

# MINUTES



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## PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

**MONDAY, SEPTEMBER 22, 2008 9:30 A.M.**  
COMMITTEE ROOM 'C', SECOND FLOOR, MISSISSAUGA CIVIC CENTRE  
MISSISSAUGA, ONTARIO

### Members Present

Councillor Nando Iannicca, Ward 7 **(CHAIR)**  
Councillor Carmen Corbasson, Ward 1 **(VICE CHAIR)**  
Al Cormier (Citizen Member)  
Debbie Willchuk (Citizen Member)  
Peter Ishak (Elected at Large)  
Gurvel Singh (City Area Taxicab Drivers)  
Mark Sexsmith (City Area Taxicab Owners)

### Members Absent

Craig McCutcheon (Limousine Owners)  
Digvijay Singh Rana (Taxicab Brokerages)

### Staff Present

James Bisson, Manager, Mobile Licensing Enforcement  
Scott Anderson, Senior Project Manager, Bus Rapid Transit Project Office  
Kevin Arjoon, Legislative Coordinator, Office of the City Clerk

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CALL TO ORDER – 9:40 a.m.

DECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTEREST - NIL

PRESENTATIONS/DEPUTATIONS:

MATTERS CONSIDERED

1. Approval of Minutes of Previous Meetings

Mr. Cormier moved that the minutes of the Public Vehicle Advisory Committee meeting held on June 10, 2008 be approved as presented. This motion was voted on and carried.

Approved (A. Cormier)  
MG.04

2. Bus Rapid Transit Project

Memorandum dated September 15, 2008 from the Director of the Bus Rapid Transit Project Office with respect to an overview of the Bus Rapid Transit Project.

Mr. Scott Anderson, Senior Project Manager, appeared before Committee with respect to an update on the Bus Rapid Transit (BRT) Project. Mr. Anderson gave a brief introduction to the Bus Rapid Transit Project outlining the geographic areas where the BRT will be constructed and service. Mr. Anderson advised that when completed the BRT will span from Oakville to Pickering and feature segregated, designated bus lanes. He explained that all three levels of government would provide financial contribution towards the Project, which is anticipated to cost \$259 million.

Mr. Anderson showed a slide featuring estimated travel times for the BRT compared to travel times using regular Transit Service. He noted that there will be several stations set up along the BRT, where passengers can further connect to local routes and taxicabs. He included that local buses would also be permitted to use the designated bus lanes of the BRT, which would further reduce their travel times. In response to a question from Committee, Mr. Anderson advised that not all BRT stations will be equipped with parking lots. He commented that the BRT will have busses equipped with GPS technology and therefore the buses will run in a timely manner, and afford for reliable service.

Mr. Anderson advised that construction on the BRT west stations would commence in 2009 and it is anticipated that the entire project should be completed in 2012. He showed Committee a proposed design of a future BRT station and commented that the taxicab stand would be placed close to the station doors. Mr. Anderson further advised that the amount of taxicab spaces for the taxi stands have yet to be determined and that the Project is currently in the preliminary design phase. Mr. Anderson apprised Committee of discussions currently underway concerning the placement of the Renforth station. Members of the Committee expressed concern about the current situation at the Renforth Drive bus turn around and relayed that drivers have received tickets while trying to pick up customers for minor infractions.

Mr. Sexsmith enquired on the feasibility of using direct phone lines to access taxicabs at future BRT stations. He advised that the Credit Valley Hospital had installed a taxi direct line and that it has worked well with persons with disabilities who require accessible taxi services. He described how the direct phone line works, noting that each button on the query line connects to a specific taxicab brokerage. Mr. Anderson acknowledged the suggestion, and advised that there will be further Public Consultation sessions, featuring presentations on the entire project. These meetings will be during the month of October, and used to gain feedback from the public and further consultation.

On a motion by Councillor Corbasson the following was voted on and carried.

1. That the deputation by Mr. Scott Anderson, Bus Rapid Transit Senior Project Manager, to the Public Vehicle Advisory Committee at its meeting on September 22, 2008 with respect to the Bus Rapid Transit Program be received for information.
2. That the Memorandum dated September 15, 2008 from the Director of Bus Rapid Transit Project Office with respect to an overview of the Bus Rapid Transit Project be received for information.

Received (C. Corbasson)

See Recommendation (PVAC-0010-2008)

TS.14.BRT

3. The Effect of Rising Fuel Costs on the Taxicab Tariff in Mississauga

Memorandum dated September 11, 2008 from the Director of Enforcement with respect to the effect of rising fuel costs on the Taxicab Tariff in the City of Mississauga.

Mr. James Bisson, Manager of Mobile Licensing gave a summary of the memorandum before Committee. He noted that the memorandum was initiated by a query made by a member from the Public Vehicle Advisory Committee. He noted that several surrounding municipalities have raised their tariff, significantly, notably the City of Toronto, the Town of Markham, and the Town of Oakville. Mr. Bisson explained the basic composition of tariff rates noting the difference between the initial drop, versus increment distance charges.

Mr. Bisson advised that as directed by the Public Vehicle Licensing By-law, the taxicab tariff is to be reviewed on odd numbered years. He noted that it is a common industry belief that if both the taxicab tariff, and plate issuance were to occur in the same year it would result in a loss of business. Mr. Bisson advised that the last metre rate was done in November 2007 and that due to the reduction of the GST there was no change in the tariff. He advised further that a meter change would also require a new tariff card to be provided, along with a metre check and sealing of the meter. He stated that a meter change represents an additional cost to the drivers, with a loss of time on the road. Mr. Bisson advised that if the Committee approves the meter change today, the Fall Mandatory Taxi Inspection that will begin September 22, 2008 and will end on October 10, 2008.

Mr. Bisson noted of a third option, to promote the use of hybrid vehicles within the industry. He advised that cities such as the City of Winnipeg have been making the switch to energy efficient vehicles without regulatory insistence. He commented that it is the understanding that the taxi industry should move towards hybrid vehicles to reduce the impact of the cost of fuel that they are currently experiencing. He advised that the matter will be further examined in an upcoming Corporate Report to the Public Vehicle Advisory Committee.

Mr. Bisson noted that staff have recommended that a provision be included in the Public Vehicle By-law which would stipulate that if there is a 15% greater increase in any of the five factors measured in the Tariff review, for over 90 consecutive days, then staff should conduct a review to measure the impact of the increase on the tariff, with a report back to the next Public Vehicle Advisory Committee meeting, providing direction.

Mr. Cormier asked about the status of the forthcoming report on fuel-efficient cars, noting with the current fuel situation, the report could prove beneficial to the industry. In response Mr. Bisson suggested that a report may be tentatively ready for a November, or December Public Vehicle Advisory Committee meeting. Mr. Bisson mentioned that on November 7, 2008, the Mobile Enforcement offices would be relocating to their new and permanent offices on Mavis Road and that this could affect the issuance of the report.

Councillor Iannicca polled those in attendance, as to which tariff option they would wish to pursue. He noted that the consensus from Committee was to reevaluate the tariff. Councillor Iannicca directed Committee to Appendix 3 of the memorandum, entitled Taxi Meter Tariff Options, and polled Committee as to which option they had wished to pursue. The Committee expressed support for the third option, which would yield an average of 13.41 percent change to the current tariff. Mr. Bisson apprised Committee of some of the comments and opinions from Toronto industry representatives, who recently experienced a similar tariff increase.

Mr. Sexsmith relayed that most of the drivers whom he had spoken to wanted an increase, and pointed out that the metre drop is an important factor in determining the tariff rate. Mr. Pellier expressed concern about increasing the tariff and noted the current economic climate. Mr. Pellier agreed, that the initial drop is the important and suggested that Committee consider a modest increase to the initial drop. Members of the audience expressed concerns about rising operating costs, and that drivers are trying to cover their expenses.

Councillor Iannicca expressed support for the comments from Committee and the industry. He noted the increases in other areas affecting the City, including Mississauga Transit fares and infrastructure costs. He acknowledged that the option 3 of appendix 3 would place Mississauga Tariffs on par with the rates charged in Toronto, and that Tariff increases due to rising fuel costs are inevitable. He expressed support for many of the comments voiced by Committee members.

Mr. Bisson noted that staff would like the recommendation to include a provision to be included in the Public Vehicle By-law which would ensure that if there is a 15% greater increase in any of the five factors measured in the Tariff review, for over 90 consecutive days, that it would trigger staff to conduct a review to measure the impact of the increase on the tariff, with a report back to the next Public Vehicle Advisory Committee meeting, providing direction on the tariff.

On a motion made by Mark Sexsmith the following was voted on and carried.

1. That the Memorandum dated September 11, 2008 from the Director of Enforcement with respect to the effect of rising fuel costs on the Taxicab Tariff in the City of Mississauga be received for information.
2. That a by-law be enacted to amend By-law 420-04 as amended to amend the taxicab tariff in Schedule 9 to \$4.25 for the first 155 Metres or part thereof and \$0.25 for each additional 155 Metres.
3. That a by-law be enacted to amend By-law 420-04 as amended to amend Section 44 to include a subsection indicating that in addition to the regular reviews as set in Section 44 an additional review will be conducted whenever; there is a 15% or greater increase for greater than 90 days in any of the five factors measured in the Tariff Review.

Approved (M. Sexsmith)

See Recommendation (PVAC-0011-2008)

BL.08.Tariff

4. Items for Information

- 4.1 Globe and Mail Article dated June 8, 2008 entitled "Council Votes to Raise Cab Fares"
- 4.2 Email dated September 3, 2008 from Mr. Mark Sexsmith, Committee Member with respect to Mississauga Taxicabs on HOV Lanes.

On a motion made by Mark Sexsmith the following was voted on and carried.

That the Globe and Mail article dated June 8, 2008 entitled "Council Votes to Raise Cab Fares" presented to the Public Vehicle Advisory Committee at its meeting on September 23, 2008 be received for information.

That the email dated September 3, 2008 from Mr. Mark Sexsmith, Committee Member with respect to Mississauga Taxicabs on HOV lanes presented to the Public Vehicle Advisory Committee at its meeting on September 23, 2008 be referred to the Manager of Mobile Licensing for appropriate action.

Received/Referred (M. Sexsmith)

See Recommendation (PVAC-0012-2008 through PVAC-0013-2008)

BL.08.Tariff

MG.04

5. Date of Next Meeting – **November 11, 2008 – 9:30 a.m.**

#### OTHER BUSINESS

- A. Airport Exemption from the Toronto Municipal Code

Mr. Peter Pellier advised of an upcoming court hearing regarding the airport exemption this month. Mr. Bisson provided Committee with an update on legal proceedings with respect to the Airport Exemption from the Toronto Municipal Code.

Received for Information Only

LA.09.Air

RECOMMENDATIONS: See Report No. 3-2008

ADJOURNMENT: 10:40 A.M.

REPORT 3-2008

TO: MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its third report for 2008 and recommends:

PVAC-0010-2008

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2. That the Memorandum dated September 15, 2008 from the Director of Bus Rapid Transit Project Office with respect to an overview of the Bus Rapid Transit Project be received for information.

TS.14.BRT  
(PVAC-0010-2008)

PVAC-0011-2008

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BL.08.Tariff  
(PVAC-0011-2008)

PVAC-0012-2008

That the Globe and Mail article dated June 8, 2008 entitled "Council Votes to Raise Cab Fares" presented to the Public Vehicle Advisory Committee at its meeting on September 23, 2008 be received for information.

BL.08.Tariff  
(PVAC-0012-2008)

PVAC-0013-2008

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MG.04

(PVAC-0013-2008)