

Decision No. 66336

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 BAYSEL MOYERS, doing business as)
 MOYERS STAGES, to increase passenger)
 fares and express rates.)

Application No. 45686
 (Filed August 19, 1963)

O P I N I O N

Applicant is a passenger stage corporation engaged in the transportation of passengers, baggage, and shipments of express weighing 100 pounds or less, between Fresno, Clovis, Del Rey, Sanger and intermediate points, all in Fresno County. By this application he seeks authority to increase his fares and rates on five days' notice.

In particular, applicant (Moyers) seeks to increase his minimum passenger fare from 20 cents to 25 cents; to increase his one-way passenger fares by 5 cents and round-trip passenger fares by 10 cents; to increase express rates for distances of 50 miles or less in amounts ranging from 35 to 80 cents per shipment and to cancel express rates for distances over 50 miles; and to increase commutation fares as follows:

<u>Between</u>	<u>Present</u>	<u>Proposed</u>
Fresno and Sanger or Del Rey:		
20-ride book	\$6.50	\$7.50
10-ride book	4.50	5.00
Fresno and Clovis:		
20-ride book	5.25	6.25
10-ride book	3.25	4.25
1st Zone Adult One-Way Fare:		
6-ride book	1.00	Cancel
10-ride book	-	2.00
2nd Zone Adult One-Way Fare:		
10-ride book	2.50	3.00

The overall effect of the proposed adjustments is an increase of approximately 8 percent in revenue.

Moyers alleges that he is, and for some time has been, operating at a loss. The application states that since the loss of applicant's shop by fire in April 1962, it has been necessary to have maintenance done at an outside shop and to purchase fuel on a per day basis rather than by tank loads. Applicant further alleges that continuous increases in costs of maintenance, fuel, insurance and taxes coupled with a continuous decline in revenue have made it impossible for him to operate at a profit.

Applicant and the Commission staff made and submitted independent studies showing estimated results of operations under the present and proposed fares and rates. Applicant's studies are included as part of the application. The staff study is made a part of the record as Exhibit No. 1 in this proceeding.

Applicant's study reflects the 12-month period ending June 30, 1964. The staff study reflects a rate year ending December 31, 1964. These studies are summarized in the following table:

	Present Fares and Rates		Proposed Fares and Rates	
	<u>Applicant</u>	<u>Staff</u>	<u>Applicant</u>	<u>Staff</u>
Passenger Revenue	\$31,333	\$31,890	\$36,180	\$36,020
Express Revenue	1,006	1,120	1,674	1,860
	<u>32,339</u>	<u>33,010</u>	<u>37,854</u>	<u>37,880</u>
Operating Expense	37,359	38,420	37,625	38,660
Net Operating Income (or loss)	\$ (5,020)	\$ (5,410)	\$ 229	\$ (780)
Operating Ratio	116%	116.4%	99%	102.1%

According to the application, the local express rates have not been increased for more than eight years and are far below the rates applicant assesses on joint interline traffic.

Moyers states that he is fully aware of the fact that the rates and fares he proposes barely cover the costs of operation. However, he expresses the belief that a greater increase would result in a greater loss of patronage, and therefore would not increase the revenue enough to cover operating costs.

Copies of the application were furnished to the Cities of Fresno, Clovis and Sanger, to Fresno Municipal Lines and to Western Greyhound Lines. A notice of the filing of the application was also published on August 21, 1963, in the Fresno Bee, a newspaper of general circulation in the area. In addition, notices of the proposed increases in fares were posted in applicant's buses. No objection to the granting of the application has been received. The Transportation Division staff recommends that the application be granted ex parte.

The evidence shows that applicant is experiencing and will continue to experience operating losses under his present fares and rates. The evidence also shows that applicant's proposed rates and fares will return little, if any, revenue in excess of applicant's costs of operation. Applicant's express rates for distances over 50 miles serve no purpose inasmuch as applicant's route is only about 27 miles long from Clovis to Sanger or Del Rey via Fresno.

Upon consideration of the evidence in this proceeding, the Commission finds that the increases in fares and rates proposed in this application are justified. The application, including the request to make the sought increases effective on five days' notice to the Commission and the public, should be granted. A public hearing is not necessary. ✓

O R D E R

IT IS ORDERED that:

1. Baysel Moyers, doing business as Moyers Stages, is authorized to establish the increased fares and rates proposed in Application No. 45686. Tariff publications authorized to be made as a result of the order herein may be made effective not earlier than five days after the effective date hereof on not less than five days' notice to the Commission and to the public.

2. The authority herein granted shall expire unless exercised within ninety days after the effective date of this order.

3. In addition to the required posting and filing of tariffs, applicant shall give notice to the public by posting in his buses and terminals a printed explanation of his fares and rates. Such notice shall be posted not less than five days before the effective date of the fare and rate changes and shall remain posted for a period of not less than thirty days.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 14th day of NOVEMBER, 1963.

William L. Bennett
President

George E. D. [unclear]

Arvid [unclear]

George L. Weaver

Fredrick B. Hallock
Commissioners