

Decision 82 06 048

JUN 2 1982

ORIGINAL

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of: )  
 LORRIE'S TRAVEL & TOURS, INC., )  
 a California corporation, to extend )  
 its operations as a passenger stage )  
 corporation under its Certificate of )  
 Public Convenience and Necessity, )  
 pursuant to the provisions of )  
 Section 1031, et seq. of the )  
 California Public Utilities Code, )  
 offering on-call, per capita )  
 passenger service, between points )  
 within a defined territory within )  
 the City and County of San )  
 Francisco, on one hand, and the )  
 San Francisco International Airport, )  
 on the other hand. )

Application 82-01-55  
 (Filed January 28, 1982)

O P I N I O N

Applicant operates as a passenger stage corporation (PSC-1003) under a certificate which authorizes the transportation of passengers and their baggage in mini-vans between all points within the following described area in the City and County of San Francisco, on the one hand, and the San Francisco International Airport (SFO) and Oakland International Airport (OAK), on the other hand.

"Commencing at a point at the northernmost point of Divisadero Street; southerly along Divisadero Street to its intersection with Sixteenth Street; easterly along Sixteenth Street to the shoreline of San Francisco Bay; northerly and westerly along the shoreline of San Francisco Bay to the point of commencement."

The service is on-call only, which means that passengers desiring the service call applicant at least two hours prior to their scheduled departure time. They are then picked up at their door (whether hotel, office, or home) by a Lorrie's van and driven to the airport for a fare of \$6.50. Passengers are also driven to home or office from the airport on the same basis. The area served includes most of San Francisco east of Divisadero Street.

Applicant has applied to extend service to all of western San Francisco, to include the area west of Divisadero Street, Market Street, Portola Drive, and Junipero Serra Boulevard to the southern border of San Francisco. On-call service will be provided in or out of this area for a one-way adult fare of \$7.50. Added to the original service area at the request of applicant is a corridor between 16th and 18th Streets, which then extends northerly into China Basin. On-call service will be provided in this corridor for the one-way adult fare of \$6.50.

Applicant operates 17 vehicles; an 8-passenger Lincoln, one 9-passenger van, four 14-passenger vans, five 15-passenger vans, two 17-passenger vans, and two 16-passenger and two 20-passenger vehicles, which are not classified. Applicant has been operating as an on-call passenger carrier for more than five years and currently uses 19 vehicles. Applicant's financial statement for the 11 months ending November 30, 1981 shows total liabilities of \$199,000, total assets of \$241,000, total operating income of \$1,337,298, and net income of \$103,785.

It is alleged that applicant's proposed service will be unique, by providing transportation between the city and the airport in small vehicles at a reasonable charge. Applicant's proposed fare will be 1/4 to 1/2 of the taxi fare. It is further alleged that an efficient passenger service by vans will reduce the number of private cars parking at the airport.

In accordance with its present authority, applicant is authorized to transport in mini-vans passengers originating at, or destined to SFO and OAK airports. In Decision 90796 the term "mini-van," for the purpose of Lorrie's operation, was defined as equipment transporting not more than 17 passengers.

Applicant served three competitors, and also the Airport Commission, San Mateo County Attorney, and the San Francisco City Attorney. No protests or requests for hearing have been filed. ✓

Findings of Fact

1. Public convenience and necessity require that the service proposed by the applicant be instituted as described in the application.
2. Applicant's present operating authority should be canceled and a new certificate issued.
3. A public hearing is not necessary.
4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Conclusion of Law

Public convenience and necessity have been demonstrated and granted.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity (PSC-1003) is granted to Lorrie's Travel & Tours, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in PU Code § 226, between the points and over the routes set forth in Appendix PSC-1003 to transport 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 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.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

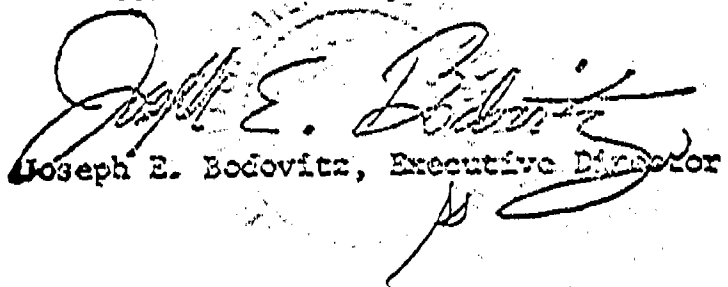
3. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificate of public convenience and necessity granted by D.86121, which certificate is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2(b).

This order becomes effective 30 days from today.

Dated at JUN 2 1982, at San Francisco, California.

JOHN E. BRYSON  
President  
RICHARD D. GRAVELLE  
LEONARD M. GRIMES, JR.  
VICTOR CALVO  
PRISCILLA C. GREW  
Commissioners

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

  
Joseph E. Bodovitz, Executive Director

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
PSC-1003

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

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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 82 06 048, dated JUN 2 1982,  
of the Public Utilities Commission of the State of California,  
in Application 82-01-55.

T/ri

Appendix PSC-1003 LORRIE'S TRAVEL & TOURS, INC.  
(PSC-1003)

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Issued by California Public Utilities Commission.

Decision 82 06 048, Application 82-01-55.

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

This certificate supersedes all authority previously granted to Lorrie's Travel & Tours, Inc. to operate as a passenger stage corporation.

Lorrie's Travel & Tours, Inc., by the 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 areas located in San Francisco and the San Francisco International Airport and the Oakland International Airport, over and along the described routes, subject to the following provisions. These authorizations are subject, however, to the authority of this Commission to change or modify the routes or territories at any time and subject to the following provisions:

- a. The term "on-call" as used refers to service which is authorized to be rendered dependent on the demand of passengers. The tariffs and timetables shall show the conditions under which each authorized on-call service will be rendered.
- b. All passengers and their luggage shall be transported in mini-vans carrying not more than 17 passengers.
- c. No passengers shall be transported except those having point of origin or destination at San Francisco International Airport or the Oakland International Airport.
- d. All passengers transported to or from the Oakland International Airport shall have origin or destination in Territory 1.

Issued by California Public Utilities Commission.

Decision 82 06 C-12, Application 82-01-55.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS. (Continued)

- e. Operations between Territory 1 and San Francisco International Airport may be conducted either on a scheduled basis or on-call basis or both.
- f. Operations between Territory 2 and San Francisco International Airport shall only be conducted on an on-call basis.
- g. Operations between Territory 1 and Oakland International Airport shall only be conducted on an on-call basis.
- h. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

Decision 82 06 048, Application 82-01-55.



SECTION 2. TERRITORY DESCRIPTIONS.

1. Territory 1

Beginning in the City and County of San Francisco at the prolongation of Divisadero Street and the shoreline of San Francisco Bay; then along the prolongation of Divisadero Street, Divisadero Street, Castro Street, Eighteenth Street and its prolongations to the shoreline of San Francisco Bay, then northerly and westerly to the point of beginning.

2. Territory 2

Beginning in the City and County of San Francisco at the prolongation of Divisadero Street and the shoreline of San Francisco Bay; then along the prolongation of Divisadero Street, Divisadero Street, Castro Street, Twentieth Street, Eureka Street, Twenty-third Street, Grand View Avenue, Clipper Street, Diamond Heights Boulevard, Portola Drive, Junipero Serra Boulevard, San Francisco City Limit, shoreline of the Pacific Ocean and San Francisco Bay to the point of beginning.

SECTION 3. ROUTE DESCRIPTIONS.

Route 1

From Territory 1 (using any appropriate streets and highways), then via Interstate Highway 280 and U.S. Highway 101 to San Francisco International Airport.

Route 2

From Territory 1 (using any appropriate streets and highways), then via U.S. Highway 101 to San Francisco International Airport.

Route 3

From Territory 1 (using any appropriate streets and highways), then via Interstate 80, State Highway 17, Hegenberger Road and Airport Drive to Oakland International Airport.

Route 4

From Territory 2 (using any appropriate streets and highways), then via Interstate 280, Interstate 380, and U.S. Highway 101 to San Francisco International Airport.

Issued by California Public Utilities Commission.

Decision 82 06 C48, Application 82-01-55.

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