

Decision No. 89610 : OCT 31 1978

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
(Petition to Reopen
filed October 20, 1978)

NINTH SUPPLEMENTAL OPINION

By Decision No. 89489 dated October 3, 1978, Greyhound Lines, Inc. (Greyhound) was directed to continue its Contra Costa commute service until December 31, 1978. By Decision No. 89488, which was also dated October 3, 1978 in Application No. 58346, Greyhound was granted an increase in fares between Contra Costa County and San Francisco.

On October 20, 1978 Greyhound filed a petition, served on all parties to this proceeding and other interested parties, alleging that it was in the process of negotiating an agreement with the Bay Area Rapid Transit District (BARTD) whereby Greyhound would perform a commute bus transportation service for BARTD between Contra Costa points and San Francisco.

Under the terms of the agreement, which would commence on November 1, 1978 and continue for the period of a year, service would be provided at a maximum of existing schedules and routes. No increase in service could be effected without the consent of Greyhound, and any reduction in service would require a 30 days' notice to Greyhound.

The fare level would be determined by the Metropolitan Transportation Commission (MTC), which will provide the subsidy money, although it is not a party to the agreement. It is expected that at the outset the fare increase will be approximately half (20 percent instead of 40 percent increase) the increase authorized by Decision No. 89488.

Pursuant to the subsidy agreement, BARTD would guarantee to Greyhound the difference between its direct cost per mile and the net revenues (less commissions and allowing for an operating margin) derived from the sale of tickets. The subsidy would be estimated monthly and paid in advance on the first day of each month.

An escalating provision would permit Greyhound to pass through all increases in labor, fuel, oil, tires, and tube costs retroactive to the date it absorbs the increase.

BARTD would reserve the right to terminate the agreement in the event Greyhound became bankrupt, the funds (\$300,000) presently committed by MTC are exhausted before the expiration of 12 months, or if MTC directed that because of a substantial decline in ridership there is no need for the service.

After consideration the Commission finds that the proposed agreement would not be adverse to the public interest. A public hearing is not necessary.

Because the effective period of the proposed agreement would commence November 1, 1978, the effective date of this order should be the date hereof.

Finding and Conclusion

Service will be provided for existing Greyhound commute passengers as a result of the Greyhound-BARTD agreement, and concurrent with the date service will be rendered under the subsidy agreement. Greyhound should be authorized to discontinue its public utility commute service.

NINTH SUPPLEMENTAL ORDER

IT IS ORDERED that:

1. Concurrent with the date that service is to be performed pursuant to the proposed subsidy agreement between Greyhound Lines, Inc. and the Bay Area Rapid Transit District, Greyhound Lines, Inc. may discontinue commute service as a passenger stage corporation between points in Contra Costa County and San Francisco.

2. Appendix A attached to Decision No. 55893 is hereby amended by incorporating Seventh Revised Page 24, Sixth Revised Page 25, Seventh Revised Page 26, and Second Revised Page 99A, attached hereto, in place of Sixth Revised Page 24, Fifth Revised Page 25, Sixth Revised Page 26, and First Revised Page 99A.

3. Within thirty days after the effective date hereof and on not less than ten days' notice to the Commission and to the public, Greyhound Lines, Inc. shall amend its tariffs and timetables presently on file with this Commission to reflect the authority herein granted.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 31st day of OCTOBER, 1978.

Robert R. Quinn
President
William J. Lyons
Vernon D. Stinson
Charles D. Howell
Clare L. Sedwick
Commissioners

/lc

Appendix A
(Dec. 55893)

GREYHOUND LINES, INC.

Seventh Revised Page 24
Cancels
Sixth Revised Page 24

ROUTE GROUP 11

11.01 - Between Martinez and Stockton:

From Martinez over unnumbered highway to junction California Highway 4 (Martinez Junction), thence over California Highway 4 to Stockton.

Authority is granted to serve all intermediate points.

*11.02 - Between Oakland and Walnut Creek.

From Oakland, over unnumbered highway (Broadway) to junction California Highway 24 (Temescal Junction), thence over California Highway 24 to Walnut Creek.

No local service shall be rendered between Oakland and Temescal Junction.

11.03 - Between Walnut Creek and Alamo Canal Junction:

From Walnut Creek, over unnumbered highway to junction Interstate Highway 680 (South Main Street Junction), thence over Interstate Highway 680 to junction Interstate Highway 580 (Alamo Canal Junction).

11.04 - Between Borden Junction and Byron:

From Borden Junction, over unnumbered highway to Byron.

Issued by California Public Utilities Commission.

*Revised by Decision No. 89610, Application No. 55135.

11.05 - Between Byron and Byron Road Junction:

From Byron, over Byron Road to Byron Road Junction,
to be operated as an alternate route.

11.06 - Between Happy Valley Junction and Pleasant Hill Overpass:

From junction California Highway 24, Upper Happy Valley
Road, and unnumbered highway (Happy Valley Junction),
over unnumbered highway via Lafayette to junction
Pleasant Hill Road (Pleasant Hill Overpass).

*11.07 - Intentionally left blank.

11.08 - Between Cordelia Junction and North Walnut Creek Junction:

From junction Interstate Highway 80 and California
Highway 21 (Cordelia Junction), over California
Highway 21 to junction Interstate Highway 680,
thence over Interstate Highway 680 to junction
California Highway 24 (North Walnut Creek Junction).

*11.09 - Between the Junction of California Highway 4 and Bailey Road
and Antioch:

From the junction of California Highway 4 and Bailey
Road over Bailey Road to junction Willow Pass Road,
thence over Willow Pass Road to Pittsburg, thence
over Pittsburg-Antioch Highway to Antioch.

11.10 - Intentionally left blank.

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*Revised by Decision No. 89610, Application No. 55135.

11.11 - Intentionally left blank.

11.12 - Between Walnut Creek Junction and Oak Park Junction:

From junction unnumbered highway and California Highway 24 (Walnut Creek Junction), over California Highway 24 to junction unnumbered highway (Oak Park Junction), to be operated as an alternate route.

11.13 - Between South Main Street Junction and Walnut Creek Junction:

From junction Interstate Highway 680 and unnumbered highway south of Walnut Creek (South Main Street Junction), over Interstate Highway 680 to junction California Highway 24 (Walnut Creek Junction), to be operated as an alternate route.

*11.14 - Intentionally left blank.

11.15 - Intentionally left blank.

11.16 - Intentionally left blank.

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17. General Candlestick Park-San Francisco Restriction:

No traffic may be transported to or from Candlestick Park in San Francisco which does not have point of origin or point of destination outside of the City and County of San Francisco.

*18. Passengers shall not be transported locally:

- (a) Between San Francisco or Oakland, on the one hand, and all points in the territory bounded by Temescal Jct., Martinez, Concord and Danville, those points included.
- (b) Between all points in the territory bounded by Temescal Jct., Martinez, Concord and Danville, those points included.

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