECUTIVE SUMMARY

In March 2020, staff presented a report to Council regarding a proposed interim Inter-Municipal Business Licence (IMBL) program for ride hailing services. Council subsequently adopted bylaws in order to participate in the program. The program is now expanding to include three additional municipalities – the Districts of Kent and Hope, and the City of Mission. As a result the bylaws must be amended by all participating municipalities to allow the inclusion of the additional participating communities.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2020 -109 RC March 9, 2020	THAT Council: <ol style="list-style-type: none">1. Receives for information the corporate report dated March 9, 2020 entitled “Bylaws for Proposed Inter-Municipal Transportation Network Services Business Licence and Amendment to White Rock Business Licence Bylaw;”2. Directs the Director of Corporate Administration to give public notice on the City’s website at www.whiterockcity.ca

	<p>from March 10, 2020 until March 30, 2020, of the proposed “White Rock Inter-Municipal TNS Business Licence Agreement Bylaw, 2020, No. 2335,” “White Rock Inter-Municipal TNS Business Licence Bylaw, 2020, No. 2336” and “White Rock Business Licence Bylaw, 1997, No. 1510, Amendment, 2020, No. 2334,” if the Bylaws are given readings, and to provide an opportunity to persons who consider that they are affected by the proposed bylaws to make representations to Council;</p> <p>3. Directs the Manager of Building and Bylaws to contact the taxi businesses operating in White Rock to advise them of the proposed Bylaws and, specifically, the proposed amendments to the “White Rock Business Licence Bylaw, 1997, No. 1510;” and</p> <p>4. Directs staff to report back to Council on the development of a permanent Inter-Municipal Business Licence for ride-hailing or TNS services by the end of 2020.</p>
2020-165 RC March 30, 2020	THAT Council gives final reading to “White Rock Business Licence Bylaw, 1997, No. 1510, Amendment, 2020, No. 2334”
2020-166	THAT Council gives final reading to “White Rock Inter-Municipal Transportation Network Service (TNS) Business Licence Agreement Bylaw, 2020, No. 2335”
2020-167	THAT Council gives final reading to “White Rock Inter-Municipal Transportation Network Service (TNS) Business Licence Agreement Bylaw, 2020, No. 2336”

INTRODUCTION/BACKGROUND

In March 2020, staff presented a report to Council regarding a proposed interim Inter-Municipal Business Licence (IMBL) program for ride hailing services. Council adopted bylaws to enable participation in the program on March 30, 2020. An inter-municipal license is a license that enables a business to obtain one license to serve all participating communities, instead of requiring the business to take out individual licences in all municipalities within which they operate.

The IMBL is applicable within the jurisdictional limits of participating municipalities within Region 1 as defined by the Passenger Transportation Board; this region includes the Lower Mainland and Whistler areas.

The bylaws enable Transportation Network Services (TNS) businesses to obtain an IMBL in order to pick up fares in the city and to accordingly exempt these businesses from the need for a local business licence. Further, amendments to the Business Licence Bylaw were intended to harmonize the local licensing fees applicable to taxis with the fees that will be applicable to TNS businesses licensed through the IMBL as well as update the terminology in the Business Licence Bylaw to be consistent with the definitions in the *Passenger Transportation Act*.

Key Program Details

- The City of Vancouver is the licensing authority meaning that all ride hailing IMBLs are issued by the City of Vancouver. The City recovers administrative costs of issuing the

IMBL and remaining revenue is shared based on the percent of total regional pick-ups and drop-offs that occur within each municipality. The information on pick-ups and drop-offs in each municipality is provided by the licensees.

- The annual licence fee is a company fee of \$155 plus per vehicle fees of \$150 for each vehicle; \$30 for each zero emission vehicle; and \$0 for each wheelchair accessible vehicle.
- Licence Conditions: Companies are required to comply with the municipal by-laws and regulations of each participating municipality. Each municipality retains authority to enforce its own by-laws, for example street and traffic regulations, and also to suspend or cancel an IMBL. Staff in participating municipalities have established a shared protocol for escalating enforcement and have agreed to communicate enforcement actions between each other prior to any municipality considering suspension or cancellation of a licence.

Currently, there are 24 participating municipalities within the Region 1 area. Three new participants, the City of Mission, and Districts of Kent and Hope, are now seeking to join the IMBL program. In order to allow their inclusion all participating municipalities must approve and enact a new IMBL Agreement and By-laws.

FINANCIAL IMPLICATIONS

The execution of the IMBL Agreement and Bylaw does not present any immediate costs other than the costs associated with dedicating staff time to preparing and implementing the related IMBL program, which would be undertaken with existing resources.

Participating municipalities receive a proportional share in revenues related to the number of drop-offs and pick-ups associated with the delivery of ride-hailing services throughout Region 1. For White Rock, this represents approximately \$5000 in annual revenues, transferred to the City in an annual payment.

LEGAL IMPLICATIONS

The new participants will not be able to participate or benefit from the revenues associated with the program until such time as the City has adopted bylaws enabling the expansion of the program to take effect in White Rock.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Notice is required in accordance with the Community Charter, section 59(2) and 59(3). Staff recommend that notice be posted on the City's website for the period of May 16th to June 12th if the Bylaws are given readings, so as to provide an opportunity to persons who consider that they are affected by the proposed bylaws to make representations to Council.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

This report was prepared in collaboration with the Financial Services Department.

CLIMATE CHANGE IMPLICATIONS

As part of the original working group collaboration, efforts were made to introduce incentives within the IMBL program to support the increased use of zero emission vehicles. Specifically, while standard vehicles will be charged a per vehicle fee of \$155, zero emission vehicles will be charged a fee of \$30 within the IMBL program. Similarly, amendments to the City of White Rock's business licensing bylaw at the time the program was introduced included a per vehicle fee

structure to establish an incentive towards the adoption of zero emission vehicles for taxi companies by waiving the per vehicle licencing fee applicable to such. Collectively, these efforts are considered advantageous towards lessening the amount of greenhouse gas emissions generated by the transportation industry and the related impacts on climate change.

ALIGNMENT WITH STRATEGIC PRIORITIES

Continued participation in the ride-hailing IMBL is aligned with Council's strategic priority to increase revenues from City programs, assets and services.

OPTIONS / RISKS / ALTERNATIVES

Alternatives to the staff recommendations include:

1. Council may direct staff to obtain additional information before deciding whether to advance the bylaws and notice;
2. Council may choose to withdraw from the ride-hailing IMBL program participation.

CONCLUSION

The introduction of an IMBL has enabled participating municipalities to establish a framework for the regulation of passenger directed vehicle services, and more specifically ride-hailing or TNS services, wishing to operate throughout the Lower Mainland. The process of establishing the IMBL has highlighted the importance of maintaining strong working relationships throughout the region and has helped support the sharing of information and local practices among participating municipalities. The success of the program is demonstrated by the increase in the number of participating municipalities. Staff seek Council's direction to carry out the process in seeking community feedback related to the IMBL program and proposed bylaws.

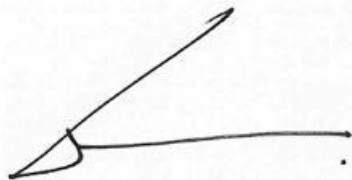
Respectfully submitted,



Anne Berry
Director, Planning & Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: White Rock Inter-Municipal TNS Business Licence Agreement Bylaw, 2023,
No. 2472

Appendix B: White Rock Inter-Municipal TNS Business Licence Bylaw, 2023, No. 2473