

ORIGINAL

Decision No. 91528 APR 2 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of GREYHOUND LINES, INC., for authority to revise Route Groups 3, 9 and 17 and delete specific General Conditions Restrictions in Section III to Appendix A.

Application No. 59273
(Filed November 15, 1979)

O P I N I O N

Applicant Greyhound Lines, Inc. requests the removal from its passenger stage certificate of certain local service restrictions applicable to the following passenger stage routes:

1. Between the Nevada-California State Line west of Floriston and Sacramento (Route 3.01, Twelfth Revised Page 5);
2. Between Santa Rosa and San Francisco (Route 9.06, Second Revised Page 18);
3. Between San Diego and El Centro (Route 17.31, Thirteenth Revised Page 58).

Applicant also requests the elimination of all the local service restrictions, except the Los Angeles-Santa Ana restrictions found in Section III, General Condition No. 11, Third Revised Page 94 of its certificate and the elimination of the local service restriction applicable to the San Francisco Bay Area found in its certificate in Section III, General Condition No. 18, Second Revised Page 99A. Certificates of service show that the application was served on transit districts, bus companies, and local governments in the areas involved. No protests to the application have been received.

Applicant claims that public convenience and necessity require the service that will be made available to the traveling public by deletion of the closed-door restrictions. In those areas where there are existing transit operations, fare differentials will prevent any substantial diversion of passengers to applicant's service. The purpose of the proposed changes is to make the use of applicant's service easier and more flexible to the traveling public because it will allow them public transportation by applicant in local areas presently restricted, particularly during the hours when local transit facilities do not operate. It will also give applicant the opportunity to utilize empty seats presently being held for pickups enroute at suburban agencies in the restricted areas. Further, the existing fuel crisis is a compelling reason to make as much bus service available by existing carriers as the public convenience and necessity require. Many passengers buy tickets only to the major metropolitan cities such as Los Angeles, San Francisco, and Sacramento and then are inconvenienced by finding their actual destination is in an outlying suburb where applicant is restricted. Intercity passenger fares would be established in accordance with the mainline mileage scale currently authorized by the Commission.

The Commission finds that public convenience and necessity require the granting of the application and that it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The application should be granted. A public hearing is not necessary.

Applicant is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature

may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. Application No. 59273 is granted.
2. Appendix A of Certificate No. PSC-1 is amended by incorporating the following revisions of the listed resolution and decisions by the revised pages attached hereto:
 - a. Resolution No. PE-19 amended by Thirteenth Revised Page 5 in revision of Twelfth Revised Page 5.
 - b. Decision No. 79479 amended by Third Revised Page 18 in revision of Second Revised Page 18.
 - c. Decision No. 66534 amended by Fourteenth Revised Page 58 in revision of Thirteenth Revised Page 58.
 - d. Decision No. 83463 amended by Fourth Revised Page 94 in revision of Third Revised Page 94.
 - e. Decision No. 89610 amended by Third Revised Page 99A in revision of Second Revised Page 99A.
3. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure to do so 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. Applicant is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules administered by the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 101-Series.
 - 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.
- e. Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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

Dated APR 2 1980, at San Francisco, California.

John E. Bryson President
Thomas L. Stevenson
Richard W. Howell
Donald J. [unclear] Commissioners

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

- *3.01 - Between the Nevada-California State Line west of Floriston, and
Sacramento:

From the point where Interstate Highway 80 intersects the Nevada-California State Line, over Interstate Highway 80 to Sacramento.

Authority is granted to serve all intermediate points and also the points of Colfax and Auburn over available access highways to Interstate Highway 80.

- 3.02 - Between Nevada City and Auburn:

From Nevada City over California Highway 20 to Grass Valley, thence over California Highway 49 to Auburn.

Authority is granted to deviate from this route to serve DeWitt State Hospital.

- 3.03 - Intentionally left blank.

- 3.04 - Between Tahoe Junction and Tahoe Valley Junction:

From junction Interstate Highway 80 and California Highway 89 (Tahoe Junction), over California Highway 89 to junction U.S. Highway 50 (Tahoe Valley Junction).

Regularly scheduled service is authorized to be conducted during the summer season only. Service in Special-Operations may be conducted throughout the year.

Issued by California Public Utilities Commission.

*Revised by Decision No. 91528, Application No. 59273.

*9.06 - Between Santa Rosa and San Francisco:

From Santa Rosa, over Business U.S. Highway 101 to junction U.S. Highway 101 (South Santa Rosa Junction), thence over U.S. Highway 101 to junction California Highway 116 (North Cotati Junction), thence over unnumbered highway via Cotati and Petaluma to junction U.S. Highway 101 south of Petaluma (Petaluma Junction), thence over U.S. Highway 101 to San Francisco.

9.07 - Between Sebastopol and Cotati:

From Sebastopol, over California Highway 116 to junction U.S. Highway 101 (North Cotati Junction), thence over unnumbered highway to Cotati.

9.08 - Between North Cotati Junction and Petaluma Junction:

From junction U.S. Highway 101 and California Highway 116 (North Cotati Junction), over U.S. Highway 101 to junction unnumbered highway south of Petaluma (Petaluma Junction), to be operated as an alternate route.

9.09 - Between Richmond and San Rafael:

From Richmond, over Richmond-San Rafael Bridge to San Quentin, thence over direct unnumbered highway to San Rafael.

Service is authorized to be conducted in Special Operations only.

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*Revised by Decision No. 91528, Application No. 59273.

- 17.26 - Between San Diego and San Ysidro Port of Entry:
From San Diego, over Interstate Highway 5 to San Ysidro Port of Entry.
- 17.27 - Between San Diego and San Ysidro Port of Entry:
From San Diego over Interstate Highway 805 to San Ysidro Port of Entry, to be operated as an alternate route.
- 17.28 - Intentionally left blank.
- 17.29 - Intentionally left blank.
- 17.30 - Intentionally left blank.
- *17.31 - Between San Diego and El Centro:
From San Diego, over California Highway 94 to junction California Highway 125 (Spring Valley Junction), thence over California Highway 125 to junction Interstate Highway 8 (Grossmont Junction), thence over Interstate Highway 8 to junction U.S. Highway 80 (East Alpine Junction), thence over U.S. Highway 80 to junction Interstate Highway 8 (Manzanita Junction), thence over Interstate Highway 8 to junction of California Highway 86 (El Centro).
Authority is granted to serve Alpine over available access highways to Interstate Highway 8.

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*Revised by Decision No. 91528, Application No. 59273.

10. - General Express Restriction:

The term "express" as used herein includes all property transported in common carriage except the baggage of passengers.

No shipment of express that weighs in excess of one hundred (100) pounds shall be accepted for transportation, and all express shall be transported on passenger carrying vehicles only, provided that this restriction shall be further subject to any special limitations hereinbefore specifically declared.

The company is relieved from the minimum rate provisions of Decision No. 31606, in Case No. 4246, as amended.

*11. - Passengers shall not be transported locally:

- a. Between Los Angeles and points west of Euclid Avenue and north of its Junction with State Highway No. 71.
- b. Between Los Angeles, on the one hand, and Anaheim, Santa Ana, Santa Monica, Hollywood, Glendale, and intermediate points, on the other hand.

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Appendix A
(Dec. 55893)

GREYHOUND LINES, INC.
PSC-1

Third Revised Page 99A
Cancels
Second Revised Page 99A

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. - Intentionally left blank.

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