

Decision No. 40091

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
KEY SYSTEM, a corporation, for a)	
certificate of public convenience)	Application No. 19502
and necessity/to operate certain)	104th Supplemental
street railway and motor coach routes)	
in the Counties of Alameda and)	
Contra Costa, California.)	

O P I N I O N

Key System presently operates its No. 61-Oakland Airport motor coach line over the following route:

From 47th Avenue and East 14th Street via 47th Avenue, San Leandro Street, 77th Avenue, Hegenberger Road and Earhart Drive to Navy Base entrance at Oakland Airport.

This route was established pursuant to the authority granted by Decision No. 33784. Applicant requests authority to abandon operations over this route and to serve the Oakland Municipal Airport by extending its No. 39-Brookfield Village line from its present termination at the junction of Jones Avenue and Empire Road which is about one mile from the Airport.

In support of such request, the application states that the proposal would have the following advantages: Whereas the present passengers using the No. 61 line to and from the Airport can make transfer connections with only two lines, the No. 1 - East 14th Street, 103rd Avenue line and "A" Oakland 12th Street Bridge line; under their proposal passengers would have a selection of transfer connections with five lines as follows:

- No. 1 - East 14th Street, 103rd Avenue line
- "R" - Hayward - San Francisco line
- "N" - East Oakland - San Francisco line
- No. 40 - Sheffield Village via Foothill Boulevard
- No. 43 - Bancroft and Sybil via Foothill Boulevard.

Service to the Airport would be increased off-peak from the present 60 minute to a 40 minute headway and a peak hour headway from the present 45 minute to a 30 minute headway. These headways would be adjusted to meet the demands.

Applicant estimates that the proposed change will result in a saving of 18 coach hours and 157 coach miles a day representing an out-of-pocket saving of about \$2,000 a month. During the last six months the out-of-pocket costs have been about 25 cents a coach mile which exceeds the revenues from 11 cents to 18 cents a coach mile.

The application further states that the traffic loads to and from the Oakland Airport are in the reverse direction from the loads to and from Brookfield Village and will tend to produce a more balanced loading in both directions on the No. 39 line and the proposed extension. It is also asserted that the portion of the No. 61 route from 47th Avenue and East 14th Street to San Leandro Street and 77th Avenue, a distance of about two miles, is also served by the No. 90-San Leandro Street line. Between the intersection of 77th Avenue and San Leandro Street and the Oakland Airport the No. 61 line traverses a swampy district, totally unpopulated except for a residential area lying midway between Hegenberger Road and 98th Avenue from which some traffic originates. However, this district is also served by the No. 39 Brookfield Village line operating along 98th Avenue at a shorter distance from the area than the No. 61 line.

Applicant further states that the proposed changes meet the approval of the officials of the Port of Oakland who administer the Airport.

After careful consideration of applicant's proposal we are of the opinion that the authority sought is in the public interest and should be granted.

O R D E R

Good cause appearing,

IT IS ORDERED:

(1) That Key System is hereby authorized to abandon operations over its No. 61 Oakland Airport line from 47th Avenue and East 14th Street to the Navy Base entrance to the Oakland Airport and the operative right therefor granted by Decision No. 33784 is hereby revoked, such abandonment and revocation to become effective concurrently with establishment of the service hereinafter authorized.

(2) That a certificate of public convenience and necessity is hereby granted to K-y System 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 over and along the following route:

Beginning at the intersection of Jones Avenue and Empire Road (Oakland) thence along Jones Avenue, Hegenberger Road and Earhart Drive to Navy Base entrance at the Oakland Airport

as an extension and enlargement of the operative right created by Decision No. 37740.

(3) 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 1 day's notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 79, by filing in triplicate and making effective, appropriate tariffs.

The effective date of this order shall be 20 days from the date hereof.

Dated at Los Angeles, California, this 25th day of March, 1947.

Harold P. Kule
Justin F. Calmes
A. J. [unclear]
[unclear]
COMMISSIONERS