

February 21, 2012

CR12-19

To: His Worship the Mayor
and Members of City Council

Re: Final Taxi Study Recommendations

**RECOMMENDATION OF THE EXECUTIVE COMMITTEE
- FEBRUARY 15, 2012**

1. That the City mandate GPS and computer aided dispatching technologies for all taxicabs by May 1, 2014 (two years).
2. The requirement for trip data be tabled and revisited by the Administration prior to the implementation of the technology referenced in recommendation #1.
3. That the new licensing and inspection fees identified in Table 1, be approved.
4. That the City adopt a Taxi Cost Fare Model (TCFM).
5. That the City mandate a taxicab population ratio of one for every 1,250 residents.
6. That the City adopt an open lottery/draw process, as described in the body of the report, for temporary taxicab owners licence allocation.
7. That a temporary taxicab owners licence be created and 12 temporary licences be added in 2012, to be further reviewed by Executive Committee by June 2013.
8. That the seasonal licence period be extended to seven months, October to April and that any seasonal licences not issued after one month into the seasonal period be reallocated at the discretion of the Licence Inspector.
9. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report be approved.
10. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report for consideration of first reading by City Council on February 21, 2012.
11. That this report be forwarded to City Council on Tuesday, February 21, 2012.
12. That the City mandate installation of security cameras in all regular, seasonal and temporary taxis by May 1, 2015.

EXECUTIVE COMMITTEE – FEBRUARY 15, 2012

The following addressed and answered questions of the Committee:

Jamie McKenzie;
Mike Sharma;
Joseph Kosma;
Kuldip Dhaliwal;
Glen Sali, representing Capital Cabs;
Bubba Singh; and
Sandy Archibald, representing Arch Transco Regina Cabs

The Committee adopted a resolution to concur in the recommendation contained in the report.

Mayor Pat Fiacco, Councillors: Louis Browne, Sharron Bryce, Fred Clipsham, Michael Fougere, Terry Hincks, Jocelyn Hutchinson, Wade Murray, Mike O'Donnell and Chris Szarka were present during consideration of this report by the Executive Committee.

The Executive Committee, at its meeting held on February 15, 2012, considered the following report from the Administration:

RECOMMENDATION

1. That the City mandate GPS and computer aided dispatching technologies for all taxicabs by May 1, 2014 (two years).
2. The requirement for trip data be tabled and revisited by the Administration prior to the implementation of the technology referenced in recommendation #1.
3. That the new licensing and inspection fees identified in Table 1, be approved.
4. That the City adopt a Taxi Cost Fare Model (TCFM).
5. That the City mandate a taxicab population ratio of one for every 1,250 residents.
6. That the City adopt an open lottery/draw process, as described in the body of the report, for temporary taxicab owners licence allocation.
7. That a temporary taxicab owners licence be created and 12 temporary licences be added in 2012, to be further reviewed by Executive Committee by Q1, 2013.
8. That the seasonal licence period be extended to seven months, October to April and that any seasonal licences not issued after one month into the seasonal period be reallocated at the discretion of the Licence Inspector.
9. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report be approved.

10. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report for consideration by City Council on February 21, 2012.
11. That this report be forwarded to City Council on Tuesday, February 21, 2012.
12. That the City mandate installation of security cameras in all regular, seasonal and temporary taxis by May 1, 2015.

CONCLUSION

Following discussion with Committee at a PRIVATE meeting the original recommendations of the Administrations outlined below were amended as indicated at the top of the report for public discussion.

ORIGINAL RECOMMENDATION FROM ADMINISTRATION

1. That the City mandate GPS and computer aided dispatching technologies for all taxicabs by May 1, 2017 (five years).
2. The requirement for trip data be tabled and revisited by the Administration prior to the implementation of the technology referenced in recommendation #1.
3. That the new licensing and inspection fees identified in Table 1, be approved.
4. That the City adopt a Taxi Cost Fare Model (TCFM).
5. That the City mandate a taxicab population ratio of one for every 1,250 residents.
6. That the City adopt a lottery/draw process for temporary taxicab owners licence allocation.
7. That a temporary taxicab owners licence be created.
8. That the seasonal licence period be extended to seven months, October to April and that any seasonal licences not issued after one month into the seasonal period be reallocated at the discretion of the Licence Inspector.
9. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report be approved;
10. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report for consideration by City Council on February 21, 2012.

The recommendations contained within this report include the items adopted by City Council in April, such as vehicle age and wireless payment systems, as well as the four items (technology, data, existing and future decals and fees) referred back to the Administration for further consultation. The Administration is also using this report as an opportunity to address a number of minor bylaw amendments, which are identified in detail in Appendix A.

The approval of the above recommendations and the necessary bylaw amendments work towards achieving City Council's request for an overall action plan as it relates to the taxi industry. Adoption of these recommendations will also allow for the City to maintain public safety and ensure that there is a clean, efficient and dependable taxi industry for residents and visitors. It should be noted that these recommendations also incorporated recommendations contained within the Passenger Ground Transportation Study prepared by Hara Associates in 2008.

While these recommendations have attempted to address the concerns of the various members of the industry, the Administration must also balance the concerns of other stakeholders. This has been demonstrated through deferring the implementation of technology to 2017 while re-introducing the population ratio as an interim solution for adding additional taxicabs. Once these recommendations have been adopted, the Administration will pursue the development of a driver training program, initiate follow-up discussions with the Highway Traffic Board and begin the scheduled review of taxi stands, all of which will contribute to an efficient and dependable taxi industry.

BACKGROUND

In August 2009, the City of Regina hired the consultant firm Tennessee Transportation & Logistics Foundation (TTLF) to provide a detailed analysis of the City's current taxi industry. After consultation with all members of the industry, the Administration's recommendations, derived from those prepared by TTLF, were considered by City Council at the April 11, 2011 meeting.

At this meeting, City Council referred four items back to the Administration for further consultation with all levels of the taxi industry. The four items dealt with the timeline for the implementation of computer aided dispatch technology; the type of data being requested and how it is going to be used; a plan for existing and future taxi decals and subsequent allocation process; and proposed taxi licensing fees and fares. Revised recommendations were presented to the industry in June 2011 and discussed at separate meetings for drivers, licence owners and brokers. These recommendations failed to achieve a consensus and resulted in the Administration revising the recommendations for a third time. This third set of recommendations was presented in three separate meetings to industry members and stakeholders in November, resulting again in an inability to achieve a consensus.

The adoption of the following recommendations by Council will provide an overall action plan for the City with respect to the taxi industry and provide the framework and direction required to ensure continued growth, opportunity and service excellence for the residents and visitors of our City. In addition, the recommendations will contribute to achieving the City's outcomes for a safe living and working environment for our community.

DISCUSSION

Following the referral from City Council, the Administration held three separate stakeholder meetings with the industry in late June: one for drivers, one for plate owners/vehicle owners and one for brokers. The inability to achieve a consensus at the meetings held in June resulted in the Administration formulating a revised set of recommendations and meeting again with the industry in November. The recent set of recommendations were developed to balance the concerns of the industry with those of the stakeholders and allow the Administration to move forward with other outstanding issues such as the development of a driver training program, follow-up with the Highway Traffic Board and a scheduled review of taxi stands.

Technology & Data

Technology

Following the recommendation contained within the study prepared by TTLF, the Administration recommended that the City mandate the use of computer aided dispatching and GPS technology. At the April 2011 City Council meeting, some members of the industry felt that the Administration's proposed 15 month timeline for implementation of technology on October 1, 2012, was too short and that it should be up to the industry to determine when and how the technology should be implemented, which resulted in the recommendation being referred back to the Administration for further discussion with the industry.

At the industry meetings in June 2011, the Administration proposed a revised technology timeline of 21 months, which would have seen the mandated technology implemented by June 1, 2013. In terms of industry responses, no consensus could be obtained as industry proposed timelines ranging from the original implementation date to not mandating the use of technology at all. However, most members of the industry felt that the revised timeline was still too short and that industry should be given five years to implement the required technologies.

The Administration re-evaluated the proposed timelines, taking industry's concerns into consideration and the need to move forward with implementing the recommendations. The Administration does not believe the original timelines were onerous and there would be benefits to proceeding sooner, however, the Administration is recommending that technology be mandated May 1, 2017, giving the industry five years to implement the required technology, as long as an interim strategy for increasing current taxi levels is adopted at the same time. The interim strategy recommended by the Administration includes the re-adoption of a population ratio and will be addressed in detail later in the report (see Existing and Future Taxi Decals for interim strategy information).

At the November 2011 meetings, some industry members commented that the proposed five year timeline was reasonable, and that it showed a willingness on behalf of the Administration to work with the industry. At the same time, other members raised concerns with the proposal to adopt an interim strategy in order to address the number of taxis in Regina over the next five years. Many felt that the re-introduction of the population ratio (see Existing and Future Decals), while only proposed in the interim, would add unneeded taxis and put unnecessary strain on the industry.

The proposed population ratio model, however, is an interim solution and the Administration remains committed to technology and the subsequent data submission model as the best option for plate issuance. The five year timeline for technology implementation was proposed by the Administration in order to address the concerns of the industry while balancing the concerns of stakeholders and the need to move forward with this process. The Administration recognizes that acquiring CAD and GPS technology requires an investment and is prepared to accept a five year implementation timeline as long as in the interim a strategy for improving and growing the taxi industry is adopted.

Data

TTLF recommended that trip data from the computer aided dispatch system be submitted to the City on a quarterly basis to assist in determining the number of taxicabs required for Regina. In the report, the consultant pointed to a number of industry specific data that should be submitted by the industry to the City for use in this evaluation. Such data included but was not limited to, all taxis dispatched, the number of all meter trips by vehicle, by driver, by time and date, call completion records, and trip and wait durations.

Trip data was another item that was referred back to the Administration by Council so that further consultation with industry could be held to determine the type and purpose of trip data the City would collect once CAD and GPS technology was in place. The information requested by the Administration that would be used to make future licensing and regulatory decisions were as follows:

- a) Number of trips dispatched
- b) Number of taxicabs operating each day
- c) Customer wait times
- d) Call completion percentage / number of calls not serviced

Additionally, the Administration was requiring that the language contained in section 21.8.1 of *The Taxi Bylaw*, which pertained to only accessible taxicabs, be extended to include all taxicabs.

Industry members raised concerns with the requirement that specific trip data be submitted for analysis. They felt that this information was proprietary information of the industry and questioned why the City would need this. Additionally, members stated that customer information is sensitive and that this information would jeopardize the privacy of their passengers and a number of contractual relationships with their customers. The Administration re-iterated that the City does not want personal information such as customer names, credit card numbers, etc and that the collection, use and disclosure of information collected by the City will be governed by *The Local Authority Freedom of Information and Protection of Privacy Act*.

Given that technology is being mandated effective, May, 1, 2017, and the re-adoption of a population ratio is being recommended as an interim strategy, the Administration recommends that the submission of trip data be tabled and revisited closer to the technology implementation date as the interim strategy of a population ratio does not require trip data.

Fees & Fares

Fees

The fees charged by the City for taxi licensing is governed by section 8(4) of *The Cities Act*, which limits the amount that can be charged for a licence/fee to the cost of administering and regulating that activity. While not determined at the time, the taxi licensing fees were referred back to the Administration as part of the April 2011 decision item. Taxi licensing fees have not been revised since 1998; and consequently, the existing fees do not accurately reflect the current true cost of delivering the services.

A true cost analysis conducted by the Administration indicates that the cost of administering and regulating taxi services has increased since 1998. The Administration first determined the current salary and benefits of Licensing & Municipal Fines Branch employees as well as the salary costs of the Bylaw Enforcement Manager and Fire & Protective Services Director. By measuring each employee's percentage of total salary spent on delivering taxi related services, the Administration was able to determine that the current costs (including overhead) incurred from taxi administration and regulation to be approximately \$100,000 (see Appendix B for further breakdown of cost analysis).

Using the current cost of delivering taxi services, the Administration recommended the fees identified in Table 1, under the "Recommend Fee (June)" column. In addition to the fee increases mentioned above, the Administration has also proposed three new taxi fees. The new 'late or missed appointment fee' was required to address the concerns with industry members arriving late or even missing their scheduled appointments without providing notification. Furthermore, it was determined that in some instances, re-inspections were required for those vehicles that fail to pass the inspection process. Therefore the Administration is recommending that an inspection/re-inspection fee be adopted as well. The third and final new fee is the lottery application fee.

In November 2011, the City of Regina went through a re-organization which resulted in the Community and Protective Services Division being dissolved and the Licensing & Municipal Fines (LMF) Branch being moved to the Community Planning & Development Division. The current LMF reporting structure has changed, resulting in a \$7,000 savings in the current cost to administer taxi services which is reflected in the proposed fees as shown in Table 1.

The proposed taxi fees recommended in Table 1 are well below the consultant's recommendations that the City increase its licensing fees to \$663 for seasonal and \$968 for regular licences.

Table 1: Current, recommended and proposed taxi licensing fees

Taxi Licensing Service	Current Fee (since 1998)	Proposed Fee (June & November industry meetings)	Recommended Fee
Taxi Broker's Licence	\$180	\$415	\$375
Taxicab Owner's Licence (Regular and Seasonal)	\$180	\$415	\$375
Taxicab Owner's Licence (Accessible)	\$129	\$415	\$375
Taxicab owner's licence (Temporary) NEW	N/A	\$415	\$375
Transfer Fee	\$30	\$50	\$50
Taxicab drivers licence (new licence)	\$31	\$50	\$50
Taxicab drivers licence (renewal)	\$16	\$25	\$25
Inspection/Re-inspection			
• With meter check NEW	N/A	\$50	\$50
• Without meter check NEW	N/A	\$30	\$30
Late or missed appointment fee NEW	N/A	\$25	\$25
Lottery Application NEW	N/A	N/A	\$50

The Administration received a number of comments from the industry. Some members felt that the proposed fees, especially the owner/broker licence fee were too large an increase and suggested that the Administration lower this fee and offset the difference by increasing the drivers licence fee. Additionally, it was suggested by one member of the industry that just because the City can charge a fee to recover 100% of the cost, it does not necessarily mean that it

should be done. This position contradicts what has been proposed in the past by the Taxi Brokers Association. In an August 1994 submission to council, the Taxi Brokers Association at the time wanted to help facilitate easier entry for drivers into the industry by keeping the cost of a taxi driver's licence as minimal as possible and offset this through higher owner licence fees. In addition, if the fees are not increased as recommended, it will result in the general tax payer paying for part of these transactions.

The Administration is aware that this increase in fees is considerable, however, there has been no increase to taxi licence fees since 1998, and our proposed fees which are based on cost recovery, are very comparable, if not lower than a number of other Canadian municipalities (see Appendix C for Taxi Fee City Comparison). The City is not in the business of subsidizing the taxi industry nor is it the intent of the City to charge a fee that is more than the cost to deliver that service.

Fares

While not formally part of the referral from Council, taxi fares go hand in hand with fees given the cost of licensing and the ability of the industry to recoup these costs. There is currently no formal process or schedule for reviewing taxi fares. Previous increases have been initiated by the industry on an ad hoc basis and required the Administration to prepare a report to City Council. At the November 2010 industry meetings, a suggestion was made that the City look into standardizing this process using industry specific cost indices. The Administration researched what other municipalities do in regards to the fare revision process and found that cities such as Calgary, Toronto, Hamilton, Ottawa, Mississauga and Sudbury all use similar models consisting of industry specific cost indices for fare revision.

The principals of cost indices are well known and applied across many fields and have become standardized methods for measuring taxi fare changes. By adopting a Taxi Cost Fare Model (TCFM), consisting of six industry specific cost indices, the City would have a formal process for fare revision. The recommended TCFM (see Appendix D) will use information obtained from Statistics Canada using local industry specific Consumer Price Indices and measuring the percent changes in these costs over a period of time. The cost indices found in the TCFM include: insurance, fuel, driver earnings, vehicle purchase and leasing costs, repairs and maintenance. This type of model is very similar to the process that the City of Regina uses to determine the Kilometre Reimbursement Rate paid to City employees for local travel on city business.

In June 2011, the Administration presented the TCFM to industry asking for input in setting the desired weights for each index. The Administration received no comments suggesting any changes to the weights assigned to the factors. Therefore, no changes were made from the original TCFM proposal. The approval of a TCFM eliminates the need for industry to initiate taxi fare reviews; making fare revision a routine annual process whereby the results are submitted to council via a report for final approval. At the most recent industry meeting, held in November, industry suggested that any fare increases resulting from the model be implemented in the 3rd or early 4th quarter, ideally tied to the beginning of the seasonal licence period. Additionally, it was suggested that this model should have a "special" clause that would allow for fare adjustments to be made outside of the normal review process if circumstances warranted. The Administration is open to working with the industry as we move forward and to explore in more detail how this clause for special circumstances fits within the framework of the fare model.

Assuming the fare model is adopted, it is the intent of the Administration to review taxi fares in early 2012. Taxi fares have not been reviewed since early 2009, and the Administration will look to utilize the taxi cost fare model in this review.

Existing & Future Taxi Licences

Regular Taxicab Licences

The City currently has no mechanism in place for determining the appropriate number of taxicab licences resulting in only 120 regular taxicab owner licences since 1966. Over this period, the population of the City has grown from approximately 130,000 to almost 200,000 residents. It was because of this issue that TTLF recommended the City mandate technology and data submission in 2012. In the meantime, the consultant recommended that nine extra seasonal licences be issued in order to satisfy the taxi demand until the Administration had an opportunity to review the required trip data. The issue of additional taxi licences was referred back to the Administration at the April 2011 council meeting for further discussion with industry. It should be noted that the Passenger Ground Transportation Study prepared by Hara Associates in 2008 recommended an additional 21 taxicabs.

As part of the original recommendations and again as part of the recommendations presented to industry in June, the Administration proposed that four regular taxicab owner licences be distributed to each broker for a five year term to help offset some of the costs associated with implementing the required CAD and GPS technology. It was also proposed that the seasonal percentage be increased to 40%, resulting in five new seasonal licences; which would have met the consultant's recommendation of nine additional licences. In addition to these recommendations, the Administration further proposed a technology surcharge of \$.25 in June 2011.

A range of comments were received by the Administration at the industry meetings in June. Some attendees commented that Regina does in fact need more taxis, but that there should be incremental increases over a number of years, while others were against increasing the number of taxis. Other members commented that current taxi service issues could be solved through expanding the seasonal period and increasing the licence percentage. Again, this proposed plan did not have the full support of the industry.

In an attempt to consider the concerns raised by the industry and other stakeholders, and the delay in technology, the Administration proposed an alternative recommendation at industry meetings in November. This meant that the additional four decals (for the brokers), the percentage change for seasonal licences and the \$.25 technology surcharge which was suggested by the Administration at the June meetings are no longer required. In its place, the Administration recommends the City adopt a new strategy to address the five year delay in technology.

The aforementioned interim strategy calls for the re-adoption of the population ratio which provides for one taxicab for every 1,250 residents. This ratio was previously included in the City of Regina's Taxi Bylaw from 1975 to 1994. At that time, only regular (full time) licences, not seasonal or accessibles, affected the ratio and it is recommended that the ratio only be applied to regular (full time) licences going forward. The introduction of this interim strategy provides the City with the required mechanism to issue additional licences while giving industry adequate time to acquire the mandated technology. Along with the interim strategy of a population ratio,

the Administration is further recommending the approval of a Licence Issuance Strategy (LIS) that calls for the issuance of new ‘temporary’ regular taxicab licences at a rate of 5% of the number of regular taxicabs per year, over the five years leading up to the technology implementation date. As shown in Appendix E, a population ratio is used in other Canadian municipalities to determine the number of taxis required. The appendix also shows a comparison of other municipalities, regardless of whether a population ratio is used, and the number of taxicabs per capita

Each new licence will be issued for a term of five years and remain the property of the City – these new licences would be called a ‘Temporary Taxicab Owners Licence’. The current population ratio and licence issuance strategy proposal would allow the City to have the authority to issue up to 40 new “temporary” taxicab licences (200,000/1,250). However, by issuing 5% per year, the City can minimize the impact the new licences may have on existing taxicab licence owners while getting additional taxicabs on road.

This strategy meets TTLF’s recommendation of adding nine new licences in year one, and satisfies a number of the recommendations as presented in the Passenger Ground Transportation Study by Hara Associates in 2008; in which the report recommended that the City issue additional licences to accommodate the current levels of taxi demand and establish a formula for adjusting the number of taxis to accommodate Regina’s future growth (see Appendix F for Passenger Ground Transportation Study recommendations).

Table 2 below highlights the changes in population ratio values by adding new temporary (regular) licences and the corresponding seasonal licence increase:

Table 2: Forecasted number of taxis based using 1:1,250 population ratio issued at 5% per year

	Regular	5%	Seasonal	37%
2011 Population: 199,254	120 = 1:1,660		164 = 1:1,214	= 44
2012 Population: 202,644*	126 = 1:1,608	+ 6	173 = 1:1,171	= 47
2013 Population: 206,114*	132 = 1:1,561	+ 6	181 = 1:1,139	= 49
2014 Population: 209,579*	139 = 1:1,508	+ 7	190 = 1:1,103	= 51
2015 Population: 212,711*	146 = 1:1,457	+ 7	200 = 1:1,063	= 54
2016 Population: 215,370*	153 = 1:1,408	+ 7	210 = 1:1,026	= 57

(*Projections from City of Regina’s Official Community Plan “POPULATION, EMPLOYMENT AND ECONOMIC ANALYSIS OF REGINA”)

As previously mentioned, the re-adoption of the population ratio was presented to the industry at stakeholder meetings in November. The Administration was unable to achieve an agreement on this recommendation as some members of the industry felt that there were already enough taxicabs and that any problems could be addressed through the expansion of the seasonal licence period. Despite the lack of support from the industry, the Administration is committed to the population ratio and licence issuance strategy as an interim solution until CAD and GPS technology is implemented.

Seasonal Licences

The Administration recommends that the seasonal licence percentage remain unchanged at 37%. However, the Administration recommends that the new temporary taxicab licences be included in the 37% calculation of seasonal totals. This will result in a subsequent increase in the amount of seasonal licences as more temporary licences are issued. Table 2, outlined above, shows the projected changes to seasonal licence numbers resulting from the adoption of the interim population ratio and temporary licence issuance strategy.

Additionally, the Administration recommends that the seasonal licence period be extended by one month and that all seasonal licences not issued after one month into the licence period be reallocated at the discretion of the Licence Inspector in order to ensure all available taxicab licences are active. Under this proposal, the seasonal licence period would begin October 1 and end April 30. Seasonal licence history dictates that these licences were issued to ease the increase in taxi demand created by our cold winters and busy holiday season. Therefore, a one month expansion by the Administration is recommended. It is the opinion of the Administration that if these licences are expanded beyond seven months, to eight or even 10 months, then the City should look into issuing new regular licences instead as the intention would no longer suggest "seasonal" usage.

The Administration received a number of comments regarding the proposed changes to existing and future taxi licences. Several attendees supported the issuing of more licences as long as they were temporary, while others were against increases. Some members suggested different population ratios, while others remained steadfast in their opposition to the ratio. Additionally, concerns were raised over who would receive the new licences, as some wanted the brokers to have control, while others did not. As well, concerns were presented surrounding the seasonal licence period, where some called for expansion, while a number of other members did not.

At the industry meetings held in June 2011, the Administration received a plan submitted by the Regina Airport Taxi partnership, endorsed by Capital Cabs, Premiere Taxi and Regina Cabs that called for the seasonal licence period to be extended to 10 months. The Expanded Seasonal Taxicab Licences (ESTL) plan called for increasing a percentage of the seasonal licences over a number of months, increasing the length of the seasonal period to 10 months and the number of seasonal licence percentage to 40 over the next seven years. As per the current process, the seasonal licences under the ESTL plan would continue to be allocated and controlled by the brokerages.

While the ESTL plan may appear to address the need for more taxis in Regina, the plan will be a more manually intensive process for the Administration to monitor as the plan includes a number of staggered start and end dates. As well, the complexity of this plan would require substantial administration and result in an increase to the cost of administering taxi services, resulting in an increase in licensing fees to offset the increased costs. In addition, under the current seasonal process, some brokerages are not using the seasonal licences allocated to them. In fact, as of November 30, 2011, only 33 of the potential 44 seasonal licences were picked up by the brokerages. This means that the goal of having more taxis on the road is not being fully accomplished through the current process and therefore the proposed ESTL plan may also not accomplish the goal of getting further taxis on the road. Therefore, the Administration is not recommending the ESTL plan.

Licence Allocation

Currently, the City has no formal process for issuing new taxicab licences given that regular licences were last issued in 1966. The lack of a clear allocation process is one of the reasons why the number of taxicabs has not increased. The Administration conducted a review of the different allocation strategies utilized across Canada (ie: lottery, waitlist and RFP) and has determined that the waitlist and RFP options are not appropriate options for the City as both processes require substantial time and effort to manage, resulting in a costly process to administer which could result in a further increase in licence fees with no apparent added value.

As part of the original recommendations and again at the June consultation meetings, the Administration recommended a lottery/draw process for future taxicab licence allocation. Industry responses solicited from this meeting indicate two distinct opinions. Strong support exists for the lottery strategy among taxicab drivers and some taxicab licence owners; however, the brokerages do not favour a lottery as a method of allocation and believe that the current system of allocating seasonal taxicab licences is adequate.

The Administration is recommending that a lottery/draw process be adopted for the allocation of future taxicab licences. The lottery will provide a fair and equitable process in the distribution of new taxicab licences. In recommending the lottery process for taxicab licence allocation, it was the initial intent of the Administration to establish restrictions that allow only industry participation. However, there are drawbacks with restricting the lottery to only those currently in the industry. This approach does not allow entry to people from outside of the current Regina taxi industry that may have experience in the industry from other places or those that may operate a related or similar service (i.e. limousine operators etc).

Therefore the Administration proposed to industry at the November meetings that no industry restrictions be placed on participation in the lottery and that anyone can participate - subject to the restrictions that an entrant must be an individual, over the age of 18 and meet all the taxicab owner licensing requirements as stated in *The Taxi Bylaw, 1994*.

At the November 2011 industry meetings, the Administration received similar feedback to what was received in June. Strong support still existed for the lottery process; however, many members raised concerns that there were no industry specific limitations for lottery eligibility. Most, if not all industry members strongly recommended that the lottery process have restrictions allowing only taxi industry members to participate in the lottery.

While the Administration understands the industry's position in wanting the lottery to be restricted to industry members only, the Administration is unable to find sufficient evidence to validate this position over the other. Consequently, the Administration recommends that a lottery process be adopted for the allocation of new licences and that the lottery be open to anyone - subject to the restrictions that an entrant must be an individual, over the age of 18 and meet all the taxicab owner licensing requirements as stated in *The Taxi Bylaw, 1994*.

Previously Adopted Recommendations

At the April 11, 2011, meeting, recommendations for vehicle age, electronic payment systems, and wireless transaction fees were adopted. Further information on these previously adopted items can be found in Appendix G. These items require amendments to *The Taxi Bylaw, 1994*.

Additional Bylaw Amendments

In addition to the proposed changes noted, the Administration is using this opportunity to address additional housekeeping amendments in *The Taxi Bylaw, 1994*. These additional amendments can be found in Appendix H. A detailed listing of all the proposed housekeeping amendments to *The Taxi Bylaw, 1994*, the Schedules and all other recommendations in this report, including those outlined above is provided in Appendix A.

RECOMMENDATION IMPLICATIONS

Financial Implications

The current revenue budget for taxi licensing is \$40,000. This amount may fluctuate depending on the number of seasonal licences that are issued in a year, the number of transfers and the number of taxicab drivers licences issued. With the increase in licensing fees, an additional \$53,000 of revenue is expected.

Environmental Implications

None with respect to this report.

Strategic Implications

The pursuit of an overall action plan for the City with respect to the taxi industry supports the strategic priorities of Managing Growth & Community Development and Achieving Operational Excellence. The recommendations will contribute to achieving the City's outcomes for a safe living and working environment for the community and for increased customer satisfaction. In addition a number of the recommendations support the strategic direction of the City of Regina, by managing growth of local industry with a focus on minimizing the financial impact resulting from improved customer service to the community.

Accessibility Implications

The scope of work requested by the consultant did not include a review of the accessible taxicab industry. The City of Regina has a total of seven accessible taxicab decals with five decals currently allocated and active.

COMMUNICATIONS

The Administration held three meetings with the industry (taxicab brokers, taxicab decal/vehicle owners and taxicab drivers) between June 22 and June 24 to share the revised recommendations and solicit feedback. The meetings with the decal/vehicle owners and drivers were organized as a come and go format to accommodate various work schedules. There were 21 attendees at the decal/vehicle owners meeting and nine attendees at the drivers meeting. Due to the postal strike at Canada Post, the Administration was not able to contact all of the members of the taxi industry and relied upon e-mail, telephone calls and word of mouth.

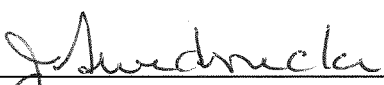
In November of 2011, the Administration held three additional industry meetings. The meetings were again conducted in a come and go format with a separate meeting for drivers, owners and brokers. Over 700 letters were mailed out to industry members, along with a number of emails to inform the industry of the meetings. There were 27 attendees at the drivers meeting and 14 attendees at the decal/vehicle owners meeting.

DELEGATED AUTHORITY

This report must be forwarded to City Council for approval.

Respectfully submitted,

EXECUTIVE COMMITTEE



Joni Swidnicki, Secretary

APPENDIX A

Proposed Amendments to *The Taxi Bylaw, 1994* (Side by side)

CURRENT	PROPOSED CHANGES (red = change)	EXPLANATION
City of Regina is empowered by Section 161 of The Urban Municipality Act, 1984 to control, regulate and license owners and drivers of	Section 8 of <i>The Cities Act</i> to control, regulate and license brokers, owners and drivers of.....	Update the City's authority – referring to Section 8 of <i>The Cities Act</i> and to include 'brokers'
<u>DEFINITIONS</u>		
"Board"	-new definition of Board is included	The Board is defined as the Regina Appeal Board. It is proposed that this appeal body be used instead of the current Community and Protective Services Committee.
"Committee"	-definition of Committee is repealed	This definition is no longer needed as it is proposed that the Regina Appeal Board hear all taxi licensing appeals.
"Computer Aided Dispatching"	- defining what is CAD, and what it does	Proposed Recommendation - technology
"Consumer Price Index"	- defining what is CPI	Proposed Recommendation
"Electronic Payment System"	- defining what is EPS, and what it does	City Council mandated electronic payment system (April 11, 2011).
"Global Positioning System"	- defining what is GPS, and what it means	Proposed Recommendation - technology
"Licence Inspector" means any person employed..... in the following positions:		
a) Manager of Licensing and Municipal Fines		
b) Licensing and Municipal Fines Officer		
c) New Amendment and includes any member of the Regina Police Service	(c) Billing Coordinator, Licensing and Municipal Fines	Update new position in Licensing & Municipal Fines Branch and remove reference to any member of the Regina Police Service. While members of the Regina Police Service will continue to

have the authority to enforce *The Taxi Bylaw*, they are not involved in issuing any licences so they should not be included in the definition of Licence Inspector

“Mobile Data Terminal” - defining what is MDT, and what it does

“Model Year” - A definition of “model year” is added - A definition of “model year” is needed for the provisions that are proposed related to vehicle age.

TAXICAB DRIVER LICENCES

3. (1) Subsection 3(1) is being reworded to conform to current drafting standards and the following items are being amended:

(c) the new applicant has consented to a criminal record check made by or on behalf..... - the new applicant has consented to and received an approved criminal record check..... To clarify that an approved criminal records check is required.

(d) the Chief of Police has reported in writing as to the good character of the new applicant pursuant to section 65 of *The Traffic Safety Act*; -this clause is being reworded to refer to “certificate of approval” so that it corresponds with the wording of section 65 of *The Traffic Safety Act*. To have consistent wording with the requirement in *The Traffic Safety Act*

(f) the new applicant has filed three current photographs of the new applicant suitable to the - the new applicant is required to have a current photograph taken at the time of issuance suitable to the..... Update current process (pictures are now taken at time of issuance)

-adding requirement for drivers to return any prior expired taxicab driver’s licences - expired driver’s licences should be returned to the Licence Inspector

3. (3) Subsection 3(3) is being reworded to conform to current drafting standards and the following items are being amended:

(b) file three recent photographs of the applicant suitable to the	- have a current photograph taken of the applicant at the time of renewal suitable to the	Update current process (pictures are now done by LMF office at time of application) Same clause as found under Section 3.(1) (b) (so both new and renewals include the same wording and sections)
(c) New provision	- have a current driver's licence of the appropriate class for the Province of Saskatchewan	Same clause as found under Section 3.(1) (c) (so both new and renewals include the same wording and sections)
(d) New provision	- have consented to and received an approved criminal record check made by or on behalf of the Chief of police.	Same clause as found under Section 3.(1) (e) (so both new and renewals include the same wording and sections)
(e) New provision	-applicant must obtain a valid certificate of approval from the Chief of Police pursuant to section 65 of <i>The Traffic Safety Act</i>	- This clause is the same as in subsection 3(1) above and ensures that the wording is consistent with what is required in <i>The Traffic Safety Act</i> .
(f) New provision	- have warranted in writing that there are no outstanding charges or warrants against him or her.	This clause is also consistent with subsection 3(1).
(h) New provision	- upon renewal, the applicant must return his old taxi badge (taxicab drivers licence).	The taxicab driver's licence is the property of the City of Regina, and as such shall require expired taxi badges to be returned.
4 Appeal Provisions if Licence is refused	Section 4 is amended by setting out a right of appeal to the Board.	It is proposed that the right of appeal for taxi licensing be to the Regina Appeal Board. This amendment sets out the right of appeal and directs the reader to a general section at the end of the Bylaw that sets out the process and timeline for appealing.
5. (2)	(b) on the back, the taxicab driver's licence type, provincial driver's licence number and the date of issue of the taxicab driver's licence.	- on the back, the provincial driver's licence number and the date of issue of the taxicab driver's licence.
		Update information: Current City issued Taxicab Drivers Licences do not have taxicab driver's licence type on the back.

CONDUCT OF TAXICAB DRIVERS

6. (5) "Special Trips" as referred to in Section 4(3) of Schedule "A"...

- "Special Trips" as referred to in Section 4(1)(e) and 4(2)(e) of Schedule "A".....

Clarify which Sections "Special Trips" refers to.

(5.1) New Amendment

- ensure that the taxicab is operated in a safe and controlled manner, according to the rules of the road;

Clarify appropriate conduct for a City of Regina taxicab driver.

(11) upon request of any passenger, provide in writing to such passenger his or her provincial and municipal licence number, the public service vehicle registration number of the taxicab operated, and the name and address of the taxicab broker for which the driver is driving;

- upon request of any passenger, provide in writing to such passenger his or her taxicab driver's licence number, the City issued taxicab owners licence number and taxicab identification number of the taxicab operated, and the name and

Clarify what information a passenger can ask for from a taxicab driver. Removed Provincial and Municipal from this section, taxicab drivers should not be required to give out their PIC number.

(12.1) New Amendment

- accept payment by debit or credit card in all regular, temporary or seasonal taxicabs upon request as of.....

City Council mandated all taxicabs must be equipped to accept credit and debit card payments (April 11, 2011).

(14) turn off any radio (except for the taxicab's two-way radio) tapeplayer or any other sound producing mechanical.....

- turn off any radio (except for the taxicab's two-way radio) or any other sound producing mechanical.....

Removed "tapeplayer" from section.

(17) not smoke tobacco in any form or manner while driving a taxicab in which passengers are being carried, except with the consent of all of such passengers;

- not smoke tobacco in any form or manner while operating a taxicab and not allow any passengers to smoke tobacco in any form or manner while in the taxicab;

Update: Pursuant to provincial and municipal legislation, it is illegal to smoke in a taxicab.

(23.1) New Amendment

- to immediately report to the Licence Inspector any missing or damaged City decals/stickers inside or outside of the taxicab;

Clarify process surrounding ripped or damaged decals/stickers.

TAXICAB OWNER'S LICENCES

7. (4) New Amendment
(New class of owner's licence)

- and, one temporary class of taxicab owner's licence as follows:
(4) Temporary taxicab owner's licence.

Proposed Recommendation - New class of owner's licence (temporary), established to allow the City to issue more taxicab licences.

8.1 New Amendment
(Temporary Taxicab Owner's Licences)

New Amendment (Population Ratio and process for issuing temporary licences)

- The City shall have the ability to issue temporary taxicab licences to a maximum of 1 taxicab per 1,250 residents of the City; (the ratio will be applied using the number of regular and temporary owner's licences).

- Temporary Taxicab Owner's Licences will remain the property of the City, and as such may be issued or recalled at any time.

- All temporary taxicab owners' licences are issued for a 5 year term (renewed annually).

- If the City of Regina chooses to issue taxicab licences, the temporary licences shall be issued by way of a lottery/draw process, as prescribed by the Licence Inspector; and take place in the 1st quarter of the year. These provisions set out the eligibility for entry into the lottery and provide that the Licence Inspector has the discretion to decide how many licences will be issued in the lottery (subject to the restriction that the amount of licences can't exceed the population ratio).

9. Regular and Temporary Taxicab Owner Licensing Requirements

Section 9 is being reworded to cover the licensing requirements for both regular and temporary taxicab owners and it is also being reworded to conform to current drafting standards. The following specific items are being amended:

All temporary taxicab owners' licences are also subject to the

Proposed Recommendation: Addition of a population ratio to determine the number of taxicab owner's licences that may be available for issuance. This section grants the City the power to issue additional licences (temporary).

Proposed Recommendation: Temporary Owner's Licences will be the property of the City, and therefore no Licensee shall have any direct or indirect ownership (property) rights in this licence.

Proposed Recommendation: City requires temporary licences to be non-transferrable and will issue the licence for a 5 year term (the licence will be recalled after 5 years).

Proposed Recommendation: The Lottery/draw process for issuing a new licence is seen as being the most fair and equitable option for temporary taxicab licence allocation (most economical as well).

Proposed Recommendation: City recognizes the different class of owner's licences; however, temporary's will be subject to the same requirements as all other licences (Regular and Seasonal).

requirements as prescribed in this bylaw for a regular or seasonal taxicab owner's licence. Included in the licensing requirements are the following vehicle age requirements:

That all vehicles operating as taxis be no older than 10 model years old in 2016, 9 model years old in 2017 and 8 model years old by 2018. The standard of no older than 8 years will continue to be a requirement from 2018 forward.

City Council mandated vehicle age requirements (April 1, 2011)

Also included in the licensing requirements are the following vehicle requirements: that the taxicab pass a licence inspection conducted by the Licence Inspector in accordance with Schedule "B"; and be equipped with an electronic payment system, a global positioning system and mobile data technology.

The licensing requirements will include a requirement to pass a vehicle inspection pursuant to Schedule "B". Schedule "B" outlines the inspection process that a current taxicab must go through. This is not a new requirement but a codification of what the current vehicle inspection entails.

Further, as of January 1, 2013, all regular and temporary taxicabs must have an the electronic payment system must in place. As of May 1, 2017, the global positioning and mobile data technology must be in place in order for an applicant to obtain a regular or temporary owner's licence.

-Also included in the licensing requirements is the requirement to return all expired regular and temporary taxicab owner's licences to the Licence Inspector within 30 days of the expiry of the licence.

These licences are the property of the City and as such should be returned to the Licence Inspector

- Repeal (Delete this section)

(2) the applicant has consented to a criminal record check made by or on behalf of the Chief of police;

As the owner of the decal is not operating the taxicab and therefore not dealing with the public, we do not require a criminal record check

- Repeal (Delete this section)

Because the owner is not necessarily driving the taxicab and therefore not

(3) the Chief of Police has reported in writing as to the good character of the applicant pursuant to section 65 of *The Traffic Safety Act*; and

dealing with the public, a certificate of approval is not required.

Sections 10

Section 10 is being reworded to conform to current drafting standards and to set out the right of appeal to the Regina Appeal Board where a licence is refused.

This amendment sets out the right of appeal and directs the reader to a general section at the end of the Bylaw that sets out the process and timeline for appealing

11. Upon approval of an application under section 9 and payment by the applicant of the appropriate fee, the Licence Inspector shall affix a City of Regina taxicab owner's licence to the taxicab of the applicant.

Section 11 is being reworded to conform to current drafting standards.

13. (4) ensure the taxicab is equipped with a spare tire and wheel that is ready for use;

- Repeal (Move to Schedule "B") - a list of requirements for vehicle inspections which includes language around the requirements of a spare tire and jack.

Schedule "B" will include wording speaking to the requirements of a taxicab in regards to a spare tire and jack.

New subsections (4.1), (4.2) and 4.3)

These new subsections require the payment of a re-inspection fee where an inspection is required by the Licence Inspector. These subsections also outline the new fees for late or missed appointments. Further, these sections ensure that any vehicle being operated as a taxicab meets the vehicle age requirements.

Late or missed appointments are becoming a frequent occurrence; the City will now charge a fee for these offences (Late Fee, Missed Appointment Fee (no notice) and a Re-Inspection Fee).

(5) cause a taxicab to be equipped at all times with a taximeter of a type approved by the Licence Inspector, and attach it to the taxicab in a manner approved by the Licence Inspector

- cause the taxicab to be equipped at all times with a sealed taximeter of a type approved by the Licence Inspector, and....

Clarifying this section – requiring all taximeters be sealed at all times.

(10) New Amendment

- cause the taxicab to be equipped at all times with an electronic payment system as of

City Council mandated all taxicabs must be equipped to accept credit and debit card payments (April 11, 2011).

(11) New Amendment

- ensure the taxicab is equipped with "GPS/MDT" technology that is able to receive taxi dispatches from a computer aided dispatching system as of

Proposed Recommendation: City Council mandated technology

SEASONAL TAXICAB OWNER'S LICENCES

14. (1) Each taxicab broker shall be allowed Seasonal Taxicab Owner's Licences for taxi vehicles for the period from November 1 to April 30, but shall be limited to 37% of the number of Regular Taxicab Owner's Licences affiliated with the taxicab broker pursuant to section 12.

Section 14 is being reworded to conform to current drafting standards. The new wording will set out the seasonal licence period (October 1- to the next April 30), and it will incorporate a formula for determining the 37% seasonal calculation. This should make the provision easier to read.

Proposed Recommendation: Seasonal Licence period will be extended 1 month, beginning the 1st of October. In determining the # of seasonal licences to be issued per broker, all regular and temporary licences will be used in the 37% calculation.

- Each taxicab broker shall be allowed Seasonal Taxicab Owner's Licences for taxi vehicles for the period from October 1 to April 30, but shall be limited to 37% of the Regular and Temporary Taxicab Owner's Licences affiliated with the taxicab broker pursuant to section 12.

- Delete this clause.

14. (2) The total number of Seasonal Taxicab Owner's Licences issued pursuant to subsection (1) shall not exceed 37 percent of the total number allowed under section 8.

The current subsections 14(1) and (2) did not work well together because often the number of licences issued under subsection (1) would conflict with the number that could be issued under subsection (2). The reason that this would occur is because the requirement included a percentage and when applying this, the numbers would have to be rounded to the nearest whole number (a person cannot be granted a percentage of a licence). Depending on the numbers the effect of the rounding often meant that the number of licences provided for in subsection (1) would be greater than what was allowed under subsection (2). Given this, it is proposed that subsection (2) be

repealed. This amendment removes subsection 14(2) which references that seasonal licences shall not exceed 37% of the total 120. By keeping subsection 14(1) it will ensure that seasonal licences will continue to be issued at a rate of 37%, but refer to the number of regular and temporary taxicabs affiliated with each brokerage in the determination of the number of seasonal licences.

- The number of seasonal taxicab owner's licences allocated to a taxicab broker shall be determined as of 30 days prior to the start of the seasonal licence period.

This proposed change clarifies the deadline for transfers that may affect the number of seasonal licences a broker may be entitled to.

- Any seasonal taxicab owner's licence that have not been picked up (renewed) by a brokerage within 30 days after the start of the seasonal licence period may be reallocated at the discretion of the Licence Inspector.

Proposed Recommendation: In the past there have been seasonal licences that have not been activated; this clause will give the Licence Inspector the ability to re allocate the licences to other brokerages that will use the licence.

- Upon completion of the seasonal licence period, as specified in subsection (1), all seasonal taxicab owners licences shall be returned by the owner to the Licence Inspector within 30 days after the expiry date.

These licences are the property of the City and as such should be removed from the vehicle and returned once the seasonal period has ended.

Section 15 – seasonal taxicab owner licensing requirements

Section 15 is generally being reworded to conform to current drafting standards and to make this provision consistent with the licensing requirements for regular and temporary taxicab owners. This section will include all of the vehicle age requirements as well as the following other vehicle requirements: that the taxicab pass a licence inspection conducted by the Licence Inspector in accordance with Schedule "B"; and be equipped

These proposed changes ensure that the licensing requirements for regular, temporary and seasonal taxicab owners are consistent.

with an electronic payment system, a global positioning system and mobile data technology.

- Repeal (Delete this section)

As the owner of the decal is not necessarily operating the taxicab and therefore not dealing with the public, we do not require a criminal record check

15. (2) the applicant has consented to a criminal record check made by or on behalf of the Chief of police;

Repeal (Delete this section)

Because the owner is not necessarily driving the taxicab and therefore not dealing with the public, a certificate of approval is not required.

(3) the Chief of Police has reported in writing as to the good character of the applicant pursuant to section 65 of *The Traffic Safety Act*; and

Section 16 is being reworded to conform to current drafting standards and to set out the right of appeal to the Regina Appeal Board where a licence is refused

This amendment sets out the right of appeal and directs the reader to a general section at the end of the Bylaw that sets out the process and timeline for appealing

Section 16 Right of Appeal

Section 17 is being reworded to conform to current drafting standards.

17. Upon approval of an application under section 9 and payment by the applicant of the appropriate fee, the Licence Inspector shall affix a City of Regina taxicab owner's licence to the taxicab of the applicant.

- Repeal (Move to Schedule "B") - a list of requirements for vehicle inspections which includes language around the requirements of a spare tire and jack.

Schedule "B" will include wording speaking to the requirements of a taxicab in regards to a spare tire and jack.

19. (4) ensure the taxicab is equipped with a spare tire and wheel that is ready for use;

These new subsections require the payment of a re-inspection fee where an inspection is required by the Licence Inspector. These subsections also outline the new fees for late or missed appointments. Further, these sections ensure that any vehicle being operated as a taxicab meets the vehicle age requirements.

Late or missed appointments are becoming a frequent occurrence; the City will now charge a fee for these offences (Late Fee, Missed Appointment Fee (no notice) and a Re-Inspection Fee).

(5) cause a taxicab to be equipped at all times with a taximeter of a type approved by the Licence Inspector, and attach it to the taxicab in a manner approved by the Licence Inspector

- cause the taxicab to be equipped at all times with a sealed taximeter of a type approved by the Licence Inspector, and....

Clarifying this section –requiring all taximeters be sealed at all times.

(10) New provision

- cause the taxicab to be equipped at all times with an electronic payment system as of

City Council mandated all taxicabs must be equipped to accept credit and debit card payments (April 11, 2011).

(11) New provision

- ensure the taxicab is equipped with “GPS/MDT” technology that is able to receive taxi dispatches from a computer aided dispatching system as of

Proposed Recommendation - technology.

ACCESSIBLE TAXICAB OWNER’S LICENCES

Section 21.6 - Licensing Requirements

Section 21.6 is being reworded to conform to current drafting standards and to make this provision consistent with the licensing requirements for regular, temporary and seasonal taxicab owners (where applicable). This includes the requirement that the taxicab pass a licence inspection conducted by the Licence Inspector in accordance with Schedule “B”;

These proposed changes ensure that the licensing requirements for regular, temporary, seasonal and accessible taxicab owners are consistent (where applicable).

21.7 Upon approval of an application under section 21.6 and payment by the applicant of the appropriate fee, the Licence Inspector shall affix a City of Regina accessible taxicab licence to the accessible taxicab of the applicant.

Section 21.7 is being reworded to conform to current drafting standards. In addition, a right of appeal to the Regina Appeal Board is provided for in this section.

This amendment sets out the right of appeal and directs the reader to a general section at the end of the Bylaw that sets out the process and timeline for appealing

21.8 (2.1) New provision

- ensure the taxicab is kept neat, clean and tidy both as to its interior and exterior while it is in use as a

Update for consistency - all other taxicab owner’s licences sections include this requirement.

taxicab;

21.8 (3) ensure the taxicab is equipped with a spare tire and wheel that is ready for use;

- Repeal (Move to Schedule “B”) - a list of requirements for vehicle inspections which includes language around the requirements of a spare tire and jack.

Schedule “B” will include wording speaking to the requirements of a taxicab in regards to a spare tire and jack.

New subsections 21.8(3.1) and (3.2)

These new subsections require the payment of a re-inspection fee where an inspection is required by the Licence Inspector. These subsections also outline the new fees for late or missed appointments.

Late or missed appointments are becoming a frequent occurrence; the City will now charge a fee for these offences (Late Fee, Missed Appointment Fee (no notice) and a Re-Inspection Fee).

(4) cause a taxicab to be equipped at all times with a taximeter of a type approved by the Licence Inspector, and attach it to the taxicab in a manner approved by the Licence Inspector.

- cause the taxicab to be equipped at all times with a sealed taximeter of a type approved by the Licence Inspector, and....

Clarifying this section – requiring all taximeters be sealed at all times.

TAXICAB BROKERS LICENCES

Section 22 – Licensing Requirements for Brokers

Section 22 is being reworded to conform to current drafting standards. In addition, this section includes as a licensing requirement that each broker provide satisfactory evidence that the brokerage is equipped with computer aided dispatching technology, approved by the Licence Inspector, beginning May 1, 2017. A further licensing requirement is that each licensed taxicab broker must ensure all licensed taxicabs affiliated and dispatched by the brokerage (except accessible taxis), are equipped with “GPS/MDT” technology.

Proposed Recommendation - technology.

Proposed Recommendation - technology.

Section 23 is being reworded to conform to current drafting

This amendment sets out the right of appeal and directs the reader to a

Section 23 – Appeal Right

standards. In addition, a right of appeal to the Regina Appeal Board is provided for in this section.

general section at the end of the Bylaw that sets out the process and timeline for appealing

24.2 New Provision

This new section requires that each licensed taxicab broker use computer aided dispatching to dispatch calls. This technology is required to be in place and to be used as of May 1, 2017.

Proposed Recommendation - technology.

GENERAL PROVISIONS

25. The fee payable in respect of any licence required under the provisions of this Bylaw shall be as set in Schedule “A” to this Bylaw and shall be paid to the Licence Inspector at his office.

- The fee payable in respect of any licence required under the provisions of this Bylaw shall be as set in Schedule “A” to this Bylaw and shall be paid to the Licence Inspector at his or her office.

Gender neutral clarification.

New section 25.1- Enforcement of Bylaw

A new section 25.1 is added to clarify that members of the Regina Police Service are authorized to enforce this Bylaw.

A new section 25.1 is added to clarify who is authorized to enforce this Bylaw. In the current definition of “Licence Inspector”, members of the Regina Police Service were included. It is proposed that these members be removed from this definition because they are not involved in issuing licences. However, members of the Regina Police Service do enforce the requirements set out in the Bylaw. Given that they have been removed from the definition of Licence Inspector, a new provision is added to clarify that members of the Regina Police Service still have the authority to enforce the provisions of the Bylaw.

New section 26- Right to refuse or revoke Licence and Right of Appeal and Process for Appealing

The current section 26 is repealed and a new section 26 is substituted. This section states that the Licence Inspector may revoke or refuse to issue a licence if the applicant or licensee has failed to comply with a provision of the Bylaw, has been

The new section 26 sets out when the Licence Inspector may revoke or refuse a licence and it sets out the process for appealing any decision of the Licence Inspector.

convicted of an offence under the Bylaw or has failed to pay a required licence fee. The provision also provides that the Licence Inspector shall refuse or revoke a licence where a certificate of approval has been refused or withdrawn or where any required driver's licences, vehicle registrations or vehicle inspections have been refused or revoked by SGI. The provision also provides a general right of appeal where the Licence Inspector revokes, refuses to issue or renew a licence under the Bylaw. The appeal provision requires the Licence Inspector to send the applicant or licensee a notice of any decision to revoke or refuse a licence by registered mail. The new provision sets out the time frame for appealing (30 days) as well as the process for appealing. The applicant or licensee is required to appeal in writing and must serve the notice of appeal on the City Clerk. The Bylaw sets out that where a decision of the Licence Inspector is appealed the Regina Appeal Board is the body that would hear the appeal. It will also clarify that a right of appeal is not available where a licence is refused or revoked for the following reasons: the failure to obtain a certificate of approval from the Chief of Police; or a failure to obtain or maintain provincially required vehicle registrations, driver's licences or vehicle inspections. An appeal cannot be launched in regards to these requirements as they are beyond the control of the appeal body and are decided by the Chief of Police or SGI. There are existing processes in place with the police service or SGI where an applicant or licensee wishes to have these decisions reviewed.

- Delete Section

Bylaw No. 9565 has been repealed.

27. The provisions of Bylaw No. 9565 shall apply mutatis mutandis to any matters referred to the Committee pursuant to this Bylaw.

- Where a van has the capacity to transport more than five passengers, and has been requested by the passenger's, the owner or driver of that van may charge 1.5 times the meter rate.

Language cleanup.

29.1 Where a van has the capacity to transport more than five passengers, the owner or driver of that van may charge 1.5 times the meter rate, provided that a van was requested by the passengers.

- Where as a passenger pays for a taxicab fare using the electronic payment system option; this payment may be subject to a wireless transaction fee as prescribed in Schedule "A" and shall be added at the end of the trip.

City Council mandated an optional wireless transaction fee of up to \$1.00 (April 11, 2011).

29.2 New Amendment

- Every taxicab inspection certificate and decal required pursuant to this Bylaw must be renewed yearly, and dated no more than sixty (60) days prior

Clarifying that all inspection certificates and decals required by the Bylaw must be renewed annually and dated no more than 60 days prior to the expiry date of the vehicle registration.

30. The taxicab inspection certificate and decal referred to in subsection 9(4), subsection 15(4) and section 21.6 must be renewed yearly, and dated no more than sixty (60) days

- Schedule "A" of this Bylaw, Tariff of Fees, will be reviewed annually using Consumer Price Index statistics from the previous year, and in the event that a fee is not adjusted by the CPI in a given year, the cumulative adjustment for past years may be made in future years (see Schedule "D" for Taxi Cost Fare Model).

Proposed Recommendation: The adoption of a Taxi Cost Index will result in taxi fares to be reviewed annually, using an established industry standard model. Statistics Canada provides Consumer Price Index information on their website.

31.1 New Amendment (Review of Tariff of Fees)

SCHEDULE "A"

Taxicab Brokers Licence - \$375.00

Total cost analysis of delivering Taxi services. New fees are proposed on a cost recovery model only. The Cities Act limits the City to charging a fee that is based on cost recovery principals

Taxicab Brokers Licence - \$180.00

Taxicab Owner's Licence - \$375.00 (All licences)

Taxicab Owner's Licence

Regular, Seasonal - \$180.00

Accessible - \$129.00

Transfer Fee - \$30.00

Taxicab Driver's Licence

New - \$31.00

Renewal - \$27 or \$16 - no replacement

Duplicate Licence - \$16.00

Additional Fees

Transfers

-Brokerage Transfer Fee - \$50.00

(Same vehicle – Switching

brokerages)

-Taxicab Owner's Licence

Transfer - \$50

(Decal transfer with/without vehicle)

Inspections/Re-inspections

-Meter Seal/Meter Check Fee - \$50.00

-Without Meter Check - \$30.00

(Sealed Meter – New/Existing Vehicle)

Missed Appointment Fee - \$25.00

-Late of Missed Appointments

Lottery Entry Fee - \$50

- wireless transaction fee for a debit or credit card payment using an electronic payment system – up to \$1.00.

only.

TARIFF OF FEES

4.(3)(e) New Amendment

City Council mandated option (April 11, 2011).

SCHEDULE "B"

1. New Amendment

- No taxicab owner's licence shall be issued until the Licence inspector has performed the prescribed taxicab vehicle inspections for all Regular, Temporary, Seasonal and Accessible Taxicabs:

Schedule "B" – Provides a list of what a typical taxicab inspection will involve. The Licensing Officer will check the following requirements. This Schedule does not make changes to the inspection process, but outlines the process and requirements for the industry.

(a) New Amendment

- verify that the corresponding SGI inspection number matches the SGI certificate provided to the Licence Inspector at the time of the application;

(b) New Amendment

- verify the plate number, the car make and model, colour and serial number match the vehicle

registration information provided to the Licence Inspector at the time of application;

- (c) New Amendment
 - is equipped with a spare tire and jack that is ready for use;
- (d) New Amendment
 - that all head lights, turn signals and brake lights are in working order;
- (e) New Amendment
 - that all seatbelts and windshield wipers (front/back) are in working order;
- (f) New Amendment
 - that the taxicab meter rates are programmed pursuant to this Bylaw;
- (g) New Amendment
 - that the taxicab meter passes the mileage road test and times pursuant to this Bylaw;
- (h) New Amendment
 - if applicable: (i) that the Propane Inspection decal number matches the Propane certificate provided to the Licence Inspector at the time of the application.
 - (ii) some vehicles may be exempt from subsection (c), the requirement for the taxi to be equipped with a spare tire and jack that is ready for use; as flat tires must be fixed in accordance with SGI regulations.

APPENDIX B

Cost of Taxi Administration

➤ Current Yearly Taxi Administration Cost: \$ **92,295.23**

- **Note:** Current budget is \$40,000 yearly (actual revenues vary depending upon the # of transfers, drivers, seasonal licences, etc)

Net Deficit of current Taxi Budget

- Taxi Administration Cost: \$92,295 - \$40,000 = **\$52,295.23 (\$50,000)**

Current LMF Staff

% of employee salary dedicated to taxi administration:

- 2011 pay scale and 15.9% Benefits included in calculations
- Plus: Corporate Overhead – 21% (Provided by Finance Dept.)

Salary Costs

<u>Current Positions</u>	#	Salary Incl. Ben.	Total - All Positions	% Taxi Time	\$ Value
<i>Licensing & Mun. Fines Clerk</i>	3	\$ 40,546.77	\$ 121,640.32	10%	\$12,164.03
<i>Licensing & Mun. Fines Officer</i>	1	\$ 51,882.19	\$ 51,882.19	22%	\$11,414.08
<i>Licensing & Mun. Fines Officer</i>	1	\$ 45,673.12	\$ 45,673.12	22%	\$10,048.09
<i>Accounting Clerk</i>	1	\$ 45,673.12	\$ 45,673.12	5%	\$ 2,283.66
<i>Manger, Licence & Mun. Fines</i>	1	\$ 83,060.12	\$ 83,060.12	10%	\$ 8,306.01
<i>Billing Coordinator</i>	1	\$ 76,298.64	\$ 76,298.64	15%	\$11,444.80
<i>Licensing Analyst</i>	1	\$ 78,000.06	\$ 78,000.06	10%	\$ 7,800.01
<i>Policy/Procedure Analyst</i>	1	\$ 66,023.85	\$ 66,023.85	15%	\$ 9,903.58
<i>Director</i>	1	\$145,639.94	\$ 145,639.94	2%	\$ 2,912.80
<i>Bylaw Manager</i>	1		\$ -	5%	\$ -
Total - Salary Costs					<hr/> \$76,277.05
					x 21% OH
				TOTAL =	\$92,295.23

APPENDIX C

Canadian Municipality Taxi Fee Comparison

	<u>Vancouver</u> for 2011	<u>Burnaby</u> for 2009	<u>Edmonton</u> for 2010	<u>Calgary</u> for 2011	<u>Saskatoon</u> for 2011	<u>Ottawa</u> for 2010	<u>Barrie</u> for 2011	<u>Burlington</u> for 2010	<u>Mississauga</u> for 2009	<u>London</u> for 2010	<u>Toronto</u> for 2011	<u>Hamilton</u> for 2011	<u>Waterloo</u> for 2010	<u>Kingston</u> for 2011	<u>Oshawa</u> for 2011	<u>Halifax</u> for 2010	<u>Average Cost</u> (Regina not included)
Max # of Licences																	
Regular	475	107 (total)	1,185	1,411	160	1,068	120		635	339	3,480			194		610	
Seasonal		(for 2002)	(for 2009)				44			(for 2004)							
Fees																	
Annual Licences																	
Initial Brokers		\$ 426.00						\$ 825.00	\$ 392.00		\$ 361.83			\$1,300.00			
Broker's Licence	\$ 125.00	\$ 200.00	\$ 1,448.00	\$ 705.00	\$ 400.00	\$ 380.00	\$ 363.00	\$ 250.00	\$ 243.27	\$ 595.00	\$ 220.00	\$ 1,200.00	\$ 250.00	\$ 50.00	\$ 50.00	\$ 459.23	
Owner's Licence																	
Initial/New		\$ 360.00						\$ 3,000.00	\$ 870.00		\$ 4,470.85		\$ 740.00	\$ 445.00			
Regular	\$ 512.00	\$ 200.00	\$ 330.00	\$ 724.00	\$ 375.00	\$ 478.00	\$ 380.00	\$ 320.00	\$ 354.00	\$ 520.00	\$ 1,149.26	\$ 461.00	\$ 245.00	\$ 245.00	\$ 250.00	\$ 50.00	\$ 412.08
Class B							\$ 200.00										
Seasonal				\$ 375.00													
Initial Accessible											\$ 462.64						
Accessible	\$ 512.00	\$ 330.00	\$ 724.00	\$ 375.00	\$ 478.00	\$ 380.00		\$ 354.00			\$ 364.59	\$ 5.00					
Ambassador Program											\$ 704.95						
Driver's Licence																	
New		\$ 45.00			\$ 149.00	\$ 320.00	\$ 176.00	\$ 157.00		\$ 588.38	\$ 110.00	\$ 135.00	\$ 130.00	\$ 150.00	\$ 50.00	\$ 175.94	
Renewal		\$ 45.00	\$ 111.00		\$ 149.00	\$ 320.00	\$ 155.00	\$ 142.00	\$ 75.00	\$ 303.51				(\$75 a year)	\$ 50.00	\$ 142.55	
Transfer Fee																	
Regular	\$ 124.00	\$ 75.00	\$ 850.00	\$ 1,086.00	\$ 90.00	\$ 3,800.00	\$ 50.00		\$ 209.00	\$ 210.00		\$ 721.00	\$ 11.00		\$ 1,000.00		
Accessible			\$ 850.00														
Lottery Entry Fee																	
		\$ 200.00															
Training Fee																	
English Assessment			\$ 615.00			\$ 25.00			\$ 40.00	\$ 30.00							

APPENDIX D

Taxi Cost Fare Model (TCFM)
Basis for taxi meter rate (fare) adjustments

*If for any reason a specific index is unavailable, the CPI Regina All-items index may be substituted in its place.

Component	Publication	Cost Index %
1. Stand Rent, Licences, Union Dues, Other	CPI Regina: All-items Index	12%
2. Insurance	CPI Saskatchewan: Passenger vehicle insurance premiums	8%
3. Fuel	CPI Saskatchewan: Gasoline	20%
4. Routine Repairs and Maintenance	CPI Saskatchewan: Passenger vehicle parts, maintenance and repairs	10%
5. Amortized cost of vehicle, Radio & Equipment	CPI Saskatchewan: Purchase and leasing of passenger vehicles	10%
6. Earnings – all drivers	CPI Canada: (LFS) Average hourly rate/fulltime employees: sales & service occupations	40%

APPENDIX E

Population ratio for other Canadian municipalities

Cities that use Population Ratio's for determining the number of taxicabs:

Burlington - 1 per **2,800** residents
Thunder Bay - 1 per **1,500** residents
Mississauga - 1 per **1,490** residents (does not include 150 Airport taxis)
Hamilton - 1 per **1,170** residents
London - 1 per **1,100** residents
Sudbury - 1 per **1,000** residents
Kingston - 1 per **800** residents
Ottawa - 1 per **784** residents
Red Deer - 1 per **750** residents

Current (approx.) taxicab to population ratio numbers (Canadian Municipalities)

- Either given population ratios or calculated per population (based on approximate or estimates of population)

Burlington: 1 per 2,800
Winnipeg: 1 per 1,731 (without seasonal cars)
Regina: 1 per 1,625 (120 - without seasonals)
Thunder Bay: 1 per 1,500
Winnipeg: 1 per 1,450 (including seasonals, but not 35 Access.)
Saskatoon: 1 per 1,400 (without seasonals/temps)
Regina: 1 per 1,200 (164 - if all seasonals issued)
Hamilton: 1 per 1,170
Mississauga: 1 per 1,150 (including airport taxis)
London: 1 per 1,100
Sudbury: 1 per 1,000
Vancouver: 1 per 833 (target) currently 1 per 1,050
Kingston: 1 per 800
Ottawa: 1 per 784
Calgary: 1 per 750
Red Deer: 1 per 750
Edmonton: 1 per 588 (target) currently approx. 1 per 870
Toronto: 1 per 508
St. John's: 1 per 497

APPENDIX F

Partial recommendations from Passenger Ground Transportation Study by Hara Associates
(2008)

5.4 RECOMMENDED ACTIONS FOR THE CITY OF REGINA

As noted above, it is preferable that the Regina Airport Authority and the City of Regina cooperate on a common vision and action plan in their respective jurisdictions. Cooperation offers the most effective solutions for Regina community.

For the City of Regina, this complementary action strategy is recommended:

1. **Support the development of limousine and shuttle services at the airport.** Saskatchewan's Highway Traffic Board will wish to know that it is not trespassing on municipal jurisdiction for taxi service when it holds hearings on operating authorities or other matters. The issue is pointed because neither taxis nor limousines are explicitly defined in the Traffic Safety Act or regulations. Instead, management is administrative in nature through the requirements of Saskatchewan Government Insurance when registering vehicles and issuing insurance.¹³ Given the regulatory context in Saskatchewan, introducing new shuttle or limousine services from the airport may involve supportive interventions in hearings before the Highway Traffic Board.
2. **Incorporate zone fares from the airport into the taxi bylaw.** This permits enforcement off airport grounds. It allows the city to deal with complaints if a passenger complains to the City that they were over-charged. The airport has the ability to issue tickets on its own, but the tickets lack force off airport grounds.
3. **Expand the number of licensed taxis to accommodate current levels of taxi demand.** Issue 21 additional licenses (either regular or accessible), plus a proportionate number of seasonal licenses. The net result would be 146 year-round licences, and a total of 188 taxis including seasonal in the winter.

An acceptable substitute to expanding the taxi fleet would be the entry of an equivalent size limousine service offering a generally accessible premium "black car" service for trips to the airport and other trips in the area.

4. **Establish a bylaw formula for adjusting the number of taxis predictably to accommodate Regina's future growth.** As a city grows, it eventually must adjust the numbers of its taxis. Small regular increments provide stability to the taxi industry and avoid periodic crises and strife. Continuous adjustment would also help avoid recurrence of long airport passenger taxi queues. In 1975, Regina's bylaws included a ratio of 1 taxi for every 1,250 population. Applying that formula today would mean 143 year-round taxi licenses, very similar to the 146 recommended by this report.
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APPENDIX G

Previously adopted recommendations

At the April 11, 2011, council meeting, the following recommendations were adopted, while a number of other items were referred back to the Administration for further report. The following items require amendments to *The Taxi Bylaw, 1994*.

Wireless Debit & Credit Card Machines

As part of the 2010 report, TTLF recommended that all taxicabs be equipped with wireless debit/credit card machines, also known as an electronic payment system. An electronic payment system is a wireless device that allows for immediate electronic withdrawal from the customer's bank account or an immediate charge to a credit card account. This payment system has become standard for the taxi industry across Canada. The Administration recommends that *The Taxi Bylaw, 1994*, be amended to mandate that all taxicabs in Regina be equipped with an electronic payment system capable of handling both debit and credit card payments by January 1, 2013.

Wireless Transaction Fee

The use of an electronic payment system includes a wireless transaction/communication cost for each payment. In light of this, the industry asked the Administration to investigate the possibility of amending the Bylaw to allow for a nominal (convenience) fee to be charged to help offset the additional wireless transaction costs.

In order to help offset a portion of the wireless processing fees, the Administration recommends allowing the taxi industry to charge a wireless transaction fee for all fares paid using a debit or credit card. The transaction fee of up to \$1.00 for all debit/credit card payments will be included in Schedule "A" - Tariff of Fees and posted in the taxi on the tariff decal.

Vehicle Age

A review of city data conducted by the consultant in 2009 indicated that approximately half of the vehicles were older than eight (8) model years, which is the maximum age recommended by the Taxi, Limousine and Para Transit Association (TLPA). While a taxicab may be subject to a number of inspections; limiting the age of a vehicle will no doubt increase the standards from an appearance, efficiency and pollution standpoint. The amendment will require all vehicles to be no older than ten model years by May 1, 2016, nine model years by May 1, 2017 and eight model years by May 1, 2018. The standard of no older than eight years will continue to be a requirement from 2018 forward. The vehicle age requirement will take effect at the time of licence renewal in 2016.

APPENDIX H

Additional Bylaw Amendments

1. Legislated Authority: The bylaw currently states that Council is empowered by Section 161 of *The Urban Municipality Act, 1984* to control, regulate and licence owners and drivers of the taxicabs in Regina. In 2003, *The Cities Act*, replaced *The Urban Municipality Act* however this change has not been reflected in the current bylaw. The proposed amendment will update the legislated authority for Council to control, regulate and licence the taxicab industry. Included in this amendment is the addition of “brokers” to the list of who can be licensed under *The Taxi Bylaw, 1994*.
2. Definitions: In addition to the recommendations noted earlier in this report, *The Taxi Bylaw, 1994* needs to be updated to include a number of new definitions. These new definitions would only be required once council adopts a proposed amendment as found in this report.
3. Updating New Position: Since the bylaw was adopted, a Billing Coordinator position has been introduced in the Licensing & Municipal Fines Branch. This amendment allows for the addition of this position to be added under the definition of the Licence Inspector. In addition, it is proposed that members of the Regina Police Service not be included in the definition of Licence Inspector. While members of the Regina Police Service will continue to have the authority to enforce *The Taxi Bylaw*, they are not involved in issuing any licences so they should not be included in the definition of Licence Inspector.
4. Criminal Record Check: Under the current language, the bylaw does not require that the taxicab applicant must have received “an approved” criminal record check, it states that the applicant must consent to a criminal record check. It is proposed that this requirement be clarified so that not only does a taxicab driver need to consent to a criminal record check; they need to obtain an “approved” criminal record check. Further, the bylaw makes reference to a certificate of approval issued by the Chief of Police. Amendments are proposed that would ensure that the wording of this requirement is consistent with the wording in section 65 of *The Traffic Safety Act*.
5. Taxicab Driver Photographs: At the time of application for a taxicab driver’s licence, the applicant will have his or her picture taken at the counter by the Licence Inspector at the time of renewal/new application. The addition of a digital camera, has allowed the Licence Inspector to take a current picture at the time of renewal/application. Therefore, requiring the applicant to bring in 3 photographs with them at the time of renewal is not applicable and it is proposed that this provision in the bylaw be amended to reflect that the Licence Inspector will take a digital picture of the applicant licensee at the time of application.
6. Expired Taxicab Drivers Licences: All taxicab drivers licences are the property of the City of Regina, and as such, the Licence Inspector will now require all expired taxicab driver licences to be returned to the City. It is proposed that this be added to the Bylaw.
7. Current Driver Licences: The current taxicab drivers licence, issued by the Licence Inspector, does not include the type of driver’s licence the applicant possesses. At the

time of application and issuance, the Licence Inspector ensures that the applicant has a valid class 4 licence. It is proposed that this be added to the Bylaw.

8. Conduct of a Taxicab Driver: It is proposed that a new provision be added stating that all taxicab drivers must ensure “that the taxicab is operated in a safe and controlled manner, according to the rules of the road.”
9. Passenger Requested Information: It is proposed that where passengers request information from drivers that this information be limited to certain identifiable taxi licence information from the taxicab driver. The taxicab driver shall not be required to give out their Provincial (PIC) number to a passenger. It is proposed that this change be made to the Bylaw.
10. Smoking Consent: Pursuant to Provincial legislation, it is illegal to smoke in a taxicab. This amendment removes the provision from the bylaw that allows a taxicab driver to smoke if he or she has the permission of all passengers.
11. Damaged Taxi Decals: This new amendment clarifies that the taxicab driver should inform the Licence Inspector of any damaged or missing decals or stickers. The City uses decals and stickers in the taxicab to inform the passengers of certain fees and rates charged for the use of the taxicab as well as identifying the vehicle as a taxicab.
12. Taxicab Owners Licence Criminal Record Check: Currently the bylaw requires all owners of a (regular, seasonal or accessible) taxicab licence to consent to a criminal record check. This amendment will exclude (regular, seasonal and temporary) owners from this process. The current taxi environment has changed, and many owners of a licence are not involved in the day to day operation of the taxicab. If the owner is involved in the daily operation of the taxicab, he or she would be subject to a criminal record check under the provisions of obtaining a valid taxicab driver’s licence. The police have been consulted on these changes, but at this point have not provided the Administration with their position on these changes.
13. Taxicab Owners Licence Good Character Check: The Regina Police Service does not report as to the good character of an applicant. A taxicab (regular, seasonal or temporary) owner does not always drive a taxicab, and an amendment will be made to allow for an owner to be excluded from being required to have a good character check performed. If the owner operates the taxicab, he or she would be subject to a criminal record check under the provisions of obtaining a valid taxicab driver’s licence.
14. Inspection Process: All taxicabs are subject to inspection by the Licence Inspector and must pass the inspection to operate in the City. However the bylaw does not clearly identify what is included in the inspection. This amendment clarifies that an applicant must pass the inspections as outlined in Schedule “B”. Schedule “B” is also a new amendment to the bylaw and will be discussed later in the report.
15. Expired Taxicab Owners Licences: The taxicab owners licence (decal) is the property of the City of Regina, and as such, the Licence Inspector will now require all expired taxicab owners licences (regular, seasonal, and temporary decals) to be returned to the Licence Inspector by May 31. The City is only requesting that the decal be returned.

16. Sealed Taximeter: The current bylaw does not state that a taximeter must be sealed. It states that the taxicab must have a meter, but does not go any further. The Licence Inspector checks all taximeters to ensure the rates are correct and then seals the meter upon completion of this inspection. It is proposed that an amendment to the bylaw be made to require all taximeters to be sealed.
17. Seasonal Licence Percentage: Currently, seasonal licences are restricted to 37% of the number of regular licences affiliated with each broker. There is also a further restriction that states that the number of seasonal licences are restricted to 37% of the total of all regular licences issued. Mathematically, these two requirements are not always compatible. For example, under the first requirement the Licence Inspector would be able to issue a set number of seasonal licences to each brokerage based on the licences affiliated with that brokerage. However, because the numbers are required to be rounded to the nearest whole number the total of all licences issued to all the brokers under this first requirement often does not meet the second requirement that limits the licences to 37% of all the regular licences. As a result, the Licence Inspector could comply with the seasonal number limits in subsection 14(1) but could not comply with the limits in subsection 14(2). This amendment removes subsection 14(2) which references that seasonal licences shall not exceed 37% of the total 120. By keeping subsection 14(1) it will ensure that seasonal licences will continue to be issued at a rate of 37%, but refer to the number of regular taxicabs affiliated with each brokerage in the determination of the number of seasonal licences.
18. Seasonal Licence Transfer Deadline: The current process for determining the number of seasonal licences allowed per brokerage is not consistent. By instituting a cut off date for transfers that affect the number of seasonal licences a broker may be eligible for; it will provide a consistent process for determining the number of seasonal taxis a broker can be issued. The amendment will state that the number of seasonal licences allocated to a broker will be determined using the number of regular taxicabs affiliated with such broker 30 days prior to the start of that seasonal licence period.
19. Accessible Taxicab Standards: All taxis operating in Regina must ensure that their vehicle is kept clean and tidy. Language referring to this is found under regular and seasonal taxicab licences; however, there is no reference to this under accessible taxicab licences. This amendment updates the accessible taxicab section and provides consistency across all taxicabs licensed for operation in Regina.
20. Section Referencing Bylaw 9565: Bylaw, 9565, has since been repealed and therefore this section will be removed from the current bylaw.
21. Transportation by Van: This is strictly a language cleanup. No changes to the intent or interpretation will occur.
22. Appeals through Committee: Throughout the Bylaw, there is a right of appeal to the Committee where the Licence Inspector refuses to issue a licence or revokes a licence. This current Committee reference is to the Community and Protective Services Committee. Amendments are proposed that would provide a right of appeal to applicants and licensees to the Regina Appeal Board instead of the Community and Protective Services Committee. The Regina Appeal Board is a more appropriate appeal body as it conducts other types of quasi-judicial hearings (i.e. property maintenance

appeals and licensing appeals for example) and therefore has consistent hearing processes in place. Amendments are also proposed that will clarify the time period for commencing an appeal (30 days) as well as the process for initiating an appeal. It will also clarify that a right of appeal is not available where a licence is refused or revoked for the following reasons: the failure to obtain a certificate of approval from the Chief of Police; or a failure to obtain or maintain provincially required vehicle registrations, driver's licences or vehicle inspections. An appeal cannot be launched in regards to these requirements as they are beyond the control of the appeal body and are decided by the Chief of Police or SGI. There are existing processes in place with the police service or SGI where an applicant or licensee wishes to have these decisions reviewed. A new section outlining the appeal process will be introduced.

23. Schedule "B": The proposed new schedule outlines the specific inspections that a Licence Inspector will check during a taxicab vehicle inspection. This section includes such things as checking signal lights, wind shield wipers, brake lights, seatbelts, taxicab meter rates, SGI inspection certificates and numbers, and vehicle identification information (ie: make, model, color, plate number, serial number and registration information).

