

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION  
WASHINGTON, D.C.

ORDER NO. 691

IN THE MATTER OF:	Served April 12, 1967
Application of D. C. Transit System, Inc., for Authority to Increase Fares.	Application No. 396 Docket No. 131

An application for reconsideration of Order No. 684 and 656 issued March 13, 1967 and January 12, 1967, respectively, has been filed by Thomas E. Payne and others, alleging certain grounds for reconsideration.

The Commission has considered the assignments of error. Movants take no exception to our determination of the fair return to be allowed the company. They question our determination of projected operating results under existing and new fares only in minor respects -- respects which in our view are entirely lacking in merit.

The principal thrust of their Motion for Reconsideration relates to the fare structure authorized in Order No. 684. Movants claim that the D. C. Transit's costs are lower in the densely populated areas of the District of Columbia than in the suburban areas of Maryland and that fares should be restructured to reflect these cost differences, essentially on a fully distributed cost basis.

Movants had urged these same points upon us during the hearing, and in a motion filed thereafter, and we fully considered their position before issuing Order No. 684. We discussed the matter at length at pp. 34 - 45 of that Order.

Our conclusions as to these matters remain unchanged. No new facts or arguments are called to our attention which would be cause for granting rehearing or disturbing our original opinion.<sup>1/</sup>

We would add only one thought. Essentially, movants urge upon us that, in structuring D. C. Transit's fares, we use the crassest kind of parochialism. For instance, two Commissioners supposedly should not set fares for the District of Columbia because they represent other jurisdictions. More importantly, each jurisdiction in the Metropolitan District, indeed perhaps even certain areas within each jurisdiction, is to be carved out of the whole and have all costs attributable to it determined, a task which in any event is a hopeless one. See Order No. 684, pp. 44-45. Each area must then pay fares which fully recompense these costs. Otherwise, a given area may be "discriminated against" or "prejudiced".

This entire concept is one which we reject as being directly contrary to the spirit, intent and language of the Compact which created this Commission. First, in fact, no given area of the Metropolitan District is isolated, in mass transportation terms, from all other areas. Persons from

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<sup>1/</sup> The arguments made are replete with error and misreading of the record. For instance, it is claimed and expatiated upon at length, in an attempt to show discrimination against District of Columbia riders, that 455 buses serve the Maryland area. In fact, the record shows that this is the number of actual vehicles licensed to drive into Maryland, but many, many of these vehicles serve primarily in the District of Columbia and only go into Maryland as a minor incident to that service. Others, while licensed to go into Maryland if needed, are not used there on a given day.

any area can, and frequently do, have occasion to ride to other areas.

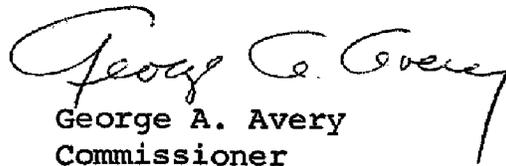
In any event, this Commission was created so that mass transportation could be dealt with on an area-wide basis. Our purpose is to overcome the narrow interests of a particular area and establish rates and services which will promote the best possible mass transportation system on an area-wide basis. If we were to adopt the attitude implicit in movant's position, we would soon lose all effectiveness and break down into pointless bickering over the supposed best interest of a given area. This is not an approach we will ever willingly adopt.

The fare structure existing as a result of Order No. 684 is one which, in our judgment, fairly distributes the burden of producing the revenues required by the company, while promoting the use of mass transportation. We are not deaf to suggested improvements in that structure. We do not believe, however, that movant's position, either in theory or in practice, could lead to a more desirable result.

The Commission finds that the application for reconsideration should be denied.

THEREFORE, IT IS ORDERED that the application of Thomas E. Payne and others for reconsideration of Order No. 684 and 656 be, and it is hereby, denied.

BY DIRECTION OF THE COMMISSION:

  
George A. Avery  
Commissioner