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## Council

### **Date**

May 25, 2016

### **Time**

9:00 a.m.

### **Location**

Council Chamber, 2<sup>nd</sup> Floor Civic Centre  
300 City Centre Drive, Mississauga, ON L5B3C1

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## 12. **CORRESPONDENCE**

### 12.1. *Information Items*

12.1.5 An email dated May 21, 2016, from Peter Pellier regarding the reconsideration of Resolution 0083-2016.

Receive for information

12.1.6 A letter dated May 24, 2016, from Uber Canada in regards to the response to the TNC pilot program.

Receive for information  
Notice of Motion 13.2

## 14. **MOTIONS**

14.5 To approve the report entitled PRESTO Operating Agreement Renewal Update dated May 2, 2016 and that staff be granted authority to negotiate a new PRESTO Operating Agreement with Metrolinx subject to Council.

Corporate Report 8.1

14.6 To deem Baylis Medical team building event on June 15, 2016 as one of municipal significance for the purpose of a Special Occasion Permit (SOP).

Information Item 12.1.2

- 14.7. To deem Wesco Distribution Inc. 3rd Annual Trade Show and BBQ event on June 8, 2016 as one of municipal significance for the purpose of a Special Occasion Permit (SOP).

Information Item 12.1.3

- 14.8. At General Committee's meeting on May 18, 2016 GC-0400-2016 was adopted incorrectly and the correct recommendation should read as follows: "that a by-law be enacted to authorize the Commissioner of Planning and Building and the City Clerk to execute a Memorandum of Understanding between Canada Lands Company Limited and the Corporation of the City of Mississauga regarding the potential conveyance of a portion of the property located at 1 Port Street as outlined in the report dated May 2, 2016 entitled "Potential Conveyance of a Portion of Property located at 1 Port Street East" from the Commissioner of Planning and Building.

GC-0400-2016/May 18, 2016

By-law 15.10

15. **INTRODUCTION AND CONSIDERATION OF BY-LAWS**

- 15.10 A by-law to authorize the execution of a Memorandum of Understanding between the Canada Lands Company Limited and the Corporation of the City of Mississauga 1 Port Street East (Ward 1).

Motion 14.5

18. **CLOSED SESSION**

Pursuant to the *Municipal Act*, Section 239 (2)

- 18.2 Litigation or potential litigation, including matters before administrative tribunals, affection the municipality or local board re: **Street Sweeping.**

**Carmela Radice**

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**From:** Peter Pellier [REDACTED]  
**Sent:** 2016/05/21 11:06 AM  
**To:** Mayor Bonnie Crombie; Jim Tovey; Karen Ras; Chris Fonseca; John Kovac; Carolyn Parrish; Ron Starr; Nando Iannicca; Matt Mahoney; Pat Saito; Sue McFadden; George Carlson; Carmela Radice  
**Cc:** Al Cormier; [REDACTED]  
 [REDACTED] Karen Morden; Mickey Frost; Daryl Bell  
**Subject:** NOTICE OF MOTION TO RECONSIDER RESOLUTION 0083-2016

## THE MAYOR &amp; MEMBERS OF COUNCIL:

On May 11, 2016, Council adopted Resolution 0082-2016, which amended the Public Vehicle Licensing By-law, by incorporating the capture option as a means of regulating so-called 'transportation network companies'. This was a major victory from the standpoint of both fundamental justice and consumer health, safety and protection.

As well, Council passed Resolution 0083-2016, calling for the creation of a committee to 'develop terms of reference for a limited one-year pilot program aimed at accommodating TNCs', with the proviso that 'all TNCs operating in Mississauga cease operations in this city until such time as the pilot program is instituted; and non-compliance will result in the committee being disbanded'.

Notwithstanding the fact any attempt to accommodate TNCs as separate and distinct entities is wholly inconsistent with Resolution 0082-2016, that Council issued a cease and desist order, effective immediately, and, at the same, linked the pilot program to compliance with the order, was both reasonable and welcome.

At the GC meeting of May 18, 2016, a Notice of Motion was introduced seeking reconsideration of Resolution 0083-2016. If the intent of the Notice is to scrap the pilot program, seeing as Uber has not complied with the cease and desist order regarding its Uber X operation, that is fully supportable. However, should the motion's intent be aimed at removing the cease and desist order, thereby enabling Uber to continue operating with impunity, then, it must be vigorously rejected by members of Council on a point of principle.

When it comes to by-law compliance, under no circumstance should a municipality deal with those who are breaking the law. That Uber seeks a deferral of the cease and desist order is immaterial, seeing as it continues to operate in open defiance of Resolution 0082-2016. Quite frankly, as long as Uber continues to ignore both the Public Vehicle Licensing By-law and an expressed directive to shut down its operation, who cares what the company thinks or says.

In conclusion, there is a great deal at stake here, not the least of which is the City's credibility.

Thank you.

PETER D. PELLIER,

# U B E R

May 24, 2016

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

Dear Mr. Frost,

Thank you for your response to our letter dated May 16, 2016.

Uber welcomes the opportunity to work with the City of Mississauga on a TNC pilot program. I would propose Mr. Chris Schafer, public policy manager, as the representative on the TNC pilot program committee.

The earliest possible date for the first meeting of the TNC pilot program committee would appear to be May 26, 2016, with a preferred commencement date of the TNC pilot program as early as possible. Mississauga City Council meets on June 8, 2016, and could conceivably approve the terms of a TNC pilot program at that point.

There are over 100,000 riders and over 5,000 driver-partners in Mississauga that rely on Uber and ridesharing each and every day to get a ride and to support their families. Uber remains committed to serving them while working with the city on a TNC pilot program.

It is worth noting that ridesharing in Mississauga is inherently inter-municipal. 61 percent of Uber trips that began or ended within Mississauga's borders were inter-city - that is they ended or began in a different Greater Toronto Area (GTA) municipality. Given the prevalence of inter-city travel, especially as between Mississauga and Toronto, Mississauga Uber driver partners will all go through the Toronto ridesharing regulatory process as approved recently by Toronto City Council.

In addition, 24% of current Uber trips in Mississauga are carpool trips on the uberPOOL platform. Suspending operations would seriously impact intercity mobility for Mississaugans that rely on ridesharing every day to get around the GTA, including those Mississaugans who use uberPOOL as a more affordable carpooling option that helps reduce traffic congestion across the GTA.

## UBER PROVIDES TRANSPORTATION TO AND FROM MISSISSAUGA

MISSISSAUGA, ONTARIO

The aqua lines represent Uber trips starting or ending in Mississauga.

Data from the city of Mississauga between January 1, 2016 and May 15, 2016. Map shows 10,000 trips selected at random from all outgoing or inbound trips. Points have been jittered for privacy. Actual routes have been replaced by routes generated using an automated routing system.



Ridesharing is regulated in over 70 jurisdictions in North America, including Ottawa and Toronto. We remain hopeful that Mississauga City Council will follow their lead and pass smart regulations that embrace ridesharing.

Sincerely,

Ian Black  
General Manager  
Uber Canada