



City of Port Moody

Report/Recommendation to Council

Date: November 18, 2019
Submitted by: Planning and Development Department – Building, Bylaw, and Licensing Division
Subject: Transportation Network Services Intermunicipal Business Licensing Bylaw

Purpose

To present a new Intermunicipal Business Licence Bylaw to regulate ride hailing companies operating in the Tri-Cities for Council's consideration.

Recommended Resolution(s)

THAT City of Port Moody Transportation Network Services Intermunicipal Business Licensing Bylaw, 2019, No. 3217 be read a first time as recommended in the report dated November 18, 2019 from the Planning and Development Department – Building, Bylaw, and Licensing Division regarding Transportation Network Services Intermunicipal Business Licensing Bylaw.

THAT Bylaw No. 2317 be read a second time.

THAT Bylaw No. 2317 be read a third time.

Background

The City of Port Moody Intermunicipal Business Licence (IMBL) Bylaw was first adopted in 2012 to establish a business licence framework for mobile businesses working within the Tri-Cities in an effort to reduce redundancy for businesses. The Bylaw has been a success for the three municipalities and local businesses. The rate of compliance has grown across the Tri-Cities, while making it more efficient for local businesses to comply with municipal regulations.

Recent provincial legislation regarding ride hailing companies, such as Uber and Lyft, operating within the province has required staff to consider similar licensing options for ride hailing companies. Licensing staff have been participating in working groups established in the region regarding the recent ride hailing legislation. TransLink and the Province are attempting to create a regional business licence for ride hailing companies. Most municipalities are showing interest in developing a regional approach with the understanding that this will take some time to develop.

Discussion

Port Moody, Coquitlam, and Port Coquitlam staff have been in consultation with ride hailing companies to develop a licensing framework for their operations prior to the regional licensing program being established. Based on these discussions, Tri-Cities licensing staff are proposing a new bylaw be adopted to provide licensing framework for ride hailing companies to operate in the Tri-Cities under one business licence, for a one-year pilot program. Should a regional intermunicipal licence regime become available in the future, the Tri-Cities could revise the licence framework.

Attachment 1 is a new draft IMBL Bylaw that Tri-Cities staff have developed to establish a similar licensing framework for ride hailing companies that wish to operate in the Tri-Cities. The Bylaw requires a ride hailing company to purchase an annual business licence from the City of Coquitlam. They will be charged one annual flat fee, as well as per trip fees. The flat fee will be distributed between the three municipalities. Staff propose a fee structure of:

0-25 vehicles = \$1,000 flat fee
26-100 vehicles = \$2,500 flat fee
101 vehicles or more = \$5,000 flat fee

This flat fee is proposed to be distributed on a 40/30/30 revenue sharing model. Port Moody and Port Coquitlam would each collect 30% of the received revenue from each Tri-City licence sold. Coquitlam would retain 40% of the proposed revenue as administrators the Bylaw. Ride hailing companies would purchase a Tri-Cities Ride Hailing Business Licence from the City of Coquitlam. The City of Coquitlam would distribute to Port Moody and Port Coquitlam their portion of the shared revenue on an annual basis.

The proposed per trip fee would be distributed differently. Under provincial legislation, ride hailing companies must provide local governments with trip data associated with their services. Based on this data, each municipality would require a \$0.10/trip fee based on the number of passenger pick-ups in each municipality. This revenue would be paid directly to each municipality on a quarterly basis from the ride hailing companies. Municipalities may not mandate what types of vehicles ride hailing companies use within their business because it may conflict with the Provincial requirements. However, municipalities can offer incentives to ride hailing companies for having zero emission and accessible vehicles in their fleet. The draft bylaw proposes to waive the per trip fee for zero emission vehicles and accessible vehicles used within the Tri-Cities.

Staff will continue to participate in discussions with Metro Vancouver municipalities to develop a regional intermunicipal business licence for ride hailing businesses and will update Council with any progress made. In the interim, staff feel the adoption of the draft Transportation Network Services IMBL Bylaw will allow ride hailing companies to operate under interim regulations until a new licence framework is available.

Other Option(s)

THAT staff be directed amend City of Port Moody Business Licensing Bylaw, 2012, No. 3000 to include ride hailing companies operating in the City.

Financial Implications

The projected revenues received by the City from ride hailing companies is estimated to be approximately \$30,000 for 2020.

Communications and Civic Engagement Initiatives

Staff will continue to consult with the ride-hailing industry and engage with Lower Mainland municipalities on the development of a regional business licence. If the Bylaw is adopted, it will posted to the City website.

Council Strategic Plan Objectives

This report aligns with Councils strategic plan objective to provide people with a variety of options to move through and around Port Moody safely and efficiently.

Attachment(s)

1. Draft City of Port Moody Transportation Network Services Intermunicipal Business Licensing Bylaw, 2019, No. 3217.

Report Author

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Report Approval Details

Document Title:	Transportation Network Services Intermunicipal Business Licensing Bylaw.docx
Attachments:	- Attachment 1 - Draft Transportation Network Services Intermunicipal Business Licence Bylaw, 2019, No. 3217.pdf
Final Approval Date:	Nov 19, 2019

This report and all of its attachments were approved and signed as outlined below:

Tracey Takahashi, Deputy Corporate Officer - Nov 18, 2019 - 9:14 AM

Rosemary Lodge, Manager of Communications and Engagement - Nov 18, 2019 - 9:14 AM completed by workflow administrator Tracey Takahashi

Paul Rockwood, General Manager of Finance and Technology - Nov 18, 2019 - 12:56 PM

André Boel, General Manager of Planning and Development - Nov 18, 2019 - 2:01 PM

Tim Savoie, City Manager - Nov 19, 2019 - 12:53 PM