

Decision 89 07 014

JUL 6 1989

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Name: Mark Wixom dba Execucoach Inc.)
For authority to operate as a)
passenger stage corporation to)
provide home-to-work service) Application 88-12-052
between Santa Rosa, Petaluma,) (Filed December 28, 1988)
Rohnert and Park, and San Rafael)
and San Francisco in Sonoma, Marin,)
and San Francisco Counties (Subject)
to 14-day protest period from)
initial filing date.))

O P I N I O N

Execucoach, Inc. (applicant), with Mark R. Wixom as President and Secretary, proposes to provide home-to-work service to carry passengers and their baggage between points in Sonoma and Marin Counties, on the one hand, and points in San Francisco, on the other hand.

Applicant proposes to use the following equipment, which is owned: one 40-passenger Prevost Le Mirage bus of model year 1979.

The managing officer of Execucoach, Inc., has seven years driving experience in charter and tour operations and four years management experience in shared and scheduled services.

Applicant submitted a balance sheet which shows that as of December 12, 1988 applicant had total assets of \$169,500 and total liabilities of \$64,500.

Applicant's proposed fares are listed in the application. From all service points in Sonoma and Marin Counties to all service points in San Francisco, the proposed daily round-trip fare is \$8.00, the proposed weekly round-trip fare is \$45.00, and the proposed monthly round-trip fare is \$175.

The application was listed in the Commission's Transportation Calendar of January 5, 1989. The City of San Francisco filed protests on January 11 and January 12, 1989. The City objected primarily to applicant's proposed routing of its vehicle over Market Street, to applicant's proposed use of Municipal Railway bus stops as passenger pick-up and drop-off points, and to applicant's proposed routing of its vehicle into sections of San Francisco where the operation of commercial vehicles is restricted during commute hours. In response to the protests, applicant consulted with San Francisco's Principal Traffic Engineer and on March 13, 1989 filed an amendment to the application which resolved the City's protests.

Findings of Fact

1. Home-to-work commuter services play an important role in providing needed public transportation service.
2. New home-to-work services should receive expedited approval.
3. On the basis of the information contained in the application, public convenience and necessity require that the proposed service be authorized for a period of one year, subject to the conditions more specifically set forth in the following order.
4. This order should be effective on the date of issuance so that the needed service may be established as soon as possible.
5. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
6. A public hearing is not necessary.

Conclusions of Law

1. The application should be granted as set forth in the following order.
2. The order should be made effective today.

ORDER

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Execucoach, Inc., authorizing it to operate as a passenger stage corporation as defined in Public Utilities (PU) Code Section 226, between the points and over the routes as set forth in Appendix PSC-5464 of this decision, for the transportation of passengers and their baggage.
2. Applicant shall:
 - a. File a written acceptance of this certificate within 30 days after this order is effective.
 - b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
 - c. State in its tariffs and timetables when the service will start; allow at least 10 days' notice to the Commission; and make timetables and tariffs effective 10 or more days after this order is effective.
 - d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol Safety rules.
3. The authority granted by this order shall remain in effect for a period of one year from the effective date of this order or until modified by order of the Commission.

4. Applicant is placed on notice that if it accepts this expedited authorization, it waives the right to invoke the protective provisions of PU Code Section 1032 as related to applications of other parties for similar authority for the period this authorization is in effect.

5. Applicant is authorized to begin operations on the date that the Executive Director mails a notice to the applicant that it has evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

6. The fares proposed in this application are authorized.

7. The application is granted as set forth above.

This order is effective today.

Dated JUL 6 1989, at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. OHANIAN
PATRICIA M. ECKERT
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.



Victor Weiss, Executive Director

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-5464

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

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.

Issued by expedited application procedure under authority of
Decision 89 07 014, dated JUL 6 1989, of the
Public Utilities Commission of the State of California, in
Application 88-12-052.

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

Execucoach, Inc., by this certificate of public convenience and necessity granted by the decision noted in the margin, is authorized as a passenger stage corporation to transport passengers and their baggage between points and over the routes described in Section 2, subject, however, to the authority of this Commission to change or modify this authority at any time and subject to the following provisions:

- (a) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) Passengers shall be transported only between the service points set forth.
- (c) This authority expires one year from the effective date.
- (d) This certificate does not authorize the holder to conduct any operations on the property of or into any airport unless such operations are authorized by both this Commission and the airport authority involved.

Issued by expedited application procedure of the California Public Utilities Commission. Decision 89 07 014, Application 88-12-052.

SECTION 2: ROUTE DESCRIPTION

Southbound: Rohnert Park/Petaluma/San Rafael to San Francisco

Commencing at the Park and Ride location at the Rohnert Park Expressway off-ramp from U.S. Highway 101, then south on Highway 101 to the Park and Ride location at the Lakeville Highway off-ramp in Petaluma for the pick-up of passengers, then south on Highway 101 to the Park and Ride location at the Central San Rafael off-ramp in San Rafael for the pick-up of passengers, then south via Highway 101 to Lombard Street in San Francisco. East on Lombard Street to Van Ness Avenue, then north on Van Ness Avenue to North Point Street, then east on North Point Street to The Embarcadero, then south on The Embarcadero to Washington Street, then west on Washington Street to Drumm Street, then south on Drumm Street to the marked High Occupancy Vehicle space on the west side of Drumm Street for the discharge of passengers. Then south on Drumm Street to California Street, then west on California Street to Davis Street, then south on Davis Street to Market Street, then across Market Street to the marked High Occupancy Vehicle space on the west side of Beale Street for the discharge of passengers.

Issued by expedited application procedure of the California Public Utilities Commission. Decision 89 07 014, Application 88-12-052.

SECTION 2. ROUTE DESCRIPTION (Continued)

Northbound: San Francisco to San Rafael/Petaluma/Rohnert Park

Commencing at the marked High Occupancy Vehicle space on the west side of Drumm Street in San Francisco, then south on Drumm Street to California Street, then west on California Street to Davis Street, then south on Davis Street to Market Street, then across Market Street to the marked High Occupancy Vehicle space on the west side of Beale Street for the pick-up of passengers. Then via the Beale Street on-ramp to U.S. Highway 480, then south on Highway 480 to the intersection of Interstate 80, then south on Interstate 80 to the intersection of Highway 101, then north on Highway 101 to the end of the freeway at the intersection of Franklin Street and Golden Gate Avenue. Then East on Golden Gate Avenue to Van Ness Avenue, then north on Van Ness Avenue to Lombard Street, then west on Lombard Street to the Golden Gate Bridge/U.S. Highway 101 on-ramp. North on Highway 101 to the San Rafael Park and Ride location for the discharge of passengers, then north on Highway 101 to the Park and Ride location in Petaluma for the discharge of passengers, then north on Highway 101, terminating at the Park and Ride location in Rohnert Park.

Vehicles entering San Francisco via Highway 101 prior to the pick-up of passengers and vehicles departing San Francisco via Highway 101 following the discharge of passengers will follow the appropriate sections of the routes given above.