
Public Vehicle Advisory Committee

Date

2019/02/11

Time

10:00 AM

Location

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

Members

Ron Starr	Councillor - Ward 6 (Chair)
John Kovac	Councillor - Ward 4 (Vice-Chair)
Al Cormier	Citizen Member
Vikesh Kohli	Citizen Member
(Vacant)	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

Megan Piercey, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4915
megan.piercey@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. Public Vehicle Advisory Committee Minutes - June 18, 2018

5. **DEPUTATIONS**

5.1. Mark Sexsmith, Taxi Industry, to speak regarding Items 7.1 and 7.2.

5.2. Alexander Mantadis, Oakville Resident, to speak regarding Item 7.3.

6. **PUBLIC QUESTION PERIOD - 15 Minute Limit (5 Minutes per Speaker)**

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

Public Vehicle Advisory Committee may grant permission to a member of the public to ask a question of the Committee, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. **MATTERS TO BE CONSIDERED**

7.1. Email dated January 8, 2019 from Mark Sexsmith, Taxi Industry, with respect to requesting funding from the Province to subsidize the accessible taxi program.

7.2. Email dated January 22, 2019 from Mark Sexsmith, Taxi Industry, with respect to feedback on the TNC Pilot Project.

7.3. Email dated January 10, 2019 from Peter Pellier, Taxi Industry, with respect to the renewal fee for inactive plates.

7.4. 2014 - 2018 Public Vehicle Advisory Committee Work Plan

8. **INFORMATION ITEMS**

8.1. Michael Foley, Manager, Mobile Licensing Enforcement to provide a verbal update with respect to the TNC Pilot Project.

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- 8.2. Email dated February 6, 2019 from Sami Khairallah, Taxi Industry, with respect to feedback on the TNC Pilot Project.
- 8.3. Article dated February 5, 2018 from Mark Sexsmith, Taxi Industry, with respect to taxi lawsuit in Ottawa.
- 8.4. 2019 Public Vehicle Advisory Committee Meeting Schedule
9. **OTHER BUSINESS**
10. **DATE OF NEXT MEETING** – April 9, 2019 – 10:00 AM, Civic Centre, Council Chambers
11. **ADJOURNMENT**

City of Mississauga
Minutes



Public Vehicle Advisory Committee

Date

2018/06/18

Time

10:30 AM

Location

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

Members Present

Councillor Ron Starr, Ward 6 (Chair)
Councillor John Kovac, Ward 4 (Vice-Chair)
Al Cormier (Citizen Member)
Vikesh Kohli (Citizen Member)
Baljit Singh Pandori (Taxicab Brokerages)
Harsimar Singh Sethi (Elected at Large)

Members Absent

Rajendra Singh (Citizen Member)
Nirmal Singh (Taxicab Owners)
Joshua Zahavy (Limousine Owners)

Staff Present

Samuel Rogers, Director, Enforcement
Michael Foley, Manager, Mobile Licensing Enforcement
Stephanie Smith, Legislative Coordinator, Legislative Services

Find it online

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

1. CALL TO ORDER - 10:33AM

2. APPROVAL OF AGENDA

Approved (H. Sethi)

3. DECLARATION OF CONFLICT OF INTEREST – Nil

4. MINUTES OF PREVIOUS MEETING

4.1. Public Vehicle Advisory Committee Minutes - April 17, 2018

Approved (A. Cormier)

5. DEPUTATIONS

5.1. Michael Foley, Manager, Licensing Enforcement regarding Jurisdictional Scan: On Demand Accessible Vehicles for Hire

Mr. Foley spoke to the Jurisdictional Scan: On Demand Accessible Vehicles for Hire and outlined the market analysis phase, additional costs associated with the purchase of accessible vehicles, jurisdictional accessible findings, and next steps.

Councillor Starr enquired about TNCs supplying accessible vehicles, the total number of vehicles required and the need for consultation with industry members. Mr. Foley responded.

Al Cormier, Citizen Member expressed concerns with the length of time to complete the study and enquired about the percentage of trips to be accessible in the City of Mississauga, a coordinated dispatch system and private accessible companies. Mr. Foley spoke to the demand within the industry and a coordinated dispatch system. Samuel Rogers, Director, Enforcement spoke to the timing and next steps of the project.

Baljit Singh Pandori, Taxicab Brokerages enquired about a minimum fare to compensate drivers. Mr. Foley noted that a surcharge could not be added.

Harsimar Singh Sethi, Elected at Large spoke to accessible taxi plates being returned. Mr. Foley responded to the rational of plates being returned.

RECOMMENDATION

PVAC-0014-2018

That the deputation by Michael Foley, Manager, Licensing Enforcement regarding Jurisdictional Scan: On Demand Accessible Vehicles for Hire be received.

Received (B. Pandori)

6. PUBLIC QUESTION PERIOD – Nil

Pursuant to Section 42 of the Council Procedure By-law 0139-2013, as amended:

Council may grant permission to a member of the public to ask a question of Council, with the following provisions:

1. The question must pertain to a specific item on the current agenda and the speaker will state which item the question is related to.
2. A person asking a question shall limit any background explanation to two (2) statements, followed by the question.
3. The total speaking time shall be five (5) minutes maximum, per speaker.

7. MATTERS CONSIDERED

7.1. Public Vehicle Advisory Committee Action List

Al Cormier, Citizen Member spoke to the completion of the line by line review of the Public Vehicle Licensing By-law. Mr. Foley responded and spoke to Councils direction of the items.

RECOMMENDATION

PVAC-0015-2018

That the 2014 - 2018 Public Vehicle Advisory Committee Action List be received.

Received (H. Sethi)

8. INFORMATION ITEMS – Nil

9. OTHER BUSINESS – Nil

10. DATE OF NEXT MEETING - TBD

11. ADJOURNMENT 11:13 AM (Councillor Kovac)

From: MARK SEXSMITH
Sent: 2019/01/08 2:40 PM
To: Ron Starr
Cc: Karen Morden
Subject: Fw: Ontario's Government for the People Boosting Transit Funding for Municipalities

Good Day Ron: Could you please put this item on the next agenda of the PVAC. I think that the City should be looking at using any money available from the Province for a program to subsidize the accessible taxi program.

Best regards,

Mark Sexsmith

----- Forwarded Message -----

From: Ontario News <newsroom@ontario.ca>
To: Mark Sexsmith
Sent: Tuesday, January 8, 2019, 10:07:32 a.m. EST
Subject: Ontario's Government for the People Boosting Transit Funding for Municipalities



News Release

[Ontario's Government for the People Boosting Transit Funding for Municipalities](#)

January 8, 2019

Financial Support Will Help Enhance and Expand Transit Systems Across Ontario

TORONTO - Today Jeff Yurek, Minister of Transportation announced that the Ontario government is helping

107 municipalities across the province expand or improve their public transit systems with Ontario's gas tax program.

"We are investing in public transit to make it a more convenient travel option and to attract more riders," said Yurek. "More public transit will cut through gridlock and get people moving."

This year, the province is giving \$364 million in gas tax funding to 107 municipalities that provide public transit service to 144 communities across Ontario. These communities represent over 92 per cent of Ontario's total population.

Funding for Ontario's gas tax program is determined by the number of litres of gasoline sold in the province. The program provides municipalities with two cents per litre of provincial gas tax revenues. Municipalities receiving gas tax funding must use these funds towards their public transit capital and/or operating expenditures, at their own discretion, including upgrading transit infrastructure, increasing accessibility, purchasing transit vehicles, adding more routes and extending hours of service.

"Our government is working to make life better for the people of Ontario. Through Ontario's gas tax program, the City of Toronto will receive \$184,994,655 in funding this year to improve transit projects such as the TTC," said Yurek. "This investment will help improve the daily commute for many who use the TTC to get around Toronto every day."

ADDITIONAL RESOURCES

- The share that each municipality receives under Ontario's gas tax program is based on a formula of 70 percent ridership and 30 percent population. These funds serve both the needs of large and small municipal transit systems.
- Municipalities that contribute financially to public transit services are eligible for funding. Municipalities not currently providing transit can become eligible for funding if they start up fully-accessible transit services.

BACKGROUND INFORMATION

- [2018-19 Gas Tax Funding by Municipality](#)

CONTACTS

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Bob Nichols
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Ministry of Transportation

<http://www.ontario.ca/mto>

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99 Wellesley Street West 4th floor, Room 4620 Toronto ON M7A 1A1

From: MARK SEXSMITH
Sent: 2019/01/22 10:11 AM
To: Ron Starr
Cc: Karen Morden
Subject: Item for February PVAC meeting

Good Morning Ron: At our meeting on January 18, you asked me to forward a list of items that the PVAC might consider as part of the reorganization of the for hire ground industry that will take place this year as part of the consideration of the Pilot Project Report.

Please find attached a partial list, These items should be presented at the PVAC February meeting for consideration;

Thanks

Mark Sexsmith

Levelling the Playing Field Items:

Item:	Taxis	TNC's	Solution
Insurance	\$6,000.00 + /year	Private plus \$.? Per fare?	The Provincial government must get into this area to adjust rules & regulations The City must press the Province for solutions
Number of Vehicles formula	Formula in Bylaw	No formula	City (Province?) must set parameters so that there is a supply/demand balance Accessible vehicle formula is needed
Rates	Maximum set under Bylaw	No regulations	City must decide on whether to re-regulate or deregulate entire industry
Plate Value Compensation	\$192,000.00 per plate loss as a result of TNC Pilot Project	n/a	As in P.Q., assess loss and issue cash compensation, and continue with unregulated TNC operation. Any extra taxi plates required by the industry could be sold by the City. Assess demand for TNC's, and limit the number of vehicles to reflect, along with the number of taxis, the demand for hired ground transportation Buy back all taxi plates, and charge all for hire ground transportation providers annual operating fees, the proceeds from which would be used to amortize the buyback amount. After the payback period, these fees would constitute an ongoing source of revenue for the City

Require TNC's to use taxi plates, which would restore the market value without cost to the City.

Require TNC's to lease/buy taxi plates, which could be exchanged at a set ratio for TNC Permits. This would get rid of plates on the shelf, and restore some of the value of taxi Plates, at no cost to the City.

Upload all for hire ground transportation to the Province, which could administrate the industry as part of Metrolinx. Compensation becomes a Provincial concern.

Upload all for hire ground transportation to The Region of Peel. Compensation becomes a Regional concern.

Driver Training	Suspended for balance of Pilot Project	In House	Require all commercial drivers to take courses provided by City/Province
Accessibility	Currently using "Free" plates Most accessible taxis work Transhelp contract	Not available	Get Provincial subsidy, require TNC's to provide a subsidy for taxi industry service Mississauga Accessibility Committee should be working with the PVAC
PVAC Representation	Driver reps, owner rep Broker rep Limo Industry rep	No representation	Membership must be expanded to include brokers and drivers
PIA Service	Taxi/limo industry operating under old formula PIA permits have plummeted in value	TNC's have new arrangement	City needs to participate in this process PVAC should solicit input from PIA operators on the specific impact of TNC service at PIA

Autonomous taxis	Too many customers require assistance to eliminate drivers	Planned, but not any time soon	City needs to be proactive in planning for the possibility of driverless vehicles
Last Mile/First Mile Commuter service	Taxis can provide this service if connected to the Metrolinx system	The ability of TNC's to work with this needs to be investigated	The City needs to study this topic carefully as a part of the Move Mississauga project.
Cross Border Service	Taxis limited to Municipal boundaries	TNC's can operate across municipal boundaries	Work with the Province to equalize service area provisions

From: [peter_d_pellier](#) [peter_d_pellier](#)
To: [Ron Starr](#); [John Kovac](#); [REDACTED]
Cc: [Mayor Bonnie Crombie](#); [Geoff Wright](#); [Samuel Rogers](#); [Michael Foley](#); [Megan Piercey](#)
Subject: LICENCE RENEWAL FEE - INACTIVE PLATE
Date: 2019/01/10 6:42:57 AM

THE CHAIR & MEMBERS,

PUBLIC VEHICLE ADVISORY COMMITTEE.

The longstanding balance between the number of for-hire ground transportation vehicles and the opportunity to earn a reasonable living has been significantly disrupted, due principally to the presence of both Uber and Lyft. This has resulted in a decreased demand for traditional taxis.

Under the circumstances, many taxi owners have been obliged to put their plates on the shelf until such time as conditions warrant reactivating them.

Given the absence of any income whatsoever from plates which have been shelved, not to mention the virtual absence of costs associated with regulation and administration, to expect said holders to pay the full renewal fee is both unreasonable and unfair. Doing so effectively imposes additional financial hardship.

I propose that the renewal fee in question be set at \$100. Should the plate be reactivated, the balance of the fee would be due and payable on a monthly pro-rated basis.

Thank you.

PETER D. PELLIER,

[REDACTED]

[REDACTED]

Public Vehicle Advisory Committee Work Plan □ 2014-2018

Issue	Last Discussed on	Who	Status
Hotel Shuttles Regulation of DADD drivers Licensing of medical/shuttle vehicles	April 29, 2013 October 15, 2013 October 15, 2013	Enforcement Office	<ul style="list-style-type: none"> To be dealt with in a report to PVAC □ 2019 Quarter 1
Timing of taxicab plate renewal issuance - priority list, identification requirement	September 29, 2014	Enforcement Office	Completed □ October 2017
Mobile Licensing Enforcement Practices	March 3, 2015	Enforcement Office	<ul style="list-style-type: none"> Report to PVAC at the beginning of the next term of Council
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 September 19, 2017	Enforcement Office	In progress <ul style="list-style-type: none"> Accessible On-Demand Vehicle for Hire Project □ Presentation to PVAC □ April 17, 2018
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 <ul style="list-style-type: none"> TNC Pilot currently underway Final report to Council 2019 □ Quarter 1
Public Vehicle Licensing By-law 420-04, as amended □ Demerit Points	December 7, 2015	Enforcement Office	Completed □ April 2017
Updated Taxicab Camera Requirements Identifying signage □ TNC vehicles	October 18, 2016 October 31, 2017	Enforcement Office	In progress <ul style="list-style-type: none"> To be included in final report to Council re. TNC Pilot Project 2019 □ Quarter 1

*Updated for the February 11, 2019 PVAC Meeting

Public Vehicle Advisory Committee Work Plan □ 2014-2018

Line-by-Line Review of the Public Vehicle Licensing By-law	June 7, 2017 Council □ June 21, 2017; September 19, 2017	Enforcement Office	Completed □ September 2017
Status Update □ TNC Pilot Project	September 19, 2017 February 13, 2018	Enforcement Office	Ongoing □ Standing Agenda Item
Review and update to the PVAC Action Items List	October 31, 2017 February 13, 2018	Enforcement Office/ Legislative Services	<ul style="list-style-type: none"> • On April 17, 2018 PVAV Agenda **For Approval

*Updated for the April 17, 2018 PVAC Meeting

From: Sami Khairallah

Date: February 6, 2019 at 7:39:42 PM EST

To: Ron Starr

Subject: Restitutions for cab owners

Dear Councillor Star ,

As I am sure you are aware that the taxi industry has nearly hit rock bottom. The supply management that the City of Mississauga had previously had in place for decades had been destroyed as soon as the decision was made to allow an unlimited number of TNC vehicles to hit Mississauga Roadways with very minimal amount of regulations or barriers to entry. This resulted in the total destruction of the taxi industry and has clearly affected the ridership on Public Transit especially through increased usage of services such as UberPool express. The taxpayers have invested billions in infrastructure to build public transit that will be severely under utilized if this situation continues.

The way I see it that there is no difference in relationship between the federal government and the milk producers and the situation with the City & supply management of taxicabs. The city mandated endless regulations, set pricing & limited supply of taxicabs and allowed the licenses to be transferable for compensation thus creating market value. The licenses were referred to as pension or retirement for long standing drivers by councillors. The federal government is compensating milk producers for giving up 3.6% of their market share. The City Of Mississauga's decisions on how to manage the TNC Companies has directly resulted in the loss of 70% of the Taxi market share. The hardworking cab owners deserve to be compensated because the city is responsible for creating their situation they find themselves in.

The city should compensate the cab owners that held licenses at the start of the pilot project to the tune of \$50,000 per owner paid in three installments. These funds should be collected through either a per trip fee or lump sum directly from the TNC Companies that wish to operate in the City of Mississauga.

Thank you for your consideration,
Kind Regards,

- [ACT Plate Owners – Request for Input – Taxi Industry Reform – Consultation](#)
- [Adelaide Taxi Licence Owners Association](#)
- [QLD Taxi Owner Group](#)
- [VICTORIAN TAXI & HIRE-CAR FAMILIES](#)
- [Queensland Taxi Owners And Drivers Welfare Association](#)
- [WA Taxi Drivers](#)
- [Youtube – Ubers Real Mission](#)
- [Rideshare News](#)

--- Navigation ---



Judge paves way for taxi lawsuit Plate owners in Ottawa a get green light to proceed with \$215M class action

[Home](#) → [Rideshare](#) → Judge paves way for taxi lawsuit Plate owners in Ottawa a get green light to proceed with \$215M class action

Judge paves way for taxi lawsuit Plate owners get green light to proceed with \$215M class action over city's decision to allow Uber judge has given Ottawa taxi plate owners the go-ahead to proceed with a lawsuit claiming the city's decision to allow Uber and similar companies to operate legally is discriminatory. Justice Robert Smith's decision, handed down Tuesday, acknowledges taxi drivers share the same concerns over the city's new rules. The ruling will allow members of the taxi industry to go ahead with a class action instead of pursuing the matter in court individually.

Uber began operating in Ottawa in 2014. In September 2016, the city amended its taxi bylaw by creating a new category of licence that legalized Uber's business model.

Around this same time the taxi industry filed an uncertified class action against the City of Ottawa claiming \$215 million in damages.

CLAIMS OF DISCRIMINATION

The suit was filed by the parent company of Capital Taxi and Marc Andre Way, whose family is the single-largest owner of taxi plates in the city. It was the largest lawsuit ever filed against the city.

Taxi drivers claim the city is responsible for losses they suffered after Uber was legalized in Ottawa, according to an overview of the case.

The plaintiffs allege that by welcoming Uber the city has discriminated against taxi drivers, many of whom are "members of minority groups." The plaintiffs also claim fees charged to them under the amended bylaw amount to illegal taxes.

The city disagrees with the taxi industry's claims, but agreed with the court that a class action is the best way to proceed.

In its response to the lawsuit in 2016, the city said it has no obligation to protect the taxi industry from financial losses, and argued the claim of \$215 million in damages is grossly exaggerated.

On February 5, 2018 / [Rideshare](#), [Taxi News](#)

Rideshare

[Study: Uber and Lyft are Increasing Traffic Deaths 21 Nov 2018](#)

An additional 1,100 deaths a year thanks to commercial rideshare "green companies" that also create congestion and pollution. According to a study done in US, Uber and Lyft are not just increasing congestion and hurting transit, they are literally killing us. A new study [PDF] from the Booth School at the University of Chicago estimates Uber and Lyft have increased traffic deaths by 2-3 percent nationally. That's as many as 1,100 additional deaths a year — a [...]

[UBER FALSIFIES CLAIMS OF ENDING SEXUAL ASSAULTS COMMITTED BY DRIVERS AND OPENLY OBSTRUCTS LAW ENFORCEMENT 19 Nov 2018](#)

SEXUAL ASSAULTS COMMITTED BY DRIVERS – WHAT IS UBER DOING ABOUT THIS? According to ridesafeworld.com, posted November 14, 2018 by Justin La Plante In April, CNN found that 103 Uber drivers had been accused of sexually assaulting passengers. This is the highest rate of incidents reported in commercial ground

City of Mississauga
Memorandum



Date: 2019/01/21
To: Chair and Members of Public Vehicle Advisory Committee
From: Megan Piercey, Legislative Coordinator
Meeting Date: 2019/02/11
Subject: 2019 Public Vehicle Advisory Committee Meeting Schedule

The 2019 meeting dates for the Public Vehicle Advisory Committee (PVAC) have been scheduled as follows:

Monday, February 11, 2019
Tuesday, April 9, 2019
Tuesday, June 18, 2019
Tuesday, September 17, 2019
Tuesday, December 3, 2019

Unless otherwise advised, all meetings will be held at 10:00 AM at the Mississauga Civic Centre in the Council Chamber – 300 City Centre Drive, Mississauga L5B 3C1.

Meetings may be cancelled at the call of the Chair due to insufficient agenda items or lack of quorum.

Please kindly contact the Legislative Coordinator in advance of the meeting if you will be absent or late so that quorum issues can be anticipated and dealt with accordingly.

Megan Piercey
Legislative Coordinator
Legislative Services, Office of the City Clerk
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