



COMMUNITY AND PROTECTIVE SERVICES COMMITTEE

**Wednesday, November 27, 2013
4:00 PM**

Henry Baker Hall, Main Floor, City Hall



**Public Agenda
Community and Protective Services Committee
Wednesday, November 27, 2013**

Approval of Public Agenda

Minutes of the meeting held on July 10, 2013

Administration Reports

CPS13-16 Cemetery Fee Schedule for 2014 & 2015

Recommendation

1. That the Cemetery Fee Schedule for 2014 & 2015, as set out in Appendix A, be approved and the respective rates come into effect January 1, annually.
2. That the City Solicitor be instructed to prepare and bring forward the necessary amendments to Schedule "A" of The Cemeteries Bylaw 2008-27 (the "Bylaw").

CPS13-17 Appointment of Pest Control Officers

Recommendation

1. That the City Solicitor be instructed to amend Bylaw 2009-71 being The Appointment and Authorization of City Officials Bylaw, 2009 to:
 - (a) Appoint the following people as Pest Control Officers under The Pest Control Act from January 1, 2014 until December 31, 2014, unless the officer's employment with the City of Regina is terminated sooner:

| Name | Position |
|---------------|--|
| Ray Morgan | Manager, Forestry, Horticulture and Pest Control |
| Wade Morrow | Supervisor, Pest Management |
| Ryan Johnston | Pest Control Officer |

2. That within 14 days of City Council passing the amendments to Bylaw 2009-71, that the City Clerk notify the Ministry of Agriculture of the appointment of the Pest Control Officers, as required by The Pest Control Act.



CPS13-18 Taxi 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 February 18, 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 February 18, 2014.
3. That all taxicabs (accessible, regular, seasonal, and temporary) be required to accommodate, at no additional charge, service animals accompanying passengers with disabilities.
4. That the City mandate an accessible taxicab to population ratio of one for every 11,000 residents.
5. 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.
6. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
7. That a lottery system be adopted for the issuance of accessible taxicab owner's licences.
8. 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.



Office of the City Clerk

9. That the amendments to Bylaw No. 9635, The Taxi Bylaw, 1994, as identified in this report, be approved.
10. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

Adjournment

AT REGINA, SASKATCHEWAN, WEDNESDAY, JULY 10, 2013

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 Jerry Flegel, in the Chair
Councillor John Findura
Councillor Shawn Fraser
Councillor Mike O'Donnell
Councillor Barbara Young

Regrets:

Also in Attendance: Committee Assistant, Linda Leeks
Deputy City Manager, Community Planning & Development, Jason Carlston
Legal Counsel, Katrina Swan
Coordinator, Business Strategy, Chad Engel
Manager, Parks Maintenance, Charmaine Neufeld
Manager, Sport & Recreation, Dean Dodge

Approval of Public Agenda

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

Minutes of the meeting held on June 19, 2013

Councillor Barbara Young moved, AND IT WAS RESOLVED, that the minutes for the meeting held on June 19, 2013 be adopted.

Administration Reports

CPS13-15 Community Services Fees and Charges

Recommendation

1. That the fees and charges as outlined in Appendix A, Schedules A, B, C, D, E, F, G, and H be approved.

2. That the City Solicitor be instructed to prepare an amendment to *The Community Services Fees Bylaw, 2011* to update the fees and charges as outlined in Schedule A of this Report.
3. That this report be forwarded to the July 29, 2013 City Council meeting for approval.

Councillor Mike O'Donnell moved, AND IT WAS RESOLVED, that the recommendations contained in the report be concurred in.

Adjournment

Councillor Shawn Fraser moved, AND IT WAS RESOLVED, that the meeting adjourn.

The meeting adjourned at 4:23 p.m.

Chairperson

Secretary

November 27, 2013

To: Members,
Community & Protective Services

Re: Cemetery Fee Schedule for 2014 & 2015

RECOMMENDATION

1. That the Cemetery Fee Schedule for 2014 & 2015, as set out in Appendix A, be approved and the respective rates come into effect January 1, annually.
2. That the City Solicitor be instructed to prepare and bring forward the necessary amendments to Schedule “A” of *The Cemeteries Bylaw 2008-27* (the “Bylaw”).

CONCLUSION

City of Regina cemeteries are operated on a cost-recovery basis. Annual operating expenses continue to rise. The proposed 2014 and 2015 fee increases are necessary to:

- Compensate for rising operating expenses;
- Continue the necessary restoration of existing infrastructure; and
- To provide capital funding to develop new interment options to meet customer expectations at both Riverside Memorial Park Cemetery and Regina Cemetery.

The resulting fees will be in line with those charged by other municipally-operated cemeteries in Saskatchewan and other western provinces.

BACKGROUND

The City of Regina operates two cemeteries, Riverside Memorial Park Cemetery and Regina Cemetery, which together have operated on a cost-recovery basis since 1987. Cemetery revenues come from two sources: fees and charges for goods and services provided and interest income generated by the Care and Maintenance Trust Fund. This fund, comprised of a percentage from each plot sale, was established several years ago to provide for the perpetual care and maintenance of the cemeteries. In 1999, an amendment to the Cemeteries Act exempted municipally-owned cemeteries from maintaining a Care and Maintenance Trust Fund. Since then, no contribution from plot sales has been allocated to the fund.

Operating surpluses, resulting from annual revenues exceeding expenses, are transferred to the Cemetery Reserve. Conversely, any operating deficits are withdrawn from the Reserve to fund the shortfall. As well, the Reserve is used to fund capital projects, infrastructure restoration and any expansion within the cemetery program.

The purpose of this report is to establish cemetery fees for 2014 and 2015.

DISCUSSION

Interment frequency has remained fairly unchanged over the past number of years, limiting opportunity for increased revenue without raising the fees and charges for the goods and services provided.

In November 2011, Council approved a general fee increase of 7% in each of the two following years, 2012 and 2013, on most fees. Infant plots, infant interments, and niches in the Prairie Rose Columbaria located at Regina Cemetery remained at 2011 rates. Other rate adjustments began to bring fees in line with those charged for similar services at other municipally-operated cemeteries in Saskatchewan and other western provinces.

Interest earned through the Care and Maintenance Trust Fund continues to be impacted by the worldwide 2008 correction in investment fund returns. In 2002, the return on investment of the Fund was \$284,600; ten years later, in 2012 the investment return was \$138,650, slightly higher than the \$132,000 in 2010, with no change to the principal balance. This decline in investment income has had a significant impact on cemetery revenue with no expectation that it will return to pre-2003 levels in the foreseeable future.

Annual operating expenses are impacted by increases in labour, equipment, material, fuel, and utility costs. The Administration is projecting a 3.44% MPI (Municipal Price Index) rate increase for operating costs in 2014. A similar MPI is assumed for 2015. Based on these cost projections this represents a \$38,475 operating budget increase in each of the next two years.

The capital program funds the installation of new cemetery assets and infrastructure as well as restoration of existing assets. Over the last ten years, the capital program has focused on the installation of new columbaria and strip foundations. The introduction of these new elements has been very successful in responding to customers' needs, while improving the revenue stream for the cemetery program. In the fall of 2013, Phase II of a multi-phase development consisting of 104-niche columbaria was constructed at Riverside Memorial Park Cemetery to meet the needs of the community. This new unit is in addition to the Phase I columbaria of 191-niches that was installed in 2010. The Phase I columbaria is currently 75% sold. As well, a 48-niche indoor columbaria was added to the chapel in the fall of 2011 and is 45% sold.

Conversely, limited funding has been allocated to repair and restore existing assets and infrastructure, such as roads, irrigation systems, turf, trees and monuments. It is vital that the aging infrastructure, of which much is beyond its replacement lifecycle period, be addressed. The proposed fee increase will provide new products to meet customer needs as well as begin addressing the aging infrastructure.

In developing the proposed fee schedule, the Administration undertook a review of other municipally-operated cemeteries. Typically, municipalities increase their fees and charges on an annual basis. In many jurisdictions, infrastructure restoration, upgrades and new development are funded from the municipal mill rate. Some municipalities use the mill rate to provide supplemental funding for annual operating expenditures. The proposed 2014 and 2015 Fee

Schedule does not recommend any fundamental changes to the funding model currently in place. The proposed fees are in line with those charged by other municipally-operated cemeteries in Saskatchewan and other western provinces (Appendix B).

The following are the highlights of the proposed fee schedule:

- 5% increase on most fees (effective January 1, 2014)
- 5% increase on most fees (effective January 1, 2015)

The Administration reviewed every fee item in the current schedule. As a result, several fees in the proposed schedule will remain unchanged. These items generate minimal sales, yet represent a reasonable value to the purchaser. Maintaining the current fee may encourage interest and sale of these items. Other fees will be increased to bring them in line with similar services provided at other municipally-operated cemeteries.

RECOMMENDATION IMPLICATIONS

Financial Implications

The cemetery expenditures and revenues reflected in the proposed 2014 Operating and Capital Budgets are based on the overall fee increase being proposed. Approval of the proposed fee schedule will ensure that there is funding available to meet increased operating expenses and to begin to address capital infrastructure requirements.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The actions of the Administration as an outcome of this report will contribute to operational excellence and strengthen the infrastructure and management of cemetery assets.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Information about the new rates will be distributed to funeral homes and monument suppliers in the Regina area and will be available at City Hall, Riverside Memorial Park Cemetery and Regina.ca.

DELEGATED AUTHORITY

Bylaw amendments require City Council approval.

Respectfully submitted,



Lisa Legault, A/Director, Open Space & Environmental Services

Respectfully submitted,



Neil Vandendort, A/Deputy City Manger & COO, City Operations

Report prepared by:

Ken Poure, Manager Cemeteries, Golf Courses & Landscape Trades

APPENDIX A

| Fee Schedule | 2014 | 2015 |
|---|------------|------------|
| Cemetery License Fees | | |
| Standard Plot – RVSD & Regina | \$1,355.00 | \$1,425.00 |
| Standard Plot with Continuous Strip Foundation | \$1,785.00 | \$1,875.00 |
| Option Area Standard Plot | \$1,955.00 | \$2,055.00 |
| Field of Honour | \$680.00 | \$715.00 |
| Child Plot | \$645.00 | \$645.00 |
| Infant Plot | \$230.00 | \$230.00 |
| Cremation Plot – Single Urn | \$510.00 | \$535.00 |
| Cremation Plot – Standard with Continuous Strip Foundation | \$1,430.00 | \$1,500.00 |
| Option Area Standard Cremation | \$1,605.00 | \$1,685.00 |
| Columbarium Fees | | |
| Prairie Rose Columbarium – Regina Cemetery | \$2,010.00 | \$2,010.00 |
| Masonic Columbarium | \$2,950.00 | \$3,095.00 |
| Indoor/Outdoor Columbarium – (Indoor top or bottom row & Outdoor bottom 2 rows) | \$2,950.00 | \$3,095.00 |
| Indoor/Outdoor Columbarium – Premium | \$3,210.00 | \$3,370.00 |
| Outdoor Columbarium – Family | \$3,825.00 | \$4,015.00 |
| Interments | | |
| Standard Casket (over 4 feet) | \$935.00 | \$985.00 |
| Child Casket (up to 4 feet) | \$500.00 | \$500.00 |
| Infant Casket (up to 2 feet) or cremated remains | \$215.00 | \$215.00 |
| Cremated Remains – Maximum 18”x18” opening | \$300.00 | \$315.00 |
| Scattering/Ossuary/Niche/Oversize opening for Cremated Remains/Additional cremated remains in ground/Non Standard Vault | \$145.00 | \$150.00 |
| Urn in Casket/Multiple Cremated Remains in Niche same time same location | \$75.00 | \$80.00 |
| Late afternoon surcharge – for interment services leaving after 4 p.m. | \$275.00 | \$295.00 |
| Weekend/Holiday After hours surcharge – traditional burials | \$525.00 | \$550.00 |
| Weekend/Holiday After hours surcharge – cremated remains burials | \$275.00 | \$295.00 |
| Disinterment | | |
| Disinterment – Standard Casket | \$2,790.00 | \$2,930.00 |
| Disinterment – Child Casket | \$1,575.00 | \$1,655.00 |
| Disinterment – Cremated Remains – In ground | \$450.00 | \$470.00 |
| Memorial and Memorialization | | |
| Application Fee | \$100.00 | \$125.00 |
| Installation of Flat marker (small) | \$180.00 | \$190.00 |
| Installation of Flat marker (large) | \$250.00 | \$260.00 |
| Purchase and Installation of Precast Monument Foundation | \$300.00 | \$325.00 |
| Removal of Precast Monument Foundation or Flat Marker | \$180.00 | \$180.00 |
| Other | | |
| Bronze Plaque | \$400.00 | \$425.00 |
| Chapel Bookings (for each full or partial hour) | \$100.00 | \$105.00 |
| Indoor Columbarium Vase | \$210.00 | \$225.00 |
| Maintenance Dome – Adult | \$430.00 | \$450.00 |
| Maintenance Dome Base – Adult | \$225.00 | \$235.00 |
| Maintenance Dome – Child | \$195.00 | \$205.00 |
| Deferred Payment/Administration Fee | \$75.00 | \$80.00 |

| | | |
|--|----------|----------|
| License Transfer Fee | \$145.00 | \$150.00 |
| Record Search | | |
| Less than 10 records | \$0.00 | \$0.00 |
| 10-19 records | \$10.00 | \$10.00 |
| 20-29 records | \$20.00 | \$20.00 |
| 30-50 records | \$25.00 | \$25.00 |
| Care and Maintenance – Riverside 25% of current plot price | | |
| Care and Maintenance –Regina 25% of current plot price | | |

APPENDIX B

Western Canada Cemetery Fee Review - 2013

| | Regina Riverside | Regina Memorial Gardens | Calgary | Saskatoon Woodlawn | Lethbridge | Winnipeg | Prince Albert 2009 | Swift Current |
|--------------------------|-----------------------------|--|-------------------|-------------------------------|-------------------|-------------------|-----------------------------------|--------------------------|
| Other Fees | | | | | | | | |
| Late Fee | \$205 | | \$153 per ½ hr | \$105 per ½ hr | \$280 per hr | \$154 per ½ hr | \$120 per ½ hr | \$125 - \$398 |
| Traditional Supplemental | \$335 | \$270 | \$965 | \$430- \$610 | \$890 | \$800 | \$465 | \$398 |
| Cremation Supplemental | \$205 | \$270 | \$251 | \$215-\$305 | \$445 | \$272 | | \$125 |

APPENDIX B

Western Canada Cemetery Fee Review - 2013

| | Regina Riverside | Regina Memorial Gardens | Calgary | Saskatoon Woodlawn | Lethbridge | Winnipeg | Prince Albert 2009 | Swift Current |
|--------------------------|-----------------------------|--|-------------------|-------------------------------|-------------------|-------------------|-----------------------------------|--------------------------|
| Other Fees | | | | | | | | |
| Late Fee | \$205 | | \$153 per ½ hr | \$105 per ½ hr | \$280 per hr | \$154 per ½ hr | \$120 per ½ hr | \$125 - \$398 |
| Traditional Supplemental | \$335 | \$270 | \$965 | \$430- \$610 | \$890 | \$800 | \$465 | \$398 |
| Cremation Supplemental | \$205 | \$270 | \$251 | \$215-\$305 | \$445 | \$272 | | \$125 |

November 27, 2013

To: Members,
Community and Protective Services Committee

Re: Appointment of Pest Control Officers

RECOMMENDATION

1. That the City Solicitor be instructed to amend Bylaw 2009-71 being *The Appointment and Authorization of City Officials Bylaw, 2009* to:
 - (a) Appoint the following people as Pest Control Officers under *The Pest Control Act* from January 1, 2014 until December 31, 2014, unless the officer's employment with the City of Regina is terminated sooner:

| <u>Name</u> | <u>Position</u> |
|---------------|--|
| Ray Morgan | Manager, Forestry, Horticulture and Pest Control |
| Wade Morrow | Supervisor, Pest Management |
| Ryan Johnston | Pest Control Officer |
2. That within 14 days of City Council passing the amendments to Bylaw 2009-71, that the City Clerk notify the Ministry of Agriculture of the appointment of the Pest Control Officers, as required by *The Pest Control Act*.

CONCLUSION

The Pest Control Act requires that Pest Control Officers be appointed by City Council. The Act does not contain a provision permitting City Council to delegate this authority. Prior to 2009 these appointments were made by resolution. In 2009 the City enacted *The Appointment and Authorization of City Officials Bylaw, 2009* to improve transparency and to make the City's various authorizations and appointments easier to locate. Annual amendments to the Bylaw are required to make the appointments of Pest Control Officers as these appointments are required to be made annually.

BACKGROUND

The Appointment and Authorization of City Officials Bylaw, 2009 was enacted in an effort to move away from appointing specific individuals to appointing persons by position titles where bylaws and statutes create and appoint various statutory officers. At that time many of the appointments had become outdated.

In some cases, like that of Pest Control Officers, provincial legislation requires these appointments to be made by individual, and therefore, the City is unable to avoid annual appointment.

DISCUSSION

The Pest Control Act requires that Pest Control Officers be appointed by City Council on an annual basis.

The Administration proposes to have the following persons be appointed as Pest Control Officers for 2014:

| <u>Name</u> | <u>Position</u> |
|--------------|--|
| Ray Morgan | Manager, Forestry & Pest Control, Parks & Open Space |
| Wade Morrow | Supervisor, Pest Management |
| Ryan Johnson | Pest Control Officer |

RECOMMENDATION IMPLICATIONS

Financial Implications

None with respect to this report.

Environmental Implications

None with respect to this report.

Strategic Implications

Appointing Pest Control Officers by bylaw instead of resolution increases transparency as such appointments are more readily accessible. Delegating the authority to appoint, assign duties and determine remuneration of Bylaw Enforcement Officers enhances the efficiency of City Administration.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

Section 14 of *The Pest Control Act* requires the City Clerk to notify the Minister of Agriculture of Council's appointment of Pest Control Officers within 14 days of the appointment.

The City will advise the Wascana Centre Authority and the Rural Municipality of Sherwood of the appointments.

DELEGATED AUTHORITY

Bylaw amendments require City Council approval

Respectfully submitted,



Lisa Legault, A/Director, Open Space &
Environmental Services

Respectfully submitted,



Neil Vandendort, A/Deputy City Manager & COO,
City Operations

Report prepared by:

Ray Morgan, Manager, Forestry, Horticulture & Pest Control

November 27, 2013

To: Members,
Community and Protective Services Committee

Re: Taxi 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 February 18, 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 February 18, 2014.
3. That all taxicabs (accessible, regular, seasonal, and temporary) be required to accommodate, at no additional charge, service animals accompanying passengers with disabilities.
4. That the City mandate an accessible taxicab to population ratio of one for every 11,000 residents.
5. 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.
6. That the City mandate vehicle age requirements for accessible taxicabs following the same requirements that are currently mandated for regular, seasonal, and temporary taxicabs.
7. That a lottery system be adopted for the issuance of accessible taxicab owner's licences.
8. 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.
9. That the amendments to Bylaw No. 9635, *The Taxi Bylaw, 1994*, as identified in this report, be approved.
10. That the City Solicitor be instructed to prepare the required amending bylaw based on the changes outlined in this report.

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; 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. 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.

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.

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

There are several allocation methods that could be used to issue accessible taxicab owner's licences. *The Taxi Bylaw, 1994* currently provides for a request for proposals in issuing accessible taxicab owner's licences. Temporary licences are allocated through a lottery/draw system. Several other jurisdictions have also 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.

Based on previous experiences with the RFP process, the Administration has determined that the RFP option is not an appropriate option for the City as it is a subjective process and requires substantial time and effort to manage, resulting in a costly process to administer. 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 will provide 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 not 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 licences is to provide them with the licences directly. This method would ensure that each 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, from an industry perspective, direct allocation to brokers restricts the entry of people from outside the current Regina taxi industry that may have experience in the industry or similar service.

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 conditions for the 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 the definition of “License Inspector” in section 2 to replace “Licensing and Municipal Fines” with “Bylaw and Licensing”, and to replace “Licensing and Municipal Fines Officer” with “Licensing Officer”.

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.

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,



Kelly Scherr, Director
Construction & Compliance

Respectfully submitted,



For Jason Carlston, Deputy City Manager
Community Planning & Development

Report prepared by:
Jeannette Lye, Policy Analyst
JL/bz

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| Existing provision | New provision | explanation |
|---|---|--|
| <p>"License Inspector" means any person employed with the City of Regina in the following positions:</p> <ul style="list-style-type: none"> (a) the Manager of Licensing and Municipal Fines; (b) the Billing Coordinator, Licensing and Municipal Fines; and (c) the Licensing and Municipal Fines Officer; | <p>"Licence Inspector" means any person employed with the City of Regina in the following positions:</p> <ul style="list-style-type: none"> (a) the Manager of Bylaw and Licensing; (b) the Billing Coordinator, Bylaw and Licensing; and (c) the Licensing Officer; | <p>Housekeeping change to reflect change in name of City Department.</p> |
| <p>N/A</p> | <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> | <p>New Definition. Definition is consistent with <i>The Animal Protection Act, 1999</i>. Term used in subsection 6.(22.3).</p> |
| <p>6.(12.1) as of April 1, 2013, accept payment of fares by way of an electronic payment system;</p> | <p>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.</p> | <p>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.</p> |
| <p>N/A</p> | <p>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.</p> | <p>New provision</p> |
| <p>N/A</p> | <p>6.1 A taxicab driver may apply for an exemption from the application of subsection 6.(22.3) upon providing proof acceptable to the</p> | <p>New provision, related to subsection 6.(22.3).</p> |

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| Existing provision | New provision | explanation |
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| | licence inspector of the taxicab driver's inability to comply with the requirement without suffering undue hardship. | |
| 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</p> | <p>20.(1) For the purpose of this Bylaw, the licence period for an accessible taxicab owner's licence commences on June 16 of one year and ends on June 15 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</p> | <p>This section duplicates the applicable sections from temporary and seasonal licence 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> |

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| <p>owner licences.</p> | <p>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>(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</p> | <p>(4)-(6) Permits the licence inspector to issue licences <u>up to</u> an amount that would create a population ration of 1 taxicab for 11,000 residents.</p> <p>(8) Accessible licences are currently non transferrable except in very limited circumstances (s.21.4). Like other licences issued by lottery, new licences will not be transferrable in any circumstances. The four licences 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 licences.</p> <p>(11) Same as for temporary. Consistent with current provisions.</p> |

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| Existing provision | New provision | explanation |
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| | <p>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>(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> | |
| <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>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>Subsection (1) is moved to 20(8) and with language consistent with temporary licences issued by lottery. The former subsection 21.4(2) is retained with respect to the four</p> |

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| Existing provision | New provision | explanation |
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| <p>(2) An accessible taxicab owner's licence may be transferred only upon the license holder meeting the following conditions:</p> <p>(i) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and</p> <p>(ii) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab.</p> | <p>(i) that the licensee shall retain a registered interest in the licence upon transfer of the licence; and</p> <p>(ii) that all persons having a registered interest in the licence shall have a registered interest in the accessible taxicab.</p> | <p>existing licences.</p> |
| <p>N/A</p> | <p>21.6 (1) (g) the vehicle to be used as a taxicab under that licence meets the following vehicle age requirements:</p> <p>(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>(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>(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>(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</p> | <p>New requirements for issuance of accessible taxicab owners licences. Same three-year implementation strategy as for other taxicabs, but with delay in some dates.</p> |

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| Existing provision | New provision | explanation |
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| | <p>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 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 the vehicle that advise passengers that the vehicle is equipped with a security camera and that passengers are being photographed;</p> <p>(l) the applicant returns any prior expired taxicab owner's licence stickers to the Licence Inspector within 30 days after the expiry date.</p> | |
| N/A | 21.8(3.3) ensure that the vehicle that is being used as a taxicab under that licence meets the | New requirement for accessible taxicab owners. Same as for other |

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| | vehicle age requirements set out in section 21.6 of this Bylaw; | 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> <ul style="list-style-type: none"> (i) a fully functioning security camera system that is: <ul style="list-style-type: none"> (A) approved by the Licence Inspector; and (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 (C) notification decals that are approved by the Licence Inspector and are affixed to the vehicle that advise passengers that | New requirements for taxicab owners. Same three-year implementation strategy as other taxicabs but with delay in dates. |

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| | <p>the vehicle is equipped with a security camera and that passengers are being photographed.</p> | |
| <p>21.8 (10) maintain the taxicab to the standards set forth in subsection 21.6(5).</p> | <p>21.8 (10) maintain the taxicab to the standards set forth in subsection 21.6.</p> | <p>Housekeeping amendment: 21.6(5) no longer exists. This section is meant to reference the CSA standards for accessible taxicabs in 21.6.</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) 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</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> |

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| (5). within 8 weeks. | | |
| 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 accessible taxicab service, followed by allocation of the licences by Council. | Repealed. | Accessible licences no longer issued by RFP. |
| <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</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>(i) May 1, 2014 for brokerages affiliated with any temporary or regular taxicabs; and</p> <p>(ii) December 1, 2015 for brokerages affiliated with only accessible taxicabs and no other types of taxicab;</p> | <p>Broker’s licence section amended to include new provisions for accessible licences.</p> |

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| Existing provision | New provision | explanation |
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| <p>data terminal technology that is able to receive taxi dispatches from a computer aided dispatch system.</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 style="padding-left: 40px;">(ii) December 1, 2015 for accessible taxicabs.</p> | |
| <p>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> | <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> | <p>Updates Taxi Broker obligations to include new accessible provisions.</p> |
| <p>24.3 (1) The Licence Inspector is authorized to use a lottery system to do the following:</p> <p style="padding-left: 40px;">(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 style="padding-left: 40px;">(a) issue temporary taxicab owner's licences and accessible taxicab owner's licenses;</p> | <p>Adds accessible taxicab owner's licences to issuance by lottery.</p> |

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| Existing provision | New provision | explanation |
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| 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 licences. |
| 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 licences. |
| 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 licences 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 taxicab owner's licence to that individual and the Licence Inspector may reallocate that licence to an alternate. | 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 reallocate that licence to an alternate. | Amends lottery provision to apply to all types of licences allocated by lottery. |
| <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</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</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. |

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| Existing provision | New provision | explanation |
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| transported by a van. | transported by a van; and (c) the taxicab is not an accessible taxicab engaged in the transportation of a non-ambulatory passenger. | |
| Schedule A Fee Tariff | Schedule A 4.(1) Every person operating any class of taxicab shall charge or collect only the following: (a) for the hire of a taxicab for the first 120 meters or part thereof \$ 4.00 (b) for each additional 57 metres or part thereof .10 (3)(c) wheelchairs or mobility equipment no charge | The same tariff of fees is adopted for all taxicabs. Per metre rate and drop rate are adjusted to reflect taxi cost fare model calculations. 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. |