

ORIGINAL

Decision 82 11 038 NOV 3 - 1982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of William T. Childs, an individual,)
dba Fairfield Area Rapid Transit,)
for authority to operate a passenger)
stage corporation in a home-to-work)
service between points in Fairfield,)
Vallejo, and San Francisco in the)
Solano and San Francisco County Area.)

Application 82-07-32
(Filed July 14, 1982)

O P I N I O N

William T. Childs, dba Fairfield Area Rapid Transit, seeks a certificate of public convenience and necessity to operate as a passenger stage corporation providing home-to-work transportation between points in Fairfield and Vallejo, Sonoma County, on the one hand, and specific points in San Francisco, on the other hand.

A protest to the application was filed by Greyhound Lines, Inc. (Greyhound) on August 9, 1982. Greyhound alleged that it operates daily scheduled commuter service between Vallejo and San Francisco and stands ready statewide with drivers and equipment to meet demands for service.

On September 15, 1982 applicant amended the application deleting Vallejo as either a passenger pickup or discharge point. With the deletion of Vallejo as a pickup or discharge point, Greyhound then withdrew its protest.

Applicant alleges there is no existing service between the points he proposes to serve or existing services are not scheduled

to meet the demands of commuters. He alleges there is a public need for the home-to-work type service that is proposed.

Applicant will use three buses to operate the service. The age and size of the buses are:

1 each 1962 GMC 47-passenger

1 each 1960 GMC 47-passenger

1 each 1954 GMC 41-passenger

The vehicles are to be garaged and all maintenance performed at applicant's principal place of business, 2800 Cement Hill Road, Fairfield.

Applicant proposes to charge a fare of \$70 per month.

With the amendment deleting service to Vallejo, applicant proposes to operate five days a week, Monday through Friday, from Fairfield to the three points in San Francisco set forth in the certificate of public convenience and necessity attached to this order as Appendix PSC-1174.

The financial statement attached to the application shows assets of \$296,884 and net worth of \$1,124.

Findings of Fact

1. Public convenience and necessity require the proposed service.
2. The applicant has the ability, equipment, and financial resources to perform the proposed service.
3. The proposed fares are reasonable.
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.
5. With the withdrawal of the Greyhound protest, a public hearing is not necessary.

Procc
TD-11
11-3-82

Conclusion of Law

The application as amended 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 William T. Childs, 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 DSC-1174 to transport persons, baggage, and/or express.

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.

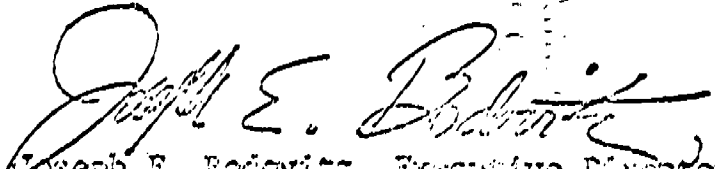
e. Maintain accounting records in conformity
with the Uniform System of Accounts.

This order becomes effective 30 days from today.

Dated NOV 3 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

T/jc/ec

Appendix PSC-1174

WILLIAM T. CHILDS

First Revised Title Page
Cancels
Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION

PSC-1174

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 11 038 dated
NOV 3 - 1982 in Application 82-07-32.

T/jc

Appendix PSC-1174

WILLIAM T. CHILDS

First Revised Page 1
Cancels
Original Page 1

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

William T. Childs, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to operate as a passenger stage corporation to transport home-to-work passengers and their baggage between points in Vacaville and Fairfield, on the one hand, and San Francisco, on the other hand, subject, however, to the authority of this Commission to change or modify this authority at any time and subject to the following provisions:

- a. All transportation of passengers shall originate at and shall be destined to the service points specified in Section 2.
- b. 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 11 038, Application 82-07-32.

T/jc/cc

Appendix PSC-1174

WILLIAM T. CHILDS

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SECTION 2. ROUTE DESCRIPTIONS.

Beginning in Vacaville at Davis and East Main Streets and via the most appropriate route to Atlantic Avenue and North Texas Street in Fairfield, then via the most appropriate route to the following points in San Francisco:

4th and Mission Streets
10th and Mission Streets
4th and Folsom Streets

Beginning in San Francisco, from the following points:

9th and Folsom Streets
4th and Folsom Streets
2nd and Folsom Streets

then via the most appropriate route to Atlantic Avenue and North Texas Street in Fairfield and then via the most appropriate route to Davis and East Main Streets in Vacaville.

Issued by California Public Utilities Commission.

Decision 82 11 038, Application 82-07-32.

Conclusion of Law

SS ~~The Commission concludes that the application should be granted. A public hearing is not necessary.~~ *as amended*

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:

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