

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

ORDER NO. 6226

IN THE MATTER OF:

Served May 17, 2001

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

Case No. MP-2001-23

SUMMARY

For District of Columbia taxicabs operated in interstate service within the Metropolitan District, the effect of this decision is to:

1. increase the initial charge (from \$2.25 for the first 1/2 mile) to \$2.65 for the first 1/2 mile; and
2. increase the charge for each additional 1/2 mile (from 75¢) to 80¢.

For taxicabs of Dulles Taxi Systems, Inc., the effect of this decision is to:

1. increase the initial charge (from \$1.75 for the first 1/6 mile) to \$2.25 for the first 1/4 mile; and
2. increase the charge for subsequent mileage (from 25¢ for each additional 1/6 mile) to 40¢ for each additional 1/4 mile.

Effective date: June 1, 2001, at 4 a.m.

Background

By Order No. 6148, served March 16, 2001, and incorporated herein by reference, the Commission, on its own initiative, instituted this investigation to determine what, if any, changes should be made to the rates, charges, regulations, and minimum insurance requirements for taxicabs providing interstate transportation within the Metropolitan District. The Commission directed its staff to file a report and analysis no later than April 30, 2001. In addition, the Commission provided an opportunity for the filing of written proposals and justifications no later than April 30, 2001. Notice of the investigation was published in a newspaper of general circulation in the Metropolitan District as directed by Order No. 6148. On April 26, 2001, Dulles Taxi Systems, Inc., filed a proposal and justification. On April 30, 2001, the Commission's staff filed its report.

WMATC's Taxicab Ratemaking Philosophy

Given the fact that there are some half-dozen local taxicab rate setting jurisdictions within the Metropolitan District, it is our objective to maintain interstate rates at a level of comparability and compatibility that will produce maximum achievable uniformity with the least disruption to locally implemented rate schemes. Within unavoidable limitations, we try to assure that an interstate passenger's fare varies as little as possible between the same two points and to eliminate wide fluctuations in fares based only on the direction of travel.

The Commission defined its philosophy of taxicab ratemaking in Order No. 1500, served February 13, 1976, and has found it useful to restate it in subsequent rate orders:

The Commission has never believed it should lead the way in setting taxicab rates. Each of the local rate setting jurisdictions is especially familiar with the requirements of both the users and providers of taxicab service in the local market. Each carefully establishes its rates through appropriate proceedings. Where practicable, the Commission simply adopts these local rates as the interstate rates. This practice has been followed since our Order No. 67, served October 9, 1961. [Footnote omitted.]

* * *

We further believe that the essential element in our determination of the appropriate rate structure should be comparability with prevailing local rates. We believe that revenues and expenses are given adequate consideration at the local level by authorities more acutely in tune with sub-regional conditions and requirements. From a regulatory point of view, an effort should be made to neither unduly restrain nor enhance the rate scheme which the local jurisdiction has determined to be appropriate. In addition, the Compact requires the establishment of fares which are just, reasonable, and not unduly preferential or unduly discriminatory either between riders or sections of the Metropolitan District. Therefore, we shall prescribe interstate rates for District of Columbia taxicabs on a mileage basis in an effort to establish fares which will be comparable to the local and interstate fare[s] resulting from rates prescribed by the local jurisdictions.

Proposal of Dulles Taxi Systems, Inc. (DTS)

DTS states that it is the taxicab concessionaire at Washington Dulles International Airport, having succeeded Washington-Dulles Transportation, Ltd., on August 1, 2000.

For use on its taximeters, DTS proposes the following interstate rates, noting that they are identical to the rates in

effect in Arlington and Fairfax Counties, VA, and that they represent the statistical median and mode of local taxicab rates:

- \$2.25 First 1/4 mile or fraction
- .40 Each additional 1/4 mile or fraction
- .40 Each 80 seconds of waiting time (\$18/hour)

DTS also suggests that the following mileage rates would be appropriate and comparable for interstate transportation in taxicabs licensed and regulated by the District of Columbia:

- \$2.65 First 1/2 mile or fraction
- .80 Each additional 1/2 mile or fraction

The Staff Report

The staff report referred to in this order contains six tables and is included as Appendix A.

Discussion and Conclusions

Staff's Table A shows the existing authorized rates for metered taxicabs providing intrastate and interstate service within the Metropolitan District. After converting these fractional rates to whole miles in Table C, staff then calculated the mean (arithmetic average), median (middle value), and mode (most frequently occurring value) in Table E. Excluding WMATC-prescribed rates, Table E shows the mean first-mile rate is \$3.40, the median is \$3.45, and the mode is \$3.45. The Commission concludes that a first-mile rate of \$3.45 is appropriate for use in taxicabs without meters and in metered taxicabs not licensed locally, as described in Appendices B, C, and D.

As for subsequent miles, the mean is \$1.59, while the median and mode are both \$1.60. The Commission concludes that a subsequent-mile rate of \$1.60 is appropriate for use in such taxicabs.

Similarly, the extra-passenger charge¹ is \$1 in five of the six jurisdictions shown on Table A. The sixth is \$1.25. The Commission finds that no change in the uniform interstate extra-passenger charge of \$1 is warranted.

With the exceptions we have historically found necessary and appropriate to interstate rates, we shall adopt the remaining incidental charges currently prescribed by the District of Columbia Taxicab Commission to be applicable to interstate taxicab service in District of Columbia taxicabs. As we have done in the past, we shall also adopt the same incidental charges for interstate taxicab service by the Dulles Airport taxicab concessionaire, Dulles Taxi Systems, Inc., except for modifications necessitated by the fact that DTS employs taximeters.

DTS's waiting time is calculated automatically by meter, rather than by hand using a clock or watch as with District of Columbia

¹ For the extra-passenger calculation staff has disregarded, for the sake of expedience, the significantly differing applicability provisions summarized in Table A of its report.

taxicabs. The table below shows the waiting-time rates for metered jurisdictions in descending magnitude.

<u>JURISDICTION</u>	<u>RATE</u>	<u>UNDER</u>	<u>PER HOUR</u>
MONTGOMERY	\$21/hr.	13 mph	\$21
ALEXANDRIA	25¢ ea. 50 seconds	N/A	18
ARLINGTON	40¢ ea. 80 seconds	N/A	18
FAIRFAX	40¢ ea. 80 seconds	10 mph	18
FALLS CHURCH	40¢ ea. 80 seconds	10 mph	18
PRINCE GEORGE'S	20¢ ea. 60 seconds	12 mph	12

District of Columbia waiting time is prorated at \$20 per hour after the first 15 minutes. In addition, there is a peak-period surcharge of \$1.00 for each trip beginning between 7 a.m. and 9:30 a.m., and between 4 p.m. and 6:30 p.m., weekdays except holidays. (See Appendix B for details.) The peak-period surcharges, which are not applied to metered rates, as well as the higher hourly rate, tend to offset the fact that meters calculate waiting time whenever the taxicab is stopped or traveling very slowly. Accordingly, we have excluded the District of Columbia rate from this comparison.

The mean waiting-time rate for metered jurisdictions is \$17.50 per hour; the median and mode are both \$18 per hour. We shall prescribe a metered waiting-time rate for DTS taxicabs of 40¢ each 80 seconds, which comes to \$18 per hour.

Based upon all the foregoing considerations, we find that the current interstate taxicab rates for taxicabs licensed and regulated by the District of Columbia are neither appropriate nor comparable to such rates for similar taxicab service in other local jurisdictions. We further find that the rates set forth in Appendix B to this decision are just, reasonable, appropriate, and comparable. The effect is to adopt the following rate structure:

\$2.65 First 1/2 mile or fraction
80¢ Each additional 1/2 mile or fraction

We continue to be convinced that larger mileage increments are important to facilitate computations from the odometer. The rates prescribed herein represent both the median and mode of rates for similar service in the Metropolitan District and are only slightly higher than the unweighted average.

With regard to DTS, we find that its interstate rates should be the same as those prescribed for District of Columbia taxicabs, adapted to DTS's operating circumstances and use of taximeters as discussed earlier. We find that the rates set forth in Appendix C to this decision are just, reasonable, appropriate, and comparable. The rates are adapted for use on taximeters as follows:

\$2.25 First 1/4 mile or fraction
40¢ Each additional 1/4 mile or fraction

Concerning so-called "gypsy" taxicab operations -- unlawful taxicab service not authorized by any local licensing jurisdiction -- we have found it useful in the past to prescribe an interstate rate as an enforcement mechanism in the event such operations should occur as,

indeed, they have in the past. This concept is apparent through our Order No. 1295, served December 28, 1973; Order No. 1502, served February 13, 1976; Order No. 1984, served April 19, 1979; Order No. 2215, served April 13, 1981; Order No. 2336, served May 7, 1982; Order No. 2719, served June 17, 1985; Order No. 3058, served August 17, 1987; Order No. 3938, served May 13, 1992; and Order No. 5335, served May 13, 1998. We find that these rates should be the same as those prescribed herein for District of Columbia taxicabs, and they are set forth in Appendix D to this decision.

Consistent with our past practice, we find that the minimum insurance requirements for interstate taxicab service in District of Columbia taxicabs, DTS taxicabs, and "gypsy" taxicabs should be the same as required by the District of Columbia for its taxicabs. The minimum insurance requirements for interstate taxicab service in taxicabs licensed by other jurisdictions in the Metropolitan District are the same as those required by the licensing jurisdiction.

We specifically note that in forty years of regulating interstate taxicab rates in the Metropolitan District this Commission has consistently rejected the idea of "snow emergency rates." In Order No. 2067, served December 6, 1979, the Commission first included a definite negative provision concerning snow emergency rates to establish its position beyond question. This issue was later discussed in Order No. 2334, served May 7, 1982, to the same end. We reiterate and adhere to that position.

Finally, a discussion of fuel surcharges is appropriate. In Order No. 6147, served March 16, 2001, we decided as follows:

We . . . hold that our taxicab rate setting orders should be interpreted such that in the case of locally-licensed taxicabs with taximeters, the local "charges" adopted for use in connection with interstate trips should be deemed to include "fuel surcharges." This means that whenever a taximeter jurisdiction in the Metropolitan District prescribes a fuel surcharge for use in conjunction with its base rates, the fuel surcharge shall be automatically approved for use on interstate trips, just as the base rates are.

Fuel surcharges for interstate trips in other taxicabs cannot be set in the same manner inasmuch as the question of whether and to what extent a fuel surcharge is warranted cannot be determined without reference to the authorized base rates. Thus, whenever the authorized base rates are those affirmatively promulgated by the Commission, as opposed to those merely adopted by the Commission, a fuel surcharge may be levied only if the Commission has specifically authorized such a charge.

Addressing those rates we affirmatively prescribe, we directed:

That beginning at 4:00 a.m., March 19, 2001, and ending at 4:00 a.m., June 1, 2001, unless rescinded at an earlier date by Commission order, a \$1.00 fuel surcharge shall apply to passenger transportation by

taxicab between a point in the jurisdiction of one signatory and a point in the jurisdiction of another signatory, where both points are within the Metropolitan District and the transportation is conducted in a taxicab without a taximeter or in a taxicab not licensed locally, including a taxicab operated by Dulles Taxi Systems, Inc., trading as Washington Flyer.

With regard to all taxicab rates subject to the Commission's jurisdiction, whether adopted or specifically prescribed, we ordered:

That no fuel surcharge authorized by this or any other Commission order, whether adopted or specifically prescribed, may be applied to a multiple-party trip.

This order will become effective at 4:00 a.m. on June 1, 2001, when the fuel surcharge prescribed in Order No. 6147 expires.

THEREFORE, IT IS ORDERED:

1. That the investigation in Case No. MP-2001-23 instituted by Order No. 6148, served March 16, 2001, is hereby concluded.

2. That the rates and charges for transportation of passengers in interstate service between points within the Metropolitan District in taxicabs licensed and regulated by the District of Columbia are hereby prescribed as set forth in Appendix B to this order, effective 4 a.m., June 1, 2001.

3. That the rates and charges for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs operated by the Dulles Airport taxicab concessionaire, currently Dulles Taxi Systems, Inc., are hereby prescribed as set forth in Appendix C to this order, to be implemented on its taximeters within 30 days after June 1, 2001.

4. That Dulles Taxi Systems, Inc., shall file with the Commission a Report of Compliance as required by Commission Rule No. 28.

5. That the rates and charges for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs which are not licensed and regulated by one of the local jurisdictions within the Metropolitan District, or for which taxicab rates have not already been specifically established by this Commission, are hereby prescribed as set forth in Appendix D to this order, effective 4 a.m., June 1, 2001.

6. That the minimum insurance requirements for operations to which Appendices B, C, and D pertain shall be the same as those required by the District of Columbia for its taxicabs.

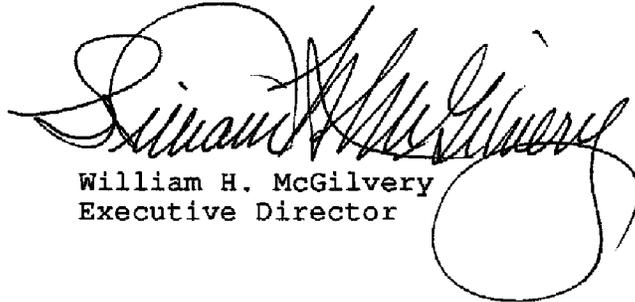
7. That the extra-passenger charge for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs licensed and regulated by any of the local jurisdictions within the Metropolitan District shall continue to be:

\$1.00 Each additional passenger in a pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party).

8. That the rates and charges for transportation of passengers in interstate service between points in the Metropolitan District in taxicabs licensed and regulated by one of the local jurisdictions in the Metropolitan District, and to which Appendices B, C, or D do not pertain, shall be the same as the rates and charges prescribed by the jurisdiction in which such taxicab is licensed, except as otherwise provided herein.

9. That the minimum insurance requirements for interstate operations of taxicabs described in the preceding paragraph shall be the same as the requirements of the jurisdiction in which such taxicab is licensed.

BY DIRECTION OF THE COMMISSION; COMMISSIONERS ALEXANDER, LIGON, AND MILLER:



William H. McGilvery
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

STAFF REPORT

IN THE MATTER OF:

Filed April 30, 2001

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

Case No. MP-2001-23

By Order No. 6148, served March 16, 2001, the Commission instituted the above-captioned investigation to determine what, if any, changes should be made with regard to the rates, charges, regulations, and minimum insurance requirements for taxicabs providing interstate transportation within the Metropolitan District. In connection with this investigation, the Commission directed staff to file a report and analysis no later than April 30, 2001.

Staff has reviewed the existing authorized rates for metered taxicabs providing intrastate and interstate taxicab service within the Metropolitan District. The rates are summarized below by licensing jurisdiction.

TABLE A

<u>JURISDICTION</u>	<u>INITIAL CHARGE</u>	<u>SUBSEQUENT</u>	<u>EXTRA PAX</u>	<u>WAITING</u>
ALEXANDRIA	\$2.00 drop only (no mileage)	25¢ ea. 1/6 mi.	\$1.25 ea. 12 or older	25¢ ea. 50 sec. \$18/hr.
ARLINGTON	\$2.25 1 st 1/4 mi.	40¢ ea. 1/4 mi.	\$1 ea. over 6 yrs.	40¢ ea. 80 sec. \$18/hr.
FAIRFAX	\$2.25 1 st 1/4 mi.	40¢ ea. 1/4 mi.	\$1 ea. 12 or older	40¢ ea. 80 sec. under 10 m.p.h.
FALLS CHURCH	\$2.25 1 st 1/4 MI.	40¢ ea. 1/4 mi.	\$1 ea. 12 or older	40 ea. 80 sec. under 10 m.p.h.
MONTGOMERY	\$2.30 1 st 1/6 mi. (*after 15 miles: 20¢ ea. 1/6 mi.)	25¢ ea. 1/6 mi.*	\$1 ea. 5 or older	\$21/hr. under 13 m.p.h.
PRINCE GEORGE'S	\$1.50 1 st 1/7 mi.	25¢ ea. 1/7 mi.	\$1 ea., 1 free under 6, Srs.(60)& attendants free	20¢ ea. 60 sec. under 12 m.p.h. Hourly: \$15/hr. plus mileage

NOTE: For all interstate taxicab service within the Metropolitan District the Commission prescribes the following uniform extra passenger charge:
\$1.00 Each additional passenger in a pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party.)

The existing interstate rates for District of Columbia taxicabs are prescribed by the Commission on the basis of odometer mileage. The existing interstate taxicab rates for the taxicab concessionaire at Dulles Airport -- currently Dulles Taxi Systems, Inc. (DTS) -- are prescribed by the Commission on a taximeter basis. These rates are summarized below in TABLE B.

TABLE B

<u>JURISDICTION</u>	<u>INITIAL CHARGE</u>	<u>SUBSEQUENT</u>	<u>EXTRA PAX</u>	<u>WAITING</u>
DISTRICT OF COLUMBIA	\$2.25 1 st 1/2 mi.	75¢ ea. 1/2 mi.	\$1 ea. 1 free under 6 w/16 yr. old	Under 5 min. free 5-10 min. \$1.50 10-15 min. \$3.00 ea. add'l 15 min. \$5.00
DTS	\$1.75 1 st 1/6 mi.	25¢ ea. 1/6 mi.	\$1 ea. 1 free under 6 w/16 yr. old	25¢ ea. 57 sec. (\$16/hr.)

To facilitate comparison, the rates in TABLES A and B have been converted to charges for the first mile and for each subsequent mile. The extra-passenger charge is listed without regard to various applicability provisions.

TABLE C

<u>JURISDICTION</u>	<u>FIRST MILE</u>	<u>ADD'L MILE</u>	<u>EXTRA PAX</u>
ALEXANDRIA	\$3.50	\$1.50	\$1.25
ARLINGTON	3.45	1.60	1.00
FAIRFAX	3.45	1.60	1.00
FALLS CHURCH	3.45	1.60	1.00
MONTGOMERY	3.55	1.50	1.00
PRINCE GEORGE'S	3.00	1.20 after 15 miles 1.75	1.00
DISTRICT OF COLUMBIA	3.00	1.50	1.00
DTS	3.00	1.50	1.00

In TABLE D below, existing interstate taxicab rates have been converted to single-passenger fares for trips of 5, 10, 15, and 20 miles. Table D is arranged in descending magnitude.

TABLE D

<u>JURISDICTION</u>	<u>5 MILES</u>	<u>10 MILES</u>	<u>15 MILES</u>	<u>20 MILES</u>
PRINCE GEORGE'S	\$10.00	\$18.75	\$27.50	\$36.25
ARLINGTON	9.85	17.85	25.85	33.85
FAIRFAX	9.85	17.85	25.85	33.85
FALLS CHURCH	9.85	17.85	25.85	33.85
MONTGOMERY	9.55	17.05	24.55	30.55
ALEXANDRIA	9.50	17.00	24.50	32.00
DISTRICT OF COLUMBIA	9.00	16.50	24.00	31.50
DTS	9.00	16.50	24.00	31.50

To help assess the comparability of Commission-prescribed rates, TABLE E shows the mean (unweighted arithmetic average), median (middle value), and mode (most frequently occurring value) for the six metered jurisdictions listed on TABLE A. Commission-prescribed rates are shown on the last line.

TABLE E

	<u>FIRST MILE</u>	<u>ADD'L MILE</u>	<u>EXTRA PAX</u>
MEAN	\$3.40	\$1.59	\$1.04
MEDIAN	3.45	1.60	1.00
MODE	3.45	1.60	1.00
WMATC	3.00	1.50	1.00

To help assess the comparability of Commission-prescribed single-passenger fares resulting from mileage rates, TABLE F shows the mean, median, and mode for the six jurisdictions listed on TABLE A. Commission-prescribed single-passenger fares are shown on the last line.

TABLE F

	<u>5 MILES</u>	<u>10 MILES</u>	<u>15 MILES</u>	<u>20 MILES</u>
MEAN	\$9.77	\$17.72	\$25.68	\$33.39
MEDIAN	9.85	17.85	25.85	33.85
MODE	9.85	17.85	25.85	33.85
WMATC	9.00	16.50	24.00	31.50

Staff recommends that the interstate rates prescribed for District of Columbia and DTS taxicabs be increased to a level consistent with the going rate for mileage-based taxicab service in the Washington Metropolitan District. Based on the analyses presented in TABLES A and C, it does not appear that a change in the Commission-prescribed uniform extra-passenger charge is warranted at this time.

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

\$2.65 First 1/2 mile or fraction
.80 Each additional 1/2 mile or fraction
1.00 Each additional passenger in pre-formed party (provided,
however, that one child five (5) years of age or younger
shall be transported without charge for each individual
of at least sixteen (16) years of age in a pre-formed
party)

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 50¢ 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
\$2.00 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, respectively.

The charge for personal service¹ shall be \$1.50; taxicab service in
response to a telephone call, \$1.50 in addition to all other
authorized charges; dismissal of a taxicab without using it
after response to a telephone call, \$1.50 in addition to the
charge for responding.

The charge for waiting time² shall be:
Less than 5 min. -- no charge
5 min. to 10 min. -- \$1.50
10 min. to 15 min. -- \$3.00
Each additional 15 minutes or fraction -- \$5.00

There shall be a surcharge of \$1.00 per trip for trips commencing
between 7 a.m. and 9:30 a.m. and between 4 p.m. and 6:30 p.m.,
Monday through Friday, except District of Columbia or federal
holidays.

There shall be no additional charge for service during snow emergency
periods.

¹A personal service is defined as any service requested by a passenger
which requires the taxicab driver to leave the vicinity of the
taxicab.

²Waiting time shall include time consumed while taxicab is waiting and
available to the passenger at the place to which it has been called.
No charge shall be made for premature response to a call. Waiting
time shall also apply to stops en route when made at passenger's
request.

INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE PROVIDED BY
WASHINGTON DULLES INTERNATIONAL AIRPORT TAXICAB CONCESSIONAIRE
WITHIN THE WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT

\$2.25 First 1/4 mile or fraction
.40 Each additional 1/4 mile or fraction
.40 Each 80 seconds waiting time (\$18.00/hour)
1.00 Each additional passenger in pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party)

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 50¢ 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 \$2.00 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, respectively.

The charge for personal service shall be \$1.50. A personal service is defined as any service requested by a passenger which requires the taxicab driver to leave the vicinity of the taxicab.

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

INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE WITHIN THE
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT

(in taxicabs not licensed and regulated by any jurisdiction or political subdivision located within the Metropolitan District or for which taxicab rates have not been specifically established by WMATC)

- \$2.65 First 1/2 mile or fraction
- .80 Each additional 1/2 mile or fraction
- 1.00 Each additional passenger in pre-formed party (provided, however, that one child five (5) years of age or younger shall be transported without charge for each individual of at least sixteen (16) years of age in a pre-formed party)

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 50¢ 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 \$2.00 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, respectively.

The charge for personal service¹ shall be \$1.50; taxicab service in response to a telephone call, \$1.50 in addition to all other authorized charges; dismissal of a taxicab without using it after response to a telephone call, \$1.50 in addition to the charge for responding.

The charge for waiting time² shall be:
Less than 5 min. -- no charge
5 min. to 10 min. -- \$1.50
10 min. to 15 min. -- \$3.00
Each additional 15 minutes or fraction -- \$5.00

There shall be a surcharge of \$1.00 per trip for trips commencing between 7 a.m. and 9:30 a.m. and between 4 p.m. and 6:30 p.m., Monday through Friday, except District of Columbia or federal holidays.

There shall be no additional charge for service during snow emergency periods.

¹A personal service is defined as any service requested by a passenger which requires the taxicab driver to leave the vicinity of the taxicab.

²Waiting time shall include time consumed while taxicab is waiting and available to the passenger at the place to which it has been called. No charge shall be made for premature response to a call. Waiting time shall also apply to stops en route when made at passenger's request.