

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

ORDER NO. 3338

IN THE MATTER OF:

Served May 16, 1989

Application of GREYHOUND LINES, )  
INC., for Temporary Authority to )  
Conduct Charter Operations Pursuant )  
to Contract with Corridor )  
Transportation Corporation )

Case No. AP-89-24

By application filed May 8, 1989, Greyhound Lines, Inc. (GLI), seeks temporary authority to transport passengers in charter operations between points in Prince George's and Montgomery Counties, MD, pursuant to a contract with Corridor Transportation Corporation (CTC).

The contract provides for scheduled service over five fixed routes:

Route A - Ammendale/Montpelier  
Route B - Maryland City  
Route C - Whiskey Bottom  
Route D - Burtonsville  
Route E - Hospital/Main Street

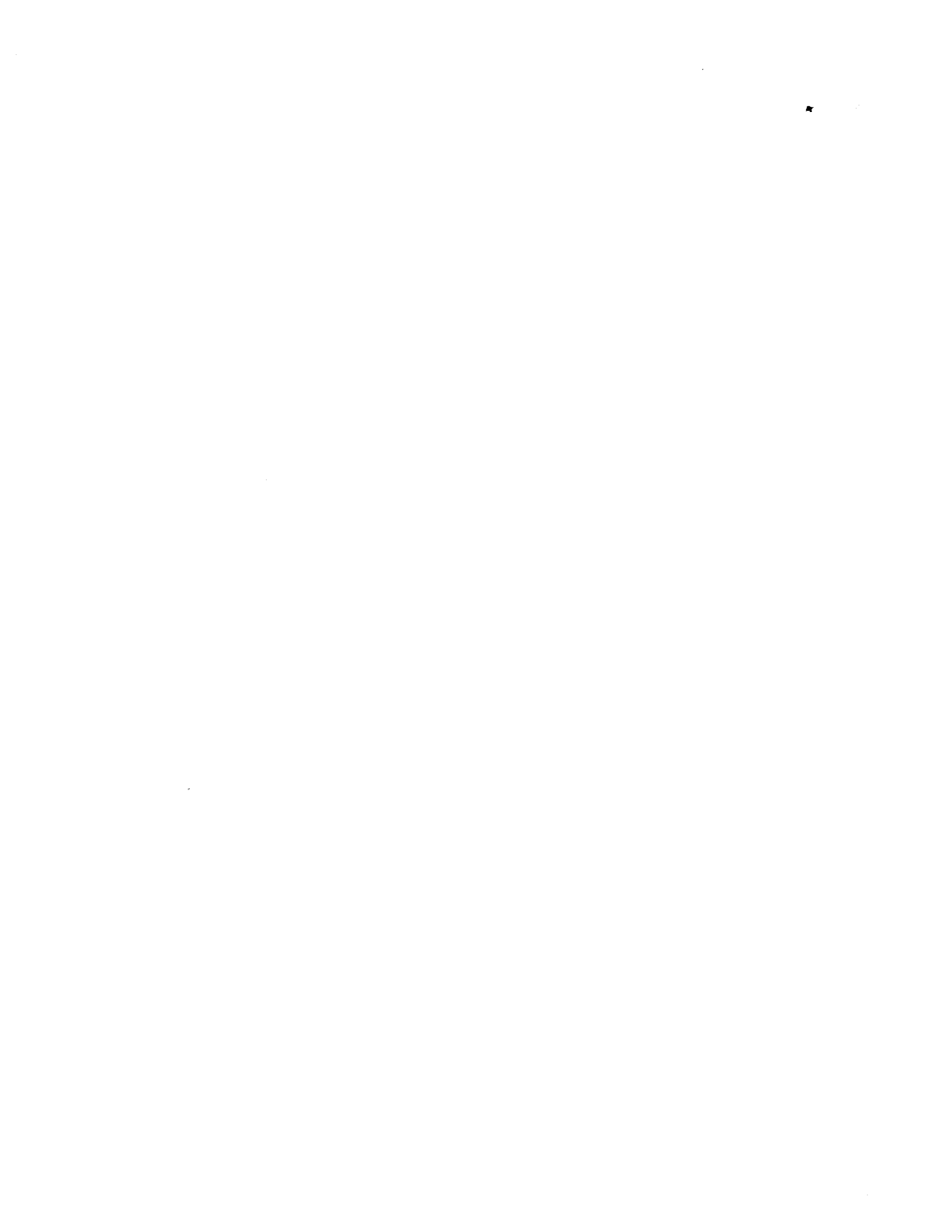
In addition, the contract provides for certain connecting service and, on Saturdays, operation of a combined Route D/E. \*/ Routes A, D, E, connecting service, and Route D/E Saturday service operate wholly within Prince George's and Montgomery Counties and are, therefore, wholly within this Commission's jurisdiction. Route B operates partially in Howard County, MD, and Route C operates partially in Anne Arundel County, MD. Therefore, those portions of Routes B and C outside the Metropolitan District are not subject to this Commission's jurisdiction, and, to that extent, this application is dismissed. See Compact, Title I, Article I.

The scheduled service would operate generally between 6 a.m. and 7 p.m., using nine 25-passenger vehicles, including one for back-up.

In support of its application, GLI has submitted the verified statement of CTC's project administrator. CTC, according to the statement, is a non-profit corporation organized by local businessmen and civic-minded persons for the purpose of developing a public bus

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\*/ Specific routing and schedules are contained in the application and are available for review at the office of the Commission.



transit system within Laurel, MD, and between Laurel and nearby outlying points in Anne Arundel, Howard, Montgomery, and Prince George's Counties. This contract was awarded as a result of a competitive bidding process, and GLI's proposal was selected as being the most responsive. The project is funded by area businessmen and developers, the State of Maryland, the Urban Mass Transportation Administration, and Prince George's and Howard Counties. The goal of CTC is high-frequency, low-fare transit service that would be responsive to local needs and would contribute to the area's economy. CTC also believes the service will reduce automobile traffic, lower exhaust emissions, and enhance public safety. CTC acknowledges existing bus service by Metro and Columbia Bus System, stating that this is through service not designed or intended to provide the type of service contemplated by this contract. The proposal is designed to serve businessmen, shoppers, and tourists, and to provide connecting service for MARC trains and Columbia Bus. The statement asserts an immediate and urgent need for the proposed service.

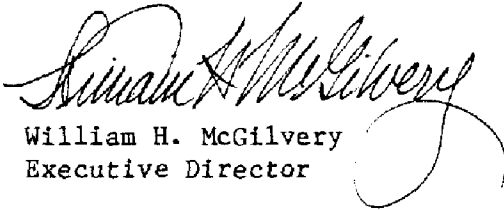
The term of the contract is three years from the date of commencement. Because temporary authority can be issued for a maximum of 180 days, GLI has filed an application for a certificate to perform this service in Case No. AP-89-19. All operating revenues collected by GLI are the property of CTC. The fares are to be established by CTC from time to time. Initially, CTC's fare schedule is 75 cents, no charge for children under 40 inches in height, and free transfers between routes. GLI, on the other hand, will charge CTC a fixed rate per revenue mile. GLI projects profits of about \$55,000 a year on annual revenues of \$586,445. The application contains GLI's statements of financial position and operating statements for 1987 and 1988.

Accompanying the application is a motion of GLI for immediate grant of this application so that the proposed service may be instituted on May 15, 1989. However, it is noted that GLI holds temporary authority to transport passengers in charter operations between points in the Metropolitan District, except transportation solely within the Commonwealth of Virginia, pursuant to this Commission's Order No. 3263, served December 9, 1988. This temporary authority became effective on January 23, 1989, pursuant to Order No. 3279, served January 23, 1989, and remains effective through June 9, 1989. See Case No. AP-88-41. Accordingly, GLI already holds the necessary operating authority to conduct the proposed operations between May 15, 1989, and June 9, 1989. Pursuant to that temporary authority, GLI has filed WMATC Tariff No. AP-88-41, Supplement No. 1, to establish its charter rates for the service proposed herein. This order is issued pursuant to Commission procedures pending determination by the Commission of GLI's motion.

The standards for temporary authority are set forth in the Compact, Title II, Article XII, Section 4(d)(3). The essential elements are (1) an immediate and urgent need for service, (2) no other carrier capable of meeting such need, and (3) fitness of the applicant. This order will provide notice of this application, and a brief period will be established for the filing of protests, if any. No extension of time will be granted.

THEREFORE, IT IS ORDERED that any person desiring to protest this application shall file a notarized protest in conformance with Commission Rule No. 14 at the office of the Commission, 1828 L Street, N.W., Suite 703, Washington, DC 20036-5104, no later than Friday, May 26, 1989, and shall simultaneously serve a copy of such protest on counsel for Greyhound Lines, Inc., William C. Evans, Esquire, 901 - 15th Street, N.W., Suite 700, Washington, DC 20005-2301.

FOR THE COMMISSION:



William H. McGilvery  
Executive Director