

Decision No. 82894

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Greyhound Lines, Inc.
for authority to revise Routes 14.29
and 14.30 to provide Special
Operations between Boulder Creek and
Scotts Valley.

Application No. 55107
(Filed August 13, 1974)

Richard M. Hannon, Attorney at Law, for applicant.
Alice Earl Wilder, for the San Lorenzo Valley Chamber
of Commerce, and Marian Pack, for herself, protestants.
Henry Baker, for the Santa Cruz County Transportation
Commission and the Santa Cruz County Board of
Supervisors, interested parties.
Alex E. Lutkus, for the Commission staff.

O P I N I O N

Greyhound Lines, Inc. requests authority to discontinue regular route operations over Routes 14.29 and 14.30 between Boulder Creek and Scotts Valley and to reauthorize operations over those routes in special operations only.

A public hearing was held before Examiner Daly on November 7, 1974 at Santa Cruz and the matter was submitted.

Applicant desires to discontinue regular service between Boulder Creek and Scotts Valley because of the inaugurated service of the Santa Cruz Metropolitan Transit District which commenced bus service in the Santa Cruz-Boulder Creek Corridor on July 1, 1974. Applicant contends that such service has effectively replaced its service and that it would be financially disastrous for applicant to attempt to compete with the district.

As of July 1, 1974 applicant was operating six schedules daily between Santa Cruz and Boulder Creek serving Scotts Valley, Mt. Hermon, Felton, Ben Lomond, and Brookdale as intermediate points.

The following is a tabulation of the passengers transported between the points considered for the period July 1 through July 14, 1974:

Schedule No.	<u>July</u>													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
3532	0	1	0	0	3	3	2	0	1	1	1	1	3	1
3534	4	3	5	1	5	3	0	0	0	0	0	1	4	4
3536	2	2	2	1	1	2	0	1	0	1	0	1	2	1
3531	1	1	3	2	1	0	1	0	0	0	1	4	1	0
3533	0	0	1	0	1	0	0	0	0	0	0	0	2	0
3535	0	1	1	1	0	0	5	0	1	3	3	1	0	1

During July applicant had an average passenger load of 1.1 between said points and realized a revenue of 5.9 cents per bus mile as opposed to an out-of-pocket cost of 68 cents per bus mile.

A representative of the San Lorenzo Valley Chamber of Commerce testified that the valley has many elderly people who can no longer drive; that if they wish to travel to points outside of the Santa Cruz area they must rely upon friends or relatives to drive them to applicant's depot in Santa Cruz; and that the combined services of applicant and the district are unsatisfactory because the buses operated by the district have no facilities for luggage and use of said services requires a passenger to carry his luggage two blocks to applicant's depot from the closest point on the district's route.

The county of Santa Cruz has no objection to the proposed discontinuance providing applicant extends its service three-tenths of a mile so as to connect with the district's buses at the Kings Center Shopping area in Scotts Valley. The shopping center is located on private property. Applicant has no objection to extending service to the Kings Center as long as a safe exit from the center is established. At the present time ingress and egress to and from the center is provided over a single, signalled controlled road, which necessitates

a turn-around within the center. Although the buses of the district are capable of turning around within the space available, applicant's buses are too long to do so. Applicant suggested the construction of another signal control access road, which would obviate the need for turning the buses. According to the county representative the construction of such an access road is being considered by the property owners within the center and if approved would probably be completed within the next year. A representative of the district testified that it has no plan to extend service to applicant's Santa Cruz depot.

After consideration the Commission finds that:

1. As of July 1, 1974 applicant was operating six schedules daily between Santa Cruz and Boulder Creek.

2. On July 1, 1974 the Santa Cruz Metropolitan Transit District commenced local bus service between Santa Cruz and Boulder Creek at fares substantially lower than applicant.

3. With the advent of service by the District, applicant's average load factor between Santa Cruz and Boulder Creek was 1.1 passengers and the cost of operating between those points far exceeded the revenue derived therefrom.

4. Although the district is providing adequate local service, the discontinuance of applicant's service will result in an inconvenience for through passengers originating at or destined to points outside of the Santa Cruz area unless a convenient point of connection is established between the two services.

5. The Kings Center in Scotts Valley is being considered as a possible connecting point, but because of its restricted turn-around area it cannot accommodate applicant's buses. The construction of a new access road is being considered, but if approved will not be available for at least a year.

6. The most desirable arrangement would be realized if the district would extend its service to connect with applicant's depot

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in Santa Cruz, but this Commission has no jurisdiction over the operations of the district.

7. When a suitable connecting arrangement has been reached applicant shall immediately seek authority to extend service to the extent necessary.

8. The few passengers that would use applicant's through services do not justify applicant's continuing to operate between Santa Cruz and Boulder Creek.

9. Except for special operations public convenience and necessity no longer require applicant's service between Santa Cruz and Boulder Creek.

10. We find with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

The Commission concludes that the application should be granted.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Greyhound Lines, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as 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 Eighth Revised Page 40, 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 further amended by incorporating the revisions set forth on the revised page referred to in Ordering Paragraph 1 hereof.

3. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure so to do may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted.
- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service, and shall file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten day's 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 authorized service.
- (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-Series and 98-Series.

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

Dated at San Francisco, California, this 30th
day of DECEMBER, 1974.

Vernon L. Stinson
President
William J. Simon
John M. Moran
Robert E. McPherson
Commissioners

14.27 - Intentionally left blank.

14.28 - Between Edgemar Junction and San Bruno Avenue Junction
(Skyline Route):

From junction California Highway 1 and California Highway 35 (Edgemar Junction), over California Highway 35 to junction unnumbered highway in San Bruno (San Bruno Avenue Junction).

*14.29 - Between Boulder Creek and Felton:

From Boulder Creek, over California Highway 9 to Felton.

Service is authorized to be conducted in Special Operations only.

*14.30 - Between Felton and Scotts Valley:

From junction California Highway 9 and unnumbered highway (Felton), over unnumbered highway via Mt. Hermon to junction California Highway 17 (Scotts Valley).

Service is authorized to be conducted in Special Operations only.

14.31 - Between Santa Cruz and Monterey:

From Santa Cruz, over California Highway 1 to Monterey.

Authority is granted to serve Watsonville over available access highways to California Highway 1.

14.32 - Between Rob Roy Junction and Watsonville via Freedom:

From junction California Highway 1 and unnumbered highway (Rob Roy Junction), over unnumbered highway via Freedom to Watsonville.

Issued by California Public Utilities Commission.

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*Revised by Decision No. _____, Application No. 55107.