

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2192

IN THE MATTER OF:

Served January 30, 1981

Application of JACK B. DEMBO,)
et al., for Increased Interstate)
Rates for D. C. Taxicabs)
Investigation of INTERSTATE)
TAXICAB RATES for Service within)
the Metropolitan District)

Case No. AP-80-19

Case No. MP-81-01

Case No. AP-80-19 was filed May 23, 1980, seeking a general fare increase for interstate taxicab service performed by District of Columbia taxicabs between points in the Metropolitan District. By Order No. 2127, served July 11, 1980, the Commission, inter alia, scheduled the application for public hearing, required newspaper publication of the proposal, established a deadline for appearances, and assessed applicants the estimated cost of the proceeding.

As a result of that order, applicants published the required notice, and the D. C. Department of Transportation, Office of Mass Transportation, filed notice of intent to be heard on the matter. Subsequently, however, applicants failed to comply with the requirements of Order No. 2127, and on September 15, 1980, two days before the scheduled hearing, one of the initiating parties withdrew from the case.

By Order No. 2139, served September 15, 1980, the Commission cancelled the scheduled hearing and directed applicants to show cause why the proceeding should not be dismissed. Applicants made no formal response, timely or otherwise, to Order No. 2139. However, informal communications with the staff indicate that applicants were unable to meet the estimated cost of the proceeding and were unable to mount a sufficiently concerted effort to prosecute the application.

It appears that Case No. AP-80-19 warrants dismissal for lack of prosecution. However, the Commission's staff has analyzed the current rate structure of the taxicab industry in the Metropolitan District, has formulated a proposal based on its analysis, and recommends that the Commission initiate an investigation to determine whether certain interstate rates should be changed. The staff recommends solicitation of written comments and alternative proposals as a means of avoiding the expense associated with conducting a public

hearing. Any interested party may respond in writing for the record and for the consideration of the Commission in reaching a decision.

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 75¢ 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 odometer mileage. The level of these rates was established most recently by Order No. 2067, served December 6, 1979. The following table sets forth comparative interstate rate information as of the effective date of Order No. 2067.

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. 2080, served January 29, 1980.

TABLE I

	Actual Rates		Rates Converted To Miles	
	Initial Charge	Rate After Initial Charge	First Mile	Subsequent Mile
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	\$1.10 1st 1/2	40¢ each 1/2	\$1.50	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¢

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 December 31, 1979, the effective date of Order No. 2067.

TABLE II

	<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	\$4.70	\$8.70	\$12.70
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

Since Order No. 2067 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, 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 have been automatically incorporated into the interstate rate system.

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 Mile
Alexandria	90¢ 1st 1/9	10¢ each 1/9	\$1.70	90¢
Arlington	90¢ 1st 1/9	10¢ each 1/9	\$1.70	90¢
District of Columbia	\$1.10 1st 1/2	40¢ each 1/2	\$1.50	80¢
Fairfax - Falls Church	90¢ 1st 3/9	10¢ each 1/9	\$1.50	90¢
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	\$5.30	\$9.80	\$14.30
Arlington	\$5.30	\$9.80	\$14.30
District of Columbia	\$4.70	\$8.70	\$12.70
Fairfax - Falls Church	\$5.10	\$9.60	\$14.10
Montgomery	\$5.10	\$9.60	\$14.10
Prince George's	\$4.70	\$8.70	\$12.70

The existing rate for interstate taxicab transportation of extra passengers in a pre-formed group is 75 cents, "except that each child under 6 years of age shall be transported without charge when travelling with a farepaying passenger." 5/ This rate is consistent with intrastate party rates in the local jurisdictions which vary from 50¢ to 80¢ with similar exceptions for children. However, the Commission staff indicates that its experience over the past year shows potentially ambiguous interpretation of the above-quoted language. To take an extreme example for the purpose of making a point, consider the case of an adult travelling with three children under six years of age. It is possible to construct perfectly logical models under which one, or two, or even all three of the children would be transported without charge. The staff has proposed language (see appendix to this order) intended to achieve a reasonable result without ambiguity. This may possibly be considered a rate change, and we therefore specifically solicit comment on the proposed language.

5/ This party rate applies not only to District of Columbia taxicabs but to all interstate taxicab service within the Metropolitan District. See Order No. 2080, served January 29, 1980.

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 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.

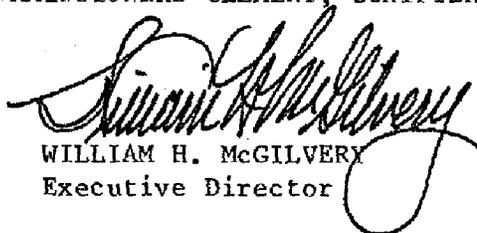
The Commission requests comments by interested parties on our staff's proposed interstate rate structure as set forth in the appendix to this order for taxicabs licensed and regulated by the District of Columbia Public Service Commission, as well as the changed extra-passenger language which would apply to all interstate taxicab service within the Metropolitan District. 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, February 27, 1981.

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 Case No. AP-80-19 is hereby dismissed.
2. That an investigation be made of the existing interstate taxicab rates for taxicabs licensed and regulated by the District of Columbia Public Service Commission and of the extra-passenger charge for all interstate taxicab service within the Metropolitan District.
3. 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 February 6, 1981.
4. That any person desiring to file with the Commission written proposals, views and statements on this matter shall do so on or before February 27, 1981.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS CLEMENT, 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)

- \$1.50 First mile or part thereof
- .45 Each additional 1/2 mile, or part thereof
- .75 Each additional passenger (provided, however, that one child under six (6) years of age shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party.) a/

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 15¢ 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 \$1.25 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 65¢; taxicab service in response to a telephone call, 65¢ in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, 65¢ in addition to the charge for responding; waiting time, b/ 75¢ for each 5 minutes or fraction thereof.

The charge for a taxicab employed on an hourly basis shall be as follows: for the first hour or fraction thereof -- \$9;
for each additional 15 minutes or fraction thereof -- \$2.25.

There shall be no additional charge for service during traffic rush hours or snow emergency periods.

a/ This method of charging for extra passengers shall apply to all interstate taxicab service within the Metropolitan District.

b/ Waiting time shall include time consumed while taxicab is waiting and available to the passenger beginning 5 minutes after the time of arrival at the place to which it has been called. No charge shall be made for premature response to a call.