

Attachment 7: Jurisdictional Scan

As part of the review of Chapter 546, Licensing of Vehicles-for-Hire, staff conducted a scan of 10 North American jurisdictions on their vehicle-for-hire regulatory frameworks: Calgary, Mississauga, Montreal, Vancouver, and Winnipeg in Canada and Chicago, Minneapolis, New York City, San Francisco, and Washington D.C. in the United States. The table below summarizes findings on vehicle and trip data per capita, licensing, accessibility, taxi data reporting requirements, regulatory frameworks, and taxicab fares.

Table 1: Summary of taxicab vehicle and trip data across comparable jurisdictions from 2023 – 2024

(-- indicates that data not publicly available or cannot be calculated from existing information)

(N/A indicates Not Applicable)

Jurisdiction	Population	Taxi Vehicle #	Population per Taxi	Wheelchair Accessible Vehicle (WAV) #	Population per WAV	Taxi & Limo Trip #	Total Trip #	Total Trip # Per Person
Canada								
Calgary	1,349,078	1,881	717.2	189	7,138	--	--	--
Edmonton	1,060,667	1,165	910.4	70	15,152.4	--	1,178,249	1.11
Mississauga	715,787	706 (254 not operating)	1,013.8	1	--	--	--	--
Montreal	1,798,853	4,400	N/A	250	7,195.4	N/A	--	--
Toronto	2,832,718	4,809 (1,437 not operating)	589	709	3,995.4	--	--	--
Ottawa	1,451,571	1,100	1,319.8	191	7,599.8	--	--	--
Winnipeg	777,553	600 (<10 not operating)	1,295.9	130	5,981.2	--	714,889	0.92

Vancouver	681,420	1,077	632.7	151	4,512.7	--	--	--
United States								
Chicago	2,638,159	6,780 (4,308 not operating)	389.1	610	4,324.9	608,324	7,980,170	3.02
Minneapolis	423,250	11	38,477.27	1	423,250	--	--	--
New York City	8,097,282	13,587 (3,828 not operating)	595.9	4,406	1,837.8	4,980,480	25,103,706	3.10
San Francisco	788,478	917	859.8	55	14,336	201,450	--	--
Washington DC	686,995	1,468	468	--	--	228,032	4,243,481	6.18

Table 2: Summary of private transportation company (PTC) vehicle and trip data across comparable jurisdictions from 2023 – 2024

(-- indicates that data not publicly available or cannot be calculated from existing information)

(N/A indicates Not Applicable)

Jurisdiction	Population	PTC Vehicle #	Population per PTC Vehicle	Population per Vehicle (Taxi & PTC)	PTC Trip #	PTC Trip # Per Person	Total Trip # Per Person
Canada							
Calgary	1,349,078	11,657	115.7	99.7	--	--	--
Edmonton	1,060,667	--	--	--	--	--	1.11
Mississauga*	715,787	N/A	--	--	--	--	--

Montreal	1,798,853	N/A	N/A	408.83	--	--	--
Toronto	2,832,718	70,704	40.1	37.3	6,408,052	2.26	--
Ottawa	1,451,571	3,500 to 5,600	--	216.65 to 315.56	--	--	--
Winnipeg	777,553	2,669	291.3	237.9	--	--	0.92
Vancouver	681,420	27,036	25.20	24.24	--	--	--
United States							
Chicago	2,638,159	50,000	52.76	46.46	7,371,846	2.79	3.02
Minneapolis*	423,250	N/A	N/A	N/A	--	--	--
New York City	8,097,282	84,085	96.3	82.9	20,123,226	2.49	3.10
San Francisco**	788,478	N/A	--	N/A	--	--	--
Washington DC	686,995	--	--	--	4,015,449	5.84	6.18

**Mississauga and Minneapolis do not require individual PTC drivers or vehicles to obtain licences*

***In California, the State, not municipalities, has licensing authority for PTCs*

Table 3: Summary of taxicab and PTC licensing regulations across comparable jurisdictions

Jurisdiction	Policies on Inactive Licences	Are Licences Limited?	How are Licences Structured?	Vehicle Age Limit	Trends
Canada					
Calgary	• Taxi owners can voluntarily surrender plates	Taxis: Yes, via a cap or policy	Separate licences for taxis/limos and PTC drivers	10 years for taxis	• 70% of drivers are PTC • Taxi drivers are returning to taxi industry after driving for PTCs for a period of time
		PTCs: No			
Mississauga	• Inactive taxi plates renewed at reduced fee	Taxis: Yes, via a cap based on a formula	Licences the PTC, which applies for licenses on behalf of drivers	10 years for taxis; 7 for PTCs	• Increase in taxi activity in 2023, but lower than pandemic levels
		PTCs: No			
Montreal & Province of Quebec	• No minimum activity requirement	No	Single licence for taxis/limos and PTCs	10 years	• Increase in taxi and PTC activity in 2023, but 25% lower than pandemic levels
Vancouver & Province of British Columbia	• None	None. Provincial regulations prohibit municipalities from regulating rideshare vehicle numbers	Province regulates companies; City issues business licences to approved companies	None	• The number of licenced companies remains consistent, but vehicle counts have risen since the pandemic
Winnipeg	• No minimum activity requirement • City authorized to cancel expired taxi licenses after 30 days	Taxis: Yes, cap at 600 (1 taxi: 1,203 residents ratio)	Single licence for taxis/limos and PTCs	None	• Increased activity since the pandemic
		PTCs: No			
United States					
Chicago		Taxis: No	Separate licences for taxis/limos and PTCs	10-year limit; 15 years for fuel-efficient or WAV taxis only	• 37% fewer taxicabs since the pandemic • 28% fewer PTCs since the pandemic
		PTCs: No			

Minneapolis	<ul style="list-style-type: none"> No minimum activity requirement 	Taxis: No	PTC company licenced, not drivers	10-year limit; WAVs exempt	--
		PTCs: No			
New York City	<ul style="list-style-type: none"> Taxi medallion holders can remain inactive for up to 60 days. Taxicab and PTC drivers can remain inactive up to 90 days. 	Taxis: Yes, cap at 13,587	Directly licenses drivers and vehicles separately. Single driver licence for taxis, limos and PTCs.	7-year limit, applies to yellow (street hailing) taxis only	<ul style="list-style-type: none"> 40% fewer taxicabs since the pandemic but comparable levels of high-volume drivers
		PTCs: Paused issuance of new driver licences since February 2024, except for WAVs.			

Table 4: Summary of vehicle-for-hire accessibility across comparable jurisdictions

Jurisdiction	Financial Incentives	Centralized Dispatch Service for WAVs?	Vehicle Cost	Accessibility Standards	Trends
Canada (\$CAD)					
Calgary	Vehicle Owner: <ul style="list-style-type: none"> \$25,000 for conversion \$3,500/year (up to ten years) 	<ul style="list-style-type: none"> Yes, drivers must be enrolled to receive per-trip incentives Funded by \$0.10/trip fee on non-accessible trips 	\$21,000 – 25,000	250 days/year minimum activity requirement, but no hourly requirement	Accessible taxicab trip wait times dropped from 45 to 20 mins after introducing a centralized dispatch service
	Driver: <ul style="list-style-type: none"> \$4,500/year \$15/day, \$25/night per trip incentives 				
Mississauga	None	No	Unknown	None	Unknown
Montreal & Province of Quebec	Vehicle Owner: \$26,000 for conversion	Yes - through paratransit system (Société de transport de Montréal)	\$26,000 – 29,000	Province regulates and provides incentives	Centralized Dispatch reportedly met 100% of demand within 30 minutes of confirmed trip times.
Vancouver & Province of British Columbia	Vehicle Owner: <ul style="list-style-type: none"> Licence fee waived Conversion cost covered: \$14,000 – \$25,935 	No	\$40,000 – 70,000	Requires companies reserve portion of their fleet for WAVs on a case-by-case basis	Have heard reports of overly long wait times, however, the number of formal complaints is relatively low.

	<ul style="list-style-type: none">Acquisition cost covered \$3,000 – \$65,000Supported through provincial rebates and provincial levy				
Winnipeg	Vehicle Owner: \$2,500/year	<ul style="list-style-type: none">Yes - drivers must be enrolled and maintain a rating to receive per-trip incentivesFunded by fee on dispatchers whose fleets are less than 10% WAVs	\$25,000–40,000	None	60% of WAV drivers joined Centralized Dispatch
	Driver: \$2,250/year				90% of accessible taxi trip wait times down from an average of 1 hour to 20 minutes or less.
United States (\$USD)					
Chicago	Vehicle Owner: <ul style="list-style-type: none">\$ 25,000 – 35,000 for conversion\$9,000 for maintenance	<ul style="list-style-type: none">Yes - drivers must be enrolled in Centralized Dispatch to receive per-trip incentivesFunded by \$0.10 ride-hailing fee for other trips and \$22/month non-WAV fee	\$22,000 – 28,000	Side entry only	<ul style="list-style-type: none">WAV taxi wait times: 12 minsWAV ride-hailing: 15 mins
	Driver: <ul style="list-style-type: none">Lease subsidiesAirport fast lane voucherDriver recognition				
Minneapolis	Vehicle Owner: Licence fee discount	No	Unknown	None	
New York City	Vehicle Owner: <ul style="list-style-type: none">Yellow Taxis: \$30,000 over 4 years for conversion and maintenanceGreen Taxis: \$2,000 every 6 months if operational for 250 days in that time	<ul style="list-style-type: none">Yes - drivers must be enrolled in Centralized Dispatch to receive per-trip incentives	\$30,000	<ul style="list-style-type: none">Uber and Lyft are required to ensure 90% of all wheelchair accessible trips must be within 15 minutes and 80%	<ul style="list-style-type: none">Uber and Lyft are meeting wait time standards

	<p>Drivers:</p> <ul style="list-style-type: none"> \$100 signup bonus after 20 trips \$35 dispatch payment 	<ul style="list-style-type: none"> Funded by \$1.00/trip fee on ride hailing trips 		<p>of trips must be met within 10 minutes</p>	
	<p>Non-accessible taxicabs offering WAV trips: \$1.00/trip</p>				
San Francisco & State of California	<p>Drivers:</p> <ul style="list-style-type: none"> \$10 per trip \$15 per trip at night and in outlying neighborhoods \$400 – 600 per month for purchasing a vehicle \$400 per month for operational costs 	Yes	Unknown	<ul style="list-style-type: none"> Defines 30-minutes or less from request to arrival as an "on-time" WAV taxicab PTCs can apply to offset the \$0.10 per-trip fee if they meet 50% of wait times for completed trips within 15 mins and 75% within 30 mins Wait times are established by the State 	<ul style="list-style-type: none"> Wait times averaged between 15 to 18 minutes in 2022 64% increase in WAV trips in the year after additional financial incentives were provided
Washington DC	<p>Drivers:</p> <ul style="list-style-type: none"> \$50 per trip Plans to pay dispatch fees and offer incentives for maintenance and off-peak driving are being considered 	<ul style="list-style-type: none"> Yes, drivers must be enrolled to receive incentives 	Unknown	<ul style="list-style-type: none"> 30 minutes or less 	

Table 5: Summary of taxi data reporting requirements across comparable jurisdictions

Jurisdiction	Data Requirements	Digital Meter Required?	Meter Cost (approximate)	Financial Support
Canada (\$CAD)				
Calgary	<ul style="list-style-type: none"> • Live GPS data including pickup and drop-off • Submitted daily, validated monthly 	No, but all operate with a digital meter	Unknown	No
Mississauga	<ul style="list-style-type: none"> • Trip counts (no street hails) • Submitted monthly by company 	No	Unknown	No
Montreal & Province of Quebec	<ul style="list-style-type: none"> • Live GPS and trip data 	No	<ul style="list-style-type: none"> • Free if with company • Independents pay ~\$20/month 	No
Vancouver & Province of British Columbia	<ul style="list-style-type: none"> • Province collects cab ID, shift start/end date and time, pickup and drop-off, street hail, GPS locations, passenger count, accessibility, distance, and fares • Submitted weekly 	No	<ul style="list-style-type: none"> • \$445 equipment cost • \$135–175 for installation 	No
Winnipeg	<ul style="list-style-type: none"> • Trips • Submitted monthly 	No	Unknown	No
United States (\$USD)				
Chicago	<ul style="list-style-type: none"> • Date, time, pickup and drop-off, fare, cab number, driver • Submitted by credit card or dispatch companies • Published in public portal 	No, but all operate with a digital meter	Unknown	No
Minneapolis	<ul style="list-style-type: none"> • Trip sheets • Data collected upon request 	No	Unknown	No
New York City	<ul style="list-style-type: none"> • Date, time, pickup and drop-off, passenger count, distance, fare, payment method, taxi ID • Submitted every two weeks • Published in public portal 	Yes, and digital meter providers must obtain a licence	<ul style="list-style-type: none"> • Free if with company; up to hundreds otherwise 	No

Table 6: Summary of taxicab fares and charges across cities

(A drop rate is the flat rate that is the minimum charge for using the taxi service)

Jurisdiction	Taxicab Fares	Additional Charges	Recent Updates and Reviews
Canada (\$CAD)			
Calgary	<ul style="list-style-type: none"> • <i>Drop rate</i>: \$4.50 for the first 120 meters travelled • <i>Distance charge</i>: \$0.23 for each additional 120m when travelling at a speed greater than 20.24km per hour • Taxi companies may charge less than the maximum rate 	<ul style="list-style-type: none"> • Additional charges for luggage or cargo 	<ul style="list-style-type: none"> • Taxicab fare rates were increased in 2022 • Calgary is currently exploring changes to regulatory taxicab fare structure, including potential opportunities to deregulate taxicab fares
Mississauga	<ul style="list-style-type: none"> • <i>Drop rate</i>: \$4.25 for the first 141 metres • <i>Distance charge</i>: \$0.25 for each 141m additional travelled • <i>Waiting charge</i>: \$0.25 for each 30 seconds 	<ul style="list-style-type: none"> • Additional charges for extra passengers over four and cargo • Per trip fuel surcharge dependant on price of fuel per litre 	<ul style="list-style-type: none"> • Fuel surcharge approved in 2022 • A full review of taxicab fares and charges is pending, including the potential to deregulate taxicab fares
Montreal & Province of Quebec	<p>Basic rate</p> <ul style="list-style-type: none"> • <i>Drop rate</i>: \$4.10 • <i>Distance charge</i>: \$2.05 per km traveled • <i>Waiting charge</i>: \$0.77 per minute <p>Night rate (11pm to 4:59 am)</p> <ul style="list-style-type: none"> • <i>Drop rate</i>: \$4.70 • <i>Distance charge</i>: \$2.35 per km traveled • <i>Waiting charge</i>: \$0.89 per minute 	<ul style="list-style-type: none"> • Additional charges for airport trips. Per trip surcharge of \$0.90 (plus taxes) to support a financial assistance program 	<ul style="list-style-type: none"> • Taxicab fare rates were updated in 2022
Vancouver & Province of British Columbia	<p>Fare rates are regulated and set by the independent Passenger Transportation Board:</p> <ul style="list-style-type: none"> • <i>Drop rate</i>: \$3.75 • <i>Distance charge</i>: \$2.18 per km traveled • <i>Waiting charge</i>: \$38.93 per hour 	<ul style="list-style-type: none"> • No other fees, surcharges or mandatory tips allowed beyond the standard metered rates 	<ul style="list-style-type: none"> • A 7.3% fare increase was available for licencees to request in 2023
Winnipeg	<ul style="list-style-type: none"> • <i>Drop rate</i>: \$3.95 • <i>Distance charge</i>: \$0.19 per 100m traveled 	<ul style="list-style-type: none"> • Additional charges for trips beginning at the airport 	<ul style="list-style-type: none"> • Taxicab fares were increased in 2022 to match inflationary increase

	<ul style="list-style-type: none"> • <i>Waiting charge</i>: \$0.19 per each 20 seconds 		
United States (\$USD)			
Chicago	<ul style="list-style-type: none"> • <i>Drop rate</i>: \$3.25 • <i>Distance charge</i>: \$2.25 per mile traveled • <i>Waiting charge</i>: \$0.20 per each 36 seconds 	<ul style="list-style-type: none"> • Charges for additional passengers, electronic payment, clean-up, and airport departures • A fuel surcharge is added if fuel prices are greater than \$5/gallon 	<ul style="list-style-type: none"> • Taxicab fares were last updated Jan 1, 2016 • Chicago is planning a review in the near future
Minneapolis	<ul style="list-style-type: none"> • <i>Drop rate</i>: \$2.50 • <i>Distance charge</i>: \$0.628 per 1/5 of a mile traveled 	<ul style="list-style-type: none"> • No other fees, surcharges or mandatory tips allowed beyond the standard metered rates 	<ul style="list-style-type: none"> • Taxicab fares reviewed annually
New York City	<ul style="list-style-type: none"> • <i>Drop rate</i>: \$3.00 • <i>Distance/waiting charge</i>: \$0.70 per 1/5 mile when traveling above 12mph or per 60 seconds in slow traffic or when the vehicle is stopped. 	<ul style="list-style-type: none"> • Additional charges for overnight and rush hour service, as well as trips traveling in certain areas, congestion and improvement surcharges • No charges for extra passengers, luggage or bags, or paying by credit card 	<ul style="list-style-type: none"> • Taxicab fares were increased in December 2022 (not previously updated since 2012)