

123 CAB CORP.

641 N. Broad Street - Philadelphia, Pa. 19123 . (P) 215-236-2700 - (f) 215-236-1500

Date: December 27,2007

Taxi Rate Comments
Philadelphia Parking Authority
Taxicab and Limousine Division
2415 S. Swanson Street
Philadelphia, P A 19148
Attention: Charles Milstein, Assistant to Director

Re: Comments Proposed Rate Increase for Taxicab Service in Philadelphia

Dear Mr. Milstein,

We are making these comments with support and gratitude in the Parking Authority's efforts to approve a rate increase that would be just and reasonable and in conformity with the Authority's regulations.

123 CAB CORP. is a CPC Philadelphia Medallion holder with 5 medallions, Andrea Abitbo~ president is in full support of a rate increase that would benefit Philadelphia's taxicab drivers.

Comments:

We support the TLD in its investigation for a rate increase under PPA regulation 34.a.ii

(Any Medallion holder or Certified Driver may petition the Authority to reopen a rate investigation

no less than eighteen (18) months after the close of the preceding investigation by the Authority.

Previous rate investigations by the PUC shall not affect this schedule. The Authority may begin its own investigation on the reasonableness of rates at any time. The Authority may rely on any and all information at its disposal in considering the reasonableness of rates and may require

members of the Industry to supply the Authority with any reasonable information requested by the Authority for this purpose.)

An increase that was approved by the Authority in July of 2005 was well appreciated by the industry and was long coming. The increase was also balanced and well served. Since that time prices and cost of operating a medallion has continued to climb, that is why we support an increase.

Without submitting research and financial data on the economy or the state of the economy we would like to point out several major factors that directly effect our industry financially since our increase in 2005;

1. Rising cost of gasoline
2. Purchase of newer vehicles or vehicles with lower mileage
3. Limited mileage on vehicles to be used as taxicabs and not the age (250,000 miles)
4. Three detailed inspections a year - (at the time of the last increase there were only 1)
5. High cost of fines and penalties - (up to \$1500)
6. General maintenance
7. VTS equipment - install, removal, liability, theft, and other related cost

These are major issues that call for a just and reasonable investigation for a rate increase.

The Authority has done a thorough and proficient job at its attempt to make the industry better however, by doing so along with soaring gas prices they have caused the operation and the management of Philadelphia medallion taxicabs challenging financial cost.

The medallion owners will very well welcome this proposed increase. If the increase is approved we are positive that even "if" some owners raise their leases the payments will not come close to the maximum lease payments allowed by the Authority. Competition for drivers will keep the lease at a fare and manageable level for the drivers.

The proposed increase though appreciated is very unassuming and with the flag drop below the \$3.00 mark (\$2.70) it would be very reasonable to the public. The condition and appearance of the taxicab, better service, and with new technology the public is being served well. Some customers will not even notice any change in the fare increase.

Wherefore, we pray that the investigation will find that a rate increase for the taxi industry will show favorably and deservingly so.

Truly,

Andrea Abitbol

AA G Taxi, LLC.

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Everett Abitbol

ABC CAB CORP.

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BAG Taxi, LLC.

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EAG Tax~ LLC. is a CPC Philadelphia Medallion holder with 5 medallions, Everett Abitb04 president is in full support of a rate increase that would benefit Philadelphia's taxicab drivers.

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Truly,

Everett Abitbol

GPS CAB CORP., Inc. 641 N.

Broad Street - Philadelphia, Pa. 19123 .

(p) 215-236-2700 - (f) 215-236-1500

Date: December 27,2007

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2415 S. Swanson Street
Philadelphia, PA 19148
Attention: Charles Milstein, Assistant to Director

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GPS CAB CORP., Inc. is a CPC Philadelphia Medallion holder with 5 medallions, Menashe Saad, president is in full support of a rate increase that would benefit Philadelphia's taxicab drivers.

Comments:

We support the TLD in its investigation for a rate increase under PPA regulation 34.a.ii

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Truly,

Menashe Saad

Money Max Funding, Inc.
641 North Broad Street Philadelphia,
Pa. 19123 215-236-2700 - phone
215-236-1500 - fax

Date: December 27,2007

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Dear Mr. Milstein,

We are making these comments with support and gratitude in the Parking Authority's efforts to approve a rate increase that would be just and reasonable and in conformity with regulations.

Money Max Funding, Inc. is a third party lending institution offering affordable financing to the Philadelphia Medallion holder, with its principals holding ownership and certificates of public convenience in several taxicab corporations and over 80 taxicab medallions.

Comments:

We support the TLD in its investigation for a rate increase under PPA regulation 34.a.ii

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An increase that was approved by the Authority in July of 2005 was well appreciated by the industry (mainly the drivers) and was long coming the increase was also balanced and well served. Since that time prices and cost of operating a medallion has continued to climb that is why we support an increase.

Without submitting research and financial data on the economy or the state of the economy we would like to point out several major factors that directly effects our industry:

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Wherefore, we pray that the investigation will find that a rate increase for the taxi industry will show favorably and deservingly so.

Truly,

Simon Abitbol

QUAKER CITY CAB INC.
6749 UPLAND STREET P.O. BOX 16976
PHILADELPHIA, PA 19142 (215) 726-6000

Taxi Rate Comments

First, I would like to thank The Philadelphia Parking Authority for conducting a timely rate review.

The new proposed meter rates are fair and justified.

I will limit my comments to the maximum lease rates.

<u>Weekly vehicle supplied by driver</u>	<u>\$420.00</u>
Weekly vehicle supplied by owner	\$570.00

When the owner supplies a vehicle the extra yearly expenses incurred are:

Vehicle and equipment maintenance	\$6000.00
Vehicle and equipment depreciation	\$3000.00
Management of the vehicle maintenance	\$2340.00
Total yearly additional expenses	\$11,340.00
Weekly addition expenses	\$218.08
Owners supplying the vehicle also have additional capital at risk from accidents and total losses	
Also the rate structure only allows \$50 per week radio dispatch fees yet some owners are paying \$65 weekly (Quaker City Cab) others are paying \$265 (alde City) per month, which benefits the driver to enerate more revenue.	\$15.00
Total	\$233.08

It is my comment that the maximum weekly rate with vehicle be adjusted to \$653.00. Which is \$233.00 more than the \$420.00 charged when the owner only supplies the medallion.

Regarding the daily rates of \$70.00 and \$95.00.

The expenses have also risen for the owners, yet the maximum leases are remaining stagnant. It is not equitable that only the drivers are allowed to enjoy the increase.

It is my comment that the daily rates reflect the 7.9% meter increase and be raised to \$75.00 and \$102.00.

Sincerely,

Ronald Winkelvoss Sr.
 President

RWS:va

Taxi Workers Alliance of Pennsylvania

4134 Lancaster ave. Phila.Pa. 19104
www.twapa.org

(215) 279-0472
twapal@yahoo.com

Taxi Rate Comments

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Taxi and Limousine Division

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Attention: Charles Milstein, Assistant to the Director

The Taxi Workers Alliance of Pennsylvania, which represents at least 1,200 taxi workers in the city of Philadelphia seek to exercise our first amendment rights to petition the Philadelphia Parking Authority (PPA), a governmental agency, to withdraw this proposal for a rate increase at this time. This rate increase would be detrimental to the taxi workers as well as the riding public. There are other alternatives to increase the wages of these low income workers without placing an undue hardship on the city's residents. As regulator, the PPA function is to balance the needs of riders, drivers, dispatchers, limousines and medallion owners. No rate increase should be placed on the riding public without some benefit or increase service. The true beneficiary would be the medallion owner and possibly the regulator. Without seriously working with the industry, the PPA in their new mission, will cause irreparable harm.

By the PPA's own admission, the GPS/Credit Card device is not working as planned. Taxi workers are losing at least 25% of their wages, half the radio dispatch companies are out of business, and at least 75% of city residents are having problems calling cabs. Those radio dispatch companies that are surviving, have to either voice transmit or be willing to lose their customer base. It's clear that the PPA has the power to force a defective product on the industry, but does it have the wisdom to admit when it made a mistake. Meanwhile, taxi workers are forced to crowd center city and the airport holding lots. Towncars are servicing the inner city neighborhoods at higher prices. These are the people most marginalized and paying more for transportation. According to James Ney, the PPA wanted 6-9 months to fix the GPS unit, a statement made in May of 07. Now he said in a December 07 meeting, that the GPS company will not begin fixing the system until the PPA releases 1/10th of the last million dollar payment and then it still needs another 6 months to try and fix the system. The question becomes, how efficient is the Taxi and limousine Division?

Since the PPA assumed regulatory authority of the taxi industry, the Board has approved two rate increases, one being a general increase and the other a fuel surcharge. These increases took place within a two year period. Every meter increase causes a loss in ridership. How does the worker benefit by a 10% raise if his customer base declines and his rental fees rises? This proposed rate increase is too soon for the public to accept. Airport shuttle vans and limousines will appear to be a much better bargain for airport travelers and towncars more appealing in the neighborhoods.

According to Bruce Schaller, a highly respected industry consultant, "Some cities have about the right number of cabs but the cabs are geographically maldistributed within the city. Most often, the problem is too many cabs serving the downtown area and airport and too few cabs serving neighborhood trips. Thus, another key shared goal is reliable, prompt telephone dispatch service. Although they may not be as visible or attractive as long-haul airport trips, for example, dispatch trips form the core market for the cab business in most cities. Dispatch trips are vital to residents' mobility, especially for seniors and disabled persons - two politically potent groups whose needs are overlooked only at one's peril. Historically, when fares increase, ridership drops off and then increases after a few months. The one exception in recent memory was after a 27 percent increase in April 1980, when riders stayed away much longer than usual. "The same thing happens to the Transit Authority when they raise subway and bus fares," Mr. Schaller said. "Whether they increase again to the former rate is another question."

TW A members believe this is the core of the wage issue problem. By either fixing the Centralize Dispatch system or allowing the radio dispatch companies to return to their former methods will spread the distribution of cabs more evenly around the city and increase drivers' wages. In closing, it is our hopes that the PP A will seriously reconsider the proposed rate increase at this time. Simply fixing or removing the faulty GPS unit will raise drivers' wages significantly. SEPTA has experience a severe lost in ridership because of multiple fare increases, patrons that have not returned. As Regulator, the PP A has the legislative power to go ahead with this action. Hopefully, TW A's appeal will be heard in order to protect both the taxi industry and riding public from any undue hardship.

Respectfully submitted :

Ronald Blount - President

Taxi Workers Alliance of Pennsylvania

:SE~1J JAM, Inc.

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