

AGENDA



PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, DECEMBER 9, 2013 - 9:30 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)

Baljit Singh Pandori (Elected at Large)

Craig McCutcheon (Limousine Owners)

Gurvel Singh (Taxicab Brokerages)

Harsimar Singh Sethi (City Area Taxicab Drivers)

Nabil A. Nassar (Citizen Member)

Paramvir Singh Nijjar (City Area Taxicab Owners)

Contact: Stephanie Smith, Legislative Coordinator

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

Stephanie.Smith@mississauga.ca

CALL TO ORDERDECLARATIONS OF CONFLICT OF INTERESTPRESENTATIONS/DEPUTATIONS

- A. Amandeep Singh Mann with respect to window tints on taxicabs.

MATTERS TO BE CONSIDERED

1. Minutes of Previous Meeting

Minutes of the Public Vehicle Advisory Committee meeting held on October 25, 2013.

RECOMMEND APPROVAL

2. 2010 and 2012 Taxicab Plate Issuance

Corporate Report dated November 25, 2013, from the Commissioner of Transportation and Works, with respect to 2010 and 2012 taxicab plate issuance.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works dated November 25, 2013 entitled "2010 and 2012 Taxicab Plate Issuance" be tabled, pending input from the Public Vehicle Advisory Committee and other stakeholders.
2. That the Public Vehicle Advisory Committee consider issuing 33 new taxicab plates as outlined in the report from the Commissioner of Transportation and Works dated November 25, 2013 entitled "2010 and 2012 Taxicab Plate Issuance", pending further input from the Public Vehicle Advisory Committee and other stakeholders.
3. That a meeting of the Public Vehicle Advisory Committee be scheduled in January 2014 to receive comments from the Public Vehicle Advisory Committee and other stakeholders on the report from the Commissioner of Transportation and Works dated November 25, 2013 entitled "2010 and 2012 Taxicab Plate Issuance".

RECOMMEND APPROVAL

3. Scope of Work for Consulting Services re Taxi Plate Issuance Model

Corporate Report dated November 27, 2013, from the Commissioner of Transportation and Works, with respect to scope of work for consulting services regarding the taxi plate issuance model.

RECOMMENDATION

That the Public Vehicle Advisory Committee provide comments to staff on the draft scope of work for consulting services to review the issuance model for taxi plates and accessible taxi plates as outlined in the report from the Commissioner of Transportation and Works dated November 27, 2013 entitled "Scope of Work for Consulting Services re Taxi Plate Issuance Model".

RECOMMEND DIRECTION4. Accessible Taxi Service

Email dated November 8, 2013, from Mark Sexsmith, Resident with respect to accessible taxi service.

RECOMMEND RECEIPT5. Public Vehicle Licensing By-law 420-04 Review

Email dated December 4, 2013 from Mark Sexsmith, Resident with respect to Public Vehicle Licensing By-law 420-04 review.

6. Action List - 2013

Public Vehicle Advisory Committee Action List for 2013.

RECOMMEND RECEIPTOTHER BUSINESS

DATE OF NEXT MEETING – 9:30 a.m., Tuesday, February 4, 2014, Council Chambers

ADJOURNMENT



MINUTES

PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

TUESDAY, OCTOBER 15, 2013 - 9:30 A.M.

COUNCIL CHAMBERS

SECOND FLOOR, CIVIC CENTRE

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

www.mississauga.ca

Members

Members Present:

Councillor Nando Iannicca, Ward 7 (**Chair**)
Al Cormier (Citizen Member)
Nabil A. Nassar (Citizen Member)
Paramvir Singh Nijjar (City Area Taxicab Owners)
Baljit Singh Pandori (Elected at Large)
Mark Sexsmith Representing Gurvel Singh (Taxicab Brokerages)
Harsimar Singh Sethi (City Area Taxicab Drivers)

Members Absent:

Councillor Ron Starr, Ward 6 (Vice Chair)
Craig McCutcheon (Limousine Owners)

Staff Present:

Mickey Frost, Director, Enforcement
Darryl Bell, Manager, Mobile Licensing Enforcement
Stephanie Smith, Legislative Coordinator

CALL TO ORDERDECLARATIONS OF DIRECT (OR INDIRECT) PECUNIARY INTERESTPRESENTATIONS/DEPUTATIONSAccessible Transportation Master Plan Update

Hillary Calavitta, Region of Peel, Transportation Principal Planner provided an update regarding the Accessible Transportation Master Plan. Ms. Calavitta spoke to the demand of accessible transportation due to population growth, the need to understand and plan for future accessible needs, partnerships with surrounding municipalities, operational and financial models, stakeholders and future open houses. She spoke to the impact on the taxi industry and the need to review other models for accessible transportation.

Members of the Committee engaged in conversation with respect to the current model of accessible transportation, services contracted out by the Region of Peel, demand for accessible transportation and price comparison between transit and taxicabs.

RECOMMENDATION

That the deputation made by Hillary Calavitta, Region of Peel, Transportation Principal Planner with respect to Accessible Transportation Master Plan update be received.

Received (N. Nassar)

PVAC-0020-2013

MATTERS TO BE CONSIDERED1. Minutes of Previous Meeting

Minutes of the Public Vehicle Advisory Committee meeting held on June 17, 2013.

Approved (Al. Cormier)

2. Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for licensing of Shuttle Service Vehicles, Owners and Drivers

Mickey Frost, Director, Enforcement noted that staff would bring forward new regulations related to licensing of medical transfers and shuttle service services at a future evening public meeting for input and that a revised report would be brought back to the Public Vehicle Advisory Committee (PVAC) for review.

Al Cormier, Citizen Member inquired about the recommendation stating that amendments would be made to the by-law and then consultation would take place with industry members and that a definition is needed to understand the services being discussed. Mr. Frost noted that the amendments are draft changes and that staff would bring a report to PVAC for comments.

Nabil A. Nassar, Citizen Member inquired if staff are considering asking shuttle service drivers to become licensed through the City of Mississauga. Darryl Bell, Manager, Mobile Licensing Enforcement noted that this option is being reviewed.

RECOMMENDATION

1. That staff report back to the Public Vehicle Advisory Committee with amendments to the Public Vehicle Licensing By-law 420-04, as amended, to include the licensing of shuttle service vehicles, owners, and drivers; and,
2. That staff consult with representatives of the shuttle service industry on the proposed amendments.

Received (Al. Cormier)
PVAC-0021-2013

3. Amendments to the Public Vehicle Licensing By-law 420-04, as amended, for licensing of Medical Transfer Service Vehicles, Owners and Drivers

Corporate Report dated September 27, 2013, from the Commissioner of Transportation and Works, with respect to amendment to licensing of medical transfer service vehicles, owners and drivers.

RECOMMENDATION

1. That staff report back to the Public Vehicle Advisory Committee with amendments to the Public Vehicle Licensing By-law 420-04, as amended, to include the licensing of medical transfer service vehicles, owners, and drivers; and,
2. That staff consult with representatives of the medical transfer service industry on the proposed amendments.

Received (Al. Cormier)
PVAC-0022-2013

4. Need for New Taxi Stands

Harsimar Sethi, City Area Taxicab Drivers spoke to the need for new taxi stands and requested staff to bring forward a report on this issue. Darryl Bell, Manager, Mobile Licensing Enforcement noted that this would be added to the 2014 work plan and that taxi stands are on private property and cannot force property managers to place them on their property. Mr. Sethi commented that the City of Mississauga is the only city that does not have taxi stands outside of hospitals and noted that the Square One Wal-Mart taxi stand has been removed. Mr. Bell noted that hospitals are on private property and that staff do not have authority to enforce when property managers remove taxi stands from private property.

Councillor Iannicca noted that a letter to be sent to the property management at Square One to consider having the taxi stands outside Wal-Mart for the Christmas rush.

RECOMMENDATION

That the email dated October 3, 2013, from Harsimar Sethi, with respect to the need for new taxi stands be received and referred to Enforcement staff.

Received (N. Nassar)
PVAC-0023-2013

5. Count Summons

Harsimar Sethi, City Area Taxicab Drivers spoke to the email dated October 3, 2013, with respect to taxi cab drivers being summons to court. He noted that drivers should not be summons to court for minor infractions. Darryl Bell, Manager, Mobile Licensing Enforcement noted that staff have to follow rules and regulations passed by Council and that drivers are responsible to follow the rules and regulations.

RECOMMENDATION

That the email dated October 3, 2013, from Harsimar Sethi, with respect to taxi cab drivers being summons to court be received.

Received (N. Nassar)

PVAC-0024-2013

6. E-mail Dated October 4, 2013 With Respect to the Proposed 2014 Public Vehicle Advisory Committee Meeting Dates

No discussion took place.

RECOMMENDATION

PVAC-0025-2013

E-mail dated October 4, 2013 from Stephanie Smith, Legislative Coordinator with respect to the proposed 2014 Public Vehicle Advisory Committee meeting dates be received.

Approved (A. Cormier)

PVAC-0025-2013

7. Action List - 2013

No discussion took place.

RECOMMENDATION

That the 2013 Action List provided to the Committee to update on the status of initiatives raised at prior meetings be received

Received (N. Nassar)

PVAC-0026-2013

OTHER BUSINESS

DATE OF NEXT MEETING – 9:30 a.m., Tuesday, February 4, 2014, Council Chambers

ADJOURNMENT

DRAFT



Corporate Report

Clerk's Files

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Files

Public Vehicle Advisory Committee
DEC 09 2013

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DATE: November 25, 2013

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: December 9, 2013

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

SUBJECT: 2010 and 2012 Taxicab Plate Issuance

- RECOMMENDATION:**
1. That the report from the Commissioner of Transportation and Works dated November 25, 2013 entitled "2010 and 2012 Taxicab Plate Issuance" be tabled, pending input from the Public Vehicle Advisory Committee and other stakeholders.
 2. That the Public Vehicle Advisory Committee consider issuing 33 new taxicab plates as outlined in the report from the Commissioner of Transportation and Works dated November 25, 2013 entitled "2010 and 2012 Taxicab Plate Issuance", pending further input from the Public Vehicle Advisory Committee and other stakeholders.
 3. That a meeting of the Public Vehicle Advisory Committee be scheduled in January 2014 to receive comments from the Public Vehicle Advisory Committee and other stakeholders on the report from the Commissioner of Transportation and Works dated November 25, 2013 entitled "2010 and 2012 Taxicab Plate Issuance".

**REPORT
HIGHLIGHTS:**

- The taxicab plate issuance model was approved by the Public Vehicle Advisory Committee (PVAC) in 1998. The taxicab plate issuance model is applied every two years in even-numbered years.
- The 2010 report for taxicab plate issuance was considered by the PVAC at its meeting of December 14, 2010 but not approved.
- At its meeting of July 3, 2013 Council approved consideration of funding in the amount of \$100,000 for consulting services in the 2014 budget for Regulatory Services to review the issuance model for taxicab plates and accessible taxicab plates. At this meeting Council also approved use of the existing taxicab plate issuance model in the interim.
- Staff reviewed the 2010 plate issuance report as part of the process for preparing the 2012 report and found a number of inaccuracies in the 2010 data.
- Staff collected and applied the required data to the plate issuance model for 2012. The calculations indicate that 57 new taxicab plates are required. Staff corrected the data in the 2010 analysis, which now indicates that 24 taxicab plates are required to be withdrawn. This results in a net increase of 33 new taxicab plates.
- Staff have concerns with the formulas used in the existing taxicab plate issuance model and do not feel that the formula appropriately reflects the requirements of the public for taxi service or the needs of the taxi industry.

BACKGROUND:

The Mobile Licensing Enforcement section reviews various criteria through the use of a model for plate issuance as outlined in the Public Vehicle Licensing By-law 420-04, as amended. The taxicab plate issuance model was approved by the PVAC in 1998. The taxicab plate issuance model is applied every two years in even-numbered years.

The taxicab plate issuance model measures five different criteria based on weighted values considered by industry stakeholders and Council that have an impact on the taxi industry.

The five criteria are:

1. Trips Dispatched by Brokerages
2. Increase in the Business Industry
3. Population Related Factors
4. Information Pertaining to Drivers/Operators
5. Licence Value

At its meeting of March 25, 2013 the PVAC received a report from the Commissioner of Transportation and Works dated March 4, 2013 entitled "Taxi Plate Issuance" which outlined the historical timelines related to 2010 taxicab plate issuance. This report was subsequently approved by the General Committee on April 3, 2013 (PVAC-0001-2013) and by Council on April 10, 2013 (GC-0223-2013). A copy of this report is attached as part of Appendix 1.

Comments provided in this report stated:

"In keeping with the schedule of review for plate issuance every two years, a review was to be conducted in 2012. However, the 2010 report was not approved by the PVAC and the recommendation to strike a working group was not acted upon. In addition, the issuance of accessible taxicab plates also needs to be considered by the PVAC. As a result, it is recommended that the PVAC provide direction to staff regarding how it wishes to address the issuance of taxicab plates, including both regular and accessible."

At its meeting of June 17, 2013 the PVAC considered a report from the Commissioner of Transportation and Works dated June 4, 2013 entitled "Taxi Plate and Accessible Taxi Plate Issuance". A copy of the report is attached as part of Appendix 1. As a result of this report, Council approved the following recommendation at its meeting of July 3, 2013:

"GC-0466-2013

1. *That consideration be given to including \$100,000 for consulting services in the 2014 Budget for Regulatory Services to review the issuance model for taxi plates and accessible taxi plates.*

2. *That the existing model for the issuance of taxi plates, and related processes, as outlined in the Public Vehicle Licensing By-law 420-04, as amended, be used until such time as the consultant's final report and recommendations regarding the issuance of taxi plates and accessible taxi plates are approved by the Public Vehicle Advisory Committee and Council.*
(PVAC-0016-2013)"

The purpose of this report is to present the results of using the existing model for the issuance of taxi plates as outlined in the Public Vehicle Licensing By-law 420-04, as amended, for the years 2010 and 2012.

COMMENTS:

Staff reviewed the 2010 plate issuance report as part of the process for preparing the 2012 report and found a number of inaccuracies in the 2010 data. In particular, some unreliable data was used and some data was obtained from inappropriate sources, incorrect calculations were performed, incorrect units of measure were used and some of the required data was not collected. Specific information on the inaccuracies found, as well as the corrections made, are shown in Appendix 2 attached.

For comparative purposes in 2012, the inaccuracies found in the 2010 data had to be corrected. The inaccuracies in the 2010 report affected the final result as follows: the correct number of plates to be withdrawn in 2010 is 24 (i.e. decrease the number of taxicab plates issued), and not 26, as previously reported. Staff have strived to ensure that the 2012 plate issuance data and related calculations are accurate. Appendix 2 attached shows the former and corrected data and calculations for 2010, as well as the data and calculations for 2012.

Staff reviewed all of the weighting factors of the five criteria and note the formula places the greatest weights on licence value (29.5%) and population (30.4%) while placing the driver/operator information (11.8%) and increase in business industry (11.1%) as the smallest weighting factors. Staff have concerns with the formula and do not feel that the formula appropriately reflects the requirements of the

public for taxi service or the needs of the taxi industry. Moreover, the model does not use any data to measure the needs of the public related to taxi service including accessible taxi service.

Some members of the taxi industry have expressed to staff that they are struggling, are not able to cover costs or make a living and feel that the industry is already at a saturation point. While some members of the industry have expressed to staff that more taxicab plates are not necessary, some of the taxicab industry members who hold a place on the priority list for new taxicab plates have indicated to staff that more taxicab plates should be issued in accordance with the requirements of the Public Vehicle Licensing By-law 420-04, as amended, and the decision of Council at its meeting of July 3, 2013 (GC-0466-2013) outlined earlier in this report.

FINANCIAL IMPACT: Should the PVAC and Council approve the issuance of 33 new taxicab plates, approximately \$49,000 in additional revenue will be generated from taxicab plate, driver licensing and driver training fees in the year the new taxicab plates are issued. Staff are in the midst of determining if additional resources are required as a result of the proposed taxicab plate increase, and if so, this matter will be the addressed in a future report to Council.

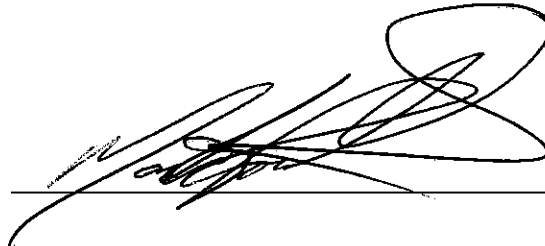
CONCLUSION: Staff collected and applied the required data to the plate issuance model for 2012. The calculations indicate that 57 new taxicab plates are required. Staff corrected the data in the 2010 analysis, which now indicates that 24 taxicab plates are required to be withdrawn. This results in a net increase of 33 new taxicab plates.

Notwithstanding staff's concerns with the existing plate issuance model and staff's intention to engage consulting services in 2014 to review the taxicab plate issuance model for taxicab and accessible taxicab plates (subject to Council approval of the proposed 2014 operating budget for Regulatory Services), staff recommend that 33 new taxicab plates be issued, subject to further input from the PVAC and other stakeholders. This increases the number taxicab plates from 635 to 668.

ATTACHMENTS:

Appendix 1: Report from the Commissioner of Transportation and Works dated June 4, 2013 and titled "Taxi Plate and Accessible Taxi Plate Issuance"

Appendix 2 Taxicab Plate Issuance Report Data: 2010 Data, Corrected 2010 Data and 2012 Data

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

Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Daryl Bell, Manager, Mobile Licensing



Corporate Report

Clerk's Files

Originator's
Files

DATE: June 4, 2013

TO: Members of the Public Vehicle Advisory Committee
Meeting Date: June 17, 2013

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

SUBJECT: **Taxi Plate and Accessible Taxi Plate Issuance**

RECOMMENDATION:

1. That consideration be given to including \$100,000 for consulting services in the 2014 Budget for Regulatory Services to review the issuance model for taxi plates and accessible taxi plates.
2. That the existing model for the issuance of taxi plates, and related processes, as outlined in the Public Vehicle Licensing By-law 420-04, as amended, be used until such time as the consultant's final report and recommendations regarding the issuance of taxi plates and accessible taxi plates are approved by the Public Vehicle Advisory Committee and Council.

**REPORT
HIGHLIGHTS:**

- At its meeting of March 25, 2013 the Public Vehicle Advisory Committee (PVAC) considered a report from the Commissioner, Transportation and Works, dated March 4, 2013 and titled "Taxi Plate Issuance".
- As a result of this report Council approved the formation of a Public Vehicle Advisory Subcommittee (PVAS) to discuss the matter of the issuance of taxi plates and accessible taxi plates.
- The PVAS has met on April 29 and May 13, 2013. A public meeting was also scheduled on June 11, 2013 to obtain public input

on taxi and on-demand accessible taxi services in the City of Mississauga.

- The issue of taxi plate and accessible taxi plate issuance is a complicated matter. There are numerous stakeholders who have an interest in this matter with different views. The calculation formula, the processes and related fees for those who wish to apply for a taxi plate and the issuance of accessible taxi plates has not been reviewed for many years.
- Other larger municipalities use consultants to review their taxi plate and accessible taxi plate issuance models.
- Consideration should be given to including \$100,000 for consulting service in the 2014 Budget for Regulatory Services to review the plate issuance model for taxi plates and accessible taxi plates.

BACKGROUND:

At its meeting of March 25, 2013 the Public Vehicle Advisory Committee (PVAC) considered a report from the Commissioner, Transportation and Works, dated March 4, 2013 and titled "Taxi Plate Issuance". A copy of this report is attached as Appendix 1.

As a result of this report, Council approved the following recommendation at its meeting of April 10, 2013:

"GC-0223-2013:

That Councillor Iannicca, Councillor Starr, Al Cormier, Nabil A. Nassar, Paramvir Singh Nijjar, Karam Punian be appointed to the Public Vehicle Advisory Subcommittee to discuss the matter of issuance of taxicab plates, including both regular and accessible.

PVAC-0001-2013"

PRESENT STATUS:

The Public Vehicle Advisory Subcommittee (PVAS) met on the following dates to hear stakeholders' views on the issuance of taxi plates and accessible taxi plates: April 29 and May 13, 2013. The

latter PVAS meeting was also attended by members of the Accessible Advisory Committee (AAC). A public meeting is scheduled on June 11, 2013 to obtain public input on taxi and on-demand accessible taxi services in the city of Mississauga.

COMMENTS:

The issue of taxi plate and accessible taxi plate issuance is a complicated matter. In addition, there are numerous stakeholders who have an interest in this matter with different views.

The Public Vehicle Licensing By-law 420-04, as amended, provides the calculation formula for the issuance of taxi plates, as outlined in Schedule 13 of the by-law, as well as the processes and related fees for those who wish to apply for a taxi plate and wish to be on the priority list, which is outlined on Schedule 8 of the by-law. The calculation formula, the processes and related fees for those who wish to apply for a taxi plate and the issuance of accessible taxi plates has not been reviewed for many years.

In addition, the legislative framework for the provision of accessible taxis is provided in the *Accessibility for Ontarians with Disabilities Act (AODA) S.O. 2005* and Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA. The relevant sections of these documents are outlined below:

Accessibility for Ontarians with Disabilities Act (AODA) S.O. 2005 states the following:

"Part I Interpretation, Purpose

1. *Recognizing the history of discrimination against persons with disabilities in Ontario, the purpose of this Act is to benefit all Ontarians by,*

(a) Developing, implementing and enforcing accessibility standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises on or before January 1, 2025; and"

Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA indicates the following:

"Duties of municipalities, accessible taxicabs"

79. (1) *Every municipality shall consult with its municipal accessibility advisory committee, where one has been established in accordance with subsection 29 (1) or (2) of the Act, the public and persons with disabilities to determine the proportion of on-demand accessible taxicabs required in the community.*
- (2) *Every municipality shall identify progress made toward meeting the need for on-demand accessible taxicabs, including any steps that will be taken to meet the need, in its accessibility plan required under Part 1.*
- (3) *Municipalities shall meet the requirements of this section by January 1, 2013.*
- (4) *In this section, "accessible taxicab" means an accessible taxicab as defined in section 1 Regulation 629 of the Revised Regulations of Ontario, 1990 (Vehicles for the Transportation of Physically Disabled Persons) made under the Highway Traffic Act."*

Staff from the Enforcement Division consulted with the Accessibility Co-ordinator and staff from Legal Services on the legislative framework noted above and provide the following:

- The City of Mississauga is required to achieve accessibility for Ontarians with disabilities by ensuring that on or before the year 2025 an accessible taxi is provided when a request for an accessible taxi is made by a member of the public.
- The City of Mississauga is required to consult with its AAC to determine the proportion of on-demand accessible taxis required in the community to ensure that when a member of the public requests an accessible taxi one is provided.

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- On an annual basis the City of Mississauga compiles an accessibility plan and identifies the progress it has made in meeting the need for on-demand accessible taxis. To date, the accessibility plan has identified the number of accessible taxis licensed in Mississauga as well as confirming that the consultative process with the AAC has begun and is ongoing.
- The City of Mississauga is meeting the requirements of Section 79(3) of Ontario Regulation 191/11, Integrated Accessibility Standards.

Staff have conducted preliminary research of how other municipalities have addressed, or are addressing, the issuance of taxi plates and accessible taxi plates. Staff have learned that the Cities of Calgary and Edmonton used consultants to develop their models. The Cities of Hamilton and Toronto are in the process of reviewing their models through the use of consultants. There are consultants who specialize in the business of reviewing and developing taxi plate and accessible taxi plate issuance models.

It is recommended that the City of Mississauga engage consulting services in 2014 to review the issuance models for taxi plates and accessible taxi plates. It is further recommended that the existing calculation formula for the issuance of taxi plates as outlined in the Public Vehicle Licensing By-law 420-04, as amended, as well as the processes and related fees for those who wish to apply for a taxi plate and wish to be on the priority list, which is also outlined in the by-law, be used until the final report and recommendations from the consultant are approved by PVAC and Council. This would include PVAC's reconsideration of the 2010 plate issuance report, which has not been approved; the outstanding report for 2012; and, if necessary, the report for 2014.

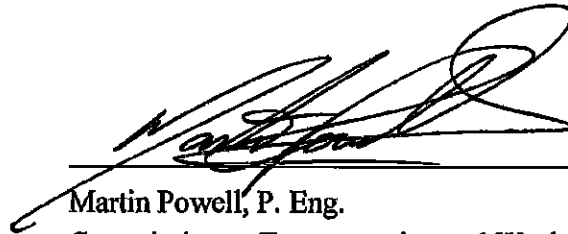
FINANCIAL IMPACT: Funding in the amount of \$100,000 has been included in the proposed 2014 operating budget for Regulatory Services for consulting services, to review the plate issuance model for taxi plates and accessible taxi plates.

CONCLUSION:

The model for the issuance of taxi plates and accessible taxi plates needs to be reviewed. This report recommends that consulting services be engaged in 2014 to perform this review and that required funding be provided in the 2014 operating budget for Regulatory Services.

ATTACHMENTS:

Appendix 1: Report from the Commissioner, Transportation and Works, dated March 4, 2013 and titled "Taxi Plate Issuance"



Martin Powell, P. Eng.

Commissioner, Transportation and Works

Prepared By: Mickey Frost, Director, Enforcement Division



Corporate Report

APPENDIX 1

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Clerk's Files

Originator's
Files

DATE: March 4, 2013

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: March 25, 2013

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

SUBJECT: Taxi Plate Issuance

RECOMMENDATION: That the Public Vehicle Advisory Committee provide direction to staff regarding how it wishes to address the issuance of taxicab plates, including both regular and accessible.

**REPORT
HIGHLIGHTS:**

- This report provides a history of the outstanding items related to taxicab plate issuance, outlines the legislative framework for accessible taxis and seeks direction from the Public Vehicle Advisory Committee (PVAC) on how it wishes to address the issuance of taxicab plates, both regular and accessible.

BACKGROUND: Staff from Mobile Licensing Enforcement reviewed the City's economic climate as it affects the taxi industry through the use of a model for plate issuance. This model was first developed through the PVAC in 1998 and is undertaken every two years (in even numbered years).

The taxicab plate issuance model measures five different criteria based on weighted values considered by industry stakeholders and Council to have an impact on the health of the taxi industry.

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The five criteria are:

1. Trips Dispatched by Brokerages
2. Increase in the Business Industry
3. Population related Factors
4. Information pertaining to Drivers/Operators
5. Licence Value

PRESENT STATUS:

As part of the research in response to the request at the PVAC meeting of November 13, 2012, staff discovered the following:

In keeping with the two year review schedule for plate issuance, a report dated November 18, 2010 from the Commissioner, Transportation and Works, was tabled at the December 14, 2010 meeting of the PVAC (Appendix 1) and recommended:

"That in accordance with the results of the Public Vehicle Licensing By-law, Plate Issuance Calculation Formula, the limit on the number of Taxicab Owner Licences in Schedule 8, section 15(1) of the Public Vehicle Licensing By-law 420-04, as amended, remain at six hundred and thirty-five (635)."

The report was deferred to the next meeting of the PVAC in view of the transition period and the impending appointments of the PVAC members for the new term of Council.

At the next meeting of the PVAC on June 14, 2011, (the following recommendation was approved (PVAC-0005-2011):

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

This recommendation was approved by General Committee at its meeting of June 29, 2011 (GC-0474-2011) and was subsequently adopted by Council at its meeting of July 6, 2011 (0191-2011).

The recommendation to form a working group was never acted upon.

Further, the PVAC also needs to consider the issuance of accessible taxi plates. At its meeting of November 19, 2012 the Accessible Advisory Committee (AAC) approved the following recommendation, which was approved by General Committee on December 5, 2012 (AAC-0028-2012) and subsequently adopted by Council on December 12, 2012 (GC-0864-2012):

- " 1. *That the deputation by Daryl Bell, Manager, Mobile Licensing Enforcement, with respect to the number of on-demand accessible taxicabs in Mississauga, be received; and*
2. *That the matter be referred to the Accessibility Advisory Committee's Accessible Transportation Subcommittee to conduct further research; and*
3. *That the Accessible Transportation Subcommittee work together with Mr. Bell to reach a best practice recommendation; and*
4. *That the Accessible Transportation Subcommittee work together with Ann Lehman-Allison, Public Affairs Specialist to create a strategy to raise public awareness with respect to the process for reporting taxicab concerns; and*
6. *That the Accessible Transportation Subcommittee report back to the Accessibility Advisory Committee."*

In addition to considering the AAC recommendations noted above, the PVAC also needs to consider the issuance of accessible taxi plates.

The legislative framework for the provision of accessible taxis is provided in the *Accessibility for Ontarians with Disabilities Act (AODA) S.O. 2005* and Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA. The relevant sections of these documents are outlined below:

Accessibility for Ontarians with Disabilities Act (AODA) S.O. 2005 states the following:

"Part 1 Interpretation, Purpose

1. *Recognizing the history of discrimination against persons with disabilities in Ontario, the purpose of this Act is to benefit all Ontarians by,*
 - (a) *Developing, implementing and enforcing accessibility standards in order to achieve accessibility for Ontarians with disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises on or before January 1, 2025; and"*

Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA indicates the following:

"Duties of municipalities, accessible taxicabs

79. (1) *Every municipality shall consult with its municipal accessibility advisory committee, where one has been established in accordance with subsection 29 (1) or (2) of the Act, the public and persons with disabilities to determine the proportion of on-demand accessible taxicabs required in the community.*
- (2) *Every municipality shall identify progress made toward meeting the need for on-demand accessible taxicabs, including any steps that will be taken to meet the need, in its accessibility plan required under Part I.*
- (3) *Municipalities shall meet the requirements of this section by January 1, 2013.*
- (4) *In this section, "accessible taxicab" means an accessible taxicab as defined in section 1 Regulation 629 of the Revised Regulations of Ontario, 1990 (Vehicles for the Transportation of Physically Disabled Persons) made under the Highway Traffic Act."*

Staff from the Enforcement Division consulted with the Accessibility Co-ordinator and staff from Legal Services on the legislative framework noted above and provide the following:

- The City of Mississauga is required to achieve accessibility for Ontarians with disabilities by ensuring that on or before 2025 an accessible taxicab is provided when a request for an accessible taxicab is made by a member of the public.
- The City of Mississauga is required to consult with its Accessibility Advisory Committee (AAC) to determine the proportion of on-demand accessible taxicabs required in the community to ensure that when a member of the public requests an accessible taxicab one is provided.
- On an annual basis the City of Mississauga compiles an accessibility plan and identifies the progress it has made in meeting the need for on-demand taxicabs. To date, the accessibility plan has identified the number of accessible taxicabs licensed in Mississauga as well as confirming that the consultative process with the AAC has begun and is ongoing.
- The City of Mississauga is meeting the requirements of Section 79(3) of Ontario Regulation 191/11, Integrated Accessibility Standards.
- Staff will report to the PVAC and the AAC to ensure that the legislative requirements are met, including that the AAC is consulted by the PVAC in the determination of the proportion of on-demand accessible taxicabs required in the community to ensure that on or before 2025 an accessible taxicab is provided when a request for an accessible taxicab is made by a customer.

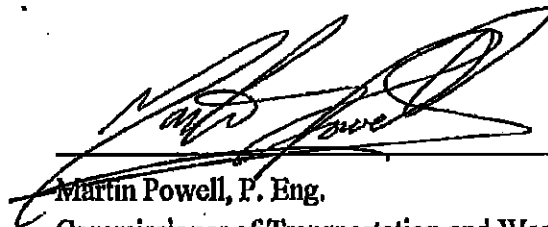
COMMENTS:

In keeping with the schedule of review for plate issuance every two years, a review was to be conducted in 2012. However, the 2010 report was not approved by the PVAC and the recommendation to strike a working group was not acted upon. In addition, the issuance of accessible taxicab plates also needs to be considered by the PVAC. As a result, it is recommended that the PVAC provide direction to staff regarding how it wishes to address the issuance of taxicab plates, including both regular and accessible.

FINANCIAL IMPACT: There is no financial impact to the City at this time.

CONCLUSION: The requirement to complete a 2012 plate issuance review cannot be completed by staff until the PVAC provides direction to staff on how it wishes to address the issuance of taxicab plates, both regular and accessible, in light of outstanding matters.

ATTACHMENTS: Appendix 1: Corporate Report from the Commissioner of Transportation and Works, dated November 18, 2010 and titled Taxicab Plate Issuance Report 2010



Martin Powell, P. Eng.
Commissioner of Transportation and Works

Prepared By: Daryl Bell, Manager, Mobile Licensing Enforcement



Corporate Report

Clerk's Office

Originator's
File

DATE: November 18, 2010

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: December 14, 2010

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

SUBJECT: Taxicab Plate Issuance Report 2010

RECOMMENDATION: That in accordance with the results of the Public Vehicle Licensing By-law, Plate Issuance Calculation Formula, the limit on the number of Taxicab Owner Licences in Schedule 8, section 15 (1) of the Public Vehicle Licensing By-law 420-04, as amended, remain at six hundred and thirty-five (635).

BACKGROUND: The Mobile Licensing Enforcement Section reviews the City's economic climate as it affects the taxicab industry through the use of a model for plate issuance. This model was first developed through the Public Vehicle Advisory Committee (PVAC) in 1998. This review is undertaken every two (2) years in even-numbered years.

The Taxicab Plate Issuance Model measures five (5) different criteria based on weighted values considered by industry stakeholders and Council to have an impact on the health of the taxicab industry.

The five (5) criteria are:

1. Trips Dispatched by Brokerages
2. Increase in the Business Industry
3. Population Related Factors
4. Information Pertaining to Drivers/Operators
5. Licence Value

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Detailed criteria information can be found in this report and in Appendices 1 to 5.

Mobile Licensing Enforcement staff has conducted the necessary research for the Taxicab Plate Issuance Model for 2010 since the last formal review in 2008. The information gathered has been applied to the Model (Appendix 6) based on stipulated weight given to each criterion to produce an estimate of the growth within the industry. This figure is then used to calculate any recommended adjustment to the number of Taxicab Owner Licences (Appendix 7).

COMMENTS:

2009 was a very bad year for the economy and the poor economy had an effect on the taxicab industry. Despite the poor economy staff did not have any owners returning the licences for inactivity.

The adjusted results indicate that the limit on the number of Taxicab Owner Licences in Schedule 8, section 15(1) of the Public Vehicle Licensing By-law 420-04, as amended, should be decreased from six hundred and thirty five (635) to six hundred and nine (609). As the licences will not be voluntarily handed back to the City, staff recommend that the negative value identified in the formula result in no issuance of additional Taxicab Owner Licences at this time.

Highlights of the findings in each of the five (5) criteria as set out in Schedule 13 to the By-law are explained below:

1. Dispatched Trips by Brokerage

Most taxicabs operating within the City do so through an arrangement with a brokerage which provides dispatched services to each taxicab. As a result, this criterion is considered to be the largest single source of revenue generation and is also applied to assess the relative health of the taxicab industry.

Dispatched runs totalled 1,906,516 for 2009 compared to 2,556,754 for 2007 which represents a decrease of 25.43 %. The total number of dispatched runs is provided to staff by each brokerage in the City.

2. Increase in the Business Sector Industry

This criterion attempts to measure the demand for taxicab services by measuring the activity in a number of sectors in the City including: number of hotel rooms, hotel occupancy, licensed establishments, office space occupancy, theatre screens, retail space and GO Transit ridership; all of which are active areas of business for the taxicab industry.

The collection of this information for measuring purpose has proven difficult over the years. The sources have been changing and so have the way the numbers are collected over the years between the reports. This report proved to be difficult again to gather the numbers for a number of factors in the business sector. The City's Economic Development Office publishes a report yearly "Economic Indicators - Mississauga" (Appendix 8) the report consists of a number of indicators that can be used in the plate issuance report and a scan of previous reports shows that indicators are consistent and will permit staff a single source for a number of factors measured in the issuance formula. It is the belief of staff that the Economic Indicators - Mississauga report should be used as a reference for the plate issuance reports moving forward.

In 2008, members of the industry raised concerns that the data for the number of hotel rooms was inaccurate. The source of this information was the Greater Toronto Hotel Association who reported on the information obtained from their membership. In this year's review staff used information obtained from the Planning and Building Department of the City that inventoried all hotels/motels and provided this list to staff. Staff also called the hotels to obtain the number of rooms they had in order to come up with a baseline for 2009 and then subtract the rooms that were added between 2007 and 2009 to create a number for 2007.

The "Economic Indicators - Mississauga" report was again used to obtain data for the Office Space Occupancy Rates on Appendix 2, Item C, for the report. This factor, in previous years, was a square footage number that was obtained from a realty service. As the

factor measures business health and the source for Occupancy Square Footage has changed, this vacancy rate is considered a better indicator of the economy.

Item G on Appendix 2, GO Transit Ridership (Daily Average) now includes the Lissgar Station ridership numbers.

This criterion revealed a 6.80% increase over the two year period under review.

3. Population Related Factors

General population is measured as well as specified segments which are considered to be of particular significance to the taxicab industry, including recipients of social assistance, the town home/apartment population and the number of senior citizens within the City.

Population Related Factors (Appendix 3) have been based on the most recent published results of the Statistics Canada Census 2006 and the 2006 City of Mississauga's Population and Growth Forecast.

Population related factors had an overall increase of 8.70%.

4. Information on Drivers/Operators

This portion of the Issuance Model attempts to measure three factors:

- the daily income of the Driver/Operator;
- the operating costs for the Driver/Operator; and
- the approximate number currently operating as taxicab drivers per licensed taxicab within the City based Industry (Appendix 4, Information on Drivers/Operators).

Income of Drivers

Driver trip sheets were collected by Mobile Licensing

Enforcement staff from a broad area across the City. The information was then used to calculate the average cost of a trip per day. These figures were then multiplied against the average number of daily trips. The sample indicated that the average daily income for a driver in 2009 was \$125.15, a decrease from \$179.91 in 2007. Therefore, the total average income per day has decreased 30.44% since the last review.

Operating Expenditures

The operating expenditures factor is based upon a calculation of a number of related variables including: the cost of the vehicle (based on a 2009 Mercury Grand Marquis), car insurance, lease fees, brokerage dues, taxicab licence renewal fees, maintenance and repairs, fuel (the average cost of gasoline and propane), and miscellaneous costs. Staff contacted industry members and local garages to calculate operating expenditures and found a decrease in operating expenses of 4.07 %. Increases in operating expenditures are costs incurred by the driver and are indicated as a negative factor within the formula a decrease in costs is reflected in a positive percentage.

Number of Drivers

This information is obtained from lists provided by the brokerages which operate within the City. The number of drivers to taxis is a ratio that indicates the health of the industry. A lower ratio indicates a drop in business due to lack of business to support more drivers on a taxi. The ratio for 2009 went down to 1.17 per taxi; a decrease of 21.9% from the 2007 ratio. This has continued into 2010. There has been a drop of 47% for new taxi driver applicants to date.

The overall average for this criterion is (-16.09%).

3. Market Value of Licences

Unlike most licences issued by the City of Mississauga, Taxicab Owner Licences are issued under a closed system but are

transferable. As a result, these licences have a monetary value which fluctuates depending on market conditions. Mobile Licensing Enforcement staff tracks the reported purchase price for these licences when sold. The model takes this value into account when determining the relative health of the taxicab industry. The average reported sale price decreased by 5.65% since 2007.

Lease fees are assessed from the same sample of plates that were used for the 2007 calculation and are based on the rates provided by the owner upon each lease renewal. In 2007, the average lease fee was \$850.00 per month. In 2009, it was approximately \$759.00 per month. This represents a decrease of 10.73%. Overall, the average group total for the Market Value of Licences decreased by 8.19%.

FINANCIAL IMPACT: There will be no financial impact as the recommendation is for no licence issuance.

CONCLUSION: Mobile Licensing Enforcement staff collected and applied the requisite data to the Plate Issuance Model. The ensuing calculations indicate that twenty six (26) fewer Taxicab Owner plates should be in operation. This would decrease the current limit of six hundred and thirty five (635) taxicab owner licences to six hundred and nine (609) taxicab owner licences. This is the first time since the adoption of the formula that a negative value for issuance has been recorded. There are currently no Taxicab Owner Licences not in operation nor were there any plates returned during the 2009 year due to the inability to operate the licence.

Staff recommend that the limit remain at six hundred and thirty five (635). Further, when the review is undertaken in 2012, the current limit of taxicab owner licences be used for the calculations.

ATTACHMENTS:

- Appendix 1: Number of Trips Dispatched by Brokerage
- Appendix 2: Increase in Business Industry
- Appendix 3: Population Related Factors
- Appendix 4: Information on Drivers/Operators
- Appendix 5: Licence Value
- Appendix 6: Weighted Total Net % Change in Criteria Statistics

Appendix 7: Taxi Licence Levels

Appendix 8: Economic Indicators - Mississauga



Martin Powell, P. Eng.

Commissioner of Transportation and Works

Prepared by: James Blison, Manager, Mobile Licensing Enforcement

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**Weighting Factor 1:
Number of Trips Dispatched by Brokerage**

Appendix 1

	2007	2008	% CHANGE
NUMBER OF TRIPS DISPATCHED BY BROKERAGE	2,858,764	1,908,516	-28.43%
GROUP AVERAGE TOTAL	2,858,764	1,908,516	-28.43%

Weighting Factor 2: Increase in Business Industry

Appendix 2

	<u>2007</u>	<u>2009</u>	<u>% Change</u>
A) Hotels			
i) Total Rooms	7,318	7,502	2.31%
ii) Occupancy Rate	69.20%	64.00%	-7.51%
B) Halls			
i) Bingo # of Licensed Events	4,608	4,608	0.00%
ii) # of Banquet Halls	169	207	22.49%
C) Office Space			
Vacancy rate %	8.20%	8.60%	4.88%
D) Theatre Screens	40	40	0.00%
E) Number of Licences Nightclubs, Restaurants, Adult Entertainment Parlors			
	1,204	1,178	-2.16%
F) Shopping Centres Malls, Plaza's (sq m)	1,800,028	2,382,388	32.35%
G) GO Transit Ridership (Daily Average)	38,110	37,780	-0.87%
INCREASE IN BUSINESS INDUSTRY			
GROUP TOTAL AVERAGE			
GROUP TOTAL AVERAGE			

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**Weighting Factor 3:
Population Related Factors**

Appendix 3

	2007	2009	% Change
A) OVERALL POPULATION	708,000	728,000	2.82%
B) SECTORS			
I) Apartments/Townhome Housing Population	270,262	278,931	3.21%
II) Social Assistance Caseload (Monthly Average for Mississauga)	6,165	6,795	10.24%
III) Senior Population	68,438	74,419	8.74%
Average of B Sector Values			14.59%
POPULATION RELATED FACTORS GROUP TOTAL AVERAGE			

* 2006 Census + 4% undercount

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**Weighting Factor 4:
Information on Drivers/Operators**

Appendix 4

	<u>2007</u>	<u>2009</u>	<u>% Change</u>
A) Average Total \$ Per Day	\$ 179.91	\$ 126.15	-30.44%
B) Operating Expenditures Per Year	-\$48,855.97	-\$48,874.47	4.07%
C) Number of Drivers/Taxicab	1.6	1.17	-21.90%

INFORMATION ON DRIVERS/OPERATORS
GROUP TOTAL AVERAGE

2cc.

**Weighting Factor 5:
Licence Value**

Appendix 5

	<u>2007</u>	<u>2009</u>	<u>% Change</u>
A) Average Sale Price	\$113,874.85	\$107,163.85	-5.85%
B) Average Lease Price	850	759	-10.73%
C) Total Average			-8.10%

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Weighted Total Net % Change in Criteria Statistics Appendix 6

CRITERIA STATISTICS (RANKING)	CRITERIA CHANGE	WEIGHTING FACTORS	CALCULATION WEIGHTED CHANGE
1. Number of Trips Dispatched by Brokerage	-25.43%	17.2	-4.37%
2. Increase in Business Industry	6.80%	11.1	0.76%
3. Population Related Factors	8.70%	30.4	2.65%
4. Information on Drivers/Operators	-18.08%	11.8	-1.80%
5. Licence Value	-8.19%	29.5	-2.42%
Total Net % Change in Criteria Statistics			6.78%

2ee

Taxi Licence Levels

Appendix 7

	2008	2009	2010
Total Number of Taxi Licences	592	623	635
Airport Permitted Taxis	152	152	152
City Based Taxis	440	471	483
Net % Change in Criteria Stallions	6.99%	2.65%	-5.29%
Number of City Based Taxi Licences	391	412	426
Number of Airport Permitted Taxis	199	211	209

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Economic Indicators – Mississauga

Gross Domestic Product (GDP) (in millions)	2009	2008	2007
Real GDP (2002 Prices) ¹	\$38.63		
Nominal GDP (Market Prices) ¹	\$34.88		
Consumer Price Index (2002 = 100) ²	110.8	113.1	113.8
Employment Rate ³	64.2%	61.6%	62.1%
Unemployment Rate ³	7.0%	10.0%	8.2%
Ontario Minimum Wage ⁴			\$10.25/hour
General Employment ⁵	\$800,000 - \$825,000	\$700,000 - \$750,000	\$700,000 - \$750,000
Prestige Employment ⁵	\$825,000 - \$850,000	\$740,000 - \$760,000	\$740,000 - \$760,000
High Exposure ⁵	\$1,160,000 - \$1,225,000	\$800,000 - \$880,000	\$800,000 - \$850,000
Construction Activity (\$000s) ⁶			
Total ⁶	\$1,127,184	\$640,808	\$305,488
Industrial ⁶	\$145,080	\$81,093	\$21,737
Commercial ⁶	\$320,830	\$91,243	\$61,060
Other ⁶	\$661,719	\$477,272	\$222,088
Vacant Employment Land ⁷	2,867 acres	2,613 acres	2,620 acres
Shrinkage/Lease Added ⁸			
Industrial ⁸	1,321,099	635,705	-
Office ⁸	1,840,857	83,939	138,515
Retail ⁸	685,543	187,815	35,544
Hotel ⁸	102,017	-	-
Hotel Suites/Units/Rooms added ⁸	162	-	-
Vacancy Rates ⁹			
Industrial ⁹	7.7%	7.8%	7.4%
Office ⁹	8.9%	9.6%	12.1%
Net Lease Rates ¹⁰			
Industrial (over 10,000 sq. ft.) ¹⁰	\$4.50 - \$7.00	\$4.00 - \$7.00	\$4.00 - \$5.25
Office ¹⁰	\$12.50 - \$18.77	\$13.00 - \$18.50	\$12.91 - \$17.00
Number of Businesses ¹¹			
Total Businesses ¹¹	64,802	63,823	64,497

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Tax Rates	2007	2008	2009
Industrial ¹¹	2.740701%		
Commercial ¹¹	2.304381%		
Residential ¹¹	0.982116%		
Multi-Residential ¹¹	1.659292%		
Demographics	2007	2008	2009
Population ¹²	707,000	729,000	734,000
Employment ¹³	416,300	427,165	422,590
Participating Resident Labour Force ¹⁴	302,160	401,080	405,288
Labour Force Imported ¹²	40,800	65,000	60,240
Projected Growth	June 2010	June 2011	June 2012
Population Growth ¹⁵	784,000	790,000	812,000
Employment ¹⁵	459,800	464,000	510,000
Total Number of Housing Units	2006	2008	
Detached & Semi-Detached Units ¹⁶	124,200	124,700	
Row Units ¹⁶	34,700	35,120	
Apartment Units ¹⁶	69,300	60,830	
Median Home Selling Price	2006	2008	
Executive Detached Two-Storey ¹⁸	\$447,000	\$464,000	
Standard Townhouse ¹⁸	\$285,000	\$281,000	
Standard Condominium Apartment ¹⁸	\$220,000	\$254,000	
Income	2007	2008	
Average Income ¹⁹	\$34,043	\$37,940	
Median Income ¹⁹	\$27,407	\$27,708	
Average household Income ¹⁹	\$80,442	\$88,182	
Median household Income ¹⁹	\$67,767	\$71,393	

1-Source: Statistics Canada, Canadian Economic Observer; City of Mississauga, Economic Development Office analysis

2-Source: Statistics Canada

3-Source: Statistics Canada, Labour Force Survey, seasonally adjusted (3 month moving average)

4-Source: Government of Ontario, Employment Standards, March 31, 2010

5-Source: IndusTech Realty Corporation - Jan 2006; Individual Land Prices include development charges

6-Source: City of Mississauga, Economic Development Office, New Industrial & Commercial Building Permit Reports

7-Source: City of Mississauga, Planning and Building Department, 2010 Employment Land Inventory

8-Source: CB Richard Ellis, 1st Quarter, 2010

9-Source: Gushman & Winkfield LePage, Toronto Office Space Market, 1st Quarter 2010

10-Source: Statistics Canada, Canadian Business Patterns Data as reported as of December of the respective year.

11-Source: City of Mississauga, Tax Department

12-Source: City of Mississauga, Planning and Building Department, Employment Profile (numbers have been rounded; excludes home based business employment); Employed Labour Force is defined as the resident labour force employed in Mississauga.

13-Source: 2009 City of Mississauga's Population and Employment Growth Forecast

14-Source: City of Mississauga, Planning and Building Department, Residential Development Profile, November 2008

15-Source: Royal LePage, Survey of Canadian House Prices, 4th Quarter 2009

16-Source: Statistics Canada, Census 2006 data (Reporting on year 2006)

* Note: This does not represent all new permits issued and may exclude those that are not within the Economic Development Office's mandate. Refer to Building Permit Reports for comprehensive listings of permits issued.

APPENDIX 2



Enforcement Division

Mobile Licensing Enforcement

2012 Taxicab Plate Issuance Report Data

2010 Data

Corrected 2010 Data

2012 Data

Introduction

For each weighting factor, the former 2010 data, the corrected 2010 data (if applicable) and the 2012 data are included. Following the data is an explanation of the 2010 data, an explanation of why the data is incorrect (if applicable), an explanation of how the 2010 data was corrected and an explanation of the 2012 data. The sources are reported at the end of each section of this appendix. All of the relevant sources (reports and documents) that have been used for collecting the data are available and have not been included in this report. Each source is referenced with a number (1, 2, 3...) that refers to the weighting factor and a lower case roman numeral (i, ii, iii...) that refers to the particular document.

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Weighting factor 3: Population related factors.....	16
Weighting factor 4: Information on drivers/operators.....	18
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*** Note: Information provided by taxi companies/brokerages in Mississauga has been blacked out to maintain confidentiality.*

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1. Weighting Factor 1: Trips Dispatched by Brokerage

1.1 2010 Data

	2007	2009	% Change
Trips dispatched by brokerage	2,556,754	1,906,516	-25.43%
Group Total			-25.43%
Group Average			-25.43%

1.2 2012 Data

	2009	2011	% Change
Trips dispatched by brokerage	1,906,516	2,216,180	16.24%
Group Total			16.24%
Group Average			16.24%

1.3 2010 Explanation

This data was obtained directly from the brokerages. Most taxicabs operate through a brokerage which provides dispatched services to each taxicab. This is viewed as the largest source of revenue generation, making it a suitable criterion to use. There is no supporting documentation for the 2007 and 2009 data.

The number of trips dispatched in 2007 is 2,556,754.

The number of trips dispatched in 2009 is 1,906,516.

1.4 2012 Explanation

This data was obtained directly from the brokerages. Five brokerages provided data about how many trips were dispatched, for a total of 2,216,180 trips. This data is shown below.

Company	Trips Dispatched
	172,756
	566,798
	3,958
	1,248,230
	134,438
Total	2,216,180

The number of trips dispatched in 2011 is 2,216,180.

1.5 Sources

- i. Monthly breakdown of trips dispatched by brokerages

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2. Weighting Factor 2: Increase in Business Industry

2.1 2010 data

	Former 2010 Data			Corrected 2010 Data		
	2007	2009	% Change	2007	2009	% Change
A) Hotels						
i) Total Rooms	7,318	7,582	3.61%	6,746	6,974	3.38%
ii) Occupancy Rate	69.20%	64.00%	-7.51%	7.70%	58.80%	-13.15%
iii) Number of convention nights						
B) Halls						
i) Bingo Events	4,698	4,698	0.00%	4,698	4,221	-10.15%
ii) Number of banquet halls	169	207	22.49%	167	205	22.75%
C) Office space	8.2%	8.5%	-3.66%	28,879,246	28,952,849	0.25%
D) Theatre Screens	49	49	0.00%	49	53	8.16%
E) Number of licensed bars and nightclubs	1,294	1,176	-9.12%	1,294	1,177	-9.04%
F) Shopping Centres	1,599,028	2,352,386	47.11%	1,610,837	1,680,824	4.34%
G) GO transit	36,110	37,780	4.62%	36,760	37,780	2.77%
Group Total			61.20%			9.33%
Group Average			6.39%			1.04%

* The number of convention group nights was not included because this data is very difficult to collect. Often, hotels are not willing to disclose this information. This data has not been collected for the past six years.

2.2 2012 Data

	2009	2011	% Change
A) Hotels			
i) Total Rooms	6,974	7,010	0.52%
ii) Occupancy Rate	58.80%	65.30%	11.05%
B) Halls			
i) Bingo Events	4,221	2,836	-32.81%
ii) Number of banquet halls	205	192	-6.34%
C) Office space	28,952,849	29,624,262	2.32%
D) Theatre Screens	53	53	0.00%
E) Number of licensed bars and nightclubs	1,177	1,306	10.96%
F) Shopping Centres	1,680,824	1,753,225	4.31%
G) GO transit	37,780	37,778	-0.01%
Group Total			-10.00%
Group Average			-1.11%

2.3 (A) Hotels

2.3.1 Number of hotel rooms - 2010 Explanation

The 2010 report states:

"In 2008, members of the industry raised concerns that the data for the number of hotel rooms was inaccurate. The source of this information was the Greater Toronto Hotel Association who reported on the information obtained from their membership. In the year's review, staff used information obtained from the Planning and Building Department of the City that inventoried all hotels/motels and provided this list to staff. Staff also called the hotels to obtain the number of rooms they had in order to come up with a baseline for 2009 and then subtract the rooms that were added between 2007 and 2009 to create a number for 2007."

Source: Taxicab Plate Issuance Report 2010, page 3 (2A-i)

Staff have a list of hotels from 2009 that was provided by the Planning and Building Department (2A-ii), City of Mississauga. It is unknown if this list is the one that was used in the 2010 report. Staff can only assume that this list was used. The list provided by the Planning and Building Department was compared with a list of hotels in 2009, provided by PKF Consulting (2A-iii), a company that specializes in hospitality and tourism business advisement. The estimated number

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of rooms from the 2010 report for the year 2009 was 7,582. The estimated number of rooms from PKF in the year 2009 was 6,974. If we compare these lists and the differences between the two lists cannot account for the difference of $7,582 - 6,974 = 608$ rooms, then it is safe to assume that one of the sources is reporting an incorrect number. Before discussing the differences between the two lists, it is necessary to explain the PKF data.

On page one of the PKF report, the Accommodation Supply & Performance section shows that there were 6,974 rooms in 2009 and 7,010 rooms in 2011. This amounts to a difference of 36 rooms between 2009 and 2011. In the section entitled "City of Mississauga Hotel Openings/Closings/Expansions 2007-2011," the hotels that opened and closed are listed, along with the number of rooms. If the openings and closings that occurred between 2009 and 2011 are added up, it amounts to a difference of $152 + 224 + 100 + 79 - 187 = 368$ rooms, which is clearly different from the 36 rooms stated above. On page three of this report is the list of hotels in 2009 and the number of rooms in each hotel. The total number of rooms here is 7,177, which is clearly different from 6,974, which was reported for the number of hotel rooms in 2009 on page one. The reason for these differences is that the first table, "Accommodation Supply & Performance" lists the inventory based on annualized supply, as indicated below the table. What this means is that the amount of time that a hotel was open or closed is taken into account when the number of rooms is calculated. If a hotel with 100 rooms was open all year, then 100 rooms would be included in the total. If another hotel with 100 rooms was only open for a quarter of the year, then the number of rooms that would be included in the total is $0.25 \times 100 = 25$ rooms. This method of calculation provides a more accurate reflection of the number of rooms available and how those hotels which may have opened or closed have impacted the tourism industry. As such, the number of rooms calculated based on annualized supply for 2009 will be used for comparison. This number is 6,974.

The differences between the Planning and Building Department 2009 list and the PKF 2009 list are as follows:

1. Hotels that appear on the 2009 Planning and Building Department list that are not on the 2009 PKF list
 - Fort York Motel, 1920 Dundas St E. - 48 rooms (trip advisor, 2A-iv)
 - Willows Motel, 1041 Lakeshore Road E. - 40 rooms, closed in 2010 due to fire (2A-v, this does not affect 2009 totals but may be relevant for future reports)
 - White Knight Motel, 6965 Dixie Road - 50 rooms
2. Buildings that appear on the 2009 Planning and Building Department list that are not hotels - do not affect room number counts
 - Hilton Canada Inc., 5830 Campus Road - Sales (canpages.com, 2A-vi)
 - Northampton Group of Companies, 2601 Matheson Blvd. E - Head Office (source: verified by phone, (905) 629-9992)
3. Hotels that appear on the 2009 PKF list that are not on the 2009 Planning and Building Department list, all room numbers are from the PKF list (2A-iii)
 - Arrival Inns - Toronto west, 2500 Cawthra Road - 57 rooms
4. Hotels that appear on both lists with different names - do not affect room number counts, they are simply included as discrepancies between the two lists
 - 40 Admiral Blvd

- Planning and Building Department - Best Western Admiral Hotel & Suites
- PKF - Holiday Inn Express & Suites - Toronto-Mississauga
- 31 Topflight Blvd
 - Planning and Building Department - Comfort Inn Corporation
 - PKF - Travelodge Hotel - Toronto West Mississauga
- 6355 Airport Road
 - Planning and Building Department - Econo Lodge Inn & Suites
 - PKF - Comfort Inn Toronto Airport
- 1850/1870 Matheson Blvd
 - Planning and Building Department - Hilton Garden Inn Toronto Airport West/Mississauga (listed as 1870)
 - PKF - Hilton Garden Inn - GTA Airport Corporate (listed as 1850)
- Monte Carlo Inn - Airport Suites (address discrepancy, both correct)
 - Planning and Building Department - 7035 Edwards Blvd
 - PKF - 5 Derry Road
- Motel 6 (address discrepancy)
 - Planning and Building Department - 2935 Argentia Road (correct)
 - PKF - 295 Argentia Road

In summary, there are three hotels that appear on the Planning and Building Department list that are not on the PKF list, which account for $48+40+50=138$ rooms. There is one hotel that appears on the PKF list that is not on the Planning and Building Department list, which accounts for 57 rooms. The final difference in number of rooms between the two lists is $138-57=81$ rooms. The reported difference in number of rooms between the two lists is 368, which leaves us with $368-81=287$ extra rooms on the Planning and Building Department list that are unexplained. It is possible that these 287 rooms can be explained by the difference between annualized supply and the number of rooms altogether.

Based on these differences, it appears that the PKF number of hotels based on annualized supply is more accurate, since the number of hotel rooms in each hotel is provided on their list. These numbers are obtained from the hotels directly, as they report to PKF on a monthly basis (2A-iii).

In summary, staff used the PKF data to correct the 2010 report and for the 2012 report.

The number of hotel rooms in 2007 is 6,746.

The number of hotel rooms in 2009 is 6,974.

2.3.2 Number of hotel rooms - 2012 Explanation

The number of hotel rooms in 2011 was provided by the consulting company PKF (2A-iii).

The number of hotel rooms in 2011 is 7,010.

2.3.3 Occupancy Rates - 2010 Explanation

The occupancy rate for 2007 was reported as 69.2%. This number came from the Greater Toronto Hotel Association (2A-vii). The problem with this number, as stated in the email that is sourced, is that it reports the occupancy rate for an area that includes Mississauga, Oakville, Rexdale, and Toronto.

There is no information about how the 2009 Occupancy Rate, which was 64%, was obtained.

The occupancy rates for 2007 and 2009 will be replaced by the occupancy rates provided by PKF (2A-iii), which are specific to Mississauga.

The occupancy rate in 2007 is 67.7%.

The occupancy rate in 2009 is 58.8%.

2.3.4 Occupancy Rates - 2012 Explanation

The occupancy rate in 2011 was provided by the consulting company PKF (2A-iii).

The occupancy rate in 2011 is 65.3%.

2.3.5 2A Sources

- i. Bi-Annual Taxicab Plate Issuance Report, page 3
- ii. Planning and Building, List of Hotels and Motels 2009
- iii. PKF, Trends in the Hotel Industry Report 2007-2011
- iv. www.tripadvisor.com report on Fort York Motel, 2011
- v. Mississauga news, "Man Injured in Motel Fire" at Willows Motel, 2010
- vi. www.canpages.com, Hilton Canada Inc., 2011
- vii. Email correspondence regarding hotel occupancy rates, 2009

2.4 (B) Halls

2.4.1 Bingo - 2010 Explanation

In 2007, the number of licensed bingo events was obtained from the Municipal Lottery Licensing Report for the City of Mississauga (2B-i) from the Alcohol and Gaming Commission of Ontario. The licensing fee for each bingo event in 2007 was \$165. The total licensing fees collected for Bingo events were \$775,230. Therefore, the

$$\text{Number of Licensed Bingo Events} = 775,230 / 165 = 4,698$$

There is no information regarding the 2009 number of licensed bingo events. Since this number did not change from 2007, this suggests that no number was obtained for the number of licensed bingo events in 2009.

A Charity Gaming Analyst from the City of Mississauga provided the number of bingo events licensed in 2009 (2B-ii).

The number of bingo events licensed in 2007 is 4,698.

The number of bingo events licensed in 2009 is 4,221.

2.4.2 Bingo - 2012 Explanation

The number of licensed bingo events in 2011 was obtained from a Charity Gaming Analyst, in the Enforcement Division, City of Mississauga (2B-iii). This number has dropped substantially since 2009 because one of the bingo halls closed.

The number of bingo events licensed in 2011 is 2,836.

2.4.3 Banquet Halls - 2010 Explanation

There is no information about where the 2007 and 2009 numbers were obtained. The reported number of banquet halls was 169 in 2007 and 207 in 2009. These numbers were verified with Compliance and Licensing Enforcement (2B-iv), who reported the correct numbers for 2007 and 2009 as 167 and 205, respectively.

The number of banquet halls in 2007 is 167.

The number of banquet halls in 2009 is 205.

2.4.4 Banquet Halls - 2012 Explanation

The number of banquet halls in 2012 was obtained from the City of Mississauga, Compliance and Licensing Enforcement (2B-v).

The number of banquet halls in 2011 is 192.

2.4.5 2B Sources

- i. Municipal Lottery Licensing Report for the City of Mississauga, 2008
- ii. Email correspondence with Charity Gaming Analyst, Enforcement Division, City of Mississauga, regarding 2009 numbers
- iii. Email correspondence with Charity Gaming Analyst, Enforcement Division, City of Mississauga, regarding 2011 numbers
- iv. Email correspondence with Department of Compliance and Licensing regarding banquet halls in 2007 and 2009
- v. Department of Compliance and Licensing report, regarding 2011 banquet halls

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2.5 (C) Office Space

2.5.1 2010 Explanation

The 2010 Taxicab Plate Issuance Report states:

"The 'Economic Indicators – Mississauga' report was again used to obtain data for the Office Space Occupancy Rates [...]. This factor, in previous years, was a square footage number that was obtained from a realty service. As the factor measures business health and the source for Occupancy Square Footage has changed, this vacancy rate is considered a better indicator of the economy."

The vacancy rates were determined using the Economic Indicators reports, obtained from the Economic Development Office. The Office Vacancy Rate for 2007 is found in the Economic Indicators report from November 2007 and was 8.2% (2C-ii). For the 2009 Office Vacancy Rate, reports published in October 2009 and July 2010 (2C-iii, 2C-iv) were used. The report from October 2009 contains the vacancy rates for the 1st, 2nd, and 3rd quarters of 2009. The report from July 2010 contains the vacancy rate for the 4th quarter. The vacancy rate for 2009 was determined by taking the average of these values as follows. The data are summarized below:

Quarter	Vacancy rate
1	6.9
2	8.6
3	8.9
4	9.6
Average	8.5

The use of Vacancy Rates (%) instead of Occupancy (sq. ft.) is not in compliance with the by-law and is not well justified.

The commercial real estate company, Cushman & Wakefield, provided Statistical Summary Market Reports for the fourth quarter of 2007 and 2009 (2C-v, 2C-vi). These reports contain the number of occupied square feet of office space, tracked by submarket. Mississauga is made up of the following submarkets: Airport, Airport Corporate Centre, Hurontario Corridor, Mississauga City Centre, Cooksville, Sheridan, and Meadowvale. The numbers for occupied space for each of these regions, under the section 'All' were added together, as shown below. The report does not specify that the numbers provided are in square feet. In the bottom, right section of the first page, Current Quarter - Statistical Highlights, several buildings are discussed and the square foot unit is always used. It is assumed that the report is consistent in the use of square feet. The irrelevant pages of these reports, which provide data for other submarkets, were not included.

Submarket	Occupied Office Space 2007 (sq. ft.)	Occupied Office Space 2009 (sq. ft.)
Airport	10,188,811	9,819,387
Airport Corporate Centre	6,554,628	6,411,390
Hurontario Corridor	3,648,762	3,688,048
Mississauga City Centre	3,086,788	3,255,901
Cooksville	627,034	596,088
Sheridan	785,727	819,685
Meadowvale	3,987,496	4,362,350
Total	28,879,246	28,952,849

The occupied office space in 2007 was 28,879,246 square feet.

The occupied office space in 2009 was 28,952,849 square feet.

2.5.2 2012 Explanation

The commercial real estate company, Cushman & Wakefield, provided a Statistical Summary Market Report for the fourth quarter of 2011 (2C-vii). This report contains the number of occupied square feet of office space, tracked by submarket. Mississauga is made up of the following submarkets: Airport, Airport Corporate Centre, Hurontario Corridor, Mississauga City Centre, Cooksville, Sheridan, and Meadowvale. The numbers for occupied space for each of these regions, under the section 'All' were added together, as shown below.

Submarket	Occupied Office Space 2011 (sq. ft.)
Airport	9,961,223
Airport Corporate Centre	6,632,329
Hurontario Corridor	3,708,911
Mississauga City Centre	3,067,379
Cooksville	603,643
Sheridan	882,499
Meadowvale	4,768,278
Total	29,624,262

The occupied office space in 2011 was 29,624,262 square feet.

2.5.3 2C Sources

- i. Bi-Annual Taxicab Plate Issuance Report 2010, pages 3-4
- ii. Economic Indicators, Mississauga, November, 2007
- iii. Economic Indicators, Mississauga, October, 2009
- iv. Economic Indicators, Mississauga, July, 2010
- v. Cushman & Wakefield, Statistical Summary Market Overview report, Q4 2007, pages 1, 8, 9

- vi. Cushman & Wakefield, Statistical Summary Market Overview report, Q4 2009, pages 1, 8, 9
- vii. Cushman & Wakefield, Statistical Summary Market Overview report, Q4 2011, pages 1, 8, 9

2.6 (D) Theatre Screens

2.6.1 2010 Explanation

There is no information describing how the number of theatre screens was obtained in 2009. All of the theatres that are on the list for 2011 have been open since 2008. The number of theatres in the former report for 2009 was 49 theatres. This is 4 less than the number of theatres found for 2011. Cinestarz theatre has four screens, so it is likely that this theatre was not included. The theatre was open in 2008 (2D-i), therefore the correct number of movie screens for 2009 is 53 screens. Based on the content of the news article (2D-i), it appears that this theatre was not open in 2007, so the number of screens in 2007 has not changed from 49.

The number of theatre screens in 2007 is 49.

The number of theatre screens in 2009 is 53.

2.6.2 2012 Explanation

A list of theatres in Mississauga was obtained from the Planning and Building Department (2D-i). There are seven theatres on this list; however, Living Arts Centre and Meadowvale Community Theatre are not movie theatres. The other five theatres were called to confirm the number of screens.

The number of theatre screens in 2011 is 53.

2.6.3 2D Sources

- i. Mississauga.com article about Cinestarz
- ii. List of Movie Theatres, Planning and Building, City of Mississauga

2.7 (E) Number of Licences - Nightclubs, Restaurants, Adult Entertainment Parlours

2.7.1 2010 Explanation

The number of licences in 2007 and 2009 were obtained from the 2009 Business Licence Issuance Report (2E-i). The number of licences issued for Adult Entertainment Parlours, Eatery Restaurants, and Night Clubs were included in the total. The 2009 data are written in by hand and there is no information about how these numbers were obtained. In the former report, the 2009 number was added incorrectly and was recorded as 1,176. This data is summarized below:

Licence Type	Number Issued 2007	Number Issued 2009
Adult Entertainment Parlour	9	9
Eatery Restaurant	1,282	1,164
Night Club	3	4
Total	1,294	1,177

The number of licences issued in 2007 is 1,294.

The number of licences issued in 2009 is 1,177.

2.7.2 2012 Explanation

The number of licences issued in 2011 was obtained from the 2011 Business Licensing Comparative Report (2E-ii). The number of licences issued for Adult Entertainment Parlours, Eatery Restaurants, Night Clubs, and Taverns were included in the total. This data is summarized below:

Licence Type	Number Issued 2011
Adult Entertainment Parlour	8
Eatery Restaurant	1,293
Night Club	5
Tavern	0
Total	1,306

The number of licences issued in 2011 is 1,306.

2.7.3 2E Sources

- i. Business Licence Issuance 2009
- ii. Business Licensing Comparative Report, 2011

2.8 (F) Shopping Centres

The by-law states that this component should account for shopping centres, plazas and malls (sq. ft.). In the present section, we will refer to all of these spaces as "malls".

In the 2006 report, the square footage for malls was determined using the Retail Commercial Centres Development report, which is not included in the reference documents because it is not relevant. This report was not made beyond 2005. In 2006, the New Industrial & Commercial Building Permits report for the City of Mississauga was created, and this report has been made for the years 2006 to 2011 (2F-i to 2F-vi). The growth in square footage for malls was determined using these reports in 2008 and 2010.

2.8.1 2010 Explanation

Based on the 2008 report, in 2007, the amount of mall space was 1,559,028 square meters.

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The mall growth was determined using the New Industrial & Commercial Building Permits reports for 2008 and 2009 (2F-iii, 2F-iv). In 2008, the growth was 565,543 square feet. In 2009, the growth was 187,815 square feet. The total growth is 753,358 square feet.

The total retail space reported in the 2010 report was $1,599,028 + 753,358 = 2,352,386$ square meters. The error in this calculation is that the growth was reported in square feet, not square meters, and no conversion was made.

Corrections were also made to the 2008 calculations, which are detailed in the following section. The corrected 2010 data is also given in the following section.

2.8.2 2012 Explanation

In the New Industrial & Commercial Development report, the type of permit is specified. Only permits of the type 'Commercial – Retail' were considered. In the 2008 report, the permits for the years 2006 and 2007 were reviewed and permits that were issued for restaurants, gas stations, auto-service shops (for example, Mr. Lube), and car dealerships were not included in the calculations of growth in square footage for malls, presumably because they are not part of malls. In 2010, all retail permits were included.

It cannot be known if the baseline square footage from 2005, given as 1,566,000 square meters, includes spaces like car dealerships and gas stations. We suppose that this value does include those spaces because there is no indication otherwise in the report. As a result, to determine growth for the following years, it makes most sense to include all retail establishments. Thus, the growth from 2006 and 2007 must be recalculated because it did not include these spaces, as described above.

These values are presented below, along with calculations for totals and percentage changes over the previous two years. The calculations for 2012 are included in the table below as well.

Year	Growth (sq. ft.)	Growth (sq. m)	Total mall space (sq. m)	% Growth over past 2 years
2005			1,556,000	
2006	359,751	33,421	1,589,421	
2007	230,529	21,416	1,610,837	3.52 %
2008	565,543	52,539	1,663,376	
2009	187,815	17,448	1,680,824	4.34 %
2010	373,959	34,741	1,715,565	
2011	405,383	37,660	1,753,225	4.31 %

Shopping centres occupied 1,610,837 square meters in 2007.

Shopping centres occupied 1,680,824 square meters in 2009.

Shopping centres occupied 1,753,225 square meters in 2011.

2.8.3 2F Sources

- i. New Industrial & Commercial Building Permits 2006
- ii. New Industrial & Commercial Building Permits 2007
- iii. New Industrial & Commercial Building Permits 2008
- iv. New Industrial & Commercial Building Permits 2009
- v. New Industrial & Commercial Building Permits 2010
- vi. New Industrial & Commercial Building Permits 2011

2.9 (G) GO Transit

The data for GO transit ridership were obtained from GO transit directly (2G-i, 2G-ii, 2G-iii). Lisgar station opened in 2007 (2G-iv); however, it was not included in the calculations in the 2008 report. In the 2010 report, Lisgar station was included but the 2007 number was not obtained and was left as zero. With this correction, the two-way ridership for each station in Mississauga for the years 2007, 2009, and 2011 are as follows:

Station	2007	2009	2011
Clarkson	11,160	11,280	10,055
Port Credit	5,110	5,170	5,505
Meadowvale	3,250	2,620	2,459
Streetsville	4,030	5,040	5,128
Erindale	4,020	3,510	3,790
Cooksville	5,420	5,420	5,562
Dixie	1,650	1,680	1,855
Malton	1,470	1,470	2,003
Lisgar	650	1,220	1,421
Total	36,760	37,780	37,778

2.9.1 Sources 2G

- i. Email correspondence with GO transit, 2007 data
- ii. Email correspondence with GO transit, 2009 data
- iii. Email correspondence with GO transit, 2011 data
- iv. Email correspondence with GO transit, 2007 data - Lisgar

Weighting Factor 3: Population Related Factors

3.1 2010 Data

	2007	2009	% Change
A) Overall Population	709,000	729,000	2.82%
B) Sectors			
i) Apartment/Townhome population	270,262	278,931	3.21%
ii) Social assistance caseload (monthly average)	5,155	6,795	31.81%
iii) Senior population	68,438	74,419	8.74%
Average of B values			14.59%
Group Total (A+average of B values)			17.41%
Group Average (Group total/2)			8.70%

3.2 2012 Data

	2009	2011	% Change
A) Overall Population	729,000	741,000	1.65%
B) Sectors			
i) Apartment/Townhome population	278,931	300,000	7.55%
ii) Social assistance caseload (monthly average)	6,795	7,980	17.44%
iii) Senior population	74,419	81,465	9.47%
Average of B values			11.49%
Group Total (A+average of B values)			13.13%
Group Average (Group total/2)			6.57%

3.3 2010 Explanation

For 2007 and 2009, the overall population and senior population were determined based on the 2006 census; however, there are no supporting documents.

The apartment and townhouse population was determined based on 2009 Residential and Mixed Use Inventories (3-i). Where this report was obtained is unknown.

The monthly average social assistance caseload was obtained from the Region of Peel - Social Assistance and Ontario Disability Support Program Data (3-ii).

3.4 2012 Explanation

The overall population, senior population and number of apartments and townhouses were determined based on the 2011 Census (3-iii). The overall population in 2011 was 741,000. The senior population was 81,465. The apartments and townhouses population was 300,000.

The monthly average social assistance caseload was obtained from the Region of Peel - Social Assistance and Ontario Disability Support Program Data (3-ii). In 2011, the monthly average social assistance caseload was 7,980.

3.5 Sources

- i. Apartment and townhouse population based on 2009 Residential and Mixed Use Inventories, 2007-2009
- ii. Region of Peel - Social Assistance and Ontario Disability Support Program Data, City of Mississauga
- iii. Email correspondence with the Planning and Building Department regarding 2011 Census data

4 Weighting Factor 4: Information on Drivers/Operators

4.1 2010 Data

	Former 2010 Data			Corrected 2010 Data		
	2007	2009	% Change	2007	2009	% Change
A) Average total dollars per day	179.91	\$ 125.15	-30.44%	\$ 179.91	\$ 125.15	-30.44%
B) Yearly operating expenditures	-\$48,656	-\$46,675	4.07%	-\$48,656	-\$47,255	2.88%
C) Number of drivers per taxicab	1.50	1.17	-21.90%	1.55	1.57	1.29%
Group Total			-48.26%			-26.27%
Group Average			-16.09%			-8.76%

4.2 2012 Data

	2009	2011	% Change
A) Average total dollars per day	\$125.15	\$193.75	54.81%
B) Yearly operating expenditures	NA	-\$45,879	-14.12%
C) Number of drivers per taxicab	1.57	1.33	-15.29%
Group Total			25.41%
Group Average			8.47%

4.3 (A) Average total dollars per day

4.3.1 2010 Explanation

There is no information regarding the calculation for total dollars per day in 2009.

4.3.2 2012 Explanation

Four companies provided data regarding the average income for taxi drivers. The data are as follows:

Company	Average income	Number of drivers
	200	58
	150	39
	200	339
	190*	206
Average dollars per day	$\frac{58 \times 200 + 39 \times 150 + 339 \times 200 + 206 \times 190}{58 + 39 + 339 + 206} = 193.75$	

* [REDACTED] reported an average income of \$180 – \$200 per day. The middle of this range, \$190, was used.

4.4 (B) Operating expenditures per year

The reported operating expenditures for 2007, 2009, and 2011 are the following. In addition, the Consumer Price Index (CPI) for Toronto and the fuel costs for Toronto West are given. The CPI for Toronto for 2009 and 2011 was obtained from Statistics Canada. The CPI for Toronto for 2007 was obtained from the Ontario Public Service Employee Union (OPSEU) as the 2007 data from Statistics Canada is not reported online anymore. The CPI values recorded by the OPSEU for the years 2008-2012 matched those of Statistics Canada, so the OPSEU was deemed a reliable source. The cost of fuel in 2007, 2009, and 2011 was obtained from the Ontario Ministry of Energy for the region Toronto West. The details for the operating cost computations are given in the sections below.

Year	2007	2009	2011
Operating costs	\$48,656	\$47,255	\$45,879
CPI	110.5	113.6	120.0
Fuel	98.0	91.5	124.0

The CPI increased by 8.6% from 2007 to 2011. The fuel costs decreased from 2007 to 2009; however, they increased substantially in 2011. Moreover, the fuel costs increased by 26.5% from 2007 to 2011. The costs for 2007 and 2009 were calculated based on data from auto-shops and vehicle statistics that did not come from the industry. This data is not comparable to the data collected for 2011, which is based on data provided by the taxi industry. Furthermore, this data shows that the operating costs for 2011 are lower than the operating costs for both 2007 and 2009. This is highly unlikely given the change in CPI and fuel costs over the same time period. As a result, the change in operating costs for the 2012 report cannot be calculated accurately using the reported operating costs. As such, change in operating costs for the 2012 report will be based on the growth of the CPI and fuel costs. The calculations are in the sections below.

4.4.1 2010 Explanation

The operating costs for 2007 and 2009 were calculated based on the cost of a new Grand Marquis automobile, including car insurance, lease fees, brokerage dues, taxicab licence renewal, maintenance and repairs, fuel, and miscellaneous costs. In 2009, the fuel costs were calculated as \$6,058.30. For an unknown reason, the fuel cost that was used in the calculation of operating costs was \$5,478.02. The correct fuel estimate of \$6,058.30 was used in the corrected calculations, resulting in 2009 operating costs totaling \$47,255.

4.4.2 2012 Operating Costs

Four taxi companies provided data regarding operating costs for their drivers.

[REDACTED] estimated the average operating cost per vehicle for a driver as \$26,400. The by-law requires the operating costs for a vehicle, not per driver. The cost is \$26,400 per driver and

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there are $399/265=1.27$ drivers per vehicle. So the cost per vehicle is $1.27 \times 26,400 = 33,528$ dollars.

provided a break-down of their operating costs, which add up to \$90,900, as shown below. Since a driver would likely not own a vehicle and lease a vehicle at the same time, both of these costs should not be included in the calculation, so those values will be averaged. The vehicle cost is \$10,000 and the lease cost is \$12,000-\$13,000 per year. We will average the vehicle cost and the middle of the lease range to get:

$$\text{Vehicle/Lease} = (10,000+12,500)/2 = 11,250$$

	Cost (\$)
Insurance	5,400
Lease	11,250
Maintenance	$200 \times 365 = 73,000$
Total	89,650

Two drivers each from lease their plates for \$1,000 per month. This was not added correctly in the yearly costs because it was not multiplied by 12. For these drivers, their costs were estimated as \$33,720 and \$41,770. To fix this, \$11,000 was added to each of these totals, amounting to 44,720 and 52,770.

The data for all of the taxi companies operating costs are given below.

Company	Driver	Cost
	1	31,700
	2	40,770
	3	44,720
	4	52,770
	5	43,720
	1	31,700
	2	40,770
	3	44,720
	4	52,770
	5	43,720
	1	33,528
	1	89,650
Average		45,879

4.4.4 2012 Growth in operating costs

The growth in operating costs for the 2012 report is calculated based on the change in CPI and the change in fuel costs from 2009 to 2011. The calculation for the proportion of operating costs that is attributed to fuel is given below. [REDACTED] did not provide information on fuel costs.

Company	Driver	Cost	Fuel Cost	Proportion for fuel (Fuel cost/Cost)
[REDACTED]	1	31,700	10,000	0.3155
	2	40,770	15,000	0.3679
	3	44,720	10,000	0.2236
	4	52,770	15,000	0.2843
	5	43,720	10,000	0.2287
[REDACTED]	1	31,700	10,000	0.3155
	2	40,770	15,000	0.3679
	3	44,720	10,000	0.2236
	4	52,770	15,000	0.2843
	5	43,720	10,000	0.2287
Average				0.2840

The change in fuel costs will be given a weight of 28.40% and the change in CPI will be given a weight of 71.60%. The calculation for the growth in operating costs is given below. This number is taken as a negative because operating costs are negative in the by-law calculation.

	2009	2011	% Change	Weight	Weighted change
Fuel	91.5	124	35.52%	28.40	10.09%
CPI	113.6	120	5.63%	71.60	4.03%
Total					14.12%

4.5 (C) Number of drivers per taxicab

4.5.1 2010 Explanation

The number of drivers per taxicab in 2007 and 2009 were calculated as shown below. A dash indicates that no data was collected for that company in that year. The ratio of drivers per taxicab was calculated as an average of the ratios from all of the companies. The problem with this method is that it supposes that each company represents the same proportion of the taxi industry. A more accurate representation of the number of drivers per taxicab can be calculated by dividing the total number of drivers by the total number of taxis.

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Company	2007			2009		
	Drivers	Cars	Drivers/Car	Drivers	Cars	Drivers/Car
	323	231	1.4	384	229	1.7
	-	-	-	39	32	1.2
	80	50	1.6	-	-	-
	224	117	1.9	249	139	1.8
	41	26	1.6	34	34	1.0
	15	13	1.2	15	13	1.2
	41	25	1.6	-	-	-
	22	18	1.2	72	57	1.3
Average Ratio			1.5			1.17
Total	746	480		793	504	

The number of drivers per taxicab in 2007 is 1.55 (746/480).

The number of drivers per taxicab in 2009 is 1.57 (793/504).

4.5.2 2012 Explanation

Four taxi companies provided data about the number of drivers and taxicabs that they have. The data are as follows:

Company	Number of cars	Number of drivers
	45	58
	33	39
	265	339
	141	206
Total	484	642
Ratio		1.33

The number of drivers per taxicab in 2011 is 1.33.

4.6 Sources

- i. [redacted] data
- ii. [redacted] data
- iii. [redacted] data
- iv. [redacted] data
- v. Consumer Price Index, by City, 2008-2012, Statistics Canada
- vi. Consumer Price Index, Ontario Public Service Employees Union
- vii. Fuel Price Data, 2007, Ontario Ministry of Energy
- viii. Fuel Price Data, 2009, Ontario Ministry of Energy
- ix. Fuel Price Data, 2011, Ontario Ministry of Energy

5 Weighting Factor 5: Licence Value

5.1 2010 Data

	2007	2009	% Change
A) Average sale price	\$113,575	\$107,154	-5.65%
B) Average lease price	\$850	\$759	-10.71%
Group total			-16.36%
Group average			-8.18%

5.2 2012 Data

	2009	2011	% Change
A) Average sale price	\$107,154	\$132,565	23.71%
B) Average lease price	\$759	\$925	21.87%
Group total			45.59%
Group average			22.79%

5.3 Explanation

The lease and sale prices from 2007, 2009, and 2011 were collected by the City of Mississauga (5-i).

5.4 Sources

- i. Taxi transfer values for 2007, 2009, and 2011

6 Overall Statistics

6.1 2010 Data

Statistic	Former 2010 Data			Corrected 2010 Data		
	% Change	Weighting Factor	Weighted Change	% Change	Weighting Factor	Weighted Change
1. Number of trips dispatched by brokerage	-25.43%	17.2	-4.37	-25.43%	17.2	-4.37%
2. Increase in Business Industry	6.39%	11.1	0.71	1.04%	11.1	0.12%
3. Population Related factors	8.70%	30.4	2.65	8.70%	30.4	2.65%
4. Information on drivers/operators	-16.09%	11.8	-1.90	-8.76%	11.8	-1.03%
5. Licence value	-8.18%	29.5	-2.41	-8.18%	29.5	-2.41%
Total Change			-5.33			-5.06%

6.2 2012 Data

Statistic	% Change	Weighting	Weighted Change
1. Number of trips dispatched by brokerage	16.24%	17.2	2.79%
2. Increase in Business Industry	-1.11%	11.1	-0.12%
3. Population Related factors	6.57%	30.4	2.00%
4. Information on drivers/operators	8.47%	11.8	1.00%
5. Licence value	22.79%	29.5	6.72%
Total Change			12.39%

7 Plate Issuance Summary

7.1 2010 Data

Year	Former 2010 Data			Corrected 2010 Data		
	2006	2008	2010	2006	2008	2010
Total taxi licences	592	623	635	592	623	635
Airport taxis	152	152	152	152	152	152
City based taxis	440	471	483	440	471	483
Criteria change	6.99%	2.65%	-5.29%	6.99%	2.65%	-5.09%
City based taxi licences to be issued	31	12	-26	31	12	-24
(city taxis x criteria change)						
Total limit	623	635	609	623	635	611

7.2 2012 Data

	2006	2008	2010	2012
Total Taxi Licences	592	623	635	611
Airport taxis	152	152	152	152
City based taxis	440	471	483	459
Criteria change ¹	6.99%	2.65%	-5.04%	12.39%
City based taxi licences to be issued	31	12	-24	57 ²
(city taxis x criteria change)				
Total limit	623	635	611	668

1. The criteria change is applied to the number of city based taxis. The number of licences to be issued is calculated as follows:

$$2010: 483 \times -5.04\% = -24$$

$$2012: 459 \times 12.39\% = 57$$

2. The requirement to issue 57 taxicab plates for 2012 is based on 24 plates being withdrawn for 2010, resulting in a net measure of 33 taxicab plates and increasing the total number of taxicab plates issued from 635 to 668.



Corporate Report

Clerk's Files

Originator's
Files

Public Vehicle Advisory Committee
DEC 09 2013

3

DATE: November 27, 2013

TO: Chair and Members of the Public Vehicle Advisory Committee
Meeting Date: December 9, 2013

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

SUBJECT: **Scope of Work for Consulting Services re Taxi Plate Issuance Model**

RECOMMENDATION: That the Public Vehicle Advisory Committee provide comments to staff on the draft scope of work for consulting services to review the issuance model for taxi plates and accessible taxi plates as outlined in the report from the Commissioner of Transportation and Works dated November 27, 2013 entitled "Scope of Work for Consulting Services re Taxi Plate Issuance Model".

**REPORT
HIGHLIGHTS:**

- At its meeting of July 3, 2013 Council approved a recommendation that consideration be given to including \$100,000 for consulting services in the 2014 budget for Regulatory Services to review the issuance model for taxi plates and accessible taxi plates.
- This report provides the draft scope of work for the consultant's study for comments by PVAC and other stakeholders, as well as a timeframe for the study.
- The draft scope of work for the consultant's study includes three general requirements: predicting demand for taxicab and accessible taxicab services in Mississauga; evaluating the economic impact of meeting demand through different licence supply approaches; and, evaluating the demand and economic impact of changes to taxicab

and accessible taxicab fare components.

- Three key deliverables proposed for the consultant's study are: recommend an approach to predicting demand for taxicab and accessible taxicab services for Mississauga; recommend a licence supply approach; and, recommend a fare model/strategy for taxicabs and accessible taxicabs.
- The timing for completion of the consultant's study and consideration of recommendations by the PVAC is June 2014.

BACKGROUND:

At its meeting of July 3, 2013 Council approved the following recommendation from the PVAC:

"PVAC-0016-2013

- 1. That consideration be given to including \$100,000 for consulting services in the 2014 Budget for Regulatory Services to review the issuance model for taxi plates and accessible taxi plates.*
- 2. That the existing model for the issuance of taxi plates, and related processes, as outlined in the Public Vehicle Licensing By-law 420-04, as amended, be used until such time as the consultant's final report and recommendations regarding the issuance of taxi plates and accessible taxi plates are approved by the Public Vehicle Advisory Committee and Council."*

The proposed 2014 budget for Regulatory Services includes \$100,000 for consulting services to review the issuance model for taxicab and accessible taxi plates (consultant's study). Council approval of the City 2014 operating budget is anticipated in mid December 2013.

The purpose of this report is to provide the draft scope of work for the consultant's study for comments by the PVAC and other stakeholders. In addition this report will outline the timing of the consultant's study.

COMMENTS:Draft Scope of Work

Attached to this report as Appendix 1 is the draft scope of work for the consultant's study. As shown in Appendix 1, the consultant's study includes three general requirements, as noted below:

1. Predicting demand for taxicab and accessible taxicab services in Mississauga;
2. Evaluating the economic impacts of meeting demand through different licence supply approaches; and,
3. Evaluating the demand and economic impacts of changes to taxicab and accessible taxicab fare components.

Three key deliverables of the general requirements noted above are as follows:

- Recommend an approach to predicting demand for taxicab and accessible taxicab services for Mississauga;
- Recommend a licence supply approach; and,
- Recommend a fare model/strategy for taxicabs and accessible taxicabs.

Further details on the three general requirements noted above in bullet points numbered 1, 2 and 3 are shown in Appendix 1 attached. The draft scope of work proposed for the Mississauga consultant's study is similar to the one used by the City of Toronto in their completed study of taxi plate issuance models.

Timing:

A high level project plan for the study with timing is shown below:

December 2013

- Finalize scope of work.
- Finalize request for proposal (RFP).

January 2014

- Issue RFP.
- Evaluate consultant's proposals and award contract to successful bidder.

February 2014

- Consultant to finalize project plan, including stakeholder consultation process and timing of checkpoint update meetings with the PVAC at key project milestones.
- Project plan to be considered by the PVAC as an information item.

March 2014 to June 2014

- Consultant to undertake study.
- Checkpoint update meetings to be scheduled with staff on a biweekly basis.
- Checkpoint update meetings to be held with the PVAC at key milestone as determined in the project plan (refer to February 2014 above).

June 2014

- Consultant's final report to the PVAC with recommendations.

The timing of the consultant's study is very aggressive. Staff are cautiously optimistic that this timetable can be met and that the PVAC can consider the consultant's recommendations in June 2014. However, there are a number of factors that may delay the PVAC's consideration of the consultant's final report, including the time required to finalize the draft scope of work, the time required for consultation with stakeholders; and, the nature and extent of any required rework arising from the checkpoint updates provided to the PVAC at key milestones in the project. It should be noted that a similar study completed by the City of Toronto took approximately 18 months to finish.

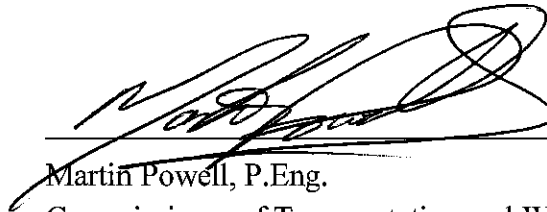
FINANCIAL IMPACT: The proposed 2014 budget for Regulatory Services includes funding in the amount of \$100,000 for consulting services to review the issuance model for taxicab and accessible taxi plates.

CONCLUSION:

Earlier this year Council approved a recommendation from the PVAC to consider including funding in the proposed 2014 operating budget for Regulatory Services to engage consulting services to review the model for the issuance of taxicab and accessible taxicab plates. This report presents a draft scope of work for review and input by the PVAC and other stakeholders, prior to the RFP for consulting services being finalized and issued. In addition, this report outlines a high level timetable for the consultant's study. Staff are cautiously optimistic that the consultant's study can be completed with the final report and recommendations to be considered by the PVAC in June 2014.

ATTACHMENTS:

Appendix 1: Draft Scope of Work – Consulting Services – Taxi Plate Issuance Model



Martin Powell, P.Eng.

Commissioner of Transportation and Works

Prepared By: Mickey Frost, Director of Enforcement

DRAFT SCOPE OF WORK**CONSULTING SERVICES – TAXI PLATE ISSUANCE MODEL REVIEW**

The City of Mississauga requires consulting services to address three related general requirements:

1. Predicting Demand For Taxicab And Accessible Taxicab Services In Mississauga

In particular, the vendor will be required to:

- Engage Mississauga's taxicab industry stakeholders in determining potential factors affecting demand and potential surrogate or direct measures of demand for taxicab and accessible taxicab services;
- Research and examine additional factors affecting taxicab demand used in predictor models in other jurisdictions, including models used in at least four comparable Ontario municipalities and at least four comparable municipalities outside of Ontario;
- Consider and propose alternative approaches to predicting demand for taxicab and accessible taxicab services;
- Evaluate potential predictor models and/or other approaches against direct or surrogate measures of demand, including the existing model used by the City of Mississauga; and,
- Recommend an approach to predicting demand for taxicab and accessible taxicab services for Mississauga.

2. Evaluating The Economic Impact Of Meeting Demand Through Different Licence Supply Approaches

Based on the recommended demand predictor approach for taxicab and accessible taxicab services, the vendor will:

- Project taxicab and accessible taxicab demand over the next 10 years;
- Research and examine licensing supply approaches used in other jurisdictions, including supply approaches used in at least four comparable Ontario municipalities and at least four comparable municipalities outside of Ontario;
- Consider and propose different licensing supply approaches, including the existing approach used by the City of Mississauga;
- Analyze the economic impact of meeting the current and future demand for taxicab and accessible taxicab services using various licence supply approaches, including the

existing approach used by the City of Mississauga, with consideration for driver income, taxicab lease rates, taxicab plate values and the municipality's requirements for the provision of accessible taxicab services as outlined in the *Accessibility for Ontarians with Disabilities Act (AODA) S.O. 2005* and Ontario Regulation 191/11, Integrated Accessibility Standards under the AODA; and,

- Recommend a licence supply approach.

3. Evaluating The Demand And Economic Impact Of Changes To Taxicab And Accessible Taxicab Fare Components

The vendor will:

- Analyze the impact of changes to fares on taxicab and accessible taxicab demand, driver income, plate values and lease rates over the next ten years.
- Recommend a fare model/strategy for taxicabs and accessible taxicabs.

DEC 09 2013

November 8, 2013

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

Attention: Councillor Nando Iannicca, Chairman, PVAC

Dear Sir:

The current debate concerning accessible taxi service, and the question of the option of engaging a consultant to look into this situation, revolves around the following indisputable facts.

- 1) On demand accessible taxi service does not at this time exist in Mississauga; previous attempts to have the existing taxi services integrate this service into regular taxi service have been a dismal failure, and a new service plan must be instituted (as required under the Provincial AODA mandate).
- 2) Currently, accessible taxi insurance is available for approximately \$13,000.00 per year for single driver vehicles; multiple driver insurance (actually not true insurance) is available from the Provincial Facility Program for approximately \$18,000.00 per year. This factor has only arisen in the last year, and has fundamentally changed the entire playing field for the accessible taxi discussion. Demands for Provincial Government intervention in this matter are not likely to bear fruit any time soon.
- 3) Accessible taxis purchase prices run from the mid \$30 thousand range to \$50 thousand, adding an extra burden to most owners operating expenses.
- 4) There can be no differentiation in the price charged for accessible and regular taxis. If there are going to be two categories of taxis, one operating at a much higher capital and insurance cost level, then some mechanism must be put in place to compensate those operating the accessible portion of the fleet.
- 5) The current size of the taxi fleet in Mississauga is more than adequate for the existing demand for taxis; any addition of vehicles would only decrease the incomes of the vehicle operators already on the road.

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With these facts in mind, we should look at the various scenarios for solving the problem of lack of accessible taxi service in Mississauga.

- 1) Convert all taxis to accessibles as they retire current vehicles, achieving 100% accessibility in seven years. The meter would be immediately recalibrated to reflect the costs of operating an accessible; the first conversions would profit from having a small number of vehicles serving the market, while the sedan/van operators would be able to save the extra fare income up for their eventual purchase of the accessible vehicle. This would not change the number of taxis on the road, and would get the accessible fleet up to a reasonable number by the spring of 2015. There would be no impact on the priority list (with the understanding that all future issues from the list would be accessible vehicles).
- 2) Issue transferable accessible taxi plates from the priority list. This would result in the oversupply of taxis for Mississauga, lowering the income of all drivers, reducing the value of taxi plates. Taxi brokerage incomes would go up with the extra number of vehicles in the overall fleet.
- 3) Require, by lottery, or some other random selection, a fraction of the Mississauga fleet to purchase accessible vehicles. Because the meter would have to reflect the real cost of operating an accessible (incidentally, which the current rate does not), you would have a two tier level of taxis, those just covering costs (accessibles) and those landing a windfall by operating a cheaper unit. Obviously, there would also be a two tier level of taxi plate values. And there would be the question of which plates issued off the priority list in the future would be regular and which accessible (if there was going to be a difference).
- 4) Have the accessible fleet subsidized by any mix of Municipal, Provincial or Federal grants or subsidies. This would enable operators to continue offering their services at current meter rates. There would have to be some mechanism to determine which operators became accessible, and which stay as regular vehicles.

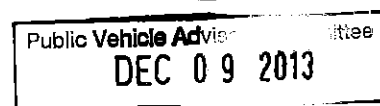
These are the plain and simple facts of the operational aspects of the taxi industry in Mississauga today. Moving ahead to capitalize on the growing market for accessible transportation services in the private, institutional, and governmental spheres is the last best hope for maintaining a vigorous taxi service in Mississauga. Hopefully, we can learn from, and profit from, previous experiences in the provision of this service.

The problems are evident; the solutions need to be debated and resolved. Inaction is not one of the options.

Yours truly,

Stephanie Smith

From: MARK SEXSMITH <marksexsmith@rogers.com>
Sent: 2013/12/04 11:41 AM
To: Nando Iannicca
Cc: Stephanie Smith
Subject: By-law 420-04



Nando Iannicca, Chairman PVAC

City of Mississauga
300 City City Centre Dr.
Mississauga, On, L5B 3C1

Dear Sir:

We are approaching the 10th anniversary of the last major review of the Taxi/limousine By-law. In the past decade, there have been changes in technology, taxi broker business plans, and many other aspects of our business that have resulted in some sections of the By-law out of date. I would like to propose that you appoint a sub-committee to come up with recommendations (with appropriate input from the industry and staff) for updating the By-law.

Could you please put this on the agenda of the next PVAC meeting

Yours truly,
Mark Sexsmith

Public Vehicle Advisory Committee Action List- October 15, 2013

Issue	Last Discussed on	Who	In progress	Status
Accessible plates	September 11, 2012	Enforcement Office	- Subcommittee meeting on April 29, 2013 - Subcommittee meeting on May 13, 2013 - Public meeting on June 11, 2013	
Term of plate leases coincide with vehicle year limit	September 11, 2012	Enforcement Office	Completed	
Mobile taxi application	September 11, 2012	Enforcement Office	Completed	
Airport taxi's - Stickers on windshields	September 11, 2012	Enforcement Office	Completed	
Advance payment in evenings	September 11, 2012	Enforcement Office	Completed	
Hotel Shuttles	April 29, 2013	Enforcement Office	Completed	
Regulations of DADD drivers	October 15, 2013	Enforcement Office	In progress	
Public Meetings - Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	Corporate Reports to follow with specific recommendation	
Need for taxi stands	October 15, 2013	Enforcement Office	In progress - letter to be sent to Square One requesting taxi stands for the holiday season	