

Decision No. 39729

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of R. F. MARTIN, doing business)
as MARTIN TRANSPORTATION COMPANY,)
for a certificate of public con-)
venience and necessity authorizing)
an extension of operations between)
Redwood City and Toyon Knolls via)
Hopkins Street.)

ORIGINAL

Application No. 27838

O P I N I O N

R. F. Martin by the above-entitled application requests a certificate of public convenience and necessity authorizing the transportation of passengers between Redwood City and Toyon Knolls and intermediate points as an extension of present service between Redwood City and Toyon Knolls via Woodside. The application states that the proposed service would be over a different route than that now used, which would serve a residential area now without public transportation. It would also improve the existing service via Woodside. Such proposal would create a loop route over which applicant proposes to operate four daily schedules in one direction and six daily schedules in the opposite direction.

A zone system of one-way cash fares is proposed. The adult fare in any one zone would be 10 cents and between zones as shown in the margin. Children five years old and under 12

(1) The proposed fares are as follows:

Adult Fares

Between points in any one zone named above	1	2	3	4	5	10¢
Between Zone						
and Zone 2	15¢	--	--	--	--	--
3	20¢	15¢	--	--	--	--
4	25¢	20¢	20¢	--	--	--
5	10¢	20¢	20¢	25¢	--	--
6	20¢	20¢	20¢	20¢	20¢	20¢

years of age will be charged one-half the adult fare.

In the application of fares between zones, applicant's proposed tariff provides that passengers will not be transported from a lower fare zone through a higher fare zone in order to reach their destination except upon payment of the full fare applicable through the higher fare zone. This proposed application of fares is ambiguous. Moreover, in view of the proposed loop operation, it would result in higher fares at intermediate points than those applying to more distant points over the same line or route. Such an adjustment of fares would be in violation of Section 24 (a) of the Public Utilities Act.

As justification for the authority sought, applicant alleges:

That the area southerly of Alameda de Las Pulgas and Hopkins Avenue does not now have any available public transportation facilities; that the said area is entirely residential in character and considerable new construction is in progress; that as a result of the said new construction, substantial population increases will take place as the newly constructed homes are occupied; that the population increase will require the establishment of public transportation facilities to enable residents of the area to have ready access to the educational, recreational, shopping and employment facilities offered in Redwood City and the adjacent territory; that in addition to the foregoing, applicant's proposal to operate the proposed service as part of a loop operation, in connection with the existing service between Redwood City and Woodside, via Woodside Road, will enable applicant to develop additional passenger travel necessary to place the existing Woodside line (Route E) upon a profitable basis and will also enable applicant to effect operating economies which are not now possible in connection with the said route.

After full consideration it is our conclusion that no public hearing is necessary and that public convenience and necessity require the proposed service. Accordingly the

application will be granted. In publishing and filing passenger fares applying interzone, applicant will be required to establish fares which do not result in violations of Section 24 (a) of the Public Utilities Act, or obtain authority to maintain departures therefrom as provided in such section of the Act.

O R D E R

An application therefor having been made and it having been found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to R. F. Martin authorizing the establishment and operation of service as a passenger-stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between Redwood City and Toyon Knolls and intermediate points as an extension of and consolidated with the operative right created by Decision No. 38164.

(2) That in providing service pursuant to the certificate herein granted applicant shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- b. Within 60 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public, applicant shall establish the service herein authorized 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 appropriate tariffs and timetables, provided, that in publishing and filing passenger fares applying interzone, applicant shall establish fares which do not result in violations of Section 24 (a) of the Public Utilities Act, or obtain authority to maintain departures therefrom as provided in such section of the Act.

- c.. Subject to the authority of this Commission to change or modify it by further order, applicant shall conduct operations pursuant to the certificate herein granted over and along the following route:

Beginning at Broadway and Hopkins Avenue in Redwood City, thence via Hopkins Avenue to Oak Knoll Drive, Oak Knoll Drive to Canyon Road, Canyon Road to Jefferson Avenue, Jefferson Avenue to Canada Road (Toyon Knolls) and return via the same route.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 16th day of December, 1946.

Harold P. Huls
Justice J. Craven
Francis C. ...
Scott ...
R. J. ...