

Decision No. 24934.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Investigation
 on the Commission's Own Motion into
 the sufficiency of the service pro-
 vided the City of Sacramento by the
 Pacific Gas and Electric Company
 through the operation of its street
 transportation system in Sacramento.

Case No. 3259.

ORIGINAL

C. P. Cutten, for the Pacific Gas & Electric Company.
 E. H. Jaqueth, Engineer, Planning and Traffic,
 for the City of Sacramento.

STEVENOT, COMMISSIONER:

O P I N I O N

The above entitled proceeding was instituted on the Commission's own motion, pursuant to a request from the City of Sacramento, as evidenced by its Resolution No. 37, dated April 28th, 1932, to make a study of the transportation needs of the City of Sacramento and if it were found that changes should be made in the service as now provided by the Pacific Gas and Electric Company, the company be directed to make such changes.

A public hearing was held in this matter at Sacramento on June 15th, 1932, at which time the matter was taken under submission.

Pacific Gas and Electric Company operates the local street transportation system, consisting of both street cars and bus lines, in the City of Sacramento. In general the street car lines serve the business and older portions of the city, while

street transportation to the new districts, primarily residential sections, is provided through the operation of bus lines.

The purpose of this investigation was to prescribe a suitable transportation system for the entire city with due consideration to present day conditions, including the volume of traffic now carried by the company with resulting revenue and what may be expected under other methods of operation.

In connection with this investigation W. H. Gorman, one of the Commission's engineers, made a detailed study of the street transportation needs of the city and his report was presented as the Commission's Exhibit No. 1. In this report it is recommended that certain changes be made in the street transportation system through a rearrangement of both car lines and bus lines. There are three changes proposed in the rail operation and eight changes in bus operation. The new plan is designed to provide transportation to certain well developed sections which are now without reasonable service and eliminate operation which appears to be in excess of that now required to meet public convenience and necessity. It is estimated that the operating expenses will be slightly reduced through the carrying out of the proposed plan. This plan, however, contemplates the purchase of seven additional buses, estimated to cost approximately \$40,000. The changes will also entail an expenditure of some \$16,000 in the way of removing overhead lines and surfacing roadways. With respect to service changes, the report recommends that the speed of the cars and buses be increased through the establishment of a skip-stop system of operation and a change in the fare collection whereby passengers will pay their fare as they enter on inbound trips and as they leave on outbound trips.

The report contains a map, page 28, which shows the proposed lines of operation for both bus and rail. The major line

changes proposed by this report are as follows:

- (1) Establish new G-D motor coach line between 7th and J Streets and 54th and J Streets, to be operated along J Street, 7th Street, G Street, D Street, McKinley Boulevard, etc.
- (2) Abandon the northerly portion of the G-T rail line from 7th and I Streets to Alhambra Boulevard and H Street.
- (3) Establish motor coach service along Folsom Boulevard between 28th Street and 57th Street.
- (4) Abandon the existing 57th Street motor coach line.
- (5) Abandon the existing M and P bus line.
- (6) Establish new T Street bus line to operate to 57th Street and 5th Avenue.
- (7) Establish 39th Street crosstown motor coach line between East Sacramento and the Oak Park district.
- (8) Abandon the existing T Street bus line.
- (9) Extend the Junior College bus line along 16th Street from P. Street to G Street
- (10) Abandon the 3rd and P Streets rail line.
- (11) Adjust service on the J Street rail line.

Two objections were raised to the proposed plan of routing, as indicated in Mr. Gorman's report; one of which was directed to the question of the easterly terminal of the T Street bus line and the other the northerly terminal of the 16th Street bus line. With respect to the T Street bus line, the plan shown on Exhibit No. 1 provides that the line will terminate at 57th Street and 5th Avenue. The company took the position that there is no justification for this line beyond T and 56th Streets, or in other words reduce the length of the line, as proposed in the report, approximately 0.6 of a mile. The city on the other hand contended that the line should be extended 0.25 of a mile to the district school on 5th Avenue near 61st Street. The other controversial point deals with the question of location

of the north terminal of the 16th Street bus line. The plan shown in the report provides that this line be extended to G Street where it will contact a proposed bus line. The company takes the position that it should be terminated at J Street, which is three blocks south of G Street, which point may be reached without the necessity of operating additional equipment. It was the desire of both the city and the company that the terminals of these two lines be not definitely fixed in the Order but on the other hand leave this matter open for the working out of a suitable plan of operation or changes as conditions justify after it is definitely determined as to what schedule can be maintained by the buses under the new plan of operation, including the carrying out of the recommendations of a skip-stop plan and also a change in the method of collecting fares.

It was suggested that it would be in public interest to formulate a plan whereby slight route changes, to which both the city and company could agree, could be effected without the necessity of a formal proceeding, provided, however, the Commission did not otherwise direct after being given reasonable advance notice of such changes.

The company pointed out that the revenues now received from the operation of its transportation system in Sacramento did not pay out-of-pocket costs. It was, however, willing to effect the changes proposed in the Commission's Exhibit No. 1, with the exception of the minor changes referred to above, notwithstanding the fact that the new plan will require an expenditure of \$56,000 additional investment, with the hope that some new business would be attracted and the operating costs slightly reduced. The city also expressed its approval of the proposed plan

with few minor suggested changes.

After carefully considering the record in this proceeding, it is concluded that the plan of operation, as prescribed in the Commission's Exhibit 1, will provide reasonable and adequate transportation service to the City of Sacramento, therefore the company should be authorized and directed to proceed with the carrying out of this plan with a provision that slight changes be made along the lines referred to above and further providing for a flexible plan of making slight changes in operation without the necessity of formal proceeding.

The following form of order is recommended.

O R D E R

The Commission having instituted the above entitled case, a public hearing having been held, the Commission having been fully advised of the facts, therefore,

IT IS HEREBY ORDERED that Pacific Gas and Electric Company be and is hereby authorized and directed to rearrange its lines of transportation so as to conform substantially in accordance with the route plan shown in said Commission's Exhibit No. 1 in this proceeding, subject to the following conditions:

- (1) The route changes shall be effected within One Hundred and Twenty (120) days from the date hereof.
- (2) Abandonment of any service authorized herein shall not be effected until the substitute service is placed in operation.
- (3) The Pacific Gas and Electric Company shall notify the Commission within ten (10) days after the changes authorized herein have been accomplished.

IT IS HEREBY FURTHER ORDERED that changes in terminals of routes and minor line changes to which the city and company can agree may be made without formally applying to the Commission, provided the Commission is given not less than twenty (20) days advance notice of such changes and does not for good cause otherwise direct.

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.

The effective date of this order shall be ten (10) days from the date hereof.

Dated at San Francisco, California, this 27th day of June, 1932.

C. Seaver
John C. Caldwell
W. J. ...
M. B. ...
Fred G. Stewart
 Commissioners.