

Memorandum

To: Members, Arlington County Board **Date:** July 1, 2014

From: Barbara M. Donnellan, County Manager *Barbara M. Donnellan*

Subject: 2014 Taxicab Certificate Determination Report

County Manager's Recommendation

I recommend that no additional taxicabs including wheelchair-accessible vehicles be authorized this year. Based on staff's quantitative evaluation there are sufficient bases to justify maintaining the existing number of taxicabs (750 vehicles and 37 wheelchair vehicles) authorized to operate in the County. This report provides a summary of the data that support this recommendation.

Certificate Determination Process

According to Section 25.1-4 of the Taxicab Ordinance (Chapter 25.1 of the County Code) the number of Taxicab Certificates is to be determined by the County Board biennially in even-numbered years. The determination process for the current year begins with this recommendation. This report states the number of taxicabs proposed to be authorized, if any, the rationale for such number and the general methodology used in arriving at a recommendation. A separate certificate-allocation process for deciding whether and to whom certificates (including specific numbers of taxicabs) are granted will begin after September 1, 2014, if applications are received.

New applicants and existing certificate holders have the opportunity to present justification for the request of additional certificates during the certificate-allocation process as outlined below:

Certificate-Allocation Process

- July 1– September 1, 2014: Applications may be submitted by current taxicab certificate holders requesting additional taxicabs as well by persons who do not at this time hold a certificate. If an applicant applies for a certificate, the issuance of which would authorize an increase in the number of taxicabs for such applicant or certificate-holder, and which increase would exceed the number of taxicabs determined by the County Manager, then the application must include relevant facts indicating the reasons that the applicant contends that the market change, industry performance, certificate-holder performance, competition, innovation and other specified factors are other than those determined by the County Manager.

- Prior to September 15th: At the Transportation Commission meeting scheduled on September 4, 2014 all applications for new taxicabs will be presented to the current certificate holders and other taxi industry stakeholders.
- Prior to October 15th: The County Manager will provide a recommendation to the County Board regarding the number of additional taxicabs, if any, (to be authorized by Certificates) allocated to each applicant, including the number of wheelchair-accessible taxicabs.
- Prior to November 15: The Transportation Commission will provide allocation recommendations to the County Board.
- Prior to December 31: The County Board will hold a public hearing and take action on the applications before December 31, 2014.

Certificate Determination

According to Section 25.1-4 of the Taxicab Ordinance, in making her determination regarding the number of taxicabs, the County Manager shall consider for the immediately preceding two (2) years the following factors: (1) the percentage change in residents, taxicab and paratransit trips, and indicators of business activity, tourism, and public transportation use (jointly "Market Change") within Arlington County; (2) Taxicab industry and Certificate-holder performance indicators; (3) Competition, including consideration of the number of Taxicabs authorized to be operated by any Certificate-holder in relation to the total number of Taxicabs authorized to be operated under all Certificates; and (4) other factors having, in the reasonable opinion of the County Manager, specific relevance to the provision of taxicab service to the public.

In order to provide this recommendation a combination of indicators were utilized by staff to assess whether there is a need for an alteration to the current number of taxicabs (787). Staff assembled and evaluated data from 2012 to the present time to provide an initial recommendation regarding the number of taxicabs. Staff considered it appropriate to begin at year 2012 since that was the last time certificates were awarded. The historical data considered include the percentage change in the population of Arlington County; change in at-place employment; change in county hotel room occupancy levels; percentage change in airport taxi pick up trips; and change in overall transit passenger trips. In addition, community input was gathered from focus groups and surveys. These factors were evaluated to determine the demand for taxicabs in Arlington County and they are grouped into sections as follows: (1) Current Certificate Distribution, (2) Population Indicators, (3) Business Activity, (4) Transportation Indicators, (5) Tourism Indicators and (6) Taxicab Competition.

(1) Current Certificate Number and Distribution

There are currently a total of 787 taxicabs in Arlington County, which are operated by seven (7) certificate holders. The current taxicab fleet includes 387 hybrid taxicabs (52% of the total non-wheelchair vehicles) and 37 wheelchair-accessible taxicabs (5% of the entire fleet). The five companies that provide dispatch service total 715 taxicabs (91% of the entire fleet). **Table 1** provides the current distribution of taxicab certificates by company.

Table 1: Current Number of Taxicabs by Company

Company / Certificate Holder	Number of Taxicabs	Hybrid	Wheelchair
Red Top*	355	49	28
Blue Top*	171	73	9
Arlington Yellow Cab*	100	64	-
EnviroCab*	50	50	-
Friendly Cab*	39	39	-
Crown Cab	37	19	-
Hess Cab	35	6	-
Total	787	387	37

*Taxicab companies that provide dispatch service

In 2012, the County Board authorized 12 additional taxicabs to Friendly Cab company, five wheelchair accessible vehicles to Red Top Cab company and five additional wheelchair vehicles to Blue Top Cab Company. The total number of taxicabs in 2013 changed from 765 to 787 vehicles.

(2) Population Indicators

The growth or decline of Arlington County’s population is one indicator of an increase or decrease in the supply of potential taxicab passengers. **Table 2** shows that the population of Arlington County grew from 211,700 to 215,000 between the years 2012 and 2014, which is a slight increase of 3,300 residents (+1.6%).

Table 2: Arlington County Population (2012-2014)

	2012	2013	2014	2012-2014	% Change
Population	211,700	212,900	215,000	3,300	1.6%

Source: Arlington County, CPHD, Planning Division, Urban Design and Research Section. As of January 1 of each year.

There is currently no standard ratio of taxicabs to population but this measure provides a point of comparison between the County’s taxicab industry growth and population growth.

Table 3 shows the number of taxicabs per 1,000 residents of Arlington County. The County has experienced a small increase in residents of 3,300 (+1.6%) between 2012 and 2014. During that timeframe the County taxicab fleet grew from 765 in 2012 to 787 in 2013 and 2014, resulting in an increase in the ratio of 1% – from 3.614 in 2012 to 3.660 in 2014.

Table 3: Number of Cabs Per 1,000 Residents (2012-2014)

Cab/Pop. Indicator	2012	2013	2014
Cabs Per 1,000 Residents	3.614	3.593	3.660

Appendix A provides a multi-jurisdictional comparison of taxicabs per 1,000 residents which places Arlington County in context with neighboring jurisdictions.

(3) Business Activity

Business activity is another indicator that was used to evaluate the state of the taxicab industry. At-place employment (the number of jobs in Arlington County) is a business activity indicator that provides a measure as to whether there was a change in the number of jobs within Arlington County. Thus, it provides a gauge for commuters entering Arlington County for work-related purposes. **Table 4** shows a decrease in at-place employment from 227,500 to 220,600 between the years 2012 and 2014, which amounts to a decrease of 6,900 jobs (-3%) inside Arlington County. Taxicabs also provide a guaranteed ride home (GRH) to commuters who use alternative modes of transportation. For example, a taxi provides an option if a bus rider must return home in an emergency or a car pooler must stay at work later than expected. This addresses a common objective to the use of alternative modes by supplementing transit with an auxiliary transportation service. The factor used to measure business activity within the county is at-place employment.

Table 4: Arlington County At-Place Employment (2012-2014)

	2012	2013	2014	Difference	% Change
At-Place Employment	227,500	228,700	220,600	-6,900	-3.0%
Taxicabs per 1,000 jobs	3.36	3.34	3.47	0.11	3.1%

Source: Arlington County, CPHD, Planning Division, Urban Design and Research Section. As of January 1 of each year.

As at-employment declined, the ratio of taxicabs per 1,000 employees increased. The ratio of taxicabs to employees has increased from 3.36 to 3.47 taxicabs per 1,000 employees (+3.1%).

According to the taxi model developed by Bruce Schaller (a noted expert on taxi systems in the United States), population and employment are not the only significant factors in determining demand. Additional factors are: number of visitors, subway commuters, hotel occupancy, senior and disabled transport programs, airport taxi trips and the number of weather related days.

(4) Transportation Indicators

Transportation indicators, including dispatch taxicab trips and transit ridership, provide evidence as to whether there is sufficient demand for an increase to the current number of taxicabs in Arlington County.

Taxicab Trips

Taxicab dispatch trips capture the amount of call-in service provided by dispatch taxicab certificate holders. Currently, dispatch trips are the most labor- and capital-intensive type of trip, requiring substantial call-center operations. As a County with a predominance of telephone order (dispatch) trips and fewer hail-based trips, the existing taxicab companies that are authorized to operate a specific number of cabs must be adjusted regularly if demand for dispatch cab service is changing. Dispatch service also captures whether there is a shortfall in service in outlying areas since cabs tend to cluster in active airport, hotel, and transit cab stand / street hail markets. **Table 5** provides a comparison between the number of dispatch trips between 2011 and 2013.

Table 5: Dispatch Taxi Trip Comparison (2011-2013)

	2011	2012	2013	Difference	% Change
Blue Top	429,498	504,584	519,846	90,348	21.0%
EnviroCab	68,364	51,724*	47,958	-20,406	-29.8%
Friendly Cab	**	**	**	N/A	N/A
Red Top	1,898,160	1,917,142	1,897,508	-652	0.0%
Arlington Yellow	153,006	142,296	111,702	-41,304	-27.0%
Total	2,549,028	2,165,746	2,577,014	27,986	1.1%

Source: Arlington County Dispatch Taxicab Certificate Holders

* enviroCab had a power outage and did not collect data for two weeks

** Friendly Cab Company started adding the equipment necessary to track this information in 2013

There was a very small increase in the total number of dispatch trips by 27,986 (1.1%) during that time period. One company, Blue Top, reported an increase of 21% while two companies, enviroCab and Red Top reported -29.8% and -27% respectively.

Transit Usage

Alternative methods of transportation are important to connect multimodal linked trips. Taxis support the use of alternative modes, such as ridesharing and transit use, by giving people who use those modes a fallback option in emergencies or during off-peak transit service hours. This also enables people to reduce their car use and ownership.

When taxis are coordinated with transit modes they can contribute to relatively large reductions in vehicle travel. Transit usage is a variable that provides an assessment of the number of bus, rail, and paratransit passengers within Arlington County. **Table 6** indicates a decrease in overall transit ridership between 2012 to 2014 in Arlington County.

Table 6: Annual Transit Ridership in Arlington County (FY2012-2014)

	FY 2012	FY 2013	FY 2014*	Difference	% Change
VRE	1,142,070	1,102,076	1,095,000	-47,070	-4.1%
Metro Rail	61,014,064	57,881,436	58,460,000	-2,554,064	-4.2%
Metro Bus	15,055,820	14,848,036	14,800,000	-255,820	-1.7%
ART	2,537,338	2,644,933	2,830,078	292,740	11.5%
STAR	78,210	80,457	84,670	6,460	8.3%
MetroAccess	22,408	19,969	17,804	-4,604	-20.5%
Total	79,849,910	76,576,907	77,287,552	-2,562,358	-3.2%

Sources: Arlington County Division of Transportation; Washington Metropolitan Area Transit Authority; and Northern Virginia Regional Transportation Authority

*Estimate based on mid-year ridership provided by VRE

Overall there has been a decrease of over 2.5 million trips for transit modes within Arlington (-3.2%) between 2012 and 2014. Some of the reduction can be attributed to the Federal Government shutdown and the sequestration reductions to local Federal employment and activities. ART has increased during this period due to new routes implemented and route schedule adjustments to improve on-time performance. Ridership declines for MetroAccess began in FY 2012 following a fare increase and restructuring. Some rides formerly provided by MetroAccess have contributed to increased STAR ridership in FY 2013, which can be expected to continue.

Other MetroAccess and STAR rides have been diverted through the transit-travel-training provided by WMATA and the ENDependence Center of Northern Virginia to fixed route transportation (ART, Metrorail and Metrobus). Residents certified to ride MetroAccess (and STAR) ride ART, Metrorail and Metrobus free. Since July 2010, when ART began allowing MetroAccess and STAR users to ride free, ridership on ART by wheelchair users has tripled.

(5) Tourism Indicators

Tourism indicators, including airport taxi trips and hotel occupancy, provide additional evidence as to whether there is sufficient demand for an alteration to the current number of taxicabs in Arlington County.

Airport Volumes

Airport passenger volumes provide a measure for air travelers using taxicabs to provide an intermodal ground connection for flights. Taxicab airport pickups capture whether there is a change in the demand for taxicab service originating at the IAD (Dulles), DCA (Reagan National), and BWI (Baltimore/Washington International) airports. **Table 7** shows a small increase in airport passengers at DCA, IAD, and BWI of 383,531 (+0.6%) between the years 2011 and 2013. These aggregate airport access volumes indicate a possible increase in the amount of taxicab use demand by arrival and departure passengers.

Table 7: Airport Passengers

	2011	2012	2013	Difference	% Change
DCA (Reagan National)	18,823,094	19,655,440	20,415,085	1,591,991	7.8%
IAD (Dulles)	23,211,856	22,562,833	21,947,065	-1,264,791	-5.8%
BWI	22,391,785	22,703,032	22,448,116	56,331	0.3%
Total	64,426,735	64,921,305	64,810,266	383,531	0.6%

Source: Metropolitan Washington Airports Authority

Airport passenger arrival taxi trips include all surrounding jurisdiction taxicabs, thus providing a strong indication for potential taxicab use by arriving passengers. This does not include pickups of passengers who make their own arrangements to be picked up at the airport. That volume is captured within the total dispatch trips in Table 3. Trips from IAD are exclusively provided by the Washington Flyer, although trips to the airport can be provided by any cab company. DCA is

served by a combination of taxi providers from across the region, including companies based in Arlington County. **Table 8** shows a decrease of 10,009 (-0.4%) passenger arrival taxi trips at IAD and DCA airports combined between the years 2011 and 2013.

Table 8: Virginia Airport Passenger Arrival Taxi Trips

	2011	2012	2013	Difference	% Change
DCA (Reagan National)	1,855,592	1,898,923	1,912,388	56,796	3.1%
IAD (Dulles)	945,932	927,381	879,127	-66,805	-7.1%
Total	2,801,524	2,826,304	2,791,515	-10,009	-0.4%

Source: Metropolitan Washington Airport Authority

Hotel Occupancy

A review of hotel occupancy indicates whether there was a change in the number of travelers staying within Arlington County. There are a total of forty-six (46) hotels providing 10,942 rooms located within Arlington County. Currently there are 161 rooms approved by the County Board but not yet built. The fluctuation in visitors has an impact on taxicab trips generated from these locations. The vehicle trip generation of a hotel is dependent on various factors. Size, location, and type of hotel all contribute to trip generation. **Table 9** shows a slight increase in hotel occupancy between 2011 and 2013. During this period, approximately 143 more rooms were filled per day, which equates to 52,195 more rooms occupied over the course of the year.

Table 9: Hotel Occupancy

	2011	2012	2013	Difference	% Change
Rate of Occupancy	72%	73%	72%	-	-
Number of Rooms	10,759	10,942	10,942	183	1.7%
Rooms Occupied Daily	7,779	7,977	7,922	143	1.8%
Rooms Occupied Annually	2,839,335	2,911,605	2,891,530	52,195	1.8%

Sources: Arlington Economic Development and CPHD

The hotel business is dependent on the taxi industry. Hotel occupancy has slightly increased from 2011 to 2013, with a 1.8% increase in taxicab demand for visitors to Arlington County during that period.

(6) Taxicab Competition

As background information, competition is a factor of concern within Arlington County due to the current distribution of taxicabs among certificate holders. The distribution of taxicabs for the existing certificate holders by company provides evidence that Transportation Inc. (Red Top Cab and Arlington Yellow Cab) is much larger than other certificate holders in terms of number of taxicabs operating under its two certificates. The company was founded in 1968 which has provided it the ability to expand to its current size. Transportation Inc. operates a total of 455 taxicabs (57.8% of taxicab industry) in Arlington. Its taxicab service is supported by a dispatch call service center which is the largest of all of the dispatch companies with a total of 25 reservation agents (operators) and dispatchers.

The other two dispatch companies that compete with Transportation Inc. are Blue Top Cab and EnviroCab. Blue Top Cab is the second-largest taxi company within Arlington County, with a total of 171 taxicabs (21.7% of the total fleet). Blue Top Cab was founded in 1984 and is the second-oldest taxi company in Arlington. Blue Top Cab currently staffs two to three (2 to 3) phone operators to accommodate the call volumes for its existing fleet. EnviroCab was founded in 2007 and is the fourth-largest taxi company, with 50 taxicabs (6.4% of the total fleet) in operation. EnviroCab currently staffs seven (7) phone operators and cashiers to accommodate its call volumes and cashiering for its existing fleet. EnviroCab also has a computerized dispatch and order entry system to provide convenient service to customers and automated dispatch to its drivers. EnviroCab offers a unique hybrid-only fleet.

Friendly Cab (39 taxicabs) recently started to offer dispatch service. They increased their fleet by 12 taxicabs in 2013 after the December 10, 2012 County Board meeting awarded them with additional cabs.

Hess Cab (35 taxicabs), and Crown Cab (37 taxicabs) do not currently provide dispatch service. These non-dispatch companies primarily rely on taxicab stands and pre-established customer relationships for their passenger business. Driver availability to their customers is based on the individual driver's preferred work schedule. These companies operate smaller fleets that may not be able to support a dispatch-oriented business model. They have a limited ability to serve the county's workers, residents, and travelers because of their size and business structure.

Staff Observations

Staff regularly interviews drivers during annual taxicab inspections, observes taxi stand locations, and attends meetings with other jurisdictions' taxicab regulators. Based on information gathered during these exchanges and the data collected as outlined above, staff has concluded that the amount of available taxicabs seems sufficient to support passenger business within Arlington County in general. Police department still has noticed a lack of available taxis during late evening hours on weekends.

A primary issue faced by the industry is the existence of new transportation providers using smartphone apps in Arlington and elsewhere. These companies provide service on demand to individuals, similar to taxicab service, but claim to be software companies or rideshare facilitators. They are operating outside the scope of County and State regulations. A recent development, on June 5, the Department of Motor Vehicles (DMV) Commissioner cited Uber and Lyft for operating unlawfully in the Commonwealth.

At the request of the Virginia General Assembly, DMV is conducting a study of how to bring these new transportation companies (Uber, Lyft and others) under some level of regulation that provides protection to the customers and the general public. Arlington is among the stakeholders participating in this study. The study is scheduled to be completed in December 2014.

Staff is working to assess the quickly changing market conditions and impacts on the industry. Since this is an evolving development, statistical information on the new transportation providers is not currently available to us.

Companies and drivers reported to the Hack Inspector that cabs from other jurisdictions are coming into Arlington to pick up fares in violation of the Arlington County Taxicab Ordinance. The majority of “poaching” is reported in Clarendon, Ballston and Courthouse on Friday and Saturday nights when there is a high demand for taxi service. Police department enforces the ordinance and issues violation tickets to these drivers.

Existing Taxicab Certificate Holder Observations

During meetings with existing certificate holders and various communications with drivers all have expressed their concerns about new transportation providers (Uber, Lyft and others) taking business away. These are quickly changing market conditions in the industry and are impacting the drivers and the companies.

Wheelchair-Accessible Taxicab Determination

A separate wheelchair accessible taxicab determination was developed based on existing capacity and reported dispatch trips. In 2013, ten additional wheelchair accessible vehicles went into service. As a result of these efforts, staff recommends no additional wheelchair accessible vehicles in 2014. Although it is difficult to gauge the exact demand for wheelchair-accessible taxicabs, staff made this determination based on a reduction of complaints after the increase in 2013.

Arlington has three wheelchair-accessible taxicab service providers: 1) MetroAccess provides service through WMATA-owned vehicles operated by MV Transportation and Diamond Transportation as well as occasional trips dispatched to Red Top Cab. Neither MV Transportation nor Diamond Transportation is an Arlington taxicab company; 2) Arlington’s STAR program provides service using nine (9) vehicles operated by Diamond Transportation, three (3) vehicles without taxi meters that are operated by Red Top Cab, and an additional 28 accessible vehicles with taxi meters that operate under Red Top’s certificate; and 3) private-pay users can obtain wheelchair-accessible taxi rides through Red Top’s twenty-eight (28) and Blue Top’s nine (9) wheelchair-accessible taxicabs.

Wheelchair-accessible taxicabs provide service on a dispatch basis. Red Top Cab’s twenty-eight (28) wheelchair-accessible taxicabs and Blue Top’s nine (9) wheelchair-accessible taxicabs offer service using this method. Arlington County currently has a total of thirty-seven (37) wheelchair-accessible taxicabs operating under these two certificates. **Table 10** shows an increase in Red Top’s wheelchair-accessible taxicab trips (3,683) between 2011 and 2013.

Table 10: Wheelchair-Accessible Taxi Trips (2011-2013)

Wheelchair Trips	2011	2012	2013	Difference	Change %
Blue Top	*	*	3,378	N/A	N/A
Red Top	22,342	23,308	26,025	3,683	16.5%
Total	22,342	23,308	29,403	N/A	N/A

Sources: Red Top and Blue Top Cab company

* Blue Top started collecting this data with the addition of five vehicles in 2013

Conclusion

Upon completion and review of quantitative data, staff reached a conclusion for the 2014 Certificate Determination Report.

Taxi Fleet Size & Certificate Recommendation

The taxi demand indicators, community input contributions and County staff observations provide evidence to support the recommendation to maintain the number of taxicabs at 750 vehicles as well as 37 wheelchair-accessible vehicles for a total of 787.

During the period between 2012 to present the small increase in population and the reduction in at-place employment does not provide sufficient demand for additional taxicabs. Airport passengers and hotel occupancy have both experienced minor increases during this period.

Based on all the information presented in this report, the County Manager recommends that there be no increase in the current number of taxicabs authorized by certificates. If an applicant applies for a certificate, the issuance of which would authorize an increase in the number of taxicabs for such applicant or certificate-holder, and which increase would exceed the number of taxicabs determined by the County Manager, then the application must include relevant facts indicating the reasons that the applicant contends that the market change, industry performance, certificate-holder performance, competition, innovation and other specified factors other than those determined by the County Manager.

Below are the factors that the County Manager considers for recommending approval of applications along with expectations to be included in those applications.

Factors to Consider in Making a Recommendation

According to section 25.1-4 of the Taxicab Ordinance, in recommending approval of applications for new certificates or additional taxicabs for current certificates, the County Manager shall consider the following factors (in no particular order) and such other relevant information as the County Manager deems appropriate, including the effect of the granting of the application(s) on taxicab service in Arlington County:

1. Whether the applicant will offer hail and taxi stand service;
2. Whether the applicant will offer telephone-reservation and dispatch service;
3. How many of the additional taxicabs will be wheelchair-accessible vehicles;
4. To what extent customers may pay using credit or debit cards;
5. Fuel efficiency of proposed additional taxicabs including whether the additional Taxicabs will be hybrid or vehicles not primarily powered by gasoline or diesel fuel;

6. The applicant's recent vehicle productivity, if any, as evidenced by paid taxicab trips per authorized taxicab per day;
7. The applicant's recent vehicle efficiency, if any, as evidenced by percent of total miles travelled for which passengers travel;
8. The days and hours for which service will be available;
9. The applicant's recent customer-service record, if any, as evidenced by the scarcity of complaints per authorized taxicab;
10. The applicant's intended fleet sustainability, as evidenced by the current (if any) and proposed fleet fuel-efficiency ratings;
11. Competition within the industry including the number of taxicabs that the applicant(s) would be authorized, should the number applied for be granted, relative to the total number of taxicabs authorized under all certificates, and the effect thereof on the public convenience and welfare; and
12. Proposed innovation to taxicab service in Arlington County. Examples may include - but not limited to - non-gasoline powered vehicles, ability to utilize new technology and/or social media and provide incentives to reduce the gender gap among drivers.

Expectations for Certificate Holders in Arlington

The following is a list of expectations that County staff would like to see included in applications submitted by persons seeking new certificates or by existing certificate holders seeking additional taxicabs. These expectations are intended to protect the health, safety and welfare of the traveling public, improve drivers' profession and maintain competition within the industry.

- The applicant should demonstrate its sound financial condition and a well-developed plan for operation of its business.
- The applicant should demonstrate its ability to accept and guarantee a customer ride reservation by either telephone, text message, computer application, or e-mail. The applicant should provide a mechanism to alert a customer of a significant delay.
- The applicant should demonstrate its ability to provide incentives or other mechanisms to address the need for more cabs during the early weekday morning and late weekend night peak hours.
- The applicant should demonstrate that its management agrees to treat drivers fairly, including outlining an internal appeals process for disciplinary actions undertaken by the applicant against its drivers.
- The applicant should demonstrate that its management will provide drivers with adequate training and support to ensure that customers receive high-quality customer service. High-quality service involves courtesy and attention to customers' needs, as well as cleanliness, timeliness, safety, and knowledge of local streets.
- The applicant should provide information regarding the number of driver-owned and driver-leased vehicles in its fleet and the dues associated with each type of vehicle (driver-owned and driver-leased).

- The applicant should demonstrate its ability to accept credit & debit cards for payment for all rides.
- The applicant should demonstrate its ability to track and record vehicles' service by both taximeters and GPS. Also, the applicant should demonstrate its ability and willingness to share this electronic data or manifests with County staff.
- The applicant should indicate its willingness to cooperate with County staff on matters such as data collection, information distribution, driver testing and scheduling of vehicle inspections.
- The applicant should demonstrate its ability to provide a fleet that includes energy-efficient vehicles, vehicles with seating for four passengers and ample luggage space, and wheelchair-accessible vehicles.

Appendix A

Multi-Jurisdictional Comparison of Taxicabs per 1,000 residents

Jurisdiction	# of Cabs Operating	Population (2012)	# Taxicabs per 1,000 population	Density (pop/sq. mi.)
Arlington County	787	211,700	3.72	8,016
City of Alexandria	767	146,294	5.24	9,314
District of Columbia	6,513	632,323	10.30	9,857
Fairfax County	694	1,119,000	0.62	2,767
Montgomery County	770	1,005,000	0.77	1,978
Prince George's County	775	881,138	0.88	1,789

Sources: U.S. Census American Community Survey and CPHD

