

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 969

IN THE MATTER OF:

Served July 30, 1969

Airport Transport, Inc.,)
Tariff No. 9, Supplement)
No. 5.)

Docket No. 204

On July 28, 1969, Airport Transport, Inc., filed Supplement No. 5 to WMATC Tariff No. 9.

The Supplement provides for four changes in Airport Transport's tariff. First it sets rates between Dulles International Airport and thirteen locations in the District of Columbia. At present, service to and from Dulles is to only one point in D. C., the downtown Airlines Terminal at 12th & K Streets, N. W., which will continue to receive service. The fare for the Dulles-D. C. trip will remain at \$2.50.

Airport Transport states in its application that publication of these fares and the institution of additional direct service between Dulles and downtown Washington is approved of and supported by the Federal Aviation Administration which operates the Dulles International Airport. It points out that the invitation for proposal of service in connection with the Dulles International Airport, as drafted by the F.A.A., expressly provided that service be made available to points in the District of Columbia other than the Airlines Terminal.

Secondly, the amended tariff will establish a \$2.25 group fare for direct travel between Washington National Airport and the Main Hospital Building at the Walter Reed Army Medical Center. This is a reduction of \$.30 from the present fare.

The third change will extend the area to which a \$2.25 fare is applicable on service between Washington National Airport and points on Wisconsin Avenue in Montgomery County, Maryland. At present, this rate applies to points between the District of Columbia boundary line and the Governors House Motor Hotel. Airport Transport will extend this stretch outward to Cedar Lane, thereby serving the National Institutes of Health at this rate.

Finally, Airport Transport is eliminating a conditional clause in the tariff which made service from door-to-door points in Montgomery and Prince Georges Counties, Maryland, to Washington National Airport applicable "only when traffic demands on the carrier permit."

Under Article XII, Section 5(e) of the Compact, a new tariff provision cannot be effective less than thirty (30) days after the date of filing unless the Commission authorizes its taking effect on an earlier date. Airport Transport has requested that its new tariff provisions be effective as soon as possible.

The Commission believes there is good and sufficient justification to allow these tariff changes to go into effect immediately. Direct service to more downtown points from Dulles will obviously provide greater travelling convenience to persons using that airport. In approving the acquisition of Airport Transport by The Greyhound Corporation, the Commission indicated that it expects new and expanded service to the area airports. The new fares to N.I.H. and Walter Reed will likewise benefit airport patrons travelling to those points.

However, while we are authorizing the tariff supplement to be effective in less than the normal thirty (30) day period, we do not intend to preclude the opportunity for protests of these changes should there be any. Therefore, we will hold the docket open until August 20, 1969 for receipt of written protests. This time period is the period which would be allowed under the normal thirty (30) day waiting period.

THEREFORE, IT IS ORDERED:

1. That Tariff No. 9, Supplement No. 5 be, and it is hereby, accepted, effective August 2, 1969.

2. That the docket remain open to receive formal protests until August 20, 1969.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script that reads "Melvin E. Lewis".

MELVIN E. LEWIS
Executive Director