

Issues		Industry Comments
Rate/Fares Methodologies		
1.	Establish a banded rate methodology. (As proposed, this option would remove the need for fuel surcharge filings).	Top priority. We feel this is the cleanest way to achieve goals for all involved. This takes away the need to file a fuel surcharge and remedies the loss of 1% when currently filing fuel surcharges.
2.	Establish a return on investment methodology.	Low Priority. This would need much more work.
3.	Maintain status quo – entry and ratemaking methodology (Operating Ratio 93).	This would not be our position.
4.	Develop alternative approaches within the operating ratio method using Lurito/Gallagher and Kosh turnover ratio methodology.	Middle priority. Common goals of amount of profit allowed have to be agreed to for a successful outcome.
5.	Rate base rate of return.	Low priority. This would require much more work.
Proposals to change current UTC procedures		
6.	Create a pass-through process for fuel expenses with true up.	If Banded rates are not accepted this becomes top priority.
7.	Allow carriers to file promotional rates on one-day notice. Valid for 90 days.	High priority. This is necessary.
Operations		
8.	Maintain strict entry standards.	Entry standards should be <u>more</u> strict.
9.	Create rules outlining ratemaking methodology.	We would probably oppose this if it means less flexibility.
10.	Increase enforcement against illegal carriers.	This is truly lacking. Our certificate has lost value while still adhering to rate regulation.
11.	Additional emphasis on safety standards and service quality.	We whole-heartedly welcome this and as above, see it as Entry Standards being more strict.
Legislation		
12.	Propose legislation to eliminate entry and rate regulation, but maintain registration, safety standards and insurance.	We advocate this only if: changes are not made to increase the present value of the certificate. The value from entry standards vs. rate regulation, has deteriorated due to decisions made on 1% non-recovery of fuel surcharge, lack of ability to maneuver fares to increase traffic, an inability to reduce costs through Independent contractors, the lack of enforcement against illegal carriers and the increase in costs of legal fees to keep carriers out of our service area.
Other issues for consideration		
	Allow Certificate Holders to hire certificated sub-contractors (independent Contractors) as Drivers.	We see in our town car division, costs are less and service is the same, which helps keep pass through costs to the public lower allowing us to better compete against existing competitors, and other forms of transportation.

End of Workshop #2 Industry Check-in