

82 02 029

FEB - 4 1982

ORIGINAL

Decision _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)
 for authority to revise Route 3.04)
 to provide special operations only)
 between Junction of Interstate Hwy 80)
 and California Hwy 89 (Tahoe Junction)
 and Junction of California Hwy 89 and)
 U.S. Hwy 50 (Tahoe Valley Junction).)

Application 60408
(Filed March 23, 1981)

O P I N I O N

Greyhound Lines, Inc. (applicant), a passenger stage corporation engaged in the transportation of passengers, baggage, and express throughout California, requests authority to revise its certificate of public convenience and necessity as set forth in Appendix A of Decision (D.) 55893 as revised, by deleting a portion of Route 3.04 as presently set forth in Fourteenth Revised Page 5 of Appendix A as follows:

3.04 - Between Tahoe Junction and Tahoe Valley Junction:

From Junction Interstate Highway 80 and California Highway 89 (Tahoe Junction), over California Highway 89 to Junction U.S. Highway 50 (Tahoe Valley Junction).

Regularly scheduled service is authorized to be conducted during the summer season only. Service in Special Operations may be conducted throughout the year.

Applicant requests that Route 3.04 of Appendix A be revised and reauthorized and that Route 3.04 shall be shown on Fifteenth Revised Page 5 of Appendix A to read as follows:

3.04 - Between the Junction of Interstate Highway 80 and California Highway 89, and the Junction of California Highway 89 and U.S. Highway 50.

From the Junction of Interstate Highway 80 and California Highway 89 over California Highway 89 to Junction U.S. Highway 50.

Service is authorized to be conducted in special operations only.

In justification for the revision sought, applicant states that passenger travel via Greyhound over this area has declined to a point where it is not economically feasible for Greyhound to continue the regularly scheduled service presently being provided on a seasonal basis. A seven-day study conducted August 3-9, 1980 revealed that only 47 passengers were handled from points beyond Truckee and/or Tahoe Valley to points within the area. Forty of these passengers were destined to points handled by the Tahoe Area Regional Transit which presently operates six round trips daily on a year-round basis between Brockway and Tahoma, or LTR Corporation, another carrier which also operates four round trips daily on a year-round basis between Truckee and South Lake Tahoe. Discontinuance of Greyhound's seasonal regular scheduled service will have no adverse effect on passengers traveling to, from, or within the area, and no package express is handled in this area. The Tahoe Area Regional Transit and the LTR Corporation provide sufficient service to adequately handle any and all service demands.

The application was listed on the Commission's Daily Calendar. Local governmental agencies were advised.

No protests to the granting of the application or requests for public hearing have been received.

It appears and the Commission finds that these matters constitute good cause for the amendment of the certificate and that such changes would not be adverse to the public interest. The Commission concludes that the certificate should be revised and that tariffs and timetables applicable to the service should be changed accordingly.

Conclusions of Law

1. Public convenience and necessity no longer require a continuation of Greyhound's service over its Route 3.04.

2. Greyhound should be authorized to discontinue regular service over Route 3.04.

3. Greyhound should be authorized to redesignate Route 3.04 as Special Operations only as set forth in amended Appendix A attached.

4. Since the service is no longer required and applicant is incurring unnecessary expenses each day it is operated, the effective date of this order should be the date it is signed.

O R D E R

IT IS ORDERED that:

1. On the effective date of this decision and on not less than five days' notice to the Commission and to the public, Greyhound Lines, Inc. is authorized to discontinue its regular passenger stage service over Route 3.04.

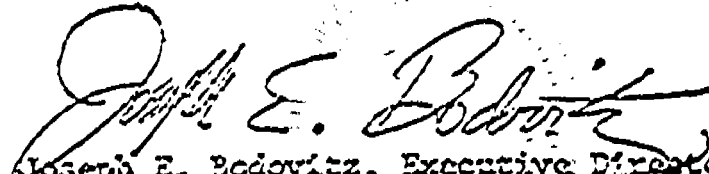
2. All tariffs and timetables presently on file with this Commission relating to the above-described route are canceled.

3. Greyhound Lines, Inc. is authorized to redescribe these routes as Special Operations only as set forth in amended Appendix A attached.

4. Appendix A of D.55893 is amended by incorporating Fifteenth Revised Page 5 attached in cancellation of Fourteenth Revised Page 5. This order is effective today.
Dated FEB 4 1982, at San Francisco, California.

JOHN E. BRYSON
President
RICHARD D. CRAVELLE
LEONARD M. GRIMES, JR.
VICTOR CALVO
PRISCILLA C. CREW
Commissioners

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


Joseph E. Bodovitz, Executive Director

Appendix A
(D.55893)

GREYHOUND LINES, INC.
(PSC-1)

Fifteenth Revised Page 5
Cancels
Fourteenth Revised Page 5

3.01 - Between the Nevada-California State Line west of Floriston,
and Sacramento:

From the point where Interstate Highway 80 intersects
the Nevada-California State Line, over Interstate
Highway 80 to Sacramento.

Authority is granted to serve all intermediate points
and also the points to Colfax and Auburn over available
access highways to Interstate Highway 80.

3.02 - Between Nevada City and Auburn:

From Nevada City over California Highway 20 to Grass
Valley, then over California Highway 49 to Auburn.

Authority is granted to deviate from this route to
serve DeWitt State Hospital.

3.03 - Intentionally left blank.

*3.04 - Between the Junction of Interstate Highway 80 and California
Highway 89, and the Junction of California Highway 89 and
U.S. Highway 50:

From the Junction of Interstate Highway 80 and
California Highway 89, over California Highway 89
to Junction U.S. Highway 50.

Service is authorized to be conducted in special
operations only.

Issued by California Public Utilities Commission.

*Revised by Decision 82 02 029, dated FEB - 4 1982,
Application 60408.