

T/ctb

Decision 82 08 022

AUG 4 - 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Herbert R. Wade, dba Marin Charter Service, for certification (sic) of public convenience and necessity to operate passenger service between Bolinas and Strawberry in Marin County and between Inverness and San Rafael in Marin County.

Application 82-05-53
(Filed May 24, 1982)

O P I N I O N

Herbert R. Wade (applicant), an individual doing business as Marin Charter Service, requests authority to operate as a passenger stage corporation for the transportation of passengers within Marin County.

Applicant proposes to operate two routes. Route 1 will originate in Inverness and serve Point Reyes Station, Olema, Woodacre, San Anselmo and terminate at Fourth Street and Heatherton (a major transit transfer point) in San Rafael. Route 2 will originate in Bolinas and serve Stinson Beach, Muir Beach and terminate at a transit transfer point in the Strawberry Shopping Center in Mill Valley. All intermediate points along both routes will be served with route deviations in certain areas of up to one-half mile when arrangements are made in advance. This proposed service is unique in that the rural areas will have a route deviation component which allows elderly and handicapped persons, who may not be capable of walking long distance, direct access to the service.

Golden Gate Bridge, Highway and Transportation Division (Golden Gate Transit) provides an intercounty transit system between San Francisco, Marin, and Sonoma Counties. Marin County Transit District (MTD) contracts with Golden Gate Transit to provide intracounty bus service. Intracounty transfers are honored between the two operations.

Presently, Golden Gate Transit provides one round trip per weekday to San Francisco over routes which include those proposed by applicant, timed to accommodate persons employed in San Francisco. Two or more round trips per day are provided on weekends from San Francisco over these routes to accommodate sightseers. At the present time, service to Stinson Beach and Bolinas is curtailed because of storm damage to Panoramic Highway.

The proposed service is designed to accommodate shoppers or persons with medical appointments. Each route will operate two round trips per day on the days they are operated. Route 1 will operate Monday, Wednesday, and Friday. Route 2 will operate Tuesday and Thursday.

Each route will have two fare zones. The proposed fares per zone are to be:

General Public	\$.85
Elderly & Handicapped	.40
Students	.50

Transfers will be honored between this and other intracounty transit operations in Marin County.

The estimated results of operations for this system submitted by applicant show that the operation will not be self-supporting. A subsidy to cover the loss to a maximum of \$61,292 annually has been arranged through MTD. The contract period is for one year (July 1, 1982 through June 30, 1983) and is subject to renewal. Based on this funding arrangement, applicant requests a one-year certificate.

Applicant has made arrangements to lease from MTD two vans equipped with wheelchair lifts for use in this operation. One will be used in the day-to-day operations of the service while the other will be used as a backup vehicle.

Applicant, for several years, has operated a school bus service under a contract with Tamalpais School District.

Notice of the filing of the application was published in the Commission's Daily Calendar on May 25, 1982. Copies of the application were sent to Golden Gate Transit, Greyhound Lines, Travelers Transit, Marin Senior Coordinating Council (Whistlestop Wheels), Metropolitan Transportation Commission, and Marin County Transit District. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. Applicant proposes to operate two routes between rural western Marin County and the more populated eastern portion of Marin County.
2. The proposed service will provide to the residents of western Marin County access to medical, shopping, or other services available in the more urban eastern Marin County.
3. The service is unique in that a route deviation component is added to the fixed route service.
4. Applicant has the experience and equipment necessary to conduct the proposed service.
5. Public convenience and necessity require applicant's service.
6. The operation will be funded through MTD through June 30, 1983.
7. It can be seen with certainty that there is no possibility that the activity in question will have an adverse effect on the environment.
8. Since there is a public need for the proposed service and the funding became available July 1, 1982, the following order should be effective today.

Conclusion of Law

Public convenience and necessity have been demonstrated and the application should be granted. A public hearing is not necessary.

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 temporary certificate of public convenience and necessity PSC-1236 is granted to Herbert R. Wade, authorizing him to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix PSC-1236, to transport persons.
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 his 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 Order 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. This certificate shall expire June 30, 1983 unless further extended by the Commission.

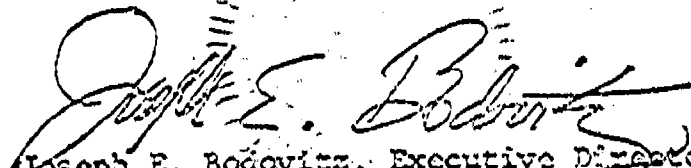
This order is effective today.

Dated AUG 4 1982 , at San Francisco, California.

JOHN E. BRYSON
President
LEONARD M. GRIMES, JR.
VICTOR CALVO
PRISCILLA C. CREW
COMMISSIONERS

Commissioner Richard D. Gravello, being necessarily absent, did not participate in the disposition of this proceeding.

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


Joseph E. Bodovitz, Executive Director

T/ctb

Appendix PSC-1236

Herbert R. Wade

Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC - 1236

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 Decision 82 08 022, dated AUG 4 - 1982, of
the Public Utilities Commission of the State of California in
Application 82-05-53.

I N D E X

	<u>Page</u>
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS.....	2
SECTION 2. ROUTE DESCRIPTIONS.	
<u>Route</u> <u>Route Name</u>	
1 Inverness-San Geronimo Valley- San Rafael	3
2 Bolinas-Stinson Beach-Mill Valley	3
SECTION 3. ROUTE DEVIATIONS.....	4 & 5

Issued by California Public Utilities Commission.
Decision 82 08 022, Application 82-05-53.

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

Herbert R. Wade, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and their incidental baggage between points described in Section 2 of this certificate and certain intermediate and adjacent territories, and over and along the routes described, subject, however, to the authority of this Commission to change or modify these routes 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. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- c. This authority expires June 30, 1983 unless further extended by the Commission.
- d. Route deviations may be made in the areas described in Section 3. Tariffs and timetables shall show the conditions under which each route deviation will be made.

Issued by California Public Utilities Commission.

Decision 82 OS 022, Application 82-05-53.

SECTION 2. ROUTE DESCRIPTIONS.

Route 1. Inverness-San Geronimo Valley-San Rafael

Beginning at the intersection of Sir Francis Drake Boulevard and Argyle Street in the community of Inverness, then along Sir Francis Drake Boulevard and State Highway 1 (Shoreline Highway) to Point Reyes Petaluma Road, then reverse to traverse State Highway 1 (Shoreline Highway) to the community of Olema, then via Sir Francis Drake Boulevard, Nicasio Valley Road, San Geronimo Valley Drive, Railroad Avenue, Sir Francis Drake Boulevard, Red Hill Avenue, and Fourth Street to the terminal at Fourth Street and Heatherton Street in the City of San Rafael.

Route 2. Bolinas-Stinson Beach-Mill Valley

Beginning at the intersection of Elm Road and Overlook Drive in the community of Bolinas, then along Elm Road, Grove Road, Alder Drive, Ocean Parkway, Elm Road, Overlook Drive, Terrace Avenue, Park Avenue, Brighton Avenue, Olema Bolinas Road, State Highway 1 (Shoreline Highway), U.S. Highway 101 (Redwood Highway), Highway Frontage Road, and Belvedere Drive to Reed Boulevard in the Strawberry Town and Country Shopping Center near the City of Mill Valley.

Issued by California Public Utilities Commission.

Decision 82 08 022, Application 82-05-53.

SECTION 3. ROUTE DEVIATIONS.

Route deviations may be made in the following locations in accordance with the conditions shown in the tariff and timetable:

1. Inverness - from the intersection of Sir Francis Drake Boulevard and Argyle Road along Sir Francis Drake Boulevard, Camino Del Mar, Via de la Vista, Escondido Way, Via de la Vista, Camino Del Mar, and Sir Francis Drake Boulevard.
2. Inverness Park - from the intersection of Sir Francis Drake Boulevard and Drakes View Drive along Drakes View Drive to the intersection of Sunnyside Drive and return.
3. Woodacre - from the intersection of San Geronimo Valley Drive and Railroad Avenue along Railroad Avenue to Elm Avenue and return.
4. Stinson Beach West - from the intersection of State Highway 1 and Calle Del Arroyo along Calle Del Arroyo to Walla Vista and return.
5. Stinson Beach East - from the intersection of State Highway 1 and Belvedere Avenue along Belvedere Avenue and Avenida Farralone to the intersection with Baulinas Avenue and return.
6. Muir Beach 1 - from the intersection of State Highway 1 and Muir Beach Overlook along Muir Beach Overlook and Seacape Drive to State Highway 1.
7. Muir Beach 2 - from the intersection of State Highway 1 and Sunset Way along Sunset Way to the end of Sunset Way and return.

Issued by California Public Utilities Commission.

Decision 82 08 022, Application 82-05-53.

T/ctb

Appendix PSC-1236

Herbert R. Wade

Original Page 5

SECTION 3. ROUTE DEVIATIONS. (Continued)

8. Muir Beach 3 - from the intersection of State Highway 1 and Muir Woods Road (Frank Valley Road) along Muir Woods Road a maximum of one-half mile and return.
9. Muir Beach 4 - from the intersection of State Highway 1 and Muir Beach Road along Muir Beach Road to the parking lot of Muir Beach State Park and return.

Issued by California Public Utilities Commission.

Decision 82 08 022, Applications 82-05-53.