

## DISTRICT OF COLUMBIA TAXICAB COMMISSION

### NOTICE OF FINAL RULEMAKING

The District of Columbia Taxicab Commission (“Commission”), pursuant to the authority set forth in Sections 8(c)(2), (3), (4), (5), (7), (19), 14, 20, and 20a of the District of Columbia Taxicab Commission Establishment Act of 1985 (“Establishment Act”), effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code §§ 50-307(c)(2) (3), (4), (5), (7), (19) (2012 Repl. & 2013 Supp.), 50-313 (2012 Repl.; 2013 Supp.), 50-319 (2012 Repl. & 2013 Supp.), and 50-320 (2012 Repl. & 2013 Supp.)) and D.C. Official Code § 47-2829 (b), (d), (e), (e-1), and (i) (2012 Repl. and 2013 Supp.) hereby gives notice of its intent to adopt a new Chapter 99 of Title 31 (Taxicabs and Public Vehicles for Hire) of the District of Columbia Municipal Regulations (DCMR).

The new Chapter 99 consolidates all definitions used in this title and places them into a single chapter. The proposed rule for a new Chapter 99 of DCMR Title 31 was originally approved by the Commission for publication on April 9, 2014 and published in the *D.C. Register* on May 16, 2014, at 61 DCR 5048. Comments received during the comment period, which ended on June 15, 2014, were carefully considered but it was determined by the Commission that no substantial changes were necessary. Minor changes have been made to correct grammar and typographical errors, and to provide clarity; no substantive change has been made.

This final rulemaking was adopted on August 6, 2014, and will take effect upon publication in the *D.C. Register*.

**A new Chapter 99, DEFINITIONS, is added as follows:**

#### **CHAPTER 99            DEFINITIONS**

##### **9900            APPLICATION AND SCOPE**

- 9900.1            This chapter establishes definitions for terms used throughout this title.
- 9900.2            In the event of a conflict between a definition in this chapter and a definition in another chapter of this title, the more specific definition shall apply.

##### **9901            DEFINITIONS**

- 9901.1            For the purposes of this title, the following words and terms shall have the meanings ascribed:

**“Accessible Vehicle Identification” – an operator’s license that allows its bearer to operate a wheelchair accessible vehicle and any other type or class of public vehicle-for-hire.**

**“Act”** - the District of Columbia Taxicab Establishment Act of 1985, effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code § 50-301 *et seq.* (2013)).

**“Active status”** – a status in which an operator or vehicle participates in providing service without a cessation of any nature or duration, or without an interruption of more than ten (10) calendar days.

**“ADA”** – the Americans with Disabilities Act as defined in this chapter.

**“Administrative Procedure Act”** - The District of Columbia Administrative Procedure Act, effective October 8, 1975, (D.C. Law 1-19, D.C. Official Code § 2-502 *et seq.* (2013 Repl. and 2013 Supp.)).

**“Affiliated”** - Common ownership.

**“Americans with Disabilities Act”** – the Americans with Disabilities Act of 1990, 104 Stat. 328; 42 U.S.C. § 12101 *et seq.*

**“Associated”** - voluntarily related through employment, contract, joint venture, ownership, agency or other legal affiliation. For the purposes of this chapter, an association not in writing shall be ineffective for compliance purposes.

**“Association”** - a group of taxicab owners organized for the purpose of engaging in the business of taxicab transportation for common benefits regarding operation, name, logo, or insignia. For the purposes of this chapter, an association not in writing shall be ineffective for compliance purposes.

**“Available for hire”** – providing service or available to provide service, without regard to being signed into a digital payment system.

**“AVID”** – an Accessible Vehicle Identification as defined in this chapter.

**“Black car”** - a sedan that:

- (a) Is a Luxury Class Vehicle;
- (b) Is not stretched;
- (c) Is any “dark” color other than 15-1150 TCX, 15-1150 TPX, 16-035 TCX, or 16-035 TPX, or any “black” color, as defined by Pantone LLC (available at: <http://www.pantone.com/pages/pantone/colorfinder.aspx>); and
- (d) Has a passenger volume of at least ninety five (95) cubic feet, according to the EPA (available at: <http://www.fueleconomy.gov/feg/powerSearch.jsp>).

**“Black car service”** - a public vehicle-for-hire service provided by a black car and operated in accordance with Chapter 14 of this title.

**“Booked trip”** – a trip that has been agreed to and accepted by the customer.

**“CAPS-DC”** - “Coordinated Alternative to Paratransit Services” as defined in this chapter.

**“CAPS-DC debit card”** – a payment card issued by the District to MetroAccess participants who have consented to participate in CAPS-DC.

**“CAPS-DC MOU”** – a memorandum of understanding between WMATA and the District, executed on June 23, 2014, and any amendments, modifications, or novations thereof, providing general terms, conditions, and requirements for WMATA’s and the District’s participation in the CAPS-DC Pilot Program.

**“CAPS-DC trip”** – a one-way trip to or from a participating CAPS-DC dialysis center.

**“Cash payment”** - a payment to the operator by the passenger inside the vehicle using cash. A cash payment is a form of in-vehicle payment.

**“Cashless payment”** - a payment to the operator by the passenger made inside the vehicle other than by cash, which shall include a payment by payment card and may include another form of non-cash payment that a payment service provider is approved to provide under Chapter 4 (such as near-field communication and voucher). A “digital payment” is not considered a cashless payment.

**“Clean Hands Act”** - The Clean Hands Before Receiving a License or Permit Act of 1996, effective May 11, 1996 (D.C. Law 11-118; D.C. Official Code § 47-2862 (2013 Repl.)).

**“CNG vehicle”** - an automobile powered exclusively by compressed natural gas.

**“Commission”** - the District of Columbia Taxicab Commission established under § 5 of the District of Columbia Taxicab Commission Establishment Act of 1985 effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code 50-304 (2013 Repl.)).

**“Commissioner”** – a Commissioner of the D.C. Taxicab Commission, or his or her designated agent, except as to Chapter 9, which shall refer to a Commissioner of the Department of Insurance, Securities, and Banking, or his or her designated agent.

**“Company”** - a person, partnership, or corporation engaging in the business of owning and operating a fleet or fleets of taxicabs utilizing the same identifying name, logo, or insignia, as approved by the Office of Taxicabs.

**“Complainant”** – a member of the public who submits a complaint.

**“Compliance order”** – an order issued by the Office of Taxicabs or a District enforcement official to any person regulated by this title or other applicable law, requiring the person to implement a measure or undertake an action to comply with a provision of this title or other applicable law.

**“Consumer Personal Information Security Breach Notification Act”** – The Consumer Personal Information Security Breach Notification Act of 2006, effective March 8, 2007 (D.C. Law 16-237; D.C. Official Code § 28-3851 *et seq.* (2013 Repl.)).

**“Contract reservation”** - an advance booking for limousine service that includes the start time and the hourly rate.

**“Coordinated Alternative to Paratransit Services”** – a pilot program to provide paratransit service, including wheelchair accessible service, to dialysis patients.

**“Customer”** – a person that requests public vehicle-for-hire service, including a passenger or any other person that requests service on behalf of another person.

**“Day”** – a calendar day unless otherwise stated.

**“D.C.”** – the District of Columbia.

**“DCRA”** – the Department of Consumer and Regulatory Affairs.

**“DCTC”** – the District of Columbia Taxicab Commission as defined in this section.

**“DCTC operator’s license”** – a license issued by the Office allowing its bearer to operate a taxicab, limousine, or black car. A DCTC private sedan operator’s license is not a DCTC operator’s license.

**“DCTC decal”** - a licensing document consisting of a decal issued by the Office, which shall be affixed to the vehicle, allowing the vehicle to be operated as private sedan in the District of Columbia.

**“DCTC ID card”** – a DCTC operator license identification card as defined in this section.

**“DCTC operator license identification card”** – a licensing document (a card) stating that its bearer is licensed by the Office to operate one or more classes of public vehicle-for-hire as stated on the document.

**“DCTC private sedan operator’s license”** – a license issued by the Office allowing its bearer to participate in private sedan service only.

**“DCTC private sedan vehicle license”** – a license issued by the Office allowing a vehicle to be operated as a private sedan in the District.

**“DCTC public vehicle-for-hire license”** - a vehicle license issued pursuant to D.C. Official Code § 47-2829 (h) (2013 Repl.).

**“DDS”** – a digital dispatch service as defined in this chapter.

**“Digital dispatch”** – an advance reservation for a public vehicle-for-hire made via computer, mobile phone application, text, email, or by other means as the Commission may define by rule.

**“Digital dispatch service”** – a business that provides digital services to connect passengers to public vehicles-for-hire.

**“Digital payment”** - a non-cash payment processed by a digital dispatch service and not by the vehicle operator. A “cashless payment” is not considered a digital payment.

**“Digital services”** - digital dispatch, or both digital dispatch and digital payment, for public vehicles-for-hire.

**“Dispatch service”** - a business that offers telephone dispatch or digital services for public vehicles-for-hire.

**“Dispatch”** - booking a public vehicle-for-hire service by advance reservation consisting of a request for service from a person seeking service, an offer of service by the dispatch service, an acceptance of service by the person seeking service, and an acknowledgement by the dispatch service that includes an estimated time of arrival of a booked vehicle.

**“Dispatch or payment solution”** - any combination of technology, such as a tablet or smartphone running an app provided by a DDS, which, together, allows the DDS to provide taxicabs with digital dispatch or digital dispatch and digital payment.

**“District”** - the District of Columbia.

**“District enforcement official”** - a public vehicle inspector officer (hack inspector) or other authorized official, employee, general counsel or assistant general counsel of the Office, or any law enforcement officer authorized to enforce a provision of this title.

**“District of Columbia Taxicab Commission”** - the District of Columbia Taxicab Commission established under § 5 of the District of Columbia Taxicab Commission Establishment Act of 1985 effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code 50-304 (2013 Repl.).

**“District of Columbia Taxicab Commission (DCTC) License”** – a taxicab vehicle license issued pursuant to D.C. Official Code § 47-2829(d) (2013 Repl.).

**“Dome light”** - an instrument or device approved by the Commission which is attached to the top of a licensed taxicab to illuminate the assigned PVIN and display the vehicle’s availability for hire.

**“Dome light installation business”** - a business that engages, in whole or in part, in the manufacture, sale (whether of new or used equipment), installation, repair, or adjustment of dome lights for use on licensed taxicabs.

**“Double seal”** – a lead seal installed, in addition to a seal (as defined in this chapter) by a taximeter installation business, to ensure that the taximeter cannot be removed or replaced except as allowed by regulatory requirements.

**“Driver”** – an operator of a vehicle.

**“EPA”** – the United States Environmental Protection Agency.

**“False dispatch”** – the willful booking of a public vehicle-for-hire, other than a metered taxicab, by street hail, under the pretense of a dispatch. The acceptance by the passenger of a trip after the operator and passenger have made visual contact, after the passenger has entered the vehicle, or where the vehicle is cruising or loitering, shall give rise to a rebuttable presumption that the operator engaged in false dispatch.

**“Fleet”** – a group of twenty (20) or more taxicabs having the same name, logo, or insignia and having unified control by ownership or by association.

**“FOIA”** – the Freedom of Information Act as defined in this chapter.

**“Freedom of Information Act”** – The District of Columbia Freedom of Information Act, effective March 25, 1977 (D.C. Law 1-96; D.C. Official Code §§ 2-531 *et seq.* (2013 Repl.)).

**“Gratuity”** - a voluntary payment by the passenger after service is rendered, in an amount determined solely by the passenger.

**“Group riding”** - a group of two (2) or more passengers composed prior to the booking of a trip by dispatch or street hail and whose trip has a common point of origin and different or common destinations.

**“Hack-up”** - to outfit a vehicle as a taxicab and obtain approval from the Office for that vehicle to serve as a taxicab for the first time.

**“Identification card”** or **“Face card”** – a licensing document reflecting that the bearer has been granted a DCTC operator’s license pursuant to D.C. Official Code § 47-2829(e) (2013 Repl.).

**“Implementation date”** - the date for implementation of one or more provisions of a chapter as stated in the chapter.

**“Impoundment”** - impoundment that occurs pursuant to the Taxicab and Passenger Vehicle for Hire Impoundment Act of 1992, effective March 16, 1993 (D.C. Law 9-199; D.C. Official Code § 50-331 (2013 Repl.)).

**“Independently operated taxicab”** – an independent taxicab as define in this chapter.

**“Independent taxicab”** - a taxicab operated by an individual owner who is not part of a fleet, company, or association and who does not operate under the name, logo, or insignia of any fleet, company, or association.

**“Individual riding”** - the transportation of a single passenger for an entire trip.

**“Integration”** - a commercial arrangement between a payment service provider and a digital dispatch service for the real-time sharing of electronic information between such businesses that complies with industry best practices and allows each of them to meet all obligations imposed by this chapter.

**“Integration agreement”** - an agreement between a payment service provider and a digital dispatch service to allocate the rights and obligations pertaining to integration under this chapter.

**“Integration service fee”** - a fee paid by the vehicle owner to the payment service provider for the use of the modern taximeter system when a digital payment is made.

**“In-vehicle payment”** - a payment made to the operator by the passenger inside the vehicle, consisting only of a cash payment or a cashless payment. A digital payment is not an in-vehicle payment.

**“LCS service”** – luxury class service as defined in this chapter.

**“LCS vehicle”** – luxury class service vehicle as defined in this chapter.

**“License”** - includes the whole or part of any permit, certificate, approval, registration, charter, membership, statutory exemption, or other form of permission granted by the Mayor or any agency (as defined in the Administrative Procedure Act, effective October 8, 1975 (D.C. Law 1-19; D.C. Official Code § 2-502 (2013 Repl. and 2013 Supp.)).

**“Licensing document”**- a physical or electronic document issued to a person as evidence that such person has been issued a license pursuant to this title, such as a DCTC operator’s identification card.

**“Limousine”** - a public vehicle-for-hire, having a seating capacity of nine (9) or fewer passengers, exclusive of the driver, with three (3) or more doors that operates exclusively through advanced reservation or by contract fixed solely by the hour (also known as a contract livery) and which shall not accept street hails.

**“Limousine service”** - a public vehicle-for-hire service provided by any LCS vehicle operated by an operator who possesses a DCTC operator’s license, where the trip is booked by advance reservation and the fare is calculated by time.

**“Livery tags”** - vehicle tags issued by a motor vehicle licensing agency for a public vehicle-for-hire used to provide luxury class services, including the "L" tags issued by the Department of Motor Vehicles.

**“Loitering”** - waiting around or in front of a hotel, theater, public building, or place of public gathering or in the vicinity of a taxicab or limousine stand that is occupied to full capacity; stopping in such locations, except to take on or discharge a passenger; or unnecessarily slow driving in front of a hotel, theater, public building, or place of public gathering or in the vicinity of a taxicab or limousine stand that is occupied to full capacity.

**“Luxury class service”**– limousine or black car service.

**“Luxury class vehicle”** - a public vehicle-for-hire that:

- (a) Is a “Luxury Sedan”, an “Upscale Sedan”, “Sport Utility Vehicle” (“SUV”), or “Large Sedan”, as defined by the EPA (available at: <http://www.fueleconomy.gov/feg/powerSearch.jsp>), provided, however, that if it is an SUV, it has a passenger volume of at least one hundred twenty (120) cubic feet;
- (b) Does not have a manufacturer’s rated seating capacity of ten (10) or more persons; and
- (c) Is not a salvaged vehicle or a vehicle rented from an entity whose predominant business is that of renting motor vehicles on a time basis.

**“MetroAccess Card”** - an identification card issued by WMATA to passengers who participate in its MetroAccess program.

**“Modern taximeter system”** - a technology solution that combines taximeter equipment and payment service provider (“PSP”) service and support in the manner required by this title.

**“Modern taximeter system unit”** - the MTS equipment installed in a particular vehicle.

**“MTS”** – a modern taximeter system as defined in this section.



**“MTS unit”** – a modern taximeter system unit as defined in this section.

**“Office”** - the Office of Taxicabs established pursuant to § 13 of the District of Columbia Taxicab Commission Establishment Act of 1985, effective March 25, 1986 (D.C. Law 6-97; D.C. Official Code § 50-301 (2013 Repl.)).

**“Office order”**- an administrative issuance by the Office to a class of persons or vehicles regulated by a provision of this title or other applicable law that: adopts a form; issues a guideline or protocol applicable to persons other than employees of the Office; provides guidance concerning a provision of this title; or takes any action that the Office deems necessary for purposes of administration, enforcement, or compliance.

**“Operator”** - a person who operates a public vehicle-for-hire.

**“Owner”** - A person, individual, partnership, company, association, or corporation that holds legal title to a public vehicle-for-hire which is licensed by the Office or the registration of which is required in the District of Columbia to own and operate a taxicab or taxicabs. For purposes of Chapters 4 and 12 of this title the term “owner” may include a mortgagor if the mortgagor of a public-vehicle-for-hire is entitled to possession. The term may also include a lessee, a trustee, or a receiver appointed by a court, operating, controlling, managing, or renting a passenger vehicle-for-hire in the District of Columbia except as to operations licensed under D.C. Official Code § 47-2829(d) (2013 Repl.). The term does not include common carrier which have been expressly exempted from the jurisdiction of the Commission.

**“Passenger surcharge”** - a fee, which is currently set at twenty-five cents (\$.25), required to be assessed to and collected from passengers and remitted to the District for each public vehicle-for-hire trip as required by this title and which shall not exceed fifty cents (\$.50).

**“Payment card”** - a credit or debit card, including Visa, MasterCard, American Express, and Discover.

**“Payment information on file”** - a payment card, direct debit, or pre-paid account that allows a person to process a payment without requiring the person authorizing the payment to present the original payment information.

**“Payment service provider”** - a business that offers a modern taximeter service or MTS, which, if approved by the Office, may operate such MTS pursuant to this title.

**“Person”** - shall have the meaning ascribed to it in the District of Columbia Administrative Procedure Act, effective October 8, 1975 (D.C. Law 1-19; D.C. Official Code § 2-502 (2013 Repl. and 2013 Supp.)) and shall specifically include a firm,

company, institution, receiver, or trustee, and, is further defined as including, any individual, company, business, association or entity regulated by this title, any individual or entity that engages in an activity regulated by this title which requires District of Columbia Taxicab Commission licensure or authorization to operate but has not obtained such appropriate license or authorization, or any individual or entity whose District of Columbia Taxicab Commission license or authorization has lapsed, been suspended, or been revoked.

**“Personal service”** – in the context of the provision of taxicab service to a passenger, assistance or service requested by a passenger that requires the taxicab operator to leave the vicinity of the taxicab.

**“Private sedan”** - a vehicle that:

- (a) Is not a convertible;
- (b) Is not more than ten (10) years of age at entry into service nor more than twelve (12) years of age while in service;
- (c) Does not have a manufacturer’s rated seating capacity of ten (10) or more person; and
- (d) Does not have a commercial tag (such as an “L” or “H” tag) and is not licensed to provide another public vehicle-for-hire service.

**“Private sedan business”** – a business which associates with private sedan operators for the purpose of providing private sedan service.

**“Private sedan service”** – a public vehicle-for-hire service provided by a driver who possesses a DCTC operator license or a DCTC private sedan operator license using a private sedan vehicle owned by the driver, where the driver and vehicle are associated with a single private sedan business, and trips are booked and paid for through an associated digital dispatch service (which may be provided by the same entity that operates the business). Private sedan service does not include ride-sharing.

**“Provide service”** – conduct by a private sedan operator, alone or in concert with any other person, which, from the perspective of a reasonable person with knowledge of all the material facts, either:

- (a) Constitutes private sedan service or
- (b) Is intended to result in private sedan service, including soliciting a street hail, loitering, cruising, and using a taxicab stand.

The operator’s status as “signed in” to a digital payment system shall give rise to a mandatory presumption that the operator was providing private sedan service.

**“PSP”** – Payment service provider as defined in this chapter.

**“Public vehicle-for-hire”** - (a) a passenger motor vehicle operated in the District by an individual or any entity that is used for the transportation of passengers for hire, including as a taxicab, limousine, black car, or private sedan; or (b) any other passenger motor vehicle that is used for the transportation of passengers for hire but is not operated on a schedule or between fixed termini and is operated exclusively in the District, or a vehicle licensed pursuant to D.C. Official Code § 47-2829 (2013 Repl.), including taxicabs, limousines, black cars, and private sedans.

**“Public vehicle-for-hire identification number”** - a unique number assigned by the Office to a public vehicle-for-hire.

**“Public vehicle inspection officer”** – a Commission employee trained in the laws, rules, and regulations governing public vehicle-for-hire services to ensure the proper provision of service and to support safety through street enforcement efforts, including traffic stops of public vehicles-for-hire, pursuant to protocol established by the Commission.

**“PVIN”** – Public vehicle-for-hire identification number as defined in this chapter.

**“Rate of fare”** - the established fare which may be charged by a licensed taxicab other than for trips booked through digital dispatch, which fare has been promulgated by the Commission and may include, but is not limited to, surcharges and waiting times.

**“Respondent”** - a person against whom an enforcement action is taken a public complaint is made, or an order of investigation or order to show cause is directed.

**“Revocation”** – the permanent recall or annulment of a privilege or authority granted by the Office.

**“Ridesharing”** – a transportation activity, including a program operated, sponsored, or incentivized by a unit of government in which passengers are grouped for one or more non-commercial purposes, such as defraying the costs of operating vehicles, reducing road congestion, decreasing fuel consumption, protecting the environment, or increasing ridership, in which no person has a for-profit interest and which generally falls within the coverage of an owner’s private motor vehicle insurance at no additional cost to the owner.

**“rollDC”** - the Metropolitan Washington Council of Government’s Wheelchair Accessible Taxicab program.

**“Seal”** - a device, approved by the Commission, which may be installed on a taximeter, wire, wiring mechanism, gear or other device, so that no adjustment, repair, alteration or replacement can be made without removing or mutilating the seal or seals.

**“Sedan”** - a public vehicle-for-hire that:

(a) Meets the requirements for a luxury class vehicle;

(b) Is not stretched;

(c) Is any "dark" color other than 15-1150 TCX, 15-1150 TPX, 16-035 TCX, or 16-035 TPX, or any "black" color, as defined by Pantone LLC (available at: <http://www.pantone.com/pages/pantone/colorfinder.aspx>); and

(d) Has a passenger volume of at least ninety five (95) cubic feet, according to the EPA (available at: <http://www.fueleconomy.gov/feg/powerSearch.jsp>).

**“Shared riding”** - a group of two (2) or more passengers, arranged by a starter at Union Station, Verizon Center, or Nationals Park, or other locations designated by an administrative order of the Office, that has common or different destinations.

**“Smoking Restriction Act”** - the District of Columbia Smoking Restriction Act of 1979, effective September 28, 1979 (D.C. Law 3-22; D.C. Official Code § 7-1703 (5) (2013 Repl.)).

**“Street”** - a roadway designated on the Permanent System of Highways of the District of Columbia as a public thoroughfare.

**“Surcharge account”** - an account established and maintained with the District for the purpose of processing the passenger surcharge.

**“Surcharge bond”**- a bond payable to the D.C. Treasurer for the purpose of securing the payment of passenger surcharges to the District.

**“Suspension”** – a temporary bar of a person from the privilege or authority conferred by the Office for a period of time after which period the privilege or authority is automatically re-instated or the person must request re-instatement.

**“Taxicab”** - a public passenger vehicle-for-hire having a seating capacity of eight (8) or fewer passengers, exclusive of the driver, that may be hired by dispatch or hailed on the street and for which the fare charged is calculated by an Office-approved meter with uniform rates determined by the Commission.

**“Taxicab commission information system”** - the information system operated by the Office.

**“Taximeter fare”**- the fare established by this title for use by taxicabs other than for trips booked by a digital dispatch service.

**“Taximeter”** - an instrument or device approved by the Office by which the charge to a passenger for the hire of a licensed taxicab is automatically calculated and on which such charge is plainly indicated.

**“Taximeter business”** - a business which engages, in whole or in part, in the manufacture, sale (whether of new or used equipment), installation, repair, adjustment, testing, sealing, or calibrating of taximeters, for use upon a licensed vehicle in the District of Columbia including any business which engages in whole or in part in the installation of taxicab dome lights.

**“Taximeter business owner”** - an individual, partnership or corporation licensed by the Office to own and operate a taximeter business.

**“Taximeter test”** - a method to determine compliance with distance and time tolerances, utilizing either a road test over a precisely measured road course or a simulated road test determining the distance traveled by use of a roller device, or by computation from rolling circumference and wheel-turn data, said test having been conducted in accordance with the National Institute of Standards and Technology Handbook No. 44.

**“TCIS”** – a taxicab commission information system as define in this chapter.

**“Telephone dispatch”** - dispatch which originates by telephone.

**“Telephone dispatch service”** - a taxicab company which provides telephone dispatch for taxicabs.

**“Tour of duty”** - the period of time when an operator is signed into an MTS or digital payment system.

**“Trip”** - a trip provided by a public vehicle-for-hire licensed by the Office to one (1) or more passengers at the same time which either originated in the District or originated outside of the District, pursuant to a valid reciprocity agreement and for which a fare is or should have been collected.

**“Trunk tote”** - a tote bag maintained by the vehicle operator to carry necessities for emergencies and essential tools as described in this title.

**“Vehicle”** – a public vehicle-for-hire subject to licensing and regulation by the Commission.

**“Washington Metropolitan Area”** - the area encompassed by the District; Montgomery County, Prince Georges County, and Frederick County in Maryland; Arlington County, Fairfax County, Loudon County, and Prince William County and the

cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park in Virginia.

**“Washington Metropolitan Area Transit Authority”** – the regional transportation agency created by interstate compact to serve the Washington Metropolitan Area.

**“Wheelchair accessible vehicle”** - a vehicle compliant with the Americans with Disabilities Act and its implementing regulations, including 49 C.F.R. Part 38.1- 38.39, which accommodates a passenger using a wheelchair or other personal mobility device who needs a ramp or lift to enter or exit the vehicle.

**“Wheelchair service”** – service provided by a wheelchair accessible vehicle.

**“Wiring harness”** - a wire or collection of wires, including all connections thereto, which is connected in any manner whatsoever to a taximeter or in any way affects the operation of a taximeter.

**“WMATA”** - “Washington Metropolitan Area Transit Authority” as defined in this chapter.

**Chapter 3, PANEL ON ADJUDICATION: RULES OF ORGANIZATION AND PROCEDURE** is amended as follows:

**Subsection 399, DEFINITIONS, is deleted and reserved.**

**Chapter 4, TAXICAB PAYMENT SERVICE PROVIDERS** is amended as follows:

**Subsection 499, DEFINITIONS, is deleted and reserved.**

**Chapter 5, TAXICABS COMPANIES, ASSOCIATIONS, AND FLEETS,** is amended as follows:

**Subsection 599, DEFINITIONS, is deleted and reserved.**

**Chapter 6, TAXICAB PARTS AND EQUIPMENT** is amended as follows:

**Subsection 699, DEFINITIONS, is deleted and reserved.**

**Chapter 7, ENFORCEMENT,** is amended as follows:

**Subsection 799, DEFINITIONS, is deleted and reserved.**

**Chapter 8, OPERATION OF TAXICABS** is amended as follows:

**Subsection 899, DEFINITIONS, is deleted and reserved.**

**Chapter 9, INSURANCE REQUIREMENTS, is amended as follows:**

**Subsection 999, DEFINITIONS, is deleted and reserved.**

**Chapter 12, LUXURY SERVICES – OWNERS, OPERATORS, AND VEHICLES, is amended as follows:**

**Subsection 1299, DEFINITIONS, is deleted and reserved.**

**Chapter 13, LICENSING AND OPERATIONS OF TAXI METER COMPANIES is amended as follows:**

**Subsection 1399, DEFINITIONS, is deleted and reserved.**

**Chapter 14, OPERATION OF SEDANS, is amended as follows:**

**Subsection 1499, DEFINITIONS, is deleted and reserved.**

**Chapter 15, LICENSING AND OPERATIONS OF DOME LIGHT INSTALLATION COMPANIES, is amended as follows:**

**Subsection 1599, DEFINITIONS, is deleted and reserved.**

**Chapter 16, DISPATCH SERVICES, is amended as follows:**

**Subsection 1699, DEFINITIONS, is deleted and reserved.**