



Government of the District of Columbia
Department of For-Hire Vehicles

ADMINISTRATIVE ISSUANCE

Title: Shared Riding

Series/Number: AI-2017-08

Approved: December 5, 2017

Replaces: N/A

Effective: December 6, 2017

I. BACKGROUND AND PURPOSE

The Department of For-Hire Vehicles (“DFHV”) has adopted emergency rulemaking to amend Chapter 8 of Title 31 of the DCMR (“Rulemaking”). The emergency rulemaking was adopted on November 30, 2017, and revises the shared ride fare calculation method to allow passengers to apportion the total fare in a manner that maximizes consumer choice and operator income pursuant to an administrative issuance. Additionally, the Department adopted a final rulemaking on February 1, 2017, published in the *D.C. Register* on August 11, 2017 at 64 DCR 007895, which allows for shared rides to be arranged through digital meters approved by the Department. This administrative issuance sets forth the methodology for computing shared ride fares for digital taxicab solutions only, and not for the legacy modern taximeter systems (“MTS”) which are being phased out after December 31, 2017.

II. DEFINITIONS

“Passenger surcharge:” a fee, which is currently set at twenty-five cents (\$0.25), required to be assessed to and collected from passengers and remitted to the District for each public vehicle-for-hire trip as required by Title 31.

“Shared Ride” – a ride consisting of two or more passengers, which involves either common or slightly different destinations, and which may through digital meters approved by the Department.

III. AUTHORITY

District of Columbia Taxicab Commission Establishment Act of 1985, effective March 25, 1986, D.C. OFFICIAL CODE § 50-301.07 (c) (2) (3), 50-301.13, and 50-301.19; 31 DCMR §§ 801 and 9901.

IV. PROCEDURES

- (1) Shared Rides may be from or to any locations in the District of Columbia and may be arranged through digital meters approved by the Department.
- (2) Only one flag drop shall be charged, regardless of the number of passengers, and shall be split amongst all passengers.
- (3) A rate of \$1.20 per mile shall apply to shared rides instead of the standard rate of \$2.16 per mile following the flag drop rate.

- (4) The standard wait time rate of \$25.00 per hour shall apply and shall be apportioned amongst all segments.
- (5) The passenger surcharge of \$0.25 shall be added for each segment.
- (6) The \$1.00 passenger surcharge shall be charged for each segment where more than one (1) passenger is in the vehicle; however, no passenger surcharge charged when the special shared ride distance rate is in effect.
- (7) In the event of a toll incurred, the toll amount shall be split between passengers in the taxicab when the toll transaction occurred. Driver shall manually calculate the toll amount and enter the appropriate share for each passenger.
- (8) A passenger's shared ride fare shall be based on how many miles s/he was actually in the taxicab.
- (9) The following example is illustrative of how a shared ride shall be calculated:
- a. Passengers ("Ps") 1, 2, and 3, hail a taxicab at the Verizon Center en route to three separate destinations that are located in the same neighborhood.
 - i. P1 gets off five miles after the pickup at the Verizon Center, and is charged a \$1.08 flag drop, a \$0.25 passenger surcharge, and \$1.20 per mile (or \$6.00), for a total of **\$7.33**.
 - ii. P2 goes through a toll with P3 in the car. P2 gets off after going an additional two miles for a total of seven miles, and is charged a \$1.08 flag drop, a \$0.25 passenger surcharge, \$1.20 per mile (or \$8.40), and \$1.50 for her portion of the toll, for a total of **\$11.36**.
 - iii. P3 continues for an additional 1½ miles, for a total of 8½ miles, and is charged a \$1.08 flag drop, a \$0.25 passenger surcharge, \$1.20 per mile (or \$10.20), and \$1.50 for her portion of the toll, for a total of **\$13.03**.
 - b. Passengers 1, 2, 3 and 4, hail a taxicab at the U.S. State Department en route to three separate destinations that are located in the same general direction. There is a five-minute delay in getting to the first stop due to an accident. There is also a four-minute delay in getting to the second stop due traffic lights and another 10-minute delay in getting to the third and final stop due to a Presidential motorcade. (Wait rate charge starts when the vehicle is traveling less than 10 miles per hour for more than 60 seconds).
 - i. P1 gets off two miles after pickup and is charged \$1.08 flag drop, a \$0.25 passenger surcharge, \$2.40 (\$1.20 per mile), \$1.67 (\$0.416 per minute) for the wait time of four minutes for a total of **\$5.40**.

- ii. P2 and P3 get off five miles after pickup and are charged \$1.08 flag drop, a \$0.25 passenger surcharge, \$6.00 (\$1.20 per mile), \$2.92 (\$0.416 per minute) for the wait time of seven minutes for a total of **\$10.25**.
- iii. P4 gets off six miles after pickup and is charged \$1.08 flag drop, a \$0.25 passenger surcharge, \$7.20 (\$1.20 per mile), \$6.67 (\$0.416 per minute) for the wait time of 16 minutes for a total of **\$15.20**.

SO ORDERED:

DEPARTMENT OF FOR-HIRE VEHICLES

By: Ernest Chrappah
ERNEST CHRAPPAH
Director