

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 2071

IN THE MATTER OF:

Served December 28, 1979

Application of GEORGETOWN UNIVER-)
SITY T/A GEORGETOWN UNIVERSITY)
TRANSPORTATION SOCIETY for)
Authority to Change Route No. 5)

Case No. AP-79-16

By application filed October 17, 1979, Georgetown University trading as Georgetown University Transportation Society (GUTS) seeks authority to amend its Certificate of Public Convenience and Necessity No. 56 to change Route No. 5 traversing various streets in the District of Columbia between the main campus of the university and the law center campus. The existing route extends:

(5) from Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to Q Street, then over Q Street to Wisconsin Avenue, then over Wisconsin Avenue to Q Street, then over Q Street to 23rd Street, then over 23rd Street to P Street, then over P Street to 21st Street, then over 21st Street to Constitution Avenue, then over Constitution Avenue to Louisiana Avenue, then over Louisiana Avenue to First Street, then over First Street to F Street, then over F Street to Second Street, then over Second Street to Georgetown University Law Center, then return over Second Street to G Street, then over G Street to Massachusetts Avenue, then over Massachusetts Avenue to Columbus Circle, then around Columbus Circle to Delaware Avenue, then over Delaware Avenue to Constitution Avenue, then over Constitution Avenue to Virginia Avenue, then over Virginia Avenue to 20th Street, then over 20th Street to Massachusetts Avenue, then over Massachusetts Avenue to Sheridan Circle, then around Sheridan Circle to 23rd Street, then over 23rd Street to Q Street, then over Q Street to Wisconsin Avenue, then over Wisconsin Avenue to Q Street, then over Q Street to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points.

Applicant seeks to replace the underlined language quoted above with the following route segments:

over 37th Street to Prospect Street, then over Prospect Street to 34th Street, then over 34th Street to M Street, then over M Street to Pennsylvania Avenue, then over Pennsylvania Avenue to 21st Street

and

to New Jersey Avenue, then over New Jersey Avenue to Constitution Avenue, then over Constitution Avenue to Virginia Avenue, then over Virginia Avenue to 22nd Street, then over 22nd Street to M Street, then over M Street to 33rd Street, then over 33rd Street to Prospect Street, then over Prospect Street to 37th Street, then over 37th Street to Healy Circle.

Corresponding changes would eliminate applicant's Alternate Route No. 2 which now provides that

Transportation may be performed over the following route as an alternative to route (5) in Part A of this certificate.

Over regular route to intersection Massachusetts Avenue and Columbus Circle, then over Columbus Circle to First Street, N. E., then over First Street to Independence Avenue, S. E., then over Independence Avenue to First Street, S. W., then over First Street to Constitution Avenue, N. W., then over Constitution Avenue and return over regular route.

The matter was scheduled for public hearing and applicant published notice of the application and hearing in a newspaper of general circulation in the Metropolitan District and in a newspaper of general circulation in the Georgetown University community, and posted notice of the application and hearing in each of its vehicles as directed by the Commission.

Inasmuch as no protests to the application were filed with the Commission, applicant requested that the public hearing be waived pursuant to Commission Rule 22, and that the application be determined on the basis of the existing record. By Order No. 2062, served November 28, 1979, the hearing was canceled.

The University's Vice President for Planning and Physical Plant stated that an extensive study of the subject transportation has revealed that passenger load over the route segment to be changed has been negligible (three or four people each run), that alternate transportation is available, and that there would be little or no inconvenience involved. The proposed new route would include service between the Law Center and the recently opened Yates Field House. Considerable demand exists for this service according to affiant. No change in GUTS' tariff is proposed.

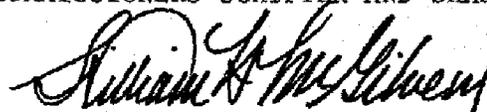
Commission Regulation No. 59-02 requires a carrier to receive prior Commission approval before changing a passenger route. The regulation also specifies that a carrier shall concurrently apply for such new authority when the proposed route is not over streets described in its certificate, as is the case in this proceeding. Title II, Article XII, Section 4(b) of the Compact provides that an application for new authority may be granted upon a showing that the service is required or will be required by the public convenience and necessity and that the applicant is fit, willing, and able properly to perform said service and to comply with the provisions of the Compact and the Commission's regulatory requirements.

The Commission finds that the evidence of record warrants a grant of this application. There exists a public need for transportation service over the proposed new route, there will be no change in the fare structure, and GUTS is fit, financially and otherwise, to provide the modified service. A revised certificate will be issued.

THEREFORE, IT IS ORDERED:

1. That the application of Georgetown University T/A Georgetown University Transportation Society to change Route No. 5 is hereby granted.
2. That pages 4 and 5 of Certificate of Public Convenience and Necessity No. 56 are revised and reissued as attached hereto to effect the changes authorized by this order.

BY DIRECTION OF THE COMMISSION, COMMISSIONERS SCHIFTER AND SHANNON:


WILLIAM H. MCGILVERY
Executive Director

Tunlaw Road, then over Tunlaw Road to 37th Street, then over 37th Street to Reservoir Road, then over Reservoir Road to 35th Street, then over 35th Street to P Street, then over P Street to Healy Circle, serving all intermediate points and serving St. Mary's Hall, Georgetown University, as an off-route point.

(5) From Healy Circle, 37th and O Streets, N. W., over 37th Street to Prospect Street, then over Prospect Street to 34th Street, then over 34th Street to M Street, then over M Street to Pennsylvania Avenue, then over Pennsylvania Avenue to 21st Street, then over 21st Street to Constitution Avenue, then over Constitution Avenue to Louisiana Avenue, then over Louisiana Avenue to First Street, then over First Street to F Street, then over F Street to Second Street, then over Second Street to Georgetown University Law Center, then return over Second Street to G Street, then over G Street to New Jersey Avenue, then over New Jersey Avenue to Constitution Avenue, then over Constitution Avenue to Virginia Avenue, then over Virginia Avenue to 22nd Street, then over 22nd Street to M Street, then over M Street to 33rd Street, then over 33rd Street to Prospect Street, then over Prospect Street to 37th Street, then over 37th Street to Healy Circle, serving all intermediate points.

PART B

ALTERNATE ROUTES:

Transportation may be performed over the following routes as alternatives to route (4) in Part A of this certificate:

(a) Alban Towers Express (between Healy Circle and Alban Towers with no intermediate stops): from Healy Circle, 37th and O Streets, N. W., over O Street to 35th Street, then over 35th Street to Reservoir Road, then over

Reservoir Road to 37th Street, then over 37th Street to Tunlaw Road, then over Tunlaw Road to New Mexico Avenue, then over New Mexico Avenue to Cathedral Avenue, then over Cathedral Avenue to Alban Towers alley, and return over the same route.

(b) If intersection of 37th Street and Reservoir Road is backed up

(i) and there are passengers for St. Mary's: proceed over regular route southbound to intersection of 37th Street and R Street, N. W., then over R Street to 38th Street, then over 38th Street to St. Mary's, then continue over regular route.

(ii) and there are no passengers for St. Marys: proceed over regular route southbound to intersection of 37th and R Streets, N. W., then over R Street to 35th Street, then over 35th Street to P Street, then continue over regular route.

PART C

IRREGULAR ROUTES:

CHARTER OPERATIONS, transporting passengers and their baggage, in the same vehicle with passengers, between points in the Metropolitan District.