

ORIGINAL

Decision No. 36459

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 San Francisco Bay Toll-Bridge Company) Application No. 24916
 to establish experimental rates.)

BY THE COMMISSION:

SECOND SUPPLEMENTAL OPINION AND ORDER

Applicant operates a toll bridge, known as the "San Mateo Bridge," which crosses San Francisco Bay between a point in the vicinity of Hayward on the one hand and a point in the vicinity of San Mateo on the other. By Decision No. 35456 of June 9, 1942, as amended, in this proceeding, applicant was authorized to establish various increased and reduced rates involved in a temporary revision of its rate structure; and to suspend, during the effectiveness of these rates, rates theretofore applicable.¹ The temporary rates are scheduled to expire on June 30, 1943. Upon their expiration the suspended rates will again be operative. By supplemental application,

Rate adjustments under this revision are illustrated by the following tabulation:

Passenger Vehicles (Rates are stated in cents per trip and include driver and passengers except as otherwise indicated.)				
VEHICLES	SUSPENDED RATES		TEMPORARY RATES	
	One-Way	Round-Trip	One-Way	Round-Trip
Passenger automobiles	65	120	50	100
Ambulances, hearses	100	155	50	100
Busos*	60	120	75	150

*For each bus passenger there is an additional charge of 5 cents provided in both the suspended and temporary rate bases.

(Continued on page 2)

authority is sought to cancel the rates now under suspension and to establish in their stead the rates now in effect on a temporary basis.

In Decision No. 35456, supra, it was found that applicant's then prevailing rate structure needed revision and that its proposals involving increases and reductions in charges were reasonable. In that decision it was also pointed out that the revised truck rates were related to the rates for other bridge crossings in the same vicinity, that this appeared advantageous to the public, and that the temporary nature of the authorized adjustments would permit the Commission to inquire into their effect upon traffic and revenue should applicant request permission to maintain the revised rates.

I (Concluded)

Freight Vehicles (Rates are provided on a one-way basis only.)			
SUSPENDED RATES		TEMPORARY RATES [#]	
Trucks, tractor-semi-trailers (Rates in cents per equipment unit):		Trucks, tractors, trailers and any cargo loaded thereon (Rates in cents per ton based on gross weight of equipment and cargo):	
1 Ton capacity	60	12,000 pounds or less	15
2 " "	70	(Additional Weight (In pounds))	
3 " "	80		
Over 3 ton capacity	90		
Trailers (Rates in cents per trailer):		Over	But not over
1 Axle	25	12,000	24,000
More than 1 axle	50	24,000	36,000
Load on freight vehicles (Rates in cents per ton):		36,000	-
6 Tons or less	25	Minimum Charge 50 cents	
Additional tonnage	10		

[#] At the hearing had prior to the issuance of Decision No. 35456, supra, applicant submitted the results of traffic check which disclosed that for the period studied the revised bases of truck rates would have resulted in reductions of 16.71% in the charges on loaded equipment and its cargo and increases of 9.12% on empty equipment.

2

The rates now under suspension are published in applicant's Tariff No. 1, C.R.C. No. 1, and the rates heretofore established on a temporary basis in its Tariff No. 2, C.R.C. No. 2.

The temporary rates have been in effect since July 1, 1942.³ They were thus operative during nine months of applicant's fiscal year which ended March 31, 1943. In that fiscal year the number of passenger vehicles using the bridge was 16 per cent greater, the number of commercial vehicles 5 per cent greater, and applicant's gross revenue $2\frac{1}{2}$ per cent less than in the previous year. For the first four months of 1943, during all of which time the revised rate structure was in effect, the number of passenger vehicles was 36 per cent greater, the number of commercial vehicles 15 per cent greater, and applicant's gross revenues 4 per cent greater than in the corresponding 1942 period when the former rate structure was in effect. Applicant claims that the increased travel over its bridge indicates that its revised rates are attractive to its patrons and that these rates tend to stimulate use of the bridge by the public generally.

Under the circumstances, it appears that this is a matter in which a public hearing is not necessary and that the granting of the supplemental application is justified. Therefore, good cause appearing,

IT IS HEREBY ORDERED that San Francisco Bay Toll-Bridge Company be and it is hereby authorized to cancel the "expiration notice" published in its Tariff No. 2, C.R.C. No. 2, limiting the application of the rates, rules, and regulations set forth in that tariff to June 30, 1943; to cancel contemporaneously the rates,

³ They were initially authorized for a four-month period. Before this time had elapsed, applicant sought and secured permission to extend the rates to June 30, 1943, on the grounds that confused and uncertain conditions had made it impracticable to reach a conclusion with respect to whether or not it desired to continue the temporary rates.

rules and regulations set forth in its Tariff No. 1, C.R.C. No. 1;
and to publish and file the cancellations herein authorized on not
less than one (1) day's notice to the Commission and to the public.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 29th day of
June, 1943.

Francis P. Appenauer
H. J. Baker

Richard L. Barker
Annora D. Dwyer
Commissioners