

Decision No. 38877

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
KEY SYSTEM, a corporation, for a
Certificate of Public Convenience and
Necessity to establish certain motor
coach routes in the counties of Alameda,
Contra Costa, and the City and County of
San Francisco, State of California.

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) Application
) No. 27427
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O P I N I O N

The United States of America Public Housing Authority and the City of Richmond have requested Key System to operate an express motor coach service between certain Federal Public Housing Units in the City of Richmond and the City and County of San Francisco on the one hand and between said Housing Units and the City of Oakland on the other hand.

In order to perform this service, arrangements have been made for the City of Richmond to obtain fifty 29-passenger Navy motor coaches now owned by the Federal Public Housing Authority. (1) The City of Richmond has entered into an agreement with said Federal Public Housing Authority whereby said city obtains the use of said equipment. Key System has entered into an agreement with the City of Richmond to operate these motor coaches between the aforesaid points. Copies of these two agreements are attached to the application (Exhibits A and B) and the Commission's approval is requested. The agreements, among other things, provide for the filing by Key System of monthly financial statements of this operation in order that the parties may be kept informed of the operating results. It appears that these financial reports should be segregated as to routes in order to ascertain the use made of each route.

(1) A description of these motor coaches is shown in Exhibit "A" attached to the agreement dated April 15, 1946, between Key System and the City of Richmond, said agreement being Exhibit "A" attached to the application.

It is proposed to operate these motor coaches in an express service between the Federal Public Housing area in Richmond, and San Francisco and Oakland for an experimental period of sixty days. (2)

The motor coaches acquired from the Federal Public Housing Authority do not in all respects comply with the provisions of this Commission's General Order No. 93-A and applicant requests that it be granted exemptions from General Order No. 93-A as hereinafter enumerated.

It appears that this request is reasonable under the circumstances provided these motor coaches are used only in the service hereinafter authorized, and in no way relieves Key System from compliance with General Order No. 93-A on any motor coaches used by it except those herein specified.

Key System now has authority to operate motor coaches over portions of the routes proposed herein, therefore it will only be necessary to certificate those portions of the routes as follows:

In the City of Richmond

Along 23rd Street between Cutting Boulevard and Ohio Avenue; along Ohio Avenue between 23rd Street and 14th Street; between 10th Street and Commercial Street; along Commercial Street between Ohio and Virginia Avenue; along Virginia Avenue between Commercial Street and Canal Street; along Canal Street between Virginia Avenue and Commercial Street.

In the City and County of San Francisco

Along First Street between Mission Street and Natoma Street.

In the City of Oakland

On 14th Street between Cypress and Poplar Streets; on 11th Street between Clay and Grove Streets; on Grove Street between 11th and 14th Streets.

The entire operating routes are as hereinafter described.

(2) Four routes are proposed - two to Oakland and two to San Francisco. All of these routes are hereinafter described.

The filing of this application with the attached agreements is the result of many conferences between the various interested parties including the City of Richmond, the Federal Government, and representatives of this Commission. All interested parties are in accord with the proposals outlined in the application.

It appears that this is not a matter in which a public hearing is necessary and that the application should be granted.

O R D E R

IT IS HEREBY ORDERED that:

I. A certificate of public convenience and necessity be and it is hereby granted to Key System as a passenger stage corporation, as defined by Section 2½ of the Public Utilities Act, for the transportation of passengers between the Federal Public Housing areas of the City of Richmond on the one hand and the City of Oakland and the City and County of San Francisco on the other hand, upon and along the following highways and streets:

In the City of Richmond: Along 23rd Street between Cutting Boulevard and Ohio Avenue, along Ohio Avenue between 23rd Street and 14th Street and between 10th Street and Commercial Street, along Commercial Street between Ohio Avenue and Virginia Avenue, along Virginia Avenue between Commercial Street and Canal Street, along Canal Street between Virginia Avenue and Commercial Street.

In the City of San Francisco: Along First Street between Mission Street and Natoma Street.

In the City of Oakland: On 14th Street between Cypress and Poplar Streets, on 11th Street between Clay and Grove Streets, on Grove Street between 11th and 14th Streets.

subject to the following conditions:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed five (5) days from the effective date hereof.

2. Applicant shall establish the service heretofore referred to as quickly as possible, upon not less than one day's notice to the Commission and the public, and comply with the provisions of General Order No. 79 and part IV of General Order No. 93-A, by filing in triplicate and concurrently making effective tariffs and time schedules satisfactory to the Commission.
3. Unless otherwise authorized by this Commission, Key System shall conduct said passenger stage service over and along the following described routes:
 - a. Commencing at Shipyard No. 3 in Richmond, thence along Central Drive to Cutting Boulevard; along Cutting Boulevard to 14th Street; along 14th Street to Herman Avenue; along Herman Avenue to Potrero Avenue; along Potrero Avenue to Access Highway; along Access Highway to Eastshore Highway; along Eastshore Highway to San Francisco Bay Bridge; across San Francisco Bay Bridge to Essex Street in San Francisco; along Essex Street to Folsom Street; along Folsom Street to 2nd Street; along 2nd Street to Mission Street; along Mission Street to 1st Street, terminating on 1st Street at Bay Bridge Transit Terminal; returning via First Street to Folsom Street; along Folsom Street to Essex Street; thence via balance of previously described route.
 - b. Following Route No. 1 from San Francisco across San Francisco Bay Bridge to Eastshore Highway; thence along Eastshore Highway to Panhandle Boulevard; along Panhandle Boulevard to Pullman Avenue; along Pullman Avenue to 47th Street; along 47th Street to Cutting Boulevard; along Cutting Boulevard to 23rd Street; along 23rd Street to Ohio Avenue; along Ohio Avenue to Commercial Street; thence looping via Commercial Street, Virginia Avenue and Canal Street.
 - c. Commencing at Shipyard No. 3 in Richmond, thence along Central Drive to Cutting Boulevard; along Cutting Boulevard to 14th Street; along 14th Street to Herman Avenue; along Herman Avenue to Potrero Avenue; along Potrero Avenue to Access Highway; along Access Highway to Eastshore Highway to distribution structure to Cypress Street; along Cypress Street to 14th Street; along 14th Street to Clay Street; along Clay Street to 11th Street; along 11th Street to Grove Street; along Grove Street to 14th Street in Oakland; and returning via balance of previously described route.
 - d. Looping via Commercial Street, Virginia Avenue and Canal Street in Richmond; thence along Commercial Street to Ohio Avenue; along Ohio Avenue to 23rd Street; along 23rd Street to Cutting Boulevard; along Cutting Boulevard to 47th Street; along 47th Street to Pullman Avenue; along Pullman Avenue to Panhandle Boulevard; along Panhandle Boulevard to Eastshore Highway; along Eastshore Highway to distribution structure to Cypress Street; along Cypress Street to 14th Street; along 14th Street to Clay Street; along Clay Street to 11th Street; along 11th Street to Grove Street; along Grove Street to 14th Street in Oakland; thence returning via balance of previously described route.

4. Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersection of streets or by operating around a block contiguous to such intersection, or in accordance with local traffic rules.

II. The agreement between the United States of America Federal Public Housing Authority and the City of Richmond (Exhibit B attached to and made a part of the application) and the agreement between Key System and City of Richmond (Exhibit A attached to and made a part of the application) pertaining to the leasing of motor coaches owned by said Federal Public Housing Authority for use in the service hereinbefore authorized, be and the same are approved in so far as they are consistent with the provisions of the Public Utilities Act and the rules and regulations of the Commission.

III. Key System is exempted from complying with the following rules of General Order No. 93-A in the operation of the motor coaches described in Exhibit A attached to the application.

<u>Rule No.</u>	<u>Rule No.</u>
2.0103	2.0431b
2.0110a	2.0435
2.0111	2.053
2.0114	2.103a
2.021	3.01
	3.03

subject to the condition that said motor coaches will be operated only in the service herein authorized.

IV. Key System shall file with the Commission, the United States Federal Public Housing Authority, and the City of Richmond, not later than ten (10) days subsequent to the end of each month of operation, a statement of revenues and expenses incurred in the operation herein authorized. Said report shall be segregated between the four lines authorized.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 23rd
day of April, 1946.

Harold Anderson

Justus F. Casner
Harold Casner

Irving Paulke

Harold P. Huls

Commissioners