

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 926

IN THE MATTER OF:

Served February 17, 1969

Application of Washington, Virginia)	Application No. 536
and Maryland Coach Company for)	
Authority to Increase Fares.)	Docket No. 192

On October 23, 1968, Washington, Virginia and Maryland Coach Company, Inc. (W.V.&M.) filed proposed fare increases pursuant to Section 5 of the Washington Metropolitan Area Transit Regulation Compact.

On January 16, 1969, the Commission served Order No.907 by which it (a)granted an increase in fares, (b)ordered the discontinuance of tokens and (c)directed certain modifications in the applicant's fare zone system.

By application filed February 17, 1969, intervenor Arlington County Board (Board) requests reconsideration of Order No.907. The Board raises two basic grounds of error: (1)The fare increases ordered in each zone are not supported by the evidence of record and are unfair and inequitable in relation to each other, and (2) the modification of the applicant's fare zone system is not supported by the evidence of record.

Although the Board has attempted to support its allegation of error with frequent references to the evidence of record, it has failed to advance any data or material of substantive worth not already considered in Order No.907. For the most part, it has simply restated the opinions and views advanced at the hearing on the issue of the fare zone system.

The subject of a proper, fair and equitable zone structure for W.V.&M. has been a matter of great concern to us. In Order No.452, we directed W.V.&M. to maintain a posture of constant surveillance over its zone system and to report to us, from time to time, on various suggestions for altering its zone structure. In this proceeding, W.V.&M. presented a considerable amount of material bearing upon the proper structure of its fare zone system. In our judgment, the company's evaluation was thorough, encompassing such factors as cost of operation, mileage, stops and vehicle speed. We closely analyzed this material and the positions taken by the intervenor Board and the other protestant. In regard to Zone 1, we agreed

with the Board and refused to authorize the requested modification. However, the remaining requested changes were authorized. These alterations would produce the necessary revenue on the most equitable and non-discriminatory basis available. Specifically, we found an analysis of the fare per mile to be very convincing-- the average per-mile fare in Zone 1 ranged between 5.8¢ and 8.8¢, while the per-mile fare in Zone 2 ranged between 3.8¢ and 6.3¢. Hence, the cost of travel in Zone 2 is substantially less per mile than in Zone 1.

In our opinion, the Board's contentions are without merit, and nothing whatsoever would be gained by reopening the proceeding for reconsideration. In Order No.907, we considered carefully all the issues presented; we spelled out in detail our disposition of those issues, and set forth the reasons behind our decision.

We have reviewed the Board's application for reconsideration and we find nothing in it not adequately considered in Order No.907. The evidence of record completely supports our prior findings, and, all things considered, the Board's application for reconsideration must be denied.

THEREFORE, IT IS ORDERED that the application of the Arlington County Board for reconsideration of Order No.907 be, and it is hereby, denied.

BY DIRECTION OF THE COMMISSION:



MELVIN E. LEWIS
Executive Director