

ORIGINAL

Decision No. 86761

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.,)
for authority to revise, modify, and)
abandon specific routes of Route)
Group 11, Contra Costa County and to)
concurrently therewith discontinue)
related regular route operations.)

Application No. 55135
(Filed August 27, 1974)

Richard M. Hannon, Attorney at Law,
for applicant.
Sherwood Wakeman, Attorney at Law, for
San Francisco Bay Area Rapid Transit
District, interested party.
Elinore C. Morgan, Attorney at Law, for
the Commission staff.

FOURTH SUPPLEMENTAL OPINION

By Decision No. 83674 dated October 29, 1974, Greyhound Lines, Inc. was authorized to discontinue its Contra Costa County commute service as of June 30, 1975. By subsequent supplemental orders, the last of which was Decision No. 85080 dated October 31, 1975, the time had been extended to December 31, 1976. Again, because it did not appear that BART will be able to provide a complete commute service nor a weekend service by December 31, 1976, the Commission by Decision No. 86555 dated October 26, 1976 reopened Application No. 55135 for the purpose of further hearing to determine whether the date for discontinuance of service should again be extended.

Public hearing was held before Examiner Daly on November 16, 1976 at San Francisco.

A representative of the San Francisco Bay Area Rapid Transit District (BART) testified that BART's present weekday Daly City to Concord service operates from 5 a.m. to 12 p.m., providing service on a 12-minute headway in each direction from 5 a.m. to 8 p.m. and 20-minute service from 8 p.m. until 12 p.m.; that this service has been in effect since December 1975; that as of June 1976, three additional trains usually are placed in service on the Concord Line during the peak periods; however, these trains are also utilized as spares to prevent interruptions in service and are not always available; that in addition to the train service, BART's Express Bus Service in the Walnut Creek and Concord areas operates from 5 a.m. until 11 p.m.; that during the peak period, the buses operate at half-hour intervals; that during midday the buses operate on one-hour headways, and two-hour headways after 7 p.m.; that current plans for expansion of service are limited to a special holiday shopping service on five Saturdays, starting November 20, 1976 and ending December 18, 1976; that this special service will operate from 10 a.m. until 6 p.m. for Christmas shopping convenience; that both BART trains and express buses will operate on those Saturdays; that no further expansion of service is contemplated during fiscal year 1976-77 for a number of reasons, including the recent passage of Assembly Bill 3785, which extends the one-half percent sales tax to June 30, 1978 and provides that an extension of the level of service as of May 1, 1976 may commence only on or after July 1, 1977; that in addition thereto BART has established, as its number one priority, the improvement of reliability of its current service; and that, as a consequence, further extension of service will have to be postponed.

The staff recommends that Greyhound be required to continue service until December 31, 1977.

If required to continue service Greyhound requests authority to make the following reductions in service:

1. Monday Through Friday

WESTBOUND

Cancel T Route leaving Walnut Creek 6:57 a.m.
Cancel Y Route leaving Concord 6:42 a.m.

EASTBOUND

Cancel Y Route leaving Transbay 5:20 p.m.
Cancel X Route leaving Transbay 5:10 p.m.

2. Saturday and Sunday

WESTBOUND

Cancel 8:30 a.m. leaving Concord.
Cancel 10:40 a.m. leaving Antioch.
Cancel 6:30 p.m. leaving Concord.
Cancel 8:40 p.m. leaving Antioch.

EASTBOUND

Cancel 8:00 a.m. leaving San Francisco to Antioch.
Cancel 4:00 p.m. leaving San Francisco to Antioch.
Cancel 8:00 p.m. leaving San Francisco to Antioch.
Cancel 9:00 p.m. leaving San Francisco to Concord.

3. Cancel all local service between Concord and Antioch, with the exception of four San Francisco - Stockton schedules, which serve those points on a daily basis as follows:

WESTBOUND

LV. Antioch 10:00 a.m. and 6:15 p.m.
LV. Pittsburg 10:10 a.m. and 6:25 p.m.
LV. Concord 11:00 a.m. and 7:15 p.m.

EASTBOUND

AR. Concord 9:22 a.m. and 6:00 p.m.
AR. Pittsburg 10:20 a.m. and 6:50 p.m.
AR. Antioch 10:30 a.m. and 7:00 p.m.

Original
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12-17

Applicant's weekday commute service must be provided subject to a 90 percent maximum load factor requirement. According to the record applicant's present load factor is approximately 76 percent. The proposed weekday operations of the T, R, Y, and X schedules as shown on pages 1 and 2 of Exhibit 11-D may therefore be conducted subject to the 90 percent load factor restriction.

With respect to the weekend service, applicant originally proposed to reduce the schedules between Antioch and Concord from the present 12 schedules westbound and 11 schedules eastbound to 10 schedules westbound and 8 schedules eastbound. During the course of hearing the proposal was made to discontinue all service between said points except for the four Stockton schedules. The record clearly indicates that there are passengers traveling between said points on weekends at times different than those covered by the Stockton schedules. Applicant's original proposal as set forth in Exhibit 8-D provides a more reasonable weekend service, supplemented however with the addition of an "O" Bus Schedule leaving San Francisco at 4:15 p.m. and operating through to Antioch to fill a schedule gap and prevent passenger overloads. This would provide 18 schedules eastbound and 17 schedules westbound between San Francisco and Concord, and sufficient continued service between Concord and Pittsburg-Antioch on weekends.

After consideration the Commission finds that:

1. Except for night service there has been no change in BART's service between San Francisco and Contra Costa County since the Commission's finding in Decision No. 85080.

2. Greyhound may operate the Contra Costa County T, R, Y, and X schedules on weekdays, Monday through Friday, as shown on pages 1 and 2 of Exhibit 11-D, subject to the 90 percent maximum load factor requirement.

3. Greyhound may operate the Saturday and Sunday weekend schedules in Contra Costa County as shown on page 3 of Exhibit 8-D, with the addition of an "O" Bus Schedule leaving San Francisco at 4:15 p.m. and operating through to Antioch.

The Commission concludes that Greyhound should continue service between San Francisco and Contra Costa County until December 31, 1977.

FOURTH SUPPLEMENTAL ORDER

IT IS ORDERED that:

1. Greyhound Lines, Inc. shall continue service between San Francisco and Contra Costa County until December 31, 1977.

2. Greyhound may operate the Contra Costa County T, R, Y, and X schedules on weekdays, Monday through Friday, as shown on pages 1 and 2 of Exhibit 11-D, subject to the 90 percent maximum load factor requirement.


3. Greyhound may operate the Saturday and Sunday weekend schedules in Contra Costa County as shown on page 3 of Exhibit 8-D, with the addition of an "O" Bus Schedule leaving San Francisco at 4:15 p.m. and operating through to Antioch.

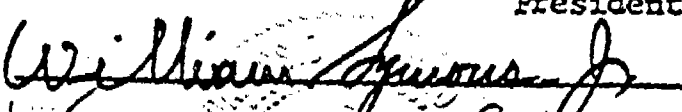

4. Within thirty days after the effective date hereof and on not less than ten days' notice to the Commission and the public,


Greyhound shall amend its timetables to reflect the schedule changes herein authorized.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 25
day of DECEMBER, 1972.



President





Commissioners

Commissioner Robert Batinovich, being necessarily absent, did not participate in the disposition of this proceeding.