

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 1340

IN THE MATTER OF:

Application of GREYHOUND AIRPORT)	Served July 1, 1974
SERVICE, INC., for Authority to)	
Change Tariff)	Application No. 835
		Docket No. 267

On June 3, 1974, Greyhound Airport Service, Inc. (Greyhound) filed WMATC Tariff No. 14 which would cancel WMATC Tariff No. 13 and, effective July 3, 1974, would provide new fares, rules and regulations governing the transportation of passengers and their baggage between Washington National Airport (National) or Dulles International Airport (Dulles), on the one hand, and on the other, points throughout the Washington Metropolitan District in either special operations or charter service.

The proposed tariff provides for increased fares to only two points currently being served by Greyhound within the Metropolitan District. These points are the Howard Johnson Motel in Wheaton Plaza, University Boulevard and Viers Mill Road, Wheaton, Maryland, and the Sheraton Motel, 8727 Colesville Road, Silver Spring, Maryland. In each instance, the increase would be from a \$4 fare to a \$4.50 fare. The \$.50 difference would represent a 12-1/2 percent increase.

The proposed tariff names new and additional specified pickup or discharge points within the District of Columbia and Maryland and sets forth a fare for each. These points are the Greyhound Bus Terminal, 1110 New York Avenue, N. W., Washington, D. C., Trailways Bus System Terminal, 12th Street and New York Avenue, N. W., Washington, D. C., Holiday Inn-Bethesda Motel, 8120 Wisconsin Avenue, Bethesda, Maryland, Holiday Inn-Chevy Chase, 5520 Wisconsin Avenue, Chevy Chase, Maryland, and Holiday Inn-Silver Spring, 8777 Georgia Avenue, Silver Spring, Maryland. The proposed limousine or motor coach service between National and either the Greyhound Bus Terminal or Trailways Bus Terminal would have a \$2 fare per passenger. The proposed limousine or motor coach service between

either National or Dulles and either the Holiday Inn-Bethesda or the Holiday Inn-Chevy Chase would have a \$4 fare per passenger. The proposed tariff sets forth a \$4 fare per passenger for limousine or motor coach service between National and the Holiday Inn-Chevy Chase and a \$4.50 fare per passenger for limousine or motor coach service between Dulles and the Holiday Inn-Chevy Chase.

The proposed tariff further provides for group riding door-to-door sedan service to and from specified zones ^{1/} embracing all points in the entire Washington Metropolitan District. The proposed tariff describes the new group riding door-to-door sedan service. Item 6 of the proposed tariff sets forth the following description.

"GROUP RIDING DOOR-TO-DOOR SEDAN SERVICE - Service by a vehicle accommodating no more than eight (8) passengers and their baggage, plus the driver of the vehicle, whereby the carrier controls the loading, dispatching and routing of the vehicle, including the right to hold vehicle for a reasonable period of time after first passenger boards the vehicle, to assemble other passengers traveling to the same destination point or no more than a total of five (5) different destinations within the same general area of each other, and the order in which the passengers on board will be discharged or picked up en route."

The fare per passenger for group riding door-to-door sedan service would depend upon the zone to or from which the passenger was transported. The fare per passenger for group riding door-to-door sedan service to or from National ranges between \$3 and \$8 with an additional charge of \$.60 per mile beyond certain zones. The fare per passenger for group riding door-to-door sedan service to or from Dulles ranges between \$8 and \$13 with an additional charge of \$.60 per mile beyond a specified zone.

Greyhound requests that the Commission permit the proposed tariff to become effective as promptly as possible and without suspension or oral hearing. Greyhound contends that such action by the Commission would be clearly justified because, except for fare increases, the proposed tariff simply republishes fares already approved and on file with the Commission and provides for new fares for a service which no other carrier provides and for which no comparable rates are on file by any other carrier.

^{1/} The specified zones for the group riding door-to-door sedan service to or from National and Dulles are shown on maps filed as part of the tariff and the boundaries of each zone are described in detail in a statement of Zone Boundary Limits filed as part of the tariff.

Title II, Article XII, Section 6(a)(1) of the Compact provides the following:

"In determining whether any proposed change shall be suspended, the Commission shall give consideration to, among other things, the financial condition of the carrier, its revenue requirements, and whether the carrier is being operated economically and efficiently." (Emphasis added.)

The proposed tariff was not accompanied by supporting data indicating Greyhound's financial condition and revenue requirements and whether the carrier is being operated economically and efficiently. The Commission shall suspend, under the provisions of Article XII, Section 6(a)(2) of the Compact, Greyhound's proposed WMATC Tariff No. 14 and schedule a hearing in order to make an appropriate record upon which to determine whether WMATC Tariff No. 14 of Greyhound is just, reasonable and not unduly preferential or unduly discriminatory either between riders or sections of the Metropolitan District.

Further, the Commission shall require Greyhound to submit as exhibits, and be prepared to support with competent witnesses the following data:

(A) a detailed balance sheet showing the financial condition of the applicant as of July 31, 1974, including a list of the revenue equipment;

(B) a detailed income statement of the applicant for the 12 month period ending July 31, 1974, including operating ratio;

(C) a projected statement of net earnings after all taxes, for the 12 month period ending July 31, 1975, under the existing tariff, together with supporting details, including operating ratio; and

(D) a projected statement of net earnings, after all taxes, for the 12 month period ending July 31, 1975, under the proposed tariff, together with supporting details, including operating ratio.

The public should be given notice of the proposed rate structure and service modifications and Greyhound will be required to publish notice in a newspaper and post notice in each of its vehicles.

THEREFORE, IT IS ORDERED:

1. That Greyhound Airport Service, Inc., proposed WMATC Tariff No. 14, filed June 3, 1974, be, and it is hereby, suspended effective July 3, 1974, for a period of 90 days, through Tuesday, October 1, 1974, unless otherwise ordered.

2. That Application No. 835 of Greyhound Airport Service, Inc., be, and it is hereby, scheduled for public hearing to commence Tuesday, September 3, 1974, at 10:00 a.m., in the Hearing Room of the Commission, Room 314, 1625 Eye Street, N. W., Washington, D. C. 20006.

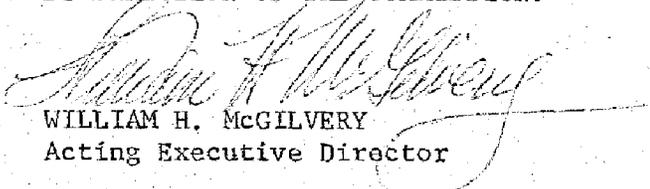
3. That Greyhound Airport Service, Inc., post notice in the form prescribed by the staff of the Commission of this application and hearing in all of its vehicles no later than Friday, August 9, 1974.

4. That Greyhound Airport Service, Inc., publish notice in the form prescribed by the staff of the Commission of this application and hearing in a newspaper of general circulation in the Metropolitan District no later than Friday, August 9, 1974.

5. That the exhibits set forth hereinbefore as being required of Greyhound Airport Service, Inc., shall be submitted on or before Wednesday, August 28, 1974, in such manner that six (6) copies shall be received by the Commission and one copy served on each party of record, the original to be submitted at the hearing.

6. That any person desiring to protest or otherwise to be heard on this matter shall notify the Commission, in writing, on or before Friday, August 23, 1974, and mail a copy of such notification to counsel of record for Greyhound Airport Service, Inc., L. C. Major, Esquire, Suite 301 Tavern Square, 421 King Street, Alexandria, Virginia 22314.

BY DIRECTION OF THE COMMISSION:


WILLIAM H. MCGILVERY
Acting Executive Director