



COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

**Thursday, February 6, 2014
3:00 PM**

Henry Baker Hall, Main Floor, City Hall



**Public Agenda
Community and Protective Services Committee
Thursday, February 6, 2014**

Approval of Public Agenda

Minutes of the meeting held on January 8, 2014

Tabled Reports

CPS14-2 CPS14-2 Outstanding Items Report

Recommendation

1. That the following item be deleted from the list of outstanding items for the Community and Protective Services Committee:

Item	Subject
PCS07-51	Joint Use Agreements

2. That this report be forwarded to the Executive Committee for consideration.

Other Reports

CPS14-3 CPS14-3 2013 Youth Advisory Committee Annual Review

Recommendation

That this report be received and filed.

CPS14-4 CPS14-4 2013 Youth Forum - i's Open Evaluation Report

Recommendation

That this report be forwarded to City Council for information.

CPS14-5 CPS14-5 2014 Youth Advisory Committee Forum

Recommendation

1. That the plans for the 2014 Youth Forum as outlined in the body of this report be approved.
2. That this report be forwarded to February 27, 2014 meeting of Council.



Administration Reports

CPS14-6 CPS14-6 Taxicab Bylaw Changes

Recommendation

1. That a drop rate of \$4.00 be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
2. That a per metre rate of \$0.10 per 57 metres be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
3. That the additional charge of \$3.00 for transporting two non-ambulatory passengers from the same location be repealed.
4. That six additional accessible taxicab owner's licences be issued in 2014 through a lottery system, to be further reviewed by the Community and Protective Services Committee in June 2015.
5. That a lottery system be adopted for the issuance of accessible taxicab owner's licences.
6. That the City implement an accessible taxicab to population ratio of one for every 11,000 residents.
7. That all taxicabs (accessible, regular, seasonal, and temporary) be required to accommodate, at no additional charge, service animals accompanying passengers with disabilities.
8. That the City mandate the following technological requirements in accordance with the same three-year implementation strategy that is currently mandated for regular, seasonal, and temporary taxicabs:
 - a. electronic payment system technologies installed in accessible taxicabs by December 1, 2014;
 - b. GPS and computer-aided dispatching technologies installed in accessible taxicabs by December 1, 2015; and,
 - c. security cameras installed in all accessible taxicabs by December 1, 2016.
9. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
10. That the amendments to Bylaw No. 9635, The Taxi Bylaw, 1994, as identified in this report, be approved.
11. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.
12. That Item No. CPS13-18 be removed from the List of Outstanding Items for the Community & Protective Services Committee.



CPS14-7 CPS14-7 Atoskata

Recommendation

1. That Council approve and grant the authority to the Administration to negotiate and enter into a two-year agreement with Regina Treaty Status Indian Services Inc. commencing January 1, 2014 and terminating on December 31, 2015.
2. That the City Clerk be authorized to execute the necessary agreement with Regina Treaty Status Indian Services Inc. as prepared by the City Solicitor.

CPS14-8 CPS14-8 Changes to the Regina Property Maintenance Bylaw

Recommendation

1. That the amendments to the Regina Property Maintenance Bylaw No. 2008-48, as contained in Appendix A of this report, be approved.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, JANUARY 8, 2014

AT A MEETING OF THE COMMUNITY AND PROTECTIVE SERVICES
COMMITTEE
HELD IN PUBLIC SESSION

AT 4:00 PM

These are considered a draft rendering of the official minutes. Official minutes can be obtained through the Office of the City Clerk once approved.

Present: Councillor John Findura
Councillor Bob Hawkins
Councillor Mike O'Donnell
Councillor Shawn Fraser

Regrets: Councillor Jerry Flegel

Also in Attendance: Committee Assistant, Ashley Thompson
Deputy City Clerk, Amber Smale
Legal Counsel, Chrystal Atchison

The meeting commenced in the absence of Councillor John Findura.

Appointment of Chairperson

The Secretary called the meeting to order and following nomination procedures for the position of Chairperson, Councillor Jerry Flegel was declared Chairperson of the Community and Protective Services Committee for 2014.

Appointment of Vice-Chairperson

The nominations of Vice-Chairperson, were tabled to the February 6, 2014 Community and Protective Services Committee meeting.

In the absence of the Chair, Councillor O'Donnell moved, AND IT WAS RESOLVED, that Councillor Fraser assume the role of chair for this meeting.

Approval of Public Agenda

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the agenda for this meeting be approved, as submitted.

Adoption of Minutes

Councillor John Findura arrived at the meeting.

Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the minutes for the meeting held on November 27, 2013 be adopted, as circulated.

Other Reports

CPS14-1 Date Report

Recommendation

1. That 2014 meetings of the Community & Protective Services Committee be held at 4 p.m. on the following dates:

January 8 (previously approved)	July 2
February 6	August 13
March 5	September 3
April 16	October 15
May 7	November 5
June 4	December 1

2. That the first meeting of the Community & Protective Services Committee in 2014 be held on Wednesday, January 7, 2015 at 4:00 p.m.

Councillor Bob Hawkins moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in after removing the meeting date scheduled for August 13, 2014.

CPS14-2 Outstanding Items Report

Recommendation

1. That the following item be deleted from the list of outstanding items for the Community and Protective Services Committee:

Item	Subject
PCS07-51	Joint Use Agreements

2. That this report be forwarded to the Executive Committee for consideration.

Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, this item be tabled to the February 6, 2014 meeting of the Community and Protective Services Committee.

Adjournment

Councillor John Findura moved, AND IT WAS RESOLVED, that the meeting adjourn.

Meeting adjourned at 4:13 pm.

Chairperson

Secretary

January 8, 2014

To: Members,
Community and Protective Services Committee

Re: Review of Outstanding Items

RECOMMENDATION

1. That the following item be deleted from the list of outstanding items for the Community and Protective Services Committee:

<u>Item</u>	<u>Subject</u>
PCS07-51	Joint Use Agreements

2. That this report be forwarded to the Executive Committee for consideration.

CONCLUSION

This report reviews the status of outstanding items that have been referred to the Administration for reports to Community and Protective Services Committee. The Community and Protective Services Committee should review the items and provide instructions on the need for any changes to priorities.

BACKGROUND

Subsection 35(2) of City Council's Procedure Bylaw requires the City Clerk to provide a report to the Executive Committee annually which lists all items and the priority of the items that have been tabled or referred by City Council or one of its committees. The purpose of this report is to provide a list of the outstanding items for the Community and Protective Services Committee as at December 31, 2013.

DISCUSSION

Lists of Outstanding Items are maintained for City Council and its main committees. Items on the list may originate from:

- a recommendation in a report which indicates that another report will be forthcoming;
- a motion adopted to refer an item back to the Administration or to request a report on a related matter;
- a motion adopted by City Council or another committee requesting the Administration to prepare a report.

The Office of the City Clerk is responsible for maintaining and updating the lists. Items remain on the list until a report or the committee recommends their removal. The lists are updated with additions and deletions, as meetings are held and after review by the Executive Committee. The last review of outstanding items as at December 31, 2012, was considered on January 16, 2013.

The following steps were taken to facilitate the annual review of the outstanding items:

- the lists of outstanding items as at November 27, 2013 were circulated to departments for comments;
- the comments and lists were returned to the Office of the City Clerk for consolidation.

In 2013, the outstanding items report is first being circulated to the affected Committees prior to Executive Committee consideration. This process allows committees to have more detailed discussions of each item with the Administration and among themselves to determine priorities for Council consideration.

Attached to this report as Appendix “A” is a list of the outstanding public session items before the Community and Protective Services Committee. To assist the Committee, the list has been updated by deleting any items which were removed by resolution of committees during 2013.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Strategic Implications

Regular review of outstanding items provides both Council and the City Administration an opportunity to review and refocus priorities and resources as required based on current initiatives, needs of the community and corporate strategy.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

No specific public communication is required in relation to outstanding items. This report will be posted to the City of Regina website for public viewing.

DELEGATED AUTHORITY

Executive Committee is required to provide direction to the City Manager in relation to items on the outstanding items list for City Council or any of its committees along with directing any changes in priority.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Jim Nicol', with a stylized flourish at the end.

Jim Nicol
Chief Legislative Officer & City Clerk

Attachment

APPENDIX A

COMMUNITY AND PROTECTIVE SERVICES COMMITTEE LIST OF OUTSTANDING ITEMS AS AT DECEMBER 31, 2013

OPEN ITEMS

REPORT #:	PCS07-51
DATE TABLED/REFERRED:	September 12, 2007
SUBJECT:	Joint Use Agreements
MOTION:	2. The Parks and Community Services Committee provide an answer to the Parks and Recreation Advisory Board as early as the Board's first meeting in 2008.
DIVISION:	Community Planning & Development
COMMENT:	The Parks and Recreation Advisory Board has been dissolved. Remove from the list unless the Committee wants a new report.

REPORT #:	CPS13-18
DATE TABLED/REFERRED:	November 27, 2013
SUBJECT:	Taxi Bylaw Changes
MOTION:	That this report be referred back to the Administration for additional information that considers the Edmonton Accessible Taxi model, provincial subsidy models, hybrid allocation model and having a fully accessible lottery system and that the report be returned to the February 2014 meeting of the Community & Protective Services Committee for consideration.
DIVISION:	Community Planning & Development
COMMENT:	February 2014

February 6, 2014

To: Members,
Community and Protective Services Committee

Re: 2013 Youth Adviosry Committee Annual Report

**RECOMMENDATION OF THE YOUTH ADVISORY COMMITTEE
- JANUARY 14, 2014**

That this report be forwarded to the Community & Protective Services Committee for information.

YOUTH ADVISORY COMMITTEE – JANUARY 14, 2014

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

Members: Scott Findura, Conrad Hewitt, Emma Knight, Charity Mbugua, Faith Mbugua, and Natalia Smith were present during the consideration of this report by the Youth Advisory Committee.

The Youth Advisory Committee, at its meeting held on January 14, 2014, considered the following report from the Chairperson of the Youth Advisory Committee:

RECOMMENDATION

That this report be forwarded to the Community & Protective Services Committee for information.

BACKGROUND

Committee Structure Review and Work Plan

In 2012 during its November 19th meeting City Council directed the City Clerks office to undergo a structure review of all City committees. Due to uncertainty regarding the potential results of this review, the Youth Advisory Committee (YAC) was unable to draft a 2013 work plan. This process was further delayed by September's sewage plan referendum. The results of the committee structure review have not yet been made known to the YAC and as such we continue to operate without an official work plan. The YAC has instead drawn its direction and mandate from the committee's Terms of Reference in the short term, until such time as a new work plan may be developed.

2013 Youth Forum

The YAC's single biggest achievement this year was the planning and execution of its second annual youth forum in accordance with the committee's Terms of Reference. This year's event (dubbed "i's Open") focused on the themes of the volunteerism and community involvement, and sought to meet three strategic goals:

1. Inform Regina youth of volunteer opportunities available in our community.
2. Involve young people and community organizations in an open dialogue about the benefits of volunteering.
3. Impact the community in a positive way by connecting youth with volunteer organizations.

This year's youth forum offered the YAC an exciting opportunity to partner with the University of Regina Career Centre in a collaborative effort to meet these mutual goals. The YAC's relationship with the U of R is ongoing, and we look forward to working with them on future projects.

Hundreds of students attended the tradeshow-style event at the U of R on October 23rd. Feedback from students and volunteer groups was overwhelmingly positive. A survey sample of 30 students indicated that 92% felt encouraged to volunteer with a community organization after attending the event. Multiple volunteer organizations in attendance informed the YAC that they experienced an increase in volunteer sign-ups in the weeks following the forum compared to previous years. Discussions of next year's youth forum theme are ongoing.

Presentations

Throughout the year the YAC received presentations on the following topics:

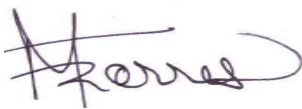
- City Studies and Planning Processes
- The City of Regina's Official Community Plan
- The Community Food System Steering Committee

These presentations gave YAC members the opportunity to ask questions, give input, and develop a better knowledge and understanding of current initiatives in Regina, both in and out of City Hall.

The YAC would like to thank all City staff and Council members for their tireless effort and service, and particularly for their support of the Youth Advisory Committee. We are all looking forward to achieving even bigger and better things next year.

Respectfully submitted,

YOUTH ADVISORY COMMITTEE



Mavis Torres, Secretary

February 6, 2014

To: Members,
Community and Protective Services Committee

Re: 2013 Youth Forum - i's Open Evaluation Report

**RECOMMENDATION OF THE YOUTH ADVISORY COMMITTEE
- JANUARY 14, 2014**

That this report be forwarded to City Council for information.

YOUTH ADVISORY COMMITTEE - JANUARY 14, 2014

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

Members: Scott Findura, Conrad Hewitt, Emma Knight, Charity Mbugua, Faith Mbugua, and Natalia Smith were present during the consideration of this report by the Youth Advisory Committee.

The Youth Advisory Committee, at its meeting held on January 14, 2014, considered the following report from the Administration:

RECOMMENDATION

That this report be forwarded to the Community and Protective Services Committee and City Council for information.

CONCLUSION

The 2013 Youth Advisory Forum, 'i's Open', was an opportunity to educate the youth of Regina on the varying volunteer opportunities available in our city. Further to this, it was an opportunity to empower youth by creating an event that offers opportunities to network with a wide variety of community organizations and agencies seeking volunteers. Approximately two hundred and ten youth attended the 'i's Open' forum October 23, 2013. Feedback was gathered through face to face interviews, and paper surveys that were distributed throughout the afternoon of the forum. The results of the evaluations indicate that the forum was a success, as 92% stated that the forum has made them consider volunteering with an organization. The information that was gathered will assist the Youth Advisory Committee (YAC) in the planning of next year's forum.

BACKGROUND

The YAC terms of reference require that in conjunction with City administration, the YAC hold a yearly forum to discuss policies, programs, and services related to youth. This report provides an overview and evaluation of the 2013 'i's Open' youth forum.

DISCUSSION

Building off the success of the 2012 youth forum, 'Extreme Youth on the Move,' the YAC challenged itself to create a new theme that would broaden not only the committee's knowledge and experience, but also target a slightly different age and demographic of Regina youth. The 2012 forum focused on sport, recreation, and positive lifestyle choices for youth. The 2013 forum looked to educate youth on the varying volunteer opportunities in Regina. Specific focus was on engaging and empowering youth by creating an environment that hosted a wide range of volunteer organizations seeking volunteers.

Plans for this event began in early 2013 when members challenged themselves to create an event different from previous years, with the hope of broadening the reach for the event. Although members had already unanimously decided on volunteerism as the theme, finding a relevant venue would be equally important and challenging in ensuring success of the 2013 forum. Early venue options included neighbourhood centres, major facilities, local businesses, SIAST and the University of Regina. Members also unanimously agreed that the University would offer greater potential, as it would further eliminate barriers to attendance by offering an accessible location. Further to this, it was also evident that the majority of the population of the University was youth, making this venue option even more beneficial. Conversations with the University of Regina's Career Centre on a potential collaborative partnership for the event began in late winter.

The 2013 Youth Forum, 'i's Open', took place on October 23, 2013 at the University of Regina. The event was collectively hosted by the YAC, City of Regina, and the University of Regina's Career Centre. The 'i's Open' forum also undertook a trade show style event, displaying a wide variety community organizations throughout the gymnasium. Eighty organizations (Appendix A) attended the event with the goal to offer volunteering opportunities to the youth in attendance. Throughout the day, approximately two hundred and ten youth stopped in to the gymnasium. What made this event unique was the goal of specifically engaging the youth population, educating them on volunteering, volunteering opportunities, and the benefits to volunteering with a community organization. YAC members attended the event as leaders and positive role models, networking throughout the day with attendees and representatives of the community agencies and organizations.

The YAC played a very important and key role in identifying the variety of necessary components to make this event successful. The formal part of the event was emceed by the YAC Chairperson, Conrad Hewitt. Mr. Hewitt had the pleasure of welcoming individuals to the event, as well as introducing the guest speakers Mayor Michael Fougere and Councillor Sharron Bryce. Dr Tom Chase, Provost, represented the University of Regina. The final formal component was guest speaker, President and Chief Executive Officer of the Saskatchewan Roughriders, Jim Hopson. Mr. Hopson addressed the topic of volunteering, community impact, and the overall benefits of volunteering.

The YAC chose the name 'i's Open,' as it signified overall awareness in relation to volunteering, but more so the impact that youth can make by volunteering in the community. The 'i's Open' theme fostered three main objectives for the day:

1. Inform: The forum educated youth on the various volunteer opportunities by offering a wide range of organizations showcasing their work. Organizations brought posters, pamphlets, videos, and many other forms of educational resources in order to assist us with the success of this event.
2. Involve: The forum involved youth from Regina, as well as 80 community organizations.

3. Impact: The potential impact of this event was two fold; Volunteering as a result of this event may have been due to required hours needed for a particular class or stepping stone for professional development, or it may have been based on an internal desire to help or assist someone. The forum also made an impact on the agencies and organizations attending the event, as many sought out to fill vacant volunteer placements.

The main objective for this event was to make an impact in the community by offering education and opportunity. As mentioned, an evaluation was done by a handout questionnaire that asked the following questions to gauge the impact of this event:

1. Has this event made you consider volunteering with an organization?

Of the 30 questionnaires that were returned to the YAC, 92% stated that the event had encouraged them to consider volunteering with an organization. One individual had replied with a 'maybe,' and one individual replied with a 'no,' indicating that they had no interest in volunteering with any organization.

2. If so, which organization?

A variety of answers were supplied for this question, including – Regina Humane Society, Ranch Ehrlo Society, Best Buddies, Open Door Society, Special Olympics, and North Central Family Centre to name a few.

Feedback from the organizations was also encouraged to further gather information regarding success, challenges, and of course ways to add to the development of this type of event. The following were some of the comments provided after the event:

-Thank you for the opportunity to have a display at the Volunteer Fair yesterday. We were able to find the exact volunteers we were looking for, and offer them placements that will enhance their career skills. In addition we met with many other organizations that may be potential partners in the future. I even signed up to volunteer myself, which I had been considering for a number of years. All in all a great event. We hope we can participate again next year.

-Great event. Your team should be commended. Thank you for allowing us to participate.

-We thank you for entering a new venture and look forward to others

-This was successful for our organization as we had more volunteers sign up than in previous years.

Leading up to this event, the YAC worked closely with the City of Regina communications staff to develop a variety of methods to advertise this event. Brochures and posters were distributed to over a hundred community organizations and agencies, as well as all the community associations, neighbourhood centres and major facilities. Further to this, ads for the event were displayed on the TV's throughout the University of Regina for weeks prior to the event. YAC members and City of Regina Administration also hosted a booth at the University of Regina's Career Day to help promote the work of the YAC and remind students of the 'i's Open' forum. In the weeks leading up to the event, YAC members accompanied representatives from the U of R Career Centre on a live interview on Regina's community radio to answer questions regarding volunteering and the October 23, 2013 forum. Members also took advantage of social networking for marketing purposes as they also advertised on Facebook.

In summary, the forum provided an atmosphere which fostered education and opportunity to bolster volunteerism. The YAC, City of Regina, the University of Regina's Career Centre and community based organizations came together to empower and engage the youth of Regina and campus community. The YAC was able to effectively accomplish their initial goals of informing, involving, and impacting, while engaging the youth and community organizations. The YAC and City of Regina have also developed a healthy partnership with the University of Regina Career Centre.

RECOMMENDATION IMPLICATIONS

Financial Implications

Funding for this forum was approved in the 2013 budget.

Environmental Implications

There are no environmental issues related to the content of this report.

Policy and/or Strategic Implications

The work of the YAC continues to assist the City of Regina in achieving its vision of becoming a sustainable, inclusive and vibrant community. By hosting this forum, the YAC effectively increased volunteer placements and training opportunities to enhance skills and resumes of youth in Regina.

Other Implications

There are no other implications related to this report.

Accessibility Implications

The YAC continue to assist the City of Regina in their vision of being an inclusive community by increasing equal access and opportunity.

COMMUNICATIONS

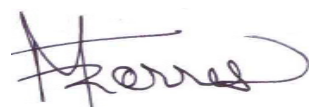
There are no communication implications associated with this report.

DELEGATED AUTHORITY

The disposition of this report is within Council's authority.

Respectfully submitted,

YOUTH ADVISORY COMMITTEE

A handwritten signature in purple ink, appearing to read 'Mavis Torres', is written over a horizontal line.

Mavis Torres, Secretary

-Appendix A-

List of Organizations Registered
As of August 14, 2013

North Central Community Association
St. Johns Ambulance
Schizophrenia Society
AIDS Programs South Saskatchewan
SEARCH - Regina Student Clinic
Canadian Blood Services
Saskatchewan Voice of People with Disabilities
Regina Transition House
Regina Sexual Assault Centre
William Booth Special Care Home
Regina Little Theatre
Regina Immigrant Women Centre
Neil Squire Society
Saskatchewan Organization for Heritage Languages
YWCA Big Sisters of Regina
Regina Humane Society
U of R Ambassadors
Randall Kinship Centre
Tetra Society of North America
Regina Food Bank
Phoenix Residential Society
Carmichael Outreach
Fruit for Thought
REACH Regina
Heart and Stroke Foundation
Cosmopolitan Learning Centre
Planned Parenthood Regina
Regina Public Library

February 6, 2014

To: Members,
Community and Protective Services

Re: 2014 Youth Advisory Committee Forum

RECOMMENDATION

1. That the plans for the 2014 Youth Forum as outlined in the body of this report be approved.
2. That this report be forwarded to February 27, 2014 meeting of Council.

CONCLUSION

The Youth Advisory Committee's (YAC) third annual forum will be held on March 26, 2014 at Dallas Valley Ranch Camp. This year's Youth Forum, 'Energize,' will focus on youth engagement and leadership, increased physical activity, positive mental health, and positive healthy lifestyle choices. The Energize Forum is an overall celebration for the children and youth who have implemented the 'Take the Lead!' initiative in their schools and community. The YAC has been invited to partner with the Regina Qu'Appelle Health Region, Saskatchewan Parks and Recreation Association, Saskatchewan In Motion, and South East Connection to celebrate the successes and accomplishments of the many youth who have made positive contributions in their school and communities. Further to this, the forum will also provide a learning opportunity by educating the youth on additional leadership skills to take back and implement in their schools and communities.

BACKGROUND

The YAC Terms of Reference require that the YAC and City Administration hold a yearly forum to discuss policies, programs and services related to youth. This report outlines the YAC's plans for the 2014 forum.

DISCUSSION

In 2012, the YAC held its first annual youth forum, "Extreme Youth on the Move". The focus for the forum was on sport and recreation, specifically the promotion of positive lifestyle choices for children and youth over the age of six. One hundred and twenty-two children attended and experienced a wide range of 'try it' sessions including lacrosse, spin, swimming, basketball, yoga, zumba, and soccer. The Extreme Youth on the Move forum provided awareness around the importance of making healthy lifestyle choices by providing accessible and barrier free sport and recreation activities.

Building off the success of the 2012 youth forum, 'Extreme Youth on the Move,' the YAC challenged itself to create a new theme that would broaden not only the committee's knowledge and experience, but also target a slightly different age and demographic of Regina youth. The 2012 forum focused on sport, recreation, and positive lifestyle choices for youth. The 2013 forum, "i's Open looked to educate youth on the varying volunteer opportunities in Regina. Specific focus was on engaging and empowering youth by creating an environment that hosted a wide range of volunteer organizations seeking volunteers.

In 2014, the YAC will revisit the theme of positive healthy lifestyle choices, including promotion of physical activity, healthy food choices, positive mental health, and leadership skill development. The YAC will join a variety of other organizations, including Regina Qu'Appelle Health Region, Saskatchewan Parks and Recreation Association, Saskatchewan in Motion, and South East Connection to ultimately celebrate and educate our youth. The 2014 Youth Forum, "Energize," will be a celebration for the youth who have stepped forward as leaders in their schools and communities and implemented the "Take the Lead," initiative. Further to this, the forum will offer a youth leadership opportunity that teaches youth to be positive leaders and role models through positive healthy lifestyle choices.

The Take the Lead initiative is a Saskatchewan Parks and Recreation program which focuses upon leadership skill development, increased physical activity and healthy lifestyle choices for children and youth. The program promotes physical activity, healthy food choices, positive mental health, safe and active play, responsibility and respect for others while ultimately developing leadership and life skills. Further to this, it provides opportunities for youth to take responsibility for making positive contributions to their school and community, and to make more positive personal choices and be a positive role model in their community. Currently, there are 17 schools that have accepted the challenge to "Take the Lead," and are now offering this initiative in their schools and communities.

The March 26th forum, "Energize," will collectively be hosted by the YAC, City of Regina, Regina Qu'Appelle Health Region, Saskatchewan Parks and Recreation Association, Saskatchewan in Motion, and South East Connection at the Dallas Valley Ranch Camp. Youth who have implemented the "Take the Lead" initiative in their community will be invited to spend a day to celebrate their success as well as learn new activities they can take back and implement in their schools and communities. The day itself will begin at 9:30 am and will consist of special guests, exciting and interactive break out sessions, healthy food, and a time to learn from each other by sharing ideas. Break-out sessions will include such themes as the benefit to physical activity and outdoor play, team building, positive eating patterns, and positive mental health.

The YAC have been considered as ambassadors for youth engagement in the City of Regina, and therefore have been invited to take a leadership role in the March 26 forum. At the January 14, 2014 YAC meeting, a delegation from the Regina Qu'Appelle Health Region presented the key goals and objectives of the forum. An invitation was extended to the YAC to be part of the forum, and essentially play a lead role in celebrating the work of over 200 youth currently making positive contributions in their schools and communities. The YAC felt that this was a very appropriate fit to engage youth and raise the profile of their committee. Further to this, the YAC feels that this event will have a positive impact on the community by engaging youth in the promotion of physical activity, healthy food discussions and positive mental health topics. The YAC will offer input and help establish the specific session topics. The YAC members will assist in finding facilitators, and contacting schools and students to participate in the event. The YAC will also play a key role in the operation of the day's scheduled events.

RECOMMENDATION IMPLICATIONS

Financial Implications

Previous forums have been allotted \$5,000. This is the maximum amount available for the 2014 forum pending approval of the 2014 Operating Budget.

Environmental Implications

There are no environmental issues related to the content of this report.

Policy and/or Strategic Implications

The work of the YAC will assist the City of Regina in achieving its vision of becoming a sustainable, inclusive, and vibrant community. By being a part of this forum, the YAC will help promote healthy lifestyles, physical activity, youth leadership, and positive mental health.

Other Implications

There are no other implications related to this report.

Accessibility Implications

The YAC assists the City of Regina in their vision of being an inclusive community by increasing equal access and opportunity.


COMMUNICATIONS

YAC will develop marketing tools and key messaging for the forum. Invitations will be sent to youth-serving organizations.

DELEGATED AUTHORITY

The disposition of this report requires City Council approval.

Respectfully submitted,



Conrad Hewitt, Chairperson
Youth Advisory Committee

Report prepared by:
David Slater, Community Consultant

APPENDIX A

RE: Take the Lead! Initiative “Energize” Celebration - March 26, 2014 - Dallas Valley Ranch Camp

Background Information: What is Take the Lead!

Take the Lead is a Saskatchewan Parks and Recreation program which focuses upon leadership skill development and increased physical activity and healthy lifestyle choices for children and youth. The program promotes physical activity, healthy food choices, positive mental health, safe and active play, responsibility and respect for others and property while developing leadership and ultimately life skills.

It provides opportunities for youth to take responsibility for making positive contributions to their school and community and to make more positive personal choices and be a positive role model in their community.

“Energize”

A number of elementary schools have accepted the challenge to Take the Lead! and are now offering this initiative in their schools and communities! Regina Qu’Appelle Health Region along with partners including SPRA, City of Regina, Saskatchewan In Motion and South East Connection are excited to host the first ever mid-season celebration, “Energize” on Wednesday, March 26, 2014 at Dallas Valley Ranch Camp.

We are planning to invite the grade 5, 6 and 7 classes who have taken this training the opportunity to spend a day where we will celebrate their success as well as learn new activities that they can take back and implement in their schools. Our high energy day will consist of special guests, exciting and interactive break-out sessions, healthy delicious food, and a time to learn from each other by sharing ideas!

Please join us!

We would like to invite the City of Regina Youth Advisory Committee to join us as we plan this youth engagement, high energy event! We are seeking input and help to establish session topics, find facilitators to offer the sessions, assist us in contacting the schools/students and getting them “energized” for this incredible event, as well as the overall operation of the day’s scheduled events.

For more information please contact:

Peggy Chorney

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“Energize”

Event Goals:

Take the Lead! youth and adults who are mentoring the youth in this initiative are:”

- *re-energized and motivated by the new activities that are showcased at this event and are able to use these ideas in their schools and communities

- *able to celebrate their success with this initiative and be recognized as a positive role models and leaders in a fun and positive way!

- *opportunity to share successes and work through problems with other participants. (This will provide a learning opportunity as well as equip participants with new ideas and solutions for their schools and communities.)

- *strengthen the relationship between the youth and the caring adult/adult coach building a stronger team and in turn, stronger program initiative

- *showcase a youth leadership opportunity that teaches youth to be positive leaders and role models through healthy lifestyle choices with the help and guidance of a caring adult(s)/adult coach.

b. As an organization, what do you want to achieve by being involved?

- *support physical activity

- *support youth engagement and leadership

- *support positive healthy lifestyle choices

- *strengthen and support the Take the Lead! Initiative

- *foster play at recess, before and after school as well as play in our homes and communities

c. Who is our target audience?

Youth who are currently offering Take the Lead! at the schools or communities

The adult coaches s who are supporting the Take the Lead sites (schools, community sites)

Participants fall within the RQHR geographical boundaries.

d. How will we define success? (Survey: one month after event?)

- *youth and their adult coaches report that the event gave them a new energy and excitement to continue in this initiative

- *sites report that a minimum of one the activities introduced at this event are being implemented into their program plan.

*youth and the adult coaches report feeling that their leadership and involvement in this initiative has been acknowledged and appreciated.

*Problems have been solved and new ideas have been implemented into each Take the Lead! site

* New program ideas and commitment is reported by both leaders and adult coaches

*Additional schools/sites will see this initiative as something of value and will request the Take the Lead! Initiative at their site

Event Timeline:

Actual event to begin at 9:30 am until 3 pm (allowing travel time for buses to transport youth to and from their schools)

February 6, 2014

To: Members,
Community and Protective Services Committee

Re: Taxicab Bylaw Changes

RECOMMENDATION

1. That a drop rate of \$4.00 be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
2. That a per metre rate of \$0.10 per 57 metres be implemented for all taxicabs, including those operating under accessible, regular, seasonal, and temporary licences effective March 11, 2014.
3. That the additional charge of \$3.00 for transporting two non-ambulatory passengers from the same location be repealed.
4. That six additional accessible taxicab owner's licences be issued in 2014 through a lottery system, to be further reviewed by the Community and Protective Services Committee in June 2015.
5. That a lottery system be adopted for the issuance of accessible taxicab owner's licences.
6. That the City implement an accessible taxicab to population ratio of one for every 11,000 residents.
7. That all taxicabs (accessible, regular, seasonal, and temporary) be required to accommodate, at no additional charge, service animals accompanying passengers with disabilities.
8. That the City mandate the following technological requirements in accordance with the same three-year implementation strategy that is currently mandated for regular, seasonal, and temporary taxicabs:
 - a. electronic payment system technologies installed in accessible taxicabs by December 1, 2014;
 - b. GPS and computer-aided dispatching technologies installed in accessible taxicabs by December 1, 2015; and,
 - c. security cameras installed in all accessible taxicabs by December 1, 2016.
9. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
10. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report, be approved.
11. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.
12. That Item No. CPS13-18 be removed from the List of Outstanding Items for the Community & Protective Services Committee.

CONCLUSION

Consistent with the City's Official Community Plan for "creating safe and inclusive neighbourhoods that are easy to get around" the Administration recommends changes to the taxicab industry that will ensure equal access for all citizens.

These changes include: equalizing the drop rate for accessible taxicabs and regular taxicabs; increasing the number of accessible taxicab licences to adequately meet the needs of people with mobility disabilities and the growing senior community; and technological and vehicle age requirements that will enhance the safety and security of both drivers and passengers. A detailed listing of the proposed amendments to *The Taxi Bylaw, 1994* is included in Schedule A of this report.

BACKGROUND

In 2009, the City of Regina hired the consultant firm Tennessee Transportation & Logistics Foundation (TTLF) to provide a detailed analysis of the City's current taxicab industry. The findings from this report led to the regulatory changes that were adopted by City Council on March 12, 2012 (CR12-19). These changes included:

- requirements for computer-aided dispatching, electronic payment, security cameras, and GPS technologies;
- vehicle age requirements;
- a population ratio of one taxicab for every 1,250 residents;
- the issuance of temporary taxicab licenses through a lottery process; and,
- a taxi cost fare model.

The TTLF report did not include an evaluation of accessible taxicabs. Persons with disabilities were included as part of the 2011 Regina City Priority Population Study. The study's findings highlighted the need for affordable, timely, accessible transportation to support full inclusion in employment, community activities, and everyday pursuits. Sounding sessions with stakeholders revealed concerns around high costs and the limited availability of accessible taxicabs. In January 2013, the Administration began a review of the City's accessible taxicabs services.

The Taxi Bylaw, 1994 provides for a drop rate of \$7.00 for accessible taxis and \$3.80 for regular taxicabs. Separate drop rates were first introduced in 1997 to account for the higher costs associated with operating an accessible taxicab. A number of factors contribute to this increased cost, including: installation of wheelchair accessible equipment that must meet safety standards; higher operating and maintenance costs; and, additional services provided to passengers with disabilities, including loading, securing, and unloading of wheelchairs. The majority of other jurisdictions in Canada do not set separate rates for accessible taxicabs and regular taxicabs. The Saskatchewan Human Rights Commission advocates that equivalent and comparable taxicab services including fare equity, be made available to persons with disabilities.

A total of seven accessible taxicab owner's licences have been approved by Council. Four of these licences are currently in use – two by Regina Cabs/Premier Taxi, one by Capital Cabs, and one by Van De's Accessible Transit Inc. The remaining three licences have been returned to the City and have not been reissued. The most recent allocation of an accessible taxicab owner's licenses was in December 2006. Consultations with accessible taxicab passengers and taxicab brokers have revealed that the current number of accessible taxicab owner's licences (including licences that have not been reissued) is insufficient to keep up with demand.

DISCUSSION

Drop Rates for Accessible, Regular, Seasonal, and Temporary Taxicabs

Reducing the accessible taxicab drop rate to match that of other taxicabs will provide fare equity for people with disabilities. Thus, all taxicabs will charge the same fares for service with increases calculated based on the Taxi Cost Fare Model as per Schedule “D” in *The Taxi Bylaw, 1994* going forward.

Equalizing the fares for all taxicabs also requires the removal of the provision allowing an extra \$3.00 charge for the hire of an accessible taxicab for transporting two non-ambulatory passengers departing from the same place and travelling to the same destination.

The latest Taxi Cost Fare Model review, conducted in October 2013, indicated a 5.2 per cent increase from the period of November 2011 to September 2013. This would suggest that a corresponding fare increase is necessary to maintain industry profitability. Based on a review of the drop rate and per metre rate, the Administration recommends increasing the drop rate from \$3.80 to \$4.00 and adjusting the per metre rate from \$0.10 per 60 metres to \$0.10 per 57 metres.

Possible Financial Incentives for Accessible Taxicab Service Providers

The Administration recognizes that the cost of purchasing and operating an accessible taxicab is higher than for a regular taxicab and has considered several options for addressing this issue. Table 1 provides a comparison of the most common taxicab models and purchase prices in Canadian dollars (based on 2013 baseline models, no tax). The table also provides the cost difference between each vehicle model and the MV-1 – a factory-built accessible vehicle. From this comparison it is estimated that a new accessible taxicab costs approximately \$20,000 more than a new non-accessible taxicab.

Table 1. Vehicle cost comparison.

Vehicle Model	Price (baseline)±	Cost Difference (compared with MV-1)	Cost Difference (compared to retrofit van)
MV-1 accessible taxi	\$45,900	-	-
Retrofitted Dodge Caravan*	\$32,400	\$13,500	-
Toyota Prius 2013	\$26,100	\$19,800	\$6,300
Dodge Grand Caravan 2013	\$19,895	\$26,005	\$12,505
Toyota Camry 2013	\$26,985	\$18,915	\$5,415
Chevrolet Malibu 2013	\$21,995	\$23,905	\$10,405
Lincoln MKZ 2013	\$36,100	\$9,800	- \$3,700
Average cost difference		\$19,685	\$6,185

*Retrofit costs are based on estimates provided by the Taxicab, Limousine, and Paratransit Association Accessible Taxicab Cost Calculator

± Prices are based on those provided on the vehicle manufacturer website

In order to determine whether there is a need to provide a financial incentive to the taxicab industry to provide service to non-ambulatory customers, the Administration conducted a review of municipal, provincial, and federal incentives available to accessible taxicab owners (see Schedule B of this report for the full analysis). From this review, there does not appear to be a standard mechanism for offsetting these costs and incentive programs have been met with various levels of success. Additionally, the decision to provide financial incentives is highly dependent on local industry regulation and the overall industry environment.

According to BMA Management Consulting Inc. and the Center for Transportation Studies, the following key determinants that will reduce the need for financial incentives tend to be:

- The presence of a full service taxi industry, with a sufficient number of vehicles to service a wide geographic area, modern computer-aided dispatch, school trips services, special event services, etc.
- If the taxicab owner's licences can be bought and sold, thus holding "inherent value".
- Customer demand that provides a reasonable revenue stream for the accessible taxicab service providers.

Based on the results of the jurisdictional review and in consideration of the above determinants, the Administration does not recommend providing a financial incentive for accessible taxicabs at this time.

Service Animals

Consultations with the Saskatchewan Human Rights Commission Accessible Transportation Stakeholder Advisory Committee (ATSAC) have revealed that passengers with service animals face high rates of refusal (more than 50 per cent) when requesting a taxicab. While human rights legislation already requires the accommodation of persons who use service animals, the ATSAC strongly recommends including provisions in *The Taxi Bylaw, 1994* that would require drivers to provide the Licence Inspector with a reasonable justification for refusing transportation of a service animal.

The Administration recommends mandating that all taxicabs (regular, seasonal, temporary, and accessible) accommodate persons with disabilities who use service animals, unless exempted by the Licence Inspector on the basis of undue hardship. An undue hardship would include a situation where the attendance of a service animal presents an unreasonable risk to health or safety. Minor irritation, unsupported fears of property damage, and cultural reasons do not represent undue hardship. Taxicab brokers and drivers must not demand additional charges for the transportation of service animals accompanying persons with disabilities.

Technology and Vehicle Age

Following the approval of the City Council report CR12-19, which contained recommendations based on the TTLF Taxi Study, timelines were provided to the owners of the taxicabs and brokers for the implementation of the various technological features and vehicle age requirements. These technological features include computer-aided dispatch systems, GPS systems, security cameras and electronic payment systems. Vehicle age requirements and technological features were only mandated for regular, seasonal, and temporary taxicabs. In order to maintain an equal service level across the entire taxicab industry, the same requirements should apply to accessible taxicabs as well.

The Administration recommends the same three-year staged implementation strategy for accessible taxicabs that was mandated for all other taxicabs:

- one year (December 1, 2014) for implementation of an electronic payment system;
- two years (December 1, 2015) for implementing GPS and computer-aided dispatch systems; and,
- three years (December 1, 2016) for installation of a fully-functioning security camera system.

The Administration further recommends mandating vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs, as per *The Taxi Bylaw, 1994*.

Population Ratio

As Regina continues to grow, so too will the number of residents requiring the use of accessible taxicab services. The Administration believes there is a need for a substantial increase in the number of accessible taxicab owner's licences.

Accessible taxicabs are rarely available on-demand and must be booked in advance; with passengers reporting particular difficulty in receiving service after 6 p.m. Brokers indicate they are unable to provide on-demand service, 24-hours a day because of the lack of accessible taxicabs. All stakeholders indicated an increase in the number of accessible taxicabs would assist the brokers in providing more service. The addition of more accessible taxicab owner's licences may also help alleviate the pressures on the paratransit system.

The City has no mechanism in place for determining the appropriate number of accessible taxicab owner's licences. Based on the TTLF taxi study, Council mandated a population ratio which provides for one taxicab for every 1,250 residents. Only regular and temporary licences, not seasonal or accessible licences, are included in the ratio calculation. The current population ratio model is an interim solution and the Administration remains committed to technology and the subsequent trip data analysis model as the best option for licence issuance after 2014.

In order to provide a comparable level of taxicab service for people with disabilities, the Administration recommends adopting a population ratio as an interim solution until technological requirements have been met. The recommended ratio is based on a Statistics Canada report that 11.5 per cent of Canadians have a mobility disability. From the 2011 Statistics Canada Census population estimate of 193,100, it can be surmised that 18 accessible taxicab owner's licences should be issued for the City in order to provide a level of accessible taxicab availability that is comparable to regular taxicab availability. To meet this need, the recommended population ratio provides one accessible taxicab for every 11,000 residents.

The Administration recommends that the three currently unissued accessible taxicab owner's licences be issued in 2014 under the amended Bylaw along with another three additional accessible taxicab owner's licences, bringing the total number of accessible taxicab owner's licences to 10. This incremental increase in the number of accessible taxicabs will lessen any impact on existing accessible taxicab licence owners. An additional increase in the number of accessible taxicabs will be reviewed in June 2015.

Issuance of Accessible Taxicab Owner's Licences

The Taxi Bylaw, 1994 currently provides for a request for proposals (RFP) to issue accessible taxicab owner's licences. When the RFP process was put into place *The Urban Municipality Act* permitted the City to use a public tender process and to charge market rates for taxicab licences. However; the current provisions of *The Cities Act* prohibit charging a fee for a licence that is greater than the cost of administering that licence, which would prohibit a monetary evaluation of any RFP. One accessible taxicab owner's licence was directly allocated by Council in December 2006, but the RFP process was never used.

The unissued accessible taxicab licences remained with the City while new methods of allocation were considered. As the TTLF Regina Taxi Study conducted between 2009 and 2010 did not include accessible taxicabs in its review, methods of allocation for accessible licences were deferred until a full review of accessible taxicabs could be conducted.

With respect to regular taxicab licences, Council has approved six temporary licences to be issued by a lottery/draw in the first quarter of 2014. Temporary licence issuance based on the population ratio, was introduced as an interim solution until GPS and computer-aided dispatch technologies could be fully implemented for regular, temporary, and seasonal taxicabs. The use of trip data will enable the City to better estimate the appropriate number of taxicab licenses required to meet demand. The demand for accessible taxicabs and therefore the appropriate number of licenses is also anticipated to be better determined once GPS and dispatch data are available to the City. The Administration is recommending that licences of each type continue to be assessed separately to ensure that demand for taxicabs by ambulatory passengers does not have a negative effect on supply of accessible taxicabs, as the bylaw currently permits accessible taxicabs to transport ambulatory passengers when they are not needed for non-ambulatory passengers.

In addition to the RFP and lottery systems, several other jurisdictions have allocated accessible taxicab owner's licences directly to taxicab brokerages according to the size of the brokerage.

Option 1: Request for Proposal (RFP)

The RFP process is designed to allow the City to select qualified and experienced bidders. Bids would be evaluated based on service criteria and not on a monetary basis as the cost of the licence would be set by the Bylaw. Successful bidders would receive a licence only and not a service contract with the City.

The Administration has determined that the RFP option is not an appropriate option for the City. Without the use of monetary evaluation factors as is typical of the RFP process, it would be a subjective process that would be difficult to administer in a fair and transparent manner. Further, in consultations with taxicab brokerages it was suggested that an RFP for new accessible taxicab owner's licences would not attract bidders.

Option 2: Lottery/Draw

The lottery/draw process is currently used to issue temporary licences. The lottery is open to individuals over the age of 18 who meet all the licensing requirements as stated in *The Taxi Bylaw, 1994*. Selected entrants are eligible to operate a temporary taxicab owner's licence. The temporary licences are non-transferrable.

The lottery/draw provides a fair and equitable process in the distribution of new taxicab licences. Strong support exists for the lottery process among taxicab drivers; however, many strongly recommend that restrictions should be in place to prevent the entry of people from outside the current Regina taxicab industry. While the Administration understands the industry's position in wanting these restrictions, it has been determined that there is no sufficient evidence to justify excluding persons from lottery eligibility considering the City's role in regulating the taxicab industry.

Option 3: Direct Allocation

The taxicab brokers preferred method for the issuance of additional accessible taxicab owner's licences is to provide them with the licences directly. This method would ensure that each existing broker would have an accessible taxicab available for its dispatch. This would provide greater equality from a customer perspective as accessible taxicab customers will have the same choice of service providers as customers using regular taxicab services. However, direct allocation restricts the entry of people from outside the current Regina taxi industry and favours existing brokers.

While this model is not being recommended, in order to ensure an open and fair process any licenses issued directly to brokers should be available to new and existing brokers. This would open an additional avenue to receive an accessible taxicab licence, which may result in the issuance of an unlimited number of licenses.

Option 4: Hybrid Model of Allocation

A hybrid model would combine direct allocation with a lottery process. A specified number of accessible taxicab owner's licences would be given to each of the taxicab brokerages. Other accessible taxicab owner's licences would be allocated through a lottery/draw process. The hybrid model has all of the same disadvantages as the direct allocation method.

To provide an allocation system that is fair and equitable, the Administration recommends issuing six accessible taxicab owner's licences in 2014 through a lottery/draw. The recipients of the licenses will be free to associate with whichever broker they choose or to associate with any new brokerage that is established in accordance with the Bylaw. The conditions for entering the lottery will be the same as those currently in place for the temporary taxicab licence lottery. Licences awarded through the lottery process will be non-transferrable and will remain the property of the City.

Additional Bylaw Amendments

In addition to the proposed changes above, the Administration is using this opportunity to address additional housekeeping amendments in *The Taxi Bylaw, 1994*, as follows:

- a) delete references to compliance dates which have passed and are therefore now in force;
- b) delete references to subsection 21.6(4) and (5), which were renumbered to (1) and (2) in a previous amendment;
- c) updating Schedule C to remove vehicles which are no longer in operation; and,
- d) updating outdated position titles.

RECOMMENDATION IMPLICATIONS

Financial Implications

Licence renewals for an additional six accessible taxicab owner's licences would amount to an additional \$2,250 in annual revenue. Additional revenue will be generated from the lottery/draw process; however, as a lottery/draw has never been conducted for accessible taxicab owner's licences the Administration does not know how many entrants can be expected.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The pursuit of an overall action plan for the City with respect to the accessible taxicabs supports the strategic priorities of the Official Community Plan and the City's vision of being an inclusive community. 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.

Other Implications

None with respect to this report.

Accessibility Implications

The goal of this report is to increase the transportation options for people with disabilities.

COMMUNICATIONS

The Administration met with the taxicab brokers in March and October on the issue of accessible taxicabs. Three of the brokers stated that additional accessible taxicab owner's licences should be divided evenly and given to all the brokers free of charge. The brokers also suggested that a Request for Proposal (RFP) for new accessible taxicab owner's licences would not attract bidders. The fourth broker met separately with Administration. They commented that new accessible taxicab owner's licences should go through the RFP system of allocation.

The Administration sent letters to all the taxicab drivers in October to solicit feedback regarding allocation methods for new accessible taxicab owner's licences. An overwhelming majority of respondents supported a lottery/draw process. Several drivers also suggested that if a lottery/draw were held, restrictions should be in place that would prevent the entry of people from outside the current Regina taxicab industry.

Feedback on accessible taxicab services was solicited from several stakeholders, including accessible taxicab users, the Saskatchewan Office of Disability Issues, and the Saskatchewan Human Rights Commission Accessible Transportation Stakeholder Advisory Committee. All stakeholders approved the introduction of technological and vehicle requirements and the population ratio of one accessible taxicab for every 11,000 residents. Stakeholders also strongly supported the need to include bylaw provisions around the transportation of service animals.

DELEGATED AUTHORITY

This report must be forwarded to City Council for approval.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "K Sherr", is placed over a light gray rectangular background.

Kelly Sherr, Director
Construction and Compliance

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jason Carlston", is placed over a light gray rectangular background.

Jason Carlston, Executive Director
Community Planning & Development

Report prepared by:
Jeannette Lye, Policy Analyst, Bylaw and Licensing

SCHEDULE A

Existing provision	New provision	explanation
<p>"License Inspector" means any person employed with the City of Regina in the following positions:</p> <p>(a) the Manager of Licensing and Municipal Fines;</p> <p>(b) the Billing Coordinator, Licensing and Municipal Fines; and</p> <p>(c) the Licensing and Municipal Fines Officer;</p>	<p>"License Inspector" means any person employed with the City of Regina in the following positions:</p> <p>(a) the Manager of Bylaw and Licensing;</p> <p>(b) the Billing Coordinator, Bylaw and Licensing; and</p> <p>(c) the Licensing Officer;</p>	Housekeeping change to reflect change in name of City Department.
N/A	<p>"Service Animal" means an animal trained to be used and used by a person with a disability for reasons relating to his or her disability;</p>	New Definition. Definition is consistent with <i>The Animal Protection Act, 1999</i> . Term used in subsection 6.(22.3).
6.(12.1) as of April 1, 2013, accept payment of fares by way of an electronic payment system;	6.(12.1) for operators of temporary, regular or seasonal taxicabs, accept payment of fares by way of an electronic payment system on or before April 1, 2013 and for operators of accessible taxicabs, accept payment of fares by way of an electronic payment system on or before December 1, 2014.	Retains provision relating to temporary, regular or seasonal taxicab operators. Removes exemption for accessible taxicab operators and sets compliance date of December 1, 2014 for accessible taxicab operators.
N/A	6.(22.3) unless exempted by the Licence Inspector pursuant to this Bylaw, permit a passenger with a disability to be accompanied by their service animal and must not demand any additional charge for the transportation of service animals accompanying a passenger with a disability.	New provision
N/A	6.1 A taxicab driver may apply for an exemption from the application of subsection 6.(22.3) upon providing proof acceptable to the licence inspector of the taxicab driver's inability to comply with the requirement without suffering undue hardship.	New provision, related to subsection 6.(22.3).

SCHEDULE A

13.(10) as of April 1, 2013, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	13.(10) ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Removes expired compliance date. Provision is now in force.
15.(f) as of April 1, 2013, the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order; and	15.(f) the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order; and	Removes expired compliance date. Provision is now in force.
19.(10) as of April 1, 2013, ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	19.(10) ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;	Removes expired compliance date. Provision is now in force.
<p>20. Accessible taxicab owner's licences may be issued upon determination of vehicle specifications and accessible taxicab driver licensing requirements and conditions.</p> <p>21.(1) The maximum number of accessible taxicab owner's licences to be issued for the City of Regina shall be as determined from time to time by City Council.</p> <p>(2) The number of accessible taxicab owner licences determined under this section shall be in addition to any other class of taxicab owner licences.</p>	<p>20.(1) For the purpose of this Bylaw, the licence period for an accessible taxicab owner's licence commences on June 15 of one year and ends on June 14 of the following year.</p> <p>(2) Where an individual has been issued an accessible taxicab owner's licence by lottery and he or she meets the accessible taxicab owner's licence requirements, his or her accessible taxicab owner's licence may be renewed on an annual basis.</p> <p>(3) Subject to subsection (4), the Licence Inspector may issue accessible taxicab owner's licences by way of a lottery conducted in accordance with the provisions of this Bylaw.</p> <p>(4) The Licence Inspector shall not issue any additional accessible taxicab owner's licences for any annual licence period where the number of accessible taxicab owner's licences that existed 120 days prior to the start of that licence period would be equal to or greater than one accessible taxicab for every 11,000 residents of the city of Regina.</p>	<p>This section duplicates the applicable sections from temporary and seasonal license issuance, with different renewal dates and licence ratio. New accessible licences do not expire like temporary and seasonal licences.</p> <p>(1),(2) The licence period remains unchanged.</p> <p>(3),(7) Permits accessible licences to be issued by lottery.</p> <p>(4)-(6) Permits the license inspector to issue licenses <u>up to</u> an amount that would create a population ration of 1 taxicab for 11,000 residents.</p> <p>(8) Accessible licenses are currently non transferrable except in very limited circumstances (s.21.4). Like other licenses issued by lottery, new licenses will not be transferrable in any circumstances. The three licenses</p>

SCHEDULE A

	<p>(5) For the purposes of determining the total number of residents of the city the Licence Inspector shall make the population determination 120 days prior to the start of that licence period and shall use the population as determined in accordance with the latest census taken pursuant to the <i>Statistics Act</i> (Canada) that exists on that date.</p> <p>(6) When determining the current number of accessible taxicab owner's licences for the purposes of subsection (5), the Licence Inspector shall make the determination 120 days prior to the start of that licence period and shall not include those licences that are revoked or those licences that are not eligible for renewal.</p> <p>(7) When the licence is revoked for any reason, the Licence Inspector may reallocate that licence by way of a lottery conducted in accordance with the provisions of this Bylaw.</p> <p>(8) Every accessible taxicab owner's licence issued is the property of the City and subject to section 21.4 no individual shall transfer or sell his or her temporary taxicab owner's licence.</p> <p>(9) Where an individual is issued an accessible taxicab owner's licence pursuant to a lottery, the licence shall be issued in the name of the individual who applied for the licence and shall not be issued in any other name or be transferred to any other person.</p> <p>(10) If an accessible taxicab owner licensee dies, the licence is revoked and it shall be returned immediately to the Licence Inspector.</p>	<p>currently in operation will continue under the old rules.</p> <p>(9) Consistent with temporary lottery. Promotes fairness in the lottery process and is consistent with non-transferability provision.</p> <p>(10) Same as for temporary. Consistent with the current provision 21.4 which applies to accessible licenses.</p> <p>(11) Same as for temporary. Consistent with current provisions.</p>
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SCHEDULE A

	(11) Except as otherwise set out in this Bylaw, every accessible taxicab owner licensee is subject to the requirements set out in this Bylaw that apply to regular taxicab owner licensees.	
<p>21.4 (1) No accessible taxicab owner's licence or any interest therein shall be leased, transferred or otherwise disposed of except as provided in subsection (2).</p> <p>(2) An accessible taxicab owner's licence may be transferred only upon the license holder meeting the following conditions:</p> <p style="padding-left: 40px;">(i) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and</p> <p style="padding-left: 40px;">(ii) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab.</p>	<p>21.4 An accessible taxicab owner's licence issued and allocated by the City prior to December 16, 2013 may be transferred only upon the licence holder meeting the following conditions:</p> <p style="padding-left: 40px;">(i) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and</p> <p style="padding-left: 40px;">(ii) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab.</p>	<p>Subsection (1) is moved to 20(8) and with language consistent with temporary licenses issued by lottery. The former subsection 21.4(2) is retained with respect to the three existing licenses.</p>
N/A	<p>21.6 (1) (g) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:</p> <p style="padding-left: 40px;">(i) as of May 1, 2016, the vehicle to be used as a taxicab shall not be 11 model years old or older;</p> <p style="padding-left: 40px;">(ii) as of May 1, 2017, the vehicle to be used as a taxicab shall not be 10 model years old or older;</p> <p style="padding-left: 40px;">(iii) as of May 1, 2018, the vehicle to be used as a taxicab shall not be 9 model years old or older;</p>	<p>New requirements for issuance of accessible taxicab owners licences. Same as for other taxicabs, but with delay in some dates.</p>

SCHEDULE A

	<p>(h) as of December 1, 2014 the vehicle to be used as the taxicab under that licence is equipped at all times with an electronic payment system that is maintained in working order;</p> <p>(i) as of December 1, 2015 the vehicle that is to be used as the taxicab under that licence is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system; and</p> <p>(j) as of December 1, 2016 the vehicle that is to be used as the taxicab under that licence is equipped with:</p> <p>(k) a fully functioning security camera system that is:</p> <p>(A) approved by the Licence Inspector; and</p> <p>(B) mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time; and</p> <p>(C) notification decals that are approved by the Licence Inspector and are affixed to the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed;</p>	
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SCHEDULE A

	(l) the applicant returns any prior expired taxicab owner's licence stickers to the Licence Inspector within 30 days after the expiry date.	
N/A	21.8(3.3) ensure that the vehicle that is being used as a taxicab under that licence meets the vehicle age requirements set out in section 21.6 of this Bylaw;	New requirement for accessible taxicab owners. Same as for other taxicabs.
N/A	<p>21.8 (8.1) as of December 1, 2014 ensure that the vehicle that is used as the taxicab is equipped at all times with an electronic payment system that is maintained in working order;</p> <p>(8.2) as of December 1, 2015 ensure that the vehicle that is used as the taxicab is equipped at all times with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p> <p>(8.3) as of December 1, 2016 ensure that the vehicle that is used as the taxicab is equipped at all times with:</p> <p>(i) a fully functioning security camera system that is:</p> <p style="padding-left: 40px;">(A) approved by the Licence Inspector; and</p> <p style="padding-left: 40px;">(B) mounted on the inside of the windshield, or in another suitable position in the front of the passenger compartment, facing rearward to capture images of all occupants of the taxicab at any given time; and</p> <p style="padding-left: 40px;">(C) notification decals that are approved by the Licence Inspector and are affixed to</p>	New requirements for taxicab owners. Same as other taxicabs but with delay in dates.

SCHEDULE A

	the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed.	
21.8 (10) maintain the taxicab to the standards set forth in subsection 21.6(5).	21.8 (10) maintain the taxicab to the standards set forth in subsection 21.6.	Housekeeping amendment: 21.6(5) no longer exists. This section is meant to reference the CSA standards for accessible taxicabs in 21.6.
<p>21.10 In addition to the provisions of this or any other Bylaw respecting the revocation of licences, an accessible taxicab owner's licence may be revoked if the accessible taxicab in respect of which the licence was issued is not:</p> <p>(a) available for accessible taxicab service within 90 days from the date on which City Council approves allocation of that licence;</p> <p>(b) operated for a period of eight consecutive weeks;</p> <p>(c) actively operated to transport non-ambulatory passengers for a period of eight consecutive weeks; or</p> <p>(d) registered in the name of the accessible taxicab licence holder, unless the holder of the licence transfers the licence to a vehicle that meets the requirements of subsections 21.6 (4) and (5). within 8 weeks.</p>	<p>21.10 In addition to the provisions of this or any other Bylaw respecting the revocation of licences, an accessible taxicab owner's licence may be revoked if the accessible taxicab in respect of which the licence was issued is not:</p> <p>(a) operated for a period of eight consecutive weeks;</p> <p>(b) actively operated to transport non-ambulatory passengers for a period of eight consecutive weeks; or</p> <p>(c) registered in the name of the accessible taxicab licence holder, unless the holder of the licence transfers the licence to a vehicle registered in the license holder's name that meets the requirements of subsections 21.6 within 8 weeks.</p>	<p>Former clause a) is now addressed in the lottery requirements s.24.3(14).</p> <p>Housekeeping change to former clause (d) (now clause (c): updated for clarity.</p>
21.11 The issuance of additional accessible taxicab owner licences pursuant to subsection 21(1) and the reissuance of existing licences that have been revoked or surrendered shall be done by a call for proposals for the supply of	Repealed.	Accessible licences no longer issued by RFP.

SCHEDULE A

accessible taxicab service, followed by allocation of the licences by Council.		
<p>22. No taxicab broker's licence shall be issued unless and until the following conditions have been met:</p> <p>(a) the applicant submits an application form to the Licence Inspector in a form approved by the Licence Inspector;</p> <p>(b) the applicant pays the licence fee set out in Schedule "A" to this Bylaw;</p> <p>(c) as of May 1, 2014, the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology;</p> <p>(d) as of May 1, 2014, the applicant provides evidence satisfactory to the Licence Inspector that all taxicabs affiliated with that brokerage, except accessible taxicabs, are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</p>	<p>22. No taxicab broker's licence shall be issued or maintained unless and until the following conditions have been met:</p> <p>(a) the applicant submits an application form to the Licence Inspector in a form approved by the Licence Inspector;</p> <p>(b) the applicant pays the licence fee set out in Schedule "A" to this Bylaw;</p> <p>(c) the applicant provides evidence satisfactory to the Licence Inspector that the brokerage is equipped with computer aided dispatch technology by:</p> <p style="padding-left: 40px;">(i) May 1, 2014 for brokerages affiliated with any temporary or regular taxicabs; and</p> <p style="padding-left: 40px;">(ii) December 1, 2015 for brokerages affiliated with only accessible taxicabs and no other types of taxicab;</p> <p>(d) the applicant provides evidence satisfactory to the Licence Inspector that all taxicabs affiliated with that brokerage are equipped with a global positioning system and mobile data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system by:</p> <p style="padding-left: 40px;">(i) May 1, 2014 for seasonal, temporary or regular taxicabs; and</p>	<p>Broker's licence section amended to include new provisions for accessible licences.</p>

SCHEDULE A

	(ii) December 1, 2015 for accessible taxicabs.	
24.2 As of May 1, 2014, each licensed taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner's licences that are affiliated with that broker.	<p>24.2 (1) As of May 1, 2014, each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under regular, temporary and seasonal taxicab owner's licences that are affiliated with that broker; and</p> <p>(2) As of December 1, 2015 each licenced taxicab broker shall use computer aided dispatch technology to dispatch calls to all taxicabs operating under accessible taxicab owner's licences that are affiliated with that broker</p>	Updates Taxi Broker obligations to include new accessible provisions.
<p>24.3 (1) The Licence Inspector is authorized to use a lottery system to do the following:</p> <p>(a) issue temporary taxicab owner's licences;</p>	<p>24.3 (1) The Licence Inspector is authorized to use a lottery system to do the following:</p> <p>(a) issue temporary taxicab owner's licences and accessible taxicab owner's licenses;</p>	Adds accessible taxicab owner's licenses to issuance by lottery.
N/A	24.3(3) (g.1) subject to the restrictions in section 20, prescribe the number of accessible taxicab owner's licences that will be issued under a lottery;	Addition to lottery provisions to add accessible owner's licenses.
24.3 (4) In order to be eligible to apply to enter the City's licence lottery for a temporary or seasonal taxicab owner's licence, the applicant must:	24.3 (4) In order to be eligible to apply to enter the City's licence lottery for a temporary, accessible or seasonal taxicab owner's licence, the applicant must:	Addition to lottery provisions to add accessible owner's licenses.
N/A	24.3 (6.1) A separate lottery shall be conducted for temporary and for accessible taxicab owner's licences.	Addition to lottery provisions to require separate lotteries to be held for temporary and accessible.
24.3 (10) Each applicant is only eligible to receive one temporary or seasonal taxicab owner's licence for each lottery that the City conducts.	24.3 (10) Each applicant is only eligible to receive one taxicab owner's licence for each lottery that the City conducts.	Amends lottery provision to apply to all types of licenses allocated by lottery.
24.3 (15) If an individual fails to comply with subsections (12) and (14), the Licence Inspector shall not issue a temporary taxicab owner's licence or seasonal	24.3 (15) If an individual fails to comply with subsections (12) and (14), the Licence Inspector shall not issue a taxicab owner's licence to that individual and the Licence Inspector may	Amends lottery provision to apply to all types of licenses allocated by lottery.

SCHEDULE A

taxicab owner's licence to that individual and the Licence Inspector may reallocate that licence to an alternate.	reallocate that licence to an alternate.	
<p>29.1 (1) A taxicab licence owner or taxicab driver may charge a fee calculated in accordance with subsection (2) if the following conditions are met:</p> <p>(a) the taxicab is a van and has the capacity to transport six passengers or more; and</p> <p>(b) the passengers request that they be transported by a van.</p>	<p>29.1 (1) A taxicab licence owner or taxicab driver may charge a fee calculated in accordance with subsection (2) if the following conditions are met:</p> <p>(a) the taxicab is a van and has the capacity to transport six passengers or more;</p> <p>(b) the passengers request that they be transported by a van; and</p> <p>(c) the taxicab is not an accessible taxicab engaged in the transportation of a non-ambulatory passenger.</p>	Clarifies existing section 29.1 which allows an extra charge where a van is requested. Does not include where an accessible vehicle is required.
Schedule A Fee Tariff	<p>Schedule A</p> <p>4.(1) Every person operating any class of taxicab shall charge or collect only the following:</p> <p>(a) for the hire of a taxicab for the first 120 meters or part thereof \$ 4.00</p> <p>...</p> <p>(3)(c) wheelchairs or mobility equipment no charge</p>	The same tariff of fees is adopted for all taxicabs. A provision is adopted prohibiting charging for transport of wheelchairs or other mobility equipment.
Schedule C Lists 5 older vehicles that were exempt when the new CSA standard was adopted.	Schedule C Replaced with new Schedule C which contains only licence A004 1995 White Eurovan.	Updates Schedule to remove exempt taxicabs that are no longer on the road.

Schedule “B”

On November 27, 2013, a report was presented to the Community and Protective Services Committee detailing recommended changes to the Taxi Bylaw, with particular emphasis on providing fare equity and greater availability of accessible taxicabs. The Committee requested additional information regarding possible subsidies and other financial incentives for the taxi industry, given the additional cost of purchasing and operating an accessible taxicab.

Based on a jurisdictional review, there does not appear to be a standard mechanism for offsetting these costs; however, there are examples of municipal, provincial, and federal programs that have been met with various levels of success.

MUNICIPAL

Cost recovery from taxi industry

Few municipal jurisdictions offer subsidies directly to accessible taxicab licence owners. The City of Edmonton issued \$7,000 one-time subsidies for 35 accessible vehicles in 2007. The subsidy program is being repaid by a \$25 accessible taxi administration fee, paid annually by all taxi licence holders over a 10-year period. In 2012, Edmonton launched a new funding initiative financed by one-time revenues that were received from the introduction of 50 new Limited Taxi Vehicle licences at a price of \$6,120 each. The City has used this revenue to provide grants of \$6,000 towards the purchase of a late model van to the 50 drivers who received an accessible taxi vehicle licence through a lottery process.

Advantages: This option recognizes that having accessible taxicabs is a benefit to the industry as a whole, and as such, the industry should contribute towards its own development and growth.

Disadvantages: Regina’s taxi industry is significantly smaller than Edmonton’s, and would require triple Edmonton’s administration fee in order to provide a comparable subsidy for 18 accessible taxicabs (see Table 1). High administrative or licence fees may result in pushback from the taxi industry. A smaller subsidy may be considered; however, it is suspected that an amount less than \$5,000 would do little to offset the cost of an accessible vehicle.

Table 1.

Proposed Subsidy	Required Funds	Repayment Period (in years)	Administration fee (based on 170 taxis)
\$ 7,000.00	\$ 126,000.00	10	\$ 75.00
\$ 6,000.00	\$ 108,000.00	10	\$ 65.00
\$ 5,000.00	\$ 90,000.00	10	\$ 55.00

Cost recovery from all taxi customers through a general fare increase

Costs can be mitigated through a fare increase on all taxi trips as accessible taxis are permitted to transport ambulatory passengers as well. By increasing the drop rate for all taxi trips the additional costs of operating accessible taxis can be spread across the general customer base. The Administration has not found a jurisdiction where a surcharge has been implemented (though it was considered, but not implemented, by Saskatoon in 2012).

Advantages: A fare increase would be easy to administer through the *Taxi Bylaw*. A small increase in fares will not have a great impact on the existing customer base for regular taxicabs.

Disadvantages: It would be difficult to ensure that the additional revenue earned from the fare increase will go towards maintaining and operating accessible taxicabs. Additionally, drivers may not welcome the concept of sharing earnings to supplement the incomes of accessible taxicab drivers, making implementation and enforcement onerous.

Financial incentives funded through municipal taxes or fines

a) Direct subsidies/loans:

In a jurisdictional review, there were no instances of an accessible taxi subsidy funded through the general tax base. The Administration found one example in Canada where the purchase of new accessible taxicabs is being funded through revenues earmarked specifically for accessible projects. The City of Kingston recently implemented a one-time \$60,000 forgivable loan to the Kingston Area Taxi Commission (KATC) to introduce three new accessible taxis. As the regulator of taxis within the City of Kingston, the KATC is responsible for the forgivable loan and will ensure that accessible taxi services are provided within the City by the end of 2013. This loan is being funded through a special municipal fund that collects fine revenues from motorists who illegally park in accessible designated spaces.

Advantages: Accessible taxi drivers are subsidized for the additional cost of purchasing a new accessible vehicle.

Disadvantages: Since Regina does not have a taxi commission, there are legal challenges associated with providing loans to for-profit industry as the Cities Act limits the ability to loan money to any organizations other than a non-profit organization, to one of its controlled corporations, or to a business improvement district. Providing a comparable subsidy or loan for the recommended 18 accessible taxicabs would cost the City approximately \$360,000, though a smaller subsidy/loan could be offered (as in Edmonton's example). As the budget is already being finalized for 2014, it is likely that funding for a subsidy or loan program can not be considered until 2015 budget deliberations begin. Additionally, the City would have to consider whether funding programs will be reoffered when vehicles need to be replaced or if more accessible taxicab licences are issued in future years.

b) Taxi scrip programs:

A number of jurisdictions in Ontario offer taxi scrip programs as a complementary service to paratransit. These programs provide people with disabilities with a limited number of discounted taxi vouchers each month. Passengers use the vouchers to pay taxicab fares and taxicab drivers are then reimbursed for the vouchers that are submitted to the municipality. If the City of Regina were to provide a scrip program that discounted the difference between the current accessible taxicab fare and the regular taxicab fare (\$3.20), based on an estimate of 15,000 accessible trips per year, voucher reimbursements would cost \$48,000 annually. However, this variation on the scrip program would be unique as the program is usually intended to increase the affordability of accessible transportation for people with disabilities and relieve pressures on the paratransit system – not to subsidize the taxicab industry.

Advantages: Fare equity for accessible taxicab passengers would be achieved as they will pay regular taxicab fares for their trips. Accessible taxi drivers will continue to receive higher fares for their services, mitigating the additional cost of providing the service.

Disadvantages: While fare equity will be achieved as an end result, maintaining differential rates for accessible taxicabs and regular taxicabs may still be viewed as an inequitable practice. In addition to the cost of voucher reimbursements, this type of program would require considerable administrative time to manage. As the budget is already being finalized for 2014, it is likely that funding for a taxi scrip program can not be considered until 2015 budget deliberations begin. Scrip programs have also been met with mixed results – in some municipalities, drivers have avoided accepting vouchers due to the additional time and effort required to exchange vouchers for cash.

No financial incentives

In jurisdictions where taxicab owner's licences have high "inherent value", additional financial incentives are rarely provided to the taxicab industry. According to the 2010 TTLF Regina taxi study, the value of a regular taxicab owner's licence in Regina is estimated to be between \$120,000 and \$150,000 (though more recent estimates suggest that the value is closer to \$275,000). These licences are then leased by the owners to taxicab drivers for a monthly fee estimated to be between \$1,500 and \$2,000. Where a high inherent value exists, there is greater demand for licences regardless of whether they are accessible or regular.

In the vast majority of municipalities, including Regina, accessible vehicles can also be used to provide regular taxi service when there is no demand for accessible service. While priority must be given to people with disabilities, accessible taxicab drivers are able to transport ambulatory passengers, offsetting the "deadheading" (i.e., downtime) that drivers may experience between accessible fares. In these jurisdictions, The Center for Transportation Studies suggests that accessible services can be supported without the requirement of subsidies or other financial assistance.

Additionally, where drivers are charged a licence lease fee by the licence owner, special incentives such as a lower lease rate can make driving accessible vehicles more economical and remunerative.

Advantages: This option would not cost the City anything and would not require any additional administrative resources. The taxicab dispatchers would be responsible for ensuring that accessible taxicab drivers can be compensated through access to regular fares and/or lower lease fees.

Disadvantages: There may be pushback from the taxicab industry if no financial incentives are provided to accessible taxicab services. It is possible that the City will receive fewer entries into the accessible taxicab owner's licence lottery for this reason.

PROVINCIAL

At the November 27, 2013 committee meeting, it was requested that the Administration provide information about provincial and federal sources of funding for accessible vehicles. In Canada, only three provinces provide accessible vehicle subsidy programs that are open to the taxicab industry.

Nova Scotia

The Government of Nova Scotia administers The Accessible Transportation Assistance Program (ATAP), which provides funding to assist in the purchase of accessible vehicles or the modification of existing vehicles. The program provides up to 50 per cent of total capital cost to a maximum of \$50,000 for new or \$10,000 for used vehicles. Taxi drivers may be eligible to receive funding for the cost of converting a van into an accessible vehicle up to a maximum of \$15,000. The program prioritizes accessible transportation projects proposed by rural communities and not-for-profit organizations. Applications from taxicab drivers are considered only if funding is available. In the program's 14 year history, ATAP has approved funding for 24 accessible taxicabs.

New Brunswick

The Government of New Brunswick administers the Vehicle Retrofit Program. The program provides up to \$8,000 towards the cost of eligible accessibility features for a new or existing vehicle. Funding is renewable every 10 years for individuals and five years for organizations. Taxicabs are eligible for funding; however, there has been little uptake from the taxicab industry. There have been less than five applications since the program began in 1998.

Quebec

Quebec's taxicab industry is distinctive as it is regulated provincially, unlike in other jurisdictions where taxicabs are regulated by local governments or regulatory boards. The Government of Quebec Ministère des Transports regulates the taxicab industry across the province (excluding the City of Montreal).

In 2001, the Province began subsidizing the adaptation of taxicabs in order to reach a province-wide target of a four per cent accessible fleet within five years. The program was renewed in 2007 and currently provides taxi permit owner's with up to \$20,000 for adapting a new minivan (Dodge Caravan only) for the transportation of wheelchair users. Applications are selected on a first come, first serve basis. Approximately 840 accessible taxicabs have been subsidized since the start of the program in 2001.

Saskatchewan

The Government of Saskatchewan currently administers the Transit Assistance for People with Disabilities Grant Program (TAPD) that provides financial support to municipalities who offer paratransit services for persons with disabilities. The Province is currently developing an accessibility strategy that may include additional funding opportunities; however, there is no guarantee that funding will be made available to the taxicab industry.

FEDERAL

The Government of Canada, and other provincial governments, offer accessible vehicle grants and tax incentives to municipalities and community organizations to provide paratransit services, or to aide persons (or families) with disabilities in the purchase of a personal vehicle.

The Canada Revenue Agency provides a GST/HST rebate for the purchase of new or modified motor vehicles designed exclusively to assist in placing a wheelchair in the vehicle without having to collapse the wheelchair. Participating provinces are those that have harmonized provincial sales tax with the GST to implement the HST. Residents of Saskatchewan are not eligible for this rebate.

Employment and Social Development Canada provides grant programs to promote the inclusion and full participation of people with disabilities in Canadian society. These programs are available for community-based projects that improve the accessibility of existing facilities, services, and vehicles for community use. Municipalities, not-for-profit organizations, and small private-sector organizations (fewer than 50 employees and under \$5 million in gross revenue per year) are eligible to apply for funding. As taxicabs are not considered "vehicles for community use", applications from the taxi industry would be ineligible.

February 6, 2014

To: Members,
Community and Protective Services Committee

Re: Renewal of Atoskata Alley Litter Collection Contract

RECOMMENDATION

1. That Council approve and grant the authority to the Administration to negotiate and enter into a two-year agreement with Regina Treaty Status Indian Services Inc. commencing January 1, 2014 and terminating on December 31, 2015.
2. That the City Clerk be authorized to execute the necessary agreement with Regina Treaty Status Indian Services Inc. as prepared by the City Solicitor.

CONCLUSION

Alley litter continues to be an ongoing issue throughout the city particularly within older neighbourhoods. With the introduction of residential roll out garbage containers and recycling containers, some residents are leaving large items in the alleys as oppose to hauling it to the landfill.

The purpose of this report is to request City Council's approval to renew the Alley Litter Collections agreement with Regina Treaty Status Indian Services (RTSIS) for the period of time between January 1, 2014 and December 31, 2015. The proposed two-year contract continues the City of Regina's successful 12-year relationship with the RTSIS, the City's sole agency for picking up bulky items from alleys. To enter into this contract as a sole source acquisition, City Council approval is required in accordance with the purchasing policy.

BACKGROUND

Prior to 2001, two Property Standards Inspectors from the City's Bylaw Enforcement Division were assigned to respond to alley litter. The Inspectors would pick up and take items to the landfill as there were no alternative services available at the time. The previous way of conducting business was neither cost nor time efficient. Using 2013 dollars, the salaries and costs of City trucks would be approximately \$120,000 a year.

In July 2001, the City issued a request for proposals for an alley litter collection service. As the lowest bidder, RTSIS (a not-for-profit organization) was awarded the alley litter collection service contract. An RTSIS-associated group, the Atoskata Youth Restitution Program, performs the actual service. The Atoskata program is aligned with The Saskatchewan Correction and Public Safety Young Offenders Branch and supplies young offenders to perform the work of removing the large bulky items from the alley.

The current Alley Litter Collections agreement was approved by City Council on December 19, 2011 and expired on December 31, 2013.

DISCUSSION

In 2001, the alley litter collection service area was bounded by Lewvan Drive on the west, College Avenue in the south, Park Street in the east, and the CNR mainline tracks in the north. Any large or bulky items that were not regular domestic garbage were hauled directly to the City landfill. Over the past 12 years, the service area has expanded to the entire city and starting in 2007, disposal of the large and bulky items were emptied at two 30-yard waste management containers at a designated site within the city instead of the landfill.

The cost of providing the alley litter collection service has increased from \$18,000 in 2001 to the present service agreement amount of \$60,000. The increase can be attributed to the expanded coverage area and inflationary factors. The City's payment for the service as provided by the Atoskata program goes towards the restitution of victims for the actual loss or damage resulting from a young offender's crime and the hiring of a private contractor to haul the containers from the designated site to the landfill. The RTSIS and private contractor bill their costs on a monthly basis to City.

As of December 31, 2013, the Atoskata program collected 404 tonnes of bulky alley litter, filling 317 disposal container units. The previous year's total was 473 tonnes, filling 288 container units, with the same levels of coverage and person-hours. In 2013, the City paid \$61,200 for alley litter collection. This is slightly less than the previous year's amount of \$63,000, though the cost of the service fluctuates from year to year depending on the amount of bulky alley litter collected. The Administration recommends no budgetary increase for 2014 and 2015 as the amount over the \$60,000 is minimal and is absorbed in the category "contracted services" in the Bylaw and Licensing Branch operating budget.

The Administration recommends that City Council renew the Alley Litter Collections agreement with RTSIS for the period of January 1, 2014 to December 31, 2015 pursuant to Section 50 (a)-Schedule D, of the *Regina Administration Bylaw No. 2003-69*. This Bylaw provides for sole source acquisitions as approved by Council. A two year contract will provide stability in the City's relationship with RTSIS and will ensure continued alley litter collection services. A longer term contract is not prudent at this time as the habits of the citizens of Regina towards waste disposal may change according to the City's new waste plan for garbage collection, landfill and recycling services. In 2013, the City replaced shared back alley garbage containers with individual rollout carts, which will likely have an impact on the disposal of bulkier items.

The recommendation to continue with the Regina Treaty Status Indian Services Inc. is based on the following:

1. The service group is familiar with the alley litter collection program and relevant procedures based on past experience associated with previous agreements.
2. The Saskatchewan Correction and Public Safety Young Offenders Branch has indicated its commitment to the Atoskata program and the RTSIS as the host agency, and they have no plans for changing their support or financial commitment to this agency at this time. The Branch provides vehicles, fuel and program administration to support this program.
3. The RTSIS undertakes collection services based on both reactive and proactive activities.

4. The partnership arrangement between RTSIS, the Saskatchewan Correction and Public Safety Young Offenders Branch and the City of Regina permits this program to be offered at a lower cost than if undertaken solely by the City.
5. The contract promotes and maintains a desirable relationship with an organization that provides valuable social benefits to the community by facilitating restitution activities primarily for aboriginal youth based on a fine option program that helps with the enhancement of inner city neighbourhoods through related clean-up responsibilities.

RECOMMENDATION IMPLICATIONS

Financial Implications

The amount of \$60,000 for both years will be included in the 2014 and 2015 Bylaw and Licensing Branch operating budget.

Environmental Implications

Items placed in the alleys of Regina negatively impact the neighbourhood. A proactive alley litter collection service that focuses on inner city neighbourhoods will provide a positive image for the area. The health and safety of the local residents will also improve by reducing the incidence of fire, rodent and vandalism by removing large bulky items.

Strategic Implications

The strategic outcomes of this report will contribute to managing the growth and development of the community through ensuring a safe and healthy living environment.

Other Implications

None with respect to this report.

Accessible Implications

None with respect to this report.

COMMUNICATIONS

The Administration communicated with the Regina Treaty Status Services Inc. regarding the possibility of extending the contract for two additional years. They were in agreement with the terms of the contract.

DELEGATED AUTHORITY

This report requires the approval of City Council.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "K. Scherr", written over a light gray rectangular background.

Kelly Scherr, Director
Construction and Compliance

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Jason Carlston", written in a cursive style.

Jason Carlston, Executive Director
Community Planning and Development

Report prepared by:

Lorne Chow, Manager, Bylaw and Licensing/Jeanette Lye, Policy Analyst.

February 6, 2014

To: Members,
Community and Protective Services

Re: Changes to the Regina Property Maintenance Bylaw

RECOMMENDATION

1. That the amendments to the *Regina Property Maintenance Bylaw No. 2008-48*, as contained in Appendix A of this report, be approved.
2. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

CONCLUSION

The proposed changes to the *Regina Property Maintenance Bylaw No. 2008-48* as outlined in this report are intended to address issues associated with clarity and specificity in the wording of the Bylaw, as well as to ensure consistency with provisions in *The Cities Act* that relate to bylaw enforcement. It is also proposed that references to rooming houses be deleted to correspond with the elimination of this land use in the *Zoning Bylaw No. 9250*.

BACKGROUND

The Bylaw and Licensing Branch enforces minimum housing maintenance standards as prescribed by the *Regina Property Maintenance Bylaw No. 2008-48*. Issues associated with clarity in the wording of specific parts of the Bylaw have been identified through the process of enforcing Orders related to the Bylaw. Additionally, there are sections of the Bylaw that can be repealed as these provisions are already addressed in *The Cities Act*. In September 2013, the Administration began a review of the specific requirements of the Bylaw.

DISCUSSION

The Cities Act contains provisions outlining the requirements for orders to remedy contraventions of the Act or a bylaw and the powers of City inspectors to enforce bylaws of the City. There are similar provisions in the *Regina Property Maintenance Bylaw No. 2008-48*; however some of *The Cities Act* provisions have been amended without corresponding amendments to the Bylaw. It is recommended that sections of the Bylaw that reproduce or contradict provisions relating to bylaw enforcement in *The Cities Act* be amended to refer to the relevant *Cities Act* provision, or repealed where the bylaw provision is unnecessary.

The need to provide additional wording clarification has been identified in three sections of the Bylaw. The new wording does not change the intent or the enforcement procedures of the Bylaw.

The following amendments are recommended:

1. In Section 3(h) pertaining to “Junked Vehicles”, subsection (iii) be reworded to provide specificity regarding the type of structure in which junked vehicles must be housed. The new wording would specify that junked vehicles must be stored within a garage or carport.
2. Schedule “A” Part 2(B) pertaining to the exterior of doors and windows be amended to list the following minimum standards and to provide clarification what is weathertight:
 - (a) be maintained weathertight to secure against drafts or leaks;
 - (b) doors, storm doors, windows, and storm windows, frames, sashes, casings and screens must be maintained free from damage, decay or deterioration;
 - (c) have storm sash or double-glazed windows;
 - (d) for windows that are designed to be opened, have a screen;
 - (e) be capable of being locked;
 - (f) have weather-stripping; and
 - (g) be painted or be treated with a similarly effective preservative.
3. References to shutters and hatchways be removed from Schedule “A” Part 2(B) as these building features are not required to meet the same minimum standards as windows, doors, and storm and screen windows. It is recommended that shutters and hatchways be included under Schedule “A” Part 2(C) pertaining to exterior walls.

As a matter of housekeeping, it is recommended that sections of the Bylaw that refer to the “Manager of Bylaw Enforcement” and “Bylaw Enforcement Branch” be updated to “Manager of Bylaw and Licensing” and “Bylaw and Licensing Branch” to reflect a change the branch name. Further, it is recommended that all references to “rooming house” be removed from the Bylaw to correspond with the elimination of the land use in the *Zoning Bylaw No. 9250*.

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The recommendation provided in this report will improve clarity and specificity in the interpretation and enforcement of the *Regina Property Maintenance Bylaw No. 2008-48*.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

None with respect to this report.

DELEGATED AUTHORITY

This report requires the approval of City Council.

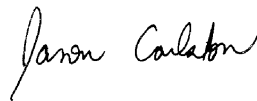
Respectfully submitted,



Andrea McNeil-Wilson, Acting Director
Construction and Compliance

Report prepared by:
Jeannette Lye, Policy Analyst

Respectfully submitted,



Jason Carlston, Executive Director
Community Planning and Development

Appendix A

1. Add or substitute references to *The Cities Act* to the following sections:
 - (a) subsection 3(k) definition of “occupant”
 - (b) subsection 3(m) definition of “owner”
 - (c) section 6, add to orders that may be issued: “any order permitted by section 328 of *The Cities Act*”
 - (d) sections 7, 11 references to service of Orders.
2. Delete the following sections, which are duplicated or overridden by *Cities Act* provisions:

Sections: 6(1)(k), 6(2), 6(3), 8, 12
3. Amend the definition of “Junked Vehicle” in clause 3(h)(iii) to read as follows:
 - (ii) is in a rusted, wrecked, partly wrecked, dismantled, partly dismantled, inoperative or abandoned condition;
 - (iii) is located on private land, but is not stored wholly within a garage or carport; and
 - (iv) that does not form a part of a business enterprise lawfully being operated on that land;
4. Amend the requirements with respect to Exterior Windows and Doors, as follows:
 - (a) remove shutters and hatchways from the application of this section
 - (b) clarify the requirements, as follows:
 1. (1) All doors, windows and storm or screen windows in a building shall meet the following minimum standards:
 - (a) be maintained weathertight to secure against drafts or leaks;
 - (b) doors, storm doors, windows, and storm windows, frames, sashes, casings and screens must be maintained free from damage, decay or deterioration;
 - (b) have storm sash or double-glazed windows;
 - (c) for windows that are designed to be opened, have a screen;
 - (d) be capable of being locked;
 - (e) have weather-stripping; and
 - (f) be painted or be treated with a similarly effective preservative.
5. Amend references to the Branch or its manager to the current title, “Bylaw and Licensing”.