

Decision No. 23619.**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Investigation
upon the Commission's own motion
into the reasonableness of the rates,
services, rules, regulations, prac-
tices and accounting practices of
The Richmond and San Rafael Ferry
and Transportation Company.

Case No. 3020.

Brobeck, Phleger and Harrison, by Herman Phleger
and Howard Finn, for The Richmond and San
Rafael Ferry and Transportation Company.
C.W. Deal and George M. Fouratt, for the California
Marine Council.

HARRIS, COMMISSIONER:

O P I N I O N

This proceeding is an investigation upon the Commission's own motion to determine whether the fares, rates, charges, services, rules, regulations, practices or accounting practices of The Richmond and San Rafael Ferry and Transportation Company are unjust, unreasonable, discriminatory or preferential in any particular and to determine the just, reasonable and sufficient fares, rates, charges, practices, accounting practices, rules or regulations to be observed and enforced by said company.

A public hearing was held at San Francisco on April 15th, 1931. At this hearing, Counsel for the company made a statement of its position relative to improving the service by installing certain facilities and extending the hours of operation, as well as offering a reduction in the rates to become effective May 15th, 1931. In making this proposal, it was urged that it would be unreasonable to require the company to make further reductions in the fares or add to the operating expense or capital investment, due to the uncertain

position the company occupies, as it must look forward to the possibility of the construction of a bridge at or near the location of its ferry, and that the construction of such a bridge will have a highly prejudicial effect upon the company's business if not entirely destroy it. For this reason, it is claimed that the company reasonably is entitled to a higher rate of return than usually is allowed a utility not faced with such competition and, furthermore, the expenditure of large sums for capital improvements and betterments presents problems of financing on a sound basis which, ordinarily, do not confront a public utility company.

The company, however, admits the reasonableness of being required to immediately make an expenditure of approximately \$90,000. for the following improvements.

- (1) Construct a new slip on the San Quentin side.
- (2) Convert the three present single aprons at the slips to double aprons.
- (3) Install a cash payment system by the construction and operation of toll houses.
- (4) Augment the lighting at both terminals, install fog horns and make several minor improvements in the facilities.

These improvements should result in a very marked betterment in the service and permit of the speeding up of boats and expedite the handling of vehicles through the terminals.

The company has expressed its willingness to extend its service during the summer season and will provide all-night boat service for four months, beginning May 15th.

The following changes in fares are offered, to become effective May 15th, 1931:

	<u>LOCAL TARIFFS</u>	
	<u>Present</u>	<u>Proposed</u>
<u>Between Ferry Terminals at Point</u>		
<u>Richmond and Point San Quentin:</u>		
Automobiles,	\$0.75	\$0.70
Passengers (Adults),	.17	.15
Passengers (Children 5-12),	.09	.08
Monthly Commute,	3.30	3.00

JOINT TARIFF
WITH SAN QUENTIN STAGE COMPANY

	<u>Present</u>	<u>Proposed</u>
<u>Between Point Richmond and San Rafael:</u>		
Passengers (Adults),	\$0.33	\$0.30
Passengers (Children 5-12),	.17	.15
<u>Between Point Richmond and San</u> <u>Quentin Prison:</u>		
Passengers (Adults),	.22	.20
Passengers (Children 5-12),	.11	.10

After carefully considering the record in this proceeding, it is my opinion that, under present conditions, the company's proposal to improve the service, as outlined above, and reduce the rates is fair and reasonable and should result in a considerable benefit to the public using this ferry and it is my recommendation that the following form of order, requiring the company to carry out these improvements and establish these rates, be made.

O R D E R

The Commission having, on its own motion, instituted an investigation into the reasonableness of rates, service, rules and regulations and practices of The Richmond and San Rafael Ferry and Transportation Company, a public hearing having been held and the Commission being fully apprised of the facts, the matter being under submission and ready for decision;

IT IS HEREBY ORDERED that The Richmond and San Rafael Ferry and Transportation Company is hereby ordered and required to establish, on or before May 15th, 1931, upon notice to this Commission and to the general public by not less than three (3) days filing and posting of tariffs in the manner prescribed in Section 14 of the Public Utilities Act, and thereafter to maintain

and apply the rates and fares set forth in the opinion which precedes this order.

IT IS HEREBY FURTHER ORDERED that said The Richmond and San Rafael Ferry and Transportation Company is hereby directed to immediately commence construction, and to proceed in a diligent manner to a completion and installation, of the following facilities to be operated in connection with its ferry service between Richmond and Point San Quentin:

- (1) Construct a new slip at its San Quentin Terminal.
- (2) Convert the existing single apron at San Quentin Terminal and the two existing single aprons at Richmond Terminal to double aprons.
- (3) Install a fare collection system whereby patrons of the ferry travelling in vehicles will not be required to leave said vehicles in order to make payment for transportation.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 20th day of April, 1931.

C. J. Leary
Leon O'Brien
M. J. Linn
M. B. Harris
Fred G. Stewart
Commissioners.