

## Background & Previous Council Direction

### Context

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In 2016, Council approved regulations to allow Transportation Network Companies (TNCs) to operate in Calgary. In 2019, after TNCs had been part of Calgary's livery industry for over three years, Council directed an accelerated review of the Livery Transport Bylaw 6M2007 to make sure the regulations are still supporting customers and industry participants.

### Previous Council Direction

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On 2020 July 28, through report CPS2020-0708, Council approved several regulatory framework recommendations for Administration to guide the detailed review and update of the Bylaw. These are listed below for reference:

- a) Continue the current hybrid open/closed entry approach to livery fleet size;
- b) Investigate opportunities to streamline processes for issuing taxi plates that reduce Administration costs and Council involvement;
- c) Allow taxi companies the option to offer upfront pricing to all street hailed and dispatch customers, instead of the taxi meter rate;
- d) Create a unified taxi/limousine driver's licence and retain the separate Transportation Network Company driver's licence;
- e) Standardize the vehicle age limit to a maximum of 10 years for all livery vehicles subject to exceptions approved by the Chief Livery Inspector and standardize the inspection frequency to every 12 months for all livery industry vehicles;
- f) Allow more flexibility in vehicle marking requirements for taxis while still meeting safety requirements and require TNC vehicles to include a visible company decal on the rear windshield and a company decal or beacon in the front windshield; and
- g) Add requirements for any livery vehicle with a camera to have visible notification to customers that camera footage is being recorded.
- h) Explore the possibility of regulating Stand Rents for Taxi Plate-holders who affiliate with a Taxi Brokerage

Additionally, a Motion Arising was passed directing Administration to advance anti-racism initiatives into the Bylaw Review, as stated below:

- Incorporate identification of systemic racism and advancement of anti-racism initiatives into the review/update of the Bylaw including but not limited to:
  - a. Industry engagement,
  - b. Driver training,
  - c. Related City licensing and enforcement practices, and
  - d. Communication and awareness initiatives; and
- Ensure approaches to discuss and address systemic racism align with the ongoing corporate-wide work to advance anti-racism.

On 2019 May 27, through report CPS2019-0609, Council directed Administration to accelerate the planned review of the Livery Transport Bylaw 6M2007 and report back to Council through the Standing Policy Committee on Community and Protective Services with proposed amendments to the Bylaw and its fee schedule no later than 2020 Q4. (Council later authorized Administration at the 2020 June 15 Combined Meeting of Council, to defer any Council or Committee report due Q3 or Q4 2020 to a later date in 2021.) Administration's recommendation included aligning a new fee schedule to the Bylaw review based on Summit72 Capital Advisory Services' Activity Based Costing (ABC) analysis. To inform Administration's recommendation, Administration had hired Summit72 in 2018 to complete an independent review and propose a new fee schedule for the Livery Transport Bylaw. Using the ABC commonly accepted accounting method to understand the total costs of providing a good or service, Summit72 determined the licence fees industry participants should be charged to cover the LTS operating budget.

On 2018 November 30, through report C2018-1158 as part of One Calgary 2019-2022 Service Plans and Budget, Council approved a review of the Livery Transport Bylaw as a key deliverable for Taxi, Limousine & Vehicles-for-Hire line of service. This work was planned for 2021/2022 as staff resources became available once other One Calgary deliverables were completed in the first half of the budget cycle.

On 2018 April 23, through report CPS2018-0110, Council directed Administration to undertake a full review of the fee structure in the Livery Transport Bylaw and report back to Council through the SPC on Community and Protective Services no later than 2019 Q2.