
Special Meeting

Public Vehicle Advisory Committee

Date

October 1, 2015

Time

9:30 AM

Location

Council Chambers, Civic Centre – 300 City Centre Drive, Mississauga, ON L5B 3C1

Members

Councillor Ron Starr, Ward 6 (Chair)
Councillor Carolyn Parrish, Ward 5 (Vice-Chair)
Al Cormier (Citizen Member)
Vikesh Kohli (Citizen Member)
Rajendra Singh (Citizen Member)
Baljit Singh Pandori (Taxicab Brokerages)
Karam S. Punian (Taxicab Drivers)
Harsimar Singh Sethi (Elected at Large)
Nirmal Singh (Taxicab Owners)
Joshua Zahavy (Limousine Owners)

Contact

Karen Morden, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5471/ Fax 905-615-4181 / Email karen.morden@mississauga.ca

Find it online

<http://www.mississauga.ca/portal/cityhall/publicvehicleadvisory>

CALL TO ORDERAPPROVAL OF AGENDADECLARATIONS OF CONFLICT OF INTERESTMINUTES OF PREVIOUS MEETINGPRESENTATIONS - NilDEPUTATIONS

- A. Matt Daus, Consultant, Windels Marx will lead the Committee Members through a town hall session regarding the scope of the pending Consultant's Report focused on the Regulation of "Transportation Network Companies ("TNCs") in Mississauga. Specifically, Mr. Daus is seeking feedback and input on existing laws and regulatory paradigm, for-hire ground transportation Service Demand and modes, the current state of transportation services, transportation service improvements, and new technology solutions.

** Any person wishing to address the Committee on this matter shall advise the Legislative Coordinator in writing by Wednesday, September 30, 2015 at 12:00 NOON at karen.morden@mississauga.ca **

MATTERS TO BE CONSIDERED1. Information Items1.1 Uber

Email dated August 16, 2015 from Peter Pellier, Taxicab Industry with respect to Uber.

RECOMMEND RECEIPT

1.2 Uber: Best Practices in Dealing with Mobile Taxicab Mobile Applications (TMA) from Other Cities

Letter dated August 27, 2015 from Chris Schafer, Uber Public Policy Manager – Canada with respect to best practices in dealing with Taxicab Mobile Applications (TMA) from other cities.

RECOMMEND RECEIPT

1.3 PVAC 2015 Action List

Public Vehicle Advisory Committee 2015 Action List, updated for the October 1, 2015 Special PVAC meeting.

RECOMMEND RECEIPT

OTHER BUSINESS

DATE OF NEXT MEETING: Tuesday, November 17, 2015 at 2:00 PM, Council Chamber, Civic Centre – 300 City Centre Drive, Mississauga L5B 3C1

ADJOURNMENT



Minutes (DRAFT)

PUBLIC VEHICLE ADVISORY COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

WEDNESDAY, AUGUST 12, 2015 – 10:03 A.M.

COUNCIL CHAMBERS

SECOND FLOOR, CIVIC CENTRE

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

<http://www.mississauga.ca/portal/cityhall/publicvehicleadvisory>

Members

Members Present:

Councillor Ron Starr, Ward 6 (Chair)
Councillor Carolyn Parrish, Ward 5 (Vice-Chair)
Al Cormier (Citizen Member)
Vikesh Kholi (Citizen Member)
Rajendra Singh (Citizen Member)
Baljit Pandori (Taxicab Brokerages)
Karam S. Punian (Taxicab Drivers) – (arrived at 10:08 A.M.)
Harsimar Singh Sethi (Elected At Large)
Nirmal Singh (Taxicab Owners) – (arrived at 10:24 A.M.)

Members Absent:

Joshua Zahavy (Limousine Brokers)

Staff Present:

Mickey Frost, Director, Enforcement
Daryl Bell, Manager, Mobile Licensing Enforcement
Robert Genoway, Legal Counsel
Crystal Greer, Director, Legislative Services & City Clerk
Diana Rusnov, Manager, Legislative Services & Deputy Clerk
Karen Morden, Legislative Coordinator

Contact: Karen Morden, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 5471 Fax 905-615-4181
karen.morden@mississauga.ca

CALL TO ORDERDECLARATIONS OF CONFLICT OF INTEREST – Nil.PRESENTATIONS - NilDEPUTATIONS

A. Chris Schafer, Uber Public Policy Manager – Canada, with respect to Uber operations.

Mr. Schafer spoke regarding Uber operations, providing an overview of Uber, how it works, a historical perspective, how it currently operates in Mississauga and other municipalities, and the future plans for operating in the City of Mississauga.

Discussion ensued amongst Members and several questions were posed to Mr. Schafer, including:

- Whether Uber would be willing to license drivers and taxi plates;
- The percentage split of ride fees between Uber drivers and the company;
- Whether HST was collected and reported and by whom;
- Whether ride fees were changeable with Uber;
- Whether Uber drivers were also licensed taxicab drivers.

Mr. Schafer advised that Uber seeks to be regulated in Mississauga, though does not consider Uber a taxi service. Mr. Schafer noted that Uber drivers receive 80% of the ride fees, while the company receives 20% and that drivers were responsible for reporting HST. He further noted that Uber does not collect HST, only the drivers. To the inquiry regarding changing/variable rates and fees for Uber rides, Mr. Schafer advised that rates do change on occasion based on demand and that the fees are always transparent to the customer. Mr. Schafer further noted that while some Uber drivers are also taxicab drivers, most are not.

Further discussion amongst Members developed additional inquiries of Mr. Schafer including:

- Uber's insurance policy and whether it had been filed in Mississauga;
- Whether Uber drivers were permitted to perform an additional pick-up after delivering a passenger from another city;
- Whether Uber's statistical data is available to be shared amongst cities;
- Why Uber applied for a brokerage licence in both Toronto and Mississauga, despite not classifying themselves as a taxi company;
- How Uber drivers were monitored/supervised;

- Whether Uber drivers were permitted to refuse a short trip;
- Whether Uber would advocate for a fair priced buy-out for licensed taxicab plate owners in talks with the Province;
- Whether Uber had a preferred/priority passenger list and whether Uber had removed individuals, such as City employees, from their passenger lists.

Mr. Schafer noted that Uber does have insurance and was unsure if it had been filed in Mississauga. Regarding additional cross-cities pick-ups, Mr. Schafer said he was unsure whether it was happening, but was aware of Barrie to Toronto pick-ups. Mr. Schafer further noted that Uber has an arrangement to share data with the City of Boston with protections and audit practices in place. Mr. Schafer commented that Uber had applied for a taxi brokerage licence as part of a process in the hopes of becoming regulated in Toronto and Mississauga and noted that Uber drivers do not refuse short trips as they do not know the passengers' destination until the transaction is completed in-car. He further noted that Uber drivers and passengers were part of an online rating system and that both drivers and passengers had been removed from the Uber system due to poor ratings, though he was not aware of the removal of specific groups of people, such as City employees. Mr. Schafer commented that the taxi plate values had not fallen to be useless in other places and they had not advocated for anything in that regard but that Uber does advocate for the unlicensed driver.

Several audience members spoke to the matter:

Atif Awan, Taxicab Driver commented on the requirements of the By-law in Mississauga and the need for enforced regulations.

Yad Sidhu, Taxicab Industry commented on the increase of taxis in operation, insurance issues, and employment issues.

Peter Pellier, Taxicab Industry commented on legality issues of mobile taxicab applications.

Justin Fergus, Uber passenger, Newmarket Ontario, commented on his preference for using Uber and his positive experience in utilizing the service.

Maria Lendvay, Taxicab Driver commented on the City of Mississauga and the taxicab industry's ability to determine the need of additional taxicabs and provide an adequate number of plates and vehicles to meet that need, under the current By-law.

Varinder Singh, Taxicab Industry commented on the fluctuating rates/fees of Uber fares as determined by the company and the need for rules and regulations.

Phillip Sheridan, Taxicab Industry commented on legality issues of Uber operations, the lengthy waiting list to obtain a taxicab plate licence in Mississauga, and inquired whether there is a statement on the job application for Uber indicating that income must be reported to Revenue Canada, to which Mr. Schafer confirmed there is.

Antoine Khairallah, Taxicab Owner commented on the fee he had paid for his taxicab licence plate and the necessity of paying taxes on earnings.

Syed Shah, Taxicab Driver commented on conditional insurance policies.

Mr. Schafer spoke to his meetings with City Councillors and Enforcement staff in 2014, noted that the current regulatory system is not working and a new regulatory framework should be considered, and that Uber will continue to focus on servicing the customers and drivers across Canada.

Councillor Starr encouraged members of the taxicab industry and consumers to provide feedback to the Councillors on PVAC and related staff.

RECOMMENDATION

That the deputation and associated handout from Chris Schafer, Uber Public Policy Manager – Canada, regarding Uber operations, be received for information.

Received (H. S. Sethi)
Recommendation PVAC-0030-2015

MATTERS CONSIDERED

1. Minutes of Previous Meeting

1.1 Minutes of the Public Vehicle Advisory Committee meeting held on June 16, 2015.

Approved (A. Cormier)

2. Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers

Corporate Report dated July 21, 2015 from the Commissioner of Transportation and Works entitled, "Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers".

Mickey Frost, Director, Enforcement briefly spoke to the report and noted that the report was brought forward for comments from PVAC for a future report to General Committee.

Councillor Parrish noted agreement with the recommended changes to the By-law which would bring the requirements in-line with the tow truck drivers' requirements.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works, dated July 21, 2015 and entitled, "Changes to the Public Vehicle Licensing By-law 420-04, as amended, for the Licensing of Taxi and Limousine Drivers", be received;
2. That staff incorporate comments received from the Public Vehicle Advisory Committee and prepare a report to be considered by General Committee on the recommended changes to the requirements for the licensing of taxi and limousine drivers.

Received (Councillor Parrish)
Recommendation PVAC-0031-2015

3. Engagement of Consulting Services for the Regulation of Taxicab Mobile Applications

Corporate Report dated July 28, 2015 from the Commissioner of Transportation and Works entitled, "Engagement of Consulting Services for the Regulation of Taxicab Mobile Applications".

Councillor Parrish suggested that the financial impact of the consulting services be decreased to \$30,000 and that the Request for Proposal move forward in consultation with the PVAC Councillors.

Al Cormier, Citizen Member commented that other cities should be consulted regarding their approach in dealing with taxicab mobile applications, including those who are working with companies such as Uber.

RECOMMENDATION

1. That the report from the Commissioner of Transportation and Works dated July 28, 2015 and entitled "Engagement of Consulting Services for the Regulation of Taxicab Mobile Applications", be received;
2. That staff amend the projected financial impact in the Request for Proposal to \$30,000;
3. That staff proceed with the process to procure consulting services for the regulation of Taxicab Mobile Applications, in consultation with Councillor Starr and Councillor Parrish.

Received (Councillor Parrish)

Recommendation PVAC-0032-2015

4. Information Items

4.1 Uber Update

Corporate Report dated July 7, 2015 from the City Solicitor entitled, "Uber Update", as presented to Council at their meeting on July 8, 2015.

RECOMMENDATION

That the Corporate Report dated July 7, 2015 from the City Solicitor entitled, "Uber Update", be received for information.

Baljit Pandori, Taxicab Brokers requested a progress update.

Robert Genoway, Legal Counsel provided a brief update with respect to charges. Mr. Frost further advised that charges were before the court and referred back to the discussion on Item 3 - Engagement of Consulting Services for the Regulation of Mobile Taxicab Regulations.

Received (H. S. Sethi)

Recommendation PVAC-0033-2015

4.2 Change of Inspection Place

Mohammad Shabbeer, Taxicab Driver spoke regarding his email dated July 24, 2015 with respect to a change of the location for inspections for taxicabs and distributed a handout to the PVAC Members outlining the reasons for his request to have the inspection location moved back to the original location at the airport.

Daryl Bell, Manager, Mobile Licensing Enforcement responded to Mr. Shabbeer's request, noting the reasons the location had been changed to the Mobile Enforcement location at 3235 Mavis Road in 2012.

RECOMMENDATION

That the email dated July 24, 2015 from Mohammad Shabbeer, Taxicab Driver with respect to a change of the location for inspections be received for information.

Received (H. S. Sethi)

Recommendation PVAC-0034-2015

4.3 Requested Changes to By-law 420-04, as amended

Email dated August 4, 2015 from Mark Sexsmith, All Star Taxi with respect to an amendment to the Public Vehicle Licensing By-law 420-04, as amended regarding the "Definitions and Interpretations" section of the By-law.

Mr. Sexsmith spoke regarding his recommended amendments to the "Definitions and Interpretations" section, noting that a change to the definition of a "taxicab driver" and a "taxicab brokerage" would better reflect the interpretation of these positions, thus making it easier to enforce the By-law with unlicensed drivers.

Councillor Starr advised that his suggestions would be referred back to staff to be considered for inclusion in the work of the consultant engaged to review practices of the regulation of mobile taxicab applications.

RECOMMENDATION

That the email dated August 4, 2015 from Mark Sexsmith, All Star Taxi with respect to an amendment to the Public Vehicle Licensing by-law 420-04, as amended regarding the "Definitions and Interpretations" section of the By-law, be referred to staff for consideration and report back to the Public Vehicle Advisory Committee.

Referred (A. Cormier)

Recommendation PVAC-0035-2015

4.4 Terms of Reference for the Public Vehicle Advisory Committee

Memorandum dated July 8, 2015 from Karen Morden, Legislative Coordinator regarding the Terms of Reference for the Public Vehicle Advisory Committee.

No discussion took place on this item.

RECOMMENDATION

That the memorandum dated July 8, 2015 from Karen Morden, Legislative Coordinator with respect to the Terms of Reference for the Public Vehicle Advisory Committee, be received for information.

Received (K. S. Punian)

Recommendation PVAC-0036-2015

4.5 Public Vehicle Advisory Committee – Action List

Updated Public Vehicle Advisory Committee Action List for 2015.

No discussion took place on this item.

RECOMMENDATION

That the Public Vehicle Advisory Committee Action List for 2015 be received for information.

Received (A. Cormier)

Recommendation PVAC-0037-2015

OTHER BUSINESS

- a) Karam Punian, Elected Member - Taxicab Drivers, requested further discussion on Item 2. Mr. Punian was advised that a future report would go to General Committee and would include any comments from the industry. Mr. Frost further advised that the report was not brought forth for approval, but for comments.

Mr. Punian requested that a poll be taken individually to ensure that Members understood the report and that it be re-opened for discussion. Councillor Starr reiterated that the report was before the Committee for comments and receipt, that Mr. Punian's comments would be included in the future report to General Committee, and that he is welcome to attend General Committee to provide further comments.

-
- b) Yad Sidhu, Taxicab Industry requested an update with respect to the June 16, 2015 PVAC meeting discussion regarding the regulation of Uber. Councillor Starr advised that Councillors and staff are working on a solution. Mr. Frost clarified that staff have not been asked by Council to shut Uber down, but to explore various solutions to a complicated issue so that an informed decision could be made.

DATE OF NEXT MEETING

Tuesday, September 22, 2015, 10:00 AM - Council Chambers, Mississauga Civic Centre, 300 City Centre Drive, Mississauga L5B 3C1

ADJOURNMENT – 12:55 P.M.

DRAFT

From: Peter Pellier
Sent: 2015/08/16 12:33 PM
To: Ron Starr; Carolyn Parrish; Al Cormier; Baljit Pandori; Karen Morden; Mickey Frost; Daryl Bell
Cc: MAYOR; Jim Tovey; Karen Ras; Chris Fonseca; John Kovac; Nando Iannicca; Matt Mahoney; Pat Saito; Sue McFadden; George Carlson; Mark Sexsmith; ronnieb; sami; marialendvay; g_beswick; bestrip
Subject: UBER

THE CHAIR & MEMBERS,
PVAC.

Prior to launching its service in Mississauga, Uber made no attempt whatsoever to clarify or comply with regulatory requirements that applied to them. Instead, the company chose to ignore the law, and aggressively pursue business that, clearly, was the purview of the City's licensed cabs. What resulted was a playing field that was anything but level, seeing as Uber operators, in open defiance, exempted themselves from the financial burden faced by licensed drivers and owners. As a result, considerable financial damage has been inflicted on those who play by the rules.

At the April 12th PVAC meeting, an Uber official advised the Committee that the company is now willing to enter the regulatory fold. Though it was not stated, there is little doubt Uber's newfound enthusiasm to play ball is limited to those provisions that, in no way, impede the company's intended aims and objectives. In short, it will insist on the right to expand at will - a notion completely at odds with the limitation on plates that underpins the taxi industry, and has done so since September, 1970.

Two questions immediately come to mind. Why should the City undertake any attempt to accommodate Uber, given the company's utter disregard for the Public Vehicle Licensing By-law up to now? Secondly, how can Uber X possibly be accommodated, given the strict controls on the number of licensed cabs, in place for 45 years.

As for creating a new licence category to address so-called ridesharing services, such a move not only is antithetical to the Licence Issuance Model, but also, would further destabilize the local taxi industry. It goes without saying the City's responsibility in this matter is not restricted solely to the travelling public. Consideration must be accorded the many drivers and owners who have paid their licence fees over the years in good faith.

If Uber and similar operations wish to operate in Mississauga, let them do so either under a taxi broker's licence, or a limousine broker's licence, and govern themselves accordingly.

In the meantime, under no circumstances can they be allowed to operate at will, to the extreme detriment of local cabbies. The By-law needs to be rigorously enforced.

PETER D. PELLIER

U B E R

Public Vehicle Advisory Committee

OCT 01 2015

August 27, 2015

Mr. Mickey Frost
Director, Enforcement
Transportation & Works Department
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1

Dear Mr. Frost,

RE: Best Practices in Dealing with Mobile Taxicab Mobile Applications (TMA) from other Cities

As you know, city staff has been directed to report on best practices in dealing with mobile taxicab applications from other cities at the September 22, 2015, meeting of the Public Vehicles Advisory Committee (PVAC). In anticipation of that report, I am writing to you in advance to provide the perspective of Uber Canada with respect to this pending report.

As you are aware, Uber is a global technology company with operations in 59 countries and over 330 cities around the world. In Canada, Uber is available in Edmonton, Toronto (the Greater Toronto Area (GTA) including Mississauga), Ottawa, South Western Ontario (Hamilton, Region of Waterloo, London, and Guelph), Montreal, Quebec City, and Halifax. Uber has hundreds of thousands of riders and over 13,000 driver partners in the GTA, a majority of whom drive on the Uber platform part-time.

As a technology company, Uber connects passengers and drivers without the need for a physical intermediary. Passengers use the Uber smartphone application (app) to request a ride on-demand from wherever they happen to be. Drivers, who choose to partner with Uber, use the Uber driver app to receive ride requests from nearby passengers.

In Mississauga, Uber offers a range of products including uberX, uberXL, and uberSELECT. UberX, our peer-to-peer ridesharing service priced at 40-50 percent less expensive than traditional taxi in Mississauga, is the focus of this written submission. UberXL is a larger format uberX vehicle capable of seating more than the traditional four passengers, while uberSELECT guarantees a higher end uberX vehicle such as a BMW, Mercedes, etc.

Across Canada, Uber has been actively engaged in meeting with provincial and municipal officials, both elected and bureaucratic, to share information about Uber and to discuss smart regulatory frameworks to govern ridesharing. To date, there is no Canadian jurisdiction in which Uber is banned. In fact, a number of jurisdictions in Canada are actively engaged in review of their taxi by-laws and ridesharing/Uber:

U B E R

- In Vancouver, a Motion was passed late last year to study "the benefits of ridesharing" and report back to Council. Uber and other traditional stakeholders have been actively engaged in stakeholder roundtable consultations on the future of the for-hire transportation sector in Vancouver.
- In Edmonton, it is anticipated that draft TNC by-laws will be presented to the Executive Committee and City Council this fall.
- In Toronto, city staff is preparing a report for consideration by the Licensing and Standards Committee and Council this September with respect to ridesharing/Uber.
- In Ottawa, city staff is engaged in a comprehensive taxi by-law review that will examine ridesharing/Uber this fall, with a new by-law anticipated by the end of 2015 to regulate TNCs such as Uber.
- At the Region of Waterloo, city staff introduced a first-of-its-kind draft by-law to regulate TNCs like Uber. This draft by-law will undergo successive revisions as the public and industry stakeholder consultation process unfolds; a process which includes Uber.

As is evident from the list above, several jurisdictions in Canada are actively considering regulation to address the existence of ridesharing/uberX since its inception in Canada, starting in Toronto in September 2014. Uber has always been supportive of smart adaptable regulations for ridesharing that ensures public safety and consumer interests remain protected.

Internationally, as ridesharing has matured, many jurisdictions have already drafted and passed ridesharing regulations. In fact, 50+ jurisdictions at the state and/or city level in the United States, including Mexico City and the Philippines globally, have adopted smart ridesharing regulations known as Transportation Network Company (TNC) regulations, separate and apart from traditional taxi and limo regulation.

For those jurisdictions interested in studying ridesharing in advance of adopting TNC style regulations and/or amending existing for-hire transportation by-laws, Temporary Operating Agreements (TOAs) have been signed between the TNC (Uber) and municipality to govern the operation of TNCs during this interim period, allowing cities to take the necessary time to study ridesharing before making decisions on an appropriate regulatory response. See the info-graphic below that outlines U.S. jurisdictions with ridesharing regulations and TOAs in place.

Given the recent Ontario Superior Court decision which dismissed the City of Toronto's application for injunctive relief against Uber (in addition to a similar decision from a lower court in Edmonton, Alberta), I understand that Mississauga enforcement staff will now review options to regulate Uber, which includes the engagement of consulting services for the regulation of TNCs like Uber, with a report due back to Council by the end of

U B E R

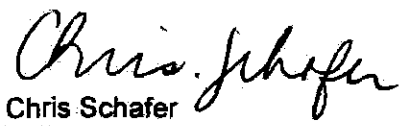
2015. I look forward to being a constructive participant as that process unfolds in Mississauga.

I would respectfully encourage the City of Mississauga to continue to encourage the Province of Ontario to adopt a smart regulatory framework for ridesharing at the provincial level so that all Ontarians can have consistent access to ridesharing across the province and benefit from the availability of innovative transportation alternatives and the job creation it brings.

At the same time, I would encourage the City of Mississauga to review and learn from the 50+ jurisdictions, including Austin, TX, Washington, DC, and the State of Illinois, in the United States that have already successfully adopted ridesharing regulations to govern TNC's such as Uber and in doing so, have ensured that citizens in those respective jurisdictions continue to have access to a safe, more affordable and more reliable transportation option.

A Leger poll released on August 25, 2015, found that 1 in 5 Greater Toronto Area (GTA) residents have used the Uber app and 4 in 5 Ontario residents believe Uber should continue to operate in the province of Ontario. By adopting smart regulatory responses to ridesharing, Mississauga will be well positioned to harness the economic potential of ridesharing to create jobs for local residents and create value for local consumers by providing them with enhanced transportation alternatives.

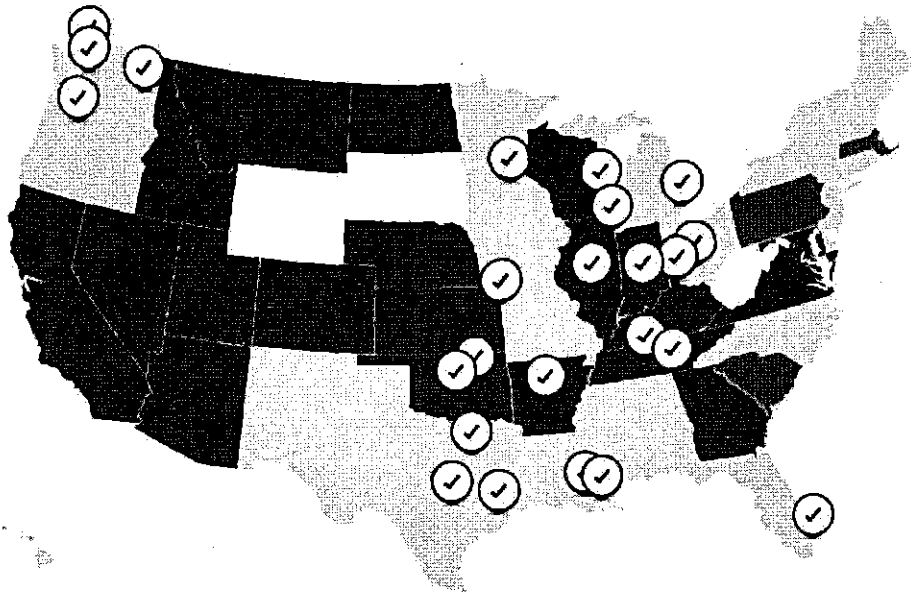
Sincerely,



Chris Schafer
Public Policy Manager
Uber Canada

- cc: Mr. Daryl Bell
- Ms. Karen Morden
- Ms. Sacha Smith
- Mayor Bonnie Crombie - Mayor
- Councillor Jim Tovey
- Councillor Karen Ras
- Councillor Chris Fonseca
- Councillor John Kovac
- Councillor Carolyn Parrish
- Councillor Ron Starr
- Councillor Nando Iannicca
- Councillor Matt Mahoney
- Councillor Pat Saito
- Councillor Sue McFadden
- Councillor George Carlson

Nearly 1M people have signed petitions supporting ridesharing in their cities.



- UBER DOES NOT OPERATE
- UBER OPERATES
- STATEWIDE TEMPORARY OPERATING AGREEMENTS
- STATEWIDE BILL ON THE GOVERNOR'S DESK
- STATEWIDE RIDESHARING REGULATIONS
- ⊙ RIDESHARING REGULATIONS IN CITY
- ⊙ TEMPORARY OPERATING AGREEMENTS IN CITY

RIDESHARING REGULATIONS

COLORADO 4.28.2014	HOUSTON 8.6.2014	LITTLE ROCK 11.18.2014	VANCOUVER 2.26.2015	NORTH DAKOTA 4.18.2015	TENNESSEE 5.20.2015
CHICAGO 5.28.2014	TULSA 8.28.2014	DALLAS 12.5.2014	KENTUCKY 3.19.2015	KANSAS CITY 4.23.2015	KANSAS 5.22.2015
BATON ROUGE 6.25.2014	CALIFORNIA 8.28.2014	NASHVILLE 12.16.2014	UTAH 4.1.2015	WISCONSIN 5.1.2015	BLOOMINGTON 5.26.2015
SEATTLE 7.14.2014	AUSTIN 10.16.2014	CHATTANOOGA 1.6.2015	ARKANSAS 4.6.2015	INDIANA 5.5.2015	NEBRASKA 5.27.2015
MINNEAPOLIS 7.18.2014	OKLAHOMA CITY 10.21.2014	SPRINGFIELD, IL 1.6.2015	IDAHO 4.7.2015	GEORGIA 9.6.2015	NEVADA 5.29.2015
COLUMBUS, OH 7.21.2014	DC 10.28.2014	ILLINOIS 1.12.2015	NEW ORLEANS 4.9.2015	OKLAHOMA 5.8.2015	
MILWAUKEE 7.22.2014	CINCINNATI 10.29.2014	VIRGINIA 2.17.2015	ARIZONA 4.10.2015	MARYLAND 5.12.2015	

TEMPORARY OPERATING AGREEMENTS

- DETROIT
- MASSACHUSETTS
- PALM BEACH
- PENNSYLVANIA
- PORTLAND
- SOUTH CAROLINA
- SPOKANE

Public Vehicle Advisory Committee 2015 Action List

Updated: OCTOBER 2015

Issue	Last Discussed on	Who	Status
Accessible plates	September 11, 2012	Enforcement Office	Completed
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	In progress • Directed to hold public consultation
Regulations of DADD drivers	October 15, 2013	Enforcement Office	In progress • Directed to hold public consultation
Public Meetings – Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	In progress • Directed to hold public consultation
Parcel Delivery service	October 15, 2013	Enforcement Office	In progress • Directed to hold public consultation
Need for taxi stands	October 15, 2013	Enforcement Office	Completed
2010 and 2012 Taxicab Plate Issuance	February 4, 2014	Enforcement Office	Completed
Timing of taxicab plate renewal issuance - priority list, identification requirement	September 29, 2014	Enforcement Office	In progress
Mobile Licensing Enforcement Practices	March 3, 2015	Enforcement Office	Completed Update to PVAC: 2016
Taxicab Mobile Applications	April 21, 2015	Enforcement Office	Completed

Public Vehicle Advisory Committee
OCT 01 2015

Public Vehicle Advisory Committee 2015 Action List

Updated: OCTOBER 2015

Consultant's Report	April 21, 2015	Enforcement Office	In progress <ul style="list-style-type: none"> • March 3, 2015 – Update to PVAC • September 2015 – Final Report (POSTPONED) • Final Report – to be confirmed
Issuance of Accessible Plates	March 3, 2015	Enforcement Office	In progress
Review of the Terms of Reference for PVAC	April 21, 2015	Clerk's Office	Completed
Illegal Taxicab Operations – Best Practices Report	June 16, 2015	Enforcement Office	In progress
Engagement of Consulting Services – Mobile Taxi Applications	August 12, 2015	Enforcement Office	In progress