

Kathleen Ramsay

From: David Gunn <dgunn@vlct.org> on behalf of Karen Horn <khorn@vlct.org>
Sent: Tuesday, September 25, 2018 1:12 PM
To: Info
Subject: Municipalities with Taxi Ordinances or Regulations
Attachments: municipal taxi regulations.docx

Act 3, an act relating to transportation network companies (TNCs), took effect on July 1 of this year. This legislation – which is intended to be “a step toward uniform regulation of all vehicle for hire companies and vehicle for hire drivers in Vermont” – requires the Department of Financial Regulation (DFR) to conduct a study of whether and to what extent vehicles for hire, vehicles for hire drivers, and vehicles for hire companies should be regulated by the state and how state regulations would affect relevant municipal regulations. The study is to consider:

- issues related to public safety, necessity, and convenience;
- regulatory models adopted in other state and local jurisdictions, including in both urban and rural municipalities in Vermont, applicable to TNCs and other vehicle for hire companies;
- matters related to passenger safety, including driver background checks, periodic vehicle safety inspections, and signage;
- matters related to insurance coverage, including minimum liability coverage, disclosure requirements, and claims procedures, generally, and with consideration of other, similarly situated jurisdictions, other commercial automobile policy requirements, enhanced personal liability coverage for drivers, and the costs and benefits of requiring Med Pay coverage;
- matters related to fares, including the provision of fare estimates to riders, restrictions on “surge pricing,” and payment methods;
- matters such as the licensing or permitting of companies and drivers; nondiscrimination street hails; the protection of driver and rider information; taxes or fees and, if applicable, recommended amounts; the employment status of drivers; and increased access for persons with disabilities; and
- the extent to which all vehicles for hire, vehicle for hire drivers, and vehicle for hire companies should be treated similarly with respect to statewide regulation.

DFR seeks input from municipalities to understand the current landscape of municipal regulation of vehicles for hire and how statewide regulation of vehicles for hire would affect municipalities and their constituents. They would appreciate your response to the questions below **by Saturday, October 20**. DFR would also welcome any feedback. **Please respond to Director of Policy Jill Rickard at 802-828-1978 or jill.rickard@vermont.gov**. The department will also hold a public forum in October to solicit additional input from stakeholders including taxi, TNC, and other vehicle-for-hire drivers.

1. Does your town or city have an ordinance in place regulating or otherwise affecting taxis or other vehicles for hire?
2. If the answer to question 1 is yes, please provide a copy of the ordinance and confirm if the information, including current licensing fees, in the attached chart is correct.
3. Has your town or city previously regulated taxis or other vehicles for hire?
4. Does your town or city have any taxis, TNCs, or other vehicles for hire operating within its limits?
5. If the state (as opposed to municipalities) were to regulate taxis and other vehicles for hire, how would this affect your city or town?
6. Would your town or city officials be willing to share your thoughts via a phone call with DFR? If so, please provide contact information.
7. Please provide any relevant information or input on the regulation of taxis at the municipal vs. the state level. Relevant factors may be administrative burden, revenue from licensing fees, public safety concerns, accessibility, etc.

Additionally, attached is a list of the **known** municipal regulations in place. If any of the information is incorrect or needs to be updated, please let us know.

Thank you for your time and assistance with this matter.

VLCT Municipal Policy Advocate Gwynn Zakov gzakov@vlct.org