

Decision No. 89736 DEC 12 1978

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BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC.)
for authority to revise and redescribe)
Routes Nos. 12.22 and 12.24 between)
Sonora and Soulsbyville Road Junction)
in Part as Summer Season Service and)
in Part as Special Operations only as)
Route No. 12.24A.)

Application No. 57744
(Filed December 15, 1977)

Anthony P. Carr, for Greyhound Lines,
Inc., applicant.
Richard Matranga, Attorney at Law, for
Tuolumne County, protestant.
Ora A. Phillips, for the Commission
staff.

O P I N I O N

Applicant Greyhound Lines, Inc. (Greyhound) requests that it (1) be authorized to permanently discontinue all but special operations between Sonora, Soulsbyville Road Junction, and Tuolumne under its certificated Route No. 12.22 which authorizes service between Manteca and Tuolumne, and (2) be reauthorized to conduct summer season service only between Sonora and Soulsbyville Road Junction as part of its Route No. 12.24 which authorizes summer season service only between Soulsbyville Road Junction and Pinecrest. The county of Tuolumne (the County) protests the discontinuance of Greyhound's scheduled service to and from the Tuolumne area. Hearing was held before Administrative Law Judge Pilling on July 25, 1978 at Sonora.

Service at Tuolumne (population 1,365) is performed on a daily year-round basis by Greyhound with its Stockton-Tuolumne schedule which leaves Sonora at 6:43 p.m. and arrives at Tuolumne at 7:10 p.m. and in the reverse direction leaves Tuolumne at 7:30 a.m. and arrives at Sonora at 7:55 a.m. A

ticket study made by Greyhound for the 14-day period June 6 through June 19, 1977 showed that this schedule handled a total of ten passengers outbound from and 20 passengers inbound to Tuolumne. On six of those 14 days it handled no outbound passengers from Tuolumne and on five of those 14 days handled no inbound passengers to Tuolumne.

Between about June 21 and September 7 of each year, Greyhound also performs daily service, in the nature of off-route point service, each way at Tuolumne with its San Francisco-Pinecrest summer schedule which leaves Sonora at 1:54 p.m. and arrives in Tuolumne at 2:25 p.m. and in the reverse direction leaves Tuolumne at 6:20 p.m. and arrives at Sonora at 6:55 p.m. A ticket study made by Greyhound covering the operation of its two daily schedules during the period June 21, 1978 through July 11, 1978 revealed that they collectively transported a total of ten westbound passengers from Tuolumne during that period, and a total of 19 eastbound passengers inbound to Tuolumne during that same period with no passengers being transported locally between Tuolumne and Sonora and only one passenger eastbound from Tuolumne. Additionally, on 11 days during that period, the year-round schedule carried no passengers in either direction between Tuolumne and Sonora and on seven days the summer schedule carried no passengers originating at or destined to Tuolumne.

Greyhound's request to be reauthorized to perform summer service only between Sonora and Soulsbyville Road Junction is required only in the event the Commission amends Greyhound's certificate to eliminate service, except for special operations, between Sonora and Tuolumne. The elimination of the latter route would cause a gap in Greyhound's operating authority between Sonora and Soulsbyville Road Junction that would preclude it from operating its through summer service schedule between San Francisco and Pinecrest. A reauthorization for summer service only between Sonora and Soulsbyville Road Junction will close that gap.

Greyhound contends that the paucity of passenger traffic to or from the Tuolumne area does not warrant the continuation of its service to or from that area. The additional miles traveled between Sonora and Tuolumne merely add to the overall loss of their schedules between San Francisco and Pinecrest and intermediate points which averaged only 6.5 passengers for the entire trip in 1977 and between Stockton and Tuolumne and intermediate points which averaged for the same year 7.4 passengers for the entire trip. Greyhound estimates that the elimination of its service to and from Tuolumne will result in a yearly out-of-pocket cost savings of \$13,280 due to the 17,443 miles decrease in operations. Greyhound also points out that the County has instituted a local subsidized bus operation between Sonora and local points including the Tuolumne area which should satisfy the need for intracounty bus service as well as affording connecting service at Sonora for passengers to and from the Tuolumne area. Greyhound claims that its total California nonmainline operations which are of the type here under consideration resulted in a loss to Greyhound in 1977 of \$3,691,000.

The County strenuously objects to Greyhound's using the County's subsidized bus service as an excuse for discontinuing Greyhound's bus service at Tuolumne. The County contends that its bus service, a rural public highway transportation demonstration program financed under the Federal-Aid Highway Act of 1973 due to expire December 31, 1978 unless the County elects to continue the program, offers no competition to Greyhound in the area as the passenger markets of the two services are entirely different. While the County's minibuses do offer scheduled service between Sonora and Tuolumne, such service is merely part of a network offering local intracounty service which includes service at many points not touched by Greyhound. Such service includes off-route dial-a-ride service for nonhandicapped persons and persons confined to wheelchairs, and its vehicles will stop anywhere along any of its routes whenever flagged down to pick up passengers and will drop off passengers

anywhere along its routes. The County contends that Greyhound's passenger market is intercounty and the County has made no attempt to coordinate its service with that of Greyhound. Furthermore, the recent relocation of Greyhound's good downtown Sonora bus terminal to a marginal location on the outskirts of town makes such synchronization difficult if not impossible. The County points out that a small theme park is undergoing construction by Taco Bell at Tuolumne and should be a cause to attract more passengers to ride Greyhound's intercounty service, but Greyhound anticipates little or no increase in its ridership when the park opens as it is Greyhound's opinion that individual families wishing to visit the park will undoubtedly use their own private automobiles for transportation.

Findings

1. Greyhound serves to and from Tuolumne on a daily year-round basis.
2. During one 14-day period in June 1977, its single bus operating at that time transported a total of ten outbound Tuolumne passengers and 20 inbound Tuolumne passengers, with no outbound Tuolumne passengers on six of the trips and no inbound Tuolumne passengers on five of the trips.
3. Between June 21, 1978 and July 11, 1978, inclusive, its two buses operating at the time collectively transported a total of ten westbound passengers originating at Tuolumne and 19 eastbound passengers destined to Tuolumne, with no passengers being transported locally between Tuolumne and Sonora and only one passenger eastbound from Tuolumne.
4. On 11 days during the period set out in Finding 3, one bus ran empty both ways between Tuolumne and Sonora, and on seven days during that period the other bus had no passengers originating at or destined to Tuolumne.
5. Elimination of all but special operations at Tuolumne will reduce by 17,443 miles the schedules' trips for an approximate out-of-pocket annual cost saving of \$13,280.

6. Although Tuolumne County appeared in opposition to the proposed discontinuance, no passengers or potential passengers appeared in opposition.

7. No showing was made that discontinuance of Greyhound's regular route bus service to and from the Tuolumne area will result in any adverse economic or personal impact on any businesses or persons in the area.

8. Service to and from Tuolumne has not been profitable for Greyhound.

9. Greyhound's San Francisco-Pinecrest schedules averaged 6.5 passengers per trip in 1977, and its Stockton-Tuolumne schedules averaged 7.4 passengers per trip in 1977.

10. The money-losing bus service operated by Greyhound at Tuolumne cannot be supported by other passenger revenues earned by its San Francisco-Pinecrest or Stockton-Tuolumne schedules.

11. Public convenience and necessity no longer require a continuation of Greyhound's service between Sonora and Tuolumne.

Conclusions

1. Greyhound's request for authority to discontinue service, except for special operations, between Sonora and Tuolumne should be granted.

2. Greyhound's request to be reauthorized to conduct summer service between Sonora and Soulsbyville Road Junction should be granted.

ORDER

IT IS ORDERED that on February 12, 1979 and on not less than ten days' notice to the Commission and the public, Greyhound Lines, Inc. may discontinue its passenger stage service, except for special operations, between Sonora and Tuolumne and institute summer service only between Sonora and Soulsbyville Road Junction as set forth in attached Third Revised Page 30, which cancels Second Revised Page 30, both to Appendix A, attached to Decision No. 55634.

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

Dated at San Francisco, California, this 12th day of DECEMBER 1978.

Robert B. Reinhard
President

William J. Snow, Jr.

Gregory J. Stinson

Richard W. Howell

Clare T. Dethlefs
Commissioners

12.18 - Between Gilroy and Fresno:

From Gilroy, over California Highway 152 to junction California Highway 33 (Wheel Inn), thence over California Highway 33 to junction California Highway 180 (Mendota), thence over California Highway 180 to Fresno.

12.19 - Between Wheel Inn and Merced:

From junction California Highway 152 and California Highway 33 (Wheel Inn), over California Highway 152 to junction California Highway 59 (El Nido Junction), thence over California Highway 59 via El Nido to Merced, to be operated as an alternate route.

12.20 - Between El Nido Junction and Califa:

From junction California Highway 152 and California Highway 59 (El Nido Junction), over California Highway 152 to junction California Highway 99 (Califa), to be operated as an alternate route.

12.21 - Between Kerman and Kerman Junction:

From Kerman, over unnumbered highway to junction California Highway 180 (Kerman Junction).

*12.22 - Between Manteca and Sonora:

From Manteca, over California Highway 120 to junction California Highway 49, thence over California Highway 49 to Sonora.

12.23 - Between Sullivan Creek and Ralph Station:

From Sullivan Creek, over unnumbered highway to Ralph Station, to be operated as an alternate route.

*12.24 - Between Sonora and Pinecrest:

From Sonora, at the junction of California Highway 49 and California Highway 108, thence over California Highway 108 to junction California Highway 108 and unnumbered highway (Scalsbyville Road Junction), thence over California Highway 108 to Strawberry, thence over unnumbered highway to Pinecrest.

Only summer-season service is authorized.

*12.24A- Between Soulsbyville Road Junction and Tuolumne:

From Soulsbyville Road Junction over unnumbered highway via Soulsbyville and Ralph Station to Tuolumne.

Service is authorized to be conducted in Special Operations only.