

BEFORE THE  
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION  
WASHINGTON, D.C.

GENERAL ORDER NO. 16

IN THE MATTER OF:

Served August 17, 1966

Promulgation and Adoption )  
of Supplemental Regulations.)

This matter comes before the Commission, sua sponte. The Commission has become concerned over the limited amount of time in which it may give consideration to a fare-change proposal. While the Compact provides for up to 150 days in which to investigate the reasonableness of a proposed fare, much of this time is given up to providing a reasonable time for the giving of notice, the study of the application, and, usually, extensive and lengthy, though sporadic hearings. The hearings have been sporadic because all parties to the proceeding have not had sufficient knowledge of the application until the first day of hearing. Also, some applications have not been sufficiently considered before filing, which has resulted in the applicant amending its application or filing evidence at a variance with the data supplied at the time of filing the application.

The experience of the Commission leads it to believe that its regulations should be revised and supplemented wherever possible to correct this situation. Believing that an applicant should be prepared to substantiate the application at the time of its filing, the Commission is of the opinion and finds that a regulation should be promulgated and adopted requiring the submission of the prepared direct testimony, in

question and answer form, of the witnesses who will sponsor the exhibits prescribed in Regulation 58-02. Such a regulation will enable the Commission to reduce "regulatory lag" and give all parties to such a proceeding the complete details relating to the application.

Section 3, Article XII, Title II, of the Washington Metropolitan Area Transit Regulation Compact provides that the general duty of each carrier subject to the Commission's jurisdiction is to provide safe and adequate service. It has come to the Commission's attention that some scheduled trips of the regular route bus companies are not operated because assigned drivers fail to report for duty. We have also found that some of the regular route bus companies do not have men assigned on "report" or "standing extra" to cover the operation when the assigned drivers fail to report. The non-operation of these scheduled trips results in inadequate bus service.

All regular route bus companies were notified by letter dated June 27, 1966, of a proposed regulation concerning this matter, and conferences and discussions have been held between interested regular route bus companies and the Commission's Staff concerning the proposed regulation. The Commission is of the opinion that the substance of the proposed regulation should be promulgated and adopted.

THEREFORE, IT IS ORDERED that the following regulations be, and they are hereby, prescribed and adopted, effective August 19, 1966:

Regulation 58-02(g): Prepared Testimony. Prepared direct testimony, in question and answer form, of all witnesses through which applicant proposes to adduce evidence, including those who will sponsor the exhibits prescribed above. Twenty copies shall be filed.

Regulation 72. Schedule Protection. Each regular route bus company shall assign a sufficient number of bus operators to "stand extra" or "report" during the times of bus pull-outs from each operating division to assure the operation of all scheduled trips.

BY DIRECTION OF THE COMMISSION:

A handwritten signature in cursive script, reading "Delmer Ison". The signature is written in black ink and is positioned above the printed name and title.

DELMER ISON  
Executive Director