

BEFORE THE
WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION
WASHINGTON, D. C.
ORDER NO. 519

IN THE MATTER OF:

Served August 27, 1965

Application of D. C. Transit System, Inc., for Authority to Abandon Routes L-2 Owl, V-4 Owl, and A-8 Owl Service and a Portion of Route 80 Owl.)	Applications Nos. 332, 333, 334, 335
)	
)	Docket No. 97
)	

APPEARANCES:

MANUEL J. DAVIS and GORDON A. PHILLIPS, Attorneys for D. C. Transit System, Inc., applicant.

RUSSELL W. CUNNINGHAM, General Counsel, Staff of the Washington Metropolitan Area Transit Commission.

On June 25, 1965, D. C. Transit System, Inc., (Transit), filed Applications Nos. 332, 333, 334, and 335, for authority to abolish Routes L-2 Owl, V-4 Owl, Route A-8 Owl and a portion of Route 80 Owl, between 14th and G Streets, N.W. and Rosslyn, Virginia.

A public hearing was held on this matter on August 19, 1965, at 9:30 a.m., at the offices of the Commission, 1815 North Fort Myer Drive, Arlington, Virginia.

Mr. William E. Bell, Assistant Vice President, D. C. Transit System, Inc., testified for the Company. A total of 33 exhibits were introduced into evidence. The Company presented exhibits showing the average number of passengers per trip riding the Owl services proposed to be abandoned during certain dates in February, 1963. It also presented exhibits showing average weekday and a Saturday and Sunday fare box revenue amounts for a week beginning April 16, 1965, for each of the routes proposed to be abandoned. These exhibits purported to show that there was not adequate patronage on the L-2 Owl, V-4 Owl, A-8 Owl routes, and that portion of 80 Owl route proposed to be abandoned, to justify their continued operation and that the cost of operation of these Owl routes is not being met by fare box revenue.

The Commission gives little weight to the exhibits showing average passenger riding per trip in 1963, as justification for abandonment of service in 1965. Current information is required. Further, average riding per trip, computed by taking the total number of passengers traveling during a certain period and dividing by the number of trips operated, is not a measure that the Commission can reasonably use to authorize abandonment of all trips in the period. The primary concern is the number of riders on each individual trip.

As another justification for abandonment of Owl Service, Transit alleges that costs exceed revenue for these operations. Without the support of current passenger riding on the routes, or portion of routes, proposed to be abandoned, the Commission cannot authorize abandonment of service due to this item by itself. A portion of Section 4 (i), Article XII, Title II of the Washington Metropolitan Area Transit Regulation Compact reads as follows:

"The fact that a carrier is operating a route or furnishing a service at a loss shall not, of itself, determine the question of whether abandonment of the route or service of the route is consistent with the public interest as long as the carrier earns a reasonable rate."

No evidence was introduced at the hearing relative to the overall earnings of the Company.

The Commission concludes that Transit has not presented sufficient or current evidence in the record for it to make a finding that the proposed abandonment is in the public interest, and, therefore, will deny the application without prejudice.

THEREFORE, IT IS ORDERED, that Applications Nos. 332, 333, 334, and 335, for authority for D. C. Transit System, Inc., to abandon service on Routes L-2 Owl, V-4 Owl, A-8 Owl, and a portion of 80 Owl, are hereby denied without prejudice.

BY DIRECTION OF THE COMMISSION:



DELMER ISON
Executive Director