



J. Jeffrey Munger  
Chairperson of the Board

William Keogh  
Vice Chairperson

## Taxi Licensing Board

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Taxi Licensing Board Work Session Agenda  
Conference Room 12, City Hall  
Wednesday, February 10, 2016  
10:00 AM

PRESENT: Jeff Munger (Chair), JM  
Bill Keogh (Vice Chair), BK  
Officer Brad Trombley, BPD, BT  
Adam Roof (License Committee Member), AR  
Gregg Meyer (Assistant City Attorney), GM  
Ashley Bryce (Taxi Administration Office, City Hall), AB  
Isaac Trombley (Taxi Administration Office, BTV), IT  
Sheila Edwards (BTV), SE  
Nicholas Sheildrop, (Public), NS

1. AGENDA

On a motion by Commissioners Keogh and Roof the agenda was adopted as is.

2. PUBLIC FORUM

Nicholas Sheildrop spoke about Uber and the strike in Quebec City that is happening due to Uber. NS added three articles to be looked over as well. NS also questioned the taximeters and who claims the jurisdiction over them and the rates. NS also questioned the ordinance rewrite that was submitted to the City Council why was there no vote, was it the first reading. AR replied yes.

3. WORK SESSION

3.01 Rates and Fees for New Ordinance

GM clarified that the item 3.01 on agenda is licensing fees, how to deal and go about charging for licenses.

- GM handed out draft of the Vehicle for Hire rewrite ordinance
- How to charge business owners to drive taxis in Burlington
  - One lump sum fee

- \$1 amount per ride or less
  - At airport \$1 fee for pick up and drop off
- Last time fees were established in 2008
- GM explained the fee break down of what goes to the Airport and what goes to the administration office. Stated this committee is working with strictly general fund fees. All fees go to the general fund.
- Not increase fees to much so small businesses can still work.
- NS stated under FAA rules any income from the airport cannot be put into the City's fund.
- BK requested we increase all fees by the cost of living since 2008.
  - Balance needs of the City of Burlington and affordability of drivers
- GM stated background checks can now be done by the company and can be audited or Admin Office will do it for a fee.
- Business fee, application fee, taxi license fee, and vehicle fees are what needs to be looked into.
  - \$205.00 for one driver with one vehicle.
  - New rewrite adds in business license for \$30
  - \$235.00 will be renewal as of now
- GM stated the admin office can charge per ride, with past from airport receiving \$1 per pick and drop off, if they could charge for every ride with in the City a certain amount.
- JM questioned how they could charge someone who gets in the cab in Burlington and go out of town or if they come into Burlington from out of town. When drivers got meters they did not like them, how would they charge drivers. Self reporting would not work.
- BK would prefer flat fees as the industry is changing. In five years he believed all drivers will have an Iphone or new technology to receive pick-ups.
- AR believed a set cost, low fee for lower amount of vehicles on the road. Larger organizations should have more as they have more on the road instructor and they will have more work for our administration office. Asked what more fees are needed for the City. Utilize amount per mile or trip.
- GM stated self reporting is hard to keep track of. Could use some sort of technology to track this information. Rough numbers, if the admin office collects currently half of what it cost the City to pay human resources to do the work.
- JM requested to look back to see what fees were generated in the past from the taxi fees.
- GM stated the fees only go for 40% of what the cost to run the human resources for taxi licensing. How do they increase fees without running too high for small companies? Charging per ride would be fairest way to charge drivers.
- BK requested GM and admin come up with examples of different fees that can make up the short fall.
- GM stated self reporting is a fee that they would need to be reported to the City and pay. For example gross receipts for restaurants and store pay once a month a percentage of what they make to the City. Admin can oppose a burden to have drivers pay City a certain amount a ride. They may not report truthfully but admin can audit them as well. Minimal business license for one driver, one vehicle base line would be \$235 a year. This number needs to change since 2008.

- Increase based line by cost of living
  - Increase by CPI (regional)
  - Based fee with additional per ride supplemental fee
- AR requested they could look at few different examples that GM could come up with.
- GM stated he would get feedback from the building and will come up with different examples of budget numbers.
  - Roughly 52 vehicle for hire operations
  - Uber
  - Roughly 25 Business Licenses
  - Roughly 105 Vehicle Licenses
  - 170 Taxi Driver Licenses
  - 85 Contract Vehicle Licenses

### 3.02 Ground Transportation Rules

- Feedback with the new rewrite, how to incorporate a separate ground transportation policy for airport issues that are now removed from the ordinance.
- GM requested AB and himself to work together pulling existing sections of the ordinance on ground transportation rules as they are not in the new ordinance so they can change ground transportation rules to add these. Rewrite was to stop the burden to this board so Airport issues will be handled by airport not Taxi Licensing Board.

JM explained he did not like the 12 hours straight for a taxi driver to work.

BK talked about his experience with Uber and surge charging.

GM explained why surge charging happens.

NS stated Uber doesn't pay tax on their money they currently have, they set up shell corporations.

## 4. ADJOURNMENT

On a motion by Commissioners Roof and Keogh the Taxi Licensing Board Meeting was adjourned at 11:34 a.m.