



D. C. T. C.




T I M E S

Editor-In-Chief, Sherry A. Tillman



Failure to Provide a
Metered Receipt
\$150.00 Fine
See DCMR Title 31

Failure to use Meter
\$1,000.00 Fine
See DCMR Title 31

TAXICAB RECEIPT	
	Time: _____
	Date: _____
Origin of trip: _____	
Destination: _____	
Fare: _____	Sign: _____

FYI
Receipts of this kind are ILLEGAL
in the District of Columbia.
Please report drivers using this
kind of receipt to (202) 645-6018
Please provide driver name and
Hack License number, which is
located on the visor on the right
front passenger side.

“Receipts . . . A Common Occurrence!”

By Sherry A. Tillman

(Wash, DC) – Receipts for services are a common occurrence for the society in which we live. For the taxicab industry, receipts are a necessity for taxicab drivers that operate in the City and for the passengers and for visitors that utilize taxicab services. These small pieces of paper provide proof that a transaction actually occurred. All receipts should contain the driver’s name, hack license face

number, and taxicab name and number. This information in many cases has enabled passengers to recover items left in taxicabs. Receipts are also used by business travelers for reimbursement of travel expenses. For drivers, receipts provide proof of transactions and are used for tax and company records. It is imperative that drivers maintain accurate records of their transactions through use of their meters and use of their driver manifests.

Since the District of Columbia Taxicab Commission implemented the installation of meters in taxicabs in June 2008, the Commission has been inundated with complaints from passenger regarding drivers refusing to use their meters and giving passengers blank receipts instead of “metered” receipts. Each driver is aware that blank receipts are outdated and against the law in the City. Enforcement of DCMR Title 31 is in full use and fines will be levied against drivers that fail to use their meters and fail to give passengers metered receipts!

The Chairman's Corner



Leon J. Swain, Jr., Chairman/Commissioner

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Residency Requirements Do Not Expire

By statute you required to be a resident of (physically residing in) the [Washington] Metropolitan Area to obtain a taxi or limousine operators license and once licensed, you must remain a resident of the [Washington] Metropolitan Area during the term of your licensure.

Section 1001.9 of the regulations provides that the Chairman **shall not issue a license to any person who has not**, within the three years immediately preceding the date of application for a license, **resided for at least one (1) year in the Metropolitan Area** and has not had at least one (1) year's driving experience as a licensed vehicle operator within the Metropolitan Area.

Sections 1005.5 and 1209.4 provides that **any person** to whom a [taxi or limousine] operators license has been issued shall, during the term of the license, reside within the Metropolitan Area, and shall, no later than five (5) days following the termination of his or her residence within the Metropolitan Area, surrender the license to the Chairperson. Therefore, if you move outside of the [Washington] Metropolitan Area during the term of your license you are no longer eligible for that license and must turn it in within 5 days of your move.

Also, it is NOT PERMISSABLE to have a "contract for the use of a mailing address within the Metropolitan Area (known by some as an "Address Lease.") IF YOU MOVE OUT OF THE METROPOLITAN AREA, YOU MUST TURN IN YOUR OPERATORS LICENSE.

What jurisdictions are included in the Metropolitan Area?

The [Washington] Metropolitan Area is defined as the area encompassed by the District of Columbia, Montgomery, Prince Georges, Charles, and Frederick Counties in Maryland; Arlington, Fairfax, Loudon, and Prince William Counties, and the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park in Virginia.

[Issued by DCR - 11/8/2010]



Hack Inspectors of the 4th Quarter, 2010 Officer K. Bears & Officer J. Earle



DCTC is pleased to close out its fiscal year honoring two Hack Inspectors for outstanding dedication to the enforcement of DCMR Title 31. Hack Inspector Bears and Hack Inspector Earle both joined Team DCTC more than a year ago and have proven that teamwork, tenacity and determination are the driving forces behind doing their jobs and doing them well. Congrats on a job well done!

Study Says Half of DC Taxis Pass Up Blind People with Guide Dogs



WASHINGTON EPISCOPAL SCHOOL

November 19, 2010

Mr. Leon Swain, Jr.
Chairman, D.C. Taxicab Commission
2041 Martin Luther King Jr. Avenue, S.E.
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Dear Mr. Swain:

We had a special guest speaker, Mike May, come to our school, Washington Episcopal School, in Bethesda, Maryland. Mike May is a blind man who uses a seeing-eye dog. There is a book about him and it is being made into a movie. He has been honored by three presidents at the White House. He told us that he is welcome at restaurants and hotels, but taxis pass him up.

The Americans with Disabilities Act guarantees the blind access to all public accommodations and transportation. It is illegal to deny them entry or service or to charge extra fee for the dog. Violations are punishable by law.

There were thirty tests conducted March through May in 2010 in the District of Columbia. The tests were conducted by positioning a blind person and a sighted person 100 feet away from each other on the same block and side of the street, both of them signaling for a taxi. These tests were videotaped, and 50% of the time, the taxi drivers passed up the blind person and picked up the sighted person. Also 10% of the time the drivers picked up the blind person and tried to charge them extra for the guide dog. This is illegal.

We want to raise awareness of this problem. If you are a taxi driver please pick up a blind person and don't try to charge them more for their dog. It's illegal. Also if you can see and you see a blind person signaling for a taxi ask them if you can help. Thank you.

Dragonbots Robotics Team
Washington Episcopal School
Bethesda, Maryland

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THE COMMISSION'S
REGULATORY CORNER
By: Dena C. Reed, Esq.
General Counsel
Seat Belt Use Update for FAQ



What are the rules regarding the use of seatbelts and child safety seats in taxicabs?

Old Answer

Drivers of the taxicab and for-hire vehicles are exempt from the laws regarding seat belts and the vehicles are exempt from providing child safety seats. The passengers, however, are required to use seat belts. The DCTC, however, encourages everyone in the vehicle to buckle their seatbelts while riding in a cab and requires taxicab vehicles to post a decal to that effect. Passengers with children are encouraged to bring their own car seats, which the drivers must allow passengers to install.

New Answer

Pursuant to the Mandatory Use of Seat Belt Act of 1985, all drivers and passengers in a motor vehicle being operated in the District of Columbia, including taxicabs, must wear a seat belt. **However, operators of taxicabs are exempt from this requirement between the hours of 6:00 p.m. and 6:00 a.m. when operating for hire.** Further, while passengers are required to use seat belts, operators of taxicabs/ public vehicles for hire are NOT responsible for ensuring that passengers comply with the seat belt requirement. The DCTC encourages everyone in the vehicle to buckle their seatbelts while riding in a taxicab and requires taxicab vehicles to post a decal to that effect. Taxicabs are not required to provide child safety seats for passengers. However, passengers with children are encouraged to bring their own car seats and the drivers must allow passengers to install.

[Updated 9/15/10]

FYI

The Hack License Training Course at the Univ. of the District of Columbia
And
The Hack License Examination

CLOSED, UNTIL FURTHER NOTICE

Wash, DC (2009) – The Taxicab course at the University of the District of Columbia have been suspended until further notice. The Commission has suspended administering the Hack License Examination until the completion of an Industry wide need assessment is completed”

Thank you in advance for your patience in this matter.

Leon J. Swain, Jr.
Chairman