
From: Web NoReply
Sent: Friday, March 1, 2024 11:47 AM
To: City Council
Subject: Email - Request to Speak - Riide Holdings Inc - Ray Bourner - Temporary Taxi License Review - CK 7000-7
Attachments: SPCT.pdf
Follow Up Flag: Follow up
Flag Status: Completed

--- Replies to this email will go to ray.bourner@riide.ca ---

Submitted on Friday, March 1, 2024 - 09:50

Submitted by user: [REDACTED]

Submitted values are:

I have read and understand the above statements.: Yes

I do not want my comments placed on a public agenda. They will be shared with members of Council through their online repository.: No

I only want my comments shared with the Mayor or my Ward Councillor.: No

Date: Friday, March 01, 2024

To: His Worship the Mayor and Members of City Council

Pronouns: He/him/his

First Name: Ray

Last Name: Bourner

Phonetic spelling of first and/or last name: BOR-ner

Phone Number : 306 [REDACTED]

Email: ray.bourner@riide.ca

I live outside of Saskatoon: No

Saskatoon Address and Ward:

Address: 225 Avenue B North

Ward: Ward 2

Name of the organization or agency you are representing (if applicable): Riide Holdings Inc

What do you wish to do ?: Request to Speak

If speaking will you be attending in person or remotely: In person

What meeting do you wish to speak/submit comments ? (if known):: STANDING POLICY COMMITTEE ON TRANSPORTATION Tuesday, March 5, 2024 at 2:00 p.m.

What agenda item do you wish to comment on ?: Temporary Taxi License Review 7.2.4

Comments:

Attached is the letter I will be speaking to.

Attachments:

Will you be submitting a video to be vetted prior to council meeting?: No



March 1/2024

Councillor Dubois (Chair), Councillor Kirton (Vice-Chair), Councillor Donauer, Councillor Gersher, Councillor Hill, and His Worship Mayor Clark.

The inception of the enterprise taxi license program in 2019 aimed to address prevailing issues, primarily focusing on minimizing wait times and enhancing service during peak demand periods. While there was a recognized need for supplementary support at the time, the industry did not unanimously endorse the program.

Discussions regarding the future of this program have consistently elicited a familiar response. The majority of enterprise holders align in advocating for its continuity. The drivers' union also unanimously supports its retention, as it contributes significantly to union dues. Additionally, other brokerages might face operational challenges without this program, as their business models are intricately tied to it. Despite these perspectives, we have consistently asserted that there is no longer a necessity for its existence.

Riide manages a fleet of 30 company-owned vehicles, ensuring steady income for our dedicated plate owners. These 30 permanent plates are readily available for leasing to current drivers, including those with enterprise licenses. Therefore, claims suggesting that these operators would be left without employment are unfounded. It's worth noting that another taxi company in Saskatoon also utilizes company-owned vehicles, further contributing to the overall support system in this regard.

An aspect that might be underappreciated is the decline in the overall driver count. Numerous vehicles are exclusively operated by a single driver, usually during daytime hours. What enterprise license holders may not have encountered is the advantage of having a second driver for their vehicle and the associated financial gains. Incorporating a night driver into the same vehicle can be notably profitable. While this approach comes with inherent risks such as wear and tear, potential accidents, and potential conflicts between drivers, the lease amount is structured to address and mitigate these concerns.



While lacking specific data, it's noteworthy that there have been frequent instances of enterprise plates being returned and subsequently reassigned. This pattern has created a perception akin to trying on a piece of clothing, wearing it while hiding the price tag, and then returning it. Such occurrences raise concerns, especially considering that the primary goal of the program was to enhance wait times and address peak demand. Each time this happens, the corresponding plates remain inactive for a considerable period, diminishing the program's effectiveness. As of this date, two enterprise plates are sitting and will not be redrawn.

The key data highlighted in the report is the notable decrease in the overall number of trips, primarily attributed to a specific ride-share company capturing a substantial portion of the market from the taxi industry. However, the inclusion of the 14 wheelchair licenses, coupled with the total fleet of 200 taxis, is evident in demonstrating Saskatoon's capacity to effectively address and fulfill the ongoing demand.

Hence, Riide wholeheartedly endorses the three proposed recommendations presented to the Standing Policy Committee on Transportation. These recommendations are set to garner widespread approval from the existing 186 car owners and operators, ensuring they experience enhanced income and improved capacity to serve both residents and visitors of the city.

Ray Bourner
General Manager
Riide Holdings Inc