

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 67

Served October 9, 1961

IN THE MATTER OF:

Establishment of Interstate )  
Taxicab Rates and Charges )  
within the Metropolitan )  
Area Transit District )

DOCKET NO. 3

On June 14, 1961, the Commission, by Order No. 19, called a public hearing, to commence on June 30, 1961, for the purpose of prescribing interstate taxicab rates governing transportation by taxicab in the Washington Metropolitan Area Transit District pursuant to Section 8, Article XII, Title II of the Washington Metropolitan Area Transit Regulation Compact.

After due notice, the hearing was held on June 30, 1961, before Mr. Russell W. Cunningham, who acted as Examiner for the Commission in the case. All interested parties were given an opportunity to testify as to their interest in the case. Eleven witnesses testified, and numerous others were present but did not participate in the proceeding. Mr. Charles W. Overhouse, Chief Engineer of the Commission, testified on behalf of the staff of the Commission.

On August 30, 1961, the Examiner issued his Proposed Report, and recommended the following interstate basic rate structure, in addition to other additional miscellaneous charges:

<u>Initial Charge</u>	<u>Distance Surcharge</u>	<u>Extra Passenger Charge</u>	<u>Waiting Time</u>
50¢ first mile	20¢ per $\frac{1}{2}$ mile	25¢ per pass. over 1	5¢ per minute

The Examiner discussed the various rate proposals testified to at the hearing, and the Commission feels that it would be unduly duplicative to discuss them again.

Exceptions were filed by various interested parties to the findings and recommendations of the Examiner. The Commission has given careful consideration to such exceptions in reaching its decision in this matter.

The ideal solution to the taxicab rate problem in the Washington area would be the adoption of a uniform rate structure, including uniform changes for all facets of service rendered, applicable both locally and in interstate commerce. However, the various methods of assessing charging locally, the procedures which must be complied with locally to change rates and certain legal restrictions imposed upon the Commission in prescribing taxicab rates make it impossible for the Commission to come up with an ideal solution in this particular proceeding.

Appendix "A" of this Order lists current taxicab rates presently in effect in the local jurisdictions comprising the Washington Metropolitan Area Transit District. All taxicabs are metered except those licensed in Prince George's County, Maryland, and the District of Columbia. Local rates in the District of Columbia are based on a zone system. Local rates in Prince George's County, Maryland, are assessed on a mileage basis through use of the odometer or speedometer. Except for the taxicabs licensed in the District of Columbia, operators of taxicabs generally assess the respective local rates for interstate transportation. Operators of taxicabs licensed in the District of Columbia assess the zone rate to the District of Columbia boundary and then assess a mileage rate through use of the odometer to the point of destination beyond the District line in interstate transportation.

The Commission is of the opinion, after a careful consideration of all the evidence, that it should prescribe the rates and charges presently in effect in the local jurisdictions as the interstate rates and charges to the greatest extent possible. The only local rates which cannot be prescribed as the interstate rates are the zone rates in effect in the District of Columbia.

The obvious solution to this problem is to permit operators of taxicabs licensed in the District of Columbia to compute their charges on a mileage basis from origin to destination through use of the odometer. Operators of District of Columbia licensed cabs presently use the odometer for computing charges outside the District.

In arriving at the aforementioned conclusions, the Commission does not feel that it would be in the public interest to prescribe a rate structure that would be incompatible with the use of the taxicab meters presently in use. Just as the Commission cannot legally require

the installation of meters in certain local jurisdictions, it should not defeat the use of meters in those jurisdictions where they are presently in use.

The Commission is of the opinion that the charge for additional passengers over one should be prescribed on a uniform basis. Such a uniform charge will not affect the use of meters provided such charge is levied in multiples of 10¢. While the charges for additional passengers vary among the local jurisdictions, the charge of 20¢ in effect in the District of Columbia is the maximum charge except for the charge of 60¢ levied by Airport Transport, Inc., of Virginia.

The Commission is of the opinion that miscellaneous charges, such as personal services, telephone calls, luggage or trunk charges, waiting time and hourly rates should be governed by the charges presently in effect in the local jurisdictions. For instance, taxicabs licensed in the District of Columbia will be governed by the miscellaneous charges approved by the District of Columbia Public Utilities Commission, etc.

The Commission is very much impressed over the progress made by the various local jurisdictions in prescribing local taxicab rates and charges. Generally, extensive investigations and hearings preceded all adjustments in the local rates; thus, the Commission concludes that the prescribing of the local rates as the basis for the interstate rates will result in the public being assessed just and reasonable rates for interstate transportation at least on an interim basis until the Commission has had ample opportunity to investigate and prescribe uniform interstate taxicab rates for the entire Washington Metropolitan Area Transit District. In this connection, representatives of the local jurisdictions have expressed an interest in cooperating with the Commission to the end that uniform taxicab rates and charges, both locally and in interstate commerce, can be prescribed for the entire Washington area.

THEREFORE, IT IS ORDERED:

1. That the interstate rates to be charged by operators of taxicabs licensed and domiciled in the District of Columbia shall be as follows:

(a) <u>Initial Charge</u>	<u>Distance</u> <u>Surcharge</u>	<u>Extra Passenger Charge</u>
50¢ first mile	20¢/½ mi.	20¢/passenger over 1

(b) All rates, charges and regulations, other than the above interstate rates, shall be those prescribed and approved by the District of Columbia Public Utilities Commission.

2. That the interstate rates to be charged by operators of taxicabs licensed and domiciled in Prince George's County and Montgomery County, Maryland, and the City of Alexandria, the City of Falls Church, Arlington County and Fairfax County, Virginia, shall be identical to those rates, charges and regulations which are presently prescribed and approved by the governing bodies of such local jurisdictions for such operators, except that the charge for each additional passenger in excess of one shall be 20¢ per passenger.

3. That the rates, charges and regulations prescribed in this Order shall become effective November 1, 1961.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script, appearing to read "Delmer Ison".

DELMER ISON  
Executive Director

## LOCAL TAXICAB RATES

## WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT

<u>BASE OF OPERATIONS</u>	<u>INITIAL CHARGE</u>	<u>DISTANCE SURCHARGE</u>	<u>EXTRA PASSENGER CHARGE</u>	<u>WAITING TIME</u>
<b>1. <u>District of Columbia</u></b>				
Single Passenger	50¢ first zone	25¢ each add. zone		15¢/full 5 minutes
Group Passenger	35¢ first zone	15¢ & 10¢ for add. zones	20¢ party rate/psgr. over 2	15¢/full 5 minutes
<b>2. <u>Virginia</u></b>				
a. Airport	50¢ first mi.	20¢/½ mi.	60¢/psgr. over 1	10¢/1½ minutes
b. Arlington County	35¢ first ½ mi.	10¢/½ mi.	10¢/psgr. over 1	10¢/2 minutes
c. Fairfax County	35¢ first ½ mi.	10¢/½ mi.	10¢/psgr. over 2	10¢/2 minutes
d. Alexandria City	50¢ first mile	10¢/¼ mi.	10¢/psgr. over 1	5¢/minute over 3 minutes
e. Falls Church City	35¢ first ½ mi.	10¢/¼ mi.	10¢/psgr. over 2	10¢/2 minutes
<b>3. <u>Maryland</u></b>				
a. Montgomery County	50¢ first 1½ mi.	10¢/¼ mi.	25¢/psgr. over 2	20¢/2½ minutes
b. Prince George's County	50¢ first mile	10¢/¼ mi.	10¢/mi./psgr. over 2	5¢/minute