

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

ORDER NO. 736

IN THE MATTER OF:	Served September 15, 1967
Application of WMA Transit Company to Amend Certificate of Public Convenience and Necessity to Extend Route U.)	Application No. 450
)	Docket No. 154

APPEARANCE:

STANLEY H. KAMEROW, attorney for WMA Transit Company, applicant.

WMA Transit Company filed an application to amend its Certificate of Public Convenience and Necessity No. 8 so as to extend its Route U in Prince Georges County, Maryland, as follows:

Leave from existing WMA bus stand at Capital Plaza Shopping Center and operate over a portion of Annapolis Road, Washington-Baltimore Parkway and into the entrance to Prince Georges County Hospital as presently operated by WMA Transit Route A. Then, a right turn onto Landover Road and paralleling Route A as far as Landover Road and Barlowe Road, continuing on Landover Road; right turn into bus driveway at Prince Georges Community College and returning over same route.

The matter was set for hearing before an examiner. Notice of the application and hearing was given as prescribed by the Commission. The hearing was held on September 14, 1967. Two witnesses testified in support of the

application. One witness testified for the applicant, the other witness gave testimony on behalf of the Prince Georges Community College. No one appeared in opposition to the request.

Upon the evidence adduced at the hearing, the Commission finds that the instant application was filed in response to a request from the Prince Georges Community College, located at Largo, Maryland. The college will have an enrollment of approximately 4,000 students. It is estimated that approximately 1,500 students will utilize bus transportation to and from the college. School facilities in existence at this time would in effect provide the students with a sheltered bus stop. In addition to the traffic generated by the school, the overall plans for the area's development provide every indication that the proposed service will be a benefit to both applicant and the community.

The Commission further finds that the institution of the proposed service will not necessitate the use of additional equipment and will not affect in any material manner applicant's existing operation. Moreover, the service will not adversely affect any other carrier nor will it inconvenience the public. Hence, in our opinion, applicant has clearly established both a present and future need for the proposed service.

Upon consideration of our findings herein, the Commission concludes that the proposed transportation is and will be required by the public convenience and necessity and accordingly, the application should be granted.

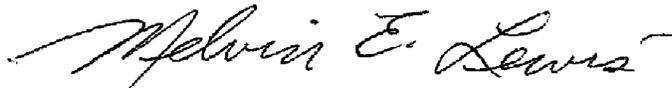
THEREFORE, IT IS ORDERED:

1. That the application of WMA Transit Company to amend its Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 8 be, and it is hereby, amended by incorporating Eighth Revised Page 9, cancelling Seventh Revised Page 9, as attached hereto and made a part hereof.

3. That this order become effective upon issuance.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script that reads "Melvin E. Lewis". The signature is written in dark ink and is positioned above the printed name and title.

MELVIN E. LEWIS
Executive Director

- No. 55 From junction Audrey Lane and Deal Drive, over Deal Drive, Kennebec Street, Owens Road, Iverson Street to Oakcrest Drive and return over the same route.
- No. 56 From junction Branch Avenue and Iverson Street, over Iverson Street, Wheeler Road, Wheeler Hills Road to Forest Hills Apartments and return over the same route.
- No. 57 From junction Southern Avenue and Wheeler Road, over Wheeler Road to junction Wheeler Hills Road and return over the same route.
- *No. 58 From junction of 73rd Avenue and Maryland Route 202, over Maryland Route 202 to Prince Georges Community College and return over the same route.

(B) Between points within the District of Columbia, west of the Anacostia River and points within the District of Columbia, serving all intermediate points as follows:

- (1) Along Pennsylvania Avenue, S. E., east of Anacostia River to Southern Avenue.
- (2) Along 38th Street, S. E., from Pennsylvania Avenue, S. E., to Suitland Road, S. E.
- (3) Along Suitland Road, S. E., from 38th Street, S. E., to Southern Avenue.
- (4) Along Southern Avenue from Branch Avenue to Benning Road, S. E.
- (5) Along Alabama Avenue, S. E., from 38th Street, S. E., to Bowen Road, S. E.
- (6) Along Bowen Road, S. E., from Alabama Avenue, S. E., to Southern Avenue.
- (7) Along Benning Road, S. E., from Southern Avenue to Hanna Place, S. E.
- (8) Along Hanna Place, S. E., from Benning Road, S. E., to H Street, S. E.
- (9) Along H Street, S. E., from Hanna Place, S. E., to Alabama Avenue, S. E.
- (10) Along Alabama Avenue, S. E., from H Street, S. E., to Hillside Road, S. E.
- (11) Along Hillside Road, S. E., from Alabama Avenue, S. E., to Benning Road, S. E.
- (12) Along Ridge Road, S. E., from Bowen Road, S. E., to Southern Avenue.

(C) Between points within the District of Columbia, west of 60th and East Capitol Streets, N. E., and points within the District of Columbia, serving all intermediate points as follows:

- (1) Along East Capitol Street from 60th Street, N. E., to Southern Avenue.
- (2) Along 63rd Street, N. E., from Southern Avenue to Eastern Avenue.
- (3) Along Southern Avenue from 63rd Street, N. E., to Eastern Avenue.
- (4) Along Eastern Avenue from 63rd Street, N. E., to Southern Avenue.
- (5) Along Eastern Avenue from Addison-Chapel Road to Kenilworth Avenue.

(D) Between the Downtown Terminal and South Capitol Street at Firth Sterling Avenue on Mondays thru Fridays, holidays excepted, during the periods of day when passenger service on South Capitol Street at the parking lot is not provided by D. C. Transit System, Inc.

NOTE: The repetition of route description with respect to the highways over which operations are authorized herein shall not be construed as granting more than a single operating right over said highways.