
Council

Date

June 21, 2017

Time

9:00 a.m.

Location

Council Chamber, 2nd Floor Civic Centre
300 City Centre Drive, Mississauga, ON L5B 3C1

13. **CORRESPONDENCE**

13.1. *Information Items*

13.1.2. Email dated June 18, 2017 from Peter Pellier, Taxi Plate Owner regarding a Motion to Issue 38 Taxi Plates.

14.1. Notice of Motion

Recommend Receipt

13.1.3. Email dated June 19, 2017 from Alexander Mantadis, Oakville Resident regarding proposed amendments to Council Resolution 0054-2017 and a Motion to issue additional taxi plates.

14.1. Notice of Motion

Recommend Receipt

14. **NOTICE OF MOTION**

~~14.1. Installation of “Deaf Child Area” Warning Signs – REMOVED FROM AGENDA~~

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

16.15 *Correction:*

A by-law to amend By-law Number 0225-2007, as amended, being the Zoning By-law to add an Exception Table and Section 37 Public Benefits Contribution, Ward 9.
(OZ 14/002 W9)

PDC-0068-2015/ December 7, 2015

- 16.16. A by-law to amend By-law 135-14, as amended being the Licensing Administrative Penalty By-law to be in full force and effect commencing on July 1, 2017 and to be repealed on January 1, 2017.

GC-0186-2017/ June 14, 2017

From: [peter_d_pellier](#) [REDACTED]
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](#)
Cc: [Geoff Wright](#); [Samuel Rogers](#); [Michael Foley](#); [Karen Morden](#)
Subject: MOTION TO ISSUE 38 PLATES
Date: 2017/06/18 10:25:51 AM

THE MAYOR & MEMBERS OF COUNCIL:

Councillor Parrish's motion to issue 38 plates is flagrantly irresponsible, given the fact recommendations contained within the Hara report pertaining to the issuance of plates were never incorporated into the Public Vehicle Licensing By-law. Schedule 13 of the By-law, which includes the Licence Issuance Model, sets forth the proper procedure for determining whether or not additional plates are required.

For the record, the Model includes five criteria, each with a designated weighting. They are as follows:

- (1) Trips dispatched by brokerages - 17.2%
- (2) Increase in business industry - 11.1%
- (3) Population related factors - 30.4%
- (4) Information on Drivers/Operators - 11.8%
- (5) Plate values - 29.5%

While Mississauga's population has increased since the last plate issue in 2014, brokerage order counts are down, particularly in the previous 12 months; as are driver earnings. As for plate values, they have plummeted, as you well know. These three factors alone account for a combined weighting of 71.1%, thus ruling out any necessity for issuing a single new plate. Quite frankly, a reasonable person would conclude Mississauga currently has too many cabs.

To issue plates strictly on the basis of population, and, in the case of an additional 13 plates for 2018, a projected population, as well as contrary to the By-law, reveals an agenda designed to further destabilize an industry seriously challenged by the presence of Uber.

Talk about kicking someone when they are down.

Members of Council, our fate is in your hands. If you disregard the facts at hand by supporting a plate issue, rest assured, the public good will be diminished. To do so will be to turn your backs on nearly 50 years of responsible regulation, and, at the same time, inflict irreparable harm on members of the taxi industry.

PETER D. PELLIER,

[REDACTED]

OAKVILLE. [REDACTED]

From: [alex.man](#)
To: [Bonnie Crombie](#); [Karen Ras](#); [Ron Starr](#); [Chris Fonseca](#); [John Kovac](#); [Jim Tovey](#); [Carolyn Parrish](#); [Nando Iannicca](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [George Carlson](#)
Cc: [Karen Morden](#); [Michael Foley](#); [Samuel Rogers](#)
Subject: Recession of Item 3 of Resolution 0054-2017 and Motion to issue additional plates
Date: 2017/06/19 12:29:47 PM

Alexander Mantadis

[REDACTED]

Ontario, Canada

[REDACTED]

[REDACTED]

June 19, 2017

Dear Madame Mayor and Councillors of the City of Mississauga

Finally Councillor Parrish has come to the rational realization that one cannot randomly throw-out numbers when one decides to issue taxi plates in the City of Mississauga. She now anchors her proposals to the issuance model suggested by the Hara report from Hara Associates Incorporated, dated October 7, 2015 and entitled "Taxi Plate Issuance Model Review" (Hara Report) to justify the plate issuance of 38 additional plates. However, Councillor Parrish purposely fails to mention that the Hara Report calls for plate issuance to be held in abeyance for a variety of fully justified reasons. Please see the quotations below taken from the Hara Report:

"In particular, it is suggested that recommendations involving the release of new licences be held in abeyance until the matter of how TNCs are regulated is resolved." Taxi Plate Issuance Model Review appendix 61i.

"Addressing TNC is outside the scope of this report. However, until the issue of TNCs is resolved, many of the questions addressed in this study may be moot." appendix 6.1 m

Impact on Managing Taxi Numbers.

"Any formula for managing the issuance of additional taxi licences assumes that the municipality is licensing the whole of the market. If the market share of taxi companies is declining because of challenges from TNCs, then increasing the number of taxis makes little sense, even if the city's population and overall use of vehicles-for-hire is rising."

appendix 6.1m

Impact on Accessible Taxi Service.

“In addition, the current approach implicitly relies on the controversial existence of plate value. Until 2014, taxi plates in Mississauga traded privately for as much as \$220,000. Under such circumstances it is relatively easy to motivate the provision of an accessible taxi in exchange for receiving a newly issued plate. But as the market share of TNCs expands, plate values are dropping significantly. If plate values descend to zero, or to any amount below the extra cost of an accessible vehicle-then it will be difficult to get industry operators to step forward and accept an accessible taxi licence.” appendix 6.1 m

“Numerous stakeholders noted that while Mississauga's population is increasing, this has not translated into increased demand for taxis.” appendix 6.1 p

“Based on the evidence, we conclude that Mississauga has enough taxis-there is no oversupply at present.” appendix 6.1 bb

“Evidence also suggests that the strong expansion of the fleet since 2004 (17.2%) has been largely supported by strong growth in Pearson Airport passenger volumes, and associated traffic from air travellers choosing to stay in the Mississauga area. The growth in Mississauga's population has not been enough to sustain this expansion, and other factors, such as the declining cost of private car ownership and meter rate increases, would otherwise have led to a decline in Mississauga taxi demand.” appendix 6.1 bb

“ It is also recommended that whatever formula Mississauga adopts, no new plates be issued until the matter of regulating TNCs (e.g. Uber) is resolved.” appendix 6.1 kk

“Recommendation 4.3: Resolution of TNC Regulation. With the exception of licences issued to serve TransHelp contracts, the issuing of taxi licences under the present or recommended replacement formula should be held in abeyance until Mississauga resolves the regulatory framework for TNCs such as Uber. “ appendix 6.1 uu

“In this climate of uncertainty and lower revenue, it would be difficult to ask the industry to accept the issuing of more taxi licences. “ appendix 6.1 uu

“Resolution of TNC Regulation. With the exception of licences issued to serve TransHelp contracts, the issuing of taxi licences under the present or recommend replacement formula should be held in abeyance until Mississauga resolves the regulatory framework for TNCs

such as Uber. “ appendix 6.1 nnn

As Councillor Parrish noted at the Council meeting of June 13, 2017, the Hara report at least serves as an impartial, unbiased springboard of ideas for the taxi industry in the City of Mississauga. To purposely ignore its intended message, and purposely pick and choose what one wishes from the report for one's own goals suggests that Carolyn Parrish will stop at nothing to get her way in the two month old saga of Mississauga Taxi plates issuance. The Hara report is clear: the recommendation is to not issue plates until the dust settles around TNC regulation and even then it doubts issuance is prudent nor necessary considering the resulting changed circumstances because of the arrival of TNCs in the Mississauga Taxi market.

It must be noted that the Hara report is dated, over two years old. Since that time, as it accurately predicted, plate values have declined significantly and plate lease rates have dropped to \$ 200 to \$ 250 per month (a negative to those who rely on taxi plates as a source of retirement income, yet a positive to those currently driving, where they have seen a thousand dollar deduction in expenses per month!) (In media reports Parrish claims that this is the reason she is taking a stand against plate owners because they are “taking a chunk” of the revenue from drivers ...this is an outright, misleading assertion which has no basis in truth...If an owner and a driver agree to a lease of say 250 dollars a month, the driver is free to use the plate for 24 hours a day for the entire month to provide for his income. The owner is entitled to only \$ 250, not a “chunk” which implies a lot of the driver's earnings. Out of the \$250 plate renewals to the city and hst to the federal and provincial governments must be also paid. Again, to overlook facts on purpose is not being fair, impartial or balanced.) There are currently 17 inactive plates sitting on the shelf due to weak demand for cabs. PVAC which is a broad representative body of the entire industry recommended unanimously, by a vote of 8 to 0 , that plate issuance not be considered at this time.

The take-away is this: there is an oversupply of plates; there is no reason whatsoever to issue a single plate in the existing business climate.

Despite the overwhelming evidence of poor current business conditions, measured recommendations by the Hara report, the valuable input of PVAC, the countless petition efforts of industry participants to counter Councillor Parrish's logic, she persists in destabilizing and effectively holding the industry hostage, for the past two months, with her endless pursuit of plate issuance. Councillor Parrish prefers to ignore facts and recommendations. The only logical conclusion one can assume is that either she favors the complete deregulation of the Mississauga taxi industry as a neoliberalist, libertarian...which is highly unlikely, or she has reached her position for purely political purposes. Either way, there has been no meaningful thought given to the sustainability of the industry; which a responsible Councillor ought to do.

Colleagues actively driving and retired, those in the industry for over 40 years, suspect that Councillor Parrish has taken her position purely for political ends. Her rapid reduction in potential issuance numbers from 250 to 38 strongly suggest that she is willing to compromise her position to have plates issued at any cost, perhaps to pay political debt.

The industry is reeling from ridesharing, plates are on the shelf...yet issuance is actually considered? People are bewildered and asking: Is someone consuming medical marijuana or is someone's judgement clouded by a rumored intoxicating allure of a potential mayoral bid in 2018 ? Why would the City of Mississauga purposely deregulate the taxi business, turning its back on almost 50 years of its own history?

Political compromises make sense in some situations but here, they will be catastrophic. To issue a single plate will undermine the sustainability of the business...already there is "hardly enough" business for the existing number of cabs. Also, former, retired taxi drivers do not have the luxury of fully indexed public pensions as do former MPs to "soften the blow" of another pension write-down which the issuance of additional plates will accomplish.

The individuals in the taxi industry who devoted their lives to working to serve the needs of the citizens of the City of Mississauga, now need the members of Council and the Mayor to have the political fortitude to stand up to the irrationality and sheer recklessness of Councillor Parrish. People in the know are asking themselves : Have promises been made to a small group to the detriment of the whole of the industry for the issuance of plates? If there is not action, real, living people who played by the established rules will be seriously and negatively impacted by the unsavoury influence of "politics" on the Taxi business of the City of Mississauga.

If Mississauga Council decides to ignore the Hara report's caveats and plates are issued, what will happen to plates which end up on the shelf ? (This is a very real possibility for many plate owners; my family has a plate on the shelf for the past six months...the low to nonexistent demand for taxi plates is unprecedented)

In the public interest of transparency and accountability, the following questions deserve consideration and response from our elected officials: If additional plates are issued:

Will an annual licensing fee still be charged for inactive plates? (If so, why?)

Can inactive plates sit on the shelf indefinitely or will they be "repossessed" by the City? (If not, why not?)

Considering that the TNC's had an unfair advantage for over two years over the taxi industry in clear violation of bylaw, will a fee be added to the ridesharing pilot program to compensate owners' losses thereby making ridesharing and taxi rates more level?

Have provisions been made to compensate owners for loss of income due to this purely political decision? (Clearly, additional taxis in the City are unneeded; however the push for more persists purposely ignoring overwhelming fact based evidence)

Who will be held accountable if there are dozens of inactive plates on the shelf? (Will Councillor Parrish, the architect of the motion resign when this occurs, will she or the City provide monetary compensation to those ill affected by these reckless actions?)

What is the plan of Council when there are additional inactive plates on the shelf?

Why issue plates for 2018 in 2017?

Why is PVAC , a democratically elected broad representative body of the entire industry, and its recommendations being completely ignored? (PVAC unanimously voted to do away with plate issuance!)

Full disclosure from Councillor Parrish is demanded and warranted considering the serious repercussions of the proposed issuance ...Is there anyone on the priority list who has contributed either monetarily or organizationally to her past election campaigns or has promised the same to future campaigns which could call into question Councillor Parrish's impartiality and motives? Are there any backroom deals have been made for the successful issuance of plates?

For all of the above mentioned reasons, on Wednesday, I, my many colleagues in the industry active and retired, call on all Councillors and the Mayor to vote to rescind Item 3 of Resolution 0054-2017 and to vote against any and all additional plate issuance motions from Councillor Parrish or any other councillor.

Thank-you,

Alexander Mantadis