

Decision 90 11 018 NOV 08 1990

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Peninsula Charter Lines, Inc., a)
California corporation, for)
permission to abandon its San)
Francisco-Palo Alto commute run.)

ORIGINAL
Application 90-07-001
(Filed July 12, 1990)

O P I N I O N

Peninsula Charter Lines, Inc. (applicant) operates as a passenger stage corporation (PSC-905) between various points in San Francisco and Redwood City, Menlo Park, and Palo Alto. Applicant also holds authority from this Commission to operate as a charter-party carrier (TCP-905-A). By this application, applicant seeks authority to abandon its passenger stage service (commute service) that it performs each weekday.

Copies of the application were served on cities and counties within the proposed abandoned service area. Notice of this application appeared on the Commission's Daily Calendar of July 13, 1990 and on the Commission's Daily Transportation Calendar of July 16, 1990. Notice of the proposed abandonment of service was also posted in applicant's bus and were hand-distributed to all current riders. No protests to the application were received, therefore, a public hearing is not necessary.

Applicant has provided its commute service since 1970 when a certificate of public convenience and necessity (CPC&N) was transferred from Southshore Lines, Inc. to Peninsula Transit Lines, Inc. The CPC&N was subsequently transferred from Peninsula Transit Lines, Inc. to Peninsula Charter Lines, Inc.

Currently, one bus provides one trip from San Francisco to Palo Alto every weekday morning. One bus provides one return trip from Palo Alto to San Francisco every weekday evening.

Commuters are charged \$4.00 for a one-way trip, \$7.00 for a round trip, \$96.00 for a monthly ticket, or \$87.00 for a monthly pass if the pass is purchased five days prior to the month.

Applicant's commute service ridership count for October through December 1989 averaged 9 to 10 persons. An August 22, 1990 supplemental filing shows that the average rider counts for January through June 1990 remained relatively unchanged. This low ridership results in an average daily revenue of \$64.00. It cost applicant approximately \$148.00 per day to run the commute service.

Applicant is losing approximately \$21,313.00 on an annual basis if it continues operating its commute service. It is because of the low ridership and substantial subsidy of money needed to continue operating the commute service that applicant seeks authority to abandon its commute service.

Applicant explains that alternative public transit service is readily available for its current riders from San Mateo Transit District (Samtrans) and from Caltrain Peninsula Rail Services (Caltrain). Therefore, it can be seen with certainty that this abandonment will not have a negative impact on the environment.

Both Samtrans and Caltrain services have more frequent runs than applicant. In light of the availability of alternative subsidized public transit systems, there appears to be little to argue for a continued service which has demonstrated a marked inability to compete with subsidized public transit systems. Therefore, applicant's request to abandon its commute service should be granted.

Findings of Fact

1. Applicant holds Commission authority to operate as a passenger stage corporation to operate a commute service between various points in San Francisco and Redwood City, Menlo Park, and Palo Alto.

2. Applicant seeks authority to abandon its commute service.
3. No protest to the application was filed.
4. One bus provides one trip from San Francisco to Palo Alto every weekday morning. One bus provides one trip from Palo Alto to San Francisco every weekday evening.
5. The commute service ridership count for October through December 1989 averaged 9 to 10 persons.
6. Ridership counts for January through June 1990 have remained relatively unchanged from the October through December 1989 average ridership counts.
7. Applicant is losing approximately \$21,313.00 on an annual basis operating its commute service.
8. Alternative public transit service is readily available from Samtrans and Caltrain.
9. It can be seen with relative certainty that the proposed abandonment will not have a significant effect on the environment.

Conclusions of Law

1. Public convenience and necessity no longer require applicant's passenger stage commute service between San Francisco and Redwood City, Menlo Park, and Palo Alto.
2. The application should be granted.
3. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. After this order becomes effective and on not less than 10 days' written notice to the Commission's Transportation Division Director and the public, Peninsula Charter Lines, Inc. (applicant) may discontinue its passenger stage commute service.
2. Tariffs and timetables now on file covering the passenger stage commute service will be cancelled effective the date that service is discontinued.

3. When the authorized abandonment of commute service is completed and the conditions of this order are fulfilled, applicant shall be relieved of its public utility obligations for the abandoned system and its passenger stage corporation identification PSC-905 shall be revoked.

4. The authority granted in Ordering Paragraphs 1 through 3 shall expire if not exercised within 12 months after the effective date of this order.

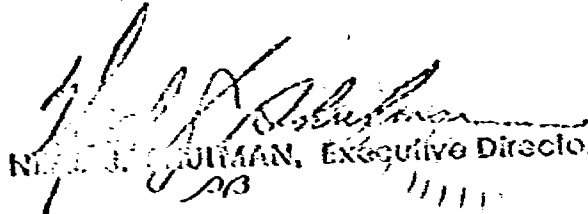
This order is effective today.

Dated NOV 08 1990, at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

Commissioner Stanley W. Hulett,
being necessarily absent, did
not participate.

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY


NEIL J. GOLDMAN, Executive Director