

Contents

Introducing: Taxi and Livery Statistics	2
Taxi & Livery Statistics	3
Table of Tables and Figures	5
References and Sources	10

Introducing: Taxi and Livery Statistics

The *Table of Contents* and the *Sources and References* list of the February 1998 report *Taxi and Livery Statistics* follow. I wrote the report because I perceived a nationwide information gap, and misleading information in some of the publications in existence. The latter include federal publications by:

- (1) the Bureau of Transportation Statistics, U.S. Department of Transportation
- (2) Bureau of Economic Analysis and Bureau of the Census of the Department of Commerce
- (3) Fact Books published by the International Taxi and Livery Association.

The summary text of the report consists of roughly 154 8 1/2 by 11" pages and there are about 283 additional pages of appendices, an acronym list, and sources and references. At present, copies of the report are available in printed or electronic forms.

The U.S. Department of Transportation published the results of a 1995 Nationwide Personal Transportation survey subsequent to my drafting of the report. I have analysed much of it. The analysis would be useful in updating part of Chapter II Services and Users, Taxi Services. The analysis is described below.

Information from two relevant recently conducted surveys were not available when the report was written: (1) The 1997 Census of Transportation, Communications, and Utilities; and (2) a 1998 survey sponsored by the Transit Cooperative Research Program of the Transportation Research Board of the National Academy of Sciences and conducted by the North Carolina State University, Institute for Transportation Research. It now appears both of these will provide more up-to-date information on *some* of the topics. Additionally, the U.S. Department of Transportation has published more recent safety data in their Fatal Accident Reporting System (FARS) and General Estimates System (GES) than was available.

Taxi & Livery Statistics

Contents

Chapter I, Introduction	I-1
Taxis	
My Initial Interest	
Not a History	I-2
Caveate	
Dearth of Definition	I-3
Scope	
Sources	
Why the Interest ?	I-4
Taxi/livery As A Part of U.S. Transportation	I-11
Chapter II, Services and Users	II-1
Taxi/livery and Other	
Taxi Services	II-4
Taxi Travel Attributes	II-6
Livery Services	II-28
Americans With Disabilities, Elderly, and Poor	II-29
Chapter III, Industry Structure and Government Regulation	III-1
Introduction	
Legal Forms of Organization	
Regulation	III-4
Aspects of Economic Regulation	III-9
Arguments for Regulatory Reforms	III-15
Comments on Regulation	III-21
Chapter IV, Physical Inventory	IV-1
Inventory	
Vehicles and Their Equipment	
Taxi/Livery On-board Equipment	IV-14
Chapter V, Fiscal Statistics	V-1
Revenues and Expenses	
Chapter VI, Workers	VI-1
Drivers	
Nondrivers	VI-14
Chapter VII, Performance	VII-1
Passenger-Miles	
Speeds	
Costs	

Fuel Consumption and Air Pollution	
Safety	VII-3
Other Measures	VII-5
Chapter VIII, Crime	VIII-1
Assaults and Homicides Against Drivers	
Lesser Crimes Against Taxis	VIII-7
Taxi-related Persons as Participants in Crime	VIII-10
Chapter IX, Technology	IX-1
Chapter X, Data Collection and Statistics	X-1
Demographic Information	
Taxi/Livery Statistics	
Appendix A: Consumer Expenditure Survey	A-1
Appendix B: 1990 Nationwide Personal Transportation Survey	B-1
Appendix C: International Taxicab and Livery Association	C-1
Appendix D: NYC Taxi/Livery Statistics	D-1
Appendix E: Bureau of Labor Statistics	E-1
Appendix F: Statistics Canada	F-1
Appendix G: Bureau of the Census	G-1
Appendix H: International Association of Transportation Regulators	H-1
Appendix I: Internal Revenue Service Statistics of Income	I-1
Appendix J: PhoneDisk	J-1
Appendix K: Federal Transit Administration and American Public Transit Association	K-1
Appendix L: Bus Industry Directory	L-1
Appendix M: Fatal Accident Reporting System and General Estimates System	M-1
Appendix N: Crime	N-1
Appendix O: Syntheses	O-1
Appendix P: Model Legislation	P-1
Appendix Q: 1992 Data and Taxi and Livery Estimates for Cities With More Than 25,000 Residents	Q-1
Appendix R: businessUSA	R-1
Appendix S: Data From Analysis of Taxicab Deregulation and Reregulation	S-1
Appendix T: Limousine and Chauffeur	T-1
Appendix U: Clues Used to Develop Revenue Source Estimates	U-1
Glossary of Acronyms	Acronym-1
References and Sources	R&S-1

Table of Tables and Figures

Table I-1	Taxi/Livery Revenues in a National Transportation Context	I-13
Table I-2	1992 Estimated Nationwide Taxi/Livery Totals	I-15
Table I-3	1992 Combined Taxi/Livery Estimate Ratios	I-16
Table II-1	1996 businessUSA Taxi/Livery-related Establishments	II-1
Table II-2	Services Provided by Taxicab Operators	II-5
Table II-3	1990 NPTS Taxi Origin-Destination Pattern	II-5
Table II-4	1990 NPTS Taxi Travel Summary	II-7
Table II-5	1990 NPTS Taxi Travel and Household Income	II-10
Table II-6	1991, 1992, 1993, 1994 Consumer Expenditure Surveys	II-11
Table II-7	1990 NPTS Taxi Travel by Age and Gender	II-13
Table II-8	1990 NPTS Taxi Travel—Annual Rates Per Person by Age and Gender	II-15
Table II-9	1990 NPTS Taxi Person Trips by Purpose Summary	II-17
Table II-10	1990 NPTS Taxi Person-Trips by Purpose Summary	II-18
Table II-11	1990 NPTS Taxi Passenger Average Trip Length by Purpose Summary	II-19
Table II-12	1990 Comparison Travel by Purpose. All Modes and Taxi	II-20
Table II-13	Comparison Journey to Work, 1990 Census and NPTS	II-22
Table II-14	Misc. Taxi Performance Measures (1990 NPTS)	II-23
Table II-15	1990 NPTS Taxi Travel by Time of Day	II-25
Table II-16	1990 NPTS Household Location and Taxi Travel	II-27
Table III-1	Legal Structure of Industry, Census/IRS Perspective	III-1
Table III-2	Trends in the Legal Form of Organization, Industry Perspective	III-5
Table III-3	Examples of Taxi Permit Prices—Circa 1992-1996	III-11
Table III-4	Some Examples of Places With Industry Set Fares	III-12
Table III-5	Some Taxi/Livery Service Measures	III-23
Table IV-1	1992 Taxi/Livery, Population and Places Served, Vehicles	IV-2
Table IV-2	Miscellaneous 1992 Taxi/Livery Ratios and Percentage Distributions	IV-3
Table IV-3	Estimated 1992 Taxi/Livery Vehicles by State	IV-6
Table IV-4	1986 ITLA Survey Summary by Number of Operator Taxis	IV-9
Table IV-5	1992 U.S. Summary of Revenue Generating Equipment—Payroll Entities Only	IV-12
Table IV-6	1992 U.S. Summary of Passenger Equipment— Including Non-Payroll Entities	IV-13
Table IV-7	Private Land Radio Service	IV-15
Table IV-8	Taxi Shield Use	IV-17
Table V-1	1992 Nationwide Taxi Revenue Estimates	V-2
Table V-2	1992 Estimated Sources of Revenue	V-4
Table V-3	Fare Computation Methods	V-7
Table V-4	Estimated 1992 Operator Contract Attributes	V-9
Table V-5	Estimated NYC 1992 Taxi Revenues and Expenses	V-11
Table V-6	1996 Finances, Baltimore Taxi in Regular Service	V-12
Table V-7	1992, 1993, 1994 IRS Sole Proprietor Statistics	V-14
Table V-8	1989 Canadian Taxicab Industry Revenues and Expenditures	V-15
Table V-9	1992 Livery Vehicles and Revenues	V-17
Table V-10	1992 Limousine and Chauffeur Fact Book—1991 Livery Statistics	V-10

Table V-11	1991 Limousine Expense Patterns	V-21
Table VI-1	Examples of Driver and Taxi Permits, 1996	VI-2
Table VI-2	Estimated 1992 Driver-Shifts	VI-3
Table VI-3	Clues as to the Number of Part-time Taxi/Livery Drivers	VI-5
Table VI-4	1992, 1995 BLS CPS Taxi Driver/Chauffeurs in Taxi Service	VI-7
Table VI-5	1992, 1995 CPS Taxi Driver/Chauffeurs by Industry Groups	VI-8
Figure VI-1	CPS Taxi Drivers/Chauffeurs	VI-9
Table VI-6	Time Series CPS Taxi Driver/Chauffeurs	VI-10
Table VI-7	1995 CPS Taxi Drivers/Chauffeurs, Age, and Ethnicity	VI-11
Table VI-8	NYC Taxis	IV-13
Table VI-9	1992 Estimated, Taxi/Livery Non-Driver Employees	VI-15
Table VII-1	Taxi/Livery Miles per Gallon	VII-2
Table VII-2	1992 Estimated Passenger Car, Highway Vehicle and Taxi Safety Rates	VII-4
Table VIII-1	NIOSH Homicide Statistics	VIII-2
Figure VIII-1	Time Series Taxi Homicides	VIII-4
Table VIII-2	Summary 1991/1992 Assault Statistics From North Carolina State University Study	VIII-5
Table VIII-3	Taxi and U.S. Crime Rates	VIII-6
Table VIII-4	Frequency of Leaving Taxi Without Paying Fare	VIII-8
Table VIII-5	Possible Examples of Taxi/Livery Personnel Involved in Crimes	VIII-11
Table X-1	Sources for Statistics	X-2
Table A-1	Consumer Unit Information in the Consumer Expenditure Surveys	A-2
Table A-2	Transportation in the Consumer Expenditure Surveys	A-3
Table B-1	1990 NPTS Files File Attributes	B-2
Table C-1	1986 Ratios Based On "A Statistical Profile of the Private Taxicab and Paratransit Industry"	C-3
Table C-2	1981 and 1976 Ratios From ITLA-based Taxi Surveys	C-4
	1986 FTA/ITLA Survey Form	C-6
Table D-1	Circa 1993 New York City Taxi/Livery Statistics Summary	D-2
Table D-2	NYC Taxi Ratios in Standard Format	D-3
	Excerpts From the New York City For-Hire-Vehicle Fact Book	D-4
Table E-1	1992 BLS Occupational Statistics: Bus Drivers, & Taxi Drivers and Chauffeurs	E-4
Table E-2	CFOI Data	E-6
Table G-1	1970, 1980, 1990 Means of Transportation to Work	G-2
Table G-2	Standard Industrial Classifications	G-5
Table G-3	Glossary of Census Terms	G-7
Table G-4	Information in the 1992 CTCU Volumes	G-8
Table G-5	1992 CTCU Taxi and Limousine Employee Size of Firms and Establishments	G-11
Table G-6	1992 CTCU Taxi and Limousine Employee Size of Organizations—Ratios	G-13
Table G-7	1992 CTCU Taxi and Limousine Revenue Size of Firms and Establishments—Percents	G-14
Table G-8	1992 CTCU Taxi and Limousine Revenue Size of Firms—Ratios	G-15
Table G-9	1992 Legal Form of SIC Taxi and Limo Organizations	G-16
Table G-10	Selections from the 1992 Census of Transportation, Communications, and Utilities	G-18

Table G-11	Some 1992 CTCU Taxi and Limo Ratios	G-19
Table G-12	1992 CTCU SIC 41 Establishments and Revenue by Source	G-20
Table G-13	1992 CTCU State Taxicab Revenues and Vehicles---Misc. Series	G-21
Table G-14	[Deleted]	
Table G-15	Regression on 1992 CTCU Taxis: Regular Service, and Lease or Rent Revenue	G-23
Table G-16	Estimate Annual 1992 Taxi Service and Lease Revenue	G-24
Table G-17	Estimates 1992 CTCU State SIC 412 Taxis and Circa 1995 Non-SIC 41 Taxis	G-25
Table G-18	1992 CTCU State Limousine Revenues and Vehicles—Misc. Series, Input	G-27
Table G-19	Limo Regression Statistics	G-28
Table G-20	Estimates of 1992 CTCU State SIC 41 Limos and Circa 1995 Non-SIC 41 Limos	G-29
Table G-21	1992 Vehicle Revenue Estimates	G-30
Table G-22	1992 NonEmployer SIC 41 CTCU	G-32
Table G-23	1992 Census of Transportation, Communications, and Utilities—Survey Form	G-35
Table H-1	1994-1995 IATR Statistics	H-2
Table H-2	1994-1995 IATR Survey Form	H-3
Table H-3	Regressions 1994-5 IATR Reported Taxis vs. Population	H-5
Table H-4	Regression 1994-5 IATR Reported Limousines vs. Population	H-6
Table H-5	Possible Regulator Survey Form	H-7
Table I-1	1992 IRS Statistics on NonFarm Sole Proprietorships	I-2
Table I-2	1993 IRS Statistics on NonFarm Sole Proprietorships	I-3
Table I-3	1994 IRS Statistics on NonFarm Sole Proprietorships	I-4
Table I-4	Data for Nonemployer Estimates	I-5
Table I-5	Correlation Matrix Nonemployer Variables	I-6
Table J-1	State Comparison 1992 Census and 1996 PhoneDisc (TM) and businessUSA (TM) Establishments	J-2
Table J-2	PhoneDisc Regresssion Comparisons	J-3
Table K-1	1986-1994 APTA Demand Response Estimates	K-2
Table K-2	Time Series of Urbanized Areas Reporting Section 15 Demand Response Vehicles	K-4
Table K-3	1992 Section 16 Federal Transit Administration Program Statistics	K-6
Table K-4	1992 Sources of Revenue to Section 16 Providers	K-7
Table K-5	1992 Section 18 Federal Transit Administration Program Statistics	K-9
Table K-6	1992 Sources of Revenue to Section 18 Providers	K-11
Table K-7	1992 and 1990-1994 APTA Transit Fact Book Excerpts	K-12
Table K-8	1992 Estimates, FTA Section 15 DR and Section 16 and Section 18 Statistics	K-14
Table L-1	Vehicles by Type, Drivers, & Employees in Bus Ride Listing	L-2
Table L-2	Driver and Employee Regressions	L-3
Table M-1	1992 FARS Data Elements	M-4
Table M-2	1992, 1993, 1994 FARS Crashes, Fatalities, Vehicles, and Collisions	M-7
Table M-3	1992, 1993, 1994 FARS Owners, Body Types, Vehicle Age, and Deformity	M-8

Table M-4	1992, 1993, 1994 FARS Taxi-Related Crashes by Month, and Day	M-10
Table M-5	1992, 1993, 1994 FARS Taxi-Related Crashes by Hour and Light Conditions	M-11
Table M-6	1992, 1993, 1994 FARS Taxi-Related Crashes, Atmospheric Condition, Speeds, Speed Limits	M-13
Table M-7	1992, 1993, 1994 FARS Taxi-Related Crashes by Highway Functional Class	M-15
Table M-8	1992, 1993, 1994 FARS: Factors Related to Taxi-Involved Fatal Crashes	M-17
Table M-9	1992 FARS: Taxi Drivers and Passengers in Taxi-Related Fatal Crashes	M-19
Table M-10	1992 General Estimates System Data Elements	M-21
Table M-11	Differences in the 1992 FARS and GES Data Elements	M-23
Table M-12	1992 FARS & GES Taxi Accidents, Fatalities, Injuries and Vehicle Type and Role	M-25
Table M-13	1992 FARS & GES Taxi-Related Crashes by Month, and Day	M-26
Table M-14	1992 FARS & GES Taxi-Related Crashes by Light Condition	M-28
Table M-15	1992 FARS & GES Taxi-Related Crashes by Weather Condition	M-28
Table M-16	1992 GES Taxi Accidents and Land Use	M-29
Table N-1	CFOI Attributes	N-2
Table N-2	Selected Occupational Fatality Rates for 1993	N-3
Table N-3	1991/2 General Statistics and Locations and Times of Assaults on Taxi Drivers	N-5
Table N-4	1991/2 Assailant and Driver Characteristics	N-6
Table N-5	1991/2 Assault Data by City Size	N-7
Table N-6	Security Strategies Used and Operator Opinions	N-8
Table N-7	Driver Protection Strategies and Devices	N-9
Table N-8	Estimates Using NC State Survey Ratios and Operators and Taxis From This Study	N-13
Table N-9	Frequency of Leaving Taxi Without Paying Fare	N-13
Table N-10	Possible Driver Practices to Reduce Crimes on Drivers	N-16
Table N-11	Forms: ITLA Survey on Taxi Driver Safety/Crime	N-20
Figure O-1	Log-log Plots Livery Vehicles and Taxis vs Population---Circa 1992/1994	O-3
Table O-1	1992 Estimated Taxi Ratios	O-5
Table O-2	1986 ITLA Survey, Means of Selected Ratios by Population Group	O-6
Table O-3	1995 ITLA Member Survey	O-6
Table O-4	1986 ITLA Survey Summary by Number of Operator Taxis	O-7
Table O-5	1985 & 1992 Taxis, Fares and Population	O-8
Table O-6	1992 Average Fare Revenue per Revenue-Mile	O-9
Figure O-2	Average Fare/ Revenue Mile	O-10
Table O-7	1993 NYC 1995 Other City Livery Statistics	O-12
Table O-8	1992 Livery Vehicle Estimates	O-12
Table Q-1	1992 Data and Taxi and Livery Estimates for Cities With More Than 25,000 Residents	Q-2
Table R-1	Example businessUSA Record	R-6
Table R-2	businessUSA Search Categories	R-6
Table R-3	1996 businessUSA Employee & Sales Summaries	R-7
Table R-4	1996 businessUSA Taxi/Livery & CTCU Exclusions	R-9
Table R-5	1996 businessUSA Taxi Listings and Estimated Revenues	R-11

Table R-6	1996 businessUSA Taxi Listings and Estimated Employment	R-12
Table R-7	1996 businessUSA Livery Listings and Estimated Revenues	R-14
Table R-8	1996 businessUSA Livery Listings and Estimated Employment	R-15
Table R-9	1996 businessUSA Taxi Listings and Estimated Revenues With SIC Weights	R-16
Table R-10	1996 businessUSA Taxi Listings and Estimated Employees With SIC Weights	R-17
Table R-11	1996 businessUSA Livery Listings and Estimated Revenues With SIC Weights	R-18
Table R-12	1996 businessUSA Livery Listings and Estimated Employees With SIC Weights	R-19
Table R-13	1996 businessUSA Taxi Listings and Estimated Revenues With NYC and D.C. Additions	R-20
Table R-14	1996 businessUSA Taxi Listings and Estimated Employees With NYC and D.C. Additions	R-21
Table R-15	1996 businessUSA Livery Listings and Estimated Revenues With NYC Additions	R-22
Table R-16	1996 businessUSA Livery Listings and Estimated Employees With NYC Additions	R-23
Table R-17	1996 businessUSA Taxi and Livery Revenue and Workers Comparisons	R-24
Table R-18	1996 businessUSA Taxi/Livery and Other Lines of Business	R-25
Table S-1	1985 & 1992 Taxis, Fares, and Population	S-1
Table T-1	Limousine and Chauffeur Time Series of Selected Statistics	T-2
Table T-2	1996 Estimates with Unadjusted and Adjusted businessUSA	T-4
Table T-3	Adjusting businessUSA Records For Revenue Splitting Between Multiple SICs	T-5
Table T-4	Survey Form Limousine & Chauffeur Fact Book Survey, 1996	T-6
Table U-1	1992-93 School Year, Ohio Reimbursement of Taxi Expenses for Special Education	U-2
Table U-2	1995 Hillsborough County Social Services Transportation Expenditures	U-2
Table U-3	Estimated 1992 Taxi Operator Contract Attributes	U-4

References and Sources

1. *Employment and Wages, Annual Averages*, Bureau of Labor Statistics, U.S. Department of Labor.
2. *Statistical Abstract of the United States* _____, published annually by Economics and Statistics Administration, Bureau of the Census, U.S. Department of Commerce.
3. *Dun & Bradstreet Information Services*, continuously updated computerized files on businesses, Dun & Bradstreet Corporation, 3 Sylvan Way, Parsippany, NJ 07054-3896, phone 800-524-0958.
4. *National Transportation Statistics*, published annually by the Center for Transportation Information, Volpe National Transportation Systems Center, Cambridge, MA; Research and Special Programs Administration and sponsored by the Bureau of Transportation Statistics, U.S. Department of Transportation, available from the Superintendent of Documents. Several editions including 1995 and 1996 were used.
5. *Nationwide Personal Transportation Survey*, the survey is conducted and the results published periodically (five to seven years), typically in several volumes and on disks. A "User's Guide for the public use tapes, and instructions for the use of the disks is available. The survey is sponsored by the Office of Highway Information Management, Federal Highway Administration, U.S. Department of Transportation.
6. *1992 Census of Transportation, Communications, and Utilities, Geographic Area Series, Summary; Establishment and Firm Size; and Nonemployer Statistics Series, Summary, Miscellaneous Subjects*. The survey was conducted in 1993 to cover the year 1992. Published in four volumes. The first report was received just after publication on April 30, 1995. The final report was received November 11, 1996.
7. *Transportation in America*, edited by Rosalyn A. Wilson of the ENO Transportation Foundation, Inc. 44211 Slatestone Court, Landsdowne, VA 22075. Phone: (703) 729 7200.
8. *Alan E. Pisarski: New Perspectives in Commuting*, published by the Office of Highway Information Management, Federal Highway Administration, U.S. Department of Transportation, July 1992.
9. *Fatal Accident Reporting System (FARS) and General Estimates System (GES)*: Statistics collected annually by the National Highway Traffic Safety Administration; available on CD ROMs for 1988 through 1994; furnished by the Bureau of Transportation Statistics and the Volpe Transportation Systems Center, Cambridge MA, of the U.S. Department of Transportation.
10. *Taxicab Industry Study, 1989*, Statistics Canada, Service Bulletin, Surface and Marine Transport, Transportation Division, Vol. 7 No. 6. A copy was made at the information center of the Canadian Embassy on Constitution Ave. in Washington, D.C.
11. *Occupational Matrix, Bureau of Labor Statistics, 1993 Edition*. A new matrix is published every two years. An array of BLS sources are used to develop the matrix. It contains base year

estimates of employment by occupation and projections to a future year. For example the 1993 edition base year was 1992, and the projection year was 2005. A copy was obtained by phoning Delores Turner, Senior Economist, Bureau of Labor Statistics, Office of Employment Projections, (202) 606 5730.

12. *Consumer Expenditures and Income*, Bureau of Labor Statistics, U.S. Department of Labor: Annual computer printout summaries of the BLS Consumer Expenditure Surveys for the years 1990, 1991, 1992, and 1993.

13. Dr Sandra Rosenbloom, *Service Routes, Route Deviation, and General Public Paratransit in Urban, Suburban, and Rural Transit Systems*; report by the Drachman Institute at the University of Arizona, for the Federal Transit Administration; January 1966. Among other things, the report summarizes transit requirements of the Americans With Disabilities Act of 1990. The study explored three types of “non-traditional transit” options for complying with the Act. The samples used were small and perhaps atypical.

14. *Transit Operations for Individuals with Disabilities*; EG&G Dynatrend (Burlington, MA) and Crain & Associates, Inc. (Menlo Park, CA), a Transit Cooperative Research Program report (TCRP Report 9) sponsored by the Federal Transit Administration and published by The Transportation Research Board of the National Research Council. Among other things, the report summarizes Transit requirements under the Americans with Disabilities Act of 1990 and has a section on Accessible Taxis. National Academy Press, Washington D.C. 1995.

15. *Taxis, The Public and Paratransit: A Coordination Primer*; Multisystems Inc. for the International Taxicab Association (now the International Taxicab and Livery Association), and reprinted by the Technology Sharing Division of the U.S. Department of Transportation, August 1978.

16. *Transit Fact Book*: published annually by the American Public Transit Association, 1201 New York Ave., N.W., Washington D.C. 20005. A series of issues were used.

17. G. Gorman Gilbert: *The Taxicab: An Urban Transportation Survivor*. This book covers includes: some history of taxicabs, contains statistics for several decades, and outlines the author’s views on what the trends portend for the future of taxicabs. Published by the University of North Carolina Press in 1982. The 200 pages include a bibliography.

18. G. Gorman Gilbert, Raymond J. Burby, Charles E. Feibel: *Taxicab Operating Characteristics*. This report summarizes a spring 1982 survey of the taxicab industry. It was prepared by the Center for Urban and Regional Studies, University of North Carolina at Chapel Hill, NC ; for the U.S. Department of Transportation Urban Mass Transportation Administration (now Federal Transit Administration) in cooperation with the Department of Transportation’s Technology Sharing Program: DOT-I-83-55, September 1982.

19. Dr. John Wells, *An Analysis of Taxicab Operating Characteristics*. This report summarizes a Fall 1974 survey of the Taxicab Industry. The survey was conducted in cooperation with the International Taxicab Association (now International Taxicab and Livery Association). The report was prepared for the for the U.S. Department of Transportation Urban Mass Transportation Administration (now Federal Transit Administration). UMTA IL-06-0029, August 1975. The work describes

the results 696 responses to a survey based on the Association mailing list (6,467 addressees).

20. *Taxicabs*: Transportation Research Record 1103, by the Transportation Research Board, National Research Council; 1986.

22. *To Assure the Free Appropriate Public Education of all Children With Disabilities*, the 15th annual report to Congress on the implementation of the "Individuals with Disabilities Education Act, Division of Innovation and Development, Office of Special Education Programs, U.S. Office of Special Education and Rehabilitative Services, U.S. Department of Education, 1993.

23. *Monthly Labor Review*: published by the Department of Labor monthly. The November 1995 issue contained an update of the occupational statistics described in reference 11.

24. Michel Trudel: *Serving the Main Cities of the World by Taxi and by Limousine*, Ministère des Transports du Québec, Commission des transports du Québec, Canada, Montreal, February 1996. The report contains taxicab and limousine statistics collected by Quebec Ministry of Transport in a 1994 and 1995 international survey of the members of the International Association of Transportation Regulators (IATR). It also reports the first analysis of part of the collected statistics which summarizes the relationship between the number of taxicabs and city population.

25. Bruce Schaller, *The New York City Taxicab Fact Book*, third edition, May 1994; available on the World Wide Web at <http://www.users.interport.net/~schaller/taxi>.

26. *Highway Statistics 1994*: An annual fact book of highway information. published by the Federal Highway Administration of the U.S. Department of Transportation.

27. *Section 15 National Transit Data Base*: the data base includes annual statistical submissions by over 300 urbanized areas and other entities eligible for Federal aid to public transit. The information is published in a series of volumes each year and is available on floppy and CD ROM disc. Federal Transit Administration of the U.S. Department of Transportation, December 1994.

28. Dr. John R. Stone, Michael E. Bienvenu: *Assaults Against Taxi Drivers and Protection Strategies*: January 1995 report by North Carolina State University Raleigh, NC Southeastern Transportation Center, supported by the U.S. Department of Transportation. The report summarizes the results of a survey of 900 firms affiliated with the International Taxicab and Livery Association.

29. Bruce Schaller: *The New York City For-Hire Vehicle Fact Book*: NYC Taxi and Limousine Commission 1993. This book describes the NYC's For-Hire-Vehicles and also provides some information on NYC gypsy cabs.

30. *Scottsdale-Ashburn Independent*: Newspaper Article referenced in the 2 March 1996 issue of *Dispatch*, a magazine published by the International Taxicab and Livery Association. The article reported Chicago had impounded 156 illegal or unlicensed cabs or liveries in 1995 and 404 since the law went into effect in 1993.

31. John E. Kramer, William H. Mellor: *Opening Boston's Taxicab Market*, Undated paper obtained from the Institute for Justice. See reference 80 for the 1997 address. The paper presents arguments

for reforms in the regulation of taxicabs.

32. Colin Camerer, Linda Babcock, George Lowenstein, Richard Thaler: *Labor Supply of New York City Cab Drivers: One Day at a Time*: Obtained from Colin Camerer, Division of Humanities and Social Sciences, California Institute of Technology, Pasadena CA 91125. This 1996 technical paper develops relationships between the taxi driver labor supply and income. The work is based on a sample of New York City taxicab records, personal observations, and discussions with taxicab drivers.

33. ___*Bus Industry Directory*: published annually by Friendship Publications Inc., Spokane, WA. The publication includes: an annual summary of trends in the industry, names, addresses, officials, telephone and fax numbers, and for many entries, the number of drivers and employees, membership in trade organizations, and date of establishment.

34. *Traffic Safety Facts 1992*: U.S. Department of Transportation, National Highway Traffic Safety Administration. This report is a compilation of Motor Vehicle Crash Data from the Fatal Accident Reporting System and the General Estimates System.

35. *A Statistical Profile of the Private Taxicab and Paratransit Industry*: a June 1988 report on a 1987 survey of the taxicab industry by the University of North Carolina, Institute for Transportation Research and Education. The study was for, and was published by the U.S. Department of Transportation Urban Mass Transportation Administration (now Federal Transit Administration), and the International Taxicab Association (now International Taxicab and Livery Association).

36. *International Taxicab and Livery Association*: flyer for recruiting members, received from ITLA in June 1996. It says ITLA has three membership divisions: (1) Premium Services (limousines and executive sedans), (2) Taxicab Services, and (3) Contracted & Paratransit Services (including airport shuttle service).

37. *Analysis of Taxicab Deregulation and Re-Regulation*: a November 1993 study by the Price Waterhouse, Office of Government Services, Washington D.C. for the International Taxicab Foundation.

38. *International Taxicab and Livery Association*: statistical excerpts from the August 1995, Taxi Services Division, and Premium Services Division Fact Books. International Taxi and Livery Association, 3849 Farrugut Ave. Kensington, MD 20895, phone (301) 946 5701.

39. L. Carol Shaw, Gorman Gilbert, Christine Bishop, Evelyn Pruit: *Taxicab Regulation in U.S. Cities*; Volume I, Final Report; prepared for and published by the University Research and Training Program, U.S. Department of Transportation, Urban Mass Transportation Administration (now the Federal Transit Administration), DOT-1-84-35, October 1983.

40. Survey of Current Business: articles: *Regional and State Projections of Economic Activity and Population to the Year 2005*, Vol. 75, number 7, July 1995; and *Metropolitan Area and BEA Economic Area Projections to the Year 2005*, Vol. 76, number 6, June 1996.

41. Paul R. Campbell: *Population Projections for States, by Age, Sex, Race and Hispanic Origin*:

1993 to 2020: Current Population Reports, U.S. Department of Commerce, Economics and Statistics Administration, Bureau of the Census; March 1994, P25-1111.

42. Jennifer Cheeseman Day: *Population Projections of the United States, by Age, Sex, Race, and Hispanic Origin: 1993 to 2050: Current Population Reports*, U.S. Department of Commerce, Economics and Statistics Administration, Bureau of the Census; March 1994, P25-1104.

43. Internal Revenue Service, *Statistics of Income Bulletin*, annual, 1992, 1993, 1994. Available from the Superintendent of Documents.

44. *Request for Assistance in Preventing Homicide in the Workplace: "Alert"* brochure published by National Institute for Occupational Safety and Health, Center for Disease Control and Prevention, Public Health Service, U.S. Department of Health and Human Services; DHHS (NIOSH) Publication No. 93-109, Sept. 1993. See also "Update" Oct. 25, 1993 by the same organization.

45. *News, Bureau of Labor Statistics*, U.S. Department of Labor, Washington D.C. , August 10, 1994. This reference is from the reference 44 above.

46. *Philip Stenning*: in an e-mail message describing his research on crimes against taxi drivers in three Canadian cities. Philip is an Associate Professor, Centre of Criminology, University of Toronto, Room 8001, Robarts Library, 130 St. George Street, Toronto, Ontario M5S 3H1, Canada. The information was in an 6/14/1996 e-mail message from: p.stenning@utoronto.ca

47. *Michael Schiller, Ryszard Belk, Cliff & Pam Wheaton*: E-mail message from each relating their experience with fare jumping (skipping or runout). June 14 and June 16, 1996 messages. Michael: 1 to 2 skips per week in Fort Lauderdale Fl. Ryszard: used to have about two skips per month when he was a rookie. Now about once a month---New York; Cliff : averaged about one jumper per month---Boise, ID.

48. *John Lanigan*, E-mail message 5/1/1996 listing safety strategies he used as a taxi driver; P.O. Box 195, East Kew Vic 3102, Australia; phone 61 3 859 65 64; Fax 61 3 859 4908; e-mail: lanigan@ozemail.com.au

49. *Violence in the Workplace: Risk Factors and Prevention Strategies*: Current Intelligence Bulletin 57, published by National Institute for Occupational Safety and Health, Center for Disease Control and Prevention, Public Health Service, U.S. Department of Health and Human Services; DDHS (NIOSH) Publication No. 96-100.

50. *Charles Rathbone, Dan Setzer*: E-mail messages 6/1/1996. Charles is a former taxi driver and union organizer; Dan is President of Baltimore's Royal Taxicab Association.

51. *Sven Nillson*, Trip Sheet Magazine, March 1995 Issue, article describing a session of a panel to study method of protecting taxi drivers.

52. *Jeff German*, Newspaper Article in *The Las Vegas Sun*, June 30, 1996.

53. *Linda Slater*, Arkansas Democrat-Gazette Courthouse Reporter, Article May 22, 1996.
54. *Trip Sheet Magazine*: June 1995.
55. *Vic Robertson*, Final Report of the Taxi Advisory Group, Council Central Staff, Seattle Department of Finance, 600 4th Ave. Room 103, Seattle WA 98104-1891. April 8, 1996.
56. *County and City Data Book: 1994*: U.S. Bureau of the Census, Available from the Superintendent of Documents, U.S. Government Printing Office, Washington D.C. 20402; GPO stock number: 003-024-08753-7. This document includes detailed statistics on, among other things, the 1992 population and 1990 land area of all cities with population of 25,000 or more, and the 1990 population of places with more than 2,500 residents. The volume was issued in August 1994.
57. *Public Utilities Commission, State of Colorado*: upon request the Commission sent a FAX, dated August 9, 1996, with an excerpt from the State "authorities list" with the numbers of vehicles associated with each business authorized to operate for-hire passenger services.
58. *Public Service Commission of West Virginia*: Upon request the Commission sent a copy of their "Authorities List" dated August 15, 1996. The list included, for some of the for-hire passenger businesses, the number of vehicles authorized along with the nature of the business.
59. *Nebraska Public Service Commission*: Upon request the Commission sent August 1996 excerpts from their "Authority Book"; Nebraska Public Service Commission, 300, the Atrium, 1200 N Street, P.O. Box 94927, Lincoln Nebraska.
60. *Linda A. Whitcomb*: January 23, 1996 letter from the Montgomery County Maryland, Department of Transportation, Division of Transit Services, 110 North Washington Street, Suite 200, Rockville MD 20850-2224. The letter contained: statistics on the County's taxis, a list of taxi regulating agencies in the Washington D.C. metropolitan area, and a copy of a taxi study sponsored by the County.
61. *Reprint of 1993 Annual Average Tables from the January 1994 Issue of Employment and Earnings*: published by the Bureau of Labor Statistics, U.S. Department of Labor. The reprint was furnished by Diane Herz, economist at the Bureau.
62. *Ryszard Belc*, June 25, E-mail message outlining New York City taxi rates.
63. *Limousine and Chauffeur Magazine, Annual Fact Books* : published by Bobit Publishing Company, 2512 Artesia Blvd. , Redondo Beach, CA 90278. The Fact Books contain a broad array of livery statistics based on surveys by the publisher. The editor also furnished the entire 1996 survey data base.
64. *Violence in the Workplace, Risk Factors and Prevention Strategies*. This is a duplicate reference. See Ref. 49.
65. *James L. Szeckely*, Jim furnished a detailed list of cities which have taxi shield ordinances and places where shields have been voluntarily installed. Additionally, Jim furnished numerous clippings

and references used in developing the report.

66. *Steve Hipple*: On November 11, 1996, I called BLS re occupational statistics. Steve answered the phone and we discussed the nature of the report. He then sent me a nine page Fax. It included: (1) an excerpt from the BLS manual describing the range of occupational titles included in the BLS Taxicab Drivers and Chauffeurs classification, (2) an excerpt from the 1995 BLS Occupational Matrix showing 1994 estimates of employment in the class and projections to 2005 (Ref. 11 was the previous 1993 edition), (3) six pages from BLS *Current Population Survey* statistics showing the number of males, females, by ethnicity, and by age, and by private versus government affiliations. Steve works for the U.S. Bureau of Labor Statistics, Division of Labor Force Statistics, Postal Square Building, Room 4675, 2 Massachusetts Ave. NE, Washington, DC 20212; Phone (202) 606-4378, Fax (202) 606-6426.

67. *Diane Herz*: On December 9, 1996 Diane faxed a series of taxi driver/chauffeur BLS tables based on the 1992 and 1995 Census Population Surveys. The included and updated some of the information described in Ref. 66, and added statistics for the *Taxi Service Industry*. Diane is an economist at the BLS; 2 Massachusetts Ave. NE, Room 4675 Postal Square Building, Washington, D.C. 20212; Phone (202) 606 6378.

68. *Charles Rathbone*: Charles is a former taxi driver and taxi driver union organizer. He collects taxicab homicide statistics. On July 3, 1996 he e-mailed two draft reports to me based on his U.S. and Canada taxi crime database. His sources include published articles and NIOSH statistics. hccr@thecity.sfsu.edu.

69. *Scientific American*, magazine, Feb. 1996 issue.

70. *John Mintz*, Washington Post Staff Writer, Washington Post Mar. 30, 1996.

71. *Sarah Kob*, Comfort Taxi Ltd., Singapore; at the GPS World Showcase, Advanstar Communications meeting, Eugene, OR.

72. *A Technical Report to the Secretary of Transportation on a National Approach to Augmented GPS Services*, National Telecommunications and Information Administration, U.S. Dept. of Commerce, December 1994.

73. *PhoneDisc (TM)*: A CD ROM disk, periodically updated (believed to be more frequent than annual). The author used the 1995 version. It contains telephone yellow-page listings with Standard Industrial Classifications for 10 million U.S. businesses, along with search and counting software and automatic dialing of selections. It is manufactured by Digital Directory Assistance, Inc. 6931 Arlington Road, Suite 405; Bethesda, MD 20814; Sales Office: 1-800-284-8353.

74. *businessUSA (TM)*: A commercially available CD ROM, periodically updated (at least annual). The author used a 1996 version. It contains information on 10 million businesses including: company name, types of business (Standard Industrial Classifications, with several levels where applicable), City, State, ZIP, Metropolitan Area, County, phone area code; size by employee and revenue classes; key executive title, type of location (headquarter, branch, subsidiary), and years in business. It also contains sophisticated search, counting, and file export software. It is manufactured by

infoUSA, a Division of American Business Information, Inc., 5711 So, 86th Circle, PO Box 27347, Omaha, NE 68127; (402) 593 4565, E-mail bizcd@abii.com . On Sept 10, 1997 I had a phone conversation with Barry Kerry, head of the Data Compilation Division. She mentioned that the yellow pages are the beginning point for compiling most the data. The largest part of the employment figures are from phone calls asking the number of employees at the establishment, but gaps in the data are filled using modeling. Sales information is almost totally modeled based on employment and federal revenue per employee figures by industry. Phone: 1-800-624 0076.

75. *Bill Herrig*: December 1966 phone conversation. Bill works for the Hillsborough County, Dept. of Social Services. Hillsborough County encompasses Tampa Florida. It has done analysis of dollar value of the transportation contracts the county pays for as part of its social programs.

76. *Firman Hadi*: E-mail messages re checker cabs dated December 18, 1996. E-mail: fh38@columbia.edu

77. *Hal Morgan*: Jan. 6, 1997 phone call. Hal works for the International Taxi and Livery Association (ITLA), Kensington MD office. ITLA is the taxi industry representative in many FCC matters. Hal reported that the 1994 FCC publication *FCC Private Land Radio Services* reports the taxi industry operated 5117 base radio stations and 123,000 mobile transmitters.

78. *Washington Taxicab Commission*: January 3, 1997 phone conversation. The planned switch from the taxi zone system to meters is scheduled take effect Sept. 1, 1998.

79. *Dan H. Setzer*, President, Royal Taxicab Association, Inc. 2501 W. Lexington St., Baltimore, MD 21223-1439. Telephone (410) 566-7000. Royal is the second largest cab company in Baltimore with over 350 cabs in service, and a small fleet of wheelchair vans and medical transport sedans.

80. *Institute for Justice*: On Jan. 23d, 1997, John Kramer of the Institute faxed selection of excerpts from Institute background files that had taxi/livery-related regulatory information, including information on: Boston, Charlotte, Detroit, New York City, and San Antonio. Institute for Justice, 1717 Pennsylvania Ave. N.W. , Suite 200, Washington, D.C. 20006, Phone (202) 955-1300, Fax (202) 955-1329.

81. *John Hamilton*, Taxi Supervisor [regulator] Portland Oregon. On Feb. 14, John discussed Portland's taxi/livery situation by phone with the author. Portland determines the number of taxis based on its assessment of "Necessity and Convenience." Every two years, Portland reviews population, airport traffic, and Federal program trends and determines whether more taxi/livery vehicles are needed. 20 percent of the taxi fleet must meet Americans with Disabilities Act, standards. He believed "Trimet," the cities transit company, received some FTA section 13 grant funds. He also said the State contracted with transportation firms for transportation of some welfare recipients. He suggested contacting Nancy Thomas, of "Trimet" phone (503) 233 5715 for more detail on Portland's medical transport program, and Debra Marcklein (503) 233-5706 re "Trimet's" lift program.

82. *Michel Trudel*: paper *The Fundamentals of Taxi Regulation and the Quebec Experience*, for the 7th Congress of the European Taxi Confederation, Donostia, Spain, Feb. 1995. Michel is the Department Coordinator Taxi Services, Quebec Department of Transportation., 35 Port-Royal Est, 4th

floor, Motreal, Quebec H3L 3T1, phone (514) 864-1637, Fax (514) 873-0435.

83. *Final Report of the Taxi Advisory Group*: April 8, 1996 report prepared by Vic Roberson, Council Central Staff; Seattle Department of Finance, 600 Fourth Ave, Room 103, Seattle, WA 98104-1891.

84. *Richard Marosi*: Article *One of the Most Dangerous Jobs in New York, Gypsy Cab Driver*, Columbia University News Service, Columbia University Graduate School of Journalism; found on the World Wide Web Dec. 13, 1996. Richard is a former wire-service reporter in San Francisco and general assignment reporter in Palo Alto, California.

85. *Prof. John Fuller and University of Iowa graduate students*: Prof. Fuller, as a result of his consulting work for the U.S. Dept. of Transportation, became aware that the author was having difficulty finding information on Iowa taxis and the regulation thereof. In He assigned a team of graduate students to develop and conduct a survey to help fill in the gaps. The survey completed, in October, 1996 had information on 63 different Iowa providers of taxi/livery services. An interesting facet of their work was the finding and subsequent research on children's transportation.

86. *Internal Revenue Service*: Market Segment Specialization Program, .Training Manual 3149-108 (5-93) TPDS 84459N. During the years 1987 to 1989 Los Angeles District tax returns for 650 taxi drivers were examined. Less than 40 percent of lease drivers examined filed no Federal tax returns.

87. *Taxicab Driver Analysis Report*: Richard A. Sullivan, Tax Collector, City and County of San Francisco Tax Collector's Office, July 17, 1996.

88. *Las Vegas Sun*, March 23, 1996 article.

89. *Trip Sheet Magazine*, article Sept. 1996.

90. *Jeff German*, senior investigative reporter for the Las Vegas Sun. November 30, 1996 E-mail posting by Dick Kawadler of Trip Sheet Magazine.

91. *Jeff German*, senior investigative reporter for the Las Vegas Sun. July 7, 1996 E-mail posting by Dick Kawadler of Trip Sheet Magazine.

92. *Collin Nash*, Newsday article page A28, December 19, 1996.

93. *Employment and Earnings*, May 1993, Bureau of Labor Statistics, U.S. Department of Labor.

94. *National Census of Fatal Occupational Injuries* (CFOI), Bureau of Labor Statistics (BLS), U.S. Department of Labor. Publications and statistics are listed on the BLS World Wide Web site (<http://stats.bls.gov>). A disk with 1992-1995 statistics is available to qualifying researchers.

95. *Employment and Earnings*, Bureau of Labor Statistics, U.S. Department of Labor, May 1993 Issue.

96. *Mr. Sullivan*, Sept. 29, 1997 phone call to the District of Columbia, Taxicab Commission,

(202)645 6005. Mr Sullivan stated there were currently about 6,800 taxis licensed to operate in DC. Four companies owned and leased about 2,000 thousand of these and he believed they carried radios for dispatch purposes. The remaining 4,800 taxis were owned by owner-operators and generally are not dispatched. He said there were about 10,000 drivers licensed to drive a taxi in the district. If they are licensed to drive a taxi, they may drive any light for-hire vehicle, but one must have taxi license to drive a taxi. He did not know the number of licensed limousine or livery vehicles or whether they are typically dispatched.

97. *Paul Stephen Dempsey*, Professor of Law and Director of the Transportation Law Program at the University of Denver, *Taxi Industry Regulation, Deregulation & Regulation: the Paradox of Market Failure*, copyrighted paper in the summer 1996 issue of the Transportation Law Journal (Vol. 24:73).

98. *Terry Bronson*, Statistics and Information Division, American Public Transit Association. I talked to Terry by phone several times (202 898 4000). In a Oct. 3, 1997 phone conversation we discussed several topics. Re Demand Response vehicles he said: (1) It is often difficult to distinguish vans and mini-buses in reports from transit operators. In 1997, Terry began using a length less than 27' 6" to distinguish vans from buses (a standard Dodge van is apparently about 16 feet). In 1997, APTA transit operators reported roughly the following numbers of Demand Response vehicles: 7,000 vans, 250 autos and station wagons, and nine buses. The typical Demand Response vehicle was equipped to carry one or more wheel chairs (up to four). Demand Response vehicles have perhaps doubled since enactment of the Americans With Disabilities Act (ADA) circa 1990. (2) Charlotte NC, and Ann Arbor are two cities he knows of where transit operators use Demand Response service to provide after-normal-operating-hours transit service. (3) Some small cities routinely contract with taxi business for Demand Response service, sometimes in lieu of operating transit buses. (4) In AR most providers of Section 16 service are taxis under contract. (5) Perhaps half of Demand Response service is provided by taxis. (6) 93.5 percent of 1997 Demand Response vehicles had two-way radios (compared to 97 percent of fixed route transit buses) and 140 had cellular phones (a growing phenomenon). (7) Jitneys (legal and illegal) have made substantial inroads on transit services in Brooklyn and Queens, New York and in Miami Florida. (8) As of 1997, Phoenix no longer operated their contract Jitney service. An Atlantic City operator, the Atlantic City Jitneyman's (or Jitney) association has operated Jineys along the boardwalk area for many years. Recently, New Jersey Transit financed purchase of 190 mini-vans for the service. (9) Apparently a number of Indian Tribes in western states such as Nevada and Montana operated van fleets in transit service. (10) There is still an Airport Ground Transportation Association. It is located in Knoxville TN. (11) Lou Sanders in APTA is the person following Jitney services.

In a phone conversation Oct. 15, 1997 a number of additional topics were discussed and the following information was received: (1) In general APTA includes FTA Section 16 and Section 18 statistics as DR unless otherwise described. (2) Terry believes 90 percent of Section 15 Transit Demand Response vehicles are probably vans or, station wagons and automobiles. (3) Dallas, Seattle, and Milwaukee all contract heavily with taxi operators to provide Demand Response services. (4) Contracts with taxi operators for Demand Response service differ. Some may be on a per-passenger-mile basis; some may be on a miles operated basis; and some may use scrip, but he believes this is uncommon. (5) Transit contracts may require drivers to be employees of the provider, and have CDLs and/or be subject to drug and alcohol testing.

99. *Nancy Fenn*, October 21, 1997 phone conversation. Nancy is an analyst with the Milwaukee

County Paratransit System (414-278 4923). Terry Bronson (Ref. 98) believed they were a heavy user of taxis for Demand Response Services. In 1990 Milwaukee had a resident population of 1.2 million persons. Milwaukee Paratransit provides Milwaukee's paratransit services with a 1997 budget of about \$8.8 million, but with an expected overrun of perhaps \$725 thousand (an average of more than seven dollars per year per city resident. They serve about 17,500 clients accounting for over 700 thousand trips annually. Each rider pays \$2.50 per trip, and Milwaukee Paratransit pays the remainder, up to \$12.10 a ride (the average budget per trip is close to the maximum, thus fares account for perhaps 17 percent of the total trip costs). In October 1997, about 412 vehicles were authorized to provide service. 196 were taxis operated by the two Milwaukee taxi firms (196 taxis were about 84 percent of Milwaukee's licensed taxis) . They served roughly 20 percent of Milwaukee Paratransit's clients at cost to the public of over a million dollars. 216 vans operated under contracts to roughly 15 different non-taxi firms serve the rest of the clients. The largest operates more than a hundred vans, the next largest, twenty two. Vehicle drivers are not required to be employees or have a commercial driver's license (CDL), but they are subject to drug tests. 70 percent of the rides are standing orders (somewhat like subscription service). Some of the accessible vans may not have two-way radios and therefore may not be truly "Demand Response" vehicles. Milwaukee has developed, but apparently not yet distributed a plan for meeting transit *Americans with Disabilities Act* requirements.

100. *Directory of Specialized Transportation Providers Funded by FTA's Section 16 Program*, December 1994, prepared by Community Transportation Association of America, 1440 New York Ave. NW, Suite 440, Washington DC 20590, (800) 527-8279, for: Rural Transit Assistance Program, FTA.

101. *Status Report on Public Transportation in Rural America, 1994*: prepared by Community Transportation Association of America, 1440 New York Ave. NW, Suite 440, Washington DC 20590, (800) 527-8279, for: Rural Transit Assistance Program, FTA.

102. Bruce Schaller, 2/7/1998 E-mail comments on the February Draft of this report. Bruce was formerly with the New York City Taxi and Limousine Commission and is a New York City taxi and for-hire vehicle expert (see References 25 and 29).