
Public Vehicle Advisory Committee

Date

2017/04/24

Time

10:30 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Ron Starr	Councillor - Ward 6 (Chair)
John Kovac	Councillor - Ward 4 (Vice-Chair)
Al Cormier	Citizen Member
Vikesh Kohli	Citizen Member
Karam S. Punian	Elected Member – Taxi Drivers
Nirmal Singh	Elected Member – Taxi Owners
Rajendra Singh	Citizen Member
Baljit Singh Pandori	Appointed Industry Member – Taxi Brokerages
Harsimar Singh Sethi	Elected Member – Elected At Large
Joshua Zahavy	Appointed Industry Member – Limousine Brokerages

Contact

Karen Morden, Legislative Coordinator, Legislative Services
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karen.morden@mississauga.ca

Find it Online

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

1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **MINUTES OF PREVIOUS MEETING**

4.1. Minutes of the October 18, 2016 meeting of the Public Vehicle Advisory Committee

5. **DEPUTATIONS**

5.1. Item 8.3 Mark Sexsmith, All Star Taxi to speak regarding amendments to the Public Vehicle Licensing By-law 420-04, as amended.

5.2. Item 8.4 Peter Pellier, Taxi Industry to speak regarding the Public Vehicle Licensing By-law 420-04, as amended.

6. **PUBLIC QUESTION PERIOD**

(Public Vehicle Advisory Committee may grant permission to a person who is present at Public Vehicle Advisory Committee and wishes to address a matter on the Agenda. Persons addressing the Committee will ask their questions within a time limit of 5 minutes, as public question period total limit is 15 minutes.)

7. **MATTERS TO BE CONSIDERED**

7.1. Consideration of Council Resolution 0054-2017, amendments to the Public Vehicle Licensing By-law 420-05, as amended.

7.2. Corporate Report dated April 10, 2017 from the Commissioner of Transportation and Works entitled, "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to change the driver's abstract requirements from more than six demerit points to more than seven demerit points".

7.3. Corporate Report dated April 10, 2017 from the Commissioner of Transportation and Works entitled, "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirements for medical certificates for taxi and limousine drivers".

7.4. Email dated January 29, 2017 from Al Cormier, Citizen Member with respect to on-demand taxis for persons with disabilities.

7.5. Public Vehicle Advisory Committee 2017 Action List

8. **INFORMATION ITEMS**

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- 8.1. Email dated September 20, 2016 from Mark Sexsmith, Taxi Industry regarding Credit Card/Debit Card POS Machines in Taxis
 - 8.2. Email dated December 2, 2016 from Ron Baumber, Accessible Taxi Owner regarding accessibility.
 - 8.3. Letter dated March 29, 2017 from the Management at All Star Taxi Inc. regarding amendments to the Public Vehicle Licensing By-law 420-04, as amended.
 - 8.4. Email dated April 15, 2017 from Peter Pellier, Taxi Industry regarding Resolution 0054-2017 and the issuance of 250 taxi plates.
 - 8.5. Public Vehicle Advisory Committee 2017 Meeting Dates
 - 8.6. Letter dated April 19, 2017 from Alexander Mantadis regarding Council Resolution 0054-2017.
 9. **OTHER BUSINESS**
 10. **DATE OF NEXT MEETING** - June 20, 2017
 11. **ADJOURNMENT**

City of Mississauga
Minutes



Public Vehicle Advisory Committee

Date

2016/10/18

Time

10:04 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members Present

Councillor Ron Starr, Ward 6 (Chair)
Councillor John Kovac, Ward 4 (Vice-Chair)
Al Cormier (Citizen Member)
Rajendra Singh (Citizen Member)
Baljit Singh Pandori (Taxicab Brokerages)
Karam S. Punian (Taxicab Drivers)
Harsimar Singh Sethi (Elected at Large)
Joshua Zahavy (Limousine Owners)

Members Absent

Vikesh Kohli (Citizen Member)
Nirmal Singh (Taxicab Owners)

Staff Present

Douglas Meehan, Acting Director, Enforcement
Daryl Bell, Manager, Mobile Licensing Enforcement
Karen Morden, Legislative Coordinator, Legislative Services

Find it online

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

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1. **CALL TO ORDER** – 10:04 AM

2. **APPROVAL OF AGENDA**

Al Cormier, Citizen Member requested to add the Hara Report to the discussion to which Councillor Starr advised that it would be added under “Other Business”.

Approved, as amended (H. S. Sethi)

2.1. **Addition of Public Question Period to the PVAC Agenda**

Councillor Starr briefly explained the addition of Public Question Period to all Committees of Council agendas.

RECOMMENDATION

That the memorandum dated August 26, 2016 from the Legislative Coordinator with respect to the addition of Public Question Period to the Public Vehicle Advisory Committee agenda, be received for information.

Received (A. Cormier)

Recommendation PVAC-0019-2016

2.2. **Appointment of Councillor Kovac as Vice-Chair of the Public Vehicle Advisory Committee**

Councillor Starr commented that he was appointing Councillor Kovac as Vice-Chair of the Committee, per the Public Vehicle Advisory Committee Terms of Reference.

Councillor Kovac noted that he was pleased to be on the Committee and thanked the Members for their hard work.

RECOMMENDATION

That Councillor John Kovac, Ward 4 be appointed Vice-Chair of the Public Vehicle Advisory Committee for a term ending November 30, 2018 or until a successor is appointed.

Approved (B. Pandori)

Recommendation PVAC-0020-2016

3. **DECLARATION OF CONFLICT OF INTEREST** – Nil.

4. **MINUTES OF PREVIOUS MEETING**

4.1. **Minutes of the April 19, 2016 meeting of the Public Vehicle Advisory Committee meeting**

Approved, as amended (A. Cormier)

5. **DEPUTATIONS**

- 5.1. Mark Sexsmith, Taxi Industry spoke regarding first/last mile transit noting that it could provide savings to the City and that the taxi industry should be proactive in investigating this option to provide transportation between transit hubs. Further, Mr. Sexsmith commented that a working committee should be struck, involving Members of the Public Vehicle Advisory Committee, the Councillors who are involved with the transit commission, and staff from Mobile Licensing.

Mr. Sexsmith commented that the taxi industry would be best suited to participate in a first/last mile transit program as the drivers are professional, trained, and have vehicles that are fully inspected and covered by commercial insurance and able to fulfill service gaps. Further, Mr. Sexsmith noted that the taxi industry is already in similar arrangements with services such as TransHelp and Regional Social Services. Finally, Mr. Sexsmith noted that this would be an opportunity to get the taxi plates that are currently on the shelf, back into action.

Councillor Starr noted that staff from Transportation Planning were in attendance and called on Susan Tanabe, Manager, Transportation Planning to comment on first/last mile transit.

Ms. Tanabe advised that first/last mile is also currently being addressed at a Provincial level, noting that a review had been ongoing for 18 months and the plan to develop a Transportation Master Plan. Ms. Tanabe further noted that staff could reach out to the taxi industry to share information and gain feedback.

Councillor Starr requested to have any information flow back through the Public Vehicle Advisory Committee.

RECOMMENDATION

That the deputation by Mark Sexsmith, Taxi Industry with respect to first/last mile transit, be received for information.

Received (A. Cormier)

Recommendation PVAC-0021-2016

- 5.2. Item 8.4. Peter Pellier, Taxi Industry spoke regarding the Inactive Taxi Plate Registry List.

Mr. Pellier noted the stress placed on those plate owners, their loss of earnings, and regulatory pressures including fees incurred by the plate owner to place a plate on the shelf, or to make it active once again. Further, Mr. Pellier commented on the reasons for creating the Inactive Plate Registry List including providing a public record of inactive plates, facilitating communication between prospective lessees and plate owners, and providing financial relief for inactive plate holders who register. Mr. Pellier outlined in detail a proposed framework for an Inactive Plate Registry, and requested that the City implement the List by December 31, 2016.

Councillor Starr thanked Mr. Pellier for bringing this issue forward and advised that this had been discussed with staff previously and that it was on the radar to be considered.

In response to a question from Al Cormier, Citizen Member Daryl Bell, Manager, Mobile Licensing Enforcement advised that inactive plates that wish to be reactivated require a vehicle inspection and the payment of fees. Mr. Bell further noted that the City has not been charging the \$350 fee to make the plate inactive, nor has the City been enforcing the 90 day limit on inactive plates, and advised that there is a renewal fee charge as there are administrative costs involved. Mr. Cormier requested that staff write a report on this matter for the next meeting.

Harsimar Singh Sethi, Elected at Large inquired as to how to make the inactive plates active, noting that some drivers want to drive but can't find a plate owner to lease from. Mr. Bell advised that taxi plates are transferable and that staff could create a directory to connect people, noting that there are currently 47 plates on the shelf, which is a decrease from the 73 that were previously there.

Councillor Starr directed staff to prepare a report on this matter for the next PVAC meeting.

RECOMMENDATION

1. That the deputation by Peter Pellier, Taxi Industry with respect to the Inactive Taxi Plate Registry List, be received for information;
2. That staff be directed to prepare a report regarding the Inactive Taxi Plate Registry List for the next meeting of the Public Vehicle Advisory Committee.

Received (Councillor Kovac)
Recommendation PVAC-0022-2016

- 5.3. Jaskarun Singh, Taxi Industry spoke regarding the current state of the taxi industry and the upset and loss of jobs that the emergence of Uber has created. Further, Mr. Singh presented a document that provided links to news articles pertaining to Uber and crimes, and requested that the City should stop accommodating TNCs.

RECOMMENDATION

That the deputation by Jaskarun Singh, Taxi Industry with respect to the Mississauga taxi industry, be received for information.

Received (K. Punian)

Recommendation PVAC-0023-2016

- 5.4. Harimohan Sharma noted that he is an airport taxi driver and spoke to the taxi/Uber issue in the City, noting that TNCs are taking public transportation customers as well as taxi customers and urged the City to implement regulations dealing with companies such as Uber in the very near future. Further, Mr. Sharma commented on the taxi industry's concern for the protection of consumers and noted that the protection of the public should be equally important to Uber and that the taxi industry provides excellent service as well-trained professionals.

Al Cormier, Citizen Member requested an update on the status of enforcement, to which Daryl Bell, Manager, Mobile Licensing Enforcement advised that staff are continuing to enforce the By-law, that staff had laid an additional 159 charges since the amendment to the By-law to incorporate the "Capture Option", and that all cases are still before the courts.

Rajendra Singh, Citizen Member commented that people use Uber because of lower costs and expressed support for the removal of all fees that the taxi industry is paying to the City.

RECOMMENDATION

That the deputation by Harimohan Sharma, Taxi Industry with respect to the taxi/Uber situation, be received for information.

Received (R. Singh)

Recommendation PVAC-0024-2016

6. **PUBLIC QUESTION PERIOD**

A taxi plate owner (name unknown) asked if Uber is currently legal or illegal in Mississauga, to which Councillor Starr advised that staff continues to enforce the By-law and that currently Uber is not in compliance with the By-law as they have not registered as a company, nor have any Uber drivers registered as drivers. The taxi plate owner (name unknown) commented that the Mayor and Council had taken an oath to protect the people and businesses in Mississauga, that an injunction through the courts should have been implemented against Uber, and that the taxi industry respects the By-law. Councillor Starr assured the taxi plate owner that Council is also concerned about the situation.

7. **MATTERS CONSIDERED**

7.1. **Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to Require Updated Taxicab Camera Requirements**

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to the staff report noting that the report had originally come forward in 2013 and addresses obsolete cameras and concerns from Peel Regional Police as they rely on the camera footage and images to investigate crimes. Mr. Bell noted that the City of Brampton taxi industry had implemented upgrades to taxi cameras with success and that the City of Mississauga taxi industry did not want to upgrade, so at that time staff had listened to the industry and suggested the removal of cameras from taxicabs. Further, Mr. Bell noted that the Mississauga taxi industry is now supportive of the use of cameras, so equipment must now be brought up to standards.

Harsimar Singh Sethi, Elected at Large and Karam Punian, Taxi Drivers commented that it was not the right time to deal with this issue and that it should be postponed until after the amendments to the By-law pertaining to TNCs had been settled.

Al Cormier, Citizen Member requested clarification on the taxi industry's position on cameras, to which Mr. Bell advised that the City had offered to remove the camera requirement to and that the taxi industry wished it to remain and to also impose the requirement on TNCs under the By-law. Mr. Cormier inquired whether additional upgrades would be necessary as new technology emerged, to which Mr. Bell advised that some of the current camera systems were more than 10 years old with a high failure rate and the importance of ensuring the images are stored on the devices.

In response to a question from Baljit Pandori, Taxi Brokerages, Mr. Bell advised that if, on inspection by staff, the devices are not working, they would have to be fixed and that due to a high failure rate of older technology the By-law should be amended to upgrade the camera systems.

Mr. Singh Sethi moved to defer the matter to the December 13, 2016 meeting of the Public Vehicle Advisory Committee.

Deferred to next meeting (H. S. Sethi)

7.2. Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to exempt taxi plate owners from the Criminal Record Search (CRS) requirement when their taxi driver's licence is in a non-driving status

Daryl Bell, Manager, Mobile Licensing Enforcement spoke to the report, noting that there are currently licensed plate owners who are not driving vehicles and that the regulation requiring them to obtain a Criminal Records Search (CRS) seems unnecessary due to the fact that they will not have contact with the public.

Members expressed agreement with Mr. Bell's suggestion that the requirement to obtain a CRS by plate owners who are not driving/in contact with the public be removed from the regulations.

RECOMMENDATION

That the Public Vehicle Advisory Committee approves the recommended changes to exempt taxicab plate owners from the Criminal Record Search (CRS) requirement when their taxicab driver's licence is in a non-driving status, as outlined in the report from the Commissioner, Transportation and Works, dated September 29, 2016 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to exempt taxicab plate owners from the Criminal Record Search (CRS) requirement when their taxicab driver's licence is in a non-driving status.

Approved (K. Punian)

Recommendation PVAC-0025-2016

8. **INFORMATION ITEMS**

8.1. Letter from Councillor Parrish - Resignation of Appointment to PVAC

Karam Punian spoke regarding Councillor Parrish's resignation to the Committee.

Councillor Starr moved to receive all Information Items.

RECOMMENDATION

That Information Items 8.1. – 8.8. on the Public Vehicle Advisory Committee agenda for October 18, 2016, be received for information.

Received (Councillor Kovac)

Recommendation PVAC-0026-2016

8.2. Council Resolution 0128-2016 - Appointment of Councillor Kovac to PVAC

No discussion took place on this item.

8.3. First/Last Mile Transit

Discussion on this item is recorded under Item 5.1.

8.4. Inactive Taxi Plate Registry List

Discussion on this item is recorded under Item 5.2.

8.5. Public Vehicle Advisory Committee Action List

Al Cormier, Citizen Member inquired about the status of the Hara report and was advised that it would be addressed in further detail once the Pilot Program Committee completed their work with respect to the development of a framework to regulate TNCs.

8.6. Letter to Ian Black, General Manager, Uber Canada

Baljit Pandori, Taxi Brokerages inquired as to whether the City had received any response to this item, to which Daryl Bell, Manager, Mobile Licensing Enforcement advised that they had not.

8.7. Industry Feedback - Ride Share Report

No discussion took place on this item.

8.8. Correspondence from Peter Pelier, Taxi Industry regarding his deputation to the Committee on October 18, 2016

Discussion on this item is recorded under Item 5.2.

9. **OTHER BUSINESS**

Karam Punian, Taxi Drivers Representative spoke regarding taxi plates currently on the shelf and noted that they are the property of the owner and that no one should have the authority to give it to someone else.

10. **DATE OF NEXT MEETING**

Tuesday, December 13, 2016 - 10:00 AM, Civic Centre, Council Chambers

11. **ADJOURNMENT** – 11:32 AM

DRAFT



RESOLUTION 0054-2017
 adopted by the Council of
 The Corporation of the City of Mississauga
 at its meeting on April 12, 2017

0054-2017 Moved by: Carolyn Parrish Seconded by: Ron Starr

Whereas the taxi industry in Mississauga has been heavily regulated for over 30 years, such regulations arrived at through Council, industry and citizen representatives working through the Public Vehicle Advisory Committee;

Whereas cab licence plates have been greatly devalued by the advent of TNCs operating illegally in the City of Mississauga over the past several years;

Whereas the regulation of the taxi industry creates an unfair competitive position in light of the legitimization of TNCs through a Pilot Project being initiated July 1, 2017 for a period of 18 months;

Whereas the lengthy discussions surrounding the entry of TNCs into the Mississauga market have always included the desire to create a “level playing field” for the taxi industry in our city. In fact, one of the recommendations made by staff in the Pilot Project Report for TNCs suggested that another by-law should be enacted to amend the Public Vehicle Licensing By-Law 420-04, as amended, to minimize impediments to taxi and limousine operators providing service in a manner competitive with TNCs.

Therefore be it resolved:

1. That a complete review of by-laws governing our taxi industry be immediately conducted with an eye to eliminating or modifying all and every by-law or regulation to parallel those in the regulations for the Pilot Project governing TNCs starting July 1, 2017; and
2. The results of that review be presented in a report to PVAC on September 19, 2017 and from there to Council in sufficient time;
3. That the 250 qualified taxi drivers on the waiting list be provided, for a nominal administration fee, plates effective for the period of the Pilot Project and discussed at the April 24, 2017 PVAC meeting.
4. That Resolution 0045-2017 be rescinded.

Recorded Vote	YES	NO	ABSENT	ABSTAIN
Mayor B. Crombie	X			
Councillor J. Tovey	X			
Councillor K. Ras	X			
Councillor C. Fonseca	X			
Councillor J. Kovac	X			
Councillor C. Parrish	X			
Councillor R. Starr	X			
Councillor N. Iannicca	X			
Councillor M. Mahoney	X			
Councillor P. Saito	X			
Councillor S. McFadden	X			
Councillor G. Carlson	X			

Carried (12, 0, Unanimous)

City of Mississauga

Corporate Report



Date: 2017/04/10

Originator's files:

To: Chair and Members of Public Vehicle Advisory Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Meeting date:
2017/04/24

Subject

Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to change the driver's abstract requirements from more than six demerit points to more than seven demerit points.

Recommendation

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to prohibit persons from obtaining a taxicab licence or limousine licence who has a driver's abstract that contains more than seven demerit points as outlined in the report from the Commissioner, Transportation and Works, dated April 10, 2017 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to change the driver's abstract requirements from more than six demerit points to more than seven demerit points".

Background

The Public Vehicle Licensing By-law was amended in 2015 to include requirements that no driver shall be issued a taxi or limousine driver's licence if the driver abstract contained more than six demerit points for minor offences or any one serious offence, which carries a demerit value of four or more points.

Comments

During the recent sub-committee meetings for a pilot project for Transportation Network Companies (TNC), staff recommended that TNCs be held to Mississauga's high standard. The TNC raised concern with the inconsistency between municipalities and the effect on drivers who would be crossing borders. Staff have reviewed this issue and sought input from regulatory authorities in other jurisdictions. At this point, Enforcement staff are confident that an increase in the number of demerit points deemed acceptable for participation in the Pilot Project to eight will improve public safety and should apply to the entire Public Vehicle industry.

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During the Pilot Project staff will collect as much data as possible to identify trends in violations among TNC, taxi and limousine drivers to determine whether the change in requirements results in any deterioration in driver performance.

Financial Impact

No financial impact would be experienced by the City of Mississauga.

Conclusion

Staff recommend that the driver abstract requirements in the Public Vehicle Licensing By-law 420-04, as amended, be amended from six demerit points to more than seven demerit points to bring parity with the TNC Pilot Project.



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

City of Mississauga

Corporate Report



Date: 2017/04/10

Originator's files:

To: Chair and Members of Public Vehicle Advisory Committee

From: Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Meeting date:
2017/04/24

Subject

Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirements for medical certificates for taxi and limousine drivers.

Recommendation

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirement for a medical certificate to be licensed as a taxi or limousine driver, as outlined in the report from the Commissioner, Transportation and Works, dated April 10, 2017 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirements for medical certificates for taxi and limousine drivers".

Background

The Public Vehicle Licensing By-law 420-04, as amended, was passed by Council in 2004 and included numerous requirements to be a licensed taxi or limousine driver. The By-law required that every driver provide a medical certificate, which was to be completed by a medical practitioner certifying that a driver was physically fit to drive a vehicle.

Comments

During the recent sub-committee pilot project meetings for Transportation Network Companies (TNC), staff recommended that medical certificates for TNC drivers were required to satisfy the City that drivers were fit to drive a vehicle. The TNC challenged staff on this point because they felt there was no need for the extra review because the provincial requirements are that medical practitioners notify the Ministry of Transportation when a driver has a medical issue that affects their ability to operate a motor vehicle safely. Staff benchmarked municipalities in Ontario and found that no other municipality had a similar requirement. Staff have reviewed this requirement in greater depth with the City of Mississauga legal counsel who have identified that the collection of this type of data for municipally licensed drivers is no longer appropriate. As such, Enforcement staff believe it necessary to remove the requirement for taxi and limousine drivers to supply a medical certificate as a condition of licensing.

Financial Impact

No financial impact would be experienced by the City of Mississauga.

Conclusion

Staff recommend that the Public Vehicle Licensing By-law 420-04, as amended, be amended to eliminate requirements for medical certificates for taxi, limousine, special accessible taxi, AMTV and APTV drivers.



Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Daryl Bell, Manager, Mobile Licensing Enforcement

From: [Al Cormier](#)
 To: [Mayor Bonnie Crombie](#); [Ron Starr](#)
 Subject: On Demand Taxis for Disabled Persons

January 28, 2017

Memo to:

Mayor Bonnie Crombie – mayor@mississauga.ca

PVAC Chair – Councillor Ron Starr- ron.starr@mississauga.ca

PVAC Member – Councillor John Kovac – john.kovac@mississauga.ca

Dear Madam Mayor and Councillors,

As a Citizen Representative on the Public Vehicle Advisory Committee (PVAC), I try to keep up to date on taxi issues by occasionally speaking to taxi industry members and some users. As you will remember, I have always been concerned with provision of on-demand accessible taxis as it is important for our disabled residents to be able to get around as abled residents do. Accessible taxi services provided by TransHelp are much needed and well used but they do not allow for spontaneity of trips nor being assured to arrive at events on time. That is why on-demand accessible services are essential.

Recent conversations with industry members point out that the on-demand accessible taxi services are at a precarious level and there are strong indications that the service may deteriorate rapidly instead of continuing to increase as recommended in the 2015 study carried out by consultant Dan Hara.

If the information I hear is correct as well as my interpretation, the following bullet points summarize the situation:

1. A new van for accessible taxi service costs about \$50,000.00. This means about \$1200 per month in van payments. A regular sedan for taxi service costs about \$18,000. Both operate under the same fee structure – no difference in revenues. In addition, accessible taxi owners pay much higher insurance premiums.
2. The only incentive from the city is a free initial A licence. The Annual Renewal Fee for A plates still applies. If a driver was contemplating to get into the taxi business, he/she would have to rent a plate from an existing plate owner. Fees for such rentals were in the order of \$1000 per month or more thus making it reasonable to seek a free A plate instead. With the competition from Transportation Network Companies (TNCs) and the resulting downturn in the taxi business, monthly taxi licence rental fees are now under \$400 per month so for a driver, there are no significant incentives remaining to invest in more expensive accessible taxis, even with a free A plate.
3. Drivers operating A plate taxis are not replacing older vehicles and I understand one A plate operator turned his plate back to the city. No other drivers are stepping up to use the available A plate.
4. Most A plate taxi drivers take on regular taxi trips to meet their daily income goals and since regular taxi business has dropped off substantially this is becoming impossible.

5. If current trends continue, as accessible taxis reach their replacement age, they will be retired instead of being replaced.

6. This appears to be the start of a downward spiral in accessible taxi service. And now that Transhelp allows non-taxi owners to bid on their services, this downward spiral may accelerate. All they require is for the bidder to have a provincial PV licence.

I am sure that you and your Council colleagues will not want to see a continuing decline in on demand accessible taxi services. As you know, TNCs such as Uber do not provide accessible taxi services.

Taxi fare for accessible vehicles are the same as for regular taxi vehicles, an important feature of the AODA regulations. In mandating such equality in costs of services, the AODA regulators assume that the extra costs of providing accessible services can be spread over the whole industry. Unfortunately, the current structure of the taxi industry does not allow this spreading of costs across the board. The costs are borne exclusively by the van owner/driver.

The above suggests to me that the City may have to step in by providing financial support to operators of A plate services. This could include:

- A subsidy towards the purchase of new accessible vans.
- An increase in meter rates to generate additional revenues. As you know, this would have to apply to the whole of the taxi industry as differential rates for accessible taxis are not allowed.
- Or a combination of the above.

I recommend that the City review this situation and if my fears are founded, then provided options for consideration at the next PVAC meeting.

Yours sincerely,

Al Cormier

A large black rectangular redaction box covering the signature area, with a small white rectangular cutout in the lower right portion.

Public Vehicle Advisory Committee 2016 Action List

Updated for December 13, 2016 Meeting

Issue	Last Discussed on	Who	Status
Accessible plates	September 11, 2012	Enforcement Office	In progress
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 taxis – 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 <ul style="list-style-type: none"> • Directed to hold public consultation
Regulations of DADD drivers	October 15, 2013	Enforcement Office	In progress <ul style="list-style-type: none"> • Directed to hold public consultation
Public Meetings – Licensing of medical transfers and shuttle service vehicles.	October 15, 2013	Enforcement Office	In progress <ul style="list-style-type: none"> • Directed to hold public consultation
Parcel Delivery service	October 15, 2013	Enforcement Office	In progress <ul style="list-style-type: none"> • 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 <ul style="list-style-type: none"> • Update to PVAC: 2016

Public Vehicle Advisory Committee 2016 Action List

Updated for December 13, 2016 Meeting

Taxicab Mobile Applications	April 21, 2015	Enforcement Office	Completed
Consultant's Report – Taxi Plate Issuance Model	April 21, 2015	Enforcement Office	Completed
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	Completed
Engagement of Consulting Services – Mobile Taxi Applications	August 12, 2015	Enforcement Office	Completed
Consultant's Report - Regulation of Transportation Network Companies	December 7, 2015	Enforcement Office	Completed
Regulation of Transportation Network Companies	December 7, 2016 April 8, 2016, April 19, 2016	Enforcement Office	In progress
Public Vehicle Licensing By-law 420-04, as amended – Demerit Points	December 7, 2015	Enforcement Office	In progress
Updated Taxicab Camera Requirements	October 18, 2016	Enforcement Office	Deferred to December 13, 2016

From: [MARK SEXSMITH](#)
To: [Ron Starr](#)
Cc: [Karen Morden](#); [Al Cormier](#); [Daryl Bell](#); [Mickey Frost](#); [Baljit Pandori](#); [Sami Khairallah](#); [Gurinder "Bobby" Pannu](#)
Subject: Credit Card/Debit Card POS machines in taxis
Date: 2016/09/20 1:04:13 PM

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

Attention: Mr. Ron Starr, Chair, PVAC

Dear Mr. Starr:

Recently the City revised the Tow Truck By Law to require that all vehicles carry POS machines that accept credit and debit card payments for services rendered.

Could you please have a discussion regarding having this requirement included in the Public Vehicle By Law pertaining to all Taxis and Limos put on the Agenda at the next PVAC meeting on October 19, 2016.

Best regards,

Mark Sexsmith
Sales Manager
All Star Taxi Services Inc.
5159 Tomken Road, Mississauga
ON, L4W 1P1

From: [Al Cormier](#)
To: [Karen Morden](#)
Subject: FW: Wheel chair access
Date: 2016/12/02 2:03:16 PM

Karen – can you please add the email below on the next PVAC agenda.

[Al Cormier](#)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Ron Baumber [REDACTED]
Sent: Friday, December 2, 2016 11:21 AM
To: Al Cormier [REDACTED]
Subject: Wheel chair access

November 26, 2016

RE: Status of Accessible Taxi Program

To whom it may concern:

Over the past year, dramatic changes in the Mississauga taxi industry have negatively impacted on the service level opportunities available to accessible taxi operators. Our Mobile Licensing Staff have indicated that, (as per the Hara report) Mississauga's taxi industry should be comprised of approximately 21% accessible vehicles and should also be meeting the service requirements of Transhelp as well as other appropriate organizations. The Mississauga Taxi industry is currently nowhere near this service level, and currently it does not appear likely that it will be possible to quickly and easily attain and maintain that level of service.

As a result of the City's delay in regulating the TNC's, Mississauga now has a significantly large for hire transportation network, which has adversely affected the former balance between usage of traditional taxi cab services and anticipated levels of customer demand. Other current and significant outcomes resulting from this paradigm shift include:

- A significant reduction in taxi plate rental fees from a cost of about \$1,000.00 a month to approximately \$400.00 per month. The fact that there are at least forty taxi plates "on the shelf" is a stark indication of the level to which the City's taxi industry has descended;
- A daily reduction of income for all sedan taxi operators. Even accessible taxi cab

operators are being adversely affected by the ever-growing reduction in customer service demand. These operators do not typically receive service requests once they have completed orders for customers with mobility issues. As a direct consequence, accessible taxis in particular, have fallen to the point where drivers can barely afford to put replacement sedans/mini vans on the road. Accessible taxis costing \$45-60,000 are almost no longer plausible or viable options. The long-term sustainability of any accessible taxi program is as noted above, dependent on the availability of a large ambulatory customer base to help fill the gaps between accessible taxi orders.

- Thirdly, given that taxi plate rentals are now so low, the program the City has been working under and endorsing over the last thirty years, that provides an accessible cab operator with a no-cost accessible taxi plate which in turn gives that person an effective \$1,000.00 a month subsidy, has been nullified by the exceptionally low taxi plate rentals that are now available. Coupled with the high insurance premiums that are charged for accessible vehicles, any taxi operator who is considering going into the accessible business faces these realities: Low income, high vehicle costs, high insurance costs, and a significantly smaller municipal subsidy.

I would urge you to have this subject and the articulated concerns brought up before the PVAC.

What is necessary is to implement an examination the various ways that the City can provide the financial incentives to the accessible taxi industry so that the City can move towards the level of accessible taxi transportation that is considered necessary under the terms of the Hara Report.

Best regards,
Ron Baumber, Accessible Taxi Owner A54

Sent from my iPhone

March 29, 2017

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

Attention: Mr. Ron Starr, Chair
P.V.A.C.

Dear Mr. Star:

The recent Recommendation for staff to prepare a new By Law enabling TNC operation in Mississauga, as well as changing the regulations for the operation of taxis and limos, was passed by Council on March 29, 2017.

We would like to bring to the attention of the P.V.A.C. the following questions and concerns which we feel should be addressed by staff as they prepare the new regulations.

On Page 5 of the GC (Afternoon Session) Agenda, the process of plate issuance is to be formulated by the Commissioner of Transportation-we would like to get an overview from staff about the process and the timeline involved in this, and when the PVAC will become involved in discussions concerning this matter.

In the matter of "Number of Vehicles" (Appendix 3, Page 1) - the suspension of taxi plates for the duration of the Pilot. Please clarify the situation re the Priority List. Will it be frozen, with no new applicants? Will the yearly charge to be on the list also be suspended for the duration of the Pilot? (Item "Pilot Participation" on Page 5 does not clarify this subject)

In the matter of Brokerage trip records (Appendix 3, Page 3), the Broker is required to supply yearly records-is this a change from the current monthly reporting requirements. There is no mention of the current monthly driver and car number reports-are there changes to this?

On the matter of "Mechanical Safety Certificate", (Appendix 3, Page 7), there is no mention of the requirements for Accessible Taxis, and the MOT safety checks and extra equipment requirements. This should be clarified.

On the matter of "Camera", (Appendix 3, page 8), the subject of cameras in taxis needs to be clarified. Will there be standards for those operators who wish to have cameras, or will it be up to the operator to determine the nature of the equipment they are using.

On the matter of "Vehicle Identification" (Appendix 3, page 8), clarification of colour schemes and decal requirements needs to be clarified. Additionally, is an automatic roof light off function while in service a requirement, or for drivers using tablet meters, is a manual off/on adequate?

Will the taxi industry be able to pursue insurance policy setups like the TNC's have, with part time policies, policies that are only in effect when a driver is on a dispatched call, etc. And how will the Staff monitor TNC drivers who solicit their personal business without being dispatched by the TNC?

As of July 1, 2017, the TNC's will have to remit HST on all fares-will the HST number of the TNC appear on all receipts? (or the HST # of each driver?)

Yours truly,

The Management
All Star Taxi Services Inc.
5159 Tomken Road
Mississauga, ON, L4W 1P1

From: [peter_d_pellier](#) [REDACTED]
To: [Ron Starr](#); [John Kovac](#); [alcormie](#) [REDACTED]; [baljit](#); [Vikesh Kohli](#); [Karam S. Punian](#); [Rajendra Singh](#); [Joshua Zahavy](#); [Nirmal Singh](#); [hsseth](#) [REDACTED]; [Karen Morden](#); [Daryl Bell](#); [Geoff Wright](#)
Cc: [Mayor Bonnie Crombie](#); [Jim Tovey](#); [Karen Ras](#); [Chris Fonseca](#); [Carolyn Parrish](#); [Nando Iannicca](#); [Matt Mahoney](#); [Pat Saito](#); [Sue McFadden](#); [George Carlson](#)
Subject: ISSUANCE OF 250 TEMPORARY TAXI PLATES
Date: 2017/04/15 2:56:04 PM

THE CHAIR & MEMBERS,

PVAC.

Item 3 of Resolution 0054-2017, unanimously adopted on April 12th, states as follows: 'That the 250 qualified taxi drivers on the waiting list be provided, for a nominal administration fee, plates effective for the period of the Pilot Project and discussed at the April 24th, 2017 PVAC meeting.'

Quite frankly, it is hard to imagine a more ill-conceived, flagrantly irresponsible initiative, that, if implemented, will have catastrophic consequences for both the travelling public and members of the taxi industry.

In the first place, no municipality in the GTHA has issued temporary plates, certainly not in the past 60 years, for the simple reason start-up costs associated with operating a taxi are considerable. Once a plate is issued, recalling it is fraught with difficulty, not the least of which is the fact the operator is left holding the proverbial financial bag.

As for issuing as many as 250 plates in one fell swoop, the largest single issue since the freeze in September, 1970 was 34 in the year 2000. Given there are 668 standard plates, adding 250 more represents a staggering increase of 37.4%. How will cabbies possibly earn a living in the face of such an unconscionable glut?

It begs the question, why wasn't the PVAC consulted prior to rendering this high-handed decision? After all, that is how taxi matters have been handled since the Committee's inception in June, 1974. Ignoring accepted practices and procedures without first notifying stakeholders makes a mockery of principles associated with transparency and accountability.

Did it occur to members of Council that flooding the market with cabs will significantly reduce the quality of service, seeing as vehicle maintenance and driver attitude will surely suffer? Obviously not.

In my nearly 50 years association with the Mississauga taxi industry, never has such a reckless decision been rendered. Item 3 demonstrates complete disregard for the City's cabbies, as well as a total lack of understanding regarding the nature of our business.

To suggest that members of Council have exponentially raised the misery index for hundreds of families with this resolution would be a gross understatement.

In the strongest language possible, members of the PVAC are urged to vehemently reject Item 3 of Resolution 0054-2017 by urging Council to rescind it completely.

Thank you.

PETER D. PELLIER

City of Mississauga
Memorandum



Date: 2016/08/30
To: Chair and Members of Public Vehicle Advisory Committee
From: Karen Morden, Legislative Coordinator
Meeting Date: 2016/12/13
Subject: Public Vehicle Advisory Committee 2017 Meeting Dates

The 2017 meeting dates for the Public Vehicle Advisory Committee have been scheduled as follows:

Tuesday, January 31, 2017
Tuesday, March 28, 2017
Tuesday, June 20, 2017
Tuesday, September 19, 2017
Tuesday, October 31, 2017
Tuesday, December 12, 2017

Unless otherwise advised, all meetings will be held at 10:00 AM at the Mississauga Civic Centre, in the Council Chambers, 2nd floor, 300 City Centre Drive, Mississauga.

Meetings may be cancelled at the call of the Chair due to insufficient agenda items or lack of quorum. Please kindly contact me in advance of the meeting if you will be absent or late so that quorum issues can be anticipated and dealt with accordingly.

Kind regards,

Karen Morden, Legislative Coordinator
(905) 615-3200 ext. 5471
karen.morden@mississauga.ca

Alexander Mantadis
 1433 Queensbury Crescent, Oakville
 Ontario, Canada
 L6H 4G9
 905 483-1443

April, 19, 2017

Re: Issuance of 250 temporary Taxi Plates via Item 3 of Resolution 0054-2017

The Chair and members,

PVAC

Item 3 of Resolution 0054-2017, unanimously adopted on April 12th, states as follows: "That the 250 qualified taxi drivers on the waiting list be provided, for a nominal administration fee, plates effective for the period of the Pilot Project and discussed at the April 24th, 2017 PVAC meeting".

The proposal to issue an unprecedented 250 temporary taxi plates in the current situation, with Mississauga Taxi plates already sitting on the shelf, is beyond rational comprehension.

To flood the market with taxis which are already competing with an entity which gained a footing in the market by ignoring all regulatory frameworks including provincial (commercial insurance), municipal (by-law) and federal (HST) rules by self-identifying as "ridesharing" will cause further damage to the livelihoods of all stakeholders who consistently respected the parameters of fair competition and followed the previously established and accepted rules in the Mississauga taxi business. (As an aside, the public is largely ignorant of these facts because they do not have intimate knowledge of the Taxi business) (The longest serving, former Mayor of Mississauga Hazel McCallion even took the highly unusual step to issue a post-retirement letter expressing her bewilderment at how the taxi industry has been treated in light of unregulated competition)

To add 250 taxicabs to an already beleaguered market will result in drivers and owners seeing their incomes further reduced as they will be forced to compete for smaller and smaller margins of profit. Moreover, and more importantly, the public will suffer as they deal with disgruntled drivers eager to "rip off" customers and avoid or delay required vehicle maintenance as they seek to eke out a living wage out of a shrinking pool of customers further diluted with the presence of an additional fleet of 250 cabs. That's the equivalent of adding an additional brokerage to the City! This proposal is absurd and detached from reality! Let the current number of taxi plates stand and allow them to compete!

Recently, I had the opportunity to visit a dairy farm outside of Listowel, Ontario. I asked the couple who had invested heavily in the state of the art milking facility, roughly the size of a suburban high-school, whether they supported the dairy quota or would prefer liberalization of the program. They fully supported the dairy quota system understanding that controlling growth ensures long-term sustainability both for themselves, their customers and their competitors.

Like the dairy industry, the taxi industry has survived and was a reliable source of income for hardworking families, (in the taxi industry mostly visible minority and immigrant) due to the quota system that has been existence for the last 50 years.

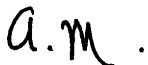
Now, with the jeopardy of an additional 250 cars, this proposal further threatens the livelihood of law abiding citizens. It is neither fair nor just. Busting the quota system will hurt the whole industry. It will breed fully justified resentment, not to mention a serious distrust of the current democratic political administration. (As an aside, the quota system was the measured response to the inherent boom and bust cycles of capitalism, the Depression of the 1930's) (2008, the year of the Great Recession, is only nine years ago)

The issuance of additional plates will hurt drivers, and will contribute to a further devaluation of the taxi plate values which will effectively strip the pensions of those who spent their working years, in good faith, saving and paying for them. It is neither fair nor just, to ignore their plight; the retired taxi-owners have taken the brunt of the assault of "ridesharing", seeing their retirement incomes plummet by 70% to 75%. Nursing home payments, property taxes, taxi plate renewals, groceries come out of this income. None of these costs have come down!

Effective July 1, 2017, "ridesharing" companies will be required to collect and charge the HST, a measure which will make more even the playing field between Taxis and "Ridesharing". To issue more Taxi plates, will negate the effects of this long overdue positive change and will prove to be a hindrance to the long term survival, sustainability and competitiveness of the Mississauga taxi industry.

For the above mentioned reasons, I strongly urge the members of PVAC to reject Item 3 of Resolution 0054-2017 and to urge Council to rescind it completely.

Thank-you.



Alexander Mantadis