

PETITION
TO
THE DISTRICT OF COLUMBIA TAXICAB COMMISSION
FOR CONSIDERATION/ACTION

A. SUBJECT: ONE-RATE ON TIME AND DISTANCE METER

B. SUBJECT: ALLOW DRIVERS TO ASK FOR PAYMENT AT START OF TRIP

C. SUBJECT: RE-IMPLEMENT SHARED RIDE

Comes now, Roy D. Spooner, General Manager, Yellow Cab Co. of D.C.

And Pleads To Wit:

- (A) That the Commission eliminates or removes rates 1 and 3 and 4 from the time and distance meter;
- (B) That the Commission allow drivers to ask for payment at start of trip; and
- (C) That the Commission re-implement shared ride.

I Petition the Commission to amend the regulations specifically as follows:

A (1) That the Commission amend Title 31, Chapter 8, Section 804.1, to read

For trips within the District of Columbia the regular metered rate of fare is as follows:

- a. That Rate 1 is removed from the time and distance meter.

A (1) That the Commission amend Title 31, Chapter 8, Section 804.1, to read

For trips within the District of Columbia the regular metered rate of fare is as follows:

- b. That Rate 3 is removed from the time and distance meter.

A (3) That the Commission amend Title 31, Chapter 8, Section 801.6 (k), to read

For trips within the District of Columbia the regular metered rate of fare is as follows:

- a. That Rate 4 is removed from the time and distance meter.

B. That the Commission amend Title 31 DCMR Chapter 8 to allow the drivers to request payment during the overnight hours of 6:00PM to 6:00AM and for all local and interstate trips

That the Commission amend Title 31, Chapter 8, Section 801. to read

a. For Cash taxicab trips the driver can request full or partial payment of the estimated taxicab fare upon the passenger entering the taxicab during the evening and overnight hours from 6:00PM to 6:00AM.

b. For Credit, Debit and Prepaid Card taxicab trips the driver can request full or partial payment of the estimated taxicab fare upon the passenger entering the taxicab.

C. That the Commission amend Title 31, Chapter 8, Section 808, to allow shared ride so the driver could take multiple passengers going in the same general direction to their individual destination.

a. Shared Ride is defined as the transportation of two (2) or more passengers whose trips have either a different point of origin or a different destination

b. For the purpose of Shared Ride the pickup location of subsequent passengers should not deviate more than 3 blocks from pickup location of the first passenger and within the most direct route to the destination of the first passenger

c. For the purpose of Shared Ride, the destination of the first passenger shall determine the general direction of that particular trip. The number of qualified shared ride passengers whose destination lie generally in the direction or the first passenger's destination shall not exceed the designed capacity of the taxicab

d. For the purpose of shared riding, passengers shall be discharged in the order of arrival at their respective destinations. In the event of any questions the matter should be resolved in the favor of the first passenger who entered the cab.

e. When shared ride is permitted the taxicab shall proceed once each additional passenger is loaded. No driver shall delay departure of the taxicab for the purpose of securing additional passengers

In Support of my Petition, I present the following:

A. Argument: One-Rate on Time and Distance Meter

Simplify the fare payment process by removing Rates 1, 3 and 4 from the time and distance meters. Rate 1 is about to be eliminated. Rate 3 is designated for rare snow emergencies but it is being used by unscrupulous drivers to over-charge unsuspecting passengers. The Commission could inform passengers and the drivers through the news media and other social media outlets when snow emergency rates are in effect. Rate 4 is designated for Special trips of \$25.00 per hour. There is no functional or service need to track fixed-rate special trips on the taximeter. The Special Trip rates are listed on the Fare Schedule and these trips are always a special arrangement between the driver and the passenger. It is just another avenue for possible exploitation and over-charging. The removal of the Rates 1, 3 and 4 would result in a single fare on the meter would simplify the payment process and reduce incidents of fare overcharging

B. Argument: Allow Drivers to Ask for Payment at Start of Trip

There has been a significant increase in the number of passengers exiting the cabs without paying the fare on both local and interstate trips since the implementation of meters. The driver should have the option to ask for cash payment of up to the estimated fare of the trip during the overnight hours. It is during this period that a greater number of incidents relating to passengers exiting the cabs without paying occur.

It has been proven by drivers and companies accepting credit and debit card payments that by asking the customer to pre-pay the estimated taxicab trip fare at the start of the trip have reduced the number of invalid transactions and resulted in greater acceptance by drivers of this payment medium. A number of cities like NYC have experienced passengers swiping non-payment cards and exiting cabs without paying at the end of the trip.

This option was removed from Title 31 section 801.9 when the meter system was implemented and the regulations were revised. Asking for money at the start of the trip should upfront ease changes would encourage more drivers to work the under-served areas and accept other payment mediums because they feel more assured that they would be paid for the trip. It would greatly

reduce the number of incidents of drivers passing up passengers or going to some destinations because they are fearful that they will not be paid at the end of the trip.

C. Argument: **Re-implement Shared Ride**

The elimination of Shared Ride has severely impacted driver income, loss of business by dispatch taxicab companies, reduced taxicab service during inclement weather and in under-served areas. It has also allowed out-of-state taxicab companies to capitalize on local taxicab company's inability to service out-of-state corporate clients. With Shared Ride the driver could take multiple passengers from going in the same general direction to their individual destination. Without shared-ride drivers and companies can only assign one-passenger per cab. This change has severely restricted service during high-call volume periods, in under-served areas especially during the overnight hours and the entire city during inclement weather.

All areas were much better served under all conditions when shared-ride was in effect. The drivers in those areas were able to move more passengers without complaints and increase their earnings at the same time. Corporate account customers are using Red Top and Barwood taxicab companies to transport their VA and MD staff from DC because the DC dispatch fleets are stretched under the new one-passenger/per cab rule. Shared Ride accounted for about 20% of the driver's income. Companies have lost about 30% of their corporate account business to out-of-state fleets because of the reduced fleet during peak service hours.

October 18, 2011

Date: _____

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You will receive an acknowledgement of your Petition within seven (7) business days.