

ORIGINAL

Decision No. 79479

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC., }
for authority to revise, modify, and }
abandon specified routes of Route }
Groups 7 and 9, Marin and Sonoma }
Counties; and for incidental relief. }

Application No. 52929
(Filed October 15, 1971)

Stephen B. Ringwood, Attorney at Law, for
Greyhound Lines, Inc., applicant.
James Botz, Attorney at Law, for County of
Sonoma; Robert H. Cannard, for City of
Sonoma, Sonoma Valley Chamber of Commerce
and Sonoma State Hospital; and James B.
Robertson, for Marin County Transit District;
protestants.
David J. Miller, Attorney at Law, for Golden
Gate Bridge, Highway and Transportation
District; and Larry Forwey, in propria
persona; interested parties.
Bernard A. Peeters, Attorney at Law, for the
Commission staff.

O P I N I O N

Greyhound Lines, Inc. requests authority to revise, modify,
and abandon specified routes of Route Groups 7 and 9 in Marin
and Sonoma Counties.

A public hearing was held before Examiner Daly on
November 16, 1971, at San Francisco and was submitted upon receipt
of Exhibit 12, since filed and considered.^{1/}

^{1/} Exhibit 12 consists of a resolution of the Board of Directors
of the Golden Gate Bridge and Highway District setting forth
the route to be operated by the District in Marin County.

By legislation passed in 1969 the Golden Gate Bridge, Highway and Transportation District (hereinafter referred to as the District) was authorized to operate all modes of transportation in the so-called "Golden Gate Corridor", extending generally between San Francisco and Santa Rosa as well as in other areas of Marin and Sonoma Counties.

The District has announced that, on or about January 1, 1972, it will inaugurate bus service and that such service will effectively replace the local and commutation services presently conducted by applicant. Applicant therefore seeks to abandon its service concurrently with the commencement of service by the District.

A representative of the District testified that the District has acquired 132 45-passenger buses. The buses are air conditioned and are designed not only for comfort but also to minimize possible pollutionary effects. Service in Marin County by the District will not only duplicate the service presently being provided by applicant, but will assertedly exceed such service both as to area and frequency. The proposed commute rates and cash rates will be applied upon a zone basis. Four zones will be used with a commute rate for a single one-way fare ranging from 50 cents in Zone 2 to \$1.25 in Zone 4. The proposed one-way cash fare would range from 75 cents in Zone 2 to \$1.75 in Zone 4. Commute books sold by applicant would be honored by the District for a period of sixty days.

Although the District would duplicate the service which applicant proposes to abandon in Marin County, it does not propose to duplicate the service which applicant seeks to abandon to and from points within the Sonoma Valley area. According to the record, the District is not presently able to extend service to Sonoma Valley and it joins in the protest of the other protesting parties in opposition to applicant's proposal to discontinue service to said area.

The District anticipates that it will extend service to the Sonoma Valley, possibly within a year, but definitely when:

1. Sufficient equipment becomes available to the District to commence such service;
2. Sufficient personnel becomes available to the District to commence such service; and
3. Various other routes presently served by the applicant within the Golden Gate Bridge, Highway and Transportation District, but which are not the subject of proposed abandonment, modification, or revision by the applicant at this time, become available for taking over of service by the District.^{2/}

During the course of hearing applicant, as an alternative to its requested discontinuance of service to Sonoma Valley, proposed service between Santa Rosa and San Rafael via Terra Linda, St. Vincent School, Hamilton Air Force Base, Ignacio, Black Point, Sears Point, Schellville, Sonoma, Napa, Vineburg, El Verano, Boyes Hot Springs, Felton Springs, Agua Caliente, Hanna Center, Eldridge, Glen Ellen, Kenwood, Los Guillicos School, and Oakmont. Four round-trip schedules would be operated and the San Rafael terminus would accommodate transferring to the District's facilities or transferring to applicant's mainline schedules to and from San Francisco. The combined fares of applicant and the District would be approximately the same as applicant's present through fares between San Francisco and Sonoma Valley.

The protestants argued against any discontinuance of service to Sonoma Valley and were also opposed to applicant's offer of an alternative service on the ground that a transfer at San Rafael would constitute a down grading of service and result in great inconvenience to those passengers using the present service.

^{2/} Exhibit 13.

The results of a ten-day passenger traffic study of the Sonoma Valley scheduled service conducted by applicant during October 1971 indicates the following:

		<u>Southbound</u>			Sat. & Sun. Two Weekends
Schedules		<u>3411</u>	<u>3413</u>	<u>3415</u>	<u>3417</u>
Origin-Santa Rosa		<u>7:10A</u>	<u>10:15A</u>	<u>3:45P</u>	<u>8:00P</u>
Sonoma Valley Pts.	ON	174	160	201	25
Sonoma Valley Pts.	OFF	(22)	(40)	(68)	(6)
Leaving Sonoma Valley		152	120	133	19
Daily Average		15	12	13	10
Hwy. 101	ON	9	8	2	2
San Rafael	OFF	(23)	(14)	(9)	-
Subtotal		138	114	126	21
San Rafael	ON	81	111	61	2
Arrive S.F.		219	225	187	23
Total Handled		264	279	264	29

		<u>Northbound</u>		
Schedules		<u>3412</u>	<u>3414</u>	<u>3416</u>
Origin-S.F.		<u>7:45A</u>	<u>1:00P</u>	<u>5:15P</u>
San Francisco	ON	79	172	157
San Rafael	OFF	(2)	(8)	-
San Rafael	ON	17	19	22
Hwy. 101	OFF	(5)	(2)	(1)
Arrive Sonoma Valley		89	181	179
Sonoma Valley Pts.	ON	53	48	24
Total		142	229	202
Daily Average		14	23	20
Sonoma Valley Pts.	OFF	142	229	202
Total Handled		149	239	203

Because of an understanding with the District whereby it will not compete within the District's service area, applicant will not provide local service between San Francisco and Santa Rosa. As a consequence, applicant would not be able to pick up passengers in San Rafael. According to applicant the non revenue miles operated between San Rafael and San Francisco on its Sonoma Valley schedules would result in an operational loss. Applicant therefore contends that it should be permitted to terminate the Sonoma Valley schedules at San Rafael. Applicant argues that San Anselmo and Marin City have served as transfer points in Marin County for many years without causing any great inconvenience.

After consideration the Commission finds that:

1. On or about January 1, 1972, the District will inaugurate bus service that will duplicate the local and commutation service presently conducted by applicant in Marin County.
2. The District will not duplicate applicant's bus service to and from points within the Sonoma Valley.
3. Applicant's proposed alternative service to and from points within the Sonoma Valley would terminate at San Rafael and require San Francisco passengers to transfer to either the District's buses or one of applicant's mainline schedules. In either event, the through fare and the combined fares would be substantially the same.
4. Although it is true that applicant would not be able to pick up those passengers at San Rafael who are destined to San Francisco, the same restriction would apply equally as well to all through schedules that applicant will operate between San Francisco and Santa Rosa.

5. Upon the commencement of service by the District, and to the extent that such service duplicates the existing service of applicant, public convenience and necessity will no longer require the service of applicant.

6. Until such time as the District is ready to replace applicant's service to and from points within the Sonoma Valley, public convenience and necessity require the continuation of applicant's service as presently provided.

The Commission concludes that the application should be granted to the extent hereinafter set forth in the ensuing order.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Greyhound Lines, Inc., authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers, baggage and express between the points and over the routes set forth in Second Revised Page 18, Third Revised Page 19, Second Revised Page 20, Second Revised Page 21, Second Revised Page 99, Third Revised Page 100, and Second Revised Page 101, attached hereto and made a part hereof, as an extension and enlargement of and consolidation with, and subject to all the limitations and restrictions set forth in, the certificate granted by Decision No. 55893 and in particular subject to the provisions set forth in Section 3 of Appendix A thereof.

2. Appendix A of Decision No. 55893 as heretofore amended is hereby further amended by incorporating the revisions set forth on the revised pages referred to in ordering paragraph 1 hereof.

3. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

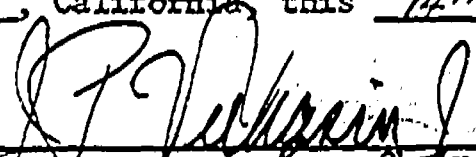
- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within one hundred twenty days after the effective date hereof, and concurrent with the commencement of service by Golden Gate Bridge, Highway and Transportation District, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98-A.

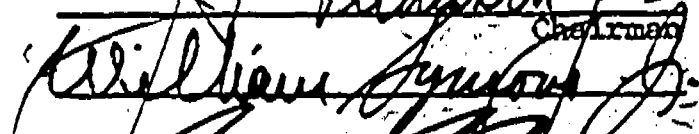
4. For a period of five days prior to the discontinuance of service herein authorized, applicant shall post an appropriate notice thereof in its buses and depots.

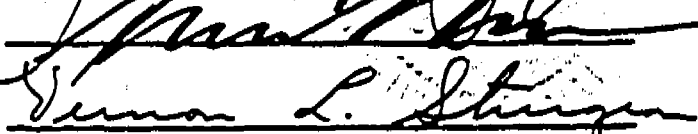
5. In all other respects the application is denied.


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

Dated at Los Angeles, California, this 14th day of DECEMBER, 1971.



Chairman





Commissioners

*9.06 - Between Santa Rosa and San Francisco:

From Santa Rosa, over Business U. S. Highway 101 to junction U. S. Highway 101 (South Santa Rosa Junction), thence over U. S. Highway 101 to junction California Highway 116 (North Cotati Junction), thence over unnumbered highway via Cotati and Petaluma to junction U. S. Highway 101 south of Petaluma (Petaluma Junction), thence over U. S. Highway 101 to San Francisco.

Passengers travelling between San Francisco and Santa Rosa only, will be transported on schedules destined to or originating at points beyond Santa Rosa or beyond San Francisco. No passengers will be transported having point of origin or destination at points intermediate thereto unless originating or destined beyond San Francisco or Santa Rosa.

Exception: Passengers will be transported locally to, from or between intermediate points on such schedules between San Francisco and Santa Rosa after the last departure and before the first departure of the Golden Gate Bridge, Highway and Transportation District schedules.

These restrictions will not apply to operations conducted over Route 9.06 in special-operations service in connection with special events.

9.07 - Between Sebastopol and Cotati:

From Sebastopol, over California Highway 116 to junction U. S. Highway 101 (North Cotati Junction), thence over unnumbered highway to Cotati.

Only summer-season service is authorized.

9.08 - Between North Cotati Junction and Petaluma Junction:

From junction U. S. Highway 101 and California Highway 116 (North Cotati Junction), over U. S. Highway 101 to junction unnumbered highway south of Petaluma (Petaluma Junction), to be operated as an alternate route.

9.09 - Between Richmond and San Rafael:

From Richmond, over Richmond-San Rafael Bridge to San Quentin, thence over direct unnumbered highway to San Rafael.

Service is authorized to be conducted in Special Operations only.

Issued by California Public Utilities Commission.

*Revised by Decision No. 79479, Application No. 52929.

9.10 - Between San Quentin Junction and Greenbrae:

From junction unnumbered highways east of San Quentin
(San Quentin Junction), over unnumbered highway to
junction U. S. Highway 101 (Greenbrae).

Service is authorized to be conducted in Special
Operations only.

*9.11 - Intentionally left blank.

*9.12 - Intentionally left blank.

*9.13 - Intentionally left blank.

*9.14 - Intentionally left blank.

*9.15 - Intentionally left blank.

Issued by California Public Utilities Commission.

*Revised by Decision No. 79479, Application No. 52929.

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- *9.18 - Intentionally left blank.
- *9.19 - Intentionally left blank.
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- *9.21 - Intentionally left blank.

Issued by California Public Utilities Commission.

*Revised by Decision No. 79479, Application No. 52929.

*9.22 - Intentionally left blank.

*9.23 - Intentionally left blank.

Issued by California Public Utilities Commission.

*Revised by Decision No. 79479, Application No. 52929.

14. General Oakland-Coast Route Restriction:

No local tariff shall be published naming a fare between Oakland, on the one hand, and Palo Alto, Los Gatos or Santa Cruz, on the other hand; nor between Oakland, on the one hand, and San Jose and Los Angeles via San Jose, both points and all points intermediate thereto inclusive, on the other hand, with routing via San Francisco in each instance.

*15. General Through Service Conditions:

At least one daily through passenger stage schedule shall be operated in each direction providing through passenger service without transfer between:

- (1) Calistoga and San Francisco.
- (2) Santa Cruz and San Francisco.

*16. Limitations on Free Transportation of Baggage:

The free transportation of baggage shall be limited to hand baggage carried by the passenger locally between San Francisco and San Jose and intermediate points.

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SECTION IV - MOTOR COACHES OF EXCESS WIDTH.

Authority is granted to operate motor coaches in excess of ninety-six (96) inches, but not exceeding one hundred and four (104) inches, in width, between points and over routes, including urban-route connections, as follows:

*A - Intentionally left blank.

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APPENDIX A

GREYHOUND LINES, INC.

Second Revised Page 101
Cancels
First Revised Page 101

*A - (Cont'd) Intentionally left blank.

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