

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

SILVER SPRING, MARYLAND

ORDER NO. 18,156

IN THE MATTER OF:

Served May 9, 2019

Petition for Amendment of)
Interstate Charges for WASHINGTON)
FLYER Taxicabs) Case No. MP-2018-121

This matter is before the Commission on a petition filed by the Metropolitan Washington Airports Authority (MWAA or Airports Authority) requesting that the Commission increase a per trip surcharge to the authorized interstate fare on trips to and from Washington Dulles International Airport (Dulles Airport) in Washington Flyer taxicabs from \$2.65 to \$3.00.

The Commission last amended the base interstate rates for Washington Flyer taxicabs in 2014.¹ In 2016 the Commission approved a \$2.65 surcharge on each trip in a Washington Flyer taxicab originating or terminating at Dulles Airport, which took effect January 1, 2017.²

Order No. 17,797, served September 10, 2018, sought comments on MWAA's proposal. Notice of the order was posted to the Commission's website that day and remained posted throughout the comment period. No comments were received.

For the reasons explained below, the Commission hereby approves an increase in the per-trip surcharge from \$2.65 to \$3.00 for each interstate passenger trip that begins or ends at Dulles Airport and is conducted in a Washington Flyer taxicab.

I. JURISDICTION

Under the Washington Metropolitan Area Transit Regulation Compact,³ (Compact), the Commission is responsible for prescribing the rates, charges, regulations, and minimum insurance requirements for interstate taxicab trips in the Washington Metropolitan Area Transit

¹ *In re Interstate Rates and Charges for Wash. Flyer Taxicabs*, No. MP-14-004, Order No. 14,773 (May 20, 2014), amended by Order Nos. 14,789 (May 23, 2014) & 15,072 (Sept. 19, 2014).

² *In re Interstate Charges for Wash. Flyer Taxicabs*, No. MP-16-129, Order No. 16,720 (Dec. 2, 2016).

³ Pub. L. No. 101-505, § 1, 104 Stat. 1300 (1990), amended by Pub. L. No. 111-160, 124 Stat. 1124 (2010) (amending tit. I, art. III) (codified at D.C. CODE ANN. § 9-1103.01 (2016); MD. TRANSP. CODE ANN. § 10-203 (2016); & VA. CODE ANN. § 33.2-3000 (2016)).

District (Metropolitan District),⁴ including interstate trips to and from Dulles Airport.⁵

The Commission's interstate taxicab jurisdiction applies when the taxicab: (a) has a seating capacity of 9 persons or less, including the driver; and (b) provides transportation from one signatory to another within the Metropolitan District.⁶

The Metropolitan District includes: the District of Columbia; the cities of Alexandria and Falls Church of the Commonwealth of Virginia; Arlington County and Fairfax County of the Commonwealth of Virginia, the political subdivisions located within those counties, and that portion of Loudoun County, Virginia, occupied by the Dulles Airport; Montgomery County and Prince George's County of the State of Maryland, and the political subdivisions located within those counties; and all other cities now or hereafter existing in Maryland or Virginia within the geographic area bounded by the outer boundaries of the combined area of those counties, cities, and airports.⁷

For the purpose of prescribing interstate taxicab rates, charges, regulations, and minimum insurance requirements, the Metropolitan District also includes that portion of Anne Arundel County, Maryland, occupied by the Baltimore-Washington International Thurgood Marshall Airport, (BWI), except that this expansion of the Metropolitan District to include BWI does not apply to transportation conducted in a taxicab licensed by the State of Maryland or a political subdivision of the State of Maryland or operated under a contract with the State of Maryland.⁸

II. PROPOSAL

On-demand taxicab service at Dulles Airport is available exclusively from two taxicab companies operating under the Washington Flyer brand name pursuant to contract with MWAA, Checker Airport Taxi, Inc., and Dulles Airport Taxi, Inc. Collectively, these companies operate 600 Washington Flyer taxicabs. On October 1, 2018, new concession contracts to furnish Washington Flyer taxicab service took effect. According to MWAA's petition, filed July 12, 2018:

On October 1, 2018, as provided in the new taxicab contracts that take effect that day, the per-trip fee collected from Washington Flyer taxicab drivers at Dulles Airport will increase from \$2.65 to \$3.00 bringing parity between the per-trip fees charged to taxicabs at Dulles Airport and the dispatch fee of \$3.00 charged at Reagan National Airport.

⁴ Compact, tit. II, art. XI, §§ 1, 18.

⁵ Compact, tit. I, art. I.

⁶ Compact, tit. II, art. XI, §§ 1(b), 2, 3(f).

⁷ Compact, tit. I, art. I.

⁸ Compact, tit. II, art. XI, § 2.

The Airports Authority is self-sufficient and must fund the operation of Dulles Airport from aviation sources of revenue and non-aviation revenue sources such as user fees, contracts, rents, and other fees associated with the use of our airport facilities. The fees derived from Washington Flyer taxicabs support the Dulles Airport taxicab dispatch system as well as, in part, other Airports Authority ground transportation expenses such as public safety costs and road maintenance. Notably, Washington Flyer taxicabs routinely utilize on-airport roadways and the Dulles International Airport Access Highway.

MWAA's proposal would authorize Washington Flyer drivers to collect from passengers the full \$3.00 per trip fee assessed at Dulles Airport.

III. TAXICAB RATE POLICY AND METHODOLOGY

It has been the Commission's practice since 1961 to prescribe the rates and charges presently in effect in the local jurisdictions as the interstate rates and charges to the greatest extent possible.⁹ Today, this means that in the case of a trip in a locally-licensed taxicab, the interstate rates and charges are the same as those prescribed by the jurisdiction in which the taxicab is licensed.¹⁰

Washington Flyer taxicabs, on the other hand, are licensed by the Commonwealth of Virginia, and Virginia does not prescribe intrastate rates and charges for Washington Flyer taxicabs that the Commission might adopt for use on interstate trips.¹¹ The Commission instead sets interstate meter rates for Washington Flyer taxicabs by reference to the prevailing local meter rates.¹² The Commission has found comparability with local rates to be the "essential element" in devising an appropriate interstate rate structure for Washington Flyer taxicabs.¹³ Incidental charges (i.e., waiting time, snow emergency, tolls) are similarly set by reference to prevailing charges set by all local taxicab licensing jurisdictions in the Metropolitan District.¹⁴

Non-Flyer taxicab drivers are currently permitted to pass through airport dispatch fees on interstate trips to the extent their respective licensing jurisdictions approved such treatment.¹⁵

⁹ Order No. 14,773 at 3; *In re Interstate Rates and Charges for Wash. Flyer Taxicabs*, No. MP-09-103, Order No. 12,155 at 3 (Sept. 18, 2009).

¹⁰ Order No. 14,773 at 3; Order No. 12,155 at 3.

¹¹ Order No. 14,773 at 3; Order No. 12,155 at 4.

¹² Order No. 14,773 at 3; Order No. 12,155 at 4.

¹³ Order No. 14,773 at 3; Order No. 12,155 at 4.

¹⁴ Order No. 12,155 at 9.

¹⁵ *In re Dispatch Fee Surcharge for Interstate Taxicab Trips Originating at Ronald Reagan Wash. Nat'l Airport*, No. MP-09-081, Order No. 12,062 at 4-5

Currently, the District of Columbia, Montgomery County, Maryland, and the Cities of Alexandria and Falls Church and Counties of Arlington and Fairfax in Virginia allow taxicab drivers to pass through the current Ronald Reagan Washington National Airport dispatch fee of \$3.00.¹⁶ Only Prince George's County, Maryland, does not provide for pass through of the Reagan Airport dispatch fee.¹⁷

Subject to the requirement set out in Article XI, Section 18 of the Compact that taxicab rates prescribed by the Commission shall be reasonable, the Commission has previously accorded deference to MWAA's determination of appropriate rates for Washington Flyer Service, as it has with taxicab rate schemes approved by other local jurisdictions.¹⁸

IV. DISCUSSION

The current rates for Washington Flyer taxicabs are comparable to the taxicab base rates prevailing in the Washington Metropolitan Area today.¹⁹

The minimum interstate trip for Washington Flyer taxicabs is approximately 20 miles one way.²⁰ Increasing the per-trip surcharge from \$2.65 to \$3.00 on a 20-mile trip would increase the total fare by less than 1%, from \$48.81 to \$49.16. A \$3.00 per-trip surcharge would also match the \$3.00 surcharge authorized to be collected by taxicabs licensed in most local jurisdictions when picking up passengers at Reagan Airport.²¹ In addition, we favor a rate scheme that a local jurisdiction, MWAA, has determined to be appropriate, particularly in light of the absence of any comments in opposition. Accordingly, we find MWAA's proposal to increase the per-trip surcharge to \$3.00 to be reasonable and hereby approve its adoption.

THEREFORE, IT IS ORDERED:

(June 26, 2009).

¹⁶ See ALEXANDRIA, VA., CODE § 9-12-132(a)(9); ARLINGTON COUNTY, VA., CODE § 25.1-12(H); 31 DCMR § 801.7(c)(2)(D); FAIRFAX COUNTY, VA., CODE § 84.1-6-3(c)(7); FALLS CHURCH, VA, CODE § 46-15(a)(7); MONTGOMERY COUNTY, MD., COMCOR § 53.17.01.01(H).

¹⁷ See PRINCE GEORGE'S COUNTY, MD., CODE § 20-160.

¹⁸ See Order No. 14,773 at 5-6 & n.21 (granting MWAA petition for pass through treatment of tolls); Order No. 16,720 at 5-6 (citing policy of deference when enacting \$2.65 per trip surcharge proposed by MWAA).

¹⁹ See Order No. 16,720 at app.; ALEXANDRIA, VA., CODE § 9-12-132(a); ARLINGTON COUNTY, VA., CODE § 25.1-12; 31 DCMR § 801.7; FAIRFAX COUNTY, VA., CODE § 84.1-6-3(c); FALLS CHURCH, VA, CODE § 46-15(a); MONTGOMERY COUNTY, MD., COMCOR § 53.17.01.01(A); PRINCE GEORGE'S COUNTY, MD., CODE § 20-160(a).

²⁰ Order No. 14,773 at 4.

²¹ We expressly note that the Reagan Airport surcharge is only collected on trips leaving the airport, while the surcharge we amend today applies on trips in Washington Flyer taxicabs originating at or terminating at Dulles Airport.

1. That effective May 14, 2019, the base rate and incidental charges for an interstate trip between points in the Metropolitan District in a Washington Flyer Taxi taxicab shall be the base rate and incidental charges specified in the appendix to this order.

2. That effective May 14, 2019, the interstate rates and charges specified in the appendix to this order shall be displayed in the right rear window of each Washington Flyer taxicab.

BY DIRECTION OF THE COMMISSION; COMMISSIONERS MAROOTIAN, HOLCOMB, AND RICHARD:



Jeffrey M. Lehmann
Acting Executive Director

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

- \$3.50 First 1/4 mile or fraction
- .54 Each additional 1/4 mile or fraction
- .54 Each 81 seconds of waiting time (\$24.00/hour)
- 1.50 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 when
accompanied by an older person)

Snow Emergency Surcharge:

There shall be a surcharge of \$2.50 per trip during periods of
snow emergency declared by the District of Columbia.

Waiting time shall include:

- 1) time consumed while a taxicab is waiting for passengers beginning
5 minutes after the time of arrival at a pick-up location. No
time shall be charged for premature pick-up;
- 2) time consumed while a taxicab is stopped or slowed to a speed of
less than 10 m.p.h.; and
- 3) time consumed for stopovers en route at the direction of the
passenger.

Tolls:

Tolls paid by a driver on a passenger-selected route may be
added to a passenger's fare; provided, that before taking that
route the passenger was informed of the toll(s) and given the
option of taking an alternative route not requiring payment of
a toll. A driver may not recover more than the toll amount
actually paid regardless of the number of passengers being
transported.

Trip surcharge:

There shall be a \$3.00 surcharge on each trip originating at
or terminating at Washington Dulles International Airport.
Only one surcharge may be collected per trip irrespective of
the number of passengers in the vehicle.