

Request for Decision City Council

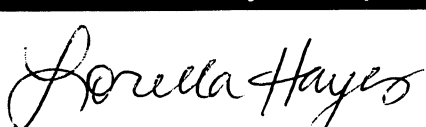


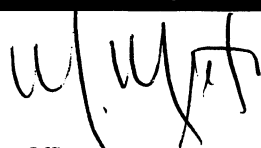
Type of Decision									
Meeting Date	November 24, 2005				Report Date	November 10, 2005			
Decision Requested	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Priority	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Low
	Direction Only				Type of Meeting	<input checked="" type="checkbox"/>	Open	<input type="checkbox"/>	Closed

Report Title
The Collection of Property Taxes via Bailiff Services

Policy Implication + Budget Impact	
<input type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<input type="checkbox"/>	Background Attached

Recommendation
<p>1) It is recommended that the City of Greater Sudbury adopt a procedure for the collection of property tax arrears involving seizure and or rental attornment via bailiff services for properties in the commercial, industrial and multi-residential tax classes.</p> <p>2) That an RFP be prepared to secure the services of a professional bailiff for the 2006 and future taxation years.</p>
<input type="checkbox"/> Recommendation Continued

Recommended by the Department Head
 L. Hayes Chief Financial Officer/Treasurer

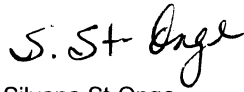
Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Date: November 10, 2005

Report Prepared By

Tony Derro
Supervisor of Tax/Chief Tax Collector

Division Review

Silvana St-Onge
Acting Manager of Current Accounting Operations**EXECUTIVE SUMMARY**

In January 2003 the Province of Ontario enacted legislation approving the new Municipal Act. The Act now contains numerous legislative changes, including changes in the field of property taxation. Section 351 of the Municipal Act authorizes a municipality to collect property taxes via seizure of personal property through the services of a licensed bailiff. A trend is emerging in the municipal environment whereby municipalities are using bailiff services to collect property taxes in the commercial, industrial and multi-residential tax classes. In an effort to reduce receivables as expeditiously as possible and to reduce collection costs it is recommended that the City of Greater Sudbury adopt a procedure for the collection of property taxes in the commercial, industrial and multi-residential tax classes using the services of a bailiff and that an RFP be prepared to engage this service for the 2006 and future taxation years.

BACKGROUND

The tax section is responsible for the administration of various provincially mandated and municipal taxation programs including the timely collection of property tax receivables. Since municipal amalgamation in 2001 the City of Greater Sudbury has aggressively pursued the collection of tax arrears in an effort to reduce its tax arrears ratio. The tax arrears ratio represents the amount of uncollected taxes in relation to the current annual levy.

Part XI of the Municipal Act provides the authority for a municipality to collect property tax arrears through the tax registration / tax sale process. Unfortunately this can be a lengthy process since the municipality must wait until a property accumulates four years of tax arrears before invoking tax registration and a further year before being authorized to conduct a tax sale.

Although property taxes constitute a priority lien in favour of the municipality, certain challenges face the municipality that often prevent the timely collection of tax receivables.

Municipal tax revenues are subordinate to crown liens that may exist on title to properties with tax arrears and these may include executions / judgments in favour of a Canada Revenue Agency, claims for unpaid excise or sales taxes on behalf of the federal or provincial governments, judgments in favour of the Workplace Safety & Insurance Board or mortgages in favour of the Business Development Bank of Canada. As well municipalities are faced with collecting property taxes from properties that contain serious environmental issues. In some cases, contamination and the possibility of liability associated with this has resulted in tax arrears receivables greater than the value of the property.

Besides the collection of property taxes through the tax registration process, the municipality has other optional avenues of collection:

Litigation - Section 349 of the Municipal Act provides the authority for a municipality to litigate to recover tax arrears. Litigation via the Superior Court of Justice is often a costly process and successfully obtaining judgment may not necessarily mean collection of the debt. Actions in small claims court, although more economical to initiate, are limited to \$10,000 of debt.

Rent attornment - Section 350 of the Municipal Act provides the authority for a municipality to recover property tax arrears by seizing the rents from tenants that would normally belong to the property owner. Rental attornment is an effective way of offsetting property taxes and works especially well in multi-residential or tenanted commercial properties. One drawback to the process of rent attornment is that it is administratively burdensome on municipal staff since accurate records must be kept and receipts issued.

Date: November 10, 2005

Seizure - Section 351 of the Municipal Act provides the authority for a municipality to engage the services of a bailiff to seize the chattels/assets of the owner of property that is in tax arrears. Bailiff costs are an add-on to the tax debt and represent no financial loss to the municipality. As well as seizure, a bailiff is authorized under the Municipal Act to conduct rental attornment on behalf of the municipality thereby relieving this administrative burden of municipal staff. The collection of property tax arrears via a bailiff must be done in a professional and discrete manner in order to maintain good public relations with the taxpaying public but at the same time enables the municipality to collect tax receivables promptly from certain properties without having to invoke the lengthy tax registration / tax sale process.

RECOMMENDATION

- 1) It is recommended that the City of Greater Sudbury adopt a procedure for the collection of property tax arrears involving seizure and or rental attornment via bailiff services for properties in the commercial, industrial and multi-residential tax classes.
- 2) That an RFP be prepared to secure the services of a professional bailiff for the 2006 and future taxation years.

Request for Decision City Council

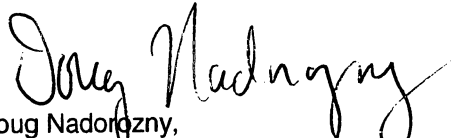


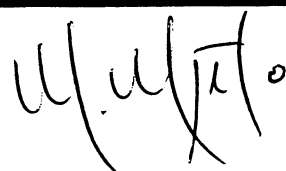
Type of Decision									
Meeting Date		November 24 th , 2005				Report Date		November 9 th , 2005	
Decision Requested		<input checked="" type="checkbox"/>	Yes		No	Priority		<input checked="" type="checkbox"/>	High
		Direction Only				Type of Meeting		<input checked="" type="checkbox"/>	Open
									Closed

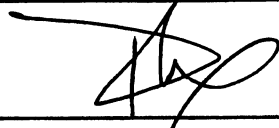
Report Title
Ontario Transit Vehicle Program (OTVP) Ridership Bonus

Policy Implication + Budget Impact	
<input checked="" type="checkbox"/>	This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.
<p>The receipt of this Ridership Bonus facilitates Transit responding to unexpected equipment failures which would otherwise have necessitated an overexpenditure in Transit's 2005 current budget.</p>	
Background Attached	

Recommendation
<p>THAT Council approves the utilization of the \$70,048 Ridership Bonus received under the Ontario Transit Vehicle Program (OTVP) as follows:</p> <ol style="list-style-type: none"> 1) \$50,000 be expended to refurbish two Transit fleet vehicles with rebuilt engines; and 2) placing the remainder (\$20,048) in the Transit Equipment Reserve.
Recommendation Continued

Recommended by the Department Head
 Doug Nadorozny, General Manager, Growth & Development Department

Recommended by the C.A.O.
 Mark Mieto Chief Administrative Officer

Report Prepared By

Roger Sauvé Director, Greater Sudbury Transit

Division Review

Executive Summary

In 2002, as part of the government's overall vision for Smart Growth and transportation planning, the Province of Ontario launched the Ontario Transit Renewal Program (OTRP) as a first step in a 10-year \$9 billion transit investment plan to contribute towards an efficient and integrated provincial transportation system.

More recently called the Ontario Transit Vehicle Program (OTVP), the purpose of this program is to provide funding for up to one third of eligible capital costs associated with the purchase of replacement and expansion buses and major refurbishment of existing buses. Until this year, the program also provided "ridership growth incentive funding". We are pleased to advise that Greater Sudbury Transit is in receipt of a Ridership Bonus related to 2004 ridership figures. The bonus provides Transit with \$70,048.

The receipt of the ridership bonus is very timely because we have had unexpected equipment failures which, in the absence of this infusion of capital, would have necessitated an overexpenditure affecting 2005 year-end figures.

Specifically, two of Transit's fleet required rebuilt engines which were outside of Transit's ongoing maintenance plan. Accordingly, staff is respectfully requesting Council's approval to proceed with a \$50,000 expenditure to purchase rebuilt engines for these two fleet vehicles, with the balance of the monies (\$20,048) to be placed in Transit's Equipment Reserve.

**Request for Decision
City Council**



Type of Decision

Meeting Date	November 24, 2005				Report Date	November 10, 2005			
Decision Requested	x	Yes		No	Priority	x	High		Low
	Direction Only				Type of Meeting	x	Open		Closed

Report Title

Taxi, Limousine & Shuttle Transportation By-Law #2003-3, Review & Public Meeting Outcome

Policy Implication & Budget Impact

NA

This report and recommendation(s) have been reviewed by the Finance Division and the funding source has been identified.

Background Attached

Recommendation

THAT Council accept the Taxi, Limousine and Shuttle Transportation By-Law review report as submitted and approve the by-law as attached.

Recommendation Continued

Recommended by the Department

Doug Nadorozny
General Manager of Growth & Development

Recommended by the C.A.O.

Mark Mieto
Chief Administrative Officer

Date: November 10, 2005

Report Prepared By



Bryan Gutjahr
Manager of Compliance and Enforcement

Division Review



Guido Mazza
Director of Building Services/Chief Building Official

BACKGROUND

At the Council meeting of August 11, 2005 Council passed a resolution that the Taxi, Limousine and Shuttle Transportation By-Law #2003-3 be reviewed and public input be received, the resolution also appointed Councillor Berthiaume as Chair of a public meeting to be held that would address proposed amendments that were limited to:

- Zone review
- Airport Service
- Barrier Free Accessible Service
- Review of Procedures for Establishing Tariffs

Further to Council's instructions, a public meeting was held on Thursday, October 20, 2005 in Council Chambers to receive public comments. A copy of the minutes of the meeting are included as an Appendix 'A' to this report. A summary of the issues with associated recommendations and amendments to the existing By-law for Council is as follows:

Zone Review

Concern that individuals could not access taxis of their choice. Taxis should be allowed to pick up a fare outside of their licenced zone only if the fare terminated in the licenced zone.

Staff Recommendation

Staff agree that this has been an area of concern from not only the general public but also taxi owners. As such the provisions in the by-law that restricts taxis to their own zone has been amended to read that taxi cab owners licenced for Zone 1, Zone 2 and Zone 2 Airport shall not pick up fares outside of their zones unless the fare terminates within their zone. Note: Zone 2 taxis still will be prohibited from picking up at Airport.

Airport Service

Concern that the Airport Shuttle Service was restricted to picking up passengers at the airport only when the passenger had made a previous arrangement with the driver or owner. This restriction limited shuttle service at the Airport for passengers who had not made previous arrangements.

Staff Recommendation

This particular provision of the by-law has been amended to read that any shuttle may pick up passengers at the Greater Sudbury Airport without a previous arrangement but subject to the requirements of the by-law (No soliciting)

Date: November 10, 2005

Barrier Free Accessible Service

The current provision in the by-law restricts a vehicle licenced as an accessible taxicab to transport only disabled persons requiring taxicab service. These vehicles could not be used as a taxicab for general purposes. Taxicab owners felt that this restriction would not enable them to financially afford to operate these vehicles. The owners requested that these vehicles be allowed to operate as a taxicab for general purposes while not engaged as an accessible taxicab.

Staff Recommendation:

Staff agree that this provision should be amended and as such the by-law has been amended to read :

"That accessible taxicabs may be used for the transportation of persons other than disabled persons requiring taxi cab services, provided that there is at the time of dispatch no call for taxicab service for disabled persons and provided further that the provision of taxicab service for disabled persons is the first priority use of such accessible cabs".

Barrier Free Accessible Service

Currently there are no accessible taxi cabs licenced to operate within the City. Disabled persons transportation service is provided by Handi Transit through our transportation service. The taxicab owners are requesting an increased tariff be introduced or a subsidy be implemented for persons using the accessible taxicabs. The owners feel that this is needed in order that they can afford to operate and maintain the accessible taxicab service.

At this time the City does not subsidize accessible taxicab service. This topic will be brought forward to the Accessibility Advisory Committee at its next meeting.

Tariff Review Procedure

Currently the tariff reviews are done once in a licence year. The tariffs are adjusted as per the Taxi Cost Index. The index that the City uses covers variables involved in the taxi industry such as fuel, vehicle operating cost and insurance. The most recent tariff review adjusted the tariffs by a 6% increase and since March 2002 the tariffs have increased 15.8%. As of September 1, 2005 the City of Greater Sudbury had higher tariff rates per 5 km run than London, Ottawa, Hamilton, Windsor, Mississauga, the Region of Waterloo, Timmins, Sault Ste Marie and North Bay (see attached chart Appendix 'B').

With the recent spike in gas prices, the taxi industry was requesting another tariff increase to offset that spike in gas prices. There is no mechanism in place to have an immediate tariff increase here or any other City in the Province.

Recommendation

Staff does not recommend changing the way tariffs are reviewed as per the Taxi Cost Index. However, staff does recommend that the tariff review be done twice a year to coincide with the bi-annual taxi inspections. With the bi-annual review, both increases and decreases in gas prices will be addressed.

This recommendation does not require an amendment to the by-law only a change in tariff review policy by the Chief Taxi Inspector.

Proposed Amendment	Taxi Industry	Public Comments	Staff Recommendation
<u>Barrier Free Accessible Service</u> <ul style="list-style-type: none"> • Accessible taxi's not permitted to use taxi for general public fares • Accessible taxi restricted to transporting disable persons 	<ul style="list-style-type: none"> • Considering investing in accessible vehicles • Vehicles less conspicuous • Additional time required to load and unload passengers • Proposing specific rates above current meter rates • Suggesting funding or subsidy 	<ul style="list-style-type: none"> • Nil 	<ul style="list-style-type: none"> • Amend current provision • Allow accessible taxi vehicle not engaged for transporting disabled to be used for general purposes • Meet with Accessible Advisory Committee to review proposal
<u>Review Tariff Procedures</u> <ul style="list-style-type: none"> • Currently reviewed once per licence year • Using the taxi cost index 	<ul style="list-style-type: none"> • Introduce a provision to allow for immediate tariff increase to cover emergencies such as increase in gas prices 	<ul style="list-style-type: none"> • Nil 	<ul style="list-style-type: none"> • Amendment to the by-law not required • Tariffs will be reviewed twice in licence year to coincide with taxi inspections • Will cover both increase and decrease of gas prices • Continue to use taxi cost index

**TAXI, LIMOUSINE & SHUTTLE TRANSPORTATION BY-LAW #2003-3
REVIEW & PUBLIC MEETING OUTCOME**

Proposed Amendment	Taxi Industry	Public Comments	Staff Recommendation
<u>Zone Review</u> <ul style="list-style-type: none"> Maintain current zone system Allow to pick up fares outside of licenced zone only if fare terminates in licenced zone 	<ul style="list-style-type: none"> Taxi companies should be allowed to pick up fare in a zone if is a return customer or an account customer Taxi companies should have a say in the decision making process Current Airport regulations should stay the same 	<ul style="list-style-type: none"> Present system does not work Would have to be able to call a cab to pick him up anywhere 	<ul style="list-style-type: none"> Current provision to be amended Taxi will be permitted to pick up in other than licenced zone only if fare terminates in licenced zone Note: Zone 2 taxi prohibited from picking up at Airport
<u>Airport Service</u> <ul style="list-style-type: none"> To allow shuttle to pick up fare at Airport without a prearranged booking 	<ul style="list-style-type: none"> Leave shuttle provisions as is 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Amend current provision Shuttle does not require a prearranged booking to pick up fare at Airport

Proposed Amendment	Taxi Industry	Public Comments	Staff Recommendation
<p><u>Taxi Driver Training Course</u></p> <ul style="list-style-type: none"> 24 hour mandatory course for drivers 	<ul style="list-style-type: none"> Course requirement partially blamed for reduction in drivers Suggest correspondence course 	<ul style="list-style-type: none"> Nil 	<ul style="list-style-type: none"> Amend current provision Remove 24 hours mandatory course and replace that in order to obtain a licence every person must complete a taxi driver training course as administered by the Chief Taxi Inspector City developing a 6 hour course to be available on line or in class and to be delivered by city staff Cost for the course will be approximately \$75.00 which will cover cost of staff time and equipment costs

APPENDIX 'A'
PUBLIC INPUT MEETING REGARDING TAXI, LIMOUSINE &
SHUTTLE TRANSPORTATION REVIEW OF THE CITY OF GREATER SUDBURY
MINUTES OF MEETING

**PUBLIC INPUT MEETING REGARDING TAXI, LIMOUSINE AND SHUTTLE
TRANSPORTATION REVIEW OF THE CITY OF GREATER SUDBURY**

**Council Chamber
Tom Davies Square**

Thursday, October 20th, 2005

Commencement: 7:00 p.m.

Adjournment: 8:33 p.m.

COUNCILLOR CLAUDE BERTHIAUME, IN THE CHAIR

Staff

B. Gutjahr, Manager of By-law Enforcement Services;
R. Leblanc, By-law Enforcement Officer; D. Satchwill, By-law
Enforcement Officer; B. Johnson, Director of Airport
Services; A. Haché, City Clerk; M. Laalo, Licensing &
Assessment Clerk; F. Bortolussi, Planning Committee
Secretary

News Media

Sudbury Star; Channel 10 News

**Welcome and Opening
Remarks**

The Chair welcomed the citizens in attendance and advised
the purpose of the meeting was to provide an opportunity for
the Public to comment on the proposed amendments to the
existing Taxi, Limousine and Shuttle By-law 2003-3 as well
as zone review, airport service, barrier free accessible
service, review procedures for establishing tariffs.

Presentation

Dave Satchwill, By-law Enforcement Officer, made an
electronic presentation setting out the proposed
amendments to By-law 2003-3. Amendments are proposed
with respect to owners responsibilities, taxi inspections, taxi
zones, trouble light warning system, record keeping,
restrictions on operation of accessible taxis, and airport
shuttle.

PUBLIC INPUT

Submissions were heard in the order that they appeared on
the Speaker's List.

**Linda Craig
Aaron Taxi**

Linda Craig made an electronic presentation regarding
proposed accessible taxi service.

She advised that Aaron Taxi is considering investing in an
accessible vehicle to transport disabled persons as well as
others. She explained the type of van they are considering
and indicated that it would be less conspicuous outwardly
and more inviting to the general public. It would be Ministry
compliant with commercial use for transporting disabled
persons. She indicated that special contract rates would

Linda Craig
Aaron Taxi (continued)

need to be established to augment the higher running and maintenance costs for this type of vehicle. She advised of their proposed rates. She indicated that Aaron Taxi is prepared to begin this proposed service immediately if the City of Greater Sudbury agrees in writing to their proposal for a five year term.

Taxi Owners' Association

The Taxi Owners' Association made an electronic presentation and several speakers represented the Association. Jean Vaillancourt introduced the presentation and the speakers.

Ken Flinn

Ken Flinn stated that with amalgamation in 2001, there were many by-laws and a consolidation of the former Cities and Towns Taxi By-laws was required for the City of Greater Sudbury. The process started in 2002 and the by-law was passed in 2003. He indicated a survey was conducted from March 2002 to June 2004 and the calculated increase at that time was 6.9%. The fare increase of 6% come into effect in September of 2005 and he questioned the decrease (from 6.9% to 6%) when all vehicle related costs are increasing. He indicated the question from the Association is 'Is this figure correct?'. He asked if this figure of 6% can be reviewed as 2% is share with their drivers and 4% is for operating costs. There must be a reasonable return on the work they are doing and they should try to recoup their costs. He requested transparency on the worksheet used to calculate the increase, how it was arrived at and how it can be reviewed. He also raised the issue of gouging by the gas companies. He requested a provision in the by-law for emergencies such as the current increase in gas prices. He would like some provision for graduated increases, which can be rescinded, to offset energy costs.

Jean Desjardins

Jean Desjardins spoke of the effect the taxi course which came into effect this year is having on the taxi business. In 2004 there were 359 taxi drivers and as of September 1, 2005 there are only 203 drivers with 25 waiting for a total of 228 drivers. This represents a decrease of 37%. There are some career drivers who work five to six days a week. However, there are casual drivers who work one or two days a week. A driver would have to pay \$176.41 for the course and miss four days of work at \$100 per day. For the casual worker, this could be \$400 to \$600 to be able to work one day of week. He suggested a correspondence course where a driver is given material to study and then goes for testing. It would be much cheaper and could be done in one evening. He advised this is being done in Timmins, North Bay and Sault Ste. Marie at a cost of \$25.00. He further

Taxi Owners' Association (continued)

indicated customer service is poor because of long wait times as they have less drivers.

Jean Desjardins (continued)

Mr. Desjardins also advised that this year changes have to be made to the fleet which is costly.

Tony Cheung

Tony Cheung indicated that the new zone by-law implemented stated that clear boundaries must be established. He advised there are two kinds of taxi businesses: telephone business and flag business. He further advised that they used to dispatch to unserved areas if necessary or pick up people for work or for special occasions. He also stated that the airport was very territorial before with drivers only being allowed to pick up fares at the airport if they had a booking. He feels the by-law is ambiguous and unrealistic. It stated that a fare can be picked up in the other zone if there is a contract. The definition of 'contract' should include 'account' as 60% of the total taxi business in on account. Definition says it must be on a regular basis, however there is no provision in the by-law for special circumstances. His recommendations are:

1. taxi companies should be allowed to pick up a fare in a zone only if it is a return customer;
2. the Taxi Owners' Association should have some say in the decision making process;
3. the current zone in the by-law for the airport should remain the same;
4. the definition should be revised to include charge accounts.

Patrick Murphy

Patrick Murphy disagrees with the zones and feels he should be able to call the taxi company of his choice.

Peter Schaj, Nite Lite Limousine Service

Peter Schaj indicated that in order to renew his limousine license which expired on August 31st, 2005 he is required to take the course. However, there is no course or test available for limousine drivers. For the last few months he has been dealing with the by-law department to try to take the course and renew his license.

Peter Schaj also indicated that the course is expensive especially for the drivers who work part time. He feels there should be a brochure available for the drivers to study and then take the test.

Dave Satchwill advised Mr. Schaj that he is not required to take the course. He need only pass the City knowledge test which is currently being developed by Cambrian College.

Lesley Thompson

Leslie Thompson feels the present system does not work because she was not permitted to call a taxi outside her jurisdiction. She called for a taxi at 12:05 p.m. and waited until 1:15 p.m. She does not understand why she is not allowed to call City Cab located at LaSalle and Falconbridge Road because she lives in Garson.

Lawrence McGregor
Taxi Broker,
Garson Taxi

Lawrence McGregor is pleased there will be changes to the by-law regarding zones. There is a need for revisions to the proposed by-law amendment for shuttle service at the airport. He expressed concerns regarding the shuttle service not needing prebooking and being able to go to the airport with three vans and pick up 15 to 20 people and take them anywhere in the City. Individual taxi companies wait for three to four hours for a fare as there are not many flights. He is asking for fairness when amendments are made to the by-law. He also indicated that he can take an elderly person living in Garson to the hospital but that person can not call him to be taken back home.

Bob Johnston
Director of
Airport Services

Bob Johnston indicated that in March of 2002 the airport was transferred to Sudbury Airport Community Development Corporation from Transport Canada. The corporation is separate from the City; however, there is link as two Councillors sit on the board. The board is trying to improve service and raise the standards in all areas of the airport including transportation. All are ambassadors for the City and they only have one opportunity to make a first impression on the visitors to Greater Sudbury. The Board will work with the Taxi Owners' Association with respect to the approach that can be taken to define a new set of standards and conditions including codes of conduct, standards for vehicles, attire/dress codes for drivers.

Keith Flinn

Keith Flinn is employed by Lockerby Taxi and indicated they are in need of drivers. There will be problems at Christmas when there is a greater demand for taxis. He also feels \$200.00 for the taxi course is too expensive - there should be a correspondence course. The price of gasoline is going up and Schedule "J" should be looked at.

Gord Ewin

Gord Ewin commended the proposed amendments to the by-law. He saw what was happening at the airport and feels provisions to return to the zone would be helpful. He stated solicitation by the airport shuttle must be defined. Also, he feels drivers at the airport should have clean cars, be friendly and well dressed. He indicated he has not taken the course; however, he does plan to take it to see what he will be taught for 24 hours. He stated that taxi drivers making

<u>Gord Ewin (continued)</u>	minimum wage should not be required to spend so much money and so much time on the course.
<u>Shawn Donohoe</u>	<p>Shawn Donohoe feels the by-law is ill conceived and in need of refining. He indicated that, under the by-law, his car would not be found acceptable.</p> <p>Mr. Donohoe provided the Chair with a package of two years of notes and observations.</p>
<u>Ken Flinn</u>	<p>Ken Flinn indicated that accessible taxis are specialty vehicles required to transport the challenged. Accessible taxis are substantially more expensive and require specialty drivers who are salaried. There is the problem that accessible taxis can not charge regular taxi rates and be profitable and individuals should not have to pay more because of the expense of operating an accessible taxi. There should be other agencies subsidizing the fares or providing a voucher to cover the shortfall. In this way, the operator would get a reasonable return. Other communities have dealt with this problem; such as Toronto through their transit system. There must be a reasonable way to deal with the situation and not have someone pay a huge fare to get from one point to another.</p>
<u>Linda Craig</u>	<p>Linda Craig indicated that originally funding was available for accessible taxis. In 1997, when Aaron Taxi first had accessible taxis, there was no funding. Between 1997 and 2004, Aaron Taxi lost money. If there was some sort of funding or subsidy, it would allow them to provide on demand service. She indicated people now have to wait two days for service. People in wheelchairs generally have other problems and may feel good today but not in two days. There is a need for a system to be in place for people requiring accessible taxis.</p>
<u>Adjournment</u>	The meeting was adjourned at 8:33 p.m.

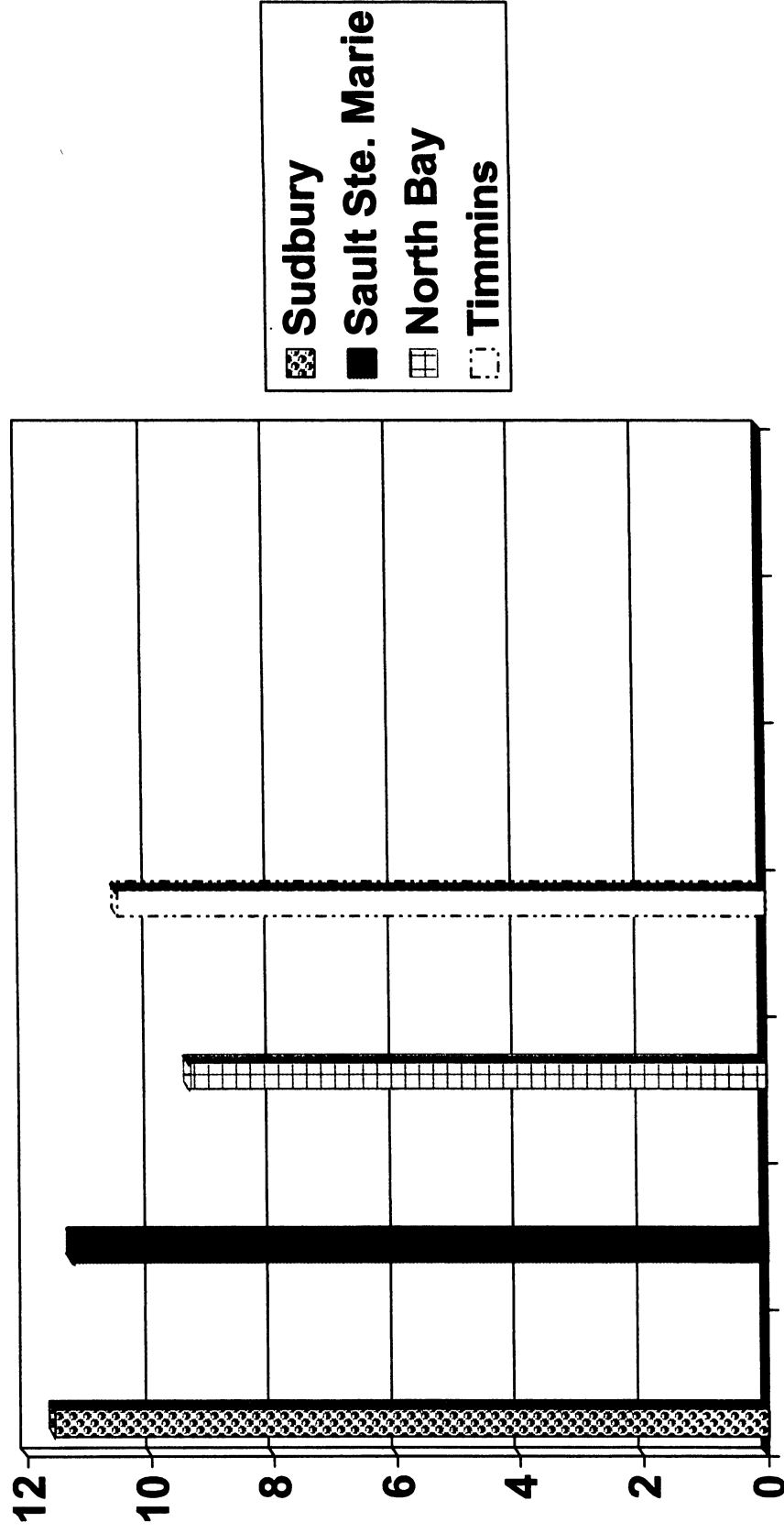
Chair

Secretary

APPENDIX 'B'
COMPARISON - TAXI TARIFFS FOR 5 KM FARE

Comparison - Taxi Tariffs For 5 Km Fare

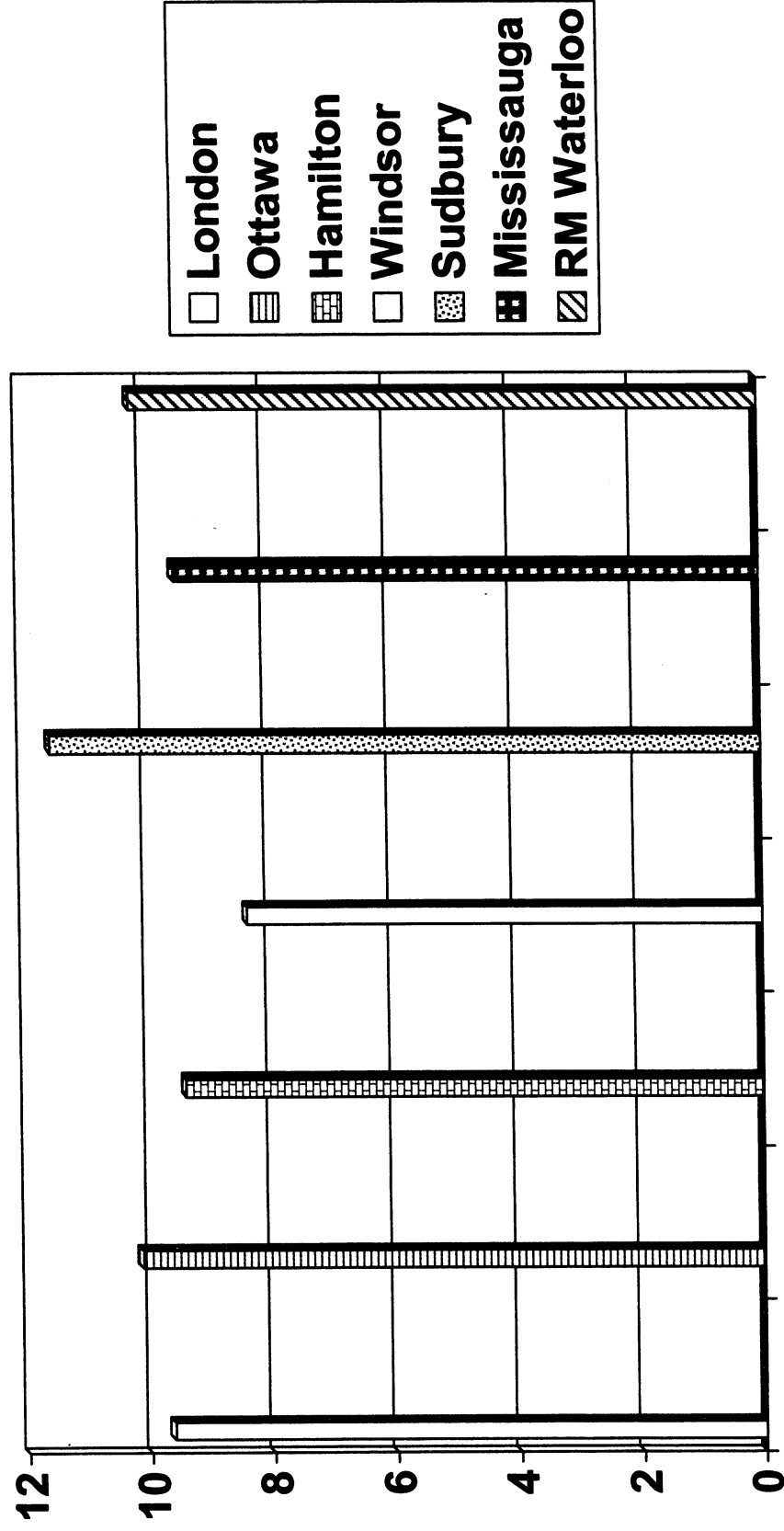
Docs # 222614



This is an APPROXIMATE fare only.

Comparison - Taxi Tariffs For 5 Km Fare

Docs # 222614



This is an APPROXIMATE fare only.