

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1146

IN THE MATTER OF:

Served June 9, 1971

Application of D. C. Transit)
System, Inc., for Authority)
to Cancel Tariff No. 43.)

Application No. 691

By Application No. 691, filed April 21, 1971 and amended April 23, 1971, D. C. Transit System, Inc., (Transit) requested permission to cancel its WMATC Tariff No. 43. Under this special tariff, Transit has been operating Routes 0-1, 0-7 and 27, providing Capital Flyer reverse flow commuter service, as well as Routes 0-9 and 29, the Montgomery Fringe Parking Express service which operates in the direction of the normal commuter flow. The reverse flow service has been subsidized through a contract between Transit and the Metropolitan Washington Council of Governments (COG) under a grant from the Urban Mass Transportation Administration.

The contract and subsidy were scheduled to expire May 14, 1971, but were extended through June 11, 1971. Transit desires to continue service on this system of routes which provides outbound commuter service in the morning from inner city areas to suburban job opportunities, and return service in the evening.

The existing fare on reverse flow Routes 0-1, 0-7 and 27 is 25 cents under the subsidy agreement. Service on Routes 0-9 and 29 is provided at the regular interstate express fares. Transit originally proposed to continue service on Routes 0-1, 0-7 and 27, also at its authorized interstate express fares.

Routes 0-1 and 0-7 involve five interstate zones. Routes 0-9, 27 and 29 involve four interstate zones. Authorized interstate express fares are 70 cents for Zone 1, 80 cents for Zone 2, 90 cents for Zone 3, \$1.00 for Zone 4, and \$1.05 for Zone 5.

We believe that the reverse flow service should be continued, but that it could not be economically viable at the 25-cent fare without direct subsidization. It is evident, however, that application of the authorized interstate express fares with increases ranging from 45 cents to 80 cents could present a serious impediment to continued reverse flow ridership. However, the impact on ridership of the loss of direct subsidy could be ameliorated by adjusting the character of the service and applying the lower authorized local fares.

Authorized interstate local fares are 55 cents for Zone 1, 65 cents for Zone 2, 75 cents for Zone 3, 85 cents for Zone 4, and 90 cents for Zone 5. Thus, the difference between the subsidized 25-cent fare and the authorized interstate local fare would range from 30 to 65 cents, or 15 cents less in each zone than the interstate express fare.

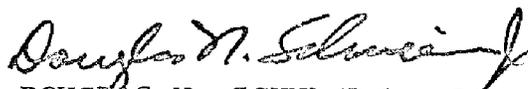
The service adjustments contemplated would include the addition of convenient stops at employment, shopping, and transfer centers on both sides of the Maryland - D. C. Line. Further, the addition of these stops provides an opportunity for intra-District of Columbia and intra-Maryland rides at local rates, providing service to employment centers at more points than now available along these routes.

Transit concurred in these adjustments, and, on June 1, 1971, filed appropriate amendments to its Tariff No. 41 to effect these changes on June 14, 1971.

THEREFORE, IT IS ORDERED:

1. That WMATC Tariff No. 43 of D. C. Transit System, Inc., be, and it is hereby, cancelled effective June 12, 1971.
2. That Original Pages 70-A, 70-B, 88-B, 101-A, and 108-A of WMATC Tariff No. 41 of D. C. Transit System, Inc., be, and they are hereby, made effective June 14, 1971.
3. That D. C. Transit System, Inc., prepare, print, and distribute to all passengers of Routes 0-1, 0-7 and 27 hand-outs clearly explaining the changes authorized herein, on or before June 11, 1971.

BY DIRECTION OF THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director