

T/ctb

Decision 82 06 097

JUN 15 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC. for authority to redescribe, reauthorize and abandon specific routes of Route Group 17, Riverside County.

Application 61128
(Filed December 11, 1981)

O P I N I O N

Greyhound Lines, Inc. (Greyhound), a passenger stage corporation (PSC-1) engaged in the transportation of passengers, baggage, and express generally throughout California, seeks authority to revise and eliminate segments of the following routes:

A. Route 17.15

Between Elsinore and Murrieta:

From Elsinore over California Highway 71 to Murrieta.

B. Route 17.17

Between Murrieta and Murrieta Hot Springs Junction:

From Murrieta over unnumbered highway to Murrieta Hot Springs, thence over California Highway 79 to junction U.S. Highway 395 (Murrieta Hot Springs).

The routes are designated by Greyhound's existing certificate of public convenience and necessity as Group 17, Routes 17.15 and 17.17 and further described on Seventh Revised Page 55, and Fifth Revised Page 56 of Appendix A of the Commission's decisions 87901 and 75400 in Applications 57093 and 50809, respectively.

Greyhound, in support of justification for the authority revisions sought, alleges:

1. Passenger travel between Lake Elsinore (Elsinore) and Murrieta Hot Springs over the route 17.15 has declined to a point where it is not economically feasible for Greyhound to continue regular route service as presently operated.
2. Greyhound conducted a 14-day traffic study of passengers handled via Murrieta Hot Springs over the route proposed to be abandoned (Route 17.17) during the period June 15 through June 28, 1981, and the results indicated that only seven (7) passengers were handled.
3. Operation over the revised route 17.15 as proposed allows Greyhound to operate 5.4 miles less per day. Annually, this would amount to a savings of 1,971 miles or 343 gallons of fuel.
4. In comparison, the out-of-pocket costs presently experienced over the present route, based on the 5.4-mile difference per day via the route as proposed to be revised at \$1.29 per mile, indicates a savings of \$7.00 per day which, when figured annually would amount to a savings of approximately \$2,555.00 in out-of-pocket costs.
5. Because of the resultant decrease in fuel consumption Greyhound would make a definite contribution toward conserving energy and improve the quality of the environment.

The application was listed on the Commission's Daily Calendar and applicant served copies on the County of Riverside and other interested parties. The Commission's Transportation Division staff has reviewed the application and recommends that in the absence of formal protest or request for hearing, it be granted by ex parte order. No formal protest or request for hearing has been received.

Findings of Fact

1. Applicant seeks authority to ~~redescribe, reauthorize,~~ SS
and abandon specific routes of Route Group 17, Riverside County.

2. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

3. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity no longer require applicant's service to Murrieta Hot Springs and the sought authority should be granted.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Greyhound authorizing it to operate as a passenger stage corporation, as defined in PU Code Section 226 between the points and over the routes set forth in the attached Eighth Revised Page 55 of Appendix, Decision 87901 and ^{Sixth} Fifth Revised Page 56 of Appendix, SS
Decision 75400.

2. Applicant shall:

- a. File a written acceptance of this certificate within 30 days after this order is effective.
- b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.

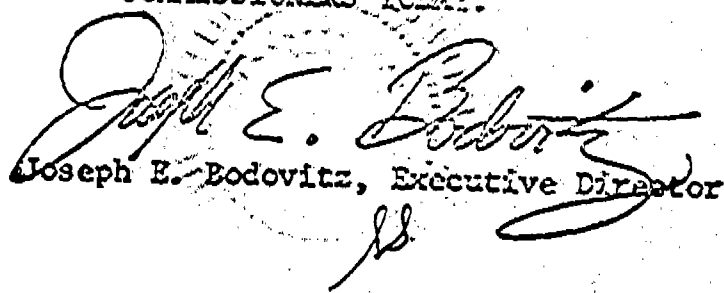
- c. State in its tariffs and timetables when service will start; allow at least five days' notice to the Commission; and make timetables and tariffs effective five or more days after this order is effective.
- d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order is effective 30 days from today.

Dated JUN 15 1982, at San Francisco, California.

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

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


Joseph E. Bodovitz, Executive Director

T/ctb

Appendix PSC-1
(Dec.55893)

GREYHOUND LINES, INC.

Eighth Revised Page 55
Cancels
Seventh Revised Page 55

17.13 - Between Anaheim and Riverside:

From Anaheim, over unnumbered highway to junction California Highway 55 (Olive Junction), thence over California Highway 55 to Junction California Highway 91 (Peralta Hills Junction) thence over California Highway 91 to Riverside.

No service shall be rendered to or from any point intermediate to Corona and Riverside.

17.13A - Between Anaheim and Olive Junction:

From Anaheim over California Highway 57 to junction California Highway 91 (Olive Junction), to be operated as an alternate route.

17.13B - Between Olive Junction and Diamond Junction:

From the junction California Highway 91 and California Highway 57 (Olive Junction), over California Highway 57 to junction California Highway 60 (Diamond Junction), to be operated as an alternate route.

17.14 - Between Box Springs Junction and San Diego:

From junction California Highway 60 and U.S. Highway 395 southeast of Riverside (Box Springs Junction), over U.S. Highway 395 to San Diego.

*17.15 - Between Elsinore and junction of Interstate Highway 15 and Interstate Highway 15E:

From Elsinore over Interstate Highway 15 to junction Interstate Highway 15E.

17.16 - Between Perris Junction and Elsinore:

From junction U.S. Highway 395 and California Highway 74 (Perris Junction), over California Highway 74 to Elsinore.

Issued by California Public Utilities Commission.

*Revised by Decision 82 06 097, Application 61128.

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Appendix PSC-1
(Dec. 55893)

GREYHOUND LINES, INC.

Sixth Revised Page 56
Cancels
Fifth Revised Page 56

*17.17 Intentionally left blank

17.18 - Between Fallbrook Junction and Escondido:

From junction U.S. Highway 395 and unnumbered highway east of Fallbrook (Fallbrook Junction), over unnumbered highway via Fallbrook to Bonsall, thence over California Highway 76 to junction unnumbered highway north of Vista (Vista Junction), thence over unnumbered highway to Vista, thence over California Highway 78 to Escondido.

17.19 - Between Bonsall Junction and Bonsall:

From Bonsall Junction, over California Highway 76 to Bonsall.

No service may be operated over this route except on days when racing is conducted at Del Mar Race Track.

No express shall be transported over this route.

17.20 - Between Vista and South Oceanside:

From Vista, over California Highway 78 to South Oceanside.

No service may be operated over this route except on days when racing is conducted at Del Mar Race Track.

No express shall be transported over this route.

17.21 - Between Miramar Junction and U.S. Naval Air Station:

From junction U.S. Highway 395 and unnumbered highway (Miramar Junction), over unnumbered highway to U.S. Naval Air Station - Main Gate.

17.22 - Between U.S. Naval Air Station and West Miramar Junction:

From U.S. Naval Air Station over unnumbered highway to junction Interstate Highway 5 (West Miramar Junction), to be operated as an alternate route.

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