

SW / ds

Decision No. 72444

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of JOHN F. RICHARDSON and BESSIE G.  
RICHARDSON, doing business as  
VENTURA COUNTY TRANSPORTATION CO.  
a Co-Partnership for Certificate of  
Public Convenience and Necessity to  
Operate a Passenger Stage Service  
between the City of Ventura and Los  
Angeles International Airport.

Application No. 49109  
(Filed January 25, 1967)

Edward C. Maxwell, for petitioner.  
W. L. McCracken, for Greyhound Lines,  
Inc. (Western Greyhound Lines  
Division), protestant.  
Lloyd P. Jacobson, for the Commission  
staff.

O P I N I O N

This application was heard before Examiner DeWolf at Oxnard on March 22, 1967, on which date it was submitted. Copies of the application and the notice of hearing were served in accordance with the Commission's procedural rules. The protestant is Greyhound Lines, Inc. (Western Greyhound Lines Division).

Applicant requests authorization to institute and conduct operations as a passenger stage corporation for the transportation of passengers and their baggage between Los Angeles International Airport and Ventura, Oxnard, Camarillo, Newbury Park and Thousand Oaks, California, and proposes to operate over the following route:

From the City of Ventura on the Ventura Freeway to the San Diego Freeway to Century Boulevard into the Airport. Present planned stops for passenger loading and unloading will be the City of Ventura, City of Oxnard, City of Camarillo, Town of Newbury Park and the City of Thousand Oaks, all within the County of Ventura. Return trip to Los Angeles International Airport over the same route.

A. 49109 - SW/ds \*

Applicant presently does not possess any authority to transport passengers within the State of California.

Applicant proposes to charge fares as follows:

One-Way Adult Fare to International Airport from the following cities:

Ventura	\$5.00
Oxnard	4.75
Camarillo	4.50
Newbury Park	4.25
Thousand Oaks	4.00

One-half fare for children ages 5 to 11 years.

No charge for children under 5 years when not occupying seat; however, may occupy seat if space available.

Return fares from the airport to be the same.

The service is to be maintained seven days a week with three round trips Monday through Friday and two round trips on Saturdays, Sundays and holidays.

The applicant proposes to operate one air-conditioned bus at the beginning of the service and plans to have available two other buses when demand for additional schedules appears necessary. Applicant John F. Richardson alleges that he has had experience in the operation of a bus transportation system as superintendent of schools when he had complete charge of 17 buses in the transportation of 750 students daily and prepared the manual for said operations.

The application contains a financial statement of the applicant dated June 30, 1966, which sets forth a net worth of \$114,000.

Applicant proposes to pick up passengers at the following locations:

Red Hen Restaurant & Motel  
3215 E. Main Street  
Ventura, California

Wagon Wheel Motel  
Wagon Wheel Center  
Oxnard, California

Candle Lite Motel  
2050 Ventura Boulevard  
Camarillo, California

Dupar's Restaurant  
33 W. Thousand Oaks Blvd.  
Thousand Oaks, California

Carmen's Restaurant  
1730 Newbury Park Road  
Newbury Park, California

Nine public witnesses appeared and testified that there is need for this type of service from the points specified in the area. Four of these witnesses are engaged in operating travel services at nearby locations and all of these testified that travelers leaving the area have difficulty getting to the airport and that the best method is by private automobile or a car rental. One witness testified that it took longer to get to the airport by public transportation than the air travel time to Chicago, or about 2½ hours on the Greyhound bus. One of the witnesses, a real estate broker for a large subdivider, endorsed the application and testified that he would use the service. Another witness testified that there are 300 airline pilots living near Thousand Oaks who commute back and forth to the airport in their work. An executive from the Minnesota Mining plant near Camarillo testified that they have many of their personnel traveling on official business by air and last year had 320 visitors from St. Paul and that they have about six personnel per week going out by air and that they use mostly private cars and car rentals to get to the airport.

A personnel officer from the U. S. Naval facility at Port Hueneme near Oxnard testified that they have from 15 to 25 civilian passengers eastbound per week and that they do not use the Greyhound bus but instead use Hertz Rent-a-Car vehicles and chauffeur-driven cars which are provided to take their civilian passengers to International Airport.

An airline pilot testified that he has lived near Camarillo for about seven years; that his family has four drivers and three cars, but they would like to have the kind of service proposed by applicant because it is inconvenient to leave cars at the airport. This witness goes to work twice a week at 5:15 a.m. with a take-off at 6:15 a.m., to San Francisco and then to Boston and return. The next trip he goes to San Francisco and then to New York and return. He testified that his major problem in getting to the airport was in connection with his family and guests who come to visit them as they have no way to get from the airport to Camarillo and it is necessary for him to send a car to meet these people coming in.

Another witness is the wife of a free-lance photographer who testified that her husband travels out of town frequently by airlines from International Airport and the proposed service would be very helpful in allowing him to arrange his schedules to and from the airport and Camarillo.

Several of the witnesses testified that they had used the Greyhound bus service to the airport, but that it was too long a trip and required a transfer at Santa Monica which meant a layover of about an hour enroute to the airport.

The protestant introduced into evidence Exhibits 2 through 12 to show the extent of its authority and operation in this area, including the number of fares sold from Ventura and Oxnard to International Airport. The protestant objects only to the operation of the applicant's service from Ventura and Oxnard and specifically stated that it did not protest the applicant's operation from Thousand Oaks, Camarillo and Newbury Park. The fares of the Greyhound bus are as follows:

To: Los Angeles International Airport

<u>From:</u>	<u>One Way</u>	<u>Round Trip</u>
Oxnard Only	\$1.84	\$3.31
Santa Barbara	2.90	5.22
Ventura Only	2.03	3.65

The protestant makes only one stop at International Airport at the United Air Lines terminal and passengers who wish to embark on other airlines must take the shuttle bus to the other airline terminals. The witness for the protestant testified that all of the buses of the Greyhound operating from this area to the airport have empty seats available for more passengers and that the company has extra equipment and adds additional sections when necessary to provide the service. The protestant did not have any data as to the number of passengers using the service from the airport outbound. A ticket check, however, shows that seven tickets average per day were sold at Ventura and Oxnard to the airport.

Findings

Upon consideration of the evidence, the Commission finds as follows:

1. A public need exists for a more direct express bus service to the International Airport at Los Angeles from Ventura, Oxnard, Camarillo, Thousand Oaks and Newbury Park.

2. Applicant will be restricted from accepting passengers who do not originate at, or are not destined for, the Los Angeles International Airport.

3. Applicant has had experience in operating passenger buses in a school bus system.

4. The service offered by the Greyhound Lines does not satisfactorily meet all the needs of the public as established in this proceeding and the Greyhound Lines does not and will not provide the service as proposed by the applicant to the satisfaction of the Commission.

5. The fares proposed by applicant per adult passenger will not be likely to reduce patronage of the Greyhound Lines.

6. Applicant possesses the experience, equipment, personnel and financial resources to institute and maintain the proposed service.

7. Public convenience and necessity require that the proposed service be authorized in the manner set forth in the ensuing order.

The Commission concludes that the application should be granted as set forth in the ensuing order.

Applicants are hereby 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 over a particular route. 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. A certificate of public convenience and necessity is granted to John F. Richardson and Bessie G. Richardson, doing business as Ventura County Transportation Co., a co-partnership, authorizing them to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendix A attached hereto and made a part hereof.
2. In providing service pursuant to the certificate herein granted, applicants shall comply with and observe the following service regulations:
  - (a) Within thirty days after the effective date hereof, applicants shall file a written acceptance of the certificate herein granted. Applicants are placed on notice that if they accept the certificate of public convenience and necessity herein granted, they will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's

General Order No. 101-B. Failure to comply with and observe the safety rules, or the provisions of General Orders Nos. 98-A or 101-B, may result in a cancellation of the operating authority granted by this decision.

- (b) Within one hundred twenty days after the effective date hereof, applicants shall establish the service herein authorized 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 service herein authorized.
- (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 and 98-A.
- (e) Applicants shall maintain their 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 their 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 twenty days after the date hereof.

Dated at San Francisco, California, this 16<sup>th</sup> day of MAY, 1967.

[Signature]  
President

[Signature]

[Signature]

[Signature]

[Signature]  
Commissioners



John F. Richardson and Bessie G. Richardson  
doing business as  
VENTURA COUNTY TRANSPORTATION COMPANY

Appendix A

Original Page 1

CERTIFICATE  
of  
PUBLIC CONVENIENCE AND NECESSITY

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Showing passenger stage operative rights, restrictions,  
limitations, exceptions, and privileges applicable thereto.

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All changes and amendments as authorized by the Public  
Utilities Commission of the State of California will be  
made as revised pages or added original pages.

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Issued under authority of Decision No. 72444  
dated MAY 16, 1967, of the Public Utilities  
Commission of the State of California in Application No. 49109.

John F. Richardson and Bessie G. Richardson  
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VENTURA COUNTY TRANSPORTATION COMPANY

Appendix A

Original Page 2

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,  
LIMITATIONS, AND SPECIFICATIONS.

John F. Richardson and Bessie G. Richardson, doing business as Ventura County Transportation Company, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and their baggage between Los Angeles International Airport, on the one hand, and Ventura, Oxnard, Camarillo, Newbury Park and Thousand Oaks, on the other hand, along the routes hereinafter described, subject to the following provisions:

- (a) Motor vehicles may be turned at termini or intermediate points, in either direction, at intersections of streets or operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction, they apply to operation in either direction, unless otherwise indicated.
- (c) Service shall be limited to the transportation of passengers destined to or originating at the Los Angeles International Airport.
- (d) Specific points of pickup and discharge shall be named in applicant's tariff.
- (e) Regular scheduled service shall be operated to and from all authorized points.

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Appendix A

Original Page 3

SECTION 2. ROUTE DESCRIPTION

Commencing at terminal located at 3215 East Main Street in Ventura, thence along the Ventura Freeway, the San Diego Freeway and Century Boulevard to the Los Angeles International Airport. Authority is granted to deviate from the Ventura Freeway to points of pickup and discharge in Oxnard, Camarillo, Newbury Park and Thousand Oaks.

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