

Decision 83 06 034 June 1, 1983

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of State of California,)
 Department of Transportation for)
 an order permitting the Southern)
 Pacific Transportation Company to)
 abandon the passenger station at,)
 and discontinue service to, the)
 Butler Road Station on the San)
 Francisco to San Jose passenger)
 service.)

Application 83-03-63
 (Filed March 24, 1983)

CORRECTED OPINION

In this application, The State of California Department of Transportation (Caltrans), as contractor for the San Francisco-San Jose rail commuter service operated by Southern Pacific Transportation (SP), seeks authority to abandon Butler Road Station. Butler Road Station is located near the intersection of the SP right of way and Oyster Point Boulevard in South San Francisco. No parking is provided at Butler Road Station.

The application states that SP is a common carrier of passengers and property between San Francisco and San Jose. SP and Caltrans have entered into an Agreement to Provide Passenger Rail Service (contract) dated July 1, 1980. A copy of the contract has been filed with the Commission pursuant to Decision 91956 dated June 17, 1980 in Case 10380. Under the terms of the contract Caltrans is responsible for setting the overall policies governing the establishment and modification of passenger service and determination of schedules. The contract also calls for Caltrans to seek requisite authority for changes in operation from agencies having regulatory authority over the passenger operations. SP has agreed to implement any service changes agreed to by it and Caltrans. SP has agreed to the abandonment of Butler Road Station and cessation of service to it.

Table 1
Traffic Using Butler
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Passengers Using Butler Road Station From SP Counts

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10/16-17/1979	5	20	25
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10/20-21/1981	20	34	54
11/16-17/1982	4	18	22

Passengers Using Butler Road Station Based on Caltrans' Counts
Conducted During January 1983

<u>Date</u>	<u>Passengers</u>		
	<u>On</u>	<u>Off</u>	<u>Total</u>
1/5/83	3	7	10
1/6/83	3	6	9
1/7/83	3	5	8
1/10/83	7	6	13
1/12/83	5	6	11
1/13/83	5	5	10
1/14/83	5	4	9
Average	4.4	5.6	10

The "Caltrans Commuter Rail Station Location and Improvement Study" (Barton-Aschman Study) issued in June 1982, which developed planning strategy for improvement, addition, deletion, and relocation of intermediate commuter rail stations between San Francisco and San Jose, recommended that the Butler Road Station be closed. The service operating cost analysis in the Barton-Aschman Study shows Butler Road Station had the second highest net cost per

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We find and conclude that a public hearing is not necessary.

The Commission has received no other expressions of opposition, formal or informal, to the relief requested by Caltrans.
Findings of Fact

1. Caltrans, with consent and agreement of SP, seeks to eliminate Butler Road Station on SP's San Francisco-San Jose commuter rail passenger route.

2. The facts developed in the Caltrans-sponsored Barton-Aschman Study support the request, and public convenience and necessity no longer require the operation of the Butler Road Station.

3. The principal facts justifying the requested action are the low usage of the Butler Road Station, the proximity of that station to South San Francisco Station, and the resultant reduction in operating costs and schedule times for the five trains serving Butler Road Station.

4. Because of the very few passengers who use this stop and the availability of another stop only 1/2 mile away, it is certain that the proposed action will have no significant effect on the environment and is therefore exempt from the impact report requirements of CEQA Guidelines § 15060.

5. Notice of the proposed action has been furnished to the public.

6. Caltrans has previously held public hearings on the subject of the Barton-Aschman study, which is the basis of the relief sought in this application.

7. One regular commuter submitted a letter to the Commission, requesting a new station location in Brisbane, if the Butler Road

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THIS DOCUMENT
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The Project Management Committee (Committee) established by Caltrans pursuant to § 7c of the contract, consisting of representatives from the City and County of San Francisco, the Santa Clara County Transit District, the San Mateo County Transit District, and SP have agreed to the elimination of Butler Road Station. The recommendation of the Committee for elimination of Butler Road Station is predicated upon the following considerations:

The existing Butler Road Station consists of a shelter with no platform or commuter parking. At the present time, five trains per weekday stop at Butler Road. They are trains 25 (6:49 a.m.), 27 (7:10 a.m.), 29 (7:18 a.m.), 42 (4:31 p.m.), and 44 (4:56 p.m.). No Saturday or Sunday service is provided.

Butler Road Station is located at the intersection of Oyster Point Boulevard and Industrial Way in South San Francisco and is 0.54 miles from the existing South San Francisco Station.

Ridership counts taken on seven days during January showed an average of 10 riders a day using this station. Data furnished to the Committee indicated that this station has had the lowest usage of any station on line for a number of years. Annual passenger counts at Butler Road Station for the years from 1977 to 1982 are shown in the following table:

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trip end of the 24 stations covered in this study. The station serves an industrial and warehouse area with portions currently being redeveloped into an office complex. The Barton-Aschman Study recommends that this redevelopment (Gateway Project) be served from the South San Francisco Station. The study indicates that service discontinuance at Butler Road Station will decrease overall running time of the five affected trains by as much as three minutes. All five trains (25, 27, 29, 42, and 44) will be scheduled to stop at South San Francisco Station when the Butler Road Station is discontinued. This represents a new stop for train 27.

The Committee has approved the Barton-Aschman Study which recommends elimination of this stop. The Committee's Schedule and Fares Subcommittee approved the station closure. Public hearings have been held by Caltrans in conjunction with the Barton-Aschman Study.

Because of the very few passengers using the Butler Road Station and the availability of another station only 1/2 mile away, there will be no environmental impact associated with the proposed action, and the proposed action is exempt from the reporting requirements of the California Environmental Quality Act (CEQA) Guidelines § 15060).

Caltrans asks that, in the absence of protest, the application be granted ex parte. Caltrans placed notices of the filing of the application and authority sought in the commuter trains. The notices state that written protests or comments to the application must be filed with this Commission within 30 days after notice was given. Notice of the filing of the application also appeared on the Commission's Daily Calendar and on its Transportation Calendar of March 29, 1983.

A Petition to Intervene in Opposition was filed by the United Transportation Union State Legislative Board (UTU) (in effect a protest) but was later withdrawn by letter dated May 9, 1983.

In response to the notices placed in the commuter trains, two letters were received. One commuter, who uses the Butler Road Station on a regular basis, submitted a letter to the Commission.

The letter states that the rider makes a bus connection at that station. The letter asks that if Butler Road Station is discontinued, a stop be established at Brisbane (not now a station). Establishment of a new stop at Brisbane would vitiate the operational costs savings anticipated from the closure of Butler Road Station. It appears that the rider's bus connection can be satisfactorily made at South San Francisco Station. A second letter supported the station closing.

We find and conclude that a public hearing is not necessary.

The Commission has received no other expressions of opposition, formal or informal, to the relief requested by Caltrans.

Findings of Fact

1. Caltrans, with consent and agreement of SP, seeks to eliminate Butler Road Station on SP's San Francisco-San Jose commuter rail passenger route.

2. The facts developed in the Caltrans-sponsored Barton-Aschman Study support the request, and public convenience and necessity no longer require the operation of the Butler Road Station.

3. The principal facts justifying the requested action are the low usage of the Butler Road Station, the proximity of that station to South San Francisco Station, and the resultant reduction in operating costs and schedule times for the five trains serving Butler Road Station.

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5. Notice of the proposed action has been furnished to the public.

6. Caltrans has previously held public hearings on the subject of the Barton-Aschman study, which is the basis of the relief sought in this application.

7. One regular commuter submitted a letter to the Commission, requesting a new station location in Brisbane, if the Butler Road

Station is closed. Establishment of such a stop would vitiate the operational cost savings anticipated from the closure of the Butler Road Station. A second commuter supports the sought action.

8. No other expressions of opposition to the application have been received by the Commission.

9. A public hearing is not necessary.

Conclusion of Law

The application should be granted.

O R D E R

IT IS ORDERED that Southern Pacific Transportation Company and The California Department of Transportation are authorized to discontinue rail passenger service at Butler Road Station and to make related schedule changes proposed in the application by filing revised tariffs and timetables within 120 days after this order is effective.

This order becomes effective 30 days from today.

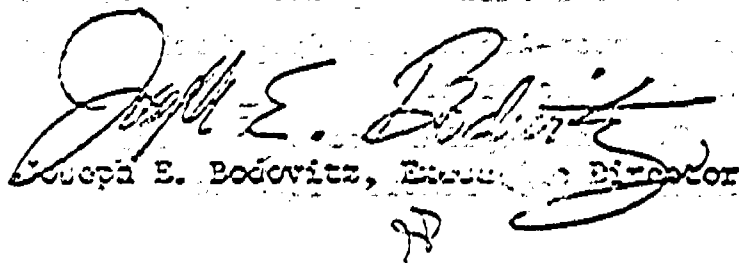
Dated June 1, 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL

Commissioners

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


Joseph E. Bodovitz, Executive Director



ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
CALIFORNIA STATE BUILDING
SAN FRANCISCO, CALIFORNIA 94102
TELEPHONE (415) 957-0225

Public Utilities Commission
STATE OF CALIFORNIA

June 8, 1983

FILE NO.

To: All Parties to A.83-03-63

The opinion of the Commission in A.83-03-63 was mailed to all parties on June 3, 1983. Unfortunately, the copy mailed on that date did not reflect corrections made by the Commission at conference.

Enclosed is a corrected copy of D.83-06-034.

MARY CARLOS
Chief Administrative Law Judge

MC:vd1

cc: Legal Division

ORIGINALDecision 83 06 034 JUN 1 1983

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Caltrans, as the lead agency, has determined that the proposed action is exempt from the requirements of the California Environmental Quality Act (CEQA).

Caltrans asks that, in the absence of protest, the application be granted ex parte. Caltrans placed notices of the filing of the application and authority sought in the commuter trains. The notices state that written protests or comments to the application must be filed with this Commission within 30 days after notice was given. Notice of the filing of the application also appeared on the Commission's Daily Calendar and on its Transportation Calendar of March 29, 1983.

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3. The principal facts justifying the requested action are the low usage of the Butler Road Station, the proximity of that station to South San Francisco Station, and the resultant reduction in operating costs and schedule times for the five trains serving Butler Road Station.

4. Caltrans, the lead agency under CEQA, has determined that the proposed action is exempt from the requirements of CEQA [Public Resources Code § 21080(b)(8) and (11)]. No further environmental evaluation is required.

5. Notice of the proposed action has been furnished to the public.

6. Caltrans has previously held public hearings on the subject of the Barton-Aschman study, which is the basis of the relief sought in this application.

7. One regular commuter submitted a letter to the Commission, requesting a new station location in Brisbane, if the Butler Road

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Conclusion of Law

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O R D E R

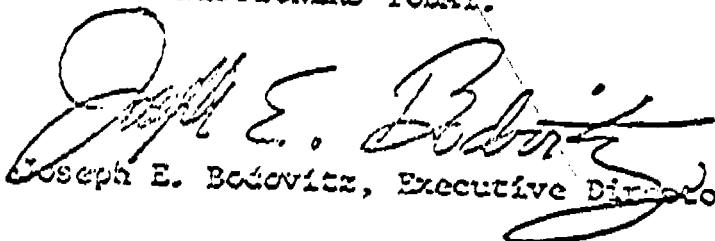
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Dated JUN 1 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President
VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
Commissioners

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


Joseph E. Bozovitz, Executive Director