

EXHIBIT NO.

1

21
5-12-01

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 *PS*

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

Attachment I
21
5-12-01
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

ORDINANCE NO. _____

21
5-12-01

18
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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:	5/10/01
Public Hearing:	5/12/01
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

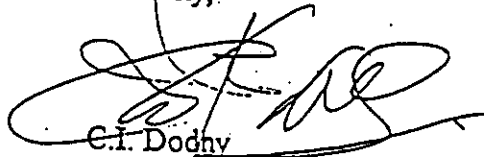
There are men and women of many nationalities that drive cab in the metropolitan area. And unfortunately, there is some level of bias, found throughout the system. The requirement to post an owner/operator's name on the side door panel creates that much more bias and racism, in UTOP's opinion. We question 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.

VIP

Cab Company

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
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 A LONG WAY TOWARD INCREASING DRIVER INCOME DURING THIS PROSPEROUS 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:

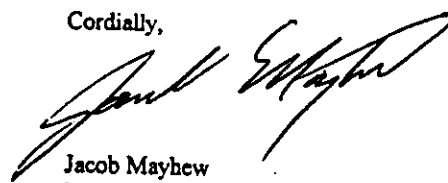
1. Saturation of taxicabs in and around the City of Alexandria, including adjoining jurisdictions.
2. Impact of additional certificates on the current taxicab drivers and their income.
3. Impact of the impending economic down turn on taxicab industry in the Washington Metropolitan Area.
4. Analysis of 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)

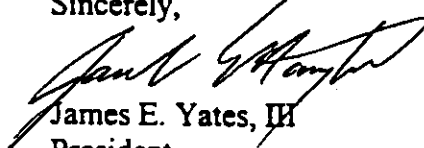
Arlington County for many years has issued an annual report on the economic condition of the taxicab industry. The report is based upon data collected from taxicab operator manifests. Alexandria does not require the collection of manifests and the corresponding reconciliation of driver income. We must, 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,

 FOR MR. YATES.
James E. Yates, III
President

Enclosures

21
5-12-01*City of Alexandria, Virginia*

MEMORANDUM

DATE: MAY 9, 2001

TO: MEMBERS OF THE ALEXANDRIA TAXICAB INDUSTRY

FROM: PHILIP SUNDERLAND, CITY MANAGER *PS*

SUBJECT: IMPOSITION OF TEMPORARY GASOLINE SURCHARGE FOR ALEXANDRIA TAXICABS

Section 9-12-132 (a) (11) of the City Code provides that "taxicab meter 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 financial impact on the drivers of taxicabs."

On April 28, 2000, I authorized a temporary gasoline surcharge of 50 cents per taxicab trip beginning May 1, 2000, in response to sharp increases in gasoline prices, the recommendation of the Alexandria Traffic and Parking Board and the actions of neighboring Washington Metropolitan Area localities. This surcharge was limited to a twelve month period, pursuant to the applicable provisions of the City Code, and expired on April 30, 2001.

On April 26, 2001, a new gasoline surcharge of 75 cents per trip was proposed to the Alexandria Traffic and Parking Board to account for the most recent increase in gasoline prices in the Washington, D.C. metropolitan area. The Board considered the proposal and, in conjunction with a recommendation on taxi rates, recommended a gasoline surcharge in the amount of 50 cents per trip.

Findings

1. Gasoline prices have increased significantly over the course of the past two months. As of March 7, 2001, the Washington, D.C. area average for self-serve regular gasoline was \$1.486 per gallon, according to the American Automobile Association (AAA). As of April 25, 2001, the average price had increased to \$1.656 per gallon, approximately 10 cents higher than the average price per gallon in May 2000 when last year's 50 cents surcharge went into effect.
2. Taxicab operation is petroleum product intensive, and taxicab drivers in Alexandria have experienced an increase in the price of gasoline over the course of the last two months 20 to 25 cents per gallon.



3. According to the AAA, further increases in gasoline prices are expected as the summer travel season approaches. Indeed, as of May 9, the average price of gasoline in the Washington, D.C., area has increased five cents a gallon since late April, to \$1.706, from the April 25 price of \$1.656 a gallon.
4. The taxicab fare increase that has been recommended to City Council, which will be effective as of June 1, 2001, does not take account of this most recent increase in gasoline prices. Therefore, if the recommended fare increase is approved by City Council, it will not cover this most recent increase in the cost of gasoline and its impact on taxicab operations.

Conclusion

Based on these findings, I have determined that a temporary gasoline surcharge of 50 cents per trip is warranted for a one-month period, effective May 1, 2001, and that a surcharge of 25 cents per trip is warranted, effective June 1, 2001, until the earlier of (i) September 30, 2001, or (ii) a determination by me that circumstances no longer warrant continuation of this 25 cents surcharge.

I have requested the Department of Transportation and Environmental Services to notify each Alexandria taxicab company in writing of these surcharges. The hack inspector will furnish to the drivers of Alexandria taxicabs a copy of the notice to be displayed within their vehicle in addition to the rate card required under Section 9-12-134 of the City Code.

cc: The Honorable Mayor and Members of City Council
Members of the Alexandria Traffic and Parking Board
Richard Baier, Director, Transportation and Environmental Services
Charles Samarra, Police Chief
Michele Evans, Assistant City Manager
Steve Rosenberg, Assistant City Attorney

Partial Verbatim
Docket Item No. 21 – Taxicab Fares
Saturday, May 12, 2001

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Mayor: Mr. Manager because we have a difference with your recommendation and that of the Traffic and Parking Board, I was wondering if you could go ahead and frame the issue for us, and then we will hear from the speakers.

Sunderland: Not much of a difference. The recommendation from the Traffic and Parking Board is to take out of the first drop charge, which is what is charged essentially when you enter the cab and then for the first quarter mile. The recommendation from the Traffic and Parking Board was to take that from \$2 to \$2.50 and my recommendation is to take it from \$2 to \$2.25. So, there is a 25 cent differential, and, if you will, that first drop charge. Everything else stays the same in that we're moving from a one-sixth per mile and a calculation of the incremental cost of the trip to one quarter. So, the addition charge for one mile, for every mile is going from \$1.50 to \$1.60. But, it's that first drop charge element, if you will. Remember, in addition, we have had a gas surcharge in effect since May 1, 2000. That will continue until June 1, 2001, and then we will continue with a 25 cent surcharge. Just to put us in comparison with the other jurisdictions which frankly, was part of my thinking, the recommendation that I have given you puts us in line with Fairfax and with Arlington. Fairfax and Arlington do not have today, and do not intend to have a gas surcharge over the summer. At least, that's their current thinking. We with the 25 cent surcharge over the summer, therefore, will be somewhat well per trip have a 25 cent additional fare that one would not get in Fairfax or in Arlington. Let me just add one other thing, I guess, that if you then went with the Traffic and Parking Board recommendation of \$2.50 and added a 25 cent gas surcharge, we would be 50 cents per trip above Fairfax and Arlington. Okay.

Mayor: Okay, very good.

At this point there were nine speakers who spoke...and the public hearing was concluded.

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City Council discussion follows:

Mayor: Okay. Thank you very much. That concludes the public hearing and Council is going to have some discussion. I think that we have a whole lot of issues here and I think one of the unfortunate aspects is that you guys have raised so many issues that you've clouded the issue. The issue that's before us today was the potential rate increase that would have an immediate benefit to the drivers, and we've talked about rate increases, certificates, ages, additional passengers, etc., etc., and so consequently, I think that we've got this so mucked up now that we're probably not going to do anything today. Which means that you guys aren't going to make any extra money and we're probably going to have to have to, you know, again I heard some comments from some of my colleagues we're probably going to appoint a task force and it might be months. Mr. Dody, you know, you've had your chance, okay? And so, I don't know that there's going to be any change to the surcharge. A lot of you guys were asking for changes in the surcharge so you're, potentially, you're looking at months of increased costs, potentially no increase in income and I don't know that anything is going to be accomplished in the meantime or at the end of the process. But, that's what you say you want, it's fine. Any comments or is there a motion on this item? Mr. Euille and then Ms. Woodson.

Euille: I would like to ask the City manager to respond to a statement made by, I think, the last speaker regarding the number of certificates, that there's been an increase in the number of certificates issued? I thought those certificates were fixed.

Manager: No, I think the statement there hasn't been an increase, it's my understanding that there are too many certificates on the road today.

Euille: No, he said that there were certificates being issued, well, that's how I interpret his statement, can you clarify that please?

Manager: No. There are no additional certificates being issued today.

????? Within the last two years, Yellow Cab has been issued twenty extra certificates. They have went from one thru ninety-nine to 1A, 2A, 3A, all the way up to 13A, and they still have certificates that they are putting out. Matter of fact, just as of last week, Alexandria has sold a cab, a '93 cab for \$11,000, and the value of the cab wasn't \$11,000, but the certificate.....

Manager: The certificates went up in 1999. They did not go up in the year 2000, and the issue whether they go up in the year 2001 is currently, I believe, in front of the Traffic and Parking Board. So, two years ago, they did go up. I can't tell you the exact number. I'd be happy to get it to you, but it did not go up last year, pending this year.

Pepper: Mr. Mayor.

Mayor: Ms. Woodson first and then Mrs. Pepper.

Woodson: I'll yield to Ms. Pepper if she's following up on this.

Pepper: Well, I just want to followup on this. What would be the reason of issuing more certificates when we have such of a flood of them now?

Manager: Well, the issue two years ago was whether we did have a flood. I don't know. I assumed the determination two years ago was that there was a need for whatever the number issued, there was a need for some additional taxicabs. The question today that the Traffic and Parking Board is looking at is whether there is a need for more in the year 2001. I don't know the answer, Del. It's being analyzed right now.

Woodson: Thank you, Mr. Mayor. A couple of comments on the statements that our guests have made. I also think that it would be fair for the age to drop for the very reasons that were given, and I also think that the gas surcharge is fair, and that can be changed as gasoline prices change, and I think the public would appreciate that. I would like to see some sort of grievance procedure and some regulations on standards, because in the absence of that, what we really have is something more akin to share cropping and that disturbs me considerably. So, I would really like to see something happen in that regard, because I don't know anything at all about this situation. I don't know where that would originate. If that comes within the City or some other mechanism, I don't know. But the whole thing sort of reminds me of a pro-sports franchise, you know, where you got owners, and then you got those who are owned. And it's just a little kind of odd. If in pro-sports, of course, those who are owned are paid really well. I have two recommendations and again because I don't know anything, I'm very naive here, and they may be ridiculous. Or maybe they're not, maybe it's the fresh set of eyes that makes some sense. Anyway, my two recommendations are as follows: that perhaps the certificates could be provided to the drivers after a certain period of years and licensed, not unlike pro-sports franchises where you then have free agents. Perhaps after a certain period of years whether it's five years or whatever period it is, that the certificates would be turned over and some standards would be established that would govern that, or, and/or, could be both. Perhaps the cabbies should form their own cooperative where they have co-ownership and they can regulate themselves. But, perhaps in regulating themselves you won't have more certificates, you'll still have a number of certificates. It will simply be that they are in different hands and they will have greater control over how much they're able to learn and perhaps, the grievances will be different. There will still be, of course, grievances. You know people being people. And those are my comments. Thank

you.

Mayor: Do we have a motion on this?

Mayor: Do we have a motion on this item.

Euille: I'm going to try a motion, Mr. Mayor, because I think your comments, actually set the tone in terms of this public hearing docket item. We came in here with a focus solely on rate increases which the drivers, you know, candidly had requested and was considered both by the Parking and Transportation Board and the City Manager's Office. And, then now there have been other issues that have evolved certainly that are worthy of concern and consideration. And so, I don't think it is our job today to try to craft and restructure, you know, policy changes or rate changes appropriately, you know, it should go back through the Traffic and Parking Board, but absent of that and then in light of some of the statements made by Councilwoman Woodson, I think it would be appropriate to (1) to defer this item, and then (2) consider creating a task force or whatever we want to call it to review all of these matters and then make recommendations back to the Council.

Mayor: Motion by Mr. Euille to defer this matter, create a task force to examine some of the issues. I take it the task force would be a Council task force?

Euille: Yes.

Mayor: I'm sorry did you second it? We have a second by Mr. Cleveland. Mr. Sunderland.

Manager: Well, the question I have is what's the scope of the task force?

Euille: I haven't the foggiest idea. I just know that's nothing is going to happen for a vote here today.

Manager: I'm sorry.

Euille: I don't think that this is going to pass with a vote from the Council, so I think the task force can develop its own focus.

Pepper: No, I think we need the Manager to come back to us.

Mayor: Well, I think we've got to have some, in other words, when we create a task force, you got to have a task.

Euille: Well, the task is to solve all of the problems we just have heard today. It sounds

clear to me.

Pepper: Mr. Mayor, could I make a friendly suggestion?

Mayor: Well, we got a motion and a second, Mrs. Pepper.

Pepper: Well, uh, how about before we actually we can say we want to form a task force, but how about asking the City Manager to prepare some kind of guidelines or some kind of limits or parameters.

Manager: Let me say a couple of things. You know obviously with the drivers I don't have a friend anymore, but let me be very clear why I think that's happened. I have been honest with them. I have been very honest with them. I went down to their strike or rally or their demonstration and I straight out told them my position. And the position is based on the two fundamental issues that let's see if we can all make clear what they are. One is the basic structure of the taxi industry in Alexandria. And the basic structure today is that the right to drive a cab, the certificate, just like everywhere else in the Metropolitan area with one exception, which is the District, the certificate resides in an entity, a taxi company, and it goes to the company. And, as opposed to twenty years ago, when it went to the drivers and we had certificates, we had fifteen hundred or whatever certificates all in the individual hands of the drivers and things were not very good at the time. So, there is one basic issue is the certificates, and more importantly, the right to drive resides where. The other is the relationship Ms. Woodson was getting at. I think the relationship between the companies today that own the certificates, or have the certificates, and the drivers. When I talked to the drivers I flat out told them that I was not in favor of changing the basic structure of the industry, but that I was more than willing to work on that second issue which is developing a better relationship between companies and the drivers. They disagree because they think the only way the issue can resolved is by changing the structure of the industry. And I asked the question of Mr. Euille on what the scope of the task force, because to me the question is, whether you really want to revisit the essential character/nature of the taxi industry in Alexandria today, and I would recommend that you don't do that. I would recommend that you, kind of picking up on what Ms. Pepper is saying, is that you refer over to me and give me the summer to work on that second issue which is improving the relationship and giving the drivers a better sense that they have some respect in the relationship with the companies. I am not in favor in changing, and I've told them, that's why I'm not their friend, the nature of the industry. We've been this way twenty years, it's worked well. I fear going back and, I hate to say it, but the nature of our industry is the nature of the industry with some exceptions, but few, but where it is throughout the country. It's that second issue that's the more important one and that's the one I think needs to be worked on.

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Mayor: Mr. Speck.

Speck: Mr. Mayor, I agree with Mr. Euille at the very least we need to defer this. I am completely confused. We have recommendations from Traffic and Parking, some modifications to that from the Manager, there appears not to be unanimity among the owners. At least this is what the drivers are saying, don't give any fare increase right now, and I really got to sort this out. As far as a task force is concerned, I mean, Traffic and Parking really should be addressing some of the specific issues that came up. For example, age, the ongoing dilemma about the luggage in the trunk, but the other part of this, and Dody, you and I have had this conversation so many times we could probably give each other's speech which is that from twenty years ago when there was just a constant stream of problems all of the time to where we are now recognizing that this is a service business, that the consumer, the person that's suppose to benefit from this service, is being well served. I can't tell you the last time that there has been a complaint from anyone from the community about the taxi service, but as you and I have talked about before, if I were driver, I'd be on the picket line with you. I wouldn't like this system. And if I were an owner, I'd say this worked pretty good. From my standpoint, the reason for changing fundamentally the relationship would be because there was a problem with it in terms of our obligation and that's the service that's being provided to our citizens. I don't have any difficulty being very sympathetic to the concerns about how hard you have to work and how difficult it is. It's a tough business. But, I'm still in the same dilemma that I've always been on this which is that there has never yet come to us a reason from fundamentally changing an industry practice that we did to solve a problem and it appears to have worked. And that's where I am. We got to take some time on these fare increases, I don't know what to do on that.

Mayor: Ms. Eberwein.

Eberwein: The intricacies of the taxi industry are something that I have to say that I'm not particularly well versed in but I'm quickly becoming educated.

Mayor: If we create a task force, you might get a chance to learn.

Eberwein: No, that is one task force that I'm going to definitely decline duty.

Mayor: That's the Mayor's appointment.

Cleveland: Put me on it.

Eberwein: But, I have heard that in cities that went to giving the certificates directly to the drivers, that in most cases the cities ended up going back to the other system

because of problems in terms of uniformity and the kind of service that was provided. And, while I'm sure that most drivers are completely responsible, there are those who tend to spoil it for the rest. I don't know if something like a cooperative system could actually get off the ground. If you could get enough drivers together to do it, and whether if you would sort of treat them as another company. I'm not necessarily adverse to that, but I think to actually send them back to the individual drivers, I think, again, we've seen time after time that across the country it just has not worked, and what the governing body is faced with is a constant barrage of criticism from the citizens and then it comes right back to us. I'm not particularly interested in going that route. Again, the idea of a cooperative I don't know what the legal implications of that are. I want to be careful about a task force again and I'm not adverse to that, but it seems to me we have a Traffic and Parking Board. I think if I were on that board, I might wonder what the jurisdiction of the task force was vis a vis my position on Traffic and Parking, I leave that to my colleagues. I'm a little hesitant to govern by task force, but if someone could explain to me what the difference is between what Traffic and Parking does already, and what this task force would do, perhaps I would be more inclined to support this.

Cleveland: Mr. Mayor.

Mayor: Mr. Cleveland.

Cleveland: The reason why I seconded Mr. Euille's motion, I believe I've been through this with the drivers. I've taken it to Richmond and I've seen the overwhelming industry from all over when you go down there and it's all about money. And that's what these gentlemen are here about. It's about money. And really the issue resides with us. It's our policy, and I can understand where Councilman Speck came through talking about the service. You don't find a lot of people complaining about the service because you are service industry men and you know who your customers are. Even when I get into a cab, you treat everyone with respect, but it is you, yourself, who feel that you are being not treated well by those who own or those who hold the certificates. Because when we give you a little, it seems like they take a little more away. That's what we need to look at, and that's why I seconded the motion to at least look at a task force. We should be looking at the scope of the task force, should be number one, where the certificates lie and what are the implications of that. That's should be the scope of it. And number two, we have to look at when they talk about we don't regulate stand dues, the company regulates stand dues. So, if I give you \$2 and they take \$2 away, I've given you nothing. It seems like I've given it to the industry. So, it's not fair. That's the scope that we should be looking at. That's why I seconded the motion. I've been to Richmond and back, and I'm telling you, I understand where you gentlemen are coming from.

Pepper: Mr. Mayor.

Mayor: Okay, well and Richmond and back, and Richmond didn't do anything either. So, Ms. Pepper and the I want to move on.

Pepper: I really would not be very enthusiastic about changing the structure. It was really very difficult before 1982, so, I really, it would have to be proven to me in ten different ways to Sunday that the structure needs to be changed. But, I have a lot of sympathy for what the taxi drivers are saying. And, I think the route to go is to see if the City Manager can't work with the cab companies and see what we can do. He's a pretty good negotiator, and I'd just like to see what we can come up with. So, I hope that Mr. Euille will have a great motion here.

Donley: We already have a motion and a second on the floor. I'm going to repeat the motion right now, and then we'll see if we modify it. The motion on the floor right now is to defer action on this matter and to create a task force. I do agree that we have to, if we are going to create a task force, they have to have a mission. They got to have scope. They got to have a task. Otherwise, they're going to get mired down just like we've gotten mired down today in a variety of issues. What I do think is unfortunate is that in the interim, while we create a task force or while come up with an idea of the task force to study something, we haven't done anything in terms of what was on our table today which puts any dollars in cab companies' pockets, or the cab drivers' pockets which you guys asked for. I'm more than happy to do that, but we're not going to do anything that immediately benefits you, and I think that's unfortunate. That's the motion that's on the table right now or on the floor right now and if there's any clarification or you want to change that, let's go ahead and do that.

Euille: Mr. Mayor. I'll clarify my motion. First of all I certainly would move that the Council defer any action on this matter today, and secondly, that the Mayor appoint two Members of Council to work with the City Manager to develop a scope of work for a task force, well first of all, determine if a task force is warranted, and second to develop a scope of work.

Mayor: Okay, we have a motion by Mr. Euille to defer action on this item today, and for me to appoint two Members of Council to form a task force that will work with the City Manager in developing a recommendation that would come back to Council in terms of scope of work. Ms. Woodson.

Woodson: Is there no way that we can respond to the issue of a gas surcharge and the fare. I mean it seems so and/or, either we vote on this or we don't vote on this which in and of itself seems punitive. So..

Mayor: And again, as I said a minute ago, I think that it is unfortunate, that, you know, that we get mired down in all of these issues and we're going to end up deferring something that, you know, would have an immediate benefit to drivers. But, I mean, you know, that's what they asked for so I'm more than happy to grant it. Ms. Woodson was asking a question of the City Attorney.

Pessoa: Mr. Mayor, the surcharge authority reposes with the Manager. As I understand, the current surcharge, it's 50 cents from May 1 through June 1 and then it drops back anticipating that the increased fare would then kick in. I mean the Manager certainly has the authority to modify that in light of Council's deferral.

Manager: Well, I don't understand that I do have the authority. I have the authority to have an increase for one year based upon the increases that happen prior to May 1, 2000. When I put the 25 cents in effective June 1 this year, it is to reflect increases that have occurred since last May 1, and that's why as I said in the memo, we're building in to the drop rate, essentially the cost of the increase in gas prior to May 1, because we really can't. That who idea of a surcharge is that it's temporary for one year, no longer, then you take care of it through the rate if it has continued to remain in effect, and it has. Am I clear?

Pessoa: Yes, but I think the point is that there are additional increases in gas fare of what we've heard today was there were additional increases in gas even not reflected in this data that can be accounted for in terms of a new surcharge that operates prospectively.

Manager: Well, that's the 25 cents. That's the 25 cent increase since May 1, 2000.

Pessoa: If that rate remains the same, then that's the determination.

Manager: Yes, and, in fact, I assumed that the price of gas would go up to \$1.85, \$1.90. That's what the 25 is supposed to hit.

Mayor: Ms. Woodson, another question?

Woodson: Well, yes, I guess, my point was, why does this have to either/or. Can't we have a task force that's established to consider issues like grievances, issues like standards and regulations without it having to impact on a decision that we have to make here on fares and gas surcharges? I mean they seem to be two different issues whether or not our speakers today brought up other issues, doesn't seem germane, so that's why I'm just not clear why we have to defer this issue. Why can't we vote on this issue and then go to the other things.

Mayor: Ms. Eberwein has had her hand up, and then we'll go to Mr. Euille and then Mr. Speck and then were gonna vote.

Eberwein: I sympathize with Ms. Woodson's remarks and we have apparently what 1200 certificates, 1600, how many certificates in the City?

Euille: 630 some....

Manager: 630 cabdrivers, but we have more drivers, of course, then the number of certificates.

Eberwein: Then, I hate to have this process driven, with all due respect to the gentleman who spoke, and I heard you loud and clear, but I hate to think that all of the drivers who may be in favor. I mean your position is sort of nose despite your face, and you know, we don't want these fare increases unless we get these other things. My concern is that there are a lot of other drivers out there whom may not share all of the grievance issues, all of these other issues that you have expressed, and we're not allowing them to increase their fares and we're affecting their livelihood. That concerns me a great deal. You know, I don't know that there's the support up here. I'd be willing to move either the Manager's recommendation or the Traffic and Parking Board's recommendation with regard to fares and then you can have your task force on top of that to look at the other issues. I don't know if that would receive support or not. But I'm very concerned about just basically throwing out the baby with the bath water.

Donley: And I don't disagree. We have a substitute motion by Ms. Eberwein to do what? Well, you said we could do this one or that one, I think you got to decide. So, it's your motion.

Pepper: If you'll make that the City Manager's recommendation, I'll second it.

Eberwein: All right, I will move the City Manager's recommendation with regard to the fee structure, and then tie into Mr. Euille's motion with regard to the task force on the other issues.

Pepper: Second.

Donley: All right we have a substitute motion by Ms. Eberwein. It's been seconded by Mrs. Pepper to adopt the City Manager's recommendation and to have me to appoint a task force that would look at some of these other issues. The question

before the Council right now is whether to consider the substitute motion. It's not debatable. All those in favor of considering the substitute motion say "aye". Those opposed "no" That motion passes by a vote of 5-to-2. [Euille/Cleveland "no"] So, we will now move to the new motion on the floor which is the motion by Ms. Eberwein, seconded by Mrs. Pepper to support the Manager's recommendation and then appoint a task force, as well. Mr. Speck.

Speck: Two points. One is, I thought that where we were on the task force was to designate two members of Council to work with the Manager to determine if a task force was necessary.

Pepper: and if so, what you might put in it.

Donley: Okay, that's a fair assessment.

Speck: Second thing in response to Ms. Woodson's question about either/or, I agree. My interest in deferring this was only until the next legislative meeting, because frankly, I'm pretty confused. We have two different recommendations, the Manager's and Traffic and Parking. Owners don't appear to be in agreement. And, at least this group of drivers are saying, they don't want it. I just want a few extra days to be sure we know everything we need to know cause I don't exactly know how to vote on this. I really don't. I'm genuinely confused as a result of the comments that were made.

Donley: Okay, the motion on the floor right now is to pass the Manager's recommendation, and then I'll appoint two members of Council to work with the Manager as to whether we will have a task force.

Speck: Would the maker and seconder agree to a significant friendly amendment to defer this to the next legislative meeting for final action?

Euille: Yes.

Donley: All right you're not the maker or seconder any longer. You got a substitute. Ms. Eberwein, you're the maker.

Eberwein: To reconsider this motion at that time given additional information from the City Manager?

Speck: To defer final action on the rate increase until the next legislative meeting. Go ahead with the two members of Council to look at a task force.

Eberwein: Pending additional information from the City Manager?

Speck: Yeh, or any other information that we can get.

Donley: I don't think you're going to get any other additional information. We are going to be right back here. The only thing that we effectively will have done is we're going to close the public hearing.

Speck: Well, there's some merit in that.

Donley: Given the tenor of the public comment we received today, there may be, as you said, some merit in that.

Eberwein: All right. That's fine.

Donley: All right. Let me sort things out for everybody here. You know we're not doing this..

Eberwein: Essentially I need to withdraw the motion.

Donley: Well, basically, that's what I was going to ask you to do. To withdraw the motion and that's accepted by the seconder, Mrs. Pepper. Now, I'm going to ask you to make a new motion which will effectively defer this matter until.

Euille:

Donley: All right you gonna withdraw your motion?

Euille: I don't know what motion I have.

Donley: Mrs. Pepper, we'll take care of it. Okay. All right. If you will withdraw your motion.

Eberwein: I have.

Donley: Which you've done.

Pepper: And I have.

Donley: You never made a motion, you've only just seconded a motion. Okay. Then Mr. Euille, your motion is still then on the floor. If I could get you to withdraw your motion, then we're going to make a brand new motion, that, I think, is going to get us out of this a little better.

Euille: So move.

Donley: All right, so Mr. Euille has withdrawn his motion. So, we've had substitutes and new motions and now we're going to get withdrawn. All right. Now. Mr. Speck, I'm going to ask you, there seems to be as much unanimity as we're going to get on this. I'm going to ask you to make a motion that, I think, sort of captures what was the general agreement.

Speck: Close the public hearing, defer final action on fare increases until the next legislative meeting, designate two members of Council to work with the City Manager to determine whether a task force is necessary, and, if so, what the scope of the task force work would be.

Woodson: Second.

Donley: All right. Now, we're on a roll now. Motion by Mr. Speck, seconded by Mrs. Woodson, Mr. Cleveland has already volunteered for the task force. Ms. Woodson, would you be interested in serving on the task force to meet with the City Manager?

Woodson: Yes.

Donley: Okay. So, Mr. Cleveland and Ms. Woodson will be the two representatives. All right, there is a motion and a second. Is there any further discussion? All those in favor say "aye", those opposed "no". It passes unanimously. We'll take this matter up at the first legislative meeting in June. I wouldn't clap because.

Cleveland: No. Next legislative meeting.

Donley: All right. The next legislative meeting. Well, I can't remember what the motion was. Okay. Item 22.

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