

ORIGINAL

Decision No. 68661

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Greyhound Lines, Inc.,
Western Greyhound Lines Division, for
an order authorizing increases in San
Francisco Bay Area commutation fares.

) Application No. 46833
) (Filed July 23, 1964
) Amended January 25, 1965)

Application of Greyhound Lines, Inc.,
Western Greyhound Lines Division,
for an order authorizing a statewide
increase in intrastate passenger fares
other than commutation fares in
Peninsula, Contra Costa and Marin
Commutation Services.

) Application No. 46904
) (Filed August 19, 1964)

Investigation into the operations,
rates of fares, practices, routes,
schedules, tariffs, service, equipment
and facilities of Greyhound Lines,
Inc., Western Greyhound Lines Division,
in the San Francisco Bay Area.

) Case No. 8009
) (Filed September 22, 1964)

INTERIM OPINION

By Application No. 46833, Greyhound Lines, Inc., Western Greyhound Lines Division (Greyhound) seeks to increase San Francisco Bay area commutation fares. By Application No. 46904, Greyhound seeks to increase its California intrastate one-way and round-trip fares. Case No. 8009 is an investigation on the Commission's own motion into the operations, fares and services of Greyhound with respect to the aforementioned commutation services. Thirteen days of public hearing have been held in these matters before Commissioner Grover and Examiner Mallory.

In Application No. 46833, Greyhound seeks, among other things, to increase its commutation fares applicable between San Francisco and points in Marin and Sonoma Counties, and between

points in said counties. Greyhound plans to order and place in service 60 new transit-type buses, of which 20 will be assigned to Marin commutation service. In Case No. 8009, the Commission staff has made recommendations concerning, among other things, the service and operations of Greyhound's Marin-Sonoma commutation service.

At the public hearing held on February 19, 1965, Marin County Transit District formally advised the Commission (Exhibit 54) that Golden Gate Bridge and Highway District plans to lower the established bridge toll from \$1.00 per bus to 13 cents per bus if there are no increases in Marin commutation fares for one year. The Transit District argued that Greyhound carries nearly all of the bus commuter traffic across the Golden Gate Bridge; that increases in commutation fares cause diversion from buses to private automobiles; and that an increase in Greyhound's bus fares would therefore cause additional automobile congestion on the bridge. The Transit District stated that its study concerning the formulation of plans for a public transit service within Marin County and between that county and San Francisco should be completed within approximately one year. The Transit District desires that Greyhound maintain its current levels of fares and services until its plans are formulated. The record indicates that the proposed reduction in bridge tolls will approximate the amount of additional revenues originally sought in Application No. 46833 for the Marin-Sonoma commute service. The Transit District requested dismissal of Greyhound's application in so far as it relates to increases in Marin commutation fares.

Greyhound thereupon moved for dismissal of that portion of its Application No. 46833 seeking increases in its Marin-Sonoma commutation fares, but on the condition that the portion of Case No. 8009 dealing with its Marin-Sonoma commutation service be discontinued in so far as it deals with recommendations that new buses be air-conditioned and that a 90 percent loading standard be established. Greyhound argued that if it is required to air condition its new buses and to establish a 90 percent loading standard in its Marin-Sonoma commutation service, the additional cost thereof would amount to approximately half the increased revenues originally sought. (An amendment to Application No. 46833, filed January 25, 1965, seeks an additional increase if these requirements are imposed.) Greyhound stated that if its motion is acted upon favorably by the Commission, no increase in Marin-Sonoma commutation fares will be sought for a period of one year. Greyhound represented that it will forthwith order 20 non-air conditioned General Motors transit buses for Marin commutation service; Greyhound will be able to obtain these buses in a "run" of transit buses which General Motors Corporation is scheduled to start in May 1965, and will be able to place the buses in service shortly thereafter.

The Commission finds that the discontinuance of the investigation in Case No. 8009 with respect to air-conditioning of new bus equipment for, and the establishment of loading standards for, respondent's Marin-Sonoma commutation service will not be adverse to the public interest.

The Commission concludes that the portion of Application No. 46833 seeking increased commutation fares for applicant's Marin-Sonoma service should be dismissed and that, concurrently, the investigation of Case No. 8009 with respect to the establishment of loading standards for, and the air-conditioning of, buses for Greyhound's Marin-Sonoma commutation service should be discontinued. In order that new buses may be ordered and placed in operation as soon as possible, the order herein will be made effective in ten days.

INTERIM ORDER

IT IS ORDERED that:

1. The portion of Application No. 46833 seeking increased commutation fares for service between San Francisco and points within Marin and Sonoma Counties and between points in said Counties, is hereby dismissed.

2. The portion of the investigation in Case No. 8009 dealing with recommendations concerning air-conditioning of new bus equipment for use in Marin commutation service and establishment of a 90 percent loading standard for respondent's Marin-Sonoma commutation service is hereby discontinued.

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

Dated at San Francisco, California, this 25th day of FEBRUARY, 1965.

Frederick B. Holbrook
President
George A. Trover
Augustin

Commissioners

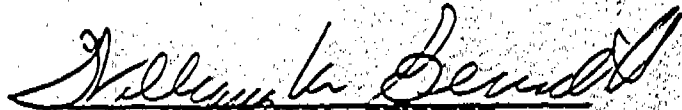
A. 46833
A. 46904
C. 8009

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DISSENT

BENNETT, William M., Commissioner, Dissenting Opinion:

The abatement of a fare increase is an attractive proposition. It is not to be rejected lightly. On the other hand a modern transportation arrangement would call for improved air conditioned busses, the cost of which would be a mere 1-1/2¢ per passenger per day additional cost. Greyhound because of its overall financial prosperity could well absorb this. As it is we are consigning this segment of the Greyhound commuter service system to an inferior service. In my opinion the Commission acted prematurely upon a record which is incomplete and among other reasons on the vague expectation that there may be publicly owned and operated transportation services in Marin. Thus far this is merely an idea and far from reality. Accordingly, I would impose upon Greyhound the obligation to furnish modern air conditioned busses.


WILLIAM M. BENNETT
Commissioner

San Francisco, California
March 4, 1965