

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D.C.

ORDER NO. 3078

IN THE MATTER OF:

Served October 7, 1987

Application of GEORGETOWN UNIVER- )  
 SITY to Increase Rates and to Amend )  
 Its Certificate No. 56 by Adding )  
 the Dupont Circle Route )

Case No. AP-87-21

By application filed August 17, 1987, as amended August 24, 1987, Georgetown University trading as Georgetown University Transportation Society ("applicant") seeks to add a new regular route to its Certificate of Public Convenience and Necessity No. 56. The proposed new route, called the Dupont Circle Route, would transport students, faculty, staff, and alumni of Georgetown University and Mt. Vernon College, as follows:

DUPONT CIRCLE ROUTE

From Podium A, Reservoir Road, over Reservoir Road to 35th Street, then over 35th Street to Q Street, then over Q Street to 20th Street, then over 20th Street to P Street, then over P Street to Wisconsin Avenue, then over Wisconsin Avenue to Q Street, then over Q Street to 35th Street, then over 35th Street to Reservoir Road, then over Reservoir Road to Podium A, serving the Concentrated Care Center, Georgetown University, as an off-route point.

Applicant also proposes a new schedule of fares for all of its services, including the proposed Dupont Circle Route, as follows:

Regular Route Service

	<u>Existing</u>	<u>Proposed</u>
Single Fare	\$ .65	\$ .75
20-Ride Pass	12.10	14.00
Unlimited Semester Pass	82.80	96.00

Charter Service

	<u>Existing</u>	<u>Proposed</u>
One Hour or Less	\$24.73	\$28.44
Over One Hour	13.70 per hour 54.80 minimum	15.75 per hour 63.00 minimum

Order No. 3062, served August 26, 1987, described the application, scheduled a public hearing, directed applicant to publish notice in a newspaper and post notice in its vehicles, and established a deadline for the filing of protests.

On September 21, 1987, applicant moved the Commission to waive the public hearing and decide the application on the basis of the pleadings. Along with its motion applicant submitted proof that notice had been posted and published as required by Order No. 3062. No protests were received by the deadline of September 18, 1987. By Order No. 3072, served September 22, 1987, the hearing was cancelled. The motion was submitted to the Commission for decision. We will grant the motion and proceed to a determination on the basis of the evidence of record.

The application for a new route comes before us pursuant to the Compact, Title II, Article XII, Section 4(b) which states in pertinent part

The Commission shall issue a certificate to any qualified applicant . . . if it finds, after hearing held upon reasonable notice, that applicant is fit, willing and able to perform such transportation properly and to conform to the provisions of this Act and the rules, regulations and requirements of the Commission thereunder, and that such transportation is or will be required by the public convenience and necessity . . . .

Applicant submitted an affidavit of its assistant manager showing that he conducted a survey of the Georgetown University community to determine whether there was a need for the proposed route. The survey form included the proposed schedule of service. A memorandum attached to the affidavit shows that about 2,500 questionnaires were sent out and 293 responses were received. Of these, 251 or 86 percent were favorable. The affidavit concludes, based on the survey, that the proposed route would be beneficial and useful and would reduce parking demands on campus, encourage use of public transportation, and help reduce vehicular traffic in the Georgetown area. We find that applicant has met its burden of proof as to public convenience and necessity.

Applicant's long history as a certificated carrier -- one which appears before the Commission almost annually for modifications to its routes or rates -- has established a record of fitness as to operations and compliance, and we so find in this case. Applicant's financial fitness will be considered below in connection with its application for increased rates.

We note that applicant typically operates certificated transportation services at a significant loss. For calendar year 1986, applicant had a net operating loss of \$65,700 on operating revenues of \$87,582. Without the proposed increased rates, applicant projects a loss of \$66,760 on revenues of \$108,000. With the increased rates, applicant projects a loss of \$50,510 on revenues of \$124,250. It is clear that applicant's effort here is simply to control the level of its operating deficit. One important element of applicant's financial fitness, therefore, is its ability to sustain these losses. Applicant has always been able to sustain these losses in the past; we have reviewed applicant's overall financial report for 1986, and we are convinced of its ability to continue to do so. We also find that applicant's willingness and ability to sustain these losses does not result in destructive competition against any other carrier.

For the reasons stated above, this application will be granted as to both the new route and the increased rates.

THEREFORE, IT IS ORDERED:

1. That applicant's motion to waive hearing and proceed under Commission Rule No. 22 is hereby granted.

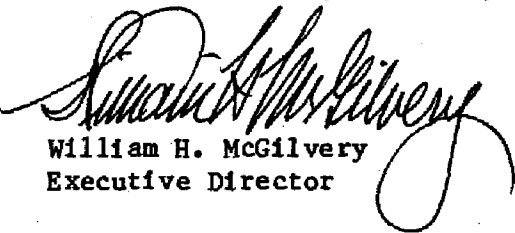
2. That the above-captioned application is hereby conditionally granted, contingent upon applicant's timely compliance with the terms of this order.

3. That applicant is hereby directed to file with the Commission, within 30 days of the date of this order, three copies of its WMATC Tariff No. 4 cancelling Tariff No. 3.

4. That unless applicant complies with the terms of this order within the time set therefor, or such additional time as may be allowed by Commission order, the conditional grant of authority contained herein shall be void upon expiration of the said compliance time.

5. That upon timely compliance with the terms of this order, an appropriately revised Certificate of Public Convenience and Necessity No. 56 shall be issued.

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

  
William H. McGilvery  
Executive Director

