

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1313

IN THE MATTER OF:

Proposed Increase in INTERSTATE)	Served March 21, 1974
RATES for Taxicabs Domiciled in)	
the District of Columbia)	Application No. 819

On March 20, 1974, Irving Schlaifer (Schlaifer) filed a petition for reconsideration of Order No. 1305, served February 22, 1974, wherein we prescribed the rates for interstate taxicab transportation between points within the Metropolitan District for taxicabs licensed and regulated by the District of Columbia Public Service Commission. Schlaifer's petition seeks a review of his proposals in the following particulars: the rate per mile and half-mile, the charge for each passenger in excess of one, the "50¢ toll charge" at Washington National Airport (National), a charge of 10 cents for each suitcase, a charge of 10 cents for each bag of groceries, \$1.50 for each footlocker, etc., a charge of 10 cents per minute waiting time and \$6.00 per hour, a charge of 40 cents for each empty seat when providing express service, and the use of a time fare of 15 cents per minute instead of the mileage rate when performing express service.

Schlaifer contends that his proposed rate of 80 cents for the first mile and 40 cents for each additional one-half mile should be found to be reasonable. He also submits that this proposal is justified because it would compensate the District of Columbia taxicab operators for the time used in making a trip and the time and distance travelled in returning with an empty cab to the District of Columbia from a point in another signatory. In addition, he contends, that comparison of the first-mile charges within the several jurisdictions located in the Metropolitan District would support our approval of the Schlaifer proposed rate structure.

As stated in Order No. 1305, Schlaifer submitted no cost data or justifications for his proposals but, rather, requested that we consider his proposals on the basis of the information submitted by others. The petition for reconsideration of the fare structure which we have prescribed does not present any facts or issues which have not been previously considered, and there is no apparent basis for modifying our prior order.

Schlaifer repeats his prior proposal that 40 cents be charged for each passenger in excess of one per trip. He asserts that this would be consistent with the extra passenger charges currently applied by the several jurisdictions located within the Metropolitan District. He contends that this proposal is reasonable because analysis of the rate applied by taxicabs in other jurisdictions average approximately 40 cents. It is our opinion, in consideration of the record before us, that there is no compelling reason to change the existing uniform party rate of 20 cents for each passenger in excess of one for interstate taxicab service within the Metropolitan District.

Schlaifer further requests that the "50¢ toll charge" at National be passed along to the passengers, because the taxicab operator is technically on call, at the request of National, to pick-up passengers at the airport. He argues that this service is comparable to an "on call" pick-up in response to a telephone call for which the District of Columbia prescribes that a passenger may be charged 50 cents. We believe, however, that the petition for reconsideration does not indicate adequate justification for an additional charge upon the passenger as the result of National's action which permits taxicab operators to solicit business on the airport grounds.

The requests by Schlaifer that we reconsider our finding as to waiting time and miscellaneous charges are not based upon valid allegations or contentions not previously considered. We are of the opinion that our policy of showing deference to the local licensing jurisdictions in the establishment of miscellaneous charges should not be modified at this time.

Schlaifer proposes two separate changes in the rate structure as incentives to taxicab operators to perform "express" service. First, a charge of 40 cents for each empty seat in the vehicle would be levied upon any passenger who refuses to permit other persons to ride in the taxicab. Second, a rate of 15 cents per minutes, or, the total taxi fare, whichever is greater, is proposed for the express service. By Order No. 91, served November 15, 1961, the Commission prescribed and adopted the following regulation:

The first person engaging the taxicab has control of the taxicab, and other persons will be allowed to use the taxicab only upon the permission of the first passenger; provided, that the passengers are so advised before beginning the trip.

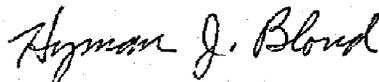
We perceive no justification in Schlaifer's proposal for assessing an additional charge against a person who does not desire to allow others to

use the taxicab. Further, it would seem paradoxical to establish a fare for "express" service which, for any given distance, generates higher fares as the trip consumes more time.

We have considered the other matters pressed in the petition for reconsideration but find that they do not warrant action contrary to that which we now direct.

THEREFORE, IT IS ORDERED that the petition of Irving Schlaifer for reconsideration of Order No. 1305, served February 22, 1974, be, and it is hereby, denied.

BY DIRECTION OF THE COMMISSION:



HYMAN J. BLOND
Executive Director

