

ORIGINAL

Decision No. 74632

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 to Amend present)
Certificate of Public Convenience)
and Necessity to operate a Passenger)
Stage Service between Woodland Hills)
(Los Angeles County) and Los Angeles)
International Airport; Authority to)
discontinue service between Newbury)
Park and Los Angeles International)
Airport; and Authority to change)
present route now being used to)
enter Los Angeles International)
Airport from Century Blvd. to)
La Tijera and Sepulveda Blvds.)

Application No. 50252
(Filed May 17, 1968)

O P I N I O N

John F. Richardson and Bessie G. Richardson, doing business as Ventura County Transportation Co. (applicants), have authority from this Commission to operate as a passenger stage corporation between the Los Angeles International Airport, on the one hand, and Ventura, Oxnard, Camarillo, Newbury Park and Thousand Oaks, on the other hand, via a specified route. By this application, they request authority to abandon the stop in Newbury Park and to establish a pickup point in Woodland Hills.

The applicants state that after 261 days of operation, they have carried a total of 121 passengers between Newbury Park and the Los Angeles International Airport or less than one-half passenger per day; that the present terminal in Newbury Park is no longer open to

1 Decision No. 72444, dated May 16, 1967, in Application No. 49109.

the public on Sundays; that this requires that passengers remain outside the terminal while waiting for transportation; and that the transportation needs of the residents of Newbury Park will still be met through the Thousand Oaks terminal, which is only 3.8 miles distant from the Newbury Park terminal and is open 24 hours per day.

The applicants further allege that their present route passes through Woodland Hills via the Ventura Freeway enroute to the Los Angeles International Airport; that persons living in the area between Las Virgenes Road and Topanga Canyon Boulevard on each side of the Ventura Freeway are not served by any direct passenger stage operating between the area and the Los Angeles International Airport; and that applicants' drivers are constantly asked by individuals for transportation from the airport to the aforesaid area.

The applicants further allege that they have secured a 24-hour terminal for the Woodland Hills stop and that they estimate a minimum of 75,000 persons are now residing in the rapidly-growing area they propose to serve.

Applicants allege that no additional equipment will be required; that there will be very little change in schedules; that the points now being served will be served at the established and filed fares; that the proposed one-way adult fare between Woodland Hills and the Los Angeles International Airport will be \$2.50 and that children under 12 years of age will be carried for one-half the regular fare.

Southern California Rapid Transit District, Western Greyhound Lines, and Airporttransit, the only possible competing carriers, each advised the Commission that it has no objection to the granting of the application. There will be no additional or changed freeway use. Copies of the application were served on the Board of Supervisors of Los Angeles County. It has indicated no objections to the proposal.

Findings

The Commission finds that:

1. The proposed service will not compete with any similar carrier.
2. The proposed service will not increase applicants' operating expenses significantly or require them to secure any additional equipment.
3. The abandonment of service to and from Newbury Park will not be adverse to the public interest.
4. Public convenience and necessity require that applicants establish the proposed service.
5. A public hearing is not necessary.

Conclusion

The Commission concludes that the application should be granted.

John F. Richardson and Bessie G. Richardson, doing business as Ventura County Transportation Co., 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 hereby granted to John F. Richardson and Bessie G. Richardson, doing business as Ventura County Transportation Co., 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 First Revised Page 2 and First Revised Page 3 of Appendix A, attached hereto and made a part hereof, as an extension of and subject to all the limitations and restrictions set forth in the certificate granted by Decision No. 72444.
2. Appendix A of Decision No. 72444 is amended by incorporating therein First Revised Page 2 and First Revised Page 3 in revision of Original Page 2 and Original Page 3.
3. In providing service pursuant to the certificate herein granted, applicants shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the operating authority granted by this decision.

- (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.
- (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.

4. For at least ten days prior to the discontinuance of service to and from the Newbury Park stop, applicants shall post and maintain thereat a clearly legible notice advising when service at said stop will be discontinued and the nearest point at which such service will be available. A copy of such notice, together with an affidavit stating when and where it was posted and the time during which it remained posted, shall be filed with this Commission within ten days after discontinuance of such service.

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

Dated at San Francisco, California, this 4th day of SEPTEMBER, 1968.

William S. Brown
President
John E. Ditch
William B. Beard
August
Paul P. Morssey
Commissioners

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

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

*John F. Richardson and Bessie G. Richardson, doing business as Ventura County Transportation Co., 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, Woodland Hills 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.

Issued by California Public Utilities Commission.

*Changed by Decision No. 74632, Application No. 50252.

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

SECTION 2. ROUTE DESCRIPTION

*Commencing at terminal located at
3215 East Main Street in Ventura,
thence along the Ventura Freeway,
the San Diego Freeway, La Tijera
and Sepulveda Boulevards to the
Los Angeles International Airport.
Authority is granted to deviate
from the Ventura Freeway to points
of pickup and discharge in Oxnard,
Camarillo, Woodland Hills and
Thousand Oaks.

Issued by California Public Utilities Commission.

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