

GL6.31 Attachment 1

Attachment 1: Jurisdictional Scan

As part of the review of Chapter 546, Licensing of Vehicles-for-Hire, staff conducted a scan of 10 North American jurisdictions that permit and regulate Private Transportation Companies (PTCs): Calgary, Chicago, District of Columbia, Edmonton, Hamilton, New York City, Ottawa, Portland, Seattle, and Winnipeg.

Below is a summary of findings as they relate to the key issues and outstanding directives included in the by-law review, including elements of public safety, vehicle requirements, limousine provisions, and general licensing. Note that a separate jurisdictional scan was conducted to review accessibility strategies in other jurisdictions, which can be found in Attachment 3: Accessibility Strategy Research and Consultation Summary.

1. Public Safety

Mandatory Equipment

Nearly every observed city requires "trade dress" or markings/decals on licensed PTC vehicles, but few require other mandatory equipment such as stickers or passenger rear-view mirrors.

While some jurisdictions require cameras in taxicabs, none require cameras in PTC vehicles. The only jurisdiction that explicitly addresses cameras is New York City, which requires that notice is provided to passengers in cases where a driver chooses to install or use a camera, although using one is not a legal requirement.

Driver Requirements

Driving records and criminal background checks are required in all jurisdictions identified in the scan, and are collected by either the City or the PTC, depending on how the PTC driver is licensed. For example, Ottawa and Chicago require that the PTC conducts background checks, whereas New York City screens applicants directly.

Some cities have more strict background checks and additional driver requirements. Chicago, for example, also requires drivers to undergo an outstanding debt check and Calgary requires a vulnerable sector check.

Training

Some cities have implemented driver training requirements – namely American cities such as Seattle, Portland, Chicago, and New York City. These jurisdictions tend to use a City approval process for courses, outlining criteria and minimum standards for curricula. Some key issue areas that are required in training include defensive driving, bylaw compliance, accessibility, city-specific guidelines, personal safety and sex trafficking awareness.

Most Canadian cities – such as Edmonton, Calgary, Ottawa and Winnipeg – only require training for drivers providing accessible service.

2. Vehicle Requirements

Mechanical Inspections

All observed cities require vehicles to be inspected by an approved facility prior to becoming licensed, and at various intervals following initial inspection. Most require annual inspections, although some differentiate requirements based on vehicle age (e.g. Ottawa requires annual inspection for vehicles <5 years old, and biannually for vehicles >5 years old).

Most cities require that the vehicle is inspected by a third-party facility that either has been certified or meets specific criteria set out by the municipality. In Chicago, the City itself conducts inspections for accessible vehicles only.

Emissions

None of the observed cities require vehicles to meet emissions standards as part of their licensing conditions. In a separate scan of international jurisdictions, some governments are introducing reporting requirements (e.g. California) or pursuing incentive programs (e.g. Delhi, São José dos Campos) as an alternative to address greenhouse gas (GHG) emissions, although these are in very early stages.

3. Limousine Regulations

Nearly all of the observed jurisdictions have separate regulations and licencing requirements for the limousine industry – with the exception of Winnipeg, which now considers limousines under the same regulatory framework of Personal Transportation Providers (PTPs), which are equivalent to PTCs.

In all cases, limousines must be pre-booked – some prescribe time limits, such as Ottawa (i.e. must be booked 2 hours in advance), while others do not. Many cities still regulate fares for limousine trips, such as Ottawa and Hamilton, although some are beginning to move away from this. For example, Calgary recently removed their minimum limousine fares.

No observed city exclusively requires service agreements with brokerages or service companies. Jurisdictions that do maintain this requirement offer the option of either entering into an agreement for dispatch services, or choosing to dispatch their vehicle independently (e.g. Edmonton, Calgary).

4. General Licensing & Fees

All jurisdictions identified currently require licences for PTCs to operate with various conditions and fee structures (see Table 1).

However, not all cities require City-issued licences for PTC drivers – some only require that they register with a PTC platform (e.g. Ottawa, Winnipeg).

Table 1: PTC Licensing Fees

Jurisdiction	Licensing Fees	Per Trip Fees	Other Fees
Calgary	\$1,824 (annual) + \$229 per driver OR 0-100 vehicles: \$5,000 101-500 vehicles: \$10,000 501-1000 vehicles: \$15,000 1001+ vehicles: \$20,000 (+ \$15 per driver)	N/A OR \$0.20 per trip	N/A
Chicago	\$10,000 (annual)	\$0.60 per trip	Ground Transportation Tax Rate (O'Hare, Midway, McCormick Place or Navy Pier): \$5.60 per trip Accessibility Fund Contribution Fee: \$0.10 per trip
District of Columbia	\$25,000 (application) \$1,000 (renewal; 24 months)	6% per trip	N/A
Edmonton	1-15 vehicles: \$3,048 16-50 vehicles: \$10,160 51+ vehicles: \$20,320	\$0.30 per trip	Accessibility Surcharge: \$50 per vehicle
Hamilton	1-24 vehicles: \$5,000 25-99 vehicles: \$20,000 100+ vehicles: \$50,000	\$0.06 per trip	N/A
New York City	For-Hire Base: \$500 High-Volume For-Hire Services: \$190,000 (annual)	N/A	N/A
Ottawa	1-24 vehicles: \$839 25-99 vehicles: \$2,568 100+ vehicles: \$7,545	\$0.11 per trip	Accessibility fund contribution: \$0.07 per trip
Portland	\$250 (application)	\$0.50 per trip	N/A

Jurisdiction	Licensing Fees	Per Trip Fees	Other Fees
Seattle	Business Licence Tax Certificate: \$55 to \$2,400 (annual) dependent on taxable revenue	\$0.14 per trip	Accessibility fund contribution: \$0.10 per trip
Winnipeg	1-10 vehicles: \$2,000 11-25 vehicles: \$5,000 26-100 vehicles: \$20,000 100+ vehicles: \$50,000	\$0.20 per trip	Accessibility Surcharge: \$0.07 per trip Safety Surcharge: \$0.03 per trip