

EXHIBIT NO. 1

18
5-8-01

City of Alexandria, Virginia

Memorandum

DATE: MAY 3, 2001

TO: THE HONORABLE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PHILIP SUNDERLAND, CITY MANAGER 

SUBJECT: AN ORDINANCE AMENDING THE CITY CODE TO CHANGE THE FARES TO BE CHARGED BY TAXICABS IN THE CITY

ISSUE: Council consideration of an ordinance amending the City Code to increase fares charged for service provided by taxicab drivers.

RECOMMENDATION: That City Council introduce the attached ordinance amending Section 9-12-132 of the City Code to increase taxicab fares (Attachment 1), pass it on first reading, and set it for public hearing, second reading and final passage at the public hearing on Saturday, May 12, 2001. The amended ordinance provides that the taxicab fare increase would be implemented on June 1, 2001.

DISCUSSION: In response to a request from the taxicab industry to increase taxicab fares, and based on the data of fares in surrounding jurisdictions (Attachment 2), a public hearing was held on April 26, 2001, by the Traffic and Parking Board for its consideration and recommendation on the proposed fare increase. The last fare increase was May 1, 2000, when the "initial charge" was increased from \$1.50 to \$2.00, and the hourly charge for "waiting time" was increased from \$16.00 to \$18.00.

Over the past few months, the City has received letters from members of the taxicab industry, including taxicab companies and taxicab drivers, requesting an increase in the taxicab fare structure (Attachment 3). The taxicab industry requests a fare increase based on a general increase in operating costs over the past year, and the recent sharp increase in gasoline prices. They believe that a fare increase is necessary to continue to provide drivers with an income incentive and City residents and visitors with an appropriate level of taxicab service.

At its April 26 meeting, based on taxicab fare data collected from surrounding jurisdictions (as shown in Attachment 2), and letters of request from the taxicab industry, the Traffic and Parking Board voted unanimously to recommend that City Council approve a taxicab fare increase, effective June 1, 2000, as outlined below:

- (1) For the initial charge (first drop), for one passenger.....\$2.50 (*Now \$2.00*)
- (2) For each additional one-fourth (now one-sixth) mile or fraction thereof for one or more passengers.....\$0.40 (*Now \$0.25*)
- (3) For each one hour of waiting time for one or more passengers, the incremental cost of this charge shall be \$0.40 (now \$0.25) for each 80 (now 50) seconds.....\$18.00 (*Unchanged*)

I concur with the Board's recommendations set out in paragraphs (2) and (3) above. The Board's recommendation to increase the "initial charge" from \$2.00 to \$2.50, set out in paragraph (1) above, stemmed from its desire to have this charge cover the increases in gas prices that have occurred over the past 18 or so months. While the Board's position is certainly understandable, I offer an alternate recommendation which is to increase the "initial charge" from \$2.00 to \$2.25.

Since May 1, 2000, the City has had a \$.50 per taxi trip "surcharge" in effect which was designed, when adopted in the spring of 2000, to cover the gasoline price increases that had occurred since late 1999. Those price increases remain in effect today, and I believe that a substantial portion of them are likely to remain in effect. Hence, I support an increase in the "initial charge" from \$2.00 to \$2.25 to reflect that portion of the gas price increases. The remaining portion of the increases, together with the additional increases we have experienced over the past few weeks, are more appropriately addressed through the "surcharge" mechanism, which (at least for the present) reflects the temporary nature of these increases and, therefore, does not address them by making a permanent change to the fare structure.

Assuming the proposed ordinance is enacted with its June 1, 2001, effective date, my current expectation is to reduce the current "surcharge" of \$.50 a trip to \$.25 a trip, effective June 1, 2001, to address the rise in the costs of gasoline, and to maintain that surcharge until gasoline costs decrease. I believe that this dual manner of addressing the increases in the price of gasoline we have experienced over the past 18 months -- an increase in the "initial charge" of \$.25 and a surcharge of \$.25 per trip -- is preferable to the single manner recommended by the Traffic and Parking Board -- an increase in the "initial charge" of \$.50.

FISCAL IMPACT: The cost to print the new farecards is estimated at \$3,000. The funds are available in the Transportation and Environmental Services Department budget.

ATTACHMENT: Attachment 1. Ordinance
Attachment 2. Comparison of Taxicab Fares in Northern Virginia
Attachment 3. Letters from the Taxicab Industry

STAFF: Michele R. Evans, Assistant City Manager
Richard J. Baier, P.E., Director, Transportation and Environmental Services
Charles Samarra, Police Chief

EXHIBIT NO. 2

18
5-8-01

Introduction and first reading:	5/08/01
Public hearing:	5/12/01
Second reading and enactment:	5/12/01

INFORMATION ON PROPOSED ORDINANCE

Title

AN ORDINANCE to amend and reordain Section 9-12-132 (AMOUNT OF FARE TO BE CHARGED), of Division 6 (FARES), Article A (TAXICABS AND FOR-HIRE VEHICLES), Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), Title 9 (LICENSING AND REGULATION), of The Code of the City of Alexandria, Virginia, 1981, as amended.

Summary

The proposed ordinance changes the fares to be charged by taxicabs in the city, by increasing the initial meter charge from \$2.00 to \$2.25, and revising the additional charges for time and distance traveled.

Sponsor

Staff

Richard J. Baier, Director, Department
of Transportation and Environmental Services
Douglas McCobb, Deputy Director, Department
of Transportation and Environmental Services
Steven L. Rosenberg, Assistant City Attorney

Authority

§ 2.04(g), Alexandria City Charter
§ 15.2-2015, Code of Virginia (1950), as amended

Estimated Costs of Implementation

None

Attachments in Addition to Proposed Ordinance and its Attachments (if any)

None

EXHIBIT NO. 3

18
5-8-01

ORDINANCE NO. _____

AN ORDINANCE to amend and reordain Section 9-12-132 (AMOUNT OF FARE TO BE CHARGED), of Division 6 (FARES), Article A (TAXICABS AND FOR-HIRE VEHICLES), Chapter 12 (TAXICABS AND OTHER VEHICLES FOR HIRE), Title 9 (LICENSING AND REGULATION), of The Code of the City of Alexandria, Virginia, 1981, as amended.

THE CITY COUNCIL OF ALEXANDRIA HEREBY ORDAINS:

Section 1. That Section 9-12-132 of The Code of the City of Alexandria, Virginia, 1981, as amended, be, and the same hereby is, amended and reordained to read as follows:

Sec. 9-12-132 Amount of fare to be charged.

(a) The rates to be charged passengers by owners or drivers of taxicabs shall be as follows, and it shall be unlawful for any owner to permit or a driver to make any greater or lesser charge:

- (1) For the initial meter charge (referred to as the first drop), ~~\$2.00~~\$2.25.
- (2) For the second and for each additional passenger who is twelve years of age or older, \$1.25.
- (3) For each one-~~sixth~~fourth mile or fraction thereof for one or more passengers, ~~\$0.25~~\$0.40.
- (4) For each one hour of waiting time for one or more passengers, \$18.00. The incremental cost of this charge shall be ~~\$0.25~~\$0.40 for each ~~50~~80 seconds. Waiting time shall include time consumed while the taxicab is waiting and available to passengers beginning three minutes after the time of arrival at the place to which it has been called, time consumed while the taxicab is stopped or slowed for traffic to a speed of less than seven miles per hour and time consumed for delays or stopovers enroute at the direction of a passenger. No time shall be allowed for a premature response to a call. There shall be no charge for mileage when time is being charged for a taxicab that is stopped or slowed for traffic to a speed of less than seven miles per hour. Waiting time shall not include time lost on account of the inefficiency of a taxicab.
- (5) For each suitcase or similar piece of travel luggage placed in the trunk, \$0.50 if handled by the driver.
- (6) For each trunk, footlocker, duffel bag or other bulky or heavy item, \$2.00, if handled by the driver, provided that there will be no charge for wheelchairs, walkers, crutches or other items used to assist persons with disabilities.

(7) For three or more grocery and/or shopping bags, \$1.00, if handled by the driver in the immediate vicinity of the taxicab, plus an additional \$1.00, if carried by the driver to the door of a single-family residence, or the main entrance of any building other than a single-family residence. There shall be no charge made for fewer than three grocery and/or shopping bags. The maximum charge for all grocery and/or shopping bags shall be \$2.00.

(8) For each animal, \$1.00; provided, that there shall be no charge for guide dogs or service animals assisting persons with disabilities.

(9) For each trip originating at Washington National Airport, the fee required to be paid to the airport for the privilege of picking up passengers.

(10) Taximeter fares may be increased by \$5.00 during any period in which a snow emergency plan is in effect in the city, as declared by the city manager or his authorized representative. The transportation division of the department of transportation and environmental services will notify each taxicab company by telephone of the exact time the snow emergency plan is to go into effect and the exact time that the snow plan is terminated.

(11) Taximeter fares may be increased by a surcharge authorized by the city manager, in the event that the city manager determines that a sudden increase in the cost of gasoline requires a surcharge to maintain stability in the provision of taxicab services in the city and to prevent the gas cost increase from having a serious adverse financial impact on the drivers of taxicabs. The surcharge shall continue in effect for such period, not to exceed one year, as the city manager shall determine, but may be terminated sooner if the manager determines that the surcharge is no longer warranted. The determination of the city manager shall be based on information provided by taxicab companies, and from such other sources as the city manager deems appropriate. The transportation division of the department of transportation and environmental services will notify each taxicab company in writing of any such surcharge. Such notice shall indicate the amount of the surcharge, and the period during which such surcharge shall be permitted. The hack inspector shall furnish to the driver of each taxicab operated under this article a copy of such notice, which shall be displayed within the vehicle in addition to the rate card required under section 9-12-134.

(b) This section shall not apply when any taxicab is operated pursuant to a contract provided for in section 9-12-133 of this chapter.

Section 2. That this ordinance shall become effective upon the date and at the time of its final passage; provided, however, that the changes in subsections (a)(1) through (a)(11) of Section 9-12-132 shall not be implemented until June 1, 2001.

KERRY J. DONLEY
Mayor

Introduction: 5/8/01
First Reading: 5/8/01
Publication:
Public Hearing:
Second Reading:
Final Passage:

**CITY OF ALEXANDRIA
COMPARISON OF TAXI RATES IN NORTHERN VIRGINIA
(DATE OF LAST FARE INCREASE)**

	ALEXANDRIA EXISTING (SINCE 2000)	ALEXANDRIA PROPOSED RATE	ALEXANDRIA 1985-1991	ARLINGTON COUNTY (SINCE 2000)	FAIRFAX COUNTY (SINCE 2000)	PRINCE WILLIAM COUNTY (SINCE 2000)
<i>FARE CATEGORY</i>						
FIRST DROP	\$2.00	2.25	\$1.10	\$2.25	\$2.25	\$3.00
ADDITIONAL PASSENGER	1.25	1.25	1.25	1.00	1.00	1.00
ADDITIONAL FRACTION MILE	.25	.40	.20	.40	.40	.15
INCREMENT	(1/6 mi.)	(1/4 mi.)	(1/6 mi.)	(1/4 mi.)	(1/4 mi.)	(1/10 mi.)
1 MILE EQUIVALENCY	1.50	1.60	1.20	1.60	1.60	1.50
WAITING TIME						
PER HOUR	18.00	18.00	12.00	18.00	18.00	20.00
PER MINUTE	.30	.30	.20	.30	.30	.333
SMALL PACKAGES (EACH)	NONE	NONE	NONE	NONE	NONE	NONE
HAND BAGGAGE (EACH)	.50	.50	.50	.50	.50	.25
TRUNK OR FOOT LOCKER	2.00	2.00	2.00	2.00	2.00	1.00
GROCERIES (PER BAG)	.33	.33	.25	NONE	.25	.10
PETS (PER ANIMAL)*	1.00	1.00	1.00	NONE	1.00	1.00
WASH. NATL. APT. FEE	1.75	1.75	1.00	1.75	NONE	1.00
SNOW EMERG. FEE	5.00	5.00	2.00	NONE	NONE	N/A
GAS SURCHARGE	.50	.25 **		NONE	NONE	N/A

*DOES NOT APPLY TO ANIMALS ASSISTING THE DISABLED 1. ON FIRST DROP

** Effective June 1, 2001



CITY MANAGER'S OFFICE
ALEXANDRIA, VA

2001 FEB -7 A 10:07

United Taxi Cab Operators Association, Inc.
3301 Mount Vernon Ave. • Alexandria, Virginia 22305 • (703) 683-0555

February 5, 2001

Philip Sunderland
City Manager
City Hall
301 King Street
Alexandria, VA 22314

RE: Alexandria Taxicab Issues

Dear Mr. Sunderland:

First, let me, on behalf of Alexandria's United Taxicab Operators Association (UTOP), congratulate you on your new position as City Manager for Alexandria. It is a difficult job, I'm sure, but I have every confidence that you will be able to handle it well, making fair and judicial decisions across the boards.

The purpose of this letter is in response to a telephone conversation that was held with Ms. Michelle Evans, the Assistant City Manager, on January 17th of this year. At that time, Ms. Evans advised our organization to put in writing the key issues that we believe need to be addressed by the City of Alexandria. This letter, thus serves as the basis for discussion on those issues.

I. Meter Increase

As we are all aware, Alexandria is suffering from a high cost of living and severe inflation. Therefore, we feel that the cab drivers of Alexandria are entitled to an increase in fare price. Other adjacent jurisdictions have already received such an increase. UTOP proposes the following:

- a. The "First Drop" should be \$3.00; thereafter \$1.75/mile additional.
- b. Waiting time should be raised from \$18.00/hour to \$21.00.

II. Additional Passenger Charge

Regulations historically charged for additional passengers over the age of two. Recently, however, that was changed to include (as paying passengers) only those over the age of 12. UTOP believes that this new regulation is unrealistic. Children over the age of two take up their own seats, and add to the weight of the vehicle, etc. As well, there were never any major complaints regarding payment for children older than two. It is therefore suggested that the new regulation be repealed and put back to two years of age or younger to be considered as "free".

III. Recreational Vehicles/Vans

Auto manufacturers are no longer making station wagons. The larger capacity vehicles now come in the form of SUVs and vans/mini-vans. It is difficult for cab drivers to accommodate passengers who have excessive amounts of luggage or larger parties when forced to use only sedan automobiles. Where station wagons used to be used in such situations, they are no longer available – particularly with the new requirements for late model autos. It has also been noted that other jurisdictions in the area do allow such vehicles to operate in the taxicab system. UTOP therefore recommends that Alexandria cabs be allowed to have these cars, as well.

IV. Yearly Meter and Cab Inspections

The issue of meter and car inspections comes up periodically because there are no annual standards. Arlington's Hack Inspector, for example, has an inspection that is held at the same time annually. The drivers know when they have to have their vehicles inspected. They have the paperwork ready and their application renewals are presented at one time which eliminates backlogs and frustrations. UTOP recommends that Alexandria follows Arlington's lead in this matter.

V. Owner/Operator Name Displayed on Cab Door

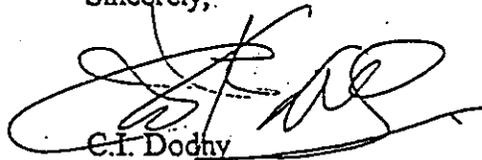
There are men and women of many nationalities that drive cab in the metropolitan area. And unfortunately, there is some level of bias, found throughout the system. The requirement to post an owner/operator's name on the side door panel creates that much more bias and racism, in UTOP's opinion. We question the rationale behind the posting of names – particularly since the other metro areas don't require this, and it serves no particular purpose. After all, the drivers do have to post their "faces" inside the car anyway. Therefore, UTOP recommends that this rule be done away with.

VI. Luggage Handling

According to Alexandria City Code, when a cab driver puts luggage into the truck of their cab, there is a charge accrued. However, if the passenger stows the luggage, it cannot be charged for. UTOP questions the reasoning behind this. Additional luggage is additional luggage. It adds to the weight of the vehicle, thus burning more gas, slowing the vehicle down, and so forth. We recommend that the charge for additional luggage should be included regardless of whether a driver puts it in the vehicle or not.

These are the issues that we believe are the most important and pressing ones of the new year. UTOP feels that we should be able to sit down with the City of Alexandria and discuss these problems in a straightforward manner, knowing that we'll be able to come to a mutually agreeable conclusion. It is, thus, with that knowledge, that I would ask you to meet with representatives of UTOP soon in order to start the process. I look forward to this and feel confident that we will be able to work things out together. In that vein, I will be calling you next week to set up a time when we will be able to sit down and channel our energies into this forum.

Sincerely,



C.I. Doddy
President, United Taxicab Operators Association

cc: Kerry Donley, Mayor
Bill Cleveland, Vice Mayor
Alexandria City Council Members

UNITED TAXI CAB OPERATORS ASSOCIATION, INC. (UTOP)

STAFF RECOMMENDATIONS

The following addresses each item in the letter to the City Manager from C.I. Dodhy, President of UTOP:

1. **Meter Increase**: Please see the enclosed rate comparison report for Alexandria and the surrounding municipalities.
2. **Additional Passenger Charge**: The ordinance currently states that children aged 12 years old and under shall not be charged. This section of the ordinance will not be changed at this time.
3. **Recreational Vehicles/Vans**: Mini-vans may be used provided they have two side doors on the left, and two side doors on the right side of the vehicle. There shall be a hatch located at the rear of the van to store passenger luggage. etc.
4. **Yearly Meters and Cab Inspections**: Staff does not recommend changing the inspection schedule at this time.
5. **Owner/Operator Name Displayed on Cab Door**: Staff recommends that the Traffic and Parking Board hear testimony and determine if it believes this should be changed.
6. **Luggage Handling Charge**: Staff recommends to defer changing this to allow discussion between the City, taxicab companies, and drivers.

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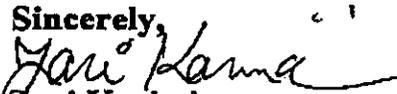
Dear Alexandria Hack Office:

March 5, 2001

This letter serves to reaffirm VIP's request for 10 additional Certificates. This request is a result of the increase of new developments and additional transportation demands.

In regards to the meter increase VIP's position reflects the continuing competitive rate as a guideline or standard for all taxi services in the area. Although Arlington's rates are at \$2.50, we feel increase of \$.25-\$.50 is sufficient.

If you have any questions, please feel free to call me at 703-333-5800.

Sincerely,

Zari Karimian

ALEXANDRIA DIAMOND

◆ CAB CO., INC.

3035 MT. VERNON AVE. • ALEXANDRIA, VIRGINIA 22305
DISPATCH SERVICE: 549-6200 • OFFICE 548-7505

SEPTEMBER 10, 2000

TO: CITY MANAGER

FR: ALEXANDRIA DIAMOND CAB

SUBJ: FARE RATE REVIEW

WE HAVE MET WITH OUR DRIVERS OVER THE LAST FEW WEEKS AND WE WOULD LIKE TO PASS ON TO YOU THEIR VIEWS REGARDING TAXICAB METER FARES.

FIRST, THEY ARE VERY APPRECIATIVE OF THE CITY MANAGERS EFFORTS ON BEHALF OF THE RECENT GAS SURCHARGE AND INCREASE IN THE DROP. THIS INCREASE HAS HELPED OFFSET THE COST OF GASOLINE WHICH UNFORTUNATELY CONTINUES TO REMAIN VERY HIGH. HOWEVER, THERE HAS BEEN NO INCREASE IN REAL INCOME FOR OUR DRIVERS.

SECOND, THE DRIVERS AND DIAMOND CAB WOULD LIKE TO MAKE THE FOLLOWING PROPOSAL WHICH IF ACCEPTED WOULD ALLOW THE GAS SURCHARGE TO BE REMOVED.

- A. INCREASE DROP TO \$2.25 (1ST 1/7)
- B. INCREASE MILEAGE TO \$.25 FOR EACH ADDITIONAL 1/7 MILE
- C. NO CHANGE FOR OTHER CHARGES INCLUDING WAITING TIME.

FIRST MILE WOULD BE \$3.75 (SAME AS AT PRESENT WITH SURCHARGE)

EACH SUBSEQUENT MILE WOULD BE \$1.75 (AN INCREASE OF \$.25 PER MILE)

THIS PROPOSAL WOULD GO ALONG WAY TOWARD INCREASING DRIVER INCOME DURING THIS PROPEROUS PERIOD OF OUR ECONOMIC LIFE. THE DRIVERS RESPECTFUL REQUEST THAT IF AN INCREASE IS ANY LESS THAN THIS PROPOSAL THE GASOLINE SURCHARGE BE CONTINUED INDEFINITELY.

IF YOU HAVE ANY QUESTIONS THEN WE WOULD BE HAPPY TO MET WITH YOU TO DISCUSS THESE MATTERS FURTHER.

YOURS TRULY,


ROBERT R. HOAR
PRESIDENT

CC: MAJOR DONLEY AN CITY COUNCIL



Serving Northern Virginia Since 1953

Mr. Philip Sunderland, City Manager
301 King St, Suite 3500
Alexandria, VA 22305

March 5, 2001

Subject: Fare Rate Increases and Taxicab Operating Certificates

Dear Mr. Sunderland:

We are pleased that you have called a meeting to consider our proposed fare increase which we forwarded to your office on or about September 20, 2000. We believe it would be prudent to increase the fares at least to a rate commensurate to the adjoining jurisdictions, especially Arlington. However, we request that any increase occur when the taxicab market is hearty. We recommend increasing fares prior to May or in October 2001. Recommend avoiding fare rate increases during the summer months, when the market is at low ebb.

We strongly urge that a feasibility study, as required by Section 9-12-28, be conducted to ascertain the state of the current taxicab market, before additional operating certificates are issued. We are of the opinion that the City of Alexandria is currently at its optimum level of saturation for cabs. We further request that the study derive the following information:

1. Saturation of taxicabs in and around the City of Alexandria, including adjoining jurisdictions.
2. Impact of additional certificates on the current taxicab drivers and their income.
3. Impact of the impending economic down turn on taxicab industry in the Washington Metropolitan Area.
4. Analysis of costs of operating taxicabs (e.g., insurance, maintenance, petroleum, and impact of lost fares from customers who fail to pay).
5. Adequacy of the current taxicab stands to handle additional taxicabs.
6. Quality of service to taxicab customers.
7. Any other analysis vital to this issue.

We believe an objective, verifiable, and fair system of distribution for new certificates be developed. This will provide a more formal procedure which inculcates equity, structure, and consistency. For example a system of redistribution of unused certificates between taxicab companies could be created.

We vigorously support convening a committee of experts in the taxicab industry, from both the private and public sector, to study this matter before more certificates are issued. To do otherwise, could have a potentially debilitating effect on those who's livelihoods depend on this business. Their investment in time and money to maintain a high quality service to the community is significant. We believe we owe the current cab drivers protection for the risk they undertake.

We look forward to discussing this matter with you soon.

Cordially,

Jacob Mayhew
Vice President



Serving Northern Virginia Since 1953

September 20, 2000

Mr. Phillip Sunderland
 City Manager
 City Of Alexandria
 P. O. Box 178, City Hall
 Alexandria, Virginia 22314

Dear Mr. Suderland:

Please be advised that the gasoline surcharge that was put into place May 1, 2000 expires on October 31, 2000. When the gasoline surcharge was put into place, it was acknowledged that the meter fares would be reviewed in October to determine whether the mileage charges for taxicab rates should be increased on a permanent basis.

The taxicab industry as a whole is historically very reluctant to request meter rate increases. However, because of increases in both consumer price indexes and gasoline prices, Alexandria Yellow Cab, Inc. (AYC) proposes a meter increase in both the mileage and drop. The proposed increase is the same as the Arlington County increase that goes into effect on September 30, 2000 as follows:

<u>Current Rate</u>	<u>Arlington Rate</u>	<u>Proposed Rate</u>
\$2.00 first 1/6 mile	\$2.25 first 1/4 mile	\$2.25 first 1/4 mile
.25 each add'l. 1/6 mile	.40 each add'l. 1/4	.40 each add'l. 1/4 mile
(\$1.50 per mile)	(\$1.60 per mile)	(\$1.60 per mile)
.25 per 50 seconds wait time	.40 per 80 seconds wait time	.40 per 80 seconds wait time
(\$18.00 per hour)	(\$18.00 per hour)	(\$18.00 per hour)

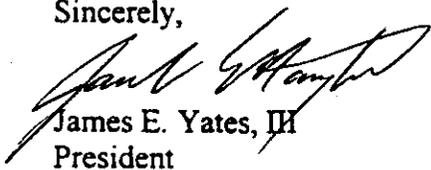
Arlington County for many years has issued an annual report on the economic condition of the taxicab industry. The report is based upon data collected from taxicab operator manifests. Alexandria does not require the collection of manifests and the corresponding reconciliation of driver income. We must, therefore, rely on more traditional economic cost indicators. To help staff, AYC has included economic data that might be helpful in determining increases in expenses associated with the operation of taxicabs in Alexandria. Comparisons are made between July 1997 when the last mileage increase was implemented.

1. Attachment #1, U.S. city average, Gasoline, all types per gallon. This chart shows that the price of gasoline has increases from \$1.263 per gallon in July 1997 to \$1.642 in July 2000. This is a 30.01% increase. The increase from January 1999 to July 2000 is from \$1.031 to \$1.642 per gallon. This is an increase of 59.26%.
2. Attachment #2, U.S. city average, Transportation. This chart shows that there has been an increase of 7.86% since the last mileage increase in July 97. However, the increase since January 1999 is 10.4%. The transportation index is tied to the basket of goods that is associated with transportation. The recent increases are directly tied to fuel.
3. Attachment #3, Consumer Price Index, All Urban Consumers, U.S. city average. This index shows a 7.54% increase since July 1997.
4. Attachment #4, Consumer Price Index Comparison for Gasoline, Transportation and all items, shows the comparison of increases in the consumer price indexes.
5. Attachment #5, Metro-Area Comparison of Estimated Median Taxicab Trip Costs. This chart compares the prior meter rates for area jurisdictions to both new and proposed meter rates. The proposed meter increases would be equal to the recently passed Arlington rates that go into effect on September 30, 2000. This chart uses an average trip length of 4.6 miles. The proposed increase would eliminate the gasoline surcharge of \$.50 and incorporate the surcharge into the mileage charge. Rates would be equal to Arlington County's 12% increase.
6. Attachment #6, Washington Post article on Arlington cab fares, Cab Fares in Arlington County to Rise Sept. 30 by up to 12%.

This proposal would incorporate the gasoline surcharge into the mileage rate. For an average trip length of 4.6 miles, the rate would increase from \$9.25 to \$9.45 for an increase of 2.1%. We hope that this rate proposal can be docketed for the next Traffic and Parking Board meeting in October.

Thank you for your attention to this matter.

Sincerely,



James E. Yates, III
President

FOR MR. YATES.

Enclosures