

# DISTRICT OF COLUMBIA TAXICAB COMMISSION

## NOTICE OF PROPOSED RULEMAKING

The District of Columbia Taxicab Commission (“Commission”), pursuant to the authority set forth in Sections 8(b)(1) (C), (D), (E), (F), (G), (I), (J), 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(b)(1) (C), (D), (E), (F), (G), (I), (J) (2009 Repl.), 50-313 (2009 Repl.; 2012 Supp.), 50-319 (2009 Repl.), and 50-320 (2012 Supp.)); D.C. Official Code § 47-2829 (b), (d), (e), (e-1), and (i) (2012 Supp.); and Section 12 of An Act Making appropriations to provide for the expenses of the government of the District of Columbia for the fiscal year ending June 30, 1920, and for other purposes, approved July 11, 1919 (41 Stat. 104; D.C. Official Code § 50-371 (2009 Repl.)); hereby gives notice of its intent to adopt amendments to Chapters 2, 8, 12, 14, 16, and 17 of Title 31 (Taxicabs and Public Vehicles for Hire) of the District of Columbia Municipal Regulations (DCMR).

The proposed amendments would, in sum, create a regulatory framework for the licensing and regulation of a new class of public vehicle-for-hire service to be called “private sedan service” (to be distinguished from the non-profit activity called “ridesharing”, which is not within the Commission’s jurisdiction to license or regulate), to address the unique issues raised by private sedan service, including rules including rules to require adequate insurance, to ensure the safety of passengers, drivers, and the general public, to protect consumers, and to require payment to the District of a passenger surcharge, and for other lawful purposes within the authority of the Commission. The proposed amendments in this chapter would, *inter alia*: (1) enumerate in a single location all definitions used throughout the title; and (2) clarify the definition of “luxury class vehicle” to include an “EPA Large Sedan”.

Directions for submitting comments may be found at the end of this notice. The Commission also hereby gives notice of the intent to take final rulemaking action to adopt these proposed rules in not less than thirty (30) days after the publication of this notice of third proposed rulemaking in the *D.C. Register*.

**A new Chapter 2, DEFINITIONS, is added as follows:**

### **CHAPTER 2            DEFINITIONS**

#### **200                    APPLICATION AND SCOPE**

- 200.1                This chapter establishes definitions for terms used throughout this title.
- 200.2                The provisions of this chapter shall be interpreted to comply with the language and intent of the Establishment Act, as amended.
- 200.3                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.

## 201 DEFINITIONS

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

**“Act”** - The District of Columbia Taxicab Establishment Act of 1985 as amended ((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 an interruption of more than ten (10) calendar days.

**“Administrative Procedure Act”** - The District of Columbia Administrative Procedure Act, as amended (D.C. Official Code § 2-1831.01 *et seq.* (2001)).

**“Affiliated”** - Common ownership.

**“Approved modern taximeter system”** or **“MTS”** - A modern taximeter system that has been approved for use by the Office under this title.

**“Associated”** - A voluntary relationship of employment, contract, joint venture, ownership, agency or other legal affiliation. For 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.

**“Available for hire”** – providing service or available to provide service, without regard to being signed into a digital payment system (such as a tablet or smartphone running an app).

**“Black car”** - A public vehicle-for-hire that corresponds to the definition of “sedan” in the Public Vehicle For Hire Innovation Act of 2013 and 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 vehicle, and operated by an operator who possesses a DCTC commercial operator’s license, where the trip is booked by digital dispatch and the fare is paid by a digital payment based on time and distance rates set by the DDS.

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

**“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 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 cashless payment is not a “digital 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)).

**“Commercial operator”** – An operator who possesses a DCTC commercial operator license.

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

**“Commissioner”** - The 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)).

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

**“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”** - Calendar days, unless otherwise stated.

**“DCRA”** – The D.C. Department of Consumer and Regulatory Affairs.

**“DCTC commercial operator’s license”** – A license issued by the Office allowing its bearer to operate a taxicab, limousine, and/or black car, including a “face card”. A DCTC commercial operator’s license does not include a DCTC private sedan operator’s license.

**“DCTC operator license identification card” or “DCTC ID 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” or “DCTC decal”** – A licensing document (a decal which must be affixed to the vehicle) 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).

**“Department of Motor Vehicles” or “DMV”** – The D.C. Department of Motor Vehicles.

**“Digital dispatch”** – A dispatch via computer, mobile phone application, text, email, or Web-based reservation.

**“Digital dispatch service” or “DDS”** – A business that provides a service that connects a passenger to a public vehicle-for-hire by through advanced reservation by digital dispatch, including by computer, mobile phone application, text, email, or web-based reservations, or by other means as the Commission may define by rule.

**“Digital payment”** - A non-cash payment processed by a digital dispatch service and not by the vehicle operator, such as a payment by a payment card (a credit or debit card), processed through a mobile- or Web-based application. A digital payment does not mean a “cashless payment” as such term is defined in this title.

**“Digital services”** - Digital dispatch or digital payment for a public vehicle-for-hire.

**“Dispatch service”** - A business that offers telephone dispatch, digital dispatch, or digital dispatch and digital payment for public vehicles-for-hire.

**“Dispatch”** - Booking a public vehicle-for-hire service through an 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”** or **“D.C.”** - The District of Columbia.

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

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

**“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 which engages, in whole or in part, in the manufacture, sale (whether of new or used equipment), installation, repair, or adjustment of taxicab dome lights for use on licensed taxicabs.

**“Dome light installation business owner”** - An individual, partnership, or corporation licensed by the Office to own and operate a dome light installation business.

**“Double seal”** – A secondary lead seal, installed 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 dispatched 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.

**“Freedom of Information Act” or “FOIA”** – The D.C. Freedom of Information Act, D.C. Official Code §§ 2-531, *et seq.* (2013).

**“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 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).

**“Implementation date”** - The date for implementation of one or more provision 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)).

**“Independent taxicab” or “Independently operated 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 (“PSP”) and a digital dispatch service (“DDS”) 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 PSP and a DDS to allocate the rights and obligations pertaining to integration under this chapter.

**“Integration service fee”** - A fee paid by the vehicle owner to the PSP for the use of the MTS whenever 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.

**“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 (Administrative Procedure Act, D.C. Official Code § 2-502 (2013)).

**“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 registration 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 commercial 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 DMV.

**“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.

**“Long-Term Parking”** – Parking which is longer than short-term parking, including overnight parking.

**“Luxury class service”** or **“LCS service”**– Limousine and black car service.

**“Luxury class vehicle”** or **“LCS 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.

**“Mailing address”** - The address designated by an applicant or licensee for the receipt of all notices and correspondence from the Commission. Unless otherwise approved in advance, the mailing address of a taximeter business licensee or dome light installation business shall be the street address of the business.

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

**“Non-commercial operator”** – An operator who possesses a DCTC private sedan operator license.

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

**“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 Commission 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 lessee, trustee, or receivers 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 § 31(b) of the License Act, D.C. Official Code § 47-2829(d) (2013). The term

does not include common carrier which have been expressly exempted from the jurisdiction of the Commission.

**“Owner”**- The owner, as defined by the plain meaning of such term, provided however, such term shall have the following more specific meanings, as indicated:

- (a) As used in Chapter 4, if the title of a public vehicle-for-hire is subject to a lien, the mortgagor is also an owner.
- (b) As used in Chapter 8, a person, corporation, partnership, or association that holds the legal title to a public vehicle-for-hire, the registration of which is required in the District of Columbia, and, if the title of a public vehicle-for-hire is subject to a lien, the mortgagor is also an owner.
- (c) As used in Chapter 9, a corporation, company, association, joint stock company, partnership, or person, including its lessees, trustees, or receivers appointed by any court, operating, controlling, managing, or renting a passenger vehicle for hire in the District of Columbia, except as to operations licensed under § 31(b) of the License Act, D.C. Official Code § 47 -2829(d) (2005 Repl. & 2011 Supp.), and except the common carriers as have been expressly exempted from the jurisdiction of the Commission.
- (d) As used in Chapter 12, a person, corporation, partnership, or association, including an LCS organization or independent owner, that holds the legal title to an LCS vehicle, the registration of which is required in the District of Columbia. If a vehicle is the subject of an agreement for the conditional sale or lease with the right of purchase upon performance of the condition stated in the agreement and with an immediate right of possession vested in the conditional vendee or lessee, or if a mortgagor of a vehicle is entitled to possession, then the conditional vendee, lessee, or mortgagor shall be considered the owner.
- (e) As used in Chapter 13, an individual, partnership, limited liability company or corporation licensed by the Commission to own and operate a taxicab or taxicabs.
- (f) As used in Chapter 15, an individual, partnership, limited liability company, or corporation licensed by the Commission to own and operate a taxicab or taxicabs.

**“Passenger surcharge”** - Means a fee 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 which is currently set at twenty-five cent (\$.25) and which shall not exceed 50 cents.

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

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

**“Payment service provider”** or **“PSP”** - 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 D.C. Administrative Procedure Act, D.C. Official Code § 2-502 (2013) 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”** or **“Private sedan vehicle”** – A vehicle that:

- (a) Is not a convertible;
- (b) Is not more than 10 years of age at entry into service nor more than 12 years of age while in service;
- (c) Does not have a manufacturer’s rated seating capacity of ten (10) or more persons, 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 drivers 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 commercial 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”** – Providing service or seeking passengers, without regard to whether the operator is signed into a DDS’s digital payment system (the app), including operating the vehicle with the intention of soliciting or accepting street hails, by loitering, or by using a taxicab stand.

**“Public vehicle-for-hire”** - (a) Any 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, or sedan; or (b) Any other private 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), including taxicabs, limousines, and sedans.

**“Public vehicle-for-hire identification number”** or **“PVIN”** - 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.

**“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 which fare may include, but is not limited to surcharges and waiting times.

**“Respondent”** - A person against whom an enforcement action is taken or 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, that is not subject to licensing or regulation by the Commission, 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.

**“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.

**“Short-Term-Parking”** – Parking which begins during business hours and does not extend past the posted close of business.

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

**“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”** or **“TCIS”**- 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 hire of a licensed taxicab is automatically calculated and on which such charge is plainly indicated.

**“Taximeter business”** - Any 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 any licensed vehicle in the District of Columbia including any business which engages in whole or in part in the installation of taxicab cruiser lights.

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

**“Taximeter test”** or sometimes alternatively referred to as **“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.

**“Telephone dispatch”** - Dispatch via 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 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. Also referred to as the Metropolitan Area.

**“Wiring harness”** - Any 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.

**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 SERVICES is amended as follows:**

**Subsection 499, DEFINITIONS, is DELETED and RESERVED.**

**Chapter 5, TAXICABS COMPANIES, ASSOCIATIONS, AND FLEETS AND INDEPENDENT TAXICABS, 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, COMPLAINTS AGAINST TAXICAB OWNERS OR OPERATORS, 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 10, PUBLIC VEHICLES FOR HIRE is amended as follows:**

**Subsection 1099, 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.**

Copies of this proposed rulemaking can be obtained at [www.dcregs.dc.gov](http://www.dcregs.dc.gov) or by contacting Jacques P. Lerner, General Counsel and Secretary to the Commission, District of Columbia Taxicab Commission, 2041 Martin Luther King, Jr., Avenue, S.E., Suite 204, Washington, D.C. 20020. All persons desiring to file comments on the proposed rulemaking action should submit written comments via e-mail to [dctc@dc.gov](mailto:dctc@dc.gov) or by mail to the DC Taxicab Commission, 2041 Martin Luther King, Jr., Ave., S.E., Suite 204, Washington, DC 20020, Attn: Jacques P. Lerner, General Counsel and Secretary to the Commission, no later than thirty (30) days after the publication of this notice in the *D.C. Register*.