

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2039

IN THE MATTER OF:

Served September 26, 1979

Investigation of INTERSTATE)
TAXICAB RATES for Service within)
the Metropolitan District)

Case No. MP-79-33

The Commission has the duty and the power to prescribe reasonable rates for interstate transportation by taxicab within the Metropolitan District. 1/ Such rates may be set on a mileage basis, a zone basis, or any other basis approved by the Commission, except that the Commission may not require meters where they are not already permitted or required. 2/

Prince George's County and Montgomery County, Md., and the City of Alexandria, the City of Falls Church, Arlington County and Fairfax County, Va., taxicabs are equipped with meters which use a mileage-time basis for determining local fares. The taxicabs licensed and regulated by the District of Columbia Public Service Commission are not equipped with meters and use a zone basis to determine local fares.

Where feasible and appropriate, the Commission has adopted the local taxicab rates as the interstate rates. Thus, we require locally licensed and regulated metered taxicabs to use their meters for fare determination on interstate taxicab trips. 3/ Their incidental charges generally apply except that a uniform charge of 60¢ for each additional passenger in excess of one has been adopted. 4/

District of Columbia taxicabs, however, operate on a zone basis which is not readily adaptable to interstate use. For these taxicabs the Commission has implemented a system of interstate rates based on

1/ The Metropolitan District includes the District of Columbia, the cities of Alexandria, Fairfax, and Falls Church, Va., the counties of Arlington and Fairfax, Va., and Montgomery and Prince George's, Md., and Dulles International Airport.

2/ See Compact, Title II, Article XII, Section 8.

3/ This practice may be traced to Order No. 67, served October 9, 1961.

4/ Order No. 1982, served April 19, 1979.

odometer mileage. The level of these rates was established most recently by Order No. 1982, served April 19, 1979. The following table sets forth comparative rate information as of the date of issuance of Order No. 1982.

TABLE I

	<u>Actual Rates</u>		<u>Rates Converted To Miles</u>	
	<u>Initial Charge</u>	<u>Rate After Initial Charge</u>	<u>First Mile</u>	<u>Subsequent Miles</u>
Alexandria	60¢ 1st 2/8	10¢ each 1/8	\$1.20	80¢
Arlington	60¢ 1st 1/8	10¢ each 1/8	\$1.30	80¢
District of Columbia	80¢ 1st 1/2	40¢ each 1/2	\$1.20	80¢
Fairfax - Falls Church	60¢ 1st 2/7	10¢ each 1/7	\$1.10	70¢
Montgomery	60¢ 1st 2/7	10¢ each 1/7	\$1.10	70¢
Prince George's	90¢ 1st 4/7	10¢ each 1/7	\$1.20	70¢

The following table compares the interstate fares at the different rates for single-passenger trips of 5, 10, and 15 miles without incidental charges, as of April 30, 1979, the effective date of Order No. 1982.

TABLE II

	<u>5 Miles</u>	<u>10 Miles</u>	<u>15 Miles</u>
Alexandria	\$4.40	\$8.40	\$12.40
Arlington	\$4.50	\$8.50	\$12.50
District of Columbia	\$4.40	\$8.40	\$12.40
Fairfax - Falls Church	\$3.90	\$7.40	\$10.90
Montgomery	\$3.90	\$7.40	\$10.90
Prince George's	\$4.00	\$7.50	\$11.00

Since Order No. 1982 was issued, several of the local jurisdictions using meters have prescribed new, higher local rates in response to the increasing costs involved in rendering taxicab service, particularly the cost of gasoline, 5/ and the need, in the public interest, to maintain an adequate and efficient transportation service by taxicab operators at the lowest cost consistent with the furnishing of such service. Under our Order No. 67, these increases are automatically incorporated into the interstate fare system.

5/ At the time Order No. 1982 was served, regular leaded gasoline retailed for about 60¢ a gallon. A gallon of regular gasoline today costs about 98¢. The cost of unleaded and premium gasolines has similarly increased.

The District of Columbia Public Service Commission has approved a 10¢ temporary surcharge in the local zone fares while considering implementation of a permanent fare increase.

The Commission has reviewed the recent local increases and prepared the following two tables reflecting the current interstate rates and fares.

TABLE IA

	Actual Rates		Rates Converted To Miles	
	Initial Charge	Rate After Initial Charge	First Mile	Subsequent Miles
Alexandria	90¢ 1st 1/8	10¢ each 1/8	\$1.60	80¢
Arlington	90¢ 1st 1/8	10¢ each 1/8	\$1.60	80¢
District of Columbia	80¢ 1st 1/2	40¢ each 1/2	\$1.20	80¢
Fairfax - Falls Church	90¢ 1st 2/7	10¢ each 1/7	\$1.40	70¢
Montgomery	90¢ 1st 3/9	10¢ each 1/9	\$1.50	90¢
Prince George's	90¢ 1st 2/8	10¢ each 1/8	\$1.50	80¢

TABLE IIA

	<u>5 Miles</u>	<u>10 Miles</u>	<u>15 Miles</u>
Alexandria	\$4.80	\$8.80	\$12.80
Arlington	\$4.80	\$8.80	\$12.80
District of Columbia	\$4.40	\$8.40	\$12.40
Fairfax - Falls Church	\$4.20	\$7.70	\$11.20
Montgomery	\$5.10	\$9.60	\$14.10
Prince George's	\$4.70	\$8.70	\$12.70

The existing interstate party rate is 60¢ for each passenger in excess of one traveling in a preformed group. That rate is consistent with the intrastate party rates in the local jurisdictions which vary generally from 50¢ to 65¢. Some jurisdictions levy no charge or a lower charge for extra passengers who are children or senior citizens. WMATC extra passenger charges, however, apply without regard to age.

The Commission shall, on its own motion (see Compact, Title II, Article XII, Section 13), institute an investigation to determine whether the current interstate taxicab rates prescribed for taxicabs licensed and regulated by the District of Columbia Public Service Commission are unreasonable, or unduly discriminatory or unduly preferential either between riders or sections of the Metropolitan District (see Compact, Title II, Article XII, Section 6). If the Commission so finds, then it shall issue an order prescribing the lawful fares, regulation, or practices to be in effect.

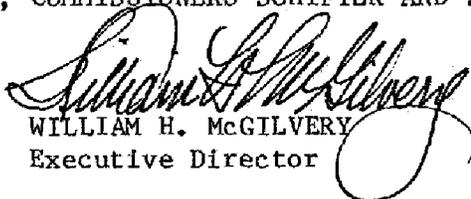
The Commission requests comments by interested parties on our staff's proposed interstate rate structure set forth in the appendix to this order for taxicabs licensed and regulated by the District of Columbia Public Service Commission. The Commission invites separate proposals of an appropriate interstate rate structure other than that proposed herein. The proposals should be supported with statements justifying the change from the current to the proposed interstate rate structure. These proposals, views and statements should be filed with the Commission in writing on or before Friday, October 26, 1979.

The Commission staff shall cause notice of this order to be published in a newspaper of general circulation in the Metropolitan District.

THEREFORE, IT IS ORDERED:

1. That an investigation be made of the existing interstate taxicab rates for taxicabs licensed and regulated by the District of Columbia Public Service Commission.
2. That the Commission staff shall cause notice of this order to be published in a newspaper of general circulation in the Metropolitan District on or before Wednesday, October 3, 1979.
3. That any person desiring to file with the Commission written proposals, views and statements on this matter shall do so on or before Friday, October 26, 1979.

BY DIRECTION OF THE COMMISSIONERS, COMMISSIONERS SCHIFTER AND SHANNON:


WILLIAM H. MCGILVERY
Executive Director

PROPOSED INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE WITHIN THE
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT
(in taxicabs licensed and regulated by the
District of Columbia Public Service Commission)

\$1.10 First 1/2 mile, or part thereof
40¢ Each additional 1/2 mile, or part thereof
60¢ Each additional passenger

Hand baggage, including large bags of groceries or articles of similar size, in excess of one piece per passenger shall be charged for at the rate of 10¢ for each such piece. Briefcases and parcels of comparable size shall not be considered as hand baggage.

Trunks or similar large articles shall be charged for at the rate of \$1 each. A trunk is herein described as a piece of baggage having a minimum dimension or cubic content in excess of 32 inches by 18 inches by 9 inches or 3 cubic feet.

The charge for personal service shall be 50¢; taxicab service in response to a telephone call, 50¢ in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, 50¢ in addition to the charge for responding; waiting time in excess of 5 minutes, 50¢ for each 5 minutes or fraction thereof up to a total of 45 minutes after which the rate of \$1.50 for each 15 minutes or fraction thereof shall apply.

The charge of a taxicab employed on an hourly basis shall be as follows
For the first hour or fraction thereof -- \$7;
For each additional 15 minutes or fraction thereof -- \$1.75.