

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 3038

IN THE MATTER OF:

Served June 3, 1987

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

Case No. MP-87-15

By application filed April 24, 1987, Imperial Cab Company, Inc. et al. ^{1/} ("Imperial") request an increase in interstate rates for taxicabs licensed in the District of Columbia.

Imperial asks the Commission to consider three separate rate setting systems for interstate service in District of Columbia taxicabs, all to be in effect at the same time. They are:

(1) Rates charged according to odometer mileage as follows:

- \$1.10 First 1/6 mile or fraction;
- \$.20 Each additional 1/6 mile or fraction;
- \$1.25 Each additional passenger in a pre-formed party (provided, however, that one child five years of age or younger shall be transported without charge for each individual of at least sixteen years of age in a pre-formed party.)

(2) Flat rates between Washington National Airport and Washington Dulles International Airport, on the one hand, and, on the other, points in the District of Columbia, as follows:

<u>Subzones</u>	<u>National Airport</u>	<u>Dulles Airport</u>
1A	\$ 7.50	\$34.50
1B	8.70	34.50
1C	8.70	34.50
1D	8.70	34.50

^{1/} The application was filed and signed by Mr. Daniel Smith as a representative of Airline Cab Association, Allied Cab Association, Anacostia Cab Association, Barwood Cab Company, Bell Cab Association, City Cab Company, Columbia Cab Company, Dial Taxicab Company, Eastern Cab, Imperial Cab Company, Metropolitan Cab Association, and Tan Top Cab Association.

<u>Subzones</u>	<u>National Airport</u>	<u>Dulles Airport</u>
2A	\$10.50	\$34.50
2B	9.90	34.50
2C	11.10	34.50
2D	10.50	35.70
2E	7.80	35.70
3A	11.10	35.70
3B	12.90	35.70
3C	12.90	41.70
3D	12.90	41.70
3E	12.90	41.70
3F	11.70	41.70
3G	11.10	41.70
3H	6.30	41.70
4A	12.90	32.30
4B	15.30	32.30
4C	14.70	41.90
4D	13.50	41.90
4E	14.10	41.70
4F	12.30	41.70
4G	12.30	41.70
4H	12.30	41.70
5A	12.30	42.90

The proposed zone fares do not include any airport fees. The zones are the same as the zones prescribed by the Public Service Commission of the District of Columbia and currently employed in the calculation of fares for taxicab service wholly within the District of Columbia. The petition also contained proposed rates between Baltimore Washington International Airport and points in the District of Columbia. BWI is not in the Washington Metropolitan Area Transit District. Therefore, the proposed BWI rates are not within this Commission's jurisdiction. See Compact, Title I, Article I, and Title II, Article XII, Section 1(c).

- (3) Rates charged according to a taxicab meter to be installed at the option of the owner-operator and maintained by the owner-operator in proper working condition. The rates set on these taxicab meters would be the same as proposed in item (1) above.

Finally, under all three proposals, the following charges would also apply:

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 herein defined 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 shall be at the rate of \$12 per hour.

The charge for a taxicab employed on an hourly basis shall be as follows: For the first hour or fraction thereof -- \$16; for each additional 15 minutes or fraction thereof -- \$4.

That there shall be an additional charge during traffic rush hours or snow emergencies consistent with those allowed by the Public Service Commission of the District of Columbia.

Normally, in an application such as Imperial's, ^{2/} we would schedule the application for public hearing, require applicants to publish notice in a newspaper, assess applicants the estimated cost of the proceedings, and require an evidentiary showing consistent with an applicant's burden of proof. However, the Commission has recently had under consideration instituting an investigation into the matter of interstate taxicab rates within the Metropolitan District. Such an investigation, instituted on the Commission's own motion, has been a procedure often applied. Imperial has advised the Commission that it does not object to the procedure, and we shall employ it again. We shall treat Imperial's submission as through it were filed in response to our invitation for written proposals. Imperial may also respond in accordance with the directives of this order.

^{2/} See Order No. 2127, served July 11, 1980, in Case No. AP-80-19, Application of Jack B. Dembo, et al. for Increased Interstate Rates for District of Columbia Taxicabs.

When we undertake such an investigation, we usually charge our staff with the preparation of a rate proposal for District of Columbia taxicabs. In this case we shall take advantage of the proposal tendered by Imperial. As for current rates, we shall attach hereto Appendices A, B and C from our rate prescription now in effect, Order No. 2719, served June 17, 1985, and effective July 1, 1985.

The Commission shall, on its own motion, institute an investigation to determine the adequacy and reasonableness of the current interstate taxicab rates prescribed by Order No. 2719. Thereafter, the Commission may issue an order prescribing the lawful fares, regulations, or practices to be in effect (see Compact, Title II, Article XII, Section 8). The Commission invites proposals for interstate taxicab rates within the Metropolitan District. 3/ Such proposals should be supported with statements including detailed justification for any proposed change.

The prescription of new interstate rates, if any, as a result of this investigation could affect not only the interstate rates for taxicabs licensed by the various jurisdictions in the Metropolitan District, but also the rates prescribed for (1) Air Transit, Inc., 4/ and (2) so-called "gypsy" taxicabs, which are "other vehicles used in performing bona fide taxicab service" 5/ which are not licensed and regulated as taxicabs by one of the jurisdictions in the Metropolitan District and which are excluded 6/ from the ambit of Order No. 2559, served May 24, 1984. Accordingly, proposals, justifications, and statements with regard to these rates are also invited.

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- 3/ 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 Washington Dulles International Airport. See Compact, Title I, Article I.
- 4/ Air Transit operates taxicab service from Washington Dulles International Airport (Dulles) to points located within the Metropolitan District. As pertinent here, the Commission can prescribe taxicab rates from a point in one Compact signatory to a point in another Compact signatory when both points are within the Metropolitan District. See Compact, Title II, Article XII, Section 8. Therefore, the rates here involved are between Dulles, which is located in Virginia, on the one hand, and on the other, points in the District of Columbia, Montgomery County, Md., and Prince George's County, Md.
- 5/ Compact, Title II, Article XII, Section 1(c).
- 6/ Order No. 2559, served May 24, 1984, page 16, ordering paragraph 3. Also see discussion at pages 14-15 of Order No. 2559.

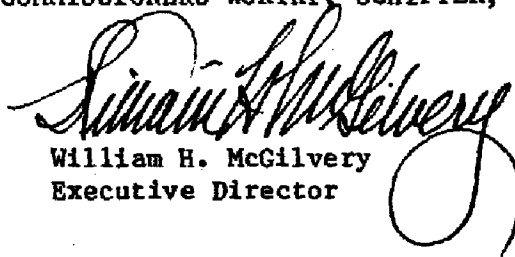
THEREFORE, IT IS ORDERED:

1. That an investigation be made of the interstate rates for taxicab service in the Metropolitan District.

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 June 10, 1987.

3. That any person desiring to file with the Commission written proposals, justifications, and statements on this matter shall do so on or before July 2, 1987.

BY DIRECTION OF THE COMMISSION; COMMISSIONERS WORTHY, SCHIFTER, AND SHANNON:


William H. McGilvery
Executive Director

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

- \$1.80 First mile or part thereof
- .50 Each additional 1/2 mile or part thereof
- 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.)

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 defined 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¢; a/ 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.

There shall be a surcharge of \$1.00 per trip commencing between 4 p.m. and 6:30 p.m., Monday through Friday, except holidays, for service originating in the District of Columbia.

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

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

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.

INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE WITHIN THE
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT
(in taxicabs not licensed and regulated by any political subdivision
located within the Metropolitan District or for which taxicab rates
have not been specifically established by WMATC)

- \$1.80 First mile or part thereof
- .50 Each additional 1/2 mile or part thereof
- 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.)

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 defined 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¢; a/ 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.

There shall be a surcharge of \$1.00 per trip commencing between 4 p.m. and 6:30 p.m., Monday through Friday, except holidays, for service originating in the District of Columbia.

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

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

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.

INTERSTATE TAXICAB RATES
FOR TAXICAB SERVICE PROVIDED BY
AIR TRANSIT, INC., WITHIN THE
WASHINGTON METROPOLITAN AREA TRANSIT DISTRICT

- \$1.20 First 2/5 mile or fraction
- .20 Each additional 1/5 mile or fraction
- .20 Each one minute twenty seconds waiting time (\$9.00 an hour)
- 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.)

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 defined 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¢. 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.