

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 3067

IN THE MATTER OF:

Served September 16, 1987

Application of THE AIRPORT)
CONNECTION, INC., to Amend Tariff)

Case No. AP-87-19

By application filed August 14, 1987, as amended August 27, 1987, The Airport Connection, Inc. ("TAC" or "applicant"), proposes a new Tariff No. 8, cancelling Tariff No. 7 and supplements thereto. The proposed tariff would result in the following changes:

- * revise and clarify definitions of the terms "exclusive use" and "shared use" as they apply to applicant's on-demand, door-to-door special operations to and from National and Dulles Airports;
- * reduce the rate for such service between National Airport and the Zone 1 downtown "hotel district" from \$7.50 to \$7;
- * eliminate regularly-scheduled van service between National Airport and various hotels in Bethesda, Chevy Chase, Rockville, Wheaton, Silver Spring, and Gaithersburg; and
- * create a new \$20 per-capita "shared use" rate between National Airport and Zone 4, which includes all of Montgomery and Prince George's Counties outside the Capital Beltway.

Applicant has submitted passenger counts for the Gaithersburg/Rockville scheduled van service which it proposes to eliminate. Ridership for 1986 was down 13.6 percent from 1985. For the first five months of 1987, ridership was down 19.6 percent from the same period in 1986. Similarly, scheduled van service ridership for the Bethesda/Chevy Chase area was down 22.1 percent from 1985 to 1986; it was down 18.5 percent for the first five months of 1987.

TAC is eliminating its Maryland scheduled van service to and from National Airport in favor of its on-demand, door-to-door sedan service begun in May 1987. While the fares for the sedan service are higher than the fares for the scheduled van service, the sedan service is a higher quality type of service and is available throughout the Metropolitan District, rather than to selected points.

This application also proposes two reduced rates for the sedan service. Between National Airport and Zone 1, the downtown "hotel

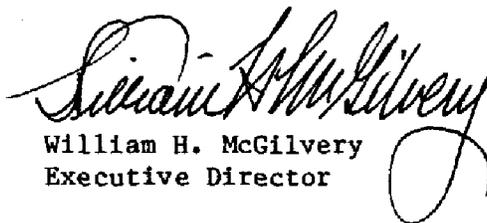
district," the sedan rate would be reduced from \$7.50 to \$7. According to TAC, the purposes are to encourage ridership and to reduce the need for the drivers to carry as many coins. In addition, the proposal would establish a "shared use" rate of \$20 between National Airport and Zone 4, which includes all of Montgomery and Prince George's Counties outside the Capital Beltway. Previously, only the "exclusive use" rate was available in Zone 4; that rate is \$20 plus \$1.25 a mile outside the Capital Beltway. This, according to TAC, is to help reduce the impact of the elimination of scheduled van service to certain points in this zone.

This tariff was filed on August 27, 1987, and the Compact, Title II, Article XII, Section 5(e) provides that it cannot become effective before September 26, 1987, unless the Commission by order authorizes its taking effect on an earlier date. Along with the tariff, TAC filed a motion seeking earlier approval. The motion states that the scheduled van service proposed for deletion is causing applicant a negative cash flow. Applicant further states it is ready to implement all of the proposed changes upon approval.

Upon consideration of this application and motion, we will grant approval of the proposed tariff to become effective as soon as practicable within 30 days of the date of this order.

IT IS SO ORDERED.

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


William H. McGilvery
Executive Director