

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
NOVEMBER 26, 2007**

**DOCKET ITEM:** 4

**ISSUE:** Consideration of a request to remove the “NO PARKING HERE TO CORNER” signs on the east side of the 200 block of South Fayette Street at the corner of Prince Street.

**APPLICANT:** Kathryn Huettner, 218 South Fayette Street.

**LOCATION:** 200 Block South Fayette Street at Prince Street.

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**STAFF RECOMMENDATION:** Staff recommends approval of the request.

**DISCUSSION:** Ms. Huettner indicated that the reason for this request is because parking supply is very limited in the 200 block of South Fayette Street. Many times trying to find an empty parking space is almost impossible. Removing these restrictions will add two new parking spaces to this block. The NO PARKING HERE TO CORNER signs were installed to improve sight distance when this intersection was controlled by STOP signs and Prince Street had two-way traffic. Since the traffic signal was installed and Prince Street was converted to one-way operation, there is less of a need for the parking restrictions.

The Old Town Civic Association was contacted concerning this request and did not comment.

**TRAFFIC AND PARKING BOARD PUBLIC HEARING  
NOVEMBER 26, 2007**

**DOCKET ITEM:** 5

**ISSUE:** Consideration of a request to change the existing NO PARKING EXCEPT 10 MINUTE PARKING SCHOOL DAYS and NO PARKING EXCEPT SCHOOL BUSES SCHOOL DAYS signs on Cameron Mills Road in front of George Mason Elementary School to:

1. On the school side of the street between Virginia Avenue and the beginning of the bus only parking:

10 MINUTE PARKING  
8:30 A.M. TO 2:00 P.M.  
NO PARKING ALL OTHER TIMES

2. From the end of the bus only parking to Monticello Boulevard.

NO PARKING  
NO STANDING

**APPLICANT:** John Porter, Alexandria City Schools

**LOCATION:** 2601 Cameron Mills Road

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**STAFF RECOMMENDATION:** Staff recommends approval of this request.

**DISUSSION:** This request is being requested to improve traffic flow and safety for the student drop-off and pick-up area at the school. The existing regulations at the school are “NO PARKING EXCEPT 10 MIN. PARKING SCHOOL DAYS” and “NO PARKING EXCEPT SCHOOL BUSES, SCHOOL DAYS”. The reason the change is needed is because vehicles parked in this area are interfering with the orderly operation of student drop-off and pick-up. This makes it difficult for parents to drop-off and pick-up students because many times these parents are forced to double-park while dropping off students. This is creating safety concerns because parents are unable to drop-off their children at the curb. The children must then, consequently, cross in front of parked vehicles where they might not be seen by other motorists.

The Northridge Civic Association was contacted concerning this request and has not responded.

Across the street from the school on Cameron Mills Road there are “NO PARKING OR STANDING 7:30A-4P SCHOOL DAYS” restrictions posted. The Board modified these restrictions to what’s presently posted on July 24, 2006 to reflect the new school opening time.

11-26-07  
6A



## City of Alexandria, Virginia

### MEMORANDUM

DATE: NOVEMBER 15, 2007

TO: CHAIRMAN AND MEMBERS OF THE ALEXANDRIA TRAFFIC AND PARKING BOARD

FROM: THOMAS H. CULPEPPER, DEPUTY DIRECTOR  
TRANSPORTATION AND ENVIRONMENTAL SERVICES

SUBJECT: ANNUAL REVIEW OF THE ALEXANDRIA TAXICAB INDUSTRY

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**Issue:** 2007 annual review of conditions in the Alexandria taxicab industry.

**Recommendation:** That the Traffic and Parking Board receive the following report on conditions in the Alexandria taxicab industry.

**Discussion:** City Code Section 9-12-31 requires that the Traffic and Parking Board and City Manager conduct a review of the taxicab industry in Alexandria. As part of this review, the Board is to hold a public hearing to receive testimony from industry representatives and the public as to the economic condition of the industry, the adequacy of the public service provided, and necessary or desirable changes in the regulation of the industry, including the number of taxicabs authorized for each company. Based on testimony received and other relevant information, the Board submits to the City Manager its findings as to the status of the industry and its recommendations on all matters included in the annual review, including the appropriate number of taxicabs to be authorized under each of the Certificates of Public Convenience and Necessity, and every second year starting in 2005, changes in taxicab fares and fees.

To assist the Board in this process, the Department of Transportation and Environmental Services and the Hack Office have compiled the attached taxicab industry report for consideration. This report includes current taxicab service, factors affecting the economic condition of the industry and measures of industry performance. This information was obtained from multiple sources, including both driver and company provided data, field observations of taxicab operations and information provided by other

agencies. The purpose of this information is to provide the Board with objective indicators of current conditions in Alexandria's taxicab industry. During the past year, the following issues have influenced conditions in the taxicab industry. Referenced figures and tables are included in Attachment A.

General Environmental Factors:

1. Gasoline prices have continued to increase and fluctuate markedly (Figures 1A and 1B). On a generally increasing trend, prices have risen from an average of \$2.16 per gallon in November 2006 to a high of \$3.14 per gallon in May 2007. Most recently, the average fuel price on October 29, 2007 was \$2.77 per gallon.  
  
The baseline price of gasoline assumed for the 2005 review of taxicab fares was \$2.00 per gallon. Between the time of the last taxicab fare review in November 2005 and October 2007, gasoline prices have averaged \$2.63 per gallon. During the same period, authorized fuel surcharges have averaged \$0.74 per trip.
2. As a result of the code-provided annual opportunity for taxicab owners to transfer their affiliations among the seven taxicab companies, 116 owner requests to transfer to another taxicab company were approved. Of these, 112 were completed, one was rescinded, three were set aside and one remains pending outcome of a dispute resolution.
3. Union Taxicab Cooperative, an owner-operator coop, commenced service on January 1, 2007. With its initial approval for 40 affiliates and 96 completed owner transfers, Union currently has 136 affiliated owner-operators.
4. In January of 2007, four companies were placed on probation for a period of nine months for failure to meet the dispatch requirements set forth in City Code. One of those companies raised its level of dispatch service and was removed from probation in April of 2007. The other three companies completed the nine-month probation period without raising their service levels to the minimum level of service set forth in the Code. Those three companies have been advised that their certificates of public convenience and necessity have been revoked, effective February 1, 2008. Approximately 175 individual vehicle authorizations are impacted by these revocations. The Traffic and Parking Board will be conducting a hearing to determine if the holders of these authorizations will be allowed to attempt to transfer to other companies. Assuming all holders of authorizations from the three revoked companies are allowed to seek transfers, there are economic, as well as regulatory limits that may impact existing companies' ability or willingness to accept transfers.
5. Overall, taxi service provided for business and personal travel increased during the past year. Reported dispatch service increased by approximately 15% (Table 5). Demand at Ronald Reagan Washington National Airport increased for the fifth year in a row, increasing by approximately 2% (Figure 2).

Taxicab Rates and Charges: Alexandria's regulated rates and charges for taxicab service remain generally consistent with or slightly above those of surrounding jurisdictions. The initial drop charge is \$2.75 and mileage rate is \$1.80 per mile (Table 2). During the past year, these rates have been increased by an average fuel surcharge of \$0.54 per trip. The Board will consider the need to revise the current fare structure as part of this 2007 annual review.

Stand Dues: Taxicab stand dues at most companies have increased \$5.00 to \$10.00 per week compared to 2006, although one company reports a small (\$5.00) decrease in stand dues (Table 7).

Fuel Prices: As previously noted, the cost of fuel has varied significantly during the past year, ranging between \$2.16 and \$3.14 per gallon for unleaded regular gasoline (Figures 1A and B). The baseline price established for fuel at the time of the last taxicab fare review and adjustment in 2005 was \$2.00 per gallon.

Taxicab Stands: There are 25 designated taxicab stands in Alexandria, 21 public and 4 private (Table 3). Collectively, these stands provide space for approximately 93 standing taxicabs.

*Note: The following industry performance indicators were developed from a variety of industry-reported data (both company and driver), independent field observations and general industry trends.*

Demand for Taxicab Service: Alexandria's authorized taxicabs provide an estimated 2.1 million taxicab trips annually, serving approximately 2.8 million passengers. The total annual revenue for Alexandria's taxicab industry is estimated to be \$39 million (Table 4).

Productivity: Full-time Alexandria taxicabs serve an average of 8 to 12 trips per day or an estimated 3,000 trips per year. In comparison, taxicabs in Arlington County are reported to serve about 3,100 trips per year.

Service Provided: Alexandria taxicabs serve two distinct markets, city-based (dispatch, city stands and driver personals) and airport (Table 5). About 56 percent of the service provided is city-based, while the remaining 44 percent is airport service. Dispatch service demand has increased to about 2,000 calls per day. Field observations and airport records indicate that Alexandria-regulated taxicabs provide about 75 percent of all Virginia-based taxicab service at Ronald Reagan Washington National Airport.

Driver Revenue and Expenses: Driver-collected gross revenue is estimated to average \$217 per day for full-time drivers affiliated with a company providing meaningful dispatch service, while expenses, including stand dues, are estimated to be \$104 per day

(Table 8). The estimated net revenue for full-time drivers is \$113 per day or \$31,000 per year.

Driver Income: Based on industry-provided data (company and driver), the average Alexandria driver working full-time for a company with meaningful dispatch service earns an estimated \$12-\$14 per hour. Alexandria's current living wage is \$12.75 per hour.

Attachment

## 2007 Annual Review of the Taxi Industry

### Alexandria, Virginia

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#### Industry Overview

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**Table 1. Certificates of Public Convenience and Necessity**

**Part A. Taxicab Company Certificates**

Certificate Number and Holder		Authorized Affiliates	
		Regular	ADA Vehicle
34	Alexandria Yellow Cab, Inc.	236	0
40	Alexandria Diamond Cab Company, Inc.	72	0
46	King Cab Company	53	1
77	VIP Cab Company	88	1
92	Columbus Cab Corporation	35	0
120	L&Z Transportation, Inc., dba White Top Cab Company	90	0
130	Union Taxicab Cooperative	136	0
<i>Total Company Certificates</i>		710	2

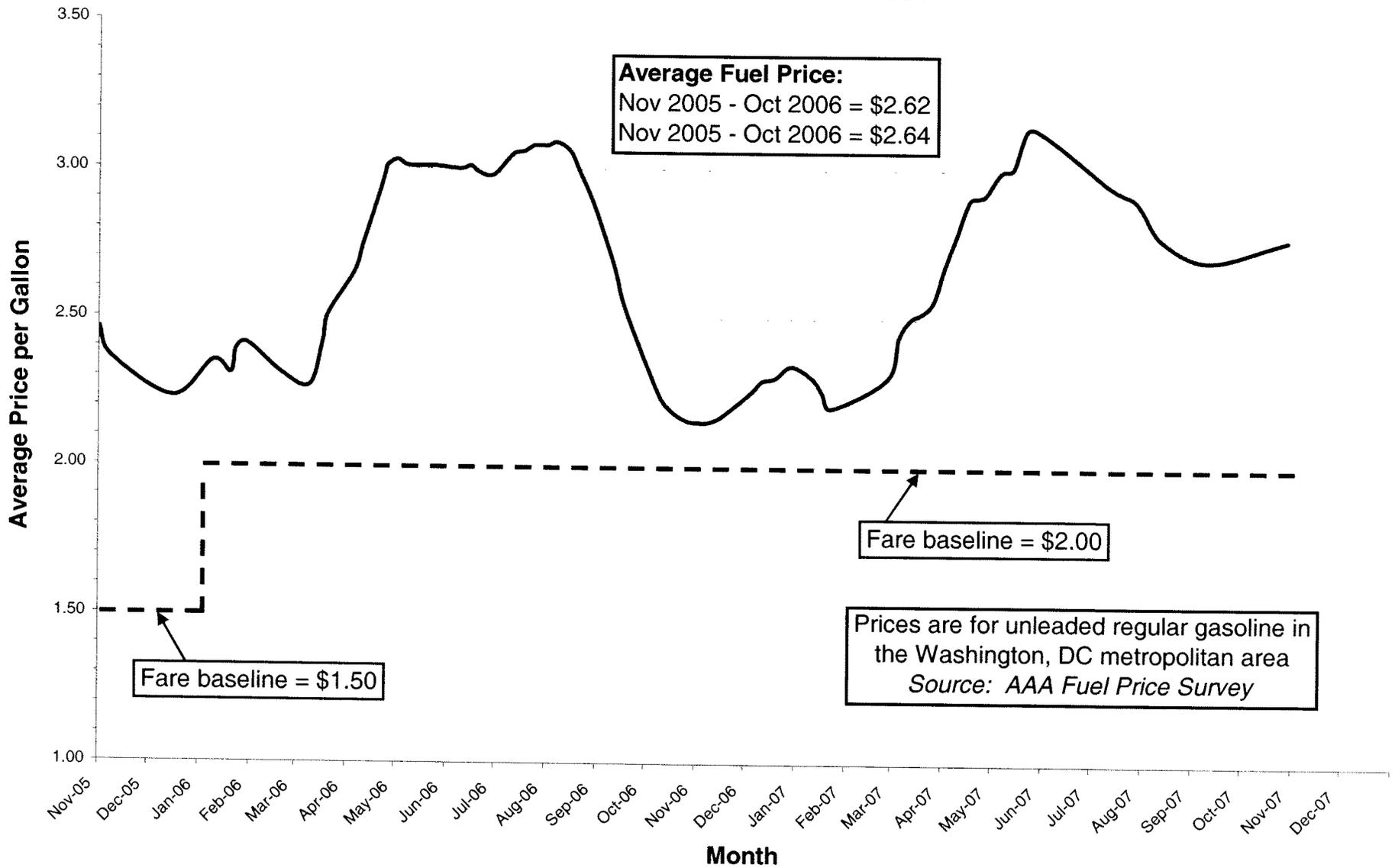
**Part B. Individual Certificate Holders**

Certificate Number	Holder	Authorized Vehicles	Affiliation
10	Saidan, Mahmoud	1	Yellow
15	Sabb, Ervin	1	Yellow
19	Watkins, Robert	1	King
64	Cymbalisty, John	1	Yellow
68	Shin, Bong	1	VIP
91	Kim, Daniel	1	King
102	Khalaf, Samir	1	VIP
110	Gebrehiwot, Asmellash	1	Union
124	Ford, Duke	1	White Top
141	Harding, Donald	1	Diamond
143	Imoh, Udosen	1	Union
152	Hagos, Tesfa	1	King
173	Omar, Mohammad	1	White Top
185	Azimi, Said	1	White Top
188	Nagaasa, Emmanuel	1	Union
190	Mengistu, Tesfaye	1	Yellow
197	Stephens, Randolph	1	Union
237	Hasnain, Zahid	1	Yellow
238	Moore, Thomas	1	Yellow
272	Bajwa, Jasbir	1	White Top
277	Cardenas, Jaime	1	Union
297	Kim, Kyung Yun	1	Columbus
308	Nanor, Tetteh	1	Yellow
316	DiMattina, Salvatore	1	Yellow
<i>Total Individual Certificates</i>		24	

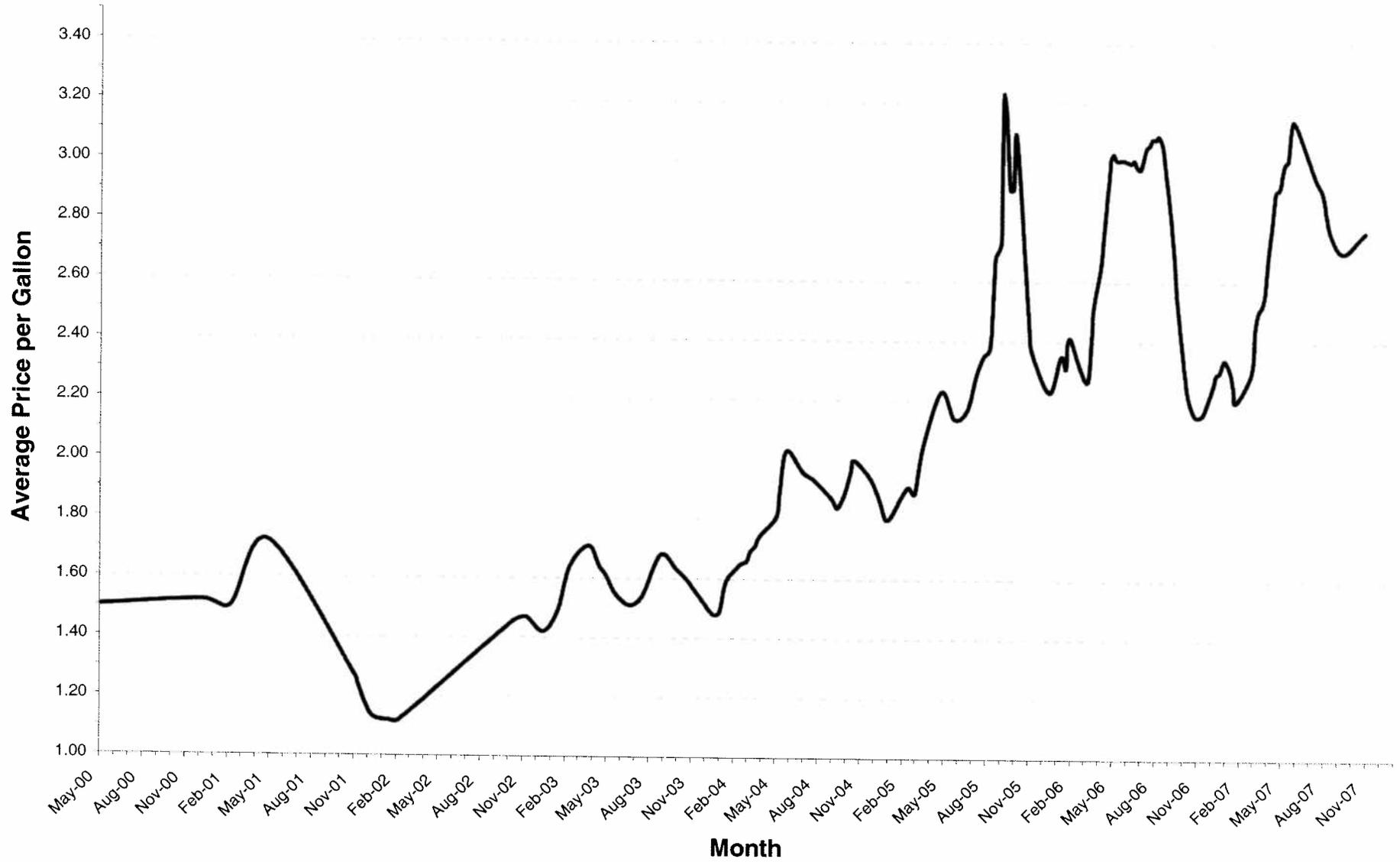
**Table 2. Regional Taxicab Fare Rates and Charges**

Jurisdiction	Initial Charge	Additional Mileage	Wait Time	Extras	
Alexandria	\$2.75 first 1/6 mile	\$0.30 each 1/6 mile (\$1.80 per mile)	\$0.30 each 48 sec. (\$22.50 per hour)	\$1.25 \$0.50 \$2.00 \$1.00 \$1.00 \$2.00 \$1.00 \$5.00 Varies As charged	Each additional passenger over 4 years Each suitcase or similar piece of travel luggage Each trunk, footlocker, duffel or similar item Three or more grocery or shopping bags Carry bags to front door or building entrance Maximum for all grocery and shopping bags Each pet Snow surcharge (when authorized) Fuel surcharge (when authorized) Airport dispatch fee (currently \$1.75)
Arlington County	\$2.75 first 1/6 mile	\$0.30 each 1/6 mile (\$1.80 per mile)	\$0.30 each 48 sec. (\$22.50 per hour)	\$1.00 \$2.00 \$0.50 As charged	Each additional passenger over 6 years Each trunk, footlocker, duffel or similar item Each bag over two Airport dispatch fee (currently \$1.75)
Fairfax County	\$2.75 first 1/5 mile	\$0.35 each 1/5 mile (\$1.75 per mile)	\$0.35 each 60 sec. (\$21.00 per hour)	\$1.00 \$2.00 \$0.50 \$0.25 \$4.00 \$1.00 Varies	Each additional passenger over 12 years Each trunk, footlocker, duffel or similar item Each suitcase or similar piece of travel luggage Each grocery bag over two Cleaning (if left unsanitary) Each pet Fuel surcharge (when authorized)
Montgomery County	\$4.00 first 1/4 mile	\$0.40 each 1/4 mile (\$1.60 per mile)	\$0.40 each 60 sec. (\$24.00 per hour)	\$1.00 \$1.00 \$2.00 \$2.50 Varies	Each additional passenger Personal service Pick up and delivery Snow surcharge (when authorized) Tolls and surcharges as paid or authorized
Prince George's County	\$1.50 first 1/7 mile	\$0.25 each 1/7 mile (\$1.75 per mile)	\$0.20 each 60 sec. (\$12.00 per hour)	\$1.00 \$1.00 \$1.00 \$1.00 \$3.00 \$1.00	Each additional passenger over 5 years Each trunk, footlocker, duffel or similar item Use of trunk or personal service Evening service 8 pm to 6 am Snow surcharge (when authorized) Fuel surcharge (when authorized)
District of Columbia	\$4.00 first 1/6 mile	\$0.25 each 1/6 mile (\$1.50 per mile)	\$0.25 each 60 sec. (\$15.00 per hour)	Recently converted from zone to meter system. Extras not yet established	

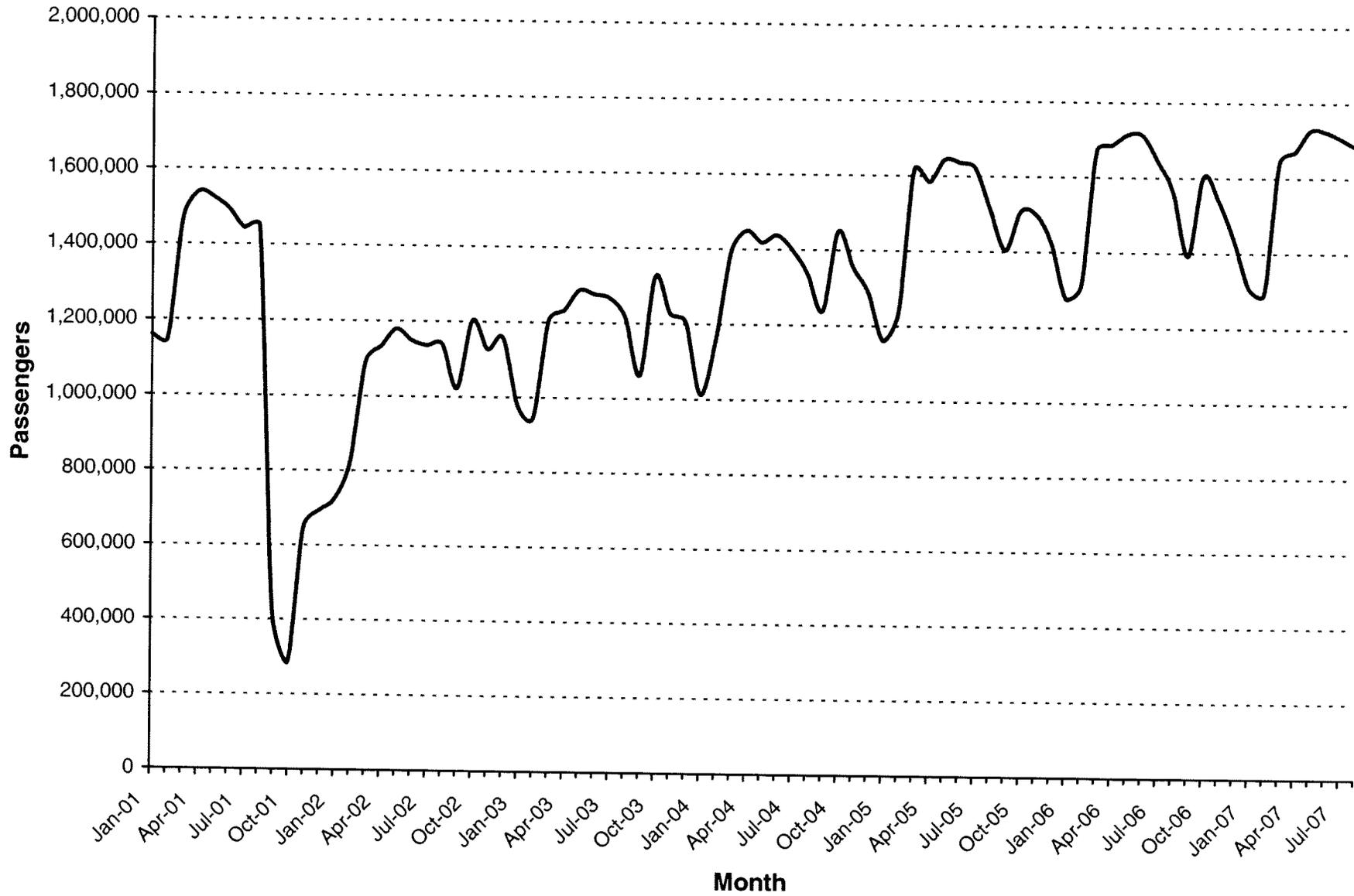
**Figure 1A. Average Fuel Price  
November 2005 to November 2007**



**Figure 1B. Average Fuel Price  
May 2000 to November 2007**



**Figure 2. Passenger Volume at Reagan National Airport**



**Table 3. Alexandria Taxicab Stands**

Location	Number of Spaces
<b>Public Stands</b>	
500 First Street (Giant)	4
400 King Street (Monaco Hotel Old Town)	3
100 South Alfred (Morrison House)	2
1100 South Royal (Jones Point)	5
1900 Diagonal Road (Embassy Suites)	3
1900 Diagonal Road (Embassy Suites)	3
2100 Mt. Vernon Avenue (Windsor Street)	3
400 Four Mile Road (Elbert Avenue)	3
1700 Radford Street (Osage Street)	3
4600 Kenmore Avenue (Seminary Plaza)	7
4600 Duke Street (Foxchase Shopping Center)	6
100 South Whiting Street	6
100 North Columbus (King St)	3
100 North Henry (King St)	2
200 Brechinridge Place (Lincolnia)	4
2300 Mill Road (Eisenhower Avenue) <sup>1</sup>	3
2000 Ballenger Avenue (Westin Hotel)	3
<b>Transit Stations</b>	
King Street Metro Station (1800 Diagonal Road)	6
Braddock Road Metro Station (700 N. West Street)	2
Van Dorn Metro Station (5600 Eisenhower Avenue)	5
Alexandria Union Station (100 Callahan Drive)	3
<b>Private Stands</b>	
Radisson Old Town (901 N. Fairfax)	3
Holiday Inn, Eisenhower Ave. (2460 Eisenhower Avenue)	2
Hilton Alexandria, Mark Center (5000 Seminary Road)	6
Bradlee Shopping Center (3500 King Street)	3
<b>Total Spaces</b>	<b>93</b>

1. Temporarily out of service due to construction.

**Table 4. Industry Performance Measures**

<b>Industrywide</b>	
Authorized Taxicabs	736 <sup>1</sup>
Assigned to Vehicle	736 <sup>1</sup>
Number of Driver Permits	1,100
Taxicabs per 1,000 Pop. (Day/Night)	5.5 / 5.6
Total Trips Provided	2.1 million
Total Passengers Served	2.8 million
Total Revenue	39.0 million
<b>Per Taxicab</b>	
Annual Trips	2,900
Annual Gross Revenue	\$58,000
Daily Trips (full day)	10.8
Daily Gross Revenue	\$217
Daily Expense	\$104
Daily Net Revenue	\$113
Hourly Net Revenue	\$13.30

1. Includes taxicabs authorized by company certificates (710), individual certificates (24) and special authorizations for ADA-accessible, exclusive use vehicles (2).

**Table 5. Trips Served Per Day**

Taxicab Company	City-Based Trips				Airport Trips	Total Trips
	Dispatch	Stand	Personal	Subtotal		
<b>Number of Trips Served</b>						
Yellow Cab	1,528	411	153	2,092	115	2,207
Diamond Cab	252	97	25	374	250	624
King Cab	29	32	3	64	296	360
VIP Cab	19	40	2	61	477	538
Columbus Cab	0	27	0	27	243	270
White Top Cab	191	341	19	551	227	778
Union Cab <sup>1</sup>	23	79	11	113	995	1,108
<b>Total</b>	<b>2,042</b>	<b>1,027</b>	<b>213</b>	<b>3,282</b>	<b>2,603</b>	<b>5,885</b>
<b>Distribution of Trips Served</b>						
Yellow Cab	69%	19%	7%	95%	5%	100%
Diamond Cab	40%	16%	4%	60%	40%	100%
King Cab	8%	9%	1%	18%	82%	100%
VIP Cab	4%	7%	0%	11%	89%	100%
Columbus Cab	0%	10%	0%	10%	90%	100%
White Top Cab	25%	44%	2%	71%	29%	100%
Union Cab <sup>1</sup>	2%	7%	1%	10%	90%	100%
<b>All Companies</b>	<b>35%</b>	<b>17%</b>	<b>4%</b>	<b>56%</b>	<b>44%</b>	<b>100%</b>

1. Initial certificate issued Sept. 20, 2006 for start of operations on January 1, 2007.

Notes:

1. Dispatch trips based on company-reported call volumes and driver manifests.
2. Stand trips based on field observations, driver manifests and customer-reported data.
3. Personal trips based on 10% ratio of personal to dispatch calls as reported by dispatch customers.
4. Airport trips based data provided by National Airport, driver manifests and field observations at airport.

**Table 6. Dispatch Service**

Taxicab Company	Average Number of Dispatch Trips Served			
	Per Day		Per Driver Per Day	
	Sept. 2006 - Sept. 2007	Sept. 2007	Sept. 2006 - Sept. 2007	Sept. 2007
Yellow Cab	1,528	1,174	6.5	5.0
Diamond Cab	252	328	3.5	4.6
King Cab	29	43	0.6	0.8
VIP Cab	19	31	0.2	0.4
Columbus Cab	0	0	0.0	0.0
White Top Cab	191	187	2.1	2.1
Union Cab <sup>1</sup>	23	28	0.2	0.2
<b>Total</b>	<b>2,042</b>	<b>1,791</b>	<b>2.9</b>	<b>2.5</b>

1. Initial certificate issued Sept. 20, 2006 for start of operations on January 1, 2007.

Note: Code requires minimum of 2 dispatch trips per day per driver.

**Table 7. Taxicab Stand Dues**

<b>Taxicab Company</b>	<b>Maximum</b>	<b>Minimum</b>
Yellow Cab	\$135	\$180
Diamond Cab	\$150	\$180
King Cab	\$31	\$45
VIP Cab	\$45	\$50
Columbus Cab	\$50	\$60
White Top Cab	\$75	\$100
Union Taxicab	\$45	\$45

Note: Stand dues paid by veteran drivers are typically lower than for new drivers

**Table 8. Driver Revenue and Expenses**

	Daily	Annual
<b>Gross Revenue</b>	<b>\$217.08</b>	<b>\$59,697</b>
<b>Operating Expenses</b>		
Company fees (stand dues)	\$28.36	\$7,658
Vehicle depreciation and interest	8.98	2,424
Maintenance, repair, tires	8.98	2,424
Fuel	44.00	11,880
Insurance	11.54	3,115
Property taxes	0.86	233
Licenses & fees	1.15	312
<b>Total Expenses</b>	<b>\$103.88</b>	<b>\$28,046.36</b>
<b>Net Revenue</b>	<b>\$113.20</b>	<b>\$31,651</b>

Assumptions:

1. Revenues and expenses for full-time driver, primarily dispatch service.
2. Average 275 work days per year.
3. Stand dues for companies with active dispatch service.
4. Average 8.5 hours per shift
5. Full-size sedan purchased used.
6. Average 250 miles driven per day.
7. Average 15 miles per gallon fuel consumption.
8. Average fuel cost over past 12 months of \$2.64/gallon (\$2.63 in 2006)
9. Tips average 15% of fare
10. Average 5% interest rate on auto loan



## City of Alexandria, Virginia

### MEMORANDUM

DATE: November 15, 2007

TO: Chairman and Members of the Alexandria Traffic and Parking Board

FROM: Thomas H. Culpepper, P.E., Deputy Director  
Department of Transportation and Environmental Services

SUBJECT: Renewal and Amendment of Certificates of Public Convenience and Necessity

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**Issue:** Consideration of board recommendations to the city manager concerning requests to renew and amend certificates of public convenience and necessity to operate taxicabs in the City of Alexandria for 2008.

**Staff Recommendations:** As part of the annual review of the taxicab industry, the board is to make recommendations to the city manager concerning the renewal of certificates of public convenience and necessity (certificates), and the maximum and minimum numbers of taxicabs that should be authorized to affiliate with each taxicab company. Based on information available prior to the public hearing on these matters, staff recommends the following board actions:

1. Recommend renewal of the 20 individually-held certificates for which renewal requests were submitted.
2. Recommend renewal of the certificates issued to Alexandria Yellow Cab, Alexandria Diamond Cab, White Top Cab and Union Cab, each with a minimum number of authorized taxicabs that is 15% less than the number currently authorized and a maximum number of authorized taxicabs equal to the current number plus any net increase that may result from approved owner requests to transfer to the company.

**Discussion:** There are currently 31 certificates of public convenience and necessity that authorize the operation of taxicabs in the City of Alexandria. Of these, seven are issued to taxicab companies and 24 are issued to individuals (grandfathered certificates). In aggregate, these certificates authorize the operation of 734 taxicabs, all of which are required to maintain affiliation with a taxicab company. Individually-held certificates authorize operation of one taxicab each or 24 taxicabs in total. Collectively, company-

held certificates authorize the operation of 710 taxicabs. In addition, two special authorizations have been issued for vehicles qualifying as ADA-compliant, reserved use taxicabs pursuant to regulations adopted on February 28, 2007.

Requests to renew certificates of public convenience and necessity for 2008 are summarized in Attachment 1. Copies of the renewal applications have been separately provided to the Board.

#### Renewal of Individually-Held Certificates

Individually held certificates are routinely renewed each year as long as the holder remains in the Alexandria taxicab industry. These certificates are nontransferable and may not be reissued after the holder leaves the industry. Renewal requests for 2008 were received from 20 of the 24 current individual certificate holders (see attachment), each indicating the holder will remain active in the taxicab industry during 2008. Two individual certificate holders are known to have retired from the industry and renewal requests were not submitted by another two individual certificate holders. Staff recommends renewal of these 20 individual certificates.

#### Renewal and Amendment of Company-Held Certificates

Requests to renew and amend (increase or decrease the number of authorized taxicabs) company-held certificates require consideration of a broader range of factors. As adopted in June 2005, City Code section 9-12-31(c) directs the board and city manager to review and act on requests to renew company-held certificates and to set the maximum and minimum number of authorized vehicles for each certificate holder as follows:

##### ***Section 9-12-31. Annual review of the taxi industry***

*(c) In reviewing applications to renew certificates of public convenience and necessity, the board and city manager shall consider the certificate holder's record of compliance with section 9-12-32, and shall establish the maximum and minimum number of vehicles that may be affiliated with each certificate holder as follows:*

*(1) The minimum number of authorized taxicabs for each certificate holder shall not be fewer than: 1) during the first year after the effective date of this ordinance, 10% less than the number then authorized; 2) during the second and third years after the effective date of this ordinance, 15% less than the number then authorized, except by operation of section 9-12-30(a)(2); and 3) during the fourth year after the effective date of this ordinance and thereafter, 10% less than the number then authorized, except by operation of section 9-12-30(a)(2).*

*(2) The maximum number shall provide a sufficient number of taxicab authorizations for each certificate holder to provide a satisfactory level of dispatch service based on current and anticipated number of dispatch trips provided.*

Section 9-12-31(d) provides additional guidance with regard to factors to be considered in this review process.

*(d) The board and city manager shall set the total number of vehicles to be authorized for each taxicab company holding a valid certificate, giving consideration to such factors as bear on public convenience and necessity, including but not limited to:*

- (1) The demonstrated need on a company-by-company basis on the number of cabs necessary to provide satisfactory public service, including ensuring adequate availability of taxicabs for dispatch service and taxi stands;*
- (2) Changes in the number of trips actually served by taxicabs for each existing company;*
- (3) The ability of current drivers to earn a living wage; and*
- (4) Such factors listed in section 9-12-25(d) as the board or city manager may deem applicable.*

Additional matters of interest to the board in considering requests to renew and amend certificates for 2008 are: (1) owner-requested transfers among Alexandria taxicab companies; (2) company dispatch service requirements established by the 2005 taxicab ordinance; and (3) prohibition of ownership interests in more than one taxicab company.

In addition to any changes in the maximum number of taxicabs that may be affiliated with a certificate holder that are approved based on the certificate holder's renewal request, certificates issued for 2008 will also reflect the net effect of approved owner transfers between taxicab companies. As provided by Section 9-12-31(c), for 2008 renewals the maximum number of taxicabs authorized to affiliate with any certificate holder may be reduced by up to 15% of the currently approved number (15% based on being in the second year following adoption of the revised taxicab ordinance). In 2005, the first year in which owner-requested transfers were permitted, 94 owner transfer requests were submitted and 46 were approved. In 2006, 166 valid owner transfer requests were submitted and 116 approved.

The taxicab ordinance adopted by City Council in June 2005 introduced new dispatch service requirements for certificate holders, stipulating that each must serve an average dispatch call volume of no less than two dispatch calls per driver per day. Discussed extensively prior to and following adoption of the new taxicab ordinance and considered an important part of efforts to improve dispatch service in the city, certificate holders were given one year from the date of final adoption to achieve compliance with this requirement before enforcement action would be taken. This one year period was completed in June 2006. Based on the 2006 annual review finding that four certificate holders (Alexandria Diamond Cab, Columbus Cab, King Cab and VIP Cab) were not in compliance with this minimum dispatch service requirement, the board recommended and the city manager concurred that these certificates be placed on probation for a period

of up to nine months during which the certificate holders must achieve compliance with this code requirement or their respective certificates would be revoked by operation of law. The nine month probationary period commenced on January 1, 2007 for all four certificate holders and continued until September 30, 2007. During this period, one company, Alexandria Diamond Cab, submitted satisfactory documentation that it had achieved compliance with the minimum dispatch service requirement and its certificate was removed from probation. Dispatch service information submitted during and at the end of the probationary period by the three remaining companies, Columbus Cab, King Cab and VIP Cab, clearly showed that they had not achieved compliance with the minimum dispatch service requirement. These three certificates have therefore been revoked effective February 1, 2008.

The 2005 taxicab ordinance also includes a prohibition against any entity owning, in whole or part, an interest in more than one taxicab company authorized to do business in the city (Section 9-12-25(d)(9)). The new ordinance provided a period of 18 months from the June 14, 2005 adoption date for companies to comply with this prohibition. Alexandria Yellow Cab and Alexandria Diamond Cab had common ownership and were in violation of this prohibition at the time of the 2006 industry review; however, on December 13, 2006 documentation was submitted to the Office of the City Attorney showing that ownership of these two companies had been restructured so as to come into compliance with this prohibition.

Applications to renew company-held certificates were received from all seven existing taxicab companies (see attachment), copies of which have been provided to the Board. The current number of authorized taxicab vehicles for each company and the requested amendments of these certificates are as follows:

<b>Company</b>	<b>2007 Authorized Taxicabs <sup>1</sup></b>	<b>Requested Amendment</b>
Alexandria Yellow Cab	236	Increase to 257 authorized affiliates
Alexandria Diamond Cab	72	Increase to 90 authorized affiliates
King Cab	53	Not applicable
VIP Cab	88	Not applicable
Columbus Cab	35	Not applicable
White Top Cab	90	Increase to 110 authorized affiliates
Union Taxicab Coop	136	No change in number of authorized affiliates

<sup>1</sup> Does not include affiliated individual certificate holders or special authorizations for ADA-compliant, reserved use taxicab vehicles.

Based on the renewal applications, findings of the taxi industry survey and other relevant information, staff comments and recommendations on these renewal requests follow.

Alexandria Yellow Cab (Certificate Number 34)

Alexandria Yellow Cab requests renewal of its certificate with 248 authorized taxicabs notwithstanding any approved owner transfers. Renewal as requested could increase the number of taxicabs authorized in Alexandria by 12 to 34, assuming there are no approved driver requests to transfer to Alexandria Yellow Cab.

The results of this year's industry review show that Yellow Cab is the primary provider of dispatch taxi service in Alexandria, serving 75% of all dispatch trips in the city. Yellow Cab's dispatch service level (6.5 dispatch trips per cab per day) is well above the required minimum of two dispatch trips per cab per day and significantly higher than for any other Alexandria taxicab company. Additionally, Yellow Cab's affiliated operators provide approximately 45% of all other city-based taxi service (non-airport stands and driver personals).

Alexandria Yellow Cab has not successfully attracted a significant number of owner transfer requests during the past two years. In 2005, no owners requested transfers to Yellow Cab, while 14 requested transfers from this company. In 2006, four owners requested transfers to Yellow Cab, while 43 requested transfers from this company.

Staff believes that renewal of Yellow Cab's certificate will serve the public interest and recommends that it be renewed with a minimum number of authorized taxicabs that is 15% less than the current number and a maximum number of authorized taxicabs that is equal to the current number plus any net increase that may result from approved owner transfers to Yellow Cab.

Staff does not recommend this certificate be amended to increase the number of authorized taxicabs at this time. As provided in Section 9-12-31(j), this amendment may be considered by the city manager following review of owner transfer requests and the company's demonstrated need for these additional authorizations to maintain prompt dispatch service and exceptional customer service.

Alexandria Diamond Cab (Certificate Number 40)

Alexandria Diamond Cab requests renewal of its certificate with 90 authorized taxicabs notwithstanding any approved owner transfers. Renewal as requested could increase the number of taxicabs authorized in Alexandria by 18 to 25, assuming there are no approved driver requests to transfer to Alexandria Diamond Cab.

In 2007, Diamond Cab was the second highest provider of dispatch service in Alexandria, serving approximately 12% of all dispatch trips, and the third highest provider of city-based service, serving over 11% of all city-based trips. Diamond Cab's dispatch service

level (3.5 dispatch trips per cab per day) is well above the code-mandated minimum of two dispatch trips per cab per day.

Diamond Cab has not successfully attracted owner transfer requests during the past two years. In both 2005 and 2006, no owners requested transfer to Diamond. In 2005, 53 owners requested transfers from Diamond and in 2006, 47 owners requested transfers from this company.

Staff believes that renewal of Diamond Cab's certificate will serve the public interest and recommends that it be renewed with a minimum number of authorized taxicabs that is 15% less than the current number and a maximum number of authorized taxicabs that is equal to the current number plus any net increase that may result from approved owner transfers.

Staff does not recommend this certificate be amended to increase the number of authorized taxicabs at this time. As provided in Section 9-12-31(j), this amendment may be considered by the city manager following review of owner transfer requests and the company's demonstrated need for these additional authorizations to maintain prompt dispatch service and exceptional customer service.

King Cab Company (Certificate Number 46)

This certificate has been revoked effective February 1, 2008.

VIP Cab Company (Certificate Number 77)

This certificate has been revoked effective February 1, 2008.

Columbus Cab Corporation (Certificate Number 92)

This certificate has been revoked effective February 1, 2008.

White Top Cab Company (Certificate Number 120)

White Top Cab Company requests renewal of its certificate with 110 authorized taxicabs. Renewal as requested would increase the number of taxicabs authorized in Alexandria by 20, assuming there are no approved driver requests to transfer to White Top Cab.

The results of this year's industry review show White Top Cab is the third highest provider of dispatch taxi service in Alexandria, serving approximately 9% of all dispatch trips in 2007, and the second highest provider of city-based service, serving 16% of all city-based trips. White Top's dispatch service level (2.1 dispatch trips per cab per day) is above the code-mandated minimum of two dispatch trips per cab per day.

White Top Cab has not successfully attracted a significant number of owner transfer requests during the past two years. In 2005, one owner requested transfer to White Top,

while 14 requested transfers from this company. In 2006, one owner requested transfer to White Top, while 33 requested transfers from this company.

Staff believes that renewal of White Top Cab's certificate will serve the public interest and recommends that it be renewed with a minimum number of authorized taxicabs that is 15% less than the current number and a maximum number of authorized taxicabs that is equal to the current number plus any net increase that may result from approved owner transfers.

Staff does not recommend that this certificate be amended to increase the number of authorized taxicabs at this time. As provided in Section 9-12-31(j), this amendment may be considered by the city manager following review of owner transfer requests and the company's demonstrated need for these additional authorizations to maintain prompt dispatch service and exceptional customer service.

#### Union Taxicab Cooperative (Certificate Number 130)

Union Taxicab Cooperative requests renewal of its certificate with no change in the number of authorized taxicabs.

Union Taxicab was issued its initial certificate on September 20, 2005 and commenced service delivery on January 1, 2007. As a newly established company, Union may elect to provide limited dispatch service (18 hours per day/7 days per week rather than 24/7 as otherwise required) and compliance with minimum dispatch service levels is not required to be achieved during its first year of operation. In its first nine months of service, Union Taxicab provided a limited amount of dispatch service, serving approximately 2% of all dispatch trips. Overall, Union Taxicab provided approximately 10% of all city-based taxi service in 2007. Union Taxicab's dispatch service level (0.2 dispatch trips per cab per day) is below the code-mandated minimum of two dispatch trips per cab per day; however, it is not required to meet this performance standard until 2008.

Union Taxicab has been the most successful company in attracting owner transfer requests. In 2006, 140 owners requested transfers to Union Taxicab.

Staff believes that renewal of Union Taxicab's certificate will serve the public interest and recommends that it be renewed with a minimum number of authorized taxicabs that is 15% less than the current number and a maximum number of authorized taxicabs that is equal to the current number plus any net increase that may result from approved owner transfers.

Attachment

## Existing Certificates and Renewal Requests

**Part A. Taxicab Company Certificates**

Certificate Number and Holder		Authorized Affiliates		Renewal Request
		Regular	ADA Vehicle	
34	Alexandria Yellow Cab, Inc.	236	0	Renew with 257 authorized affiliates (Increase of 21)
40	Alexandria Diamond Cab Company, Inc.	72	0	Renew with 90 authorized affiliates (Increase of 18)
46	King Cab Company	53	1	Renew with 63 authorized affiliates (Increase of 10)
77	VIP Cab Company	88	1	Renew with 91 authorized affiliates (Increase of 3)
92	Columbus Cab Corporation	35	0	Renew with 55 authorized affiliates (Increase of 20)
120	L&Z Transportation, Inc., dba White Top Cab Company	90	0	Renew with 110 authorized affiliates (Increase of 20)
130	Union Taxicab Cooperative	136	0	Renew with 136 authorized affiliates (No change)
<i>Total Company Certificates</i>		710	2	

**Part B. Individual Certificate Holders**

Certificate Number and Holder		Authorized Vehicles	Affiliation	Renewal Request
10	Saidan, Mahmoud	1	Yellow	Renew
15	Sabb, Ervin	1	Yellow	Renew
19	Watkins, Robert	1	King	Renew
64	Cymbalisy, John	1	Yellow	Renew
68	Shin, Bong	1	VIP	Retired
91	Kim, Daniel	1	King	Retired
102	Khalaf, Samir	1	VIP	Renew
110	Gebrehiwot, Asmellash	1	Union	Renew
124	Ford, Duke	1	White Top	Renew
141	Harding, Donald	1	Diamond	Renew
143	Imoh, Udosen	1	Union	No response
152	Hagos, Tesfa	1	King	Renew
173	Omar, Mohammad	1	White Top	Renew
185	Azimi, Said	1	White Top	Renew
188	Nagaasa, Emmanuel	1	Union	Renew
190	Mengistu, Tesfaye	1	Yellow	Renew
197	Stephens, Randolph	1	Union	No response
237	Hasnain, Zahid	1	Yellow	Renew
238	Moore, Thomas	1	Yellow	Renew
272	Bajwa, Jasbir	1	White Top	Renew
277	Cardenas, Jaime	1	Union	Renew
297	Kim, Kyung Yun	1	Columbus	Renew
308	Nanor, Tetteh	1	Yellow	Renew
316	DiMattina, Salvatore	1	Yellow	Renew
<i>Total Individual Certificates</i>		24		

11-26-07  
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*City of Alexandria, Virginia*

**MEMORANDUM**

DATE: November 15, 2007

TO: Chairman and Members of the Alexandria Traffic and Parking Board

FROM: Thomas H. Culpepper, P.E., and Deputy Director  
Department of Transportation and Environmental Services

SUBJECT: Taxicab Fares and Industry Fees

**Issue:** Review and consideration of changes to Alexandria's current taxi fare and charges, and to associated fees charged to the industry.

**Staff Recommendation:** Staff recommends the following with regard to Alexandria's current taxi fare and charges, and industry fees:

1. Taxi Fare and Extra Charges
  - A. Maintain the current initial drop charge of \$2.75 for the first 1/6 mile;
  - B. Increase the mileage rate to \$0.33 for each additional 1/6 mile (10% increase); and
  - C. Maintain the current wait time charge of \$0.30 per 48 seconds (\$22.50 per hour).
  - D. Maintain the currently permitted extra charges.
2. Maintain industry fees as currently charged.

**Discussion:** City Code section 9-12-31(g) (Attachment 1), requires that in every second year, starting in 2005, the annual review of the taxi industry include reviews of the city's taxicab fares and industry fees. Based on these reviews, the Board is to forward its findings and recommendations relative to taxi fares and industry fees to the City Manager as part of its annual report on conditions within the industry. Section 9-12-31(g) further stipulates that the following factors be considered in these reviews:

1. Driver income compared to the City of Alexandria adopted living wage;
2. Cost of industry-related regulatory and enforcement expenditures; and

3. Such factors listed in section 9-12-25(d) as the Board or city manager deem applicable.

Alexandria's taxi fares and permitted extra charges, as last revised in 2005, are set forth in City Code section 9-12-132 (Attachment 2). Fees charged by the city to certificate holders, taxicab vehicle owners and drivers are established by regulation. Alexandria's current industry fees (Attachment 3) were became effective January 1, 2006.

#### Taxicab Fares and Permitted Extra Charges

The last general review and adjustment of the city's taxi fare and charges occurred in 2005. Based on that review, the Board recommended and the City Council subsequently adopted the following changes in the city's base taxi fare:

1. The initial drop charge was increased from \$2.75 for the first 1/4 mile to \$2.75 for the first 1/6 mile;
2. The mileage rate was increased from \$0.40 for each additional 1/4 mile (\$1.60 per mile) to \$0.30 for each additional 1/6 mile (\$1.80 per mile);
3. The waiting time charge was increased from \$0.40 per 80 seconds (\$18.00 per hour) to \$0.30 per 48 seconds (\$22.50 per hour).

For purposes of this fare review, the 2005 fare schedule was used as the baseline condition for evaluating alternative fare structures.

In considering the need to revise Alexandria's taxi fare and charges, three factors indicate that some adjustment may be appropriate at this time:

1. The overall cost of living has increased during the past two years as reflected in changes in the Consumer Price Index (CPI);
2. The cost of gasoline has increased significantly above the baseline cost of \$2.00 per gallon set in the 2005 fare review; and
3. Driver income has decreased somewhat since the 2005 review, reducing the opportunity for full-time taxi drivers in the city to earn a living wage.

Changes in the Consumer Price Index (CPI), adjusted to reflect the greater importance of the price of gasoline in the taxicab industry, were used to evaluate the need for increased taxi fare to offset increased costs of operation compared to the 2005 baseline condition. Since 2005, the general CPI (CPI-U for the Washington-Baltimore area) has increased 7.5 per cent. Adjusting for the greater influence of fuel prices on operating costs in the taxi industry, the gasoline-adjusted CPI increased 9.1 per cent during the same period, based on an increase in the cost of gasoline from \$2.00 to \$3.00 per gallon.

While the cost of gasoline has continued to fluctuate widely since 2005, it has also followed a generally increasing trend line. Over the last two years, the average price of gasoline in the Washington metropolitan area has increased from \$2.45 to \$2.80 per gallon. During this period, the overall weighted average price of gasoline has been \$2.65 per gallon compared to the 2005 baseline price of \$2.00 per gallon. Fuel surcharges of \$0.50 or \$1.00 per trip have been in effect approximately 80% of the time since the 2005 fare review, averaging \$0.74 per trip.

At the time of the last taxi fare review in 2005, the city's adopted living wage was \$11.80 per hour. Currently, this standard is \$12.75 per hour, approximately 8% higher than in 2005. The findings of the 2007 annual review of the taxicab industry found the estimated take-home earnings of a typical full-time driver affiliated with a company providing a meaningful level of dispatch service was slightly over \$13 per hour, marginally above the city's current living wage.

In reviewing Alexandria's taxi fares and charges, it is useful to compare our rates and charges to those in other jurisdictions. Not only do these comparisons provide guidance as to the reasonableness of Alexandria's fares and charges, if they differ significantly, it is possible that some consumers will choose to obtain services from out-of-jurisdiction taxi companies, either as permitted by the regional taxi compact or otherwise, thereby affecting the demand for service by our local companies. Attachment 4, Table 1 provides a summary of current taxi fares and charges in Alexandria and other jurisdictions within the Washington metropolitan area. Attachment 4, Table 2 compares the cost of a typical six-mile taxi trip, exclusive of extra charges, in Alexandria to the cost for an equivalent trip in other regional and national jurisdictions. These comparisons were made using Alexandria's current fares and show that while our fares are generally comparable to those in surrounding jurisdictions, they are above the average for the region and below the average for jurisdictions outside the Washington, DC metropolitan area. It can also be noted from the fares shown in this table that both Alexandria and the region overall have higher initial drop charges and lower mileage rates than other jurisdictions across the country.

Even though Alexandria's baseline fare rates are above average for the region, they do not reflect the approximate nine per cent increase in the cost of living for Alexandria drivers since 2005, nor are they based on reasonable estimate of gasoline cost. In light of these factors, a taxi fare rate adjustment appears to be appropriate at this time.

The basic components of the taxi fare rates are (1) the initial drop charge assessed at the onset of a trip, typically covering the first increment of mileage for the trip; (2) the mileage charge assessed for each increment of distance traveled during the trip; and (3) a waiting time charge assessed whenever the taxi is stopped or traveling below a specified speed during the trip. Various combinations of these base fare components will have

differing effects on the overall cost of trips that are of different lengths or are made under different traffic conditions (peak traffic periods vs. off-peak periods).

In developing and evaluating alternative base fare rates to compensate for the increased cost of providing taxi services, equitably distribute the increased costs over a range of trip lengths and maintain regional competitiveness, several combinations of changes in the initial drop charge, mileage rate and waiting time rate were considered. In general, these various combinations seek to (1) offset the increased cost of service delivery (primarily increased gasoline cost) and inflation with increases in the mileage charge only, or (2) reduce the initial drop charge to a rate more consistent with those in other national jurisdictions, while offsetting increased service delivery costs with increases in the mileage charge.

The impacts of each of the fare combinations that were considered on the overall costs of typical trips of differing length are summarized in Attachment 4, Table 3. In all cases, the alternative fare combinations considered provide fare increases that approach or exceed the 9% percent increase in the cost of providing service and maintain regionally comparable fares.

Staff recommendations relative to changes in the base taxi fare components are:

1. Maintain the current initial drop charge of \$2.75 for the first 1/6 mile;
2. Increase the mileage rate to \$0.33 for each additional 1/6 mile (10% increase);  
and
3. Maintain the current wait time charge of \$0.30 per 48 seconds (\$22.50 per hour).

Staff does not recommend any changes to the permitted extra charges at this time.

As recommended, these changes will increase the cost of a typical six-mile taxi trip approximately 10%, from \$14.38 to \$15.80.

An important consideration in any change in the fare structure is the impact on driver income. In revising the city's taxi ordinance, Council specifically identified driver income compared to the city's adopted living wage as a factor to be considered. Effective July 1, 2007, the adopted living wage is \$12.75 per hour. The 2007 industry review found that full-time Alexandria drivers affiliated with an active dispatch company earns an estimated net income of approximately \$13 per hour, marginally above the city's adopted living wage standard. Depending on the specific combination of base rate increases that may be implemented and the size of any corresponding increase in driver stand dues, the potential increase in net driver income will vary. Assuming no more than a 20% increase in stand dues, the recommended changes should provide reasonable opportunity for a full-time driver affiliated with a company providing a meaningful level

of dispatch service to earn \$14 to \$15 per hour, an increase of 7% to 12% in take-home earnings.

Permitted additional charges for a various extra services were also reviewed by staff. No change in these charges as currently adopted is recommended at this time.

#### Industry Fees

Fees currently charged to taxicab companies, vehicle owners and drivers were reviewed in light of the overall cost of industry regulation. This review found that the city's regulatory costs are reasonably offset by industry fees as adopted in January 2006. No changes in current industry fees are recommended by staff at this time.

Attachments (4)

**Sec. 9-12-31 Annual review of taxi industry.**

(g) Every second year, starting in 2005, the annual review of the taxicab industry shall also include a review of the fares and industry fees, including a review of the base fare, permitted additional charges and all fees charged to and by the certificate holders, owners and drivers. The public hearing before the board shall include comments on such fares, charges and fees and any recommended changes thereof. The board shall forward its conclusions, recommendations and findings of fact as to such fares, charges and fees as part of its report pursuant to subsection (f) of this section. In reviewing such fares, charges and fees, the board and city manager shall, without limitation, take the following factors into consideration:

- (1) driver income compared to the City of Alexandria adopted living wage;
- (2) cost of industry related regulatory and enforcement expenditures; and
- (3) such factors listed in section 9-12-25(d) as the board or city manager deem applicable.

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

- (a) The rates to be charged to passengers in taxicabs shall be as follows. It shall be unlawful to make any greater or lesser charge:
- (1) For the initial meter charge (referred to as the first drop), \$2.75.
  - (2) For the second and for each additional passenger who is five years of age or older, \$1.25.
  - (3) For each one-sixth mile or fraction thereof for one or more passengers, \$0.30.
  - (4) For each one hour of waiting time for one or more passengers, \$22.50. The incremental cost of this charge shall be \$0.30 for each 48 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 en route 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 in excess of two bags placed in the trunk, \$0.50 if handled by the driver, plus an additional \$1, 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 suitcases or pieces of luggage. The maximum charge for all such items shall be \$2.
  - (6) For each trunk, footlocker, duffel bag or other bulky or heavy item, \$2, 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 if handled by the driver in the immediate vicinity of the taxicab, plus an additional \$1, 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 such items shall be \$2.
  - (8) For each animal, \$1; provided, that there shall be no charge for guide dogs or service animals assisting persons with disabilities.
  - (9) For each trip originating at Ronald Reagan Washington National Airport, the fee required to be paid to the airport for the privilege of picking up passengers.
  - (10) Taximeter fares shall be increased by \$5 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. In addition, taximeter fares shall be increased by \$5 in the event that the director of transportation and environmental services determines that driving conditions in the city are, or are reasonably expected to become, unduly hazardous due to the accumulation of snow, sleet or ice on the streets. The transportation division of the department of transportation and environmental services will notify each taxicab company by telephone of the exact time any such taximeter fare increase is to go into effect and the exact time that such fare increase 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.

(c) Nothing contained herein shall prevent a certificate holder from establishing a coupon or reward program for its customers where a discount coupon, customer loyalty certificate or some other marketing device is accepted as part of the allowed fare set forth herein. (Ord. No. 4402, 6/14/05, Sec. 1; Ord. No. 4434, 12/17/05, Sec. 1)

**City of Alexandria, Virginia  
Taxicab Regulations**

**6.2. Taxicab Industry Fees**

The following taxicab industry fees are effective beginning January 1, 2007.

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<b>Certificates of Public Convenience and Necessity</b>	
Application for or transfer of CPCN.....	\$4,000
Issuance and renewal of CPCN	
Certificate.....	\$4,000
Each authorized vehicle .....	\$150
Renewal of grandfathered CPCN.....	\$150
Duplicate CPCN.....	\$25
<b>Driver Permits</b>	
Application.....	\$100
Initial and renewal permits (2 year)	
Permit.....	\$150
Manifest books <sup>1</sup> .....	\$50
Duplicate permit.....	\$25
<b>Vehicle Permits</b>	
Initial inspection and certification.....	\$100
Annual renewal .....	\$150
Transfer of vehicle permit.....	\$100
Duplicate vehicle permit .....	\$25
<b>Miscellaneous</b>	
Annual taximeter inspection.....	\$20
Fare cards (interior and exterior).....	\$1

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1. Fee for manifest books is suspended until further notice. (June 20, 2006)

(1/1/07)

**2007 Taxi Fare Review**

**Alexandria, Virginia**

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**Table 1. Regional Taxicab Fare Rates and Charges**

Jurisdiction	Initial Charge	Additional Mileage	Wait Time	Extras	
Alexandria	\$2.75 first 1/6 mile	\$0.30 each 1/6 mile (\$1.80 per mile)	\$0.30 each 48 sec. (\$22.50 per hour)	\$1.25 \$0.50 \$2.00 \$1.00 \$1.00 \$2.00 \$1.00 \$5.00 Varies As charged	Each additional passenger over 4 years Each suitcase or similar piece of travel luggage Each trunk, footlocker, duffel or similar item Three or more grocery or shopping bags Carry bags to front door or building entrance Maximum for all grocery and shopping bags Each pet Snow surcharge (when authorized) Fuel surcharge (when authorized) Airport dispatch fee (currently \$1.75)
Arlington County	\$2.75 first 1/6 mile	\$0.30 each 1/6 mile (\$1.80 per mile)	\$0.30 each 48 sec. (\$22.50 per hour)	\$1.00 \$2.00 \$0.50 As charged	Each additional passenger over 6 years Each trunk, footlocker, duffel or similar item Each bag over two Airport dispatch fee (currently \$1.75)
Fairfax County	\$2.75 first 1/5 mile	\$0.35 each 1/5 mile (\$1.75 per mile)	\$0.35 each 60 sec. (\$21.00 per hour)	\$1.00 \$2.00 \$0.50 \$0.25 \$4.00 \$1.00 Varies	Each additional passenger over 12 years Each trunk, footlocker, duffel or similar item Each suitcase or similar piece of travel luggage Each grocery bag over two Cleaning (if left unsanitary) Each pet Fuel surcharge (when authorized)
Montgomery County	\$4.00 first 1/4 mile	\$0.40 each 1/4 mile (\$1.60 per mile)	\$0.40 each 60 sec. (\$24.00 per hour)	\$1.00 \$1.00 \$2.00 \$2.50 Varies	Each additional passenger Personal service Pick up and delivery Snow surcharge (when authorized) Tolls and surcharges as paid or authorized
Prince George's County	\$1.50 first 1/7 mile	\$0.25 each 1/7 mile (\$1.75 per mile)	\$0.20 each 60 sec. (\$12.00 per hour)	\$1.00 \$1.00 \$1.00 \$1.00 \$3.00 \$1.00	Each additional passenger over 5 years Each trunk, footlocker, duffel or similar item Use of trunk or personal service Evening service 8 pm to 6 am Snow surcharge (when authorized) Fuel surcharge (when authorized)
District of Columbia	\$4.00 first 1/6 mile	\$0.25 each 1/6 mile (\$1.50 per mile)	\$0.25 each 60 sec. (\$15.00 per hour)	Recently converted from zone to meter system. Extras not yet established	

**Table 2. Costs of Typical Taxi Trips**

City	Initial Drop Charge	Mileage		Wait Time		Trip Fare <sup>1</sup>
		Rate	Increment	Rate	Increment	
<b>Washington Metro Area</b>						
<b>Alexandria, VA</b>	<b>\$2.75</b>	<b>\$1.80</b>	<b>1/6 mile</b>	<b>\$22.50</b>	<b>48 sec</b>	<b>\$14.38</b>
Arlington County	\$2.75	\$1.80	1/6 mile	\$22.50	48 sec	\$14.38
Fairfax County, VA	\$2.75	\$1.75	1/5 mile	\$21.00	60 sec	\$13.95
Montgomery County, MD	\$4.00	\$1.60	1/4 mile	\$24.00	60 sec	\$14.40
Prince George's County, MD	\$1.50	\$1.75	1/7 mile	\$12.00	60 sec	\$12.16
District of Columbia	\$4.00	\$1.50	1/6 mile	\$15.00	60 sec	\$13.50
	Minimum	\$1.50		\$12.00		\$12.16
	Maximum	\$4.00		\$24.00		\$14.40
	Average	\$2.96		\$19.50		\$13.79
<b>Other U.S. Cities</b>						
Anchorage, AK	\$3.00	\$2.50	1/10 mile	\$45.00	20 sec	\$20.00
Austin, TX	\$2.05	\$2.10	1/7 mile	\$25.00	1 hour	\$15.60
Baltimore, MD	\$1.80	\$2.00	1/10 mile	\$24.00	30 sec	\$14.80
Boston, MA	\$1.75	\$2.40	1/8 mile	\$24.00	1 hour	\$17.05
Charlotte, NC	\$2.00	\$2.00	1/5 mile	\$24.00	60 sec	\$14.80
Chicago, IL	\$2.25	\$1.80	1/10 mile	\$20.00	1 hour	\$13.87
Dallas, TX	\$2.25	\$1.80	1/9 mile	\$54.00	30 sec	\$15.55
Detroit, MI	\$2.50	\$1.60	1/10 mile	\$18.00	1 hour	\$12.84
Indianapolis, IN	\$1.25	\$2.00	1/5 mile	\$24.00	60 sec	\$14.05
Los Angeles, CA	\$2.45	\$2.45	1/7 mile	\$26.50	47.5 sec	\$18.13
Milwaukee, WI	\$2.25	\$2.00	1/8 mile	\$15.00	60 sec	\$14.75
San Francisco, CA	\$3.10	\$2.25	1/5 mile	\$27.00	60 Sec	\$17.50
	Minimum	\$1.25		\$15.00		\$12.84
	Maximum	\$3.10		\$54.00		\$20.00
	Average	\$2.22		\$27.21		\$15.74

1. 6 mile trip with 3 minutes wait/delay time

**Table 3. Current and Alternative Fare Structures**

Fare Structure	Initial Drop	Mileage		Wait Time		Trip Length (miles)					
		Rate	Increment	Rate	Increment	1	3	6	9	12	15
<b>Current</b>	<b>\$2.75</b>	<b>\$0.30</b>	<b>1/6</b>	<b>\$0.30</b>	<b>48</b>	<b>\$4.44</b>	<b>\$8.41</b>	<b>\$14.38</b>	<b>\$20.34</b>	<b>\$26.30</b>	<b>\$32.26</b>
<b>Alternative A</b>	<b>\$2.75</b>	<b>\$0.32</b>	<b>1/6</b>	<b>\$0.30</b>	<b>48</b>	<b>\$4.60</b>	<b>\$8.94</b>	<b>\$15.45</b>	<b>\$21.96</b>	<b>\$28.47</b>	<b>\$34.98</b>
	0.0%	6.7%		0.0%		3.7%	6.3%	7.5%	8.0%	8.3%	8.4%
<b>Alternative B (Recommended)</b>	<b>\$2.75</b>	<b>\$0.33</b>	<b>1/6</b>	<b>\$0.30</b>	<b>48</b>	<b>\$4.65</b>	<b>\$9.11</b>	<b>\$15.80</b>	<b>\$22.49</b>	<b>\$29.18</b>	<b>\$35.87</b>
	0.0%	10.0%		0.0%		4.8%	8.3%	9.9%	10.6%	11.0%	11.2%
<b>Alternative C</b>	<b>\$2.75</b>	<b>\$0.34</b>	<b>1/6</b>	<b>\$0.30</b>	<b>48</b>	<b>\$4.70</b>	<b>\$9.28</b>	<b>\$16.15</b>	<b>\$23.02</b>	<b>\$29.89</b>	<b>\$36.76</b>
	0.0%	13.3%		0.0%		5.9%	10.3%	12.3%	13.2%	13.7%	13.9%
<b>Alternative D</b>	<b>\$2.50</b>	<b>\$0.33</b>	<b>1/6</b>	<b>\$0.30</b>	<b>48</b>	<b>\$4.40</b>	<b>\$8.86</b>	<b>\$15.55</b>	<b>\$22.24</b>	<b>\$28.93</b>	<b>\$35.62</b>
	-9.1%	10.0%		0.0%		-0.8%	5.3%	8.2%	9.4%	10.0%	10.4%
<b>Alternative E</b>	<b>\$2.50</b>	<b>\$0.34</b>	<b>1/6</b>	<b>\$0.30</b>	<b>48</b>	<b>\$4.45</b>	<b>\$9.03</b>	<b>\$15.90</b>	<b>\$22.77</b>	<b>\$29.64</b>	<b>\$36.51</b>
	-9.1%	13.3%		0.0%		0.3%	7.3%	10.6%	12.0%	12.7%	13.2%

Wait time of 30 seconds per mile assumed for fare calculations.