

Decision 82 10 033 October 6, 1982

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application)
of Joseph D. Harris, dba Petaluma)
Limousine Service, for authority)
to operate as a passenger stage)
between points in Sonoma County,)
Marin County, and San Francisco)
Airport.)

Application 82-05-52
(Filed May 24, 1982;
amended July 8, 1982)

O P I N I O N

Applicant Joseph D. Harris requests a certificate of public convenience and necessity to operate as a passenger stage corporation over various routes as more particularly described in the application offering on-call service between Petaluma and the following points:

- | | |
|--------------|---------------------------------|
| Cotati | Bodega Bay |
| Rohnert Park | Valley Ford |
| Sonoma | Bloomfield |
| Tomales | Town of Two Rock |
| Novato | San Francisco Airport |
| | Coast Guard Station in Two Rock |

The application shows that the application was served on Santa Rosa Airporter, Sonoma County Airport Express, Sonoma Airporter, Marin Airporter, Metropolitan Transportation Commission, City and County of San Francisco, San Francisco International Airport Services, Sonoma County, Marin County, and the City of Petaluma. No protests to the application have been received.

The application shows Harris has been a driver for Yellow Cab Company of Petaluma and since 1966 has been a driver with limousine, bus, transit-mix, and 10-wheel dump truck companies. He plans ✓

to use a 1971 Chevrolet Malibu passenger vehicle in his operation. The vehicle will be garaged at applicant's headquarters in Petaluma. Harris claims a net worth as of April 26, 1982 of \$12,600. ✓

Harris will offer a 24-hour a day, seven days a week, on-call service. He will require a minimum of three passengers per trip. Fares will range from a flat-rate low of \$4 per passenger for the shortest trip to \$45 per passenger for a trip to the San Francisco Airport. ✓

In support of his application Harris states that the services he will be offering are different and distinct from any public transportation currently being offered to the public in the proposed areas. He contends there is no comparable alternate method of commercial transportation between the points he plans to serve. ✓

Findings of Fact

1. Harris proposes to operate a passenger stage service between points which have been previously described.

2. His service will be on-call and available 24 hours a day, seven days a week. ✓

3. He will use a 1971 Chevrolet Malibu passenger automobile in the operation. ✓

4. Harris has had 16 years experience in driving passenger and freight vehicles.

5. The service will be different and distinct from any public transportation service currently being offered to the public in the proposed areas. ✓

6. There is no comparable alternate commercial passenger transportation service offered between the points to be served. ✓

7. Harris is financially fit to conduct the proposed operation.

8. Public convenience and necessity require the granting of the certificate. ✓

9. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

10. A public hearing is not necessary.

Conclusion of Law

The application should be 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 is granted to Joseph D. Harris, 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-1249, 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 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 Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.

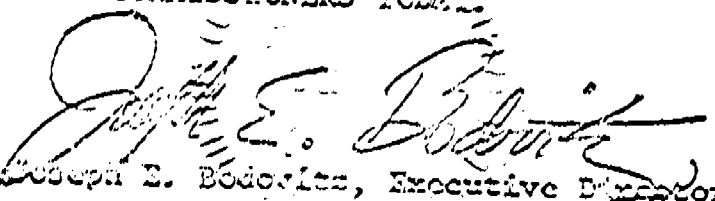
- e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order becomes effective 30 days from today.

Dated OCT 6 1982, at San Francisco, California.

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

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


Joseph E. Bodozits, Executive Director

T/ri/ALJ/ec

Appendix PSC-1249

JOSEPH D. HARRIS

Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
PSC-1249

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 under authority of Decision 82 10 033, dated
OCT 6 1982, of the Public Utilities Commission of the
State of California, in Application 82-05-52.

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Issued by California Public Utilities Commission.

Decision 82 10 033, Application 82-05-52.

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

Joseph D. Harris, 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 over 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. Service to be operated on an "on-call" basis. The term "on-call" refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized on-call service will be rendered.
- d. On Routes 3, 5, and 6. No service shall be provided to or between intermediate points.
- e. Except as separately authorized, two or more routes or portions of separate routes shall not be consolidated or operated in combination with one another.

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SECTION 2. ROUTE DESCRIPTIONS.

Route 1. Petaluma - Tomales

Beginning in the City of Petaluma then via the appropriate city streets or roads to Bodega Avenue, then via Bodega Avenue, Tomales Petaluma Road, and State Highway 1 to the Community of Tomales. Service may be provided to Zone A, Zone B, and the Two Rock Coast Guard Station (Zone C).

Route 2. Petaluma - Bodega Bay

Beginning in the City of Petaluma then via the appropriate city streets or roads to Bodega Avenue, then via Bodega Avenue, Petaluma Valley Ford Road, and State Highway 1 to the community of Bodega Bay. Service may be provided to Zone A, Zone B, and the communities of Two Rock, Bloomfield, and Valley Ford.

Route 3. Petaluma - Novato

Beginning in the City of Petaluma then via the appropriate city streets or roads to US Highway 101 (Redwood Highway), then via US Highway 101 and the appropriate city streets and roads to the destination in the City of Novato.

SECTION 2. ROUTE DESCRIPTIONS. Continued

Route 4. Petaluma - Cotati - Rohnert Park

Beginning in the City of Petaluma then via the appropriate city streets or roads to US Highway 101 (Redwood Highway), then via US Highway 101 to Cotati and the appropriate streets and roads of the Cities of Cotati and Rohnert Park to the destination.

Route 5. Petaluma - Sonoma

Beginning in the City of Petaluma then via the appropriate city streets or roads to Highway 116 (Lakeville Highway), then via State Highway 116, Arnold Drive, Watmaugh Road, State Highway 12 and the appropriate streets and roads of the City of Sonoma to the destination.

Route 6 - Petaluma - San Francisco International Airport

Beginning in the City of Petaluma then via the appropriate city streets or roads to US Highway 101 (Redwood Highway), then via US Highway 101, State Highway 1, Interstate Highway 280, Interstate Highway 380, US Highway 101, and the Airport Access Road to the passenger terminal of San Francisco International Airport.

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§§ to use a 1971 Chevrolet Malibu passenger vehicle in ^{his} the ~~proposed~~ operation. The vehicle will be garaged at applicant's headquarters in Petaluma. Harris claims a net worth as of April 26, 1982 of \$12,600.

§§ Harris ^{will} proposes to offer a 24-hour a day, seven days a week, on-call service. He will require a minimum of three passengers per trip. Fares will range from a flat-rate low of \$4 per passenger for the shortest trip to \$45 per passenger for a trip to the San Francisco Airport.

In support of his application Harris states that the services he will be offering are different and distinct from any public transportation currently being offered to the public in the proposed areas. He contends there is no comparable alternate method of commercial transportation between the points he ~~proposes~~ to serve.

§§ Findings of Fact ^{plans}

1. Harris proposes to operate a passenger stage service between points which have been previously described.

§ § 2. His ~~proposed~~ service will be on-call and available 24 hours a day, seven days a week.

§ § 3. He will use a 1971 Chevrolet Malibu passenger automobile in the proposed operation.

4. Harris has had 16 years experience in driving passenger and freight vehicles.

§ § 5. The ~~proposed~~ service ^{will be} is different and distinct from any public transportation service currently being offered to the public in the proposed areas.

§ § 6. There is no comparable alternate commercial passenger transportation service offered between the points ~~proposed~~ to be served.

7. Harris is financially fit to conduct the proposed operation.

§ § 8. Public convenience and necessity require the granting of the ~~proposed~~ certificate.