

Decision No. 87901 SEP 27 1977**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.,
 for authority to redescribe and
 abandon a portion of Route No. 17.15
 of Route Group 17, Riverside County.

Application No. 57093
 (Filed February 17, 1977)

Ernest R. Stent, Attorney at Law, for applicant.
Mavor Frank L. Di Pasquale, for the City of
 Lake Elsinore; David B. Vik, for the Lake
 Elsinore Chamber of Commerce; and Ro Gardner,
 for Lake Elsinore Sun; protestants.
Robert A. Burrowes and James Gordon Killian, for
 the Riverside Transit Agency; and Mary R.
Powers, Attorney at Law, for Councilman
Eugene J. Carter; interested parties.
Thomas P. Hunt, for the Commission staff.

O P I N I O N

Greyhound Lines, Inc. requests authority to discontinue service over a portion of Route 17.15 between Corona and Lake Elsinore. A protest was filed by the city of Lake Elsinore, and a public hearing was held before Administrative Law Judge Daly on June 23, 1977 at Lake Elsinore at which time and place the matter was submitted.

Applicant operates a northbound and a southbound schedule daily between Lake Elsinore and Los Angeles serving the intermediate points of Alberhill, Corona, Santa Ana, Anaheim, and Norwalk. (Schedule 3901 southbound and Schedule 3902 northbound.) Discontinuance of service between Lake Elsinore and Corona would eliminate the only direct bus service between Lake Elsinore and Los Angeles; however, applicant would provide a transfer service between these points at Riverside.

During the period December 3 to December 16, 1976, applicant transported a total of 178 passengers between Lake Elsinore, Alberhill, Corona, and intermediate points, on the one hand, and Santa Ana, Anaheim, Norwalk, Los Angeles, and intermediate points, on the other hand. Of this number a total of 91 passengers were transported between Los Angeles and Lake Elsinore.

During the period June 1 to 20, 1977, applicant transported a total of 330 passengers of which 173 were transported between Los Angeles and Lake Elsinore.

The average number of passengers transported on Schedules 3901 and 3902 for designated periods are as follows:

Schedule	1977	1976				1975
	<u>2-14</u>	<u>11-14</u>	<u>8-14</u>	<u>7-14</u>	<u>5-14</u>	<u>11-14</u>
3901	9.0	8.3	14.7	12.5	8.1	7.5
3902	9.0	8.1	10.2	10.3	5.6	8.0

According to applicant the proposed discontinuance of service would result in an annual saving of \$32,707 in out-of-pocket costs.

The mayor of the city of Lake Elsinore testified that the city is growing by leaps and bounds; that senior citizens constitute a substantial portion of the city's population, many of whom rely upon public transportation; that discontinuance of service between Lake Elsinore and Corona would result in a hardship for these senior citizens; and that instead of discontinuing service applicant should engage in an advertising campaign to increase patronage.

Several members of the public testified that they use the existing direct service between Lake Elsinore and Los Angeles. They expressed dissatisfaction with the proposed alternate service, which would require transferring at Riverside, because of the long lay-over time in making connections.

Applicant recently changed the last schedule between Riverside and Lake Elsinore from 8 p.m. to 4 p.m. This was unsatisfactory for those who planned a day's activity in Los Angeles and wished to return to Lake Elsinore in the evening.

A representative of the Lake Elsinore Chamber of Commerce requested that action on the application be delayed for at least 12 months pending a study to determine the potential growth and development within the Lake Elsinore area.

After consideration the Commission finds that:

1. Applicant is presently operating Schedules 3901 and 3902 between Lake Elsinore and Los Angeles with average passenger loads varying from 5.6 to 14.7.

2. The major portion of the passengers using Schedules 3901 and 3902 travel between Los Angeles and Lake Elsinore.

3. A substantial portion of the population of Lake Elsinore consists of senior citizens, many of whom use applicant's direct bus service between Lake Elsinore and Los Angeles.

4. Discontinuance of Schedules 3901 and 3902 between Corona and Lake Elsinore would require passengers traveling between Lake Elsinore and Los Angeles to transfer to applicant's connecting schedules at Riverside.

5. At the present time the connecting schedules at Riverside result in extended lay-over periods and there is no schedule from Riverside to Lake Elsinore after 4 p.m.

6. Because of the low patronage of Schedules 3901 and 3902 discontinuance of service between Corona and Lake Elsinore is justified provided that applicant adjusts the connecting service at Riverside to accommodate those passengers traveling between Los Angeles and Lake Elsinore by minimizing the lay-over periods and by restoring the 8 p.m. schedule from Riverside to Lake Elsinore.

The Commission concludes that the application should be granted subject to the condition stated.

O R D E R

IT IS ORDERED that:

1. Greyhound Lines, Inc. is hereby authorized to discontinue service between Corona and Lake Elsinore.

2. The authority granted in Ordering Paragraph 1 hereof is subject to the condition that applicant adjust the connecting service at Riverside to accommodate those passengers traveling between Los Angeles and Lake Elsinore by minimizing the lay-over periods and by restoring the 8 p.m. schedule from Riverside to Lake Elsinore. Applicant shall submit proposed schedules of the connecting service at Riverside to the Commission staff for its approval prior to discontinuing the service authorized herein.

3. A certificate of public convenience and necessity is granted to Greyhound Lines, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of passengers, baggage, and express, between the points and over the routes set forth in Seventh Revised Page 55, attached hereto and made a part hereof, as an extension and enlargement of and consolidation with, and subject to all the limitations and restrictions set forth in, the certificate granted by Decision No. 55893 and in particular subject to the provisions set forth in Section 3 of Appendix A thereof.

4. Appendix A of Decision No. 55893, as heretofore amended, is further amended by incorporating the revisions set forth on the revised page referred to in Ordering Paragraph 3 hereof.

5. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure so to do may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted.

- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service, and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79-Series and 98-Series.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 27th day of SEPTEMBER, 1977.

Robert Batinaud
President

James L. Sturgeon
Richard H. Howell
Clair J. Delrich
Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

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 of 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 Murrieta:

From Elsinore over California Highway 71 to Murrieta.

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 No. 87901, Application No. 57093.