

AGENDA



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, OCTOBER 24, 2011 - 9:00 A.M.

COUNCIL CHAMBERS

SECOND FLOOR, CIVIC CENTRE

300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO, L5B 3C1

www.mississauga.ca

Members

Councillor Nando Iannicca, Ward 7 **(Chair)**

Councillor Ron Starr, Ward 6 **(Vice-Chair)**

Al Cormier (Citizen Member)

Nabil A. Nassar (Citizen Member)

Harsimar Singh Sethi (City Area Taxicab Drivers)

Paramvir Singh Nijjar (City Area Taxicab Owners)

Baljit Singh Pandori (Elected at Large)

Gurvel Singh (Taxicab Brokerages)

Craig McCutcheon (Limousine Owners)

Contact: John Britto, Legislative Coordinator

Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181

john.britto@mississauga.ca

CALL TO ORDER

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST

PRESENTATIONS/DEPUTATIONS

MATTERS TO BE CONSIDERED

1. Minutes of Previous Meeting(s)

Minutes of the Public Vehicle Advisory Committee meeting held June 14, 2011.

Recommend Adoption

2. Various Entities of the Public Vehicle Industry in Mississauga

Corporate Report dated October 5, 2011 from the Commissioner of Transportation and Works detailing the various entities within the Public Vehicle Industry in Mississauga, in response to Recommendation PVAC-0003-2011.

Recommend Receipt

3. Bi-Annual Taxicab Tariff Review

Corporate Report dated October 5, 2011 from the Commissioner of Transportation and Works with regard to the bi-annual taxicab tariff review.

Recommend Receipt

4. Taxi Meter Rates

Letter dated June 20, 2011 from Mr. Gurvel Singh, President of All Star Taxi and Taxicab Brokerage representative on the PVAC requesting a review of the current taxi meter rate.

Refer Agenda Item 3 – Bi-Annual Taxicab Tariff Review.

5. Taxi Stands at High Traffic Locations

Letter dated August 31, 2011 from Mr. Harsimar Singh Sethi, requesting with regard to new taxi stands at high traffic locations.

Direction Required

INFORMATION ITEMS

DATE OF NEXT MEETING – 9:00 a.m., Monday, December 5, 2011, Council Chambers

OTHER BUSINESS

ADJOURNMENT

Minutes



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, JUNE 14, 2011 – 9:00 a.m.

**COUNCIL CHAMBER, 2nd FLOOR, CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1**

<http://www.mississauga.ca>

Members Present

Councillor Nando Iannicca, Ward 7
Councillor Ron Starr, Ward 6
Nabil A. Nassar (Citizen Member)
Harsimar Singh Sethi (City Area Taxicab Drivers)
Paramvir Singh Nijjar (City Area Taxicab Owners)
Baljit Singh Pandori (Elected at Large)
Gurvel Singh (Taxicab Brokerages)

Members Absent:

Al Cormier (Citizen Member)
Craig McCutcheon (Limousine Owners)

Others Present:

Jamie Hinton, Acting Director of Enforcement
James Bisson, Manager Mobile Licensing Enforcement

Contact: John Britto, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 3795 Fax 905-615-4181
john.britto@mississauga.ca

CALL TO ORDER – 9:05 amAPPOINTMENT OF CHAIR

Councillor Ron Starr nominated Councillor Nando Iannicca as Chair of the Public Vehicle Advisory Committee for the 2010-2014 Council term. No other nominations were received.

RECOMMENDATION

PVAC-0001-2011

That Councillor Nando Iannicca be appointed as Chair of the Public Vehicle Advisory Committee for the 2010-2014 Council term, or until a successor is appointed.

Approved: (Councillor Ron Starr)

APPOINTMENT OF VICE-CHAIR

Councillor Nando Iannicca nominated Councillor Ron Starr as the Vice-Chair of the Public Vehicle Advisory Committee for the 2010-2014 Council term. No other nominations were received.

RECOMMENDATION

PVAC-0002-2011

That Councillor Ron Starr be appointed as Vice-Chair of the Public Vehicle Advisory Committee for the 2010-2014 Council term, or until a successor is appointed.

Approved: (Councillor Nando Iannicca)

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST – NilPRESENTATIONS/DEPUTATIONS

- A. Mr. Karam Singh Punian, Executive Director, Airport Taxicab Association (ATA) – addressed the Committee with regard to his letter dated February 7, 2011 (Agenda Item 5).

Mr. Punian expressed concerns with regard to the exclusion of the Airport Taxicab Association (ATA) representative from the City of Mississauga's Public Vehicle Advisory Committee (PVAC) since the 2006-2010 term of Council. Mr. Punian suggested that two representatives of the ATA be appointed to the PVAC.

Mr. Punian requested that airport taxis should not display Tariff Card and bill of rights stickers as airport taxis operate on a flat rate basis, as well meters in the airport taxis should be made optional.

Mr. Punian suggested that the plate issuance formula should take into consideration relevant figures of every year, rather than only of the previous year. Mr. Punian also suggested a review of the mandatory taxi driver training, and that only those taxi drivers who have complaints made against them should undergo the training.

Mr. Punian further suggested uniformity in the lease term of the taxi plate and the renewal date of the vehicle. He also suggested that the 30 days notice for canceling a lease should be abolished.

Based on discussions with regard to representation from the ATA, staff was directed to prepare a report detailing the various entities within the Public Vehicle Industry in the City for consideration at the September meeting of the PVAC.

Mr. Nabil Nassar, Citizen Member suggested that staff include in the report, a breakdown of the various entities represented in the public vehicle industry in Mississauga.

Councillor Nando Iannicca moved the following motion which was voted on and carried:

RECOMMENDATION

PVAC-0003-2011

That staff prepare a report detailing the various entities within the public vehicle industry in the City of Mississauga for consideration at the September meeting of the Public Vehicle Advisory Committee.

Approved: (Councillor Nando Iannicca)

Mr. James Bisson, Manager Mobile Licensing Enforcement advised that matters regarding removal of tariff cards, bill of rights tariff stickers and optional taxi meters for airport taxis will need to be discussed with the GTAA. Mr. Bisson further advised that airport taxis are licenced by the GTAA to operate within that municipality. Mr. Bisson suggested that it would be advisable to display the airport flat rates in the taxis operating at the airport.

Responding to a question from the Chair, Councillor Nando Iannicca, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the by-law provides for the plate issuance review every even numbered year. Mr. Bisson requested that a working group be constituted from members of the PVAC to assist staff in preparing for the next plate issuance review.

Agenda Item 7 was discussed at this time

7. Response – Taxicab Driver Retraining Program

Corporate Report dated April 7, 2011 from the Commissioner of Transportation and Works in response to Council Resolution 0261-2010 regarding a review of the terms and condition of the Mandatory Refresher Training Course.

Mr. James Bisson, Manager Mobile Licensing Enforcement explained that staff considered the frequency for the mandatory taxicab driver retraining program and reduced the frequency to five years, in order to reduce the burden of training costs and time for the drivers. This reduction in the frequency is in response to concerns raised by the taxicab industry.

Mr. Bisson advised that City by-laws keep changing periodically, and the industry needs to be kept updated on the various changes. A section of the driver retraining program covers this aspect.

Mr. Gurvel Singh, Citizen Member expressed concerns that drivers attending the retraining program loose revenue because they are not operating the taxi during the days on training. Mr. Gurvel Singh further expressed concerns that Trainers, not being taxi drivers, are not aware of situations faced by the taxi driver in their daily work. Mr. Gurvel Singh suggested that the driver retraining program should be abolished.

Mr. Harsimar Sethi, Citizen Member agreed with the suggestion of Mr. Gurvel Singh and further suggested that the driver retraining program should be only for drivers against whom complaints are received by the Enforcement Division.

Mr. Nabil Nassar, Citizen Member advised that it is necessary for drivers to undergo refresher courses. Mr. Nassar suggested that there should be some rules for the retraining program. Mr. Nassar suggested that greater emphasis should be placed on updating the industry on the revised by-laws, as well, a possibility of offsetting training costs.

Councillor Starr advised that every industry requires refresher training programs.

In response to a question from Councillor Starr, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that only active drivers are required to do the retraining program. Mr. Bisson further advised that out of the 2,500 licensed drivers, only 600 are currently active. Exemptions are granted to drivers who have done training courses outside the City.

Councillor Ron Starr inquired as to whether there a list of priorities in the retraining program that can be done on a voluntary basis.

Mr. Paramvir Nijjar, Citizen Member advised that there are other mediums of learning like

online programs, or printed material that could be distributed to the drivers. Mr. Nijjar was of the opinion that staff should determine which drivers need the refresher training. Mr. Nijjar suggested that the retraining program material, especially videos, need to be updated to current requirements.

In response to a question from Mr. Nabil Nassar, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that online training is possible, but involves budgetary provisions. Mr. Bisson further advised that the City of Toronto has reviewed this option, but still prefers to have in-class training, mainly to ensure the integrity of the person participating in the retraining program.

Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the International Association of Transportation Regulators (IATR) will be considering training, hospitality and customer service in the context of Municipal Licensing and Standards at the IATR 2011 Conference in September 2011.

The Chair, Councillor Nando Iannicca suggested that the training be restricted to new taxi drivers.

Mr. Syed Hyder Ali, industry member suggested that the training could be provided in the form of a Compact Disc, and the drivers could do the training at their own time.

Mr. Abdul Sha, industry member suggested that taxi drivers should be informed about by-law changes at the time of annual licence renewals.

The Chair, Councillor Nando Iannicca suggested that staff review the driver retraining program with possible suggestions of alternative modes in the form of a DVD or online.

Councillor Ron Starr suggested that staff compare similar retraining programs conducted by other municipalities. Councillor Starr moved the following recommendation, which was voted on and carried.

RECOMMENDATION

PVAC-0004-2011

That the report dated April 7, 2011 from the Commissioner of Transportation and Works with respect to the Taxicab Driver Retraining Program be referred to staff for a review to explore possible alternative, and cost effective, methods of driver retaining, in order to address the monetary impact on drivers in the public vehicle industry in the City of Mississauga.

APPROVED: (Councillor Ron Starr)

Discussions ensued with regard to issues faced by drivers regarding leasing of plates.

RECOMMENDATION

PVAC-0005-2011

That a working group of the Public Vehicle Advisory Committee, consisting of Councillor Nando Iannicca, Councillor Ron Starr, Mr. Karam Singh Punian and staff from the Economic Development Office, be formed to deal with issues relating to taxicab plate issuance matters.

APPROVED: (Councillor Ron Starr)

Responding to a question from the Chair, Councillor Nando Iannicca, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that although staff recognize that the lease issue is causing concerns for the drivers, this is a private contractual matter between the lessor and the lessee.

In response to a question from Councillor Ron Starr, Mr. James Bisson, Manager Mobile Licensing Enforcement advised that Enforcement Division provides drivers with a draft lease agreement as a guideline for entering into an agreement, and approximately 80% of the agreements filed with the City use this format.

Mr. Peter Pellier, industry member addressed the Committee and expressed concerns with regard to defaulters from both the lessor and the lessee. Mr. Pellier suggested that the City should maintain a register of plates available for lease. This would be beneficial to both lessor and lessees. Mr. Pellier suggested that the City should look at appropriate amendment to the by-law to deal with defaulters.

RECOMMENDATION

PVAC-0006-2011

That staff prepare a report addressing the various concerns, with respect to the leasing of taxi plates, expressed by members of the public vehicle industry, for consideration at a future meeting of the Public Vehicle Advisory Committee.

Approved: (Councillor Ron Starr)

MATTERS CONSIDERED1. Introduction of Committee Members and Staff

Committee members and staff introduced themselves.

2. Minutes of Previous Meeting(s)

Minutes of the Public Vehicle Advisory Committee meeting held December 14, 2010.

Adopted as presented: (Councillor Ron Starr)

3. Draft Terms of Reference

Approved: (Councillor Ron Starr)

4. 2011 Meeting Dates

Memorandum dated March 29, 2011 from John Britto, Legislative Coordinator indicating proposed 2011 meeting dates.

Committee agreed to amend the next meeting date as September 27, 2011 – to be confirmed by the Clerk's Office.

Approved as amended: (Councillor Ron Starr)

5. Letter dated February 7, 2011 from Karam Singh Punian and Balwinder Dhillon of Airport Taxicab Association (ATA).

Letter dated February 7, 2011 from Karam Singh Punian, Executive Director and Balwinder Dhillon, President, ATA requesting representation on the PVAC, removal of tariff and bill of rights tariff stickers on airport taxi cabs, and other issues.

This item was dealt with as part of the Deputation by Mr. Karam Singh Punian

6. Letter dated February 14, 2011 from Mark Sexsmith, Taxi Owner/Operator

Letter dated February 14, 2011 from Mark Sexsmith, Taxi Owner/Operator requesting that a sub-committee of the PVAC be formed to investigate the possibility of providing a per diem to the industry representatives on the PVAC, and ways of having the industry fund these amounts.

Mr. Mark Sexsmith suggested that industry members contribute \$1-\$2 in addition to the licence fee that could be used towards a contribution for honorarium to be paid to the industry members of the PVAC.

RECOMMENDATION

PVAC-0007-2011

That the Office of the City Clerk investigate the possibility of providing a suitable honorarium to industry representatives on the Public Vehicle Advisory Committee for their attendance at regular meetings of the Public Vehicle Advisory Committee.

Approved: (Councillor Ron Starr)

8. Taxicab passenger drop-off points at Square One Mall

Corporate Report dated May 26, 2011 from the Commissioner of Transportation and Works with respect to Square 1 Taxi Drop-off Points.

Mr. Harsimar Singh Sethi, Citizen Member suggested that a taxi stand be installed in the close proximity of the GO Transit Terminal on Rathburn Road.

Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the Enforcement Staff are working with Mississauga Transit to establish a taxicab stand in a suitable area that would be beneficial to the taxicab industry and the passengers.

Councillor Ron Starr supported the idea of having a taxi stand at either the GO or the Mississauga Transit Terminal area

RECOMMENDATION

PVAC-0008-2011

That the report titled "Taxicab passenger drop-off points at Square One Mall" from the Transportation and Works Department dated May 26, 2011, in response to a letter from Mr. Mark Sexsmith, be received for information.

Approved: (Councillor Ron Starr)

INFORMATION ITEMS – Nil

DATE OF NEXT MEETING – 9:00 a.m. Tuesday, September 13, 2011, Council Chambers

OTHER BUSINESS

- (1) Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the Integrated Accessibility Standards have been passed by the Province of Ontario.
- (2) Mr. James Bisson, Manager Mobile Licensing Enforcement advised that the International Association of Transportation Regulators (IATR) Conference will be held in Toronto in September 2011.

ADJOURNMENT – 12:00 noon



Corporate Report

Clerk's Files

Originator's
Files

DATE: October 5, 2011

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: October 24, 2011

FROM: Martin Powell, P. Eng.
Commissioner, Transportation and Works Department

SUBJECT: **Various Entities of the Public Vehicle Industry in Mississauga**

RECOMMENDATION: That the report to the Public Vehicle Advisory Committee dated October 5, 2011 from the Commissioner, Transportation and Works, titled "Various Entities of the Public Vehicle Industry in Mississauga" be received for information.

BACKGROUND: On July 6, 2011, Council adopted the Public Vehicle Advisory Committee recommendation (PVAC-0003-2011) which directed staff to prepare a report detailing the various entities within the Public Vehicle Industry in Mississauga for consideration at the September meeting.

COMMENTS: This report will provide details regarding all vehicles and drivers licensed in Mississauga as part of the Public Vehicle Licensing By-law. Appendix 1 is a chart showing the number of vehicles and drivers licensed as well as the transferability of the licences. Currently, By-law, 0420-2004, as amended, regulates five different types of public vehicles for hire:

Schedule 3 Airport Municipal Transportation Vehicle (AMTV)

“Airport Municipal Transportation Vehicle” means a Vehicle which has not been altered by more than thirty (30) centimetres from the original manufacturers' length dimensions, is equipped with four (4) Passenger accessible doors and a seating capacity of no less than four (4) Passengers and not more than six (6) Passengers, has attached to it an illuminated Roof Light and identifying numbers attached to the side fenders and does not have a Taxicab Meter, and is used exclusively for the prearranged conveyance of Passengers or goods for hire or reward from any point in the City to Lester B. Pearson International Airport collecting or making only one Fare or charge per Trip.

This class of vehicle was developed when the Greater Toronto Airports Authority (GTAA) changed their system of issuing permits/licences for concession work at the Airport. These vehicles operate from the taxi posts at the airport terminals. The vehicles may transport passengers to and from the Airport to other municipalities.

Schedule 4 Airport Public Transportation Vehicles (APTV)

“Airport Public Transportation Vehicle” includes an accessible Airport Public Transportation Vehicle and means a Vehicle that has not been altered from the manufacturer's original length dimensions, is equipped with four (4) Passenger accessible doors with a seating capacity exclusive of driver for not less than three (3) Passengers and not more than five (5) Passengers, and does not have a Taxicab Meter, and is used exclusively for the pre-arranged conveyance of passengers or goods for hire or reward from any point in the City to Lester B. Pearson International Airport collecting or making only one Fare or charge per Trip.

The APTV is commonly referred to as an ‘Airport Limo’ as they are operated under the Airport Limousine permits and licence agreements issued by the GTAA. The most common vehicle used is the Lincoln Town Car. The Limo Permits/Licence Agreements are issued to companies not individuals. The companies may enter into service agreements with individuals if they choose to do so to operate the

vehicles on behalf of the company.

Schedule 6 Limousines

(1) "Limousine Class A" means any Motor Vehicle not equipped with a taximeter, with the seating capacity for fifteen (15) passengers or less, including the Driver. This definition consists of Vehicles which are recognized by the automobile industry as "luxury" Vehicles that are manufactured with an extended wheel base or have been extended from it's original design and includes vehicles that have been uniquely modified so as to provide "luxury" Limousine service, such as buses and Sport Utility Vehicles (SUV). It does not include the following vehicles: station wagon, panel truck and van. The Vehicle is operated by a uniformed driver for and on behalf of any person for the transportation of goods and/or Passengers for gain or reward.

(2) "Limousine Class B" means any Motor Vehicle not equipped with a Taxicab Meter, with the seating capacity for not less than five (5) passengers and not more than eight (8) passengers including the driver. The vehicle is operated by a uniformed driver for and on behalf of any person for transportation of goods and/or Passengers for gain or reward. This definition consists of Vehicles which are recognized by the automobile industry as "Luxury Vehicles" that are not manufactured with an extended wheel base, and have not been extended from its original design. A "luxury" Sport Utility Vehicle (SUV) may be included in the definition, but a station wagon, panel truck, bus and a van are not included.

There is currently no restriction on the number of owners' licences that may be issued, however the requirements for licensing has limited the number of licences issued. A Limousine "Class A" must be licensed prior to the owner licensing a Limousine "Class B" (Sedan). The owner may licence up to five Class B limousines for every one Class A they have licensed. There are minimum rates that must be charged for both classes; Eighty dollars (\$80.00) for two (2) hours engagement for Class A and fifty (\$50.00) for any part of one (1) hour for Class B. Each year, enforcement staff conduct a blitz on Limousines during High School Prom season. This has resulted in additional licences being issued to owners as well as outside companies obtaining Special Event licences.

Schedule 8 Taxicabs

"Taxicab" means an Accessible Taxicab, Special Accessible Taxicab or a Standard Taxicab which has not been altered greater than thirty centimetres (30 cm/one foot) from the original manufacturer's length dimensions, and is equipped with four (4) passenger accessible doors and a seating capacity of not less than four (4) Passengers and not more than seven (7) Passengers and, is equipped with a Taxicab Meter, and is used for the transportation of Passengers and/or goods for hire or reward, one Fare or charge only being collected or made for the Trip.

The Taxicab Owner licence is the only transferable licence issued by the City. Staff processed thirty five (35) transfers in 2010. The licence may be leased to drivers to operate. There is a waiting list for the issuance of licences of over two hundred (200) drivers that must be active in the industry to remain on the list. The number of licences issued increase through a Plate Issuance Formula and the driver will be issued a licence in order that they are on the list. The Plate Issuance Formula is reviewed every even numbered year and a new number of licences to be issued is determined. Taxicabs are inspected twice a year. The rates charged are governed by the City in Schedule 9, the Taxicab Tariff.

Schedule 7 Special Accessible Taxicab

The definition for this vehicle is found in the definition of 'Taxicab'. The class of licence is non-transferable and the licences are only issued to Brokerages. The brokerage is the dispatch company for taxicab operators and is often considered by consumers as the company the taxi operates for. Each Brokerage with twenty five (25) taxicabs operated under their company may obtain two special accessible taxicab owner licences. The Brokerage may request more through the submission of a Business Case to the Manager of Mobile Licensing. If the business case supports the additional issuance the Manager may issue the additional licences. This allows the Brokerages to meet the demand of the consumer for the service. As these licences are non-transferable and there is a limit of the number of years the vehicle may be operated, the licence issuance is assessed at the time of changing the vehicle. If the business has decreased the

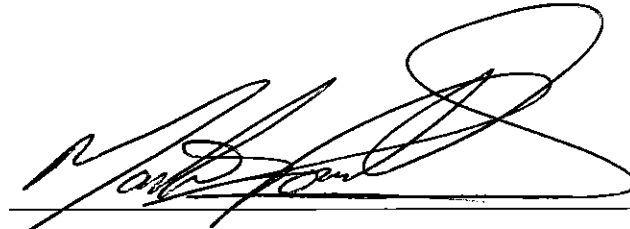
manager will ask that the licence to be returned.

CONCLUSION:

This report is being provided to the Committee for information purposes only.

ATTACHMENTS:

Appendix 1: Public Vehicle Licence Information

A handwritten signature in black ink, appearing to read 'Martin Powell', is written over a horizontal line.

Martin Powell, P. Eng.

Commissioner, Transportation and Works

*Prepared By: James Bisson, Manager of Mobile Licensing
Enforcement*

JB:jmk

Appendix 1

Public Vehicle Licence Information

2010	AMTV	APT	Limousine	Taxicab	Special Accessible Taxicab
Limit on Licences (Yes)/(No)	Yes 40	Yes 290 6 Accessible APTV's	No	Yes 635	No
# of Vehicle Licences Issued	38	270 6 Accessible APTV's	46	635	31
Transferable (yes)/(No)	No	No	No	Yes	No
# of Mandatory Inspection/Year	1	1	1	2	2
Model Year Limit	6	6	Class A 6 yrs Class B 6 yrs	7	7
# of Driver Licences	250	665	26	2489	N/A
# of New Applicants	40	47	3	339	N/A



Corporate Report

Clerk's Files

Originator's
Files

DATE: October 5, 2011

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: October 24, 2011

FROM: Martin Powell, P. Eng.
Commissioner, Transportation and Works

SUBJECT: **Bi-Annual Taxicab Tariff Review**

RECOMMENDATION: That the report to the Public Vehicle Advisory Committee, dated October 5, 2011, from the Commissioner, Transportation and Works titled "Bi-Annual Taxicab Tariff Review" be received for information.

BACKGROUND: In accordance with Section 44 of the Public Vehicle Licensing By-law 420-04, staff are required to carry out a bi-annual review of the tariff for taxicabs each odd numbered year. This report reflects that review.

COMMENTS: The last official review was conducted by staff in June 2009. There was no change to the metre rate as a result of the report. However, due to implementation of the Harmonized Sales Tax in July 2010, the Public Vehicle Advisory Committee passed a recommendation which was approved by Council on November 24, 2010, effective December 1, 2010 to amend Schedule 9 of By-law 0420-2004, by increasing the initial drop rate from \$4.25 for the first 155M, or part thereof, to \$4.25 for the first 141M. As a result this review will compare the cost differential of the 2009 increase compared to the final 2010 costs.

Staff conducted the meter tariff review through a comparison of costs associated with the operation of a taxicab and have applied these figures to the Tariff Review Formula. Appendix 1 illustrates the 2010 Tariff Review calculations.

The calculation results indicate that the industry has experienced a decrease in the cost of leasing (.98%) and fuel (7.16%). These decreases were off set by increases in Brokerage Dues (1.55%) Car cost (.75%) and Insurance Fees (6.76 %). Overall there was a 0.19% increase in the average gross operating expenses. Staff suggest that due to this very minor increase in gross operating expenses, that there be no tariff increase at this time.

Staff are aware that the cost of fuel has increased in 2011. When the current gas and propane price averages are used in the tariff review calculations the result becomes a 2.66 % increase in the average costs. The difference between the 2009 and 2011 gas prices is 5.20 % compared to a negative 7.16% using 2010 average prices. An increase of less than 3% is small and should not warrant a change at this time to the meter rate. This comparison was done to show the effect of the gas prices.

In the last review in June 2009, staff recommended that for the next review the most common vehicle registered as a taxicab should be used as a comparator in the tariff calculations. The vehicle used for comparison in this report is a Dodge Grand Caravan. The reason for the change of vehicle is that the Ford Crown Victoria is no longer available for new retail sales. The Dodge Grand Caravan reflects what represents one third of the fleet of taxis.

A comparison of the tariff rates amongst surrounding municipalities indicates that the City tariff rates are at approximately the same market level as other neighbouring municipalities. This comparison chart is attached as Appendix 2.

The next tariff review will be conducted in 2013.

FINANCIAL IMPACT: There will be no financial impact.

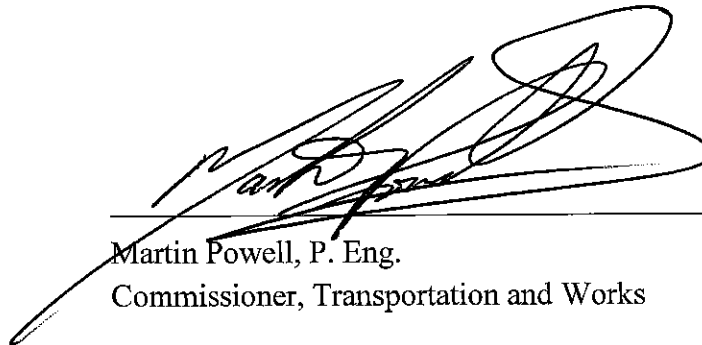
CONCLUSION:

As there is less than a 1% change in the average costs for the taxi industry based upon the Tariff Review calculations for 2010, staff believe there should be no change to the metre rate at this time.

ATTACHMENTS:

Appendix 1: 2010 Tariff Review Calculations

Appendix 2: Municipal Review



Martin Powell, P. Eng.

Commissioner, Transportation and Works

*Prepared By: James Bisson, Manager of Mobile Licensing
Enforcement*

JB:jmk

Appendix 1

2010 TARIFF REVIEW CALCULATIONS

ITEM	2009	2010	DIFFERENCE	% CHANGE
1. Lease	\$ 9,412.50	\$ 9,320.00	-\$ 92.50	-0.98
2. Car	\$ 9,660.42	\$ 9,733.35	\$ 72.93	0.75
3. a) Fuel Unleaded	\$ 1.11	\$ 1.02	-\$ 0.089	-8.01
3. b) Fuel Propane	\$ 0.63	\$ 0.59	-\$ 0.040	-6.30
4. Brokerage Dues	\$ 6,326.42	\$ 6,424.63	\$ 98.21	1.55
5. Insurance Fees	\$ 5,250.00	\$ 5,605.00	\$ 355.00	6.76
Average - 7.16				

Average Percentage Change 0.19%

Ontario Municipality Taxi Meter Tariff Benchmarks

City	Date Rate Implemented	Initial Drop		Increment Charges		Waiting Time		Trip Cost *			Waiting Time per Hour
		Rate	Distance (meters)	Rate	per	Rate	Time (sec)	5 Km	10 Km	35 Km	
Brampton	2009	\$4.25	155	0.25	per	0.25	per	\$12.25	\$20.25	\$60.50	\$27.25
Hamilton	2008	\$3.20	71.4	\$0.13	per	\$0.13	per	\$12.30	\$21.40	\$66.90	\$33.41
London	2010	\$3.50	57	0.25	per	\$0.25	per	\$13.25	\$22.75	\$70.75	\$34.50
Markham	Jul-10	\$4.25	143	0.25	per	\$0.25	per	\$12.75	\$21.50	\$65.25	\$30.00
Mississauga	2010	\$4.25	141	\$0.25	per	\$0.25	per	\$13.00	\$21.75	\$66.25	\$30.00
Niagara Falls	Aug-08	\$3.50	110	\$0.25	per	\$24.50	per	\$14.75	\$26.00	\$83.00	\$24.50
Oakville	Apr-11	\$4.33	140	\$0.26	per	\$0.26	per	\$13.43	\$22.79	\$69.07	\$31.20
Ottawa	Jul-10	\$3.45	150	\$0.16	per	\$0.16	per	\$12.57	\$21.85	\$68.41	\$24.00
Toronto	Jul-10	\$4.25	143	\$0.25	per	\$0.25	per	\$12.75	\$21.50	\$65.25	\$30.00
Vaughan	Jun-10	\$4.25	143	\$0.25	per	\$0.25	per	\$12.75	\$21.50	\$65.25	\$30.00
Waterloo Region	Jun-10	\$3.40	100	\$0.18	per	\$30.00	per	\$12.22	\$21.22	\$66.22	\$30.00

4-1

"RECEIVED"

'11 JUN 20 P2:26

June 20, 2011

"CLERK'S DEPARTMENT"
CITY OF MISSISSAUGA

City of Mississauga
300 City Centre Drive
Mississauga, Ontario, L5B 3C1

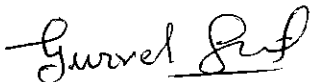
Attention: Mr. James Bisson, Manager-Mobile Licensing Dept.

Re: Taxi Meter Rates

Dear Sir:

Please be advised that the undersigned would like to have a review of the current taxi meter rate included on the agenda of the next PVAC meeting in September, 2011. Many members of the industry have expressed concerns that the current rate has been arrived at solely as a result of federal and provincial sales tax rate changes, and that the industry should have a rate that reflects more accurately the actual current costs of operating.

Yours truly,



Gurvel Singh, President All Star Taxi
PVAC Broker Representative

Cc: John Britto, Legislative Co-ordinator, Office of the City Clerk

August 31, 2011

Attn: Mr. Nando Iannicca (Chairman, PVAC)

300 City Centre Drive,

Mississauga, ON L5B 3C1

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REF: AGENDA MEETING SEPTEMBER 28, 2011

CITY OF MISSISSAUGA

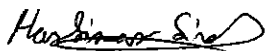
Dear Sir,

Being a taxi drivers' representative, I always keep in touch with drivers on a regular basis and always keep talking to them about the problems being faced by them. One of the major issue requiring immediate attention is NEW TAXI STANDS. It is therefore requested to add this item to the Agenda for forthcoming PVAC meeting to be held on September 28, 2011

New Taxi Stands at High Traffic Locations. Major areas marked for new ones are:

- Outside Trillium & Credit Valley Hospitals
- Hwy10/Dundas
- South Common Mall
- Novotel Hotel-already 3, but need more.
- Go Bus Terminal, at Rathburn, close to Square One
- Outside Major Hotels

Sincerely,



Harsimar Singh Sethi

Member, PVAC