

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1041

IN THE MATTER OF:

Served December 8, 1972

Application of D. C. Transit)
System, Inc., for Authority to)
Add "D. C. Midibus Service".)

Application No. 796

By Application No. 796, filed November 21, 1972, D. C. Transit System, Inc. (Transit) has requested authority to operate a "Midibus" service under contract with the Government of the District of Columbia (D. C. Government), as part of a demonstration project in conjunction with the Urban Mass Transportation Administration of the U. S. Department of Transportation. Transit proposes to provide the service with a fleet of 15 Twin Coach Model TC-25 buses having a seating capacity of 25 passengers and powered by liquid natural gas. The buses are owned by the D. C. Government.

The demonstration project is for three years and in addition to its anti-pollution experiment will test the efficacy of a number of fare, service and routing variations in attracting ridership to mass transit and reducing traffic congestion. As a first phase of the demonstration, Transit requests authority to operate two routes through the downtown shopping area beginning December 18, 1972.

First, a "Core Shuttle Route", designed to provide a convenient shuttle service within the downtown shopping area, would operate from 10:00 a.m. to 4:00 p.m. on weekdays and from 10:00 a.m. to 6:00 p.m. on Saturdays. The route is west along F Street, N. W., north on 14th Street, east on G Street, and south on 7th Street to F Street to begin the circuit again.^{1/}

^{1/} The portion of G Street between 10th and 7th is temporarily one-way going west due to subway construction. Until G Street is restored to two-way, the "Core Shuttle" will run east on G to 10th, south on 10th to F and east on F to the 800 block where it will U-turn.

Five buses will operate over this route on weekdays, providing service every five minutes. On Saturday, seven buses will be used to provide a bus every 3-1/2 minutes. The fare will be ten cents; except initially, from December 18, 1972 through January 6, 1973, the service will be free. Transfers will be accepted from any of the four regular route bus operators issuing transfers (A. B. & W., WMA, W. V. & M., and D. C. Transit), but no transfers will be issued on the Midibus.

The second route, designated the "Daytime Connector Route", would provide a weekday-only service, between 10:00 a.m. and 4:00 p.m., serving lower Connecticut Avenue, the downtown shopping area, and the Southwest employment area. The route will begin at the Southwest Terminal at 9th and D Streets, S. W., east on D Street, north on 7th Street, west on G Street, north on 14th Street, west on K Street, northerly on Connecticut Avenue to N Street where the bus will turn around and return on the same route except F Street will be used instead of G Street to go east on the return trip. Nine buses will be used to provide frequency of service of seven minutes.

The fares for the "Daytime Connector Route" are zone fares, and differ with the direction travelled. Passengers travelling on the northbound portion of the route, boarding before 7th and Pennsylvania Avenue, N. W., will pay 25 cents; those boarding after that point will pay 10 cents. In the southbound direction, passengers boarding before 14th and K Streets, N. W., will pay 25 cents; those boarding after that point will pay 10 cents. Thus, the fare for travel between the same points will often be different depending on the direction travelled. For a number of reasons, normally we would not authorize such a disparate fare structure; but, as this is a demonstration, and the sponsors of the project have asserted that they believe this kind of fare structure is appropriate to their demonstration, we will allow it. Service on this route, as on the "Core Shuttle Service", will be free from December 18, 1972 through January 5, 1973.

Finally, a waiver of Regulation 104-02 has been requested to permit use of a spring actuated air auxiliary brake in lieu of the required mechanical hand-operated auxiliary brake for the TC-25 coaches. We will grant it.

THEREFORE, IT IS ORDERED:

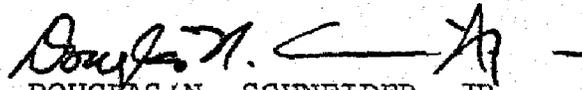
1. That Application No. 796 of D. C. Transit System, Inc., be, and it is hereby, granted effective December 18, 1972, to operate Midibus service Route No. 3 "Core Shuttle Route" and Route No. 4 "Daytime Connector Route" as described in Route Authorizations DCT No. 12-72 and DCT No. 13-72, attached hereto and made a part hereof.

2. That WMATC Tariff No. 48 of D. C. Transit System, Inc., be, and it is hereby, authorized to be effective December 18, 1972.

3. That the provision of Regulation 104-02 which requires a "mechanical hand-operated auxiliary brake" be, and it is hereby, waived with respect to this project, to permit the spring actuated air auxiliary brakes with which the TC-25 coaches are equipped.

4. That the authority granted herein be, and it is hereby, restricted to the operation of the specialized TC-25 coaches purchased and provided to D. C. Transit System, Inc., by the Government of the District of Columbia under this project, and that no other equipment may be substituted.

BY DIRECTION OF THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director

SULLIVAN, Commissioner, not participating.

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization DCT No. 12-72

IN THE MATTER OF:

December 8, 1972

Application of)
D. C. Transit)
System, Inc. to)
Add D. C. Midi-)
bus Service)

Application No. 796

Upon consideration of the matters adduced and contained in said Application, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted D. C. Transit System, Inc. to operate in the following manner, effective December 18, 1972:

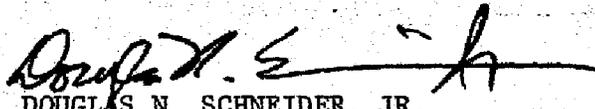
ROUTE NO. 3 - CORE SHUTTLE ROUTE

From terminal stand on the north side of F Street, N. W., west of 8th Street, continue west on F Street, north on 14th Street, east on G Street, south on 7th Street, and west on F Street to terminal stand.

Until such time as G Street, N. W. is re-opened to eastbound traffic between 7th and 10th Streets, D. C. Transit System, Inc. is authorized to operate in the following manner:

From terminal stand on the north side of F Streets, N. W., west of 8th Street, continue west on F Street, north on 14th Street, east on G Street, south on 10th Street, east on F Street, "U" turn on F Street, thence west on F Street to terminal stand.

FOR THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

Route Authorization DCT No. 13-72

IN THE MATTER OF:

December 8, 1972

Application of)
D. C. Transit)
System, Inc.)
to Add D. C.)
Midibus Service)

Application No. 796

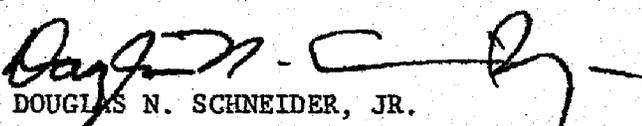
Upon consideration of the matters adduced and contained in said Application, the Commission finds that the public interest requires the service described herein.

Therefore, permission is hereby granted D. C. Transit System, Inc. to operate in the following manner effective December 18, 1972:

ROUTE NO. 4 - DAYTIME CONNECTOR ROUTE

From terminal stand in Southwest Bus Terminal, east on D Street, S. W., north on 7th Street, S. W. and N. W., west on G Street, N. W., north on 14th Street, west on K Street, north on 17th Street, west on service roadway of K Street, northwest on Connecticut Avenue, north on 18th Street, west on N Street, southeast on Connecticut Avenue, east on K Street, south on 14th Street, east on F Street, south on 7th Street, N. W. and S. W., west on D Street, S. W. to terminal stand in Southwest Bus Terminal.

FOR THE COMMISSION:


DOUGLAS N. SCHNEIDER, JR.
Executive Director