

BEFORE THE

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 759

IN THE MATTER OF:

Served December 1, 1967

Application of D. C. Transit )  
System, Inc., to Amend Certi- )  
ficate of Public Convenience )  
and Necessity to Extend Route )  
82. )

Application No. 458

Docket No. 159

~~D. C. Transit System, Inc., filed an application to~~  
amend its Certificate of Public Convenience and Necessity  
No. 5, to authorize an extension of its Route 82 (Hollywood)  
as follows:

OUTBOUND

Over regular route to the intersection of Edgewood Road and Rhode Island Avenue, thence continue westerly on Edgewood Road and Cherry Hill Road and southerly on the west roadway of the Seven Springs Village Apartments to terminal stand at the south end of Horseshoe Roadway opposite swimming pool.

INBOUND

From terminal stand continue northerly on the east roadway of the Seven Springs Village Apartments and easterly on Cherry Hill Road and Edgewood Road to the intersection of Edgewood Road and Rhode Island Avenue, thence south on Rhode Island Avenue and regular 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 October 30, 1967. Two witnesses gave testimony in support of the application. No one appeared in opposition to the request.

Mr. William E. Bell, a Vice President in charge of Research and Development of the company, testified on behalf of the applicant. He introduced six exhibits, which were received into evidence and made a part of the record. This witness testified that Route 82 presently operates between Potomac Park in the District of Columbia and the community of Hollywood in Prince George's County, Maryland. He stated that the purpose of the application was to permit an extension of this service from the intersection of Edgewood Road and Rhode Island Avenue westerly to the Seven Springs Village Apartments, a distance of 1.15 miles.

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~~Mr. Bell also stated that the headways on the existing service are adequate and that the extension will require an increase of only three minutes in running time in each direction. New headways will show the same number of trips with slight adjustments as the additional time required has been taken from layover time. The net result of the change, he stated, will provide an extension of service along Edgewood and Cherry Hill Roads without disrupting the present operation and schedule of service. The proposed extension will provide direct bus service to the large apartment complex at Seven Springs Village without adversely affecting patrons presently using the service.~~

Mr. Bell revealed that one additional vehicle will be required during the P.M. rush period on week days; otherwise, no additional vehicles will be required. Since Transit operates more buses during the A.M. rush period than during the P.M. rush period, the witness contends that the present size of the fleet is adequate and no additional vehicles will need be acquired to perform the extended service.

This witness also indicated that Transit, contrary to past experience, wanted to start operations to this new

apartment development before it was fully completed in order that the service would be operational as the apartments are rented; hopefully, new customers may be attracted before they purchase a second automobile, join a car pool, or find other means of transportation.

Mr. Bell estimated that the extended service would cost approximately \$18,325 on an annual basis. However, he anticipated that the cost would be more than offset with the increased revenue. The present terminal of Route 82 presently lies in Transit's fourth fare zone. D. C. Transit proposed that the extended portion of Route 82 should fall into an additional fare zone. As previously noted, the extension is 1.15 miles in length.

Mr. T. T. Pikulsky appeared and testified in support of the application. This witness is the General Manager of the Seven Springs Village Apartments. He stated that the apartment complex is planned for 1,227 units. The witness also stated that there was a great deal of interest among the present residents of his apartment units for the proposed service, and that prospective renters invariably make inquiries concerning available bus transportation.

Based upon the evidence adduced, the Commission finds that the proposed transportation is and will be required by the public convenience and necessity, and, accordingly, the operating authority should be granted.

However, the Commission further finds that the extended service should remain within the fourth fare zone of Transit's fare structure. The Commission takes notice of its records which show that the outer limits of zone 4 on Transit's C-7 Line is much further northwest than the Seven Springs Village Apartments area. Moreover, termination of the zone 4 at its present location in the Hollywood area is comparable in distance to the outer limits of fare zone 3 of Transit's K-6 Route. At any rate, the record does not show any criterion upon which we can base the establishment of a new fare zone for this particular service. Moreover, it appears to the Commission that the establishment of an additional fare zone for the extended service would not contribute to the uniformity

of Transit's fare zone structure. D. C. Transit has been requested by the Commission to make an evaluation of its fare zone boundaries. This will undoubtedly take some time to complete. In the meantime, however, it is our opinion that the service should be instituted at the lowest possible fare. Therefore, Transit shall file an appropriate supplement to its tariff, concurrently with the time schedules for this service, which implements our findings regarding the zone charge for this service.

**THEREFORE, IT IS ORDERED:**

1. That the application of D. C. Transit System, Inc., to amend its Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, granted.

2. That Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by incorporating First Revised Page 10, cancelling Original Page 10, as attached hereto and made a part hereof.

3. That this order become effective on date of issuance.

**ADDENDUM**

At the time this order was under final drafting, Transit filed a "Notification of Withdrawal of the Application". Not only was no reason given for such a request, the pleading is procedurally deficient. In this case, Transit filed an application asserting there was a need for the service. Subsequently, it appeared before the Commission and adduced the testimony of one of its own high-ranking officers, as well as a public witness, to substantiate that assertion. This record was then submitted to us for decision.

Rule of Practice and Procedure No. 27 provides the method by which a party may seek a reopening of a proceeding after hearing, but before the entry of an order. In that manner only may a party seek to alter its proof. In this case, Transit itself has proven that the public convenience and necessity

requires this transportation. We have agreed. In the absence of material facts to the contrary, the service must be instituted in the manner originally sought, but at the fare called for in this order.

BY DIRECTION OF THE COMMISSION:

*Melvin E. Lewis*

MELVIN E. LEWIS  
Executive Director

- No. 57 From junction Rhode Island Avenue and 34th Street, over 34th Street to junction Taylor Street, thence over Taylor Street to junction 37th Street, thence over 37th Street to junction Windom Road, thence over Windom Road to junction 38th Street, thence over 38th Street to junction Hamilton Street, thence over Hamilton Street to junction 40th Avenue, thence over 40th Avenue to junction Oglethorpe Street, thence over Oglethorpe Street to junction 42nd Avenue, thence over 42nd Avenue to junction Queensbury Road, thence over Queensbury Road and Belcrest Road to junction Adelphi Road, thence over Adelphi Road to junction Campus Drive, thence over Campus Drive to junction Baltimore Boulevard and return over the same route.
- No. 58 From junction 40th Avenue and Gallatin Street over Gallatin Street to junction 42nd Street, thence over 42nd Street to junction Farragut Street, thence over Farragut Street to junction Rhode Island Avenue, thence over Rhode Island Avenue to junction Gallatin Street, thence over Gallatin Street to junction 42nd Street, thence over 42nd Street to junction Jefferson Street, thence over Jefferson Street to 38th Avenue, thence over 38th Avenue to junction Hamilton Street, thence over Hamilton Street to junction Ager Road and return over Hamilton Street to junction 40th Avenue.
- No. 59 ~~From junction Bladensburg Road and Baltimore Avenue over Baltimore Avenue to junction Jefferson Street, thence over Jefferson Street to junction 38th Avenue and return over the same route.~~
- No. 60 From Washington, D. C. over city streets to Maryland-D.C. Line, thence over 34th Street to junction Perry Street, thence over Perry Street to off-street terminal entrance and return over the same route.
- No. 61 From Washington, D. C. over city streets to the Maryland-D.C. Line, thence over Rhode Island Avenue and Baltimore Boulevard to junction Greenbelt Road, thence over Greenbelt Road to junction Rhode Island Avenue, thence over Rhode Island Avenue to junction Lackawanna Street, thence over Lackawanna Street, to junction 51st Avenue, thence over 51st Avenue to junction Edgewood Road, thence over Edgewood Road to junction Rhode Island Avenue, thence over Rhode Island Avenue and return over the same route.
- \*No. 61A From junction Edgewood Road and Rhode Island Avenue over Edgewood Road to junction Cherry Hill Road, thence over Cherry Hill to the west entrance to the Seven Springs Village Apartment development and return over the same route.
- No. 62 From junction Rhode Island Avenue and Greenbelt Road over Greenbelt Road to junction 62nd Avenue entrance to Beltway Plaza and return over the same route.

FIRST REVISED PAGE 10  
 CANCELS ORIGINAL PAGE 10  
 \*ADDED BY ORDER NO. 759