

**ORIGINAL**

Decision No. 89351 SEP 6 1978

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC., )  
for authority to Revise and Modify )  
Schedules No. 6640 and No. 6641 )  
Presently Operating Between Santa Rosa )  
and Napa so as to Provide Direct )  
Passenger and Express Service Between )  
Santa Rosa and Sacramento via Sonoma )  
and Napa. )

Application No. 57911  
(Filed March 3, 1978)

Richard M. Hannon, Attorney at Law, for  
Greyhound Lines, Inc., applicant.  
Ralph E. Douglas, for the Commission  
staff.

O P I N I O N

Greyhound Lines, Inc. (Greyhound) is a California corporation having its principal place of business in Phoenix, Arizona. Greyhound operates as a passenger stage corporation as defined in Section 226 of the Public Utilities Code pursuant to authority granted by this Commission.

By this application Greyhound seeks authority to revise its operating Schedules Nos. 6640 and 6641 as set forth in Timetable No. 609, San Francisco-Sonoma-Santa Rosa Central Timetable No. 2, Section 7. In lieu of the service presently provided, Greyhound proposes to refile Schedules Nos. 6640 and 6641 to provide through-scheduling between Santa Rosa and Sacramento.

Greyhound alleges that statistics for the relevant schedules for the year 1977 reveal that only 5,808 passengers traveled 27,778 miles with an average load of 5.1 passengers; that this results in a revenue per mile that is substantially below operating cost; and that these schedules have operated at a loss for a number of years.

It is also alleged that the change in operating times and expansion of termini to provide service between Santa Rosa and Sacramento, in lieu of the present service which is between Santa Rosa and Napa, will provide a more convenient, economical, and timesaving service to the traffic moving between Santa Rosa and Sacramento and points beyond. The proposed service calls for a five-minute connection between Schedule No. 6641 and Schedule No. 1484 for passengers destined to points north of Santa Rosa on U.S. Highway 101 (Redwood Highway) to the California-Oregon Stateline and Portland, Oregon. To permit the latter connection, a minor change is proposed for Schedule No. 1484. Schedule No. 6640 would have an eight-minute connection with a Willits to Santa Rosa, California, Schedule No. 6609. The arrival time of Schedule No. 6640 in Sacramento and the departure time of Schedule No. 6641 from Sacramento are designed to effectively make connections for passengers traveling to or from points in the San Joaquin Valley, points on U.S. Highway 50 between Sacramento and South Lake Tahoe, points between Sacramento and Reno, and points in the Sacramento Valley between Sacramento and Marysville and north.

It is also alleged that the proposed changes will be highly beneficial in that they will provide an upgraded service connecting the Redwood Highway and the city of Sacramento which is the state capital and the hub of the State's east-west and north-south traffic flow and that passengers could travel between Santa Rosa and Sacramento over substantially the same route, but without having to transfer at Napa and Vallejo.

Public hearing was held before Administrative Law Judge Burt E. Banks in Santa Rosa on April 28, 1978. There were no members of the public in attendance.

While no members of the public appeared at the hearing, on April 14, 1978 the Commission received a petition with 207 signatures protesting the "...withdrawal of our only direct same day round-trip service to Sonoma and Santa Rosa." Letters of protest were also received from the city of Yountville, city of St. Helena, city of Napa, Napa County, and two private citizens.

Letters supporting the application were received from the California Department of Transportation, the Napa Chamber of Commerce, Sonoma Valley Chamber of Commerce, and the Greater Ukiah Chamber of Commerce. In addition, a petition with 39 signatures of residents of Ukiah supporting the proposed service between Ukiah and Sacramento via Santa Rosa was received.

Mr. M. Gragg, Senior Director of Traffic, testified for Greyhound. Mr. Gragg introduced 13 exhibits to support the proposed schedule change. Summarized, these exhibits show the present schedule and routes, the proposed schedule and routes, traffic studies of passengers now utilizing the present service between the points in question, statements of ticket sales between the points to be served if the application is granted, express traffic studies between agencies on the proposed routes, and the out-of-pocket costs on both the present and proposed routes.

Exhibit 1 is a copy of the portions of Greyhound's certificate of public convenience and necessity containing the routes applicable to the proposed service.

Exhibit 6 shows that for the period of February 8 through 14, 1977 the average number of passengers handled between Napa and Santa Rosa was only 10 with a high of 15 and a low of 5. Exhibit 9 shows that for the month of December 1977 there was a total of 1,582 ticket sales for Santa Rosa and Sacramento and all intermediate points. Exhibit 13 illustrates the out-of-pocket costs on a cost-per-mile basis. It takes into consideration the allocated expense items of maintenance, transportation, insurance and safety, administrative and general, and taxes and licenses showing the present service to be \$1.02 per mile and the proposed service to be \$.57 per mile. ✓

Clearly, the present schedule is serving very few passengers and requires Santa Rosa, Sonoma, and Napa passengers desiring to go to Sacramento to make connections in San Francisco. The proposed service provides for a direct route to Sacramento without a San Francisco stop and, in addition, to better connecting service to air, rail, and bus transportation for east, north, and southbound travelers. It would appear that the traveling public will be better served by the proposed service.

The concern of those opposing the application is that daily round-trip service between the cities of Santa Rosa, Sonoma, and Napa would be reduced. Such is not the case. While the departure and arrival times each way will change, there will be the same number of trips available. In fact, as testified by Mr. Gragg, there will be a larger choice of routes for travelers to select from and thereby provide better service between Santa Rosa and Sonoma and Napa.

Mr. Gragg also testified that by the use of Schedules Nos. 6904 and 6617 westbound and 6616 and 6913, patrons would still be able to go from Napa to Santa Rosa and return the same day. This route entails a layover in Calistoga and has an earlier departure and later arrival time in Napa but allows more time in Santa Rosa.

#### Findings

1. Greyhound presently provides one round-trip passenger service between Santa Rosa and Napa via Sonoma on a daily basis.
2. Greyhound proposes to provide through-scheduling between Santa Rosa and Sacramento. The proposed schedule provides for stops at Sonoma and Napa.
3. Average number of passengers carried between Napa and Santa Rosa for the calendar year 1977 was 5.1.
4. Greyhound has been carrying very few passengers and thus operating the present schedule at a loss for a number of years.
5. The proposed service will provide a convenient, economical, and timesaving service to traffic moving between Sacramento and Santa Rosa and beyond.
6. The certificate of public convenience and necessity covering Greyhound's authorized operations includes the proposed route except that the portion between Cordelia Junction and Napa Wye is authorized as an alternate route. The certificate will be revised to show this segment as a regular route.

The Commission concludes that the application should be granted.

O R D E R

IT IS ORDERED that Greyhound Lines, Inc. is authorized to revise the operations of Schedules Nos. 6640 and 6641 through-scheduling between Santa Rosa and Sacramento, California, as requested. Appendix A of Decision No. 55893 is further amended by incorporating Third Revised Page 9, attached hereto, in revision of Second Revised Page 9.

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

Dated at San Francisco, California, this 6<sup>th</sup> day of SEPTEMBER, 1978.

Ralph Bateman  
President  
William J. ...  
...  
...

Commissioners

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.

\*4.07 - Between Cordelia Junction and Napa Wye:

From Cordelia Junction, over California Highway 12 to junction California Highway 29 (Napa Wye).

4.08 - Between East Vallejo and Morrow Cove Junction:

From East Vallejo, over authorized urban routes for the city of Vallejo to Sonoma Boulevard, thence over Sonoma Boulevard to junction Interstate Highway 80 (Morrow Cove Junction).

4.09 - Between East Travis Junction and Travis Air Force Base:

From junction North Texas Road and Air Base Parkway (East Travis Junction), over Air Base Parkway to Travis Air Force Base. (1)

4.10 - Between West Travis Junction and East Travis Junction:

From junction Interstate Highway 80 and Air Base Parkway (West Travis Junction), over Air Base Parkway to junction North Texas Road (East Travis Junction), to be operated as an alternate route.

- (1) The right to serve Travis Air Force Base is conditioned upon the discontinuance of service by Horace Simmons, doing business as Vaca Valley Bus Lines (Decision No. 65380, Application No. 45280 (5/14/63)).

Issued by California Public Utilities Commission.

\*Revised by Decision No. 89351, Application No. 57911.