

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 843

IN THE MATTER OF:

Served July 25, 1968

Order to Institute Investigation)
of Devices and Practices for)
Driver Safety on Buses of D. C.)
Transit System, Inc.)

Docket No. 178

On July 18, 1968, the Commission announced its decision to institute, on a trial basis, the scrip plan on a 24-hour-a-day basis (Order No. 822a). As noted in that Order, this decision emanated from the result of an initial testing of the scrip plan on a nighttime basis only. The results of that initial test were most satisfactory. However, as previously noted, there are certain problem areas about which we have grave concern. Nevertheless, we have previously concluded that only an actual test will reveal whether or not these problems will develop and to what extent. If successful, the scrip plan will contribute significantly to the safety of the drivers and improve the standard of service by reducing running time.

As noted in our Supplemental Opinion of July 18, we found that the 24-hour-a-day system could not go into effect until a sufficient number of token sale locations had been established throughout the entire area served by the carrier. While new outlets are being, and will be, established daily, we have been informed by the staff that, in its opinion, a sufficient number will have been activated within the next ten days to permit the initiation of the scrip system on a full-time basis on August 4, 1968. Therefore, we will hereinafter direct the company to place the scrip plan into effect on a 24-hour-a-day basis on that date. We will, moreover, direct the company to conduct an extensive publicity and information program to advise the public of the full details of the system. One salient fact emerged from the nighttime trial: the public must make every effort to have the exact fare before boarding the bus.

The public response in this area on the nighttime trial was magnificent. Only a similar effort by day patrons will enable the scrip plan to work on a full-time basis. We are confident that the public will so respond.

We wish to emphasize that this is a test of the system on a 24-hour-a-day basis. The degree of success of this test will influence our determination of the future of the scrip system.

THEREFORE, IT IS ORDERED:

1. That D. C. Transit System, Inc., be, and it is hereby, directed to expand its scrip system for providing change to those passengers who do not present the exact fare, to a 24-hour-a-day basis, as a test, beginning 4:00 A.M., August 4, 1968.

2. That D. C. Transit System, Inc., be, and it is hereby, directed to take the necessary steps to institute the scrip system on a 24-hour-a-day basis.

3. That D. C. Transit System, Inc., be, and it is hereby, directed to file the necessary tariff changes to incorporate a 24-hour-a-day scrip system within its tariffs.

4. That the staff of the Commission be, and it is hereby, directed to undertake a continuing study of the effectiveness and workability of the scrip system on a 24-hour-a-day basis, and shall render a written report to the Commission on the system 60 days after August 4, 1968, or sooner if circumstances require, in order to provide the Commission with the necessary information so that it may form a judgment as to whether or not any changes should be made in the fare collection method.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director