

This agreement shall not apply to dealer's license except where the vehicle bearing such license is being operated by such dealer or his bona fide officer or employee who are residents of and actually domiciled in the state by which such dealer's license is issued and then only as a necessary incident to the business of such dealer; the operation of motor vehicles bearing dealer's license will also be permitted for a period of ten days pending the procurement of license where the vehicle so operated shall have been purchased from such dealer within ten days of such operation, and provided further that such purchaser has in his immediate possession a special ten-day permit authorized by the motor vehicle licensing authority of the State whose dealer's license are being so used, but shall not include vehicles operated for compensation received either directly or indirectly.

- 4. Special chartered and sightseeing buses and buses carrying students and members of education or religious organizations operating occasionally into or through either of the states party to this agreement shall receive full reciprocity provided such vehicles are properly registered and licensed in the home state, subject to the provisions enumerated in paragraph 8 of this agreement.

5.

Taxicabs registered in Virginia carrying passengers into the District of Columbia and taxicabs registered in the District of Columbia carrying passengers into Fairfax and Arlington Counties or the City of Alexandria, Virginia, will be permitted on discharge of passengers to pick up return passengers to their respective jurisdictions, subject, however, to the following special provisions.

- a. Taxicabs registered in one jurisdiction and entering the other jurisdiction for the discharge of passengers, will return immediately and directly to their respective jurisdiction of registration without cruising or parking or the soliciting of passengers to their own jurisdiction.
- b. Taxicabs registered in one jurisdiction and entering the other jurisdiction for the purpose of discharging passengers will not be permitted to pick up or transport passengers intrastate.
- c. Taxicabs registered in one jurisdiction will be permitted to enter the other jurisdiction to pick up passengers on telephone calls or by pre-arrangement.
- d. Taxicabs registered in one jurisdiction and entering the other jurisdiction will not be permitted to pick up on the return trip a greater number of passengers than the law or regulations of the jurisdiction in which the passengers are picked up permit.
- e. Taxicabs registered in one jurisdiction and entering the other jurisdiction for the purpose of discharging passengers may, on the return trip, pick up and transport only passengers destined for the jurisdiction in which such taxicabs are registered.

860

# Montgomery County Maryland

Department of  
Inspection and Licenses

County Office Building  
Rockville, Maryland

1982 APR -5 AM 11:29  
MONTGOMERY COUNTY  
TRANSPORTATION  
TELEPHONE  
202-221-2121

## RECIPROCIITY AGREEMENT

"It is agreed that a taxicab properly licensed in the District of Columbia may accept and deliver a passenger to Montgomery County and pick up a passenger in Montgomery County where such passenger is destined for the District of Columbia, provided the District of Columbia cab does not cruise nor solicit business in Montgomery County. A District cab may also respond to a call from a resident of Montgomery County for transportation into the District of Columbia, but at no time is it permissible for a District cab to transport a passenger picked up in Montgomery County to some other point in Montgomery County. Likewise, a Montgomery County cab may respond to a call within the District of Columbia for transportation of a passenger to a point in Montgomery County and may also transport a fare from Montgomery County to a point within the District of Columbia and then pick up a passenger within the District of Columbia where such passenger is destined for a point in Montgomery County, provided such taxicab does not cruise nor solicit business within the District of Columbia or pick up and deliver a passenger within the District of Columbia."

"Airport Taxicabs" are not included in this agreement.

May 28, 1954



VIRGINIA-DISTRICT OF COLUMBIA  
RECIPROCITY AGREEMENT  
September 24, 1947

DIVISION OF MOTOR VEHICLES

RICHMOND 10  
February 6, 1962



Mr. A. T. Lundberg  
County Manager  
Court House  
Arlington 1, Virginia

Dear Mr. Lundberg: .

This responds to your request of February 5 for a copy of Virginia's agreement with the District of Columbia governing the interstate operation of taxicabs.

There is no official document such as you have requested for the reason that the District of Columbia was not empowered to negotiate reciprocity agreements on a formal basis. This understanding was effectuated by conference and exchange of correspondence and the applicable provisions in which you have expressed an interest are found in item 5 on page 2 of the enclosed letter.

Should you have further specific questions, I shall be happy to answer them when received.

Yours very truly,

Commissioner

CHL/bjl

WASHINGTON METROPOLITAN  
AREA TRANSIT COMMISSION  
1962 JAN 19 AM 10:35

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September 12, 1962

- 5 -

of Maryland identification tags which can be transferred, such dealer may issue special use certificates and special use identification tags to such resident, provided he has received for delivery to the Department of Motor Vehicles of Maryland, applications and fees for Maryland certificate of title and registration as required by the law of that State. Such papers and fees shall be forwarded by the dealer to the Department of Motor Vehicles, Baltimore, Maryland, not later than five (5) business days following the issuance of such cards and such dealer shall, not later than the next business day after issuance of a temporary registration card hereunder, deliver to the Director notice of such issuance, showing the number of the section and the letter of the paragraph under which the same was issued, and the expiration date thereof."

7. RECIPROCIITY RE: TAXICAB OPERATION BETWEEN THE DISTRICT OF COLUMBIA AND VARIOUS COUNTIES OF MARYLAND AND VIRGINIA:

The reciprocity agreements for the operations of taxicabs between the District of Columbia and Arlington and Fairfax Counties and the City of Alexandria, in Virginia; and Montgomery and Prince Georges Counties, in Maryland, are as follows:

"Taxicabs registered in Virginia carrying passengers into the District of Columbia and taxicabs registered in the District of Columbia carrying passengers into Fairfax and Arlington Counties or the City of Alexandria, Virginia, will be permitted on discharge of passengers to pick up return passengers to their respective jurisdiction, subject, however, to the following special provisions.:

- (a) Taxicabs registered in one jurisdiction and entering the other jurisdiction for the discharge of passengers will return immediately and directly to their respective jurisdiction of registration without cruising or parking or soliciting passengers to their own jurisdiction.
- (b) Taxicabs registered in one jurisdiction and entering the other jurisdiction for the purpose of discharging passengers will not be permitted to pick up or transport passengers intra-state.
- (c) Taxicabs registered in one jurisdiction will be permitted to enter the other jurisdiction to pick up passengers on telephone calls or pre-arrangement.
- (d) Taxicabs registered in one jurisdiction and entering the other jurisdiction will not be permitted to pick up, on the return trip, a greater number of passengers than the law or regulations of the jurisdiction in which the passengers are picked up, permit.

(Continued)

- (e) Taxicabs registered in one jurisdiction and entering the other jurisdiction for the purpose of discharging passengers may, on the return trip, pick up and transport only passengers destined for the jurisdiction in which such taxicabs are registered.
- (f) Taxicabs operating under this arrangement will not be construed as engaging in or soliciting transportation intra-state within the two jurisdictions and will be required to register only in the jurisdiction in which the taxicab's principal business is conducted.

Special chartered and sightseeing buses and limousines and buses carrying students and members of educational or religious organizations operating occasionally into or through either of the States party to this agreement shall receive full reciprocity provided such vehicles are properly registered and licensed in the home State, provided also that this privilege is extended to this latter group of vehicles on condition that such vehicles purchase within the reciprocating State sufficient motor fuel to cover the mileage traveled in the reciprocating State.

The privileges extended by this agreement shall not apply to any vehicle carrying a supply of motor fuel other than that contained in the usual tank or receptacle connected with the engine of the vehicle, petroleum transport trucks exempted.

By virtue of the acceptance of the privileges extended in this agreement, each carrier agrees to comply with all State laws, rules and regulations, in reference to the ownership and operation of motor vehicles. And each carrier further agrees that the violation of the laws of the reciprocating State relative to the gross weight, length, width, height and speed limit allowed by law, or the failure to file, as the law requires, lawfully imposed by the reciprocating State, shall deprive such offending carrier of all the benefits provided in this agreement for such period of time as may be determined or fixed by the duly authorized agency of the State whose laws, rules and regulations have been violated. It is agreed with respect to the violation of the laws, rules or regulations of Virginia, such agency is the Reciprocity Board of the Commonwealth of Virginia, and that with respect to the violation of the laws, rules or regulations of the District of Columbia, such agency is the Department of Motor Vehicles. It is further agreed that said respective agencies within the limitations referred to above, may determine when any carrier shall be deprived of the benefits of this agreement and for what period of time the same shall be effective.

(over)

The contracting parties heretofore agree to cooperate and furnish to each other such aid and assistance as may be within their possession and conducive to the appropriate enforcement of this agreement.

This agreement shall become effective immediately, and shall continue until thereafter modified or cancelled by either party upon thirty days written notice to the other.

Effective date of this agreement: September 24, 1947  
Reaffirmed as of July 5, 1957."

MONTGOMERY COUNTY

The official taxicab reciprocity agreement between Montgomery County, Maryland and the District of Columbia is as follows:

"A taxicab properly licensed in the District of Columbia may accept and deliver a passenger to Montgomery County and pick up a passenger in Montgomery County where such passenger is destined for the District of Columbia, provided that the District of Columbia taxicab does not cruise nor solicit business in Montgomery County. Montgomery County also agrees that a District of Columbia taxicab may respond to a call from a resident of Montgomery County for transportation into the District of Columbia, but at no time is it permissible for a District of Columbia taxicab to transport a passenger picked up in Montgomery County to some other point in that County.

A taxicab properly licensed in Montgomery County, Maryland, may accept and deliver a passenger to the District of Columbia and pick up a passenger in the District of Columbia where such passenger is destined for Montgomery County, provided that the Montgomery County taxicab does not cruise nor solicit business in the District of Columbia for transportation to Montgomery County, but at no time is it permissible for a Montgomery County taxicab to transport a passenger picked up in the District of Columbia to some other point within the District of Columbia."

PRINCE GEORGES COUNTY

The official taxicab reciprocity agreement between Prince Georges County, Maryland and the District of Columbia, established May 15, 1952, and, as contained in the Taxicab Regulations for Prince Georges County, Maryland, promulgated by the Board of County Commissioners, for Prince Georges County, Maryland, adopted May 1, 1943, is as follows:

"The right of a taxicab and its operator, both duly registered in any other county of this State or the District of Columbia, to bring a passenger or passengers into this County

(Continued)

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BY P.G.  
COUNTY  
COUNCIL  
BILL  
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1974  
AUG. 6, 1974

SEE  
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1974

When the trip has originated in the other jurisdiction, is hereby recognized, and if the engagement of the taxicab has been what is known as 'waiting time' the passenger or passengers so brought into this County may be taken therefrom by the same taxicab and operator, provided that the operator shall enter the facts as to the trip upon his manifest and shall have included the waiting time in his charge for the trip, and that the operator shall remain with taxicab at place of discharge of passenger or passengers until return trip is begun; but operators of taxicabs registered in another jurisdiction shall have no right to solicit business or transport passengers in this County.

The right of a taxicab and its operator, both duly registered in Prince Georges County, Maryland, to bring a passenger or passengers into the District of Columbia when the trip has originated in Prince Georges County is hereby recognized, and if the engagement of the taxicab has been what is known as 'waiting time' the passenger or passengers so brought into the District of Columbia may be taken therefrom by the same taxicab and operator, provided that the operator shall enter the facts as to the trip upon his manifest and shall have included the waiting time in his charge for the trip, and that the operator shall remain with the taxicab at the place of discharge of passenger or passengers until the return trip is begun; but operators of taxicabs registered in Prince Georges County shall have no right to solicit business or transport a passenger or passengers from one place in the District of Columbia to another.

These agreements, as stipulated in the foregoing, are now in effect, and said agreements shall continue hereafter until amended, modified or cancelled by either of the agreeing parties."

8. P. D. FORM 61-B AS A "RECIPROCIITY NOTICE":

The Reciprocity Section of the Department of Motor Vehicles will maintain a suspense file on all number 2 copies of the warning tickets issued as "reciprocity notices." If the recipient of the ticket fails to report to the Department of Motor Vehicles within 10 days, a notation to that effect will be made on the reverse side of the number 2 copy and it will be returned to the issuing unit. When such copies are returned to the precinct, it shall be the responsibility of the issuing officer to make further inquiry to ascertain if the vehicle is still being operated in the District of Columbia. Results of such efforts shall be recorded on the reverse side of the number 2 copy of the ticket. If the vehicle is located, appropriate steps shall be taken to require the owner of the vehicle to obtain District of Columbia license plates or a reciprocity sticker. When investigation discloses the vehicle

(over)

ATTACHMENT

GOVERNMENT OF THE DISTRICT OF COLUMBIA

Metropolitan Police Department

January 19, 1970

MEMORANDUM

SUBJECT: Operation Within the District of Columbia of Taxicabs Licensed in Virginia and Not Licensed in the District of Columbia

TO THE FORCE:

The following information has been received by this Department from Mr. William D. Heath, Director, Department of Motor Vehicles, and is published for your information and guidance:

\* \* \*

"I have for consideration the question presented in a Memorandum dated November 18, 1969 and signed by your Deputy, Mr. Cole. I have been supplied with a copy of a letter of October 27, 1969 from Mr. Robert Lerner, President, Yellow Cab Company of D.C. Inc., to the Public Service Commission, and a letter from Mr. James Bohannon, Executive Secretary of the Public Service Commission, dated November 6, 1969 and addressed to you, correctly pointing out that the problem referred to in Mr. Lerner's letter concerns the motor vehicle reciprocal agreement between the District of Columbia and the Commonwealth of Virginia.

"Mr. Lerner refers to a situation involving the use of two-way radios in taxicabs based at National Airport in Virginia and driven into the District of Columbia to discharge passengers and, in some instances, to pick up passengers. He objects, specifically, to the following type of operation:

'A typical trip for one of these radio-equipped cabs would be as follows:

'Depart National with a passenger destined for the Mayflower. Upon arrival at the Mayflower or even prior to arrival, receive a radio dispatch for a pickup at an address around the Washington Hilton. Drop off the passenger at the Mayflower, proceed to the address received over the radio, then return to National Airport.

"Any such operation of a taxicab licensed in Virginia and not licensed in the District of Columbia can only be permitted if justified by the

reciprocal agreement entered into between the District of Columbia and the Commonwealth of Virginia on September 24, 1947. This agreement provides, in pertinent part, as follows:

'Taxicabs registered in Virginia carrying passengers into the District of Columbia and taxicabs registered in the District of Columbia carrying passengers into Fairfax and Arlington Counties or the City of Alexandria, Virginia, will be permitted on discharge of passengers to pick up return passengers to their respective jurisdictions, subject, however to the following special provisions:

'a. Taxicabs registered in one jurisdiction and entering the other jurisdiction for the discharge of passengers, will return immediately and directly to their respective jurisdiction of registration without cruising or parking or the soliciting of passengers to their own jurisdiction.

'b. Taxicabs registered in one jurisdiction and entering the other jurisdiction for the purpose of discharging passengers will not be permitted to pick up or transport passengers interstate.

'c. Taxicabs registered in one jurisdiction will be permitted to enter the other jurisdiction to pick up passengers on telephone calls or by prearrangement.

'd. Taxicabs registered in one jurisdiction and entering the other jurisdiction will not be permitted to pick up on the return trip a greater number of passengers than the law or regulations of the jurisdiction in which the passengers are picked up, permit.

'e. Taxicabs registered in one jurisdiction and entering the other jurisdiction for the purpose of discharging passengers may, on the return trip, pick up and transport only passengers destined for the jurisdiction in which such taxicabs are registered.

'f. Taxicabs operating under this arrangement will not be construed as engaging in or soliciting transportation interstate within the two jurisdictions and will be required to register only in the jurisdiction in which the taxicab's principal business is conducted.'

"The statutory authority for the reciprocal agreement is contained in Section 8 of the District of Columbia Traffic Act, 1925 (D. C. Code, sec. 40-303), according to which such an agreement may exempt an operator of a motor vehicle from the requirement of registration contained in Section 2 of Title IV of the Act approved August 17, 1937 (D. C. Code, sec. 40-102).

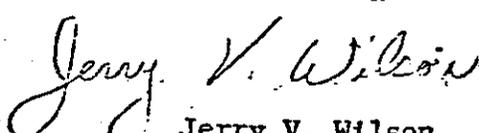
"You will note that the first sentence of paragraph 5 of the reciprocal agreement states that "Taxicabs registered in Virginia carrying passengers into the District of Columbia....will be permitted on discharge of passengers to pick up return passengers...."

"In my opinion, the language "will be permitted on discharge of passengers to pick up return passengers" means that a Virginia taxicab would be permitted to pick up a return passenger only at the destination of the passenger who was brought into the District.

"If this were not clear, I would call attention to subparagraph 5(a) of the reciprocal agreement which further provides: "Taxicabs registered in one jurisdiction and entering the other jurisdiction for the discharge of passengers, will return immediately and directly to their respective jurisdiction of registration without cruising or parking or the soliciting of passengers to their own jurisdiction...." (Emphasis supplied.)

"In my opinion, pursuant to the provisions of this agreement, a Virginia taxicab, not licensed in the District of Columbia, is, accordingly, not authorized to pick up a passenger in the District of Columbia destined for Virginia except at the destination of the passenger who was discharged in the District and immediately following such discharge."

\* \* \*

  
Jerry V. Wilson  
Chief of Police

JVW:KGH:sed

COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND

Legislative Session 1974

Presented by Councilman White

Introduced by Councilmen White, Reeder and Spellman

Bill No. CB-54-1974

Chapter No. 133

Introduced by Council On August 6, 1974

A BILL ENTITLED

AN ACT under authority conferred by Article 25A, Section 5(S) of the Annotated Code of Maryland, 1957 Edition (1966 Replacement Volume), and Article 17, Subtitle 76-1 of the Public Local Laws for Prince George's County, Maryland (1963 Edition) to repeal and re-enact with amendments Chapter 21, titled "Taxicabs and other for Hire Vehicles" of the Prince George's County Code of Ordinances and Resolutions, 1967, all for the purpose of prescribing regulations for the operation of taxicabs and limousines in Prince George's County; and for the registration and establishment of requirements for the owners and operators of taxicabs and limousines so as to protect the safety, health and general welfare of said County and its residents, citizens and occupants, and for related purposes as authorized by law.

Sec. 21-59 Taxicabs from Other Jurisdictions.

The right of a taxicab or limousine operator, who, when his vehicle is duly registered in any other County of this State or the District of Columbia, or Virginia, to bring a passenger or passengers into this County when the trip has originated in the other jurisdiction, is hereby recognized. If the engagement of a taxicab has been what is known as a "waiting time" agreement the passenger or passengers so brought into this County may be taken therefrom by the same taxicab and operator, provided that the operator shall enter the facts as to the trip upon his manifest and shall have included the waiting time in his charge for the trip, and that the operator shall remain with the taxicab at the place of discharge of passengers until the return trip is begun. Operators of taxicabs or limousines registered in another jurisdiction shall have no rights to solicit business or transport other passengers in this County.

D.C.-44  
May 1967

**Memorandum** • Government of the District of Columbia

TO: Industry Organization Representatives: Mayor's Taxicab Task Force

Department,  
Agency, Office: Mayor's Task Force  
on Taxi Driver Concerns

*JF*  
FROM: Harold E. Foster  
Off. Asst. Dir./Mass Trans.

Date: June 5, 1980

SUBJECT: Interjurisdictional taxicab operations agreements  
("reciprocity")

Attached for your information are the relevant documents governing the operation of metropolitan Washington area-licensed taxicabs in one another's jurisdictions.

The basic document apparently continues to be Metropolitan Police Department General Order 18, sent out on September 12, 1962. The most important change since then was Prince George's County, Maryland's withdrawal on August 6, 1974. A copy of the County Council Bill that pulled them out is also attached. It is the Department's understanding that the Police are prohibiting pick-ups inside the District by P. G. County taxicabs, since this is the way their enforcement agencies operate toward District cabs.

The January 19, 1970 memorandum from then-Chief Wilson addresses the point raised at the last two Task Force meetings about radio-dispatching of Virginia cabs to pick-ups within the District.

Industry representatives are asked to come to the next Task Force meeting with suggestions on how best to determine District taxi industry attitudes on the need, if there is any, for modifications of the present interjurisdictional taxi agreements. The Chairman has suggested a public hearing under Task Force sponsorship to get industry comments. Are there other ideas?

J-3228-7A

1980 JUN 20 PM 1:31  
WASHINGTON METROPOLITAN AREA  
TRANSIT COMMISSION

GOVERNMENT OF THE DISTRICT OF COLUMBIA  
TAXICAB COMMISSION  
2041 MLK JR AVENUE SE  
2ND FLOOR  
WASHINGTON, D C 20020  
(202) 678-4884

OFFICE OF THE CHAIRMAN



MEMORANDUM

TO: Staff of the District of Columbia Taxicab Commission  
and the Office of Taxicabs

FROM: Arrington L. Dixon, Chairperson

DATE: August 13, 1987

SUBJECT: OFFICE ADMINISTRATIVE ORDER NO. 4

1. The following rules shall govern the conduct of operators of Maryland and Virginia licensed taxicabs in the District of Columbia until the reciprocal agreements between the respective jurisdictions are renegotiated. The directions which follow also reflect the current practice of the Metropolitan Police Department:

(A) County of Arlington, County of Fairfax, and City of Alexandria licensed taxicabs only. (Note: For all other Virginia jurisdictions, see paragraph 1 (C) below.)

- (1) Properly registered taxicabs may transport persons from the county of origin into the District of Columbia and discharge the passengers.
- (2) Properly registered taxicabs may pick-up passengers in the District of Columbia, with a destination to the home county of Virginia taxicab registration only, in the following three circumstances:
  - (a) In response to a radio run - a call to a Virginia dispatcher, transmitted to the Virginia cab - to pick up in the District of Columbia with a direct destination in the county of licensure.

(b) In response to a prearranged trip for a party to go from the District of Columbia to a direct destination in the county of licensure.

(c) Immediately following the termination of a trip into the District of Columbia from Virginia, the Virginia taxicab may pickup a passenger bound for the Virginia county of licensure provided the pick-up is at the exact location that the original Virginia passenger is discharged. No pickups in route to Virginia from the point that the Virginia originated passenger was discharged are permitted.

B. County of Montgomery, Maryland

1. Same as paragraph 1.(A)(1).

2. Same as paragraph 1.(A)(2)(a) and (b) except the jurisdiction is Montgomery County rather than a location in the Commonwealth of Virginia.

3. Immediately following the termination of a trip into the District of Columbia from Montgomery County, Maryland, on return the Montgomery County licensed cab may stop in response to a passenger - flag down to transport a passenger directly to Montgomery County by the most direct route.

C. Prince George's and all other jurisdictions in Maryland; all other jurisdictions in the Commonwealth of Virginia; no pickups in the District of Columbia are permitted.

2. This Order shall take effect August 13, 1987.

*Arrington L. Dixon*  
Arrington L. Dixon

ATTEST:

*[Handwritten Signature]*  
\_\_\_\_\_

SECRETARY