

## *Appendix “C”*

### **9.1 LICENSING OF PRIVATE TRANSPORTATION COMPANIES (PTCs) AND ASSOCIATED AMENDMENTS TO THE MOBILE LICENSING BY-LAW (2.0)**

**Note: Report attached.**

Michael Killingsworth, Deputy City Clerk, By-Law Enforcement, Licensing and Regulatory Services, addressed the Committee and delivered a PowerPoint presentation entitled, Licensing of Private Transportation Companies (PTCs) & Associated Amendments to Mobile Business Licensing By-Law 2012-92.

Marty Gray, Manager of Public Policy of Uber Canada addressed the Committee to thank the Committee and staff for the opportunity to be involved and contribute to the development of the proposed policy. He provided his overall support and offered to continue to work with the City on the phased-in implementations to meet the objective of all services.

Vasilis (Bill) Sakorafas addressed the Committee to express his concerns over taxicab licensing fees, requirements and accessibility vehicle costs. He added that the City should decrease fees to level the playing field with PTCs.

The Committee thanked staff for the presentation and congratulated them on the report. There were inquiries about the use of Personal Identification Numbers (PINs), criminal record checks, vehicle inspections, and enterprise type licensing across neighbouring municipalities.

The Committee further discussed the following relative to the presentation and proposed policy:

- Possible discussion with York Region Transit in relation to accessible transportation;
- Costs associated with making vehicles accessible and incentives to licence them;
- Future increase in aging population and increase in demand for accessible transportation;
- Importance of providing accessible transportation;
- Provincial funding opportunities for accessible vehicles;
- Experience for accessibility vehicle drivers;
- Costs associated with acquiring accessibility vehicles and licenses;

- Use and administration of the City of Toronto accessibility levy per PTC trip;
- The creation of a separate Mobile Business Licence category for accessible transportation;
- Consideration of a social enterprise project to collaborate with groups to meet needs of people with accessibility needs;
- Minimum experience requirements for PTC drivers;
- Taxicab versus Taxicab Broker fees and the effects on revenue in current environment;
- Effects of the proposed policy on Taxicabs and PTCs;
- Use of security cameras both inward and outward facing and passenger consent;
- Consideration of jurisdictions with respect to Markham fees and those for Richmond Hill and Vaughan;
- Revenue as a cost recovery initiative;
- Responsibility for driver training;
- Fare prices, and consideration of senior discounts;
- Inclusion of 6 to 12 passenger mini-vans in the By-Law;
- Consideration of shared school bus/vehicle use between the hours of 10:00 AM and 2:00 PM;
- Identification of underground PTCs;
- Enforcement of illegal (underground) PTCs;
- Physical taxi inspections versus PTC inspections;
- Consideration of Presto card use for fare payment and tracking;
- City's role in business licensing of PTCs;
- Licensing of airport limousines in Markham;
- Flat rate fees versus per kilometer trips;
- Multiple drivers per license and drivers with multiple licenses;
- Consideration of designated pick up and drop off areas for PTCs at high traffic venues;

- Consideration of shuttles to and from venues to help decrease number of cars on the road;
- Inclusion of the Hong Kong model with respect to shuttle service regulation in research;
- Ride starting point and municipality where trip will count;
- The percentage of shared PTC services, i.e. Uber Eats; and,
- Consider May 1, 2020 for implementation of the proposed amendments.

The Committee requested that staff report back in the spring of 2021 on revenue, cost of licensing taxicabs and PTCs, service and enforcement management to reassess the proposed amendments as required.

There were additional requests for staff to invite all previous delegates on this topic to the March 31, 2020 Council Meeting and report back to Council on March 31, 2020 with information on the City of Toronto ride levy for an accessibility fund, accessibility licensing requirements, licensing fees, ride rates, and potential revenue.

Staff addressed the Committee and noted that the transportation industry has evolved over the years and suggested that the amendments will ensure that an equitable service is available to all residents and provides for a choice to taxicab owners, drivers and PTCs. Mr. Killingsworth added that this is a baseline year to measure the success of the proposed amendments and that there will be continuous monitoring of taxicab and PTC licensing, ride revenue, service levels, regulatory compliance and enforcement.

Staff provided the following information relative to The Committee's inquiries:

- PINs are an additional layer of safety for users;
- PTCs provide details on driver criminal record checks;
- The City can request inspection reports at random intervals;
- There is ongoing collaboration with neighbouring municipalities towards cross municipality licensing;
- User and vehicle safety;
- Further consideration on accessible transportation availability, licensing and incentives;
- Ride fares, levy's and per trip fees;
- Kiss n' ride areas to assist with traffic control at high volume locations and times; and,

- The City undertakes business licensing under the guidance of the *Municipal Act*.

Moved by Councillor Karen Rea

Seconded by Deputy Mayor Don Hamilton

1. That the report entitled “Licensing of Private Transportation Companies (PTCs) and Associated Amendments to the Mobile Licensing By-law” be received; and,
2. That the proposed amendments to the Mobile Licensing By-law 2012-92 to add a Schedule 8 (relating to the regulation of Private Transportation Companies (PTCs)) attached as **Appendix “F”** be adopted; and,
3. That the proposed amendments to Schedule 6 of the Mobile Licensing By-law 2012-92 (relating to the Licensing, Regulation and Governing of Taxicab Brokers, Owners and Drivers) attached as **Appendix “G”** be adopted; and,
4. That the proposed amendments to Schedule 4 of the Mobile Licensing By-law 2012-92 (relating to the Licensing and Regulation of Owners and Drivers of Limousines) attached as **Appendix “H”** be adopted; and,
5. **That staff provide a memo to Members of Council at the March 31, 2020 meeting with additional information on the City of Toronto ride levy for an accessibility fund, accessibility licensing requirements, licensing fees, ride rates, and potential revenue, and further;**
6. That staff be authorized and directed to do all things necessary to give effect to this resolution.

**Carried**