

Decision No. 21865.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)

CALIFORNIA TRANSIT CO.)

for authority to increase certain)
family, school children and individ-)
ual commutation fares.)

ORIGINAL

Application No. 15759

Earl A. Bagby, for applicant.

BY THE COMMISSION:

O P I N I O N

In this proceeding the California Transit Company, a corporation, seeks authority under Section 63 of the Public Utilities Act to revise its commutation fares applying between Vallejo and Crockett, Oleum, Rodeo, Richmond, Albany and Oakland, and to publish in its Local and Joint Passenger Tariff No. 6, C.R.C. No. 36, a provision that the charge in addition to the regular commutation fare bases per mile, shall reflect the actual per capita passenger tolls assessed by the American Toll Bridge Company for the transportation of persons crossing the Carquinez toll bridge between Crockett and Vallejo.

A public hearing was held before Examiner Geary at San Francisco August 29, 1929, and the application having been submitted is now ready for our opinion and order.

Applicant publishes no specific commutation fares between these points, the charge being computed on the established basis of 2½ cents per mile for family commutation books

of 26 round trips, 1½ cents per mile for school children commutation books of 20 round trips, and 2 cents per mile for individual commutation books of 26 round trips. Out of the revenues received applicant must pay for each passenger a bridge toll of 10 cents and in addition an average of 4 cents per passenger for the stages used to perform the service of carrying the passenger over the Carquinez bridge, making a total charge per passenger of 14 cents per trip. The following table will illustrate the existing situation.

Between :	And :	Miles of Transportation :	Present Fare 52-ride Individ. Commtn. :	Cost of Bridge Tolls :
Vallejo	Crockett	234	\$6.25#	\$7.28
"	Rodeo	390	7.80	7.28
"	Richmond	910	18.20	7.28
<u>School Children 40-ride Commtn.</u>				
Vallejo	Crockett	180	\$3.60#	\$5.60
"	Rodeo	300	4.40	5.60
"	Richmond	700	10.40	5.60

Minimum fare.

It will be observed from this tabulation that in connection with an individual commutation ticket of 52 rides sold for \$6.25 between Vallejo and Crockett, applicant is required to pay to the Bridge Company \$7.28, or \$1.03 more than it collects, and in addition gives the commuter 234 miles of service. In connection with the school children tickets the amount paid the Bridge Company for 40 trips at 14 cents per ride, is \$5.60, while the charge collected from the pupil moving between Vallejo and Crockett is \$3.60, leaving a net loss to the applicant of \$2.00 per ticket, with no compensation for the 180 miles of transportation furnished. The other destination points produce relatively the same results.

In arriving at the cost of 14 cents per passenger over the toll bridge applicant shows by an exhibit that it carried during the month of March, 1929, 12,194 passengers, using 1,083 stages and paying total bridge tolls of \$1,762.70, being an average of 14.4 cents per passenger. This sum represents a direct charge of 10 cents per passenger plus the cost of passing the stage over the bridge. The bridge over the Carquinez Straits between Crockett and the point near Vallejo was opened for traffic May 20, 1927, and a travel check month by month since that date shows a continual decline in the sale of commutation books. During the three months of June, July and August, 1929, there was but an average of 11 individual commutation books sold, no family commutations at all during the year 1929, and for the three months June, July and August 1929 only three school children's tickets, an average of one per month.

It is fundamental that a public utility cannot perform a particular service below the actual out-of-pocket cost for rendering that service, without placing a burden on other traffic. In this situation the fares proposed are only those upon the per mile basis plus the arbitrary for the bridge tolls; and applicant in addition to the regular distance scale of fares will publish specific commutation fares for the 52-ride individual books.

Since the applicant has authority under the provisions of Paragraph 3 Section 17 of the Public Utilities Act to issue reduced rate transportation to children attending an institution of learning, no authority is necessary from this Commission, and the carrier may at its option grant such relief. The record shows no further demand for family commutation fares, and these may be cancelled from the tariff as suggested by applicant's witness. We are of the opinion and find that this application

should be granted as to the increasing of the 52-ride individual commutation fares.

O R D E R

This application having been duly heard and submitted, full investigation of the matters and things involved having been had, and basing this order on the findings of fact and the conclusions contained in the foregoing opinion,

IT IS HEREBY ORDERED that applicant, California Transit Co., be and the same is hereby authorized and permitted to increase the 52-ride individual commutation fares between Vallejo and Crockett, Oleum, Rodeo, Richmond, Albany and Oakland to the basis set forth in the application, which is made part hereof, and to cancel the family 52-ride commutation fares between the same points.

Dated at San Francisco, California, this 10th day of October, 1929.

Thos. J. Lantry

Chas. J. Lantry

W. J. Lantry
Commissioners.