

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1519

IN THE MATTER OF:

Served March 17, 1976

Investigation of INTERSTATE TAXICAB)
RATES Prescribed for District of)
Columbia Taxicabs)

Docket No. 301

By Order No. 1500, served February 13, 1976, the Commission concluded the above-captioned investigation and prescribed new and increased interstate taxicab rates between points within the Metropolitan District for taxicabs licensed and regulated by the District of Columbia Public Service Commission.

On March 9, 1976, Mr. Irving Schlaifer, owner-operator of a District of Columbia taxicab, filed a petition for reconsideration of Order No. 1500 in two specific respects.

First, Mr. Schlaifer asserts that the 40¢ extra passenger charge for pre-formed groups prescribed by Order No. 1500 should be 50¢. In support of this position, Mr. Schlaifer states, in pertinent part:

The PSC /Public Service Commission of the District of Columbia⁷ has determined thru its hearings that a 50¢ charge for each passenger in excess of one, should be authorized. It should be the same rate for the interstate trip, since the WMATC has made it a general practice to accept the local intrastate rate charged for each extra passenger of the other jurisdictions, as the interstate rate. The WMATC has somehow overlooked this, when it dealt with this particular rate for the District of Columbia. It is important that this be corrected, and thereby, eliminate the different rates we now have for the intrastate trip and the interstate trip for each passenger in excess of one.

Mr. Schlaifer points to the Commission's own policy of minimizing the differences between various rates where possible, but is mistaken about the Commission's application of its policy. The Commission's practice has been to minimize the differences between extra passenger charges by making a single extra passenger charge uniformly applicable to all interstate taxicab trips under its jurisdiction, rather than having the different rates of various local jurisdictions apply to such trips. In the very order

of which Mr. Schlaifer here seeks reconsideration, the Commission listed and discussed the various extra passenger charges of the local jurisdictions and selected the 40¢ on the basis of compatibility with these charges. Indeed, the Commission stated:

By Order No. 1501, issued today, the Commission prescribes a 40¢ extra passenger charge for interstate taxicab service provided by taxicabs licensed and regulated by local jurisdictions within the Metropolitan District, thereby continuing its policy of maintaining a uniform party rate for interstate service. See Order No. 1500, served February 13, 1976, footnote 3 at page 7.

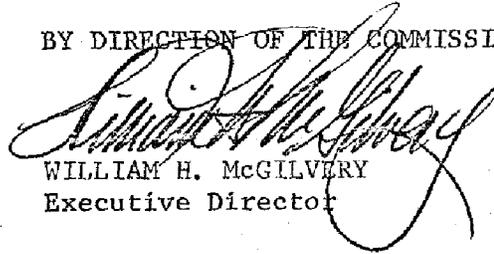
Secondly, Mr. Schlaifer argues that the Commission should adopt for interstate use the 50¢ rush-hour surcharge (4:00 p.m. to 6:30 p.m., Monday through Friday) adopted for intrastate service by the Public Service Commission of the District of Columbia. The Commission views the 50¢ rush-hour surcharge as an integral part of the zone-based rate system in effect within the District of Columbia. This zone system is not readily adaptable to interstate use, and the Commission has prescribed an entirely different, mileage-based system for the use of District of Columbia taxicabs in interstate service. Adoption of the rush-hour surcharge for District of Columbia taxicabs would result in the unnecessary incompatibility of interstate rates between two points in the Metropolitan District, depending upon the jurisdiction in which the trip originated. As the Commission has already stated:

[T]he Compact requires the establishment of fares which are just, reasonable, and not unduly preferential or unduly discriminatory either between riders or sections of the Metropolitan District. Therefore, we shall prescribe interstate rates for District of Columbia taxicabs on a mileage basis in an effort to establish fares which will be comparable to the local and interstate fare resulting from rates prescribed by the local jurisdictions. See Order No. 1500 at page 7.

The Commission perceives neither error nor grounds for reconsideration of its decision on either of the matters raised by Mr. Schlaifer. Accordingly, the petition for reconsideration shall be denied.

THEREFORE, IT IS ORDERED that the petition for reconsideration of Order No. 1500 filed March 9, 1976, by Mr. Irving Schlaifer be, and it is hereby, denied.

BY DIRECTION OF THE COMMISSION:



WILLIAM H. MCGILVERY
Executive Director

