

ORIGINAL

Decision No. 66261

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PETE DRAKE conducting as sole owner certain automobile passenger stage lines under the name of TERMINAL ISLAND TRANSIT CO., requesting authority to extend his route.

Application No. 45261
(Filed March 20, 1963)

Pray, Price, Williams & Deatheridge,
by William Price, for applicant.
Vincent Thomas, for self; Steve Edney,
for Cannery Workers Union; F. Pete Moore,
for International Longshoremen &
Warehousemen's Union; William S. Rule, for
Van Camp Sea Food Company; Edwin L. Morris,
for California Fish Cannery Association;
Joseph Monti, for Fishermen's & Allied
Workers Union Local 33 and Local 33A, and
ILWU Local 13; Joseph J. Zaninovich, for
Star-Kist Foods, Inc.; protestants.
R. W. Russell, by K. D. Walpert, for City
of Los Angeles, Department of Public
Utilities and Transportation; Robert
Landier, for San Pedro Motor Bus Co., Inc.;
Ivan Smith, for Highland Transit, Inc.;
interested parties.
Fred G. Ballenger and Glenn E. Newton, for
Commission staff.

SUPPLEMENTAL OPINION

By Decision No. 65740, dated July 23, 1963, applicant was authorized to revise his passenger stage service on Terminal Island and establish a new route between Terminal Island and San Pedro due to the imminent discontinuance of the present ferry operation between San Pedro and said island and the concurrent opening of the new Vincent Thomas Bridge. No objections or protests having been filed

the matter was considered on an ex parte basis. Subsequently certain interested parties, having learned of applicant's proposed new service and the fares to be charged therefor, filed protests and requested that they be given an opportunity to be heard. The Commission considered the objections and ordered that the matter be reopened for the purpose of taking additional evidence. Pursuant to said order a hearing was held in San Pedro on September 18, 1963, before Examiner Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

The evidence shows that the principal objection protestants have to the proposed changes as set forth in Decision No. 65740 is to the 30 cent one-way fare proposed to be charged between the terminal in downtown San Pedro and the cannery and fish harbor areas on Terminal Island. An objection was also voiced to the particular streets to be used in the immediate vicinity of the canneries. The latter matter is an operational one which applicant is willing to arrange to the convenience of the riders and to conform with the local traffic problems involved.

At present applicant's basic fare is 20 cents on all routes. San Pedro resident cannery workers, who now use local San Pedro bus services to the ferry building and then ride the ferry to the Island and walk a short distance to their places of employment, now pay 15 cents for the bus ride and 10 cents on the ferry, or 50 cents for the round trip. These same workers under the new proposal would pay 15 cents plus applicant's proposed 30 cents or a round-trip fare of 90 cents, an increase of 40 cents. No objection was made to the

proposed one-way fare between points in Long Beach or points on the Island, east of Ferry Street, on the one hand, and applicant's terminal in San Pedro, which also requires a crossing of the bridge.

Applicant testified that by his estimates it would be necessary to charge 30 cents between the cannery and fish harbor areas and San Pedro because of the additional expenses that will be incurred by adding buses and drivers, additional mileage and other incidental costs. He estimated he would need a revenue of approximately \$550 per day to support the extended operations, or approximately 1,870 thirty-cent passengers. At twenty cents he would need approximately 2,750 passengers. No reliable evidentiary data was offered that would justify a finding as to the number of prospective passengers that would cross the bridge on applicant's buses which is an entirely new and different operation. There was testimony indicating that other than canneries employees would use the service, not only because of the attraction of the bridge, but due to proposed future industrial and commercial developments in the same vicinity.

Several witnesses, cannery and union representatives, and civic and state leaders testified in opposition to the proposed 30-cent fare between San Pedro and the canneries but they had no objection to a trial fare of 20 cents. Many cannery workers signed a petition requesting a lower rate.

The Commission having reviewed the entire matter finds:

1. That public convenience and necessity require the proposed route changes as set forth in our Decision No. 65740.

2. That a fare of 20 cents between points on Routes 1 and 7, on the one hand, and the San Pedro terminal, on the other hand, is just and reasonable.

3. That a fare zone line at Ferry Street on Routes 2 and 3 with a 20 cent single-zone and a 30 cent two-zone fare applying is just and reasonable.

4. That the present fare of 20 cents between Long Beach and all points on Terminal Island should remain in effect and that said fare is just and reasonable. ✓

The fare of 20 cents to be charged on Routes 1 and 7 shall be maintained until the further order of this Commission. Applicant shall file monthly reports with this Commission showing the number of passengers transported across the Vincent Thomas Bridge, by lines, and the revenue derived therefrom. At any time after six months from the commencement of the service applicant may request such adjustment of fares as may be warranted.

ORDER

IT IS ORDERED that the Order in Decision No. 65740 is hereby affirmed subject to the change in fares on Routes 1 and 7,

the establishment of a fare zone line at Ferry Street, and the requirement to file monthly reports as set out hereinabove.

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

Dated at San Francisco, California this 5th day of NOVEMBER, 1963.

William W. Berwick
President

George H. Trover
Frederick B. Hallock

George H. Trover

Frederick B. Hallock
Commissioner