

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 26, 2020, 7:30 P.M.
VIRTUAL**

Due to the COVID-19 Pandemic, the October 26, 2020 meeting of the Traffic and Parking Board is being held electronically pursuant to Virginia Code Section 2.2-3708.2(A)(3), the Continuity of Government ordinance adopted by the City Council on June 20, 2020 or Sections 4-0.00(g) in HB29 and HB30 to undertake essential business. Board members and staff are participating from remote locations through Zoom Webinar. This meeting is being held electronically, unless a determination is made that it is safe enough for the meeting to be held in person in the City Council Chamber at 301 King Street, Alexandria, VA. Electronic access will be provided in either event. The meeting can be accessed by the public through: Zoom hyperlink (below).

URL: https://zoom.us/webinar/register/WN_la5-OBXGSHqXmQhiF0nUxw

Zoom Audio Conference:

Dial in: 301-715-8592

Webinar ID: 917 2164 3032

Password: 078199

Public comment will be received at the meeting. The public may submit comments in advance to Bob Garbacz at bob.garbacz@alexandriava.gov no later than 24 hours before the meeting or make public comments through the conference call on the day of the hearing.

For reasonable disability accommodation, contact Jackie Cato at jackie.cato@alexandriava.gov or 703.746.3810, Virginia Relay 711.

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, OCTOBER 26, 2020, 7:30 P.M.
VIRTUAL**

D O C K E T

1. Announcement of deferrals and withdrawals.
2. Approval of the September 28, 2020 Traffic and Parking Board meeting minutes.
3. **WRITTEN STAFF UPDATES**
 - a. Budget Priorities (Yon)
4. **PUBLIC DISCUSSION PERIOD**
[This period is restricted to items not listed on the docket]
5. **PUBLIC HEARING FOLLOW-UP**
 - a. East Linden Street Truck Restrictions
 - b. King, Callahan and Russell

PUBLIC HEARING

6. **ISSUE:** Consideration of a request to remove parking on the 500 block of Montgomery Street for a bikeshare station
7. **ISSUE:** Consideration of a request to remove parking at various locations in the West End for bikeshare stations
8. **ISSUE:** Consideration of staff recommendations on the renewal of existing certificates of public convenience and necessity and reductions to taxicab fees
9. **STAFF UPDATES:**
 - a. AMP curb management
 - b. King, Callahan and Russell
 - c. EV Charging Readiness Strategy
 - d. Commissioner updates

**CITY OF ALEXANDRIA
TRAFFIC AND PARKING BOARD PUBLIC HEARING
MONDAY, SEPTEMBER 28, 2020, 7:30 P.M.
VIRTUAL MEETING**

MINUTES

BOARD MEMBERS PRESENT: Chairman, William Schuyler, Vice Chair, James Lewis, Jason Osborne, Annie Ebbers, Ann Tucker and Casey Kane

BOARD MEMBERS ABSENT: None

STAFF MEMBERS PRESENT: Hillary Orr, Deputy Director, Bob Garbacz, Division Chief of Traffic Engineering, Jack Browand, Division Chief, Rec/Park Planning Design and CIP, Ryan Knight, Civil Engineering IV, Katye North, Division Chief of Mobility Services, Cuong Nguyen, Civil Engineering II, Alex Block, Principal Planner, Megan Oleynik, Urban Planner II and Victoria Caudullo, Urban Planner II.

1. Announcement of deferrals and withdrawals: None
2. Approval of the February 24, 2020 Traffic and Parking Board meeting minutes:

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborn to approve the minutes of the February 24, 2020 Traffic and Parking Board meeting. The motion carried unanimously.

3. Remembrance of Kevin Beekman
4. **COVID ORAL STAFF UPDATE**
 - a. On-street dining/parklets
 - b. Curbside Pickup
 - c. Lower King Street
 - d. Enforcement Changes
 - e. Parking Demand and Trends
 - f. Taxicab Industry Updates

5. **WRITTEN STAFF UPDATES**
 - a. Dockless Mobility Pilot Program
 - b. Capital Bikeshare Expansion
 - c. King, Callahan and Russell Intersection Project

Action: Several Board members requested staff to add a docket item for the October meeting to address the question raised by several residents about increasing the green light time for the Russell Road approach to this intersection.

- d. Princess Street and Earl Street Pedestrian Improvement

6. PUBLIC DISCUSSION PERIOD

[This period is restricted to items not listed on the docket]

Mr. Lawhorne, Ms. Siegel, and Ms Duffet spoke about King Callahan and Russel Road traffic signal timing. Mr. Fujka spoke about the need for truck restrictions on East Linden Street. Mr. Flachs spoke about Taxicab insurance. Mr. Bynum, Mr. Meri, Mr. Woldegiorgis , Mr Sebsibie, Mr. Woldemichael, Mr. Mohamed and Mr. Alula spoke about Taxicab code changes. Ms. Bonnard and Ms. Murphy spoke about the stop sign at Kenwood Avenue and Crestwood Drive.

7. PUBLIC HEARING FOLLOW-UP

CONSENT CALENDAR

BOARD ACTION: Mr. Lewis made a motion, seconded by Ms. Tucker to approve Items 8, 9, 10, and 11 on consent calendar. The motion carried unanimously.

- 8. ISSUE:** Consideration of a request to allow 2-hour parking from 7AM-8PM on the west side of the 200 Block of N. Breckenridge Place
- 9. ISSUE:** Consideration of a request to extend the existing bike lane and parking lane on Commonwealth Avenue between Forrest Street and Ansell Street
- 10. ISSUE:** Consideration of a request to install all-way Stop signs at the intersection of Kenwood Avenue and Crestwood Drive
- 11. ISSUE:** Consideration of a request to remove a Taxi Stand on Four Mile Road at Mount Vernon Avenue

PUBLIC HEARING

- 12. ISSUE:** Consideration of a request to change the parking meter rate structure along Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, and the 700 and the 800 block of John Carlyle Street

DISCUSSION: Mr. Block presented this item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Lewis to approve the request to change the parking meter rate structure along Hooffs Run Drive, Limerick Street, Eisenhower Park Drive, Bartholomew Street, Savoy Street, the 700 and the 800 block of John Carlyle Street. The motion carried unanimously.

- 13. ISSUE:** Consideration of an approach to clarify Residential Permit Parking (RPP) District Boundary lines

DISCUSSION: Ms. Oleynik presented this item to the Board.

PUBLIC TESTIMONY: No one from the public spoke about this item.

BOARD ACTION: Mr. Lewis made a motion, seconded by Mr. Osborne to approve staff's proposed approach to clarify Residential Permit Parking (RPP) District Boundary lines. The motion carried unanimously.

- 14. ISSUE:** Consideration of a request to remove parking on the unit block of Duke Street to install a Capital Bikeshare station.

DISCUSSION: Ms. Caudullo presented this item to the Board. The Board had water drainage concerns because the proposed station location is at a catch basin.

PUBLIC TESTIMONY: Mr. Browand from the City's Department of Recreation, Parks and Cultural Activities spoke in support of this item.

BOARD ACTION: Mr. Kane made a motion, seconded by Ms. Ebbers to approve the request to remove parking on the unit block of Duke Street and install a Capital Bikeshare station. The motion carried with Mr. Osborne, Ms. Ebbers, Ms. Tucker and Mr. Kane voting in favor of the request and Mr. Schuyler and Mr. Lewis voting in opposition.

- 15. ISSUE:** Consideration of a request to remove parking on the southeast side of Dawes Avenue between Netherton Drive and King Street

DISCUSSION: Ms. Oleynik presented the item to the Board. The Board had concerns that removing parking and doing nothing else would encourage speeding. The Board was further concerned that staff had no plan to reconfigure the pavement markings once parking was removed.

PUBLIC TESTIMONY: Mr. Patterson and Mr. Dusseau spoke in favor of the request. Mr. Zalles spoke in opposition to the request.

BOARD ACTION: Mr. Kane made a motion, seconded by Mr. Osborne to defer the request until the City could come back with concrete plans to reconfigure the street. The motion carried unanimously.

- 16. STAFF UPDATES:**

- b. Taxicab Changes
- c. Commercial Parking Update
- d. Commissioner updates

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2020

DOCKET ITEM: #3

ISSUE: Written Staff Updates

City Budget Priorities

The City is currently preparing for the development of the FY 2022 budget. In FY20 and FY21, the City took a \$92 million dollar hit to our budgets. The end result is a gap that needs to be closed while still meeting the basics safety-net human needs in our community. The four City staff Focus Area Teams have been asked to prepare draft FY22 budgets that reflect the five priority areas below and do so through a race and social equity lens:

- Human and Community Services and Assistance Recovery
- Business and Economic Recovery
- Building Community Resiliency to Climate Change
- Investments in Technology
- Policing Initiatives

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2020

DOCKET ITEM: #5

ISSUE: Public Hearing Comment Follow-up

1. East Linden Street Truck Restrictions

At the September Traffic and Parking Board meeting, Mr. Fujka requested truck restrictions be posted on East Linden Street. Mr. Fujka indicated that many trucks were using East Linden as a short cut to Mt Vernon Avenue and that the street is too narrow to accommodate the large volume of trucks. East Linden Street did not meet the City's Truck Restriction requirements, so staff never presented this item to the Board for consideration. Staff recommends against collecting additional traffic data at this time because traffic patterns are abnormal due to the pandemic and the results may be skewed. Staff has offered to bring this item before the Board in November but would recommend denial because this street has not met the requirements. Since truck restrictions require an ordinance change, the Board would be making a recommendation to City Council on this issue.

2. King Callahan Russell –

At the September Traffic and Parking Board meeting, resident Dana Lawhorn requested that the Traffic and Parking hold a public hearing in October to address his request of staff to evaluate providing additional signal timing at the intersection of King Street, Callahan Drive and Russell Road. Signal timing is outside of the Board's Charter and should be performed by professional, accredited city staff who use engineering standards, guidelines and judgment. Section 5-8-2 states: "The Traffic and Parking Board shall consider matters concerning **substantial** changes to traffic..." Signal timing is not a *substantial* change. Furthermore, it is not discretely called out among the Traffic and Parking Board Functions, powers and duties ([Sec. 5-8-3](#)). Staff had previously provided a response to this request in the September docket under written consent items. Because this request is closely tied to an ongoing project at this location that is currently open for public comment, staff does not recommend a separate public hearing per this request. Staff will be providing an overview of the project that includes the signal timing evaluation during the October meeting during Staff Updates. The full project will come before the board for action and public hearing later this fall, after community input has been gathered and analyzed and incorporated into the project plan.

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2020

DOCKET ITEM: #6

ISSUE: Consideration of a request to remove parking on the 500 block of Montgomery Street for a bikeshare station

REQUESTED BY: Transportation and Environmental Services (T&ES) staff

LOCATION: North side of the 500 block of Montgomery Street

STAFF RECOMMENDATION: The Board make a recommendation to the Director of T&ES to remove 2-3 parking spaces on the north side of the 500 block of Montgomery Street to install a Capital Bikeshare station.

BACKGROUND: The City of Alexandria joined Capital Bikeshare in September 2012 and has expanded to 36 stations over the years. Staff is currently in the process of adding stations through state funding. New developments are another way the City expands the Capital Bikeshare system. Many new developments are required to provide a contribution to the Capital Bikeshare system based on their size. In Spring 2020, six new developments that provided a contribution were identified as ready for Capital Bikeshare installation. Four stations were installed earlier this summer, one was approved for Duke Street and the Strand for the Robinson Terminal South development, and the last is the 530 First Street development bikeshare station. This development was required as a part of its Conditions of Approval to provide funding for a Capital Bikeshare station located on their site frontage:

The applicant shall contribute \$50,000 to the city prior to Final Site Plan release to install a bike share station on their site frontage. Alternate locations may be approved by the Director of T&ES.

DISCUSSION: The contribution from the 530 First Street development was used to purchase a 15-dock station, which is approximately 50 feet long and eight feet wide. A designated area was selected on the site plan – the site plan located the station on-street, and therefore was approved to remove 2-3 parking spaces through City Council approval of the project. However, the City's bikeshare operator determined that the bikeshare location shown on the project site plan at First Street was not feasible because it did not provide enough sunlight.

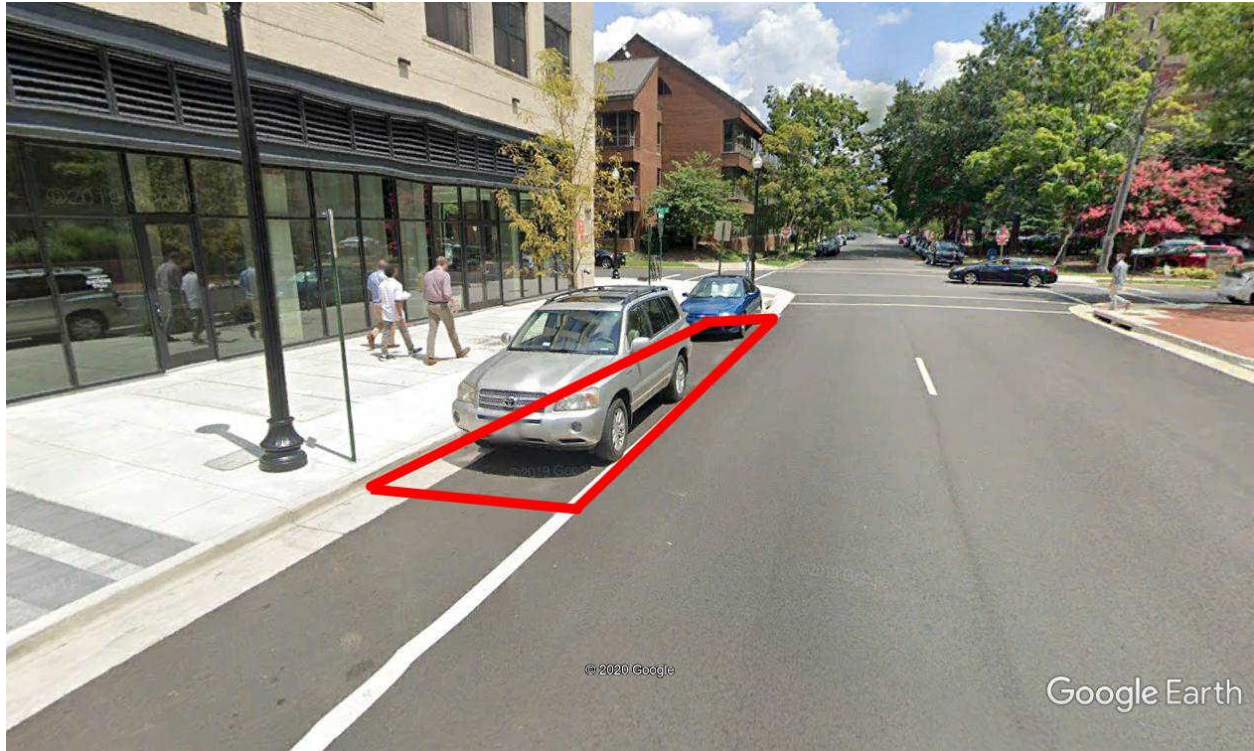
Staff found a feasible location for the station that would meet the Conditions of Approval and bikeshare operations on St. Asaph Street at Montgomery Street. This location was shared with the

developer in March 2020 and staff did not receive a response. Staff moved forward with installing the station on-street at St Asaph Street & Montgomery Street with the approval from the Director of T&ES.

In September 2020, Staff notified the developer of the upcoming installation and installed the station. Staff heard concerns from the 530 First Street developer regarding the station location on St. Asaph & Montgomery Street. Hearing those concerns, staff met with the developer representatives to identify a suitable alternative location. The developer identified an on-street location on the north side of the 500 block of Montgomery Street (near Pitt Street) as their preferred location (Attachment 1). This location would reallocate the same amount of parking that the original site plan location and the current bikeshare station location on St. Asaph & Montgomery Street requires, so no additional parking removal is being needed. This location also meets general siting considerations such as access to sunlight for the station's solar power, adequate pedestrian and vehicular access, and access for rebalancing/maintaining the station.

OUTREACH: Staff reached out to the 530 First Street developer representatives in March 2020 and September 2020 and met with the 530 First Street developer representatives in September 2020 to identify a preferred alternate bikeshare location. The developer supports the on-street location on the north side of the 500 block of Montgomery Street. This location would remove the same amount of parking as was approved in the 530 First Street's original site plan, which also located the bikeshare station on-street through the removal of 2-3 parking spaces.

ATTACHMENT 1: PROPOSED BIKESHARE LOCATION



500 block of Montgomery Street looking east toward N. Pitt Street

City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2020

DOCKET ITEM: #7

ISSUE: Consideration of a request to remove parking at various locations in the West End for bikeshare stations

REQUESTED BY: City of Alexandria, T&ES

LOCATION: Multiple locations in the West End

STAFF RECOMMENDATION: The Board:

- (1) make a recommendation to the Director of T&ES to remove parking at the identified on-street locations in the West End for bikeshare stations:
 - S. Pickett Street at Shillings Street (Modera Tempo residential building)
 - S. Whiting St at Lane Drive
 - Taney Avenue at N. Jordan (Foxchase residential community)
 - S. Jordan Street and Holmes Run Parkway
 - North Hampton Drive at Ford Avenue
 - S. Reynolds Street at S Edsall Street, and
- (2) support the installation of bikeshare stations in other off-street West End locations to expand the City's bikeshare system.

BACKGROUND: The City of Alexandria joined Capital Bikeshare in September 2012 and has since expanded to 37 stations, with the most recent station approved to be installed at the end of this month on Duke Street at the Strand. There has been interest from the Council, various Boards and Commissions, and residents in expanding to the West End, but due to the connected nature of the bikeshare network and the necessity to locate stations close together, the progression west has been dependent on expanding from the east and creating a critical mass of stations.

This fall, the City was presented with an immediate opportunity to quickly expand bikeshare to the West End. City staff has worked with staff from Arlington County to secure up to 14 bikeshare stations that Arlington will be replacing this fall. These stations are in good working condition and enable the City to deploy bikeshare to the West End ahead of our planned schedule using phased VDOT funding for station purchases. These stations will ultimately be replaced with brand

new ones over the next few years but purchasing these used stations allows the City to get stations installed and operational now while future phases of the VDOT funding process is completed. The 10 stations planned to be purchased with the first phase of VDOT funding that were approved by the Board in 2017 will not be part of this expansion since staff is actively working on plans to purchase those stations as soon as VDOT funding is secured (hopefully prior to the end of this calendar year).

DISCUSSION: The timing of the installation of these used bike share stations is being driven by Arlington’s replacement timetable which is occurring this fall. Staff is actively working to identify locations for the 14 bike share stations. Given the short timeframe for implementation, typical public engagement on specific locations is not possible. Staff is using the guidance from the Transportation Master Plan (Attachment 1) for general locations for these stations. In addition, staff is coordinating these locations with plans for 10 VDOT stations and developments that have provided a contribution for a future station. Actual locations must be vetted by the bikeshare operator to ensure operational requirements are met, including adequate solar access for the station and access to service the station.

Table 1 below provides a summary of the locations staff has identified as possible locations. Where possible, adjacent property owners have been contacted to be made aware of these plans and ensure outside issues are considered. These locations may change over the next month given the coordination that still needs to occur on several of the sites. Staff will provide an update on any changes to this list at the November meeting.

Table 1: Potential West End Bikeshare Locations

Station Number	Station Location	Parking Removal	Right-of-Way or Private Property
1	Van Dorn Metro Station	none	Private
2	S. Pickett Street at Shillings Street (Modera Tempo residential building)	3 spaces	Public ROW
3	S. Whiting St at Lane Drive	2-3 spaces	Public ROW
4	Taney Avenue at N. Jordan (Foxchase residential community)	2-3 spaces	Public ROW
5	Southern Towers	None	Private Property
6	Bradlee Shopping Center	None	Public ROW
7	TC Williams High School	None	Private (City owned)
8	Safeway at King Street (at W. Braddock Road)	None	Public ROW
9	S. Jordan Street and Holmes Run Parkway	3 spaces	Public ROW
10	North Hampton Drive at Ford Avenue	2-3 spaces	Public ROW

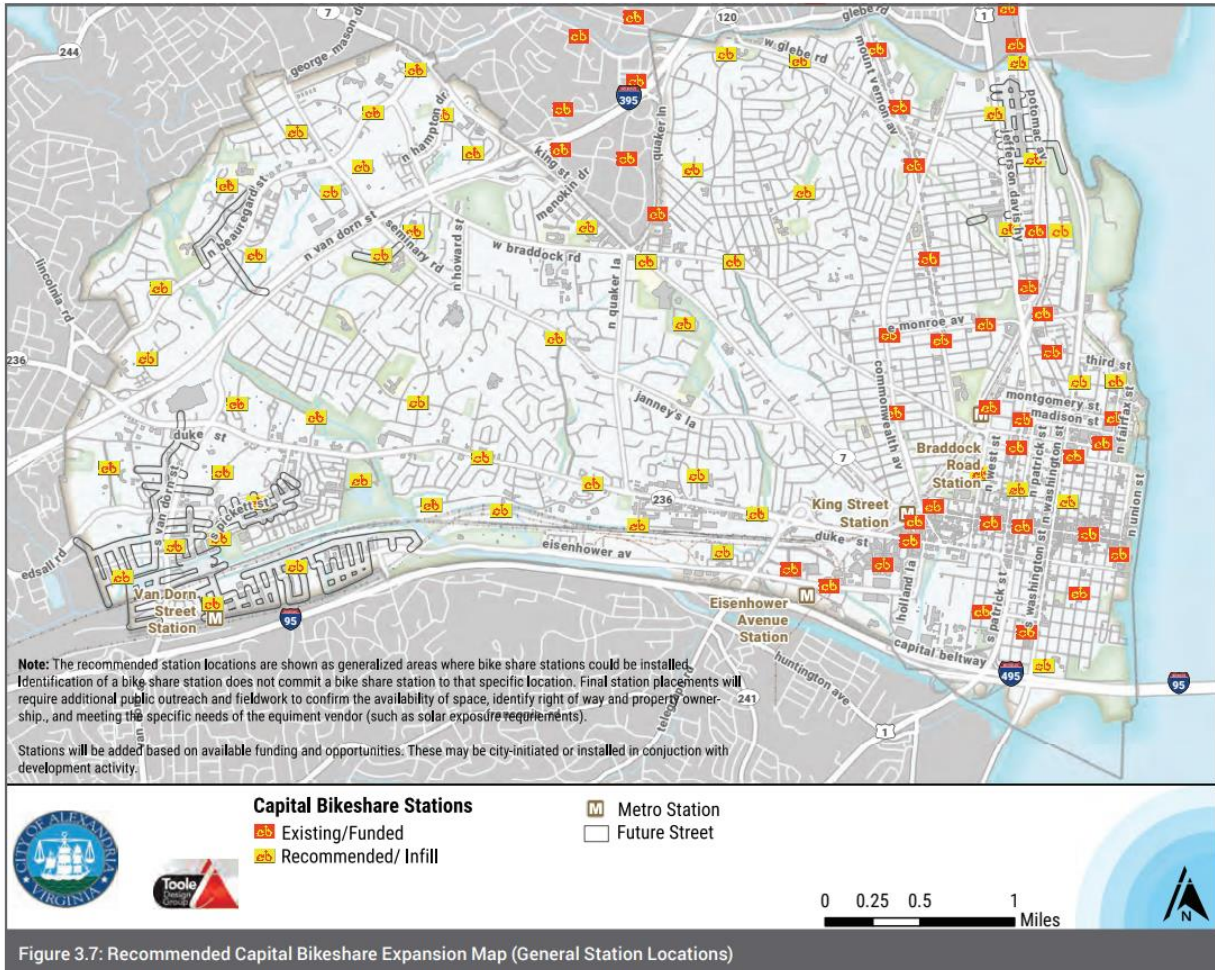
Station Number	Station Location	Parking Removal	Right-of-Way or Private Property
11	S. Reynolds Street at S. Edsall Street	2-3 spaces	Public ROW
12	Virginia Theological Seminary	Yes, parking lot	Private
13	Beatley Library	Yes, parking lot	Private (City owned)
14	Burke Library	Yes, parking lot	Private (City owned)

An important point of consideration in this review is the temporary nature of these stations. The intent is to replace all 14 of these stations with new stations once funding is available. If specific locations need to be adjusted with the future station installation, staff can certainly address that need at that time.

OUTREACH: As noted, the short timeframe for installation has limited outreach and engagement for this expansion. However, staff has made an effort to notify as many property owners, residents, and associations as possible to minimize negative impacts. A Citywide eNews was distributed and social media will be used to alert the community of upcoming installations. Additionally, physical signs are being placed at locations where bikeshare stations will be installed. The following organizations were contacted. At the time of this memo, these parties were either supportive of the proposal for the bikeshare location, interested in further discussions about possible locations, or had not provided any feedback. There were some organizations that expressed concerns about a bikeshare location in which case staff removed the location from the list to pursue.

- Condominium associations, property managers, and regional condominium management companies, including:
 - Bradlee Shopping Center
 - Southern Towers
 - Modera Tempo
 - Safeway (King Street location)
 - The Summit Apartments
 - 4600 Duke Street
 - Northampton Place Condominium
- Virginia Theological Association
- Alexandria Public Libraries
- Washington Metropolitan Area Transit Authority (WMATA)
- Alexandria City Public Schools
- The Federation of Civic Associations
- Seminary Hill Civic Association

ATTACHMENT 1: RECOMMENDED BIKESHARE LOCATIONS FROM TRANSPORTATION MASTER PLAN



City of Alexandria, Virginia

Traffic and Parking Board

DATE: October 26, 2020

DOCKET ITEM: #8

ISSUE: Consideration of staff recommendations on the renewal of existing certificates of public convenience and necessity and reductions to taxicab fees

REQUESTED BY: City of Alexandria

LOCATION: Citywide

STAFF RECOMMENDATION: That the Board consider and adopt staff's recommendations to the City Manager with regards to 1) the renewal of existing certificates of public convenience and necessity, and 2) reductions in City fees for taxicabs.

CERTIFICATE BACKGROUND: City code requires the completion of a review of the taxi industry by staff every two years. The 2021 Biennial Taxicab Review is included here (Attachment 1).

A specific consideration for each annual review is the renewal of existing certificates of public convenience and necessity (certificates) and the number of taxicabs that may be affiliated with each certificate holder. Factors to be considered in these determinations are specified in code section 9-12-31 and include the certificate holder's record of compliance with code requirements for certificate holders, the demonstrated need on a company-by-company basis for a sufficient number of affiliated taxicabs to provide satisfactory public service and ensure adequate dispatch service.

CERTIFICATE DISCUSSION: There are 11 certificates of public convenience and necessity that authorize the operations of taxicabs in the City of Alexandria. Of these, five are issued to taxicab companies and six are issued to individuals (grandfathered certificates). In aggregate, these certificates authorize the operation of 600 taxicabs, all of which are required to maintain affiliation with a taxicab company. Individually held certificates authorize the operation of one each or six taxicabs total. Collectively, company held certificates authorize the operation of 594 cabs.

The COVID-19 pandemic has devastated the taxi industry. Travel demand has greatly decreased, with various companies estimating a decrease in travel demand of approximately 95%. This is

particularly true in the core business markets for taxis, such as service to Reagan National Airport.

Prior to the pandemic, Transportation Network Companies (TNCs) such as Uber and Lyft were creating a high demand for drivers making it difficult for the dispatch taxicab companies to attract and retain drivers.

Determining the correct number of taxicabs allowed to operate in the City is a challenging task. Too few cabs and the public will not have adequate service. Too many cabs and drivers will not be able to earn a living wage. This issue is further compounded by the competition from TNCs into the market.

The reduction in travel demand makes any reliable analysis and projection of taxi service capabilities extremely difficult. Because of the uncertainty, Staff recommends renewal of all companies at the same size as in 2020. Combined with the proposed fee reductions, there will be no financial cost to each company if they choose to operate fewer taxis than authorized during the remainder of the pandemic.

A summary of the requests to renew certificates of public convenience and necessity for 2021 is provided below.

Renewal and Amendment of Company-Held Certificates

Applications to renew company-held certificates were received from all five existing taxicab companies. Several companies requested reductions in cab authorizations. Two of the companies, King Cab and White Top Cab are proposing to merge into one company.

The current number of authorized taxicabs for each company, requested amendments, and the City’s recommendations for these certificates are summarized in Table 1 below.

Table 1:

Company	2020 Authorization	Requested Amendment	2021 Request	2021 Recommendation
Alexandria Yellow Cab	180	(30)	150	180 (maximum)
VIP Cab	63	(8)	55	63 (maximum)
Alexandria Union Cab	225	-	225	225 (maximum)
King Cab	56	(56)	0	-
White Top	70	(70)	0	-
King + White Top	-	-	-	126 (maximum)
TOTAL	594	(164)	430	594

Alexandria Yellow Cab (Certificate Number 34)

The results of this year’s industry review show that Yellow Cab is the primary provider of dispatch service in Alexandria and requests renewal of its certificate with 150 authorized

taxicabs. AYC is requesting a reduction in authorizations which will lower their total number of authorizations by 30 taxicabs.

The renewal of Yellow Cab's certificate will serve the public interest and staff recommends renewal for a maximum of 180 authorizations at the same level as their 2020 certificate.

VIP Cab Company (Certificate Number 77)

VIP Cab Company requests renewal of its certificate with 55 authorizations, a reduction of 8 from the previous year.

Staff believes that renewal of VIP Cab's certificate will serve the public interest and recommends that it be renewed at their 2020 level of 63 authorizations.

Union Taxicab Cooperative (Certificate Number 130)

Union Taxicab requests renewal of its certificate with 225 authorizations, the same number as the previous year.

Staff believes that renewal of Union Taxicab Cooperative's certificate will serve the public interest and recommends that it be renewed at the current 225 authorizations.

King Cab Company (Certificate Number 46) and White Top Cab Company (Certificate Number 120)

In June 2020, King Cab and White Top Cab requested renewal of their respective certificates but did not seek any cab authorizations.

In October 2020, the companies asked the City for permission to merge.

Staff believes that renewal of the combined King Cab/White Top Cab certificate will serve the public interest and recommends that it be renewed for their previous combined level of 126 authorizations.

FEE BACKGROUND: As part of the 2019 Biennial Review, the Traffic and Parking Board recommended that the City reduce taxi fees. This recommendation was never implemented. In 2019, the Office of Performance and Accountability (OPA) drafted a report on the efficiency of taxi regulation.¹ This report makes several recommendations regarding fees. Staff convened an internal working group to implement several recommendations from the report, but the work was not complete before the 2020 certificate renewals were due.

The OPA report specifically recommended that the City reduce fees charged to taxis in order to improve competitiveness with TNCs and that the City stop using fee revenue to defray the cost of administration.

¹ "Alexandria Taxi Regulation Efficiency Analysis," Office of Performance and Accountability:
<https://www.alexandriava.gov/uploadedFiles/performance/reports/OPATaxiRegulationReport.pdf>

During the COVID-19 pandemic, the City Manager issued waivers for a portion of the fees due for 2020 certificate renewals. The waiver both delayed the due date for payment of the base renewal fee for each company and temporarily eliminated the per cab authorization fee.

FEE DISCUSSION: Table 2 below shows the recommended industry fees. This recommendation is similar to the recommendation presented in 2018, except that staff is proposing the fee for each authorized vehicle be further reduced to zero dollars.

Table 2: Recommended Taxi Fees

	Frequency	Current Fee	2019 Recommended Fees (not implemented)	2021 Proposed Fees
Application or Transfer	One-time	\$4,000	\$4,000	\$4,000
Certificate Renewal (company)	Annual	\$4,000	\$2,000	\$2,000
Each Authorized Vehicle (company)	Annual	\$150/cab	\$75/cab	\$0/cab
Grandfatherd CPCN Renewal	Annual	\$150	\$25	\$25
Duplicate CPCN	One-time	\$25	--	--
Driver Permit Application	One-time	\$100	\$25	\$25
Driver Permit	Annual	\$150	\$25	\$25
Manifest Books	One-time	\$50	--	--
Duplicate Driver Permit	One-time	\$25	--	--
Initial Vehicle Inspection & Cert.	One-time	\$100	\$25	\$25
Annual Vehicle Renewal	Annual	\$150	--	--
Transfer of Vehicle Permit	One-time	\$100	--	--
Duplicate Vehicle Permit	One-time	\$25	--	--
Annual Inspection	Annual	\$150	\$25	\$25

OUTREACH: Staff have been in contact with taxi companies during the summer, regarding certificate renewal applications and the City’s emergency fee waivers. The Traffic and Parking Board also heard from many drivers and industry representatives during the September meeting, all of whom support decreased fees.

NEXT STEPS: Staff will be reaching out to certificate holders to outline these changes and provide them the option to amend their requests before 2021 renewals are distributed.

ATTACHMENT 1:
Biennial Review

City of Alexandria

**Biennial Taxicab Review
2021**

RECOMMENDATIONS:

1. Reduce Industry Fees

Alexandria should reduce the fees charged to the Taxicab industry:

Table 1: Recommended Fees

	Current Fee	Proposed Fee
Application or Transfer	\$4,000	\$4,000
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$0/cab
Grandfathered CPCN Renewal	\$150	\$25
Duplicate CPCN	\$25	\$0
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Manifest Books	\$50	\$0
Duplicate Driver Permit	\$25	\$0
Initial Vehicle Inspection & Cert.	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Transfer of Vehicle Permit	\$100	\$0
Duplicate Vehicle Permit	\$25	\$0
Annual Inspection	\$150	\$25

2. Maintain Current Cab Authorizations

Alexandria should provide flexibility for the existing companies to temporarily reduce their size to meet demand without penalty.

3. Code Changes

The City will be bringing Code changes in 2021 to address recommendations from the Office of Performance and Accountability.

BACKGROUND: The taxicab industry is regulated because deregulation has not worked. Many studies, for example, Price Waterhouse (1993), Teal (1987), Gelb (1983a,b), Dempsey (1996) and Frankena and Paulter (1984) all point to common results when taxicabs are unregulated. Fares increase, service quality declines and the number of drivers increases. Regulation typically consists of government determination of service supply, setting of prices and setting of service and safety standards. National Airport is a good example of why regulation is needed. In 1974 the airport was opened to unregulated taxicab service. Airport taxi service became so bad that within a year the airport only allowed cabs from regulated jurisdictions to service the airport. There were instances of drivers discharging passengers along I-395, cabs with wooden benches serving as back seats and the list goes on.

Regulation is needed because the low cost of market entry and lack of incentive to provide good service. Without regulation, anyone who has a car can turn that vehicle into a taxicab, no matter what condition. Furthermore, for the non-dispatch cabs, such as airport cabs and street hails, there is no incentive to provide good customer service. Customers do not have the opportunity to “shop around” for the best cab. The only option is the first available cab.

If the industry were deregulated, driver background checks would go away, cabs and meters would no longer be inspected, and ADA service would go away. Deregulating the Alexandria taxicab industry would most likely result in the downfall of the industry.

STATE OF THE INDUSTRY: The taxi industry is facing two separate challenges, one immediate and one longer term. The COVID-19 pandemic and the unprecedented reduction in travel demand is an immediate threat to the industry, while competition from other forms of ride hail services and Transportation Network Companies (TNCs) represents an ongoing threat.

COVID-19 Pandemic: The global pandemic has dramatically impacted the taxi industry. During the Governor’s ‘stay at home’ order, travel demand dramatically dropped and has yet to fully recover. Many employees are working from home and no longer making regular business trips during the day that might have used a taxi. Likewise, the travel and tourism sectors of the economy have been dramatically impacted.

Hotel occupancy in Alexandria is normally 80% or better. According to Visit Alexandria, In April-June of 2020, less than 20% of hotel rooms were filled on average.

Travel to and from Reagan National Airport is also a large market for taxi trips, but air traffic remains substantially depressed. In July 2020, total passengers at National Airport were down 78% compared to the same July 2019. During the peak of the stay-at-home orders in April, passenger traffic was down 96.7% compared to the previous year.

In each industry, analysts are forecasting a slow return of travel demand, with traffic remaining below 2019 levels for the next few years.

Industry Competition: Prior to the pandemic, the taxi industry was continuing to lose market share. Customers continue to shift from taxicabs to ride-hail services provided by TNCs.

As during the last review, TNCs have created competition for drivers. Many Alexandria companies are having trouble attracting new drivers. This is problematic for dispatch companies. The process for becoming a new driver for a TNC is quick, inexpensive and easy. The process for becoming a new taxicab driver involves passing a test, painting a car, getting that car inspected and paying several fees.

These services have also been hit hard by the pandemic. Uber noted their gross bookings in the United States decreased by 75% in April-June 2020, and Lyft noted a similar decrease in use.²

Prior to the pandemic, TNCs continued their explosive growth. This growth has come at the expense of taxicabs and public transit. TNCs have expanded the for-hire market and many that would walk, bike or use transit are now using TNCs because of the cost and convenience. Despite their popularity, their parent companies continue to lose money, often subsidizing passenger fares to encourage additional use. Both Uber and Lyft became publicly-traded companies in 2019.

Taxi Regulation Efficiency Analysis: In 2019, the City of Alexandria's Office of Performance and Accountability (OPA) issued a report on the state of taxi regulation in the City.³ The report's analysis was completed before the COVID-19 pandemic disrupted the industry.

The report recommends that the City continue to regulate the taxi industry but adjust requirements to closely align with the requirements of TNC companies and drivers mandated by Virginia. This includes a recommendation to reduce the fees charged by the City to both taxi companies and drivers.

The report also recommended that the City further examine indirect costs imposed on the industry by various regulations and requirements.

TAXI FARES: Industry conditions do not warrant a fare increase. Although inflation has risen 3.1% percent since the last fare adjustment, the cost of gasoline decreased by 18.9%.

Every year the AAA publishes a report titled "Your Driving Costs". This report determines how much it will cost per mile to operate a car for that year. Factors such as fuel, maintenance, tires, insurance, license, registration, taxes, depreciation and finance are all included in the calculation. Although these costs are based on a non-commercial vehicle, they do provide a good indicator of the relative costs to operate a passenger vehicle like a taxicab. In 2017 the AAA calculated that

² "Uber ridership has cratered and no one knows when it'll come back" – Faiz Siddiqui, The Washington Post, August 10, 2020. Accessed October 5, 2020: <https://www.washingtonpost.com/technology/2020/08/10/uber-coronavirus-lockdowns/>

³ <https://www.alexandriava.gov/uploadedFiles/performance/reports/OPATaxiRegulationReport.pdf>

the cost to drive a medium size sedan was \$0.47 per mile, while their 2019 calculation increased to \$0.49 per mile, an increase of approximately 4.3%.

Table 2: Comparison of Cost Indices

MEASURE	CHANGE
Consumer Price Index	+3.1%
Cost of Gasoline	-18.9%
AAA Driving Costs	+4.3%

The existing taxicab fares for Alexandria and surrounding jurisdictions is provided below as a comparison. This chart shows that the three Virginia jurisdictions all charge similar fares.

Table 3: Existing Taxicab Fares and Charges

	Alexandria	Arlington	Fairfax County	Montgomery County
Drop	\$3.00	\$3.00	\$3.25	\$4.00
Mileage	\$2.16	\$2.16	\$2.10	\$2.00
Waiting	\$0.42/min	\$0.39/min	\$0.36/min	\$0.47/min
Passengers	\$1.25	\$1.00	\$1.00	\$1.00
Suit case	\$0.50	-	\$0.50	\$1.00
Trunk	-	-	\$2.00	-
Groc. Bags	-	-	\$0.25	-
Animals	\$2.00	-	\$1.00	-
Snow	\$5.00	-	-	\$2.50
Other	-	-	-	-
Cleaning	-	\$25	\$25	-

CITY FEES: Staff are recommending substantial reductions in fees. In the 2019 Biennial Review, the Traffic and Parking Board recommended that the City Manager reduce taxi fees. These reductions have not yet been implemented. The City should implement the reductions starting in 2021.

During the COVID-19 Pandemic, the City Manager did implement several emergency changes to delay payment of fees for vehicle inspections and driver permit renewals, as well as a waiver of some fees for taxi companies to renew their certificates for 2020.

A comparison of the annual fees charged by Alexandria and the surrounding jurisdictions is shown below:

Table 4: Comparison of Fees with Neighboring Jurisdictions:

	Alexandria	Arlington	Fairfax
Application or Transfer	\$4,000	\$500 + \$100/cab	\$100/cab
Certificate Renewal	\$4,000	\$0	\$150
Each Authorized Vehicle (company)	\$150/cab	\$150/cab	\$0
Grandfatherd CPCN Renewal	\$150	\$0	\$0
Duplicate CPCN	\$25	\$0	\$0
Driver Permit Application	\$100	\$65	\$40
Driver Permit	\$150	\$0	\$0
Manifest Books	\$50	\$0	\$0
Duplicate Driver Permit	\$25	\$0	\$0
Initial Vehicle Inspection & Cert.	\$100	\$0	\$0
Annual Vehicle Renewal	\$150	\$40	\$0
Transfer of Vehicle Permit	\$100	\$0	\$0
Duplicate Vehicle Permit	\$25	\$30	\$25
Annual Inspection	\$150	\$0	\$20

The above table shows that Alexandria has considerably higher and more fees than Arlington and Fairfax. Staff believes that a fee reduction is needed to ensure the sustainability of the taxicab industry. There are two areas that need to be reduced, the annual fees and the driver entry fees. This will reduce ongoing costs for the industry as well as make it easier for new drivers to enter the market.

The table below shows the recommended industry fees. This is the same set of recommended fees as in the 2019 Biennial Review, with one change – the fee for each authorized vehicle is now proposed to be \$0.

Table 5: Proposed Fees

	Current Fee	Proposed Fee
Application or Transfer	\$4,000	\$4,000
Certificate Renewal (company)	\$4,000	\$2,000
Each Authorized Vehicle (company)	\$150/cab	\$0/cab
Grandfatherd CPCN Renewal	\$150	\$25
Duplicate CPCN	\$25	\$0
Driver Permit Application	\$100	\$25
Driver Permit	\$150	\$25
Manifest Books	\$50	\$0
Duplicate Driver Permit	\$25	\$0
Initial Vehicle Inspection & Cert.	\$100	\$25
Annual Vehicle Renewal	\$150	\$0
Transfer of Vehicle Permit	\$100	\$0
Duplicate Vehicle Permit	\$25	\$0
Annual Inspection	\$150	\$25

The proposed fee reductions will substantially decrease revenue to the City. Due to the uncertainty about the survival of the companies as well as the potential changes in fees, detailed revenue projections are difficult.

However, taxi drivers and companies are currently unable to pay the existing fees, and the City is unlikely to realize this revenue in any scenario. At the same time, the taxi industry performs many services for the City's schools, seniors and the disabled at a very economical rate. If the taxi industry were to go away up, these services would still need to be performed costing the City considerably more.

NUMBER OF CABS: Because of the uncertainty around travel demand during the pandemic, Staff are proposing to maintain the 2020 authorizations and not to change the allocations of taxis for any company. When combined with the change in fee structure to eliminate the fee per cab authorization, this should remove any financial cost to the companies of carrying an unused authorization.

Staff also expect that once fee changes are formally implemented, companies may choose to adjust their requests for 2021.

Table 6: Summary of Taxi Reauthorizations, Requests, and Recommendations

Company	2020 Authorization	Requested Amendment	2021 Request	2021 Recommendation
Alexandria Yellow Cab	180	(30)	150	180 (maximum)
VIP Cab	63	(8)	55	63 (maximum)
Alexandria Union Cab	225	-	225	225 (maximum)
King Cab	56	(56)	0	-
White Top	70	(70)	0	-
King + White Top*	-	-	-	126 (maximum)
TOTAL	594	(164)	430	594

*King Cab and White Top Cab have announced their intention to merge into a single company.

PROPOSED CODE CHANGES: Staff are recommending several changes to the City Code to reduce administrative burdens and implement some of the recommendations from the Taxi Regulation Efficiency Analysis report. Details on those Code changes will be brought to the Traffic and Parking Board in 2021.