

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1334

IN THE MATTER OF:

Application of BANNISTER CAR) Served June 19, 1974
RENTAL & CHAUFFEUR SERVICE,)
INC., for Temporary Authority) Application No. 838

By Application No. 838, filed June 12, 1974, Bannister Car Rental & Chauffeur Service, Inc., (Bannister) seeks temporary authority pursuant to Title II, Article XII, Section 4(d) (3) of the Compact, to transport passengers from specified points located within the Metropolitan District to the Wolf Trap Farm Park for the Performing Arts (Wolf Trap), Filene Center, a facility of the United States Government, at or near Vienna, Va., and return. The proposed operations would be performed in limousines and/or mini-wagons having capacities not exceeding 16 passengers plus driver. The service would be provided through an advance registration system, to accommodate all reservations received, so long as reservations were received 72 hours prior to a performance date, for all regular performances at Wolf Trap, during the season ending September 7, 1974.

As part of the temporary authority application, Bannister filed a copy of an agreement between Wolf Trap and Bannister, dated June 11, 1974. The agreement sets forth the fares and charges and pertinent rules and regulations governing the proposed transportation service.

Bannister would operate three separate trips to and from Wolf Trap. Each of these trips would have specified pick-up and delivery points. The pick-up and delivery points proposed to be served by Bannister would be the following:

- I. Boarding & Alighting Point 1
 - A. Mayflower Hotel, 1127 Connecticut Avenue, N.W., Washington, D. C.;
 - B. Connecticut Avenue and Calvert Street, Washington, D. C.;
 - C. Connecticut Avenue and Porter Street, Washington, D. C.; and
 - D. Bethesda - Chevy Chase
Chevy Chase Circle, Chevy Chase, Md.

- II. Boarding & Alighting Point 2
 - A. Ward Circle,
Washington, D. C.;
 - B. Cathedral Street and New Mexico Avenue,
Washington, D. C.;
 - C. Cathedral Street and Massachusetts Avenue,
Washington, D. C.;
 - D. Wisconsin Avenue and Q Street, Washington,
D. C.,; and
 - E. Key Bridge/Rosslyn Circle, Arlington, Va.

- III. Boarding & Alighting Point 3
 - A. Old Town Alexandria,
Alexandria, Va.;
 - B. L'Enfant Plaza,
Washington, D. C.;
 - C. 12th Street and Pennsylvania Avenue,
Washington, D. C.; and
 - D. Golden Table Restaurant, Virginia Avenue
and 23rd Street, N. W., Washington, D. C.

Bannister would pick up people in time to deliver all passengers to the Wolf Trap ticket office fifteen minutes before the performance. The vehicles operated by Bannister would either remain at Wolf Trap or would return to Wolf Trap fifteen minutes before the end of the performance to return all passengers to their point of initial pick-up.

Bannister proposes a fare structure for the transportation

service. The individual passenger would pay Bannister for the service. The proposed fare structure contemplates the following fares: (a) if the service were provided in a 17 passenger mini-wagon, then the fare would be \$4.00 per person, round trip; (b) if the service were provided in a 14 passenger or less mini-wagon, then the fare would be \$4.50 per person, round trip; and (c) if buses belonging to the Washington Metropolitan Area Transit Authority (Metro) were used, then the fare would be \$3.50 per passenger, round trip.

Under Title II, Article XII, Section 4(d)(3) of the Compact, the Commission must base any decision to grant an applicant temporary authority to provide a specific service upon the finding that there is an immediate and urgent need to a point or points within a territory having no carrier service capable of meeting such need. So finding, the Commission may, in its discretion and without hearings or other proceedings, grant temporary authority.

Bannister alleges in its application that there is an immediate and urgent need for the service because the proposed services are required for the opening of the Wolf Trap performances on Monday, June 17, 1974. In addition, Bannister's application contains a statement that there is no existing carrier service available because Metro, Greyhound Bus Lines, Inc. (Greyhound), Continental Trailways, Inc. (Trailways), and D. C. Transit System, Inc. (Transit), declined to furnish the service.

Bannister filed as support for its application a statement by Wolf Trap. The supporting statement indicates that the circumstances which create the immediate and urgent need for the proposed service are the opening of the 1974 performing season on June 17, 1974, and the desire of Wolf Trap to have the service available to the public for all of the performances. The statement further indicates that Wolf Trap contacted Metro, Greyhound, Trailways and Transit with respect to the proposed service and that each refused to provide the required services.

The Commission believes that the record supports a finding

that there is an immediate and urgent need for the proposed service and that there is no carrier service capable of meeting this specific need. Accordingly, the Commission shall authorize Bannister to temporarily perform the proposed service. The temporary authority shall be effective through September 7, 1974, as requested by Bannister. See Compact, Title II, Article XII, Section 4(d)(3).

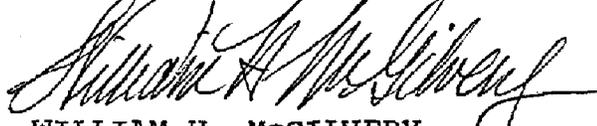
THEREFORE, IT IS ORDERED:

1. That Bannister Car Rental & Chauffeur Service, Inc., be, and it is hereby, granted temporary authority to transport passengers from specified points located within the Metropolitan District, as hereinbefore described, to the Wolf Trap Farm Park for the Performing Arts, Filene Center, a facility of the United States Government, at or near Vienna, Va., and return.

2. That Bannister Car Rental & Chauffeur Service, Inc., be, and it is hereby, required to file forthwith an appropriate tariff pursuant to the temporary operating authority granted herein, to be effective June 21, 1974.

3. That unless otherwise provided by order of the Commission, the temporary authority granted herein shall become effective Friday, June 21, 1974, and shall remain in effect through Saturday, September 7, 1974.

BY DIRECTION OF THE COMMISSION:



WILLIAM H. MCGILVERY
Acting Executive Director