

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 2597

IN THE MATTER OF:

Served August 15, 1984

Application of THE AIRPORT)
CONNECTION, INC., for Special)
Authorization to Conduct Charter)
Operations Pursuant to Contract)
with Close-Up Foundation)

Case No. CP-84-05

By application filed August 10, 1984, The Airport Connection, Inc., ("TAC" or "applicant") seeks authority to conduct charter operations pursuant to WMATC Special Certificate of Public Convenience and Necessity No. 1 under contract with Close-Up Foundation ("Close-Up") to transport students and their teachers, together with their baggage, while participating in Close-Up's government studies program, over irregular routes, between points in the Metropolitan District. 1/

Close-Up is a non-profit educational foundation which operates a government studies program in metropolitan Washington for students and their teachers. TAC is a motor common carrier which transports passengers in special and charter operations between Washington National Airport and Dulles International Airport, on the one hand, and, on the other, points in the Metropolitan District. TAC operates under contract with the Federal Aviation Administration ("FAA") and pursuant to authority from this Commission. A current certificate of insurance is on file with the Commission. Under the terms of the contract between Close-Up and TAC, applicant is obliged to provide up to six motor coaches during the period November 4, 1984, through July 31, 1985, and to make every reasonable effort to provide additional coaches when needed for the purpose of transporting participants in Close-Up's program between points in the Metropolitan District as the needs of the program dictate. Rates for applicant's service will be as follows: \$100 for a one-way hotel transfer; \$28 per hour (minimum four hours) for non-lectured transportation service; \$100 or \$28 per hour (minimum four hours plus one hour for report charge) for airport transfers. If during the term of the contract TAC's fuel

1/ To the extent that this application proposes transportation to or from Baltimore-Washington International Airport or between points located solely within the Commonwealth of Virginia, it is hereby dismissed for want of jurisdiction.

costs increase by \$.15 or more per gallon, the foregoing charges will be increased by an amount determined by the parties to reflect those costs. 2/

TAC's president certifies that applicant is familiar with the Commission's rules and regulations and will comply therewith. With its application, TAC also submitted a statement to the effect that it has not been found unfit, nor is there any fitness investigation pending by this Commission, the Maryland Public Service Commission, the Virginia State Corporation Commission, or the United States Department of Transportation.

TAC projects total revenues of \$100,000 from the Close-Up contract. Expenses are projected at \$67,200 for a net operating income of \$32,800 or an operating ratio of 67.2 percent. Applicant's most recent financial statements were filed in Case Nos. AP-84-17 and AP-84-18, and the Commission will take official notice thereof.

Close-Up's director of operations, William A. Eliason, submitted a notarized letter in support of the application stating Close-Up's intention to bring over 19,000 students and teachers to Washington, D.C., during the 1984/85 school year. Programs of one week duration will run concurrently in six hotels within the Metropolitan District and in facilities in Washington, D.C., between November 4, 1984, and July 31, 1985. Mr. Eliason estimates that Close-Up will require 30-35 buses per day to conduct these programs. 3/ The letter further attests that Close-Up has investigated applicant's qualifications and is satisfied that TAC is capable of performing the proposed service properly.

Inasmuch as the proposed service is for the transportation of students and teachers pursuant to contract with a school between points in the Metropolitan District for a period in excess of 181 days, the application appears amenable to processing under Regulation No. 70 4/ at least for the period November 4, 1984, through May 30, 1985. 5/

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- 2/ We remind applicant that revised rates will become effective only upon acceptance by the Commission of a tariff reflecting the revisions.
- 3/ Close-Up also has contracts with other carriers to help meet this requirement.
- 4/ See Order No. 2004, served June 20, 1979.
- 5/ The equipment TAC proposes to use is owned by FAA. FAA, by letter dated July 19, 1984, has granted TAC permission to use those vehicles for the Close-Up contract. That permission becomes void on May 31, 1985.

Notice of this application must be published and opportunity given for the filing of protests. Protests, if any, must be written, sworn and notarized, and must contain all evidence and argument upon which the protestant would rely.

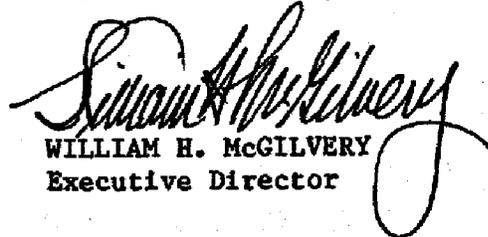
THEREFORE, IT IS ORDERED:

1. That The Airport Connection, Inc., shall publish once in a newspaper of general circulation in the Metropolitan District notice of this application in the form prescribed by the Commission staff no later than Thursday, August 23, 1984.

2. That The Airport Connection, Inc., shall file an affidavit of such publication with the Commission no later than Tuesday, September 4, 1984.

3. That any person desiring to protest this application shall file a notarized protest in conformance with Commission Regulation No. 70-06 at the office of the Commission, Suite 316, 1625 I Street, N.W., Washington, D.C. 20006, no later than Tuesday, September 4, 1984.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS WORTHY, SCHIFTER AND SHANNON:


WILLIAM H. MCGILVERY
Executive Director

