

## LIVERY TRANSPORT SERVICES FINANCIAL SUMMARY

**Table 1: Licences and Fees 2009 to 2014 (\$000s)**

| Year        | Taxi Driver Licences (TDLs)<br>New & Renewal |             | Taxi Plate Licences (TPLs)<br>New & Renewal |             |
|-------------|--|-------------|---|-------------|
|             | TDL Fee                                      | No. of TDLs | TPL Fee                                     | No. of TPLs |
| <b>2014</b> | \$130  | TBD         | \$843                                       | 1,526       |
| <b>2013</b> | \$123  | 4,322       | \$799                                       | 1,466       |
| <b>2012</b> | \$117  | 4,217       | \$760                                       | 1,411       |
| <b>2011</b> | \$111  | 4,097       | \$724                                       | 1,411       |
| <b>2010</b> | \$95   | 4,077       | \$655                                       | 1,411       |
| <b>2009</b> | \$85   | 3,935       | \$560                                       | 1,411       |

Livery Transport Services (LTS) is mandated by Council to be self-supporting and does not receive any mill rate tax support. Council approved LTS fee changes at the 2009 to 2011, and the 2012 to 2014 business planning and budget deliberations.

Taxi Driver Licences and Taxi Plate Licences represent the two largest fee categories. The growth in licences directly impacts operational resources to provide training, inspections and enforcement.

### Taxi Driver Licences (TDL)

- In 2009, there were 3,935 TDLs and the fee was \$85.
- There are currently 4,322 TDLs and current fee is \$130.
- There was a growth of 387 TDLs (approximately 10 per cent) during the period.

### Taxi Plate Licences (TPL)

- In 2009, there were 1,411 TPLs and the fee was \$560.
- There are currently 1,526 TPLs and the fee is \$843.
- There was a growth of 115 TPLs (approximately 8 per cent) during this period.

**Table 2: Operating Revenues and Expenditures 2009 to 2014 (\$000s)**

| Description                             | 2009 Actual | 2010 Actual | 2011 Actual | 2012 Actual | 2013 Actual | 2014 Budget |
|---|-------------|-------------|-------------|-------------|-------------|-------------|
| Revenue (including investment income)   | 1,997       | 2,101       | 2,408       | 2,828       | 3,274       | 2,656       |
| Expenditures (net of internal recovery) | 1,800       | 1,322       | 1,792       | 1,834       | 2,536       | 2,467       |
| <b>Operating Surplus/(Deficit) - A</b>  | <b>197</b>  | <b>779</b>  | <b>616</b>  | <b>994</b>  | <b>738</b>  | <b>189</b>  |

- a) The actual revenue was \$1.997 million in 2009 and \$3.274 million in 2013.
- b) The actual expenditures (net of internal recovery) were \$1.800 million in 2009 and \$2.536 million in 2013.
- c) The actual operating surplus was \$0.197 million in 2009, and \$0.738 million in 2013.
- d) The LTS operating revenues and expenditures are being aligned. Revenues are slightly higher than annual expenditures in recent years, allowing for contribution to the LTS Reserve. This in turn provides capacity to respond to one-time needs and fund capital projects.

**Table 3: Livery Transport Services Reserve Activity 2009 to 2014 (\$000s)**

| Description   | 2009 Actual  | 2010 Actual  | 2011 Actual  | 2012 Actual  | 2013 Actual  | 2014       |
|---|--------------|--------------|--------------|--------------|--------------|------------|
| Opening Balance   | 1,041        | 1,238        | 2,017        | 2,633        | 3,127        | 3,722      |
| Operating surplus (including investment income)- <b>A</b> | 197          | 779          | 616          | 994          | 738          | TBD        |
| Contribution to Capital                                   | -            | -            | -            | (500)        | (143)        | TBD        |
| <b>Closing Balance</b>                                    | <b>1,238</b> | <b>2,017</b> | <b>2,633</b> | <b>3,127</b> | <b>3,722</b> | <b>TBD</b> |

- a) The Reserve closing balance at the end of 2009 was \$1.238 million.
- b) The actual operating surplus was \$0.197 million in 2009, and \$0.738 million in 2013.
- c) There was a contribution to capital of \$0.500 million for renovations in 2012, and \$0.143 million for the Livery Taxi Data System in 2013.
- d) The Reserve closing balance at the end of 2013 was \$3.722 million.
- e) Administration concurs with TLAC's assessment that the Reserve is sustainable through year-end 2014 but is cautious of utilizing the reserve beyond this point to maintain operational requirements (PFC2012-0753).
- f) Administration has work underway to identify LTS' capital requirements including vehicle and communications lifecycle, scoping the feasibility of a central booking system for accessible taxi requests (TT2012-14) and other projects in preparation for the 2015-2018 Action Plan.
- g) The Reserve is the only source of capital for LTS as it does not receive any corporate funding support (i.e. Pay-As-You-Go or Lifecycle Maintenance Upgrade Reserve).