

# Background and Previous Council Direction

## Background

The recommendations in the cover report and the attached Vehicle-for-Hire Transitional Strategy incorporate the direction from Council on 2023 January 24 and subsequent verbal updates. The Report and Attachments reflect the need for changes to the vehicle-for-hire industry and how The City of Calgary, as the regulator, can address the challenges facing this complex, evolving industry.

## Previous Council Direction

DATE	REPORT NUMBER	DESCRIPTION
2024/04/30	CD2024-0387	<p><b>Vehicle-for-Hire Strategy (Verbal Update)</b></p> <p>That Council direct Administration to report back to the Community Development Committee with the Vehicle-for-Hire Transitional Strategy on 2024 May 22.</p>
2023/10/23	CD2023-1084	<p><b>Vehicle-for-Hire Program (Verbal Update)</b></p> <p>That Council:</p> <ol style="list-style-type: none"> <li>1. Direct Administration to report back to Community Development Committee with a strategy for improving the Vehicle-for-Hire program through regulatory review with a focus on further enabling equity by removing barriers for drivers, brokers, and private vehicle for hire companies by end of Q1 2024; and</li> <li>2. Undertake a review of the Livery Transport Bylaw 20M2021.</li> </ol>
2023/01/24	CD2023-0089	<p><b>Vehicle-for-Hire Update Presentation (Verbal)</b></p> <p>That Council:</p> <p>Direct Administration to undertake a review of Livery Transport Services to modernize the mandate of the business unit and identify areas for improvement, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Viability and legality of creating equity through a driver-only plate system that removes plate ownership by brokers;</li> <li>• Coordination of licence renewals with plate renewals;</li> <li>• Creation of an Industry-City working group (similar to the Planning &amp; Development model) to ensure that lived experience of drivers is incorporated into decision-making;</li> <li>• Strengthening the accessible vehicle model to further serve the needs of riders with mobility challenges;</li> <li>• Viability of creating a central dispatch model for taxis as vehicles for hire;</li> </ul>

		<ul style="list-style-type: none"> <li>• Addressing the gap between vehicle-for-hire options – specifically taxis and transportation network company (TNC) vehicles through ideas like dispatching models, technology systems, fare prices, upfront pricing or platform sharing; and,</li> <li>• Predictive modelling identifying the relationship between vehicle for hire providers (taxis, TNC vehicles, wheelchair accessible vehicles, Calgary Transit Access, specialized transportation providers) and The City of Calgary as a regulator;</li> </ul> <p>returning to Community Development Committee with recommendations for improvement by end of Q3 2023.</p>
2021/03/22	CPS2021-0367	<p><b>Livery Transport Bylaw Review</b></p> <p>That Council give three readings to Proposed Bylaw 20M2021, Livery Transport Bylaw and replace Livery Transport Bylaw 6M2007.</p>
2020/07/28	CPS2020-0708	<p><b>Livery Regulatory Framework Options</b></p> <p>Council approved several regulatory framework recommendations for Administration to guide a detailed review and update of the Livery Transport Bylaw 6M2007, including:</p> <ol style="list-style-type: none"> <li>a) Continue the current hybrid open/closed entry approach to livery fleet size;</li> <li>b) Investigate opportunities to streamline processes for issuing taxi plates that reduce Administration costs and Council involvement;</li> <li>c) Allow taxi companies the option to offer upfront pricing to all street hailed and dispatch customers, instead of the taxi meter rate;</li> <li>d) Create a unified taxi/limousine driver's licence and retain the separate Transportation Network Company driver's licence;</li> <li>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;</li> <li>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;</li> <li>g) Add requirements for any livery vehicle with a camera to have visible notification to customers that camera footage is being recorded; and,</li> </ol>

		<p>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:</p> <ul style="list-style-type: none"><li>• Incorporate identification of systemic racism and advancement of anti-racism initiatives into the review/update of the Bylaw including but not limited to:<ol style="list-style-type: none"><li>a) Industry engagement,</li><li>b) Driver training,</li><li>c) Related City licensing and enforcement practices, and</li><li>d) Communication and awareness initiatives; and</li></ol></li><li>• Ensure approaches to discuss and address systemic racism align with the ongoing corporate-wide work to advance anti-racism.</li></ul>
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