



2023 September 20

To: Members of the Economic and Community Development Committee

CodeRedTO supports the recommendations of EC6.6 - Transitioning the Vehicle-for-Hire (VFH) Industry to Net Zero Emissions by 2030. These changes can support City goals on emissions and congestion, and can support improved transit mode share, and therefore TTC operations funding.

On the specific recommendations:

Recommendation 3, on establishing a limited grant program, can support more rapid transition to lower-emissions fleets while protecting vehicle owners from unsustainable operating cost increases, while also supporting fleet optimization to reduce excess unused VFH on congested areas.

Recommendation 4a, on tracking the vehicle type used for a trip, could potentially support tracking specific travel path volumes, which could be leveraged for future improvements to public transit service along those corridors. This might be more scalable for VFH companies by using wards or zones, rather than more granular location data.

Recommendation 17, on restoring renewal fee levels for 2025, will support City operating budget sustainability, and could potentially be improved to better distribute the cost of large vehicle for hire fleets to city residents, possibly by aligning with the larger costs that must be paid by transit users (over \$1,870 per year, for 12 monthly passes).

Every private vehicle, and every VFH, occupies public space and contributes to reduced performance of our collectively-funded surface transit vehicles. Ensuring they limit their environmental impacts, and their congestion impacts, is an important process in supporting Toronto's future transportation network health.

Sincerely,

Cameron MacLeod  
Executive Director, CodeRedTO

### About CodeRedTO

CodeRedTO is a non-partisan, apolitical and volunteer transit advocacy organization. We have held public meetings with the TTC and Metrolinx in Etobicoke, Scarborough, York, North York, and East York. We have presented at public meetings with both Councillor Carroll and Mayor Chow on transit funding and challenges, and met with Councillor Robinson to discuss Eglinton Crosstown delays. We have met with dozens of councillors over the last decade, along with deputy mayors, a Chief Planner, a Minister of Transportation, and a Premier. We have published detailed reports on public transit networks, finances, and governance. And we continue to be available for any member of council to assist with transit-related discussions at any time.

