

ALJ/rr/md

Decision 83 06 153 JUN 29 1983**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Arik Sharabi dba California
Mini-Bus,

Complainant,

vs.

Lorrie's Travel and Tours, Inc.,

Defendant.

Case 83-02-04
(Filed February 25, 1983)

In the matter of the application of Arik Sharabi dba California Mini-Bus to amend and 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, between points within a territory of the City and County of San Francisco International Airport.

Application 83-03-25
(Filed March 8, 1983)

Application of Lorrie's Travel & Tours, Inc., to modify its certificate of public convenience and necessity to operate a passenger stage corporation to and from the City and County of San Francisco. P.U. Code Sec. 1031.

Application 83-04-48
(Filed April 22, 1983)

Roni Rotholz, Attorney at Law, for Arik Sharabi, applicant in A.83-03-25 and complainant in C.83-02-04.

James Clapp, Attorney at Law, for Lorrie's
Travel & Tours, Inc., applicant in A.83-04-48
and defendant in C.83-02-04.
William Taylor, Attorney at Law, for SFO
Airporter, Inc., protestant in A.83-03-25 and
interested party in C.83-02-04.
Sheldon Rosenthal and Mary McKenzie,
Attorneys at Law, and Richard Collins, for
the Commission staff.

INTERIM OPINION

I. Background

These consolidated proceedings were initiated by two passenger stage corporations who now provide on-call one-way service, between areas in San Francisco to the San Francisco International Airport. Briefly, they involve, in the sequence filed:

1. Case (C.) 83-02-04 is a complaint where Arik Sharabi, dba California Mini-Bus (Sharabi), alleges Lorrie's Travel and Tours, Inc. (Lorrie) is charging an unlawfully low fare in violation of its tariffs aimed at pick-up points served by Sharabi; Lorrie's goal, Sharabi contends, is to drive Sharabi out of business.
2. Application (A.) 83-03-25 is a request by Sharabi to expand his operation from the six hotels he is now authorized to serve as a scheduled carrier on Geary Street, to provide on-call service within essentially the entire portion of San Francisco bounded by Harrison Street, Van Ness Avenue, and the Bay. Lorrie filed a protest. SFO Airporter, Inc. (Airporter) has entered an appearance as a protestant.
3. A.83-04-48 was filed by Lorrie to restructure its downtown operating territory into service zones, apparently to facilitate ultimately having different fares for different zones.

This could possibly mitigate the contention of Sharabi and our staff that Lorrie's present fare structure unlawfully violates its certificate. Lorrie's application, if granted, would also allow it the option of providing scheduled service. Airporter filed a timely protest.

A prehearing conference was held before Administrative Law Judge (ALJ) Alderson on May 27, 1983. Certain correspondence between Lorrie and our staff was received in evidence (Exhibit 1).

Summary of Decision

Before us in these proceedings is an obviously fierce competitive struggle between carriers. While we could complete the hearing process before taking any action, we believe the public interest requires our immediate attention and an interim solution. Accordingly, we will grant both carriers some temporary operating authority for extended service, which will put them on a more equal footing. We make today's order effective immediately. Hearings will start on July 25, 1983.

We think this is the fairest and most practical approach at this juncture to ameliorate the effects of Lorrie's unlawful fare structure and ensure the public has a choice of carriers for on-call service pending the outcome of our detailed analysis of the traffic market and other considerations when hearings are held.

Lorrie is granted temporary operating authority to provide on-call service in the Ingleside, Potrero, Mission, and Glen Park neighborhoods (Lorrie's proposed Territory Three). While Airporter can, under its certificate, provide on-call service in these areas, it is not now doing so. It is in the public interest, we believe, to give residents in these neighborhoods the option of on-call service during the pendency of these proceedings.

Sharabi is granted temporary authority to provide on-call service, but on a more limited territory than he proposes. Appendix A illustrates the general portion of his requested territory

that is proscribed. We will not allow Sharabi to pickup with on-call service close to Airporter's terminal or the downtown hotel area before the completion of hearings. Also, we will restrict Sharabi to using no more than 4 vehicles (he now operates 2) until further order. Since Sharabi is a small carrier, we do not believe Airporter will be seriously harmed in the interim by today's decision. But, more importantly, we think our decision to allow a portion of the on-call pick-up territory requested by Sharabi will ameliorate the past effects of Lorrie's fluid and improper fare structure, which is discussed later in this opinion.

II. Discussion

We will now address the relief sought by the three proceedings for purposes of this interim opinion.

C.83-02-04

Sharabi contends Lorrie is attempting to drive him out of business by assessing a low fare (\$4 per person rather than the usual \$6) from two of the six hotels Sharabi serves. Specifically, he alleges Lorrie's low fare is not in properly filed tariffs, and it discriminates against Lorrie's other patrons. The result is an attempt to destroy competition. He asks that Lorrie's certificate be revoked in view of Lorrie's violations and "ill-will" toward this Commission's regulation.

Lorrie's answer, filed within the time extended by the ALJ, alleges the "excursion fare" Sharabi complains of is part of its tariff, and that while our staff did not accept the revised tariff filing, it is a lawful and proper rate. Lorrie does not deny that the fares in question were or are charged. We are asked by Lorrie not to take formal action on Sharabi's complaint until Lorrie's application to restructure its certificate (and presumably its rates) is acted on. Then, its logic is, Sharabi's complaint will be moot.

A hiatus occurs, however, between the time Lorrie's started charging its excursion fare until its application to modify its operating authority to permit the fare is approved.

This brings us to the heart of the matter. Was it lawful for Lorrie to charge the lower fares Sharabi complains of? Lorrie contends that it has "on file" with this Commission a temporary excursion fare in its tariff which authorizes the lower rate Sharabi complains of. (Lorrie's answer, page 3.) That is not the case. Lorrie's tendered tariff filing was rejected by the Passenger Operations Branch (Branch). The reason given by the Branch was that under Lorrie's certificate of public convenience and necessity "there are no routes or service points or other delineating divisions of these territories [e.g., specifically identifying the Geary Street hotels], for this reason all services offered to one member of the public in one territory must be offered to all members of the public in that territory on an equal basis" (Exhibit 1). The Branch's application of Public Utilities (PU) Code § 453, which prohibits discriminatory rates, to the proposed tariff filing, viewed in conjunction with Lorrie's certificated authority, is correct.

Lorrie was clearly certificated to serve all customers within its Territory One (downtown San Francisco) on an equal basis. We cannot permit tariff filings which result in a fundamental change in the nature of operations (e.g., new fare territories) which is inconsistent with a carrier's operating authority. Rather, differences in a passenger stage corporation's fares among its pick-up points must be premised on the terms of the carrier's underlying certificate or operating authority. For example, a hypothetical carrier literally certificated to serve "from the City of Alturas to Bakersfield", cannot, by merely filing a tariff, operate with a higher fare for those in East Alturas than for those in West Alturas. This requirement is consistent with the overall statutory

framework under which we regulate common carrier fares. PU Code § 460 prohibits a carrier from assessing a higher fare for a shorter haul than a longer haul, absent express Commission authorizations. Logically, to police possible discriminatory rates or long haul-short-haul violations, the place we must look to first in ensuring a carrier's underlying fare structure does not run afoul of such fare structure principles is the carrier's certificate. These are matters we review when certificating carriers or considering proposed modifications to certificates. The goal, fair treatment for the public which a common carrier is certificated to serve, equates to our seeing that there is no territorial favoritism or undue cross subsidization; and, carried further, we should ensure disparate fares are not used for anticompetitive ends by carriers. Generally speaking, the problem with allowing ad hoc selective fare reductions for portions of a delineated overall pick-up territory, aside from inviting long-haul-short-haul violations, is that the fare may be too low for some members of the public at the expense of others, whose fare may be too high. A common carrier's fare structure premised on delineated pick-up points must be consistent with the terms of its operating authority.

If this were the only clear defect with Lorrie's tendered tariff filing, it would have been proper grounds for Branch's rejecting the tariff. However, when the issue is debatable, the proper procedure is for the Commission to suspend the tariff for

investigation under PU Code § 455.¹ Aside, however, from the proposed tariff filing constituting a discriminatory and unlawful rate under Lorrie's certificate, it is specifically not allowed under our General Order (G.O.) 79. Temporary excursion fares may be filed under that G.O., but they must be for round-trip service. (G.O. 79, Rule 14.) Lorrie does not offer such service, and its proposed filing states that it is a "one-way excursion fare". Taken alone, this deficiency was ample grounds for the Branch to reject the filing. Technically speaking, the Branch in its letter of February 14 rejected the proposed filing, but did not give all the possible reasons.

Lorrie has continued charging the reduced fares, but it filed A.83-04-48 seeking to: restructure its downtown territory into fare or service zones, extend the existing downtown territory to include south of Market Street areas near its headquarters, and provide it the option of offering both on-call and/or scheduled service. The charges it proposes for the separate service zones or routes within Territory One are "in the \$5 range" (\$2.50 for children ages 1-12). On March 24, Lorrie's counsel wrote to the then assigned ALJ indicating that he disagreed with the Branch's analysis, but would work with the Branch to draft an application seeking to amend Lorrie's certificate, which would moot the issue complained of by Sharabi (Exhibit 1).

Further complicating the matter, of course, is Sharabi's contention that Lorrie assessed the lowest "excursion fare", or \$4, from two of the six points served by Sharabi. Sharabi's complaint

¹ The difference between a tariff filing being rejected versus being suspended is that rejection is for clear cut and procedural reasons and suspension is for controversial substantive reasons. Our staff can reject proposed filings for noncompliance under the applicable G.O. However, if a filing fits under the parameters of the G.O., but has questionable deficiencies, it must be suspended for investigation by a formal Commission order under PU Code § 455.

alleges Lorrie "knowingly and willingly [has] taken...matters into its own hands, thereby circumventing the laws, to destroy any competition..." (Complaint, page 4.) Lorrie does not allege the \$4 is compensable or that unique circumstances make that rate reasonable. While, based on the pleadings, we cannot find Lorrie's \$4 rate was either noncompensable or an effort to drive Sharabi out of business, it was so low and selective in its application that a rebuttable presumption exists that the extremely low fare was to some degree specifically aimed at Sharabi.

Disturbing, however, is how we characterize Lorrie's conduct at this juncture. A higher degree of concern and attention to applicable requirements and rules was called for by Lorrie, particularly given the series of communications with the Branch. It is as if Lorrie's posture was: I disagree with you, Branch, so I'll go ahead regardless and appease you later by filing an application.

For purposes of this interim opinion, and without a detailed evidentiary record, we will not act on Sharabi's request that we revoke Lorrie's certificate at this juncture. Instead, we will order Lorrie to stop assessing its special excursion fares until further order. This interim opinion does not authorize the service routes Lorrie proposes, and having such service routes is a requisite for the fare differential Lorrie prefers. Fares must be uniform within Lorrie's respective territories until further order, and we expect our staff to monitor Lorrie's conduct and fare practices.

A.83-03-25

One theme of Sharabi's pleadings, taken together, is: if my competitor will not abide by the rules covering fare changes so be it, but at least let me operate with an expanded territorial footing and I can have an opportunity to survive.

Sharabi wants to serve more than the present six hotels which he now serves with scheduled service. He asks for a downtown territory for on-call service. He alleges there is public need for his expanded service, and having a pick-up territory for on-call

service will give him the opportunity to compete with Lorrie on a more equal basis. His existing fare of \$6 will continue to apply. Fair competition, Sharabi states, "would be in the best interests of all concerned as the riding public will be the beneficiary" (application, page 5). Benefits, according to Sharabi, will be better service, including "courtesy, cleanliness, and 'on-time' performance." Sharabi will continue to provide his existing scheduled service.

This application was noticed in the Daily Transportation Calendar of March 14, 1983. Lorrie protested on April 4. No other carriers filed timely protests. However, on May 24, shortly before the prehearing conference, Airporter filed a motion to file a late-filed protest against Sharabi's application. It contends Sharabi had not served the application on it, and that the "newly adopted" Rules of Practice and Procedure (Rules), on protests and notice requirements should not be applied. The particular Rule applicable is Rule 15.1, which became effective in July 1982. Airporter has not convinced us to accept its late tendered pleading; and while we deny its motion to accept the filing, we will allow it to enter an appearance and participate in the scheduled upcoming hearings, which are being held in view of Lorrie's timely protest. Airporter is, however, put on notice that we do not consider Rule 15.1 "newly adopted," and it should closely follow our Daily Transportation Calendar. The notice requirements before Rule 15.1 were cumbersome and very difficult to administer; Rule 15.1 sets out a clear notice procedure, but the key responsibility of potentially affected carriers is vigilance and attention to the Daily Transportation Calendar.

If hearings are held, Lorrie contends it will show: Sharabi is unfit due to violations of statutes and our regulations (the same point Sharabi would make about Lorrie given the opportunity); Sharabi's existing service is unsatisfactory; Lorrie's existing service is so satisfactory that Sharabi's expanded service is unwarranted; there would be a "diversion of traffic"; and,

finally, that Sharabi's financial fitness, as contrasted to Lorrie's, is too questionable to justify extending his operating territory.

For purposes of granting temporary operating authority, we can find based on his 1½ years of successful operation, that Sharabi is fit and able to undertake service as an on-call carrier.

Without having received evidence on the traffic market in downtown San Francisco, we will restrict Sharabi's on-call pick-up territory as shown in Appendix A; so, until further order, Sharabi cannot operate on-call service within the territory bounded by the Bay and Market, Larkin, Post, and Stockton Streets. This restriction will afford reasonable market protection to Airporter's downtown terminal and a good portion of the downtown hotel area while these proceedings are pending. We do not believe that granting Sharabi operating authority will have the potential to unduly harm Lorrie or Airporter while these proceedings are pending. But, on the other hand, we believe the harm to Sharabi resulting from Lorrie's past, and apparently continuing, unlawful fare practices is a valid concern, and that a fair solution at this stage is to allow Sharabi to expand his operation.

Two vehicles, 14-passenger vans, are now used by Sharabi. We think temporarily restricting his operation to the use of no more than four vehicles until further order is reasonable. This is to ensure that Sharabi will not unduly expand operations and commit to purchasing too much equipment, only to suffer if our final order in this proceeding directs some retrenchment of his operating territory.

A.83-04-48

Lorrie now operates as a common carrier and under charter-party authority.² Its certificate for common carrier service allows only on-call service between San Francisco and both Oakland International and San Francisco International Airports. San Francisco, under Lorrie's present certificate, is divided into two territories; the first is essentially from Divisadero Street toward the Bay (downtown), the other is from Divisadero Street to the West (Sunset District). Lorrie wants to:

1. Slightly reduce its downtown territory and create five service routes within it.
2. Reapportion its existing two territories and add a third comprised of the Potrero, Ingleside, Mission, and Glen Park neighborhoods.

Fares for territories or pick-up points other than the five "service routes" would be the same as present on-call fares. Fares for the "service route" customers would be less; Lorrie says, "in the \$5 range", contrasted to its present \$6.50 fare or untariffed "excursion fare" of \$4. 80% of its customers originate on the proposed service route areas, according to Lorrie, and a lower fare based on lower costs of service could and should be available to the public. Unless the same or lower fare is charged for the new and realigned territories, a long-haul/short-haul violation exists.

Airporter protests. It is primarily a scheduled carrier, and presumably the portion of Lorrie's application which most alarms it is the sought option to provide scheduled service in close proximity to Airporter's main terminal and other downtown pick-up points.

² Although Lorrie is requesting the removal of the present restriction in its charter-party authority allowing the use of vehicles with a maximum 21-passenger capacity, that matter, A.83-05-44, will be processed separately since it involves a totally different service.

We will authorize Lorrie to add Territory Three, which will bring on-call service to additional outlying neighborhoods. The issue of establishing service routes within Lorrie's existing Territory One to provide a new scheduled service, and redrawing boundaries for its Territories One and Two, requires further analysis. Its proposed scheduled service over the service routes would bring Lorrie very close to Airporter's downtown terminal. The prospect of yet another carrier, particularly of Lorrie's size, offering scheduled service warrants close scrutiny. Also, possible undue rate discrimination, with Lorrie having an on-call and scheduled service fare within essentially the same close geographic area (downtown San Francisco), deserves careful analysis. These issues will be addressed in further hearings.

Commission Staff's Participation

At the prehearing conference staff counsel indicated staff was concerned about violations of tariff filing rules, and that it will be evaluating whether to recommend a formal order instituting investigation or an order to show cause. Possible long-haul/short-haul violations that could result from Lorrie's proposed service routes also concerned staff. We are acting on the issue of Lorrie's reduced "special excursion fare" at this point, without awaiting more elaboration by staff, because: (1) staff's position vis-a-vis Lorrie's and the pertinent facts are contained in Exhibit 1; and (2) we think the matter, as it affects both Sharabi and Airporter, is significant enough that some quick action on our part is required.

Waiver of PU Code § 1036 Filing Fee

Lorrie states that it should not pay the required \$75 filing fee for its application for a certificate of public convenience and necessity, because "it is already operating in the immediate vicinity under the jurisdiction of the Commission." PU Code § 1036 provides that exception. Ordinarily our Docket Office personnel apply the various filing fee requirements. However, Lorrie's application was accepted without the fee since it formally requested a waiver in its application. The term "immediate vicinity" means, we believe, contiguous geographical territory to that already served when applied to an on-call common carrier. We will waive the fee. Sharabi, we note, was not assessed a filing fee, which is consistent with our interpretation. Both carriers seek to expand into contiguous territories. Further amplification by us on what "immediate vicinity" means as applied to other types of common carriers is not necessary.

Findings of Fact

1. Lorrie's certificate authorizes on-call pick-up service in two San Francisco territories.
2. Lorrie attempted to file a tariff with a special one-way excursion fare for certain points within one of its territories; the result of such a rate would be lower rates for some customers than others within the same defined territory, which is inconsistent with the underlying operating authority.
3. Lorrie's tariff was not accepted by the Branch.
4. G.O. 79 allows carriers to file temporary excursion fares for round-trip service only.
5. The lower of the two excursion fares proposed by Lorrie (\$4) which was assessed was for two of the six points served by Sharabi.

6. Authorizing Sharabi to have an on-call pick-up territory on an interim basis will put Sharabi and Lorrie on a more equal competitive basis with respect to on-call pick-up territory for downtown San Francisco and on-call traffic to the airport.

7. Sharabi is a carrier fit to conduct the on-call service he proposes, and he has the ability to provide the service on a temporary basis.

8. Lorrie's proposal to serve additional outlying San Francisco neighborhoods with on-call service will extend the option of door-to-door airport transportation service to those residents.

9. Lorrie is able to conduct the proposed service in Territory Three.

10. Having service routes within Lorrie's Territory One (downtown) with scheduled service can result in direct scheduled service competition with Airporter.

11. Allowing Sharabi and Lorrie to more equally compete in downtown San Francisco for on-call traffic can provide the public with the benefits of enhanced service through limited competition.

Conclusions of Law

1. Lorrie's "excursion fares" were and are not contained in a tariff accepted for filing with this Commission; further, the fares are inconsistent with the terms of Lorrie's certificate and, as such, they are discriminatory.

2. Temporary excursion fares can only be filed under G.O. 79, Rule 14, for round-trip service.

3. Based on Sharabi's allegation in his application that there is a public need for his proposed on-call service and his operating experience to date, a temporary certificate should be issued pending a final outcome in these proceedings.

4. Lorrie should be authorized to serve its proposed Territory Three.

5. The motion of Airporter to file a protest late in A.83-03-25 should be denied.

6. The following order should be effective today so Lorrie's unlawful fare disparity will cease, and the enhanced service for the public by both Lorrie and Sharabi can start expeditiously.

INTERIM ORDER

IT IS ORDERED that:

1. Arik Sharabi, dba California Mini-Bus, is issued a temporary certificate of public convenience and necessity as set forth in revised pages to Appendix PSC-1169 attached as Appendix B to transport passengers and baggage with on-call service. A maximum of four vehicles shall be used to provide service.

2. Lorrie's Travel and Tours (Lorrie) is issued a temporary certificate of public convenience and necessity to operate on-call service as set forth in revised pages to Appendix PSC-1003 attached as Appendix C. Lorrie's fares for its Territory Three shall be the same or less than those for its other service territories to avoid long-haul/short-haul violations.

3. Lorrie shall not assess any temporary excursion fares or otherwise assess fares other than those in an accepted tariff on file with this Commission applicable for on-call service throughout each of its respective territories. Lorrie's proposed page 6 to its tariff "Cal. PUC No. 3" is rejected for noncompliance with General Order 79, Rule 14.

4. The filing fee for A.83-04-48 is waived.

5. The motion of Airporter to file a late protest in A.83-03-25 ✓
is denied.

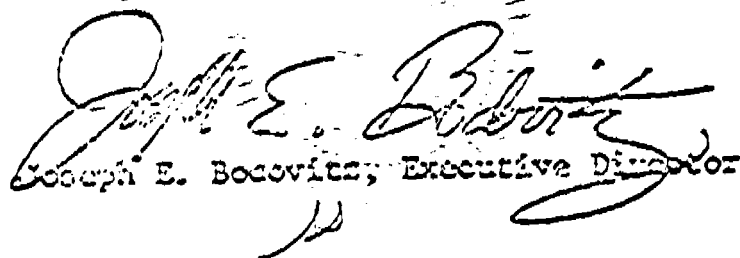
6. Tariffs shall be filed with the Commission allowing 5 days' notice to the Commission and the public prior to the operation of the temporary authorities granted to Sharabi and Lorrie.

This order is effective today.

Dated June 29, 1983, at San Francisco, California.

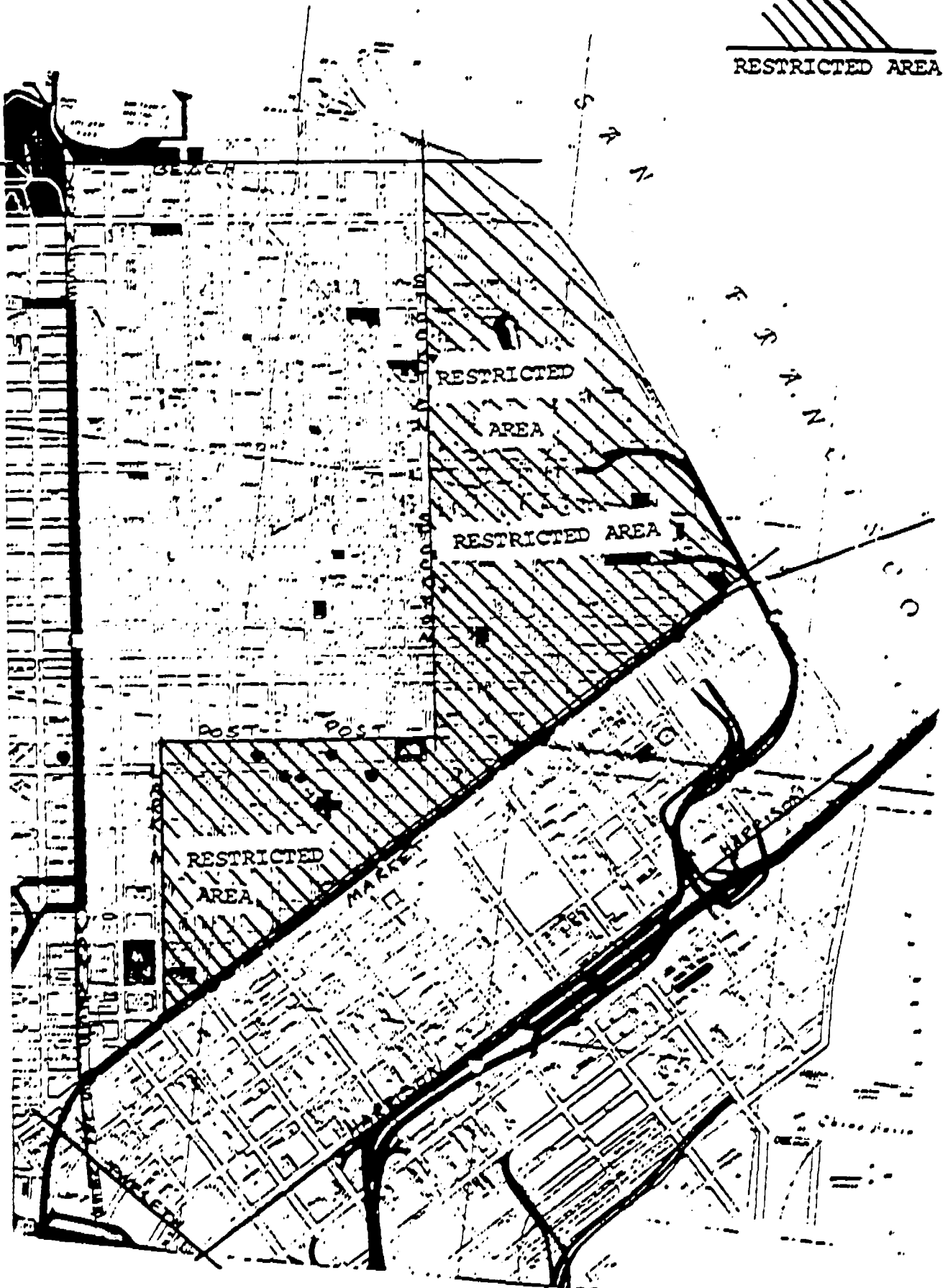
LEONARD M. GRIMES, JR.
President
VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

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


Joseph E. Bocovitz, Executive Director

- + - SFO Airporter's terminal
- - Sharabi's pick-up points for scheduled service
- ▨ - Territory Sharabi cannot pick-up within for on-call service.


RESTRICTED AREA



Appendix PSC-1169
(D.82-11-037)

ARIK SHARABI

First Revised Page 1
Cancels
Original Page 1SECTION 1. GENERAL AUTHORIZATION, RESTRICTIONS, LIMITATIONS,
AND SPECIFICATIONS.

Arik Sharabi, doing business as California Mini-Bus, 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 persons, baggage, and express between San Francisco International Airport and hotels located on Geary Street in the downtown area of San Francisco.

* Sharabi is granted temporary authority to provide on-call service to the area commencing at the intersection of The Embarcadero and Harrison Streets, then west on Harrison Street to 12th Street, north west on 12th Street, north on South Van Ness and Van Ness Avenue to the intersection of Beach Street, except for that area defined as being within the boundaries of the junction of the prolongation of Stockton Street and the San Francisco Bay on the north, south on Stockton Street to Post Street, west on Post Street to Larkin Street, south on Larkin Street to Market Street, east on Market Street to the prolongation of Market Street and The Embarcadero. Service will be over and along the most direct or reasonable route or routes subject, however, to the authority of this Commission to change or modify these points or routes at any time and subject to the following provisions:

- *a. All scheduled passengers shall have origin or destination at the service points specified in Section 2.
All on-call passengers shall have origin or destination at San Francisco International Airport or in the service area defined for temporary authority.
- b. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- c. All service authorized shall be to provide service seven days a week from 6 a.m. to 11:30 p.m.

Issued by California Public Utilities Commission.

*Added by Decision 83-06-108, Application 83-03-25. ✓

Appendix PSC-1169
(D.82-11-037)

ARIK SHARABI

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SECTION 2. ROUTE DESCRIPTIONS

Via the most appropriate streets and highways to service points at the following San Francisco locations:

1. Stewart Hotel, 351 Geary Street
2. David's Hotel, 480 Geary Street
3. Bellevue Hotel, 505 Geary Street
4. El Cortez Hotel, 550 Geary Street
5. Geary Hotel, 610 Geary Street
6. Cathedral Hill (formerly Jack Tar) Hotel, Van Ness Avenue and Geary Street


Then via the most appropriate streets and highways to the San Francisco International Airport.

*On-call service shall be via the most appropriate streets and highways to pick-up points in the service area defined for temporary authority.

Then via the most appropriate streets and highways to the San Francisco International Airport.

Issued by California Public Utilities Commission.

*Changed by Decision 83-06-108, Application 83-03-25.



Appendix PSC-1003 LORRIE'S TRAVEL & TOURS, INC. Second Revised Page 2
(D.82-06-048) (PSC-1003) Cancels
(D.82-08-108) First Revised Page 2

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. *Lorries is issued a temporary certificate of public convenience and necessity to operate on-call service in the Ingleside, Potrero, Mission and Glen Park neighborhoods. 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. (Deleted)
- c. No passengers shall be transported except those having point of origin or destination at San Francisco International Airport or the Oakland International Airport.

Issued by California Public Utilities Commission.

83 05 106

*Added by Decision _____, Application 83-04-48.

Appendix PSC-1003 LORRIE'S TRAVEL & TOURS, INC. Third Revised Page 3
(D.82-06-048) (PSC-1003) Cancels
(D.82-08-108) Second Revised Page3
(D.82-11-002)

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

- d. All passengers transported to or from the Oakland International Airport shall have origin or destination in Territory 1.
- e. Operations from Territory 1 to San Francisco International Airport shall be conducted on an on-call basis. Operations from San Francisco International Airport shall be conducted on a scheduled basis or on-call basis or both.
- *f. Operations between Territories 2 and 3 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 directions, they apply to operation in either direction unless otherwise indicated.

Issued by California Public Utilities Commission.

*Revised by Decision 83 06 103, Application 83-04-48.

Appendix PSC-1003
(D.82-06-048)LORRIE'S TRAVEL & TOURS, INC.
(PSC-1003)First Revised Page
Cancels
Original Page 4

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.

*3. Territory 3

Beginning in the City and County of San Francisco at the prolongation of 18th Street and the shoreline of San Francisco Bay; then west on 16th Street to Castro Street, south on Castro Street to 20th Street, west on 20th Street to Eureka Street, south on Eureka Street to 23rd Street, west on 23rd Street to Grand View Avenue, south on Grand View Avenue to Clipper Street, west on Clipper Street to Diamond Heights Boulevard to Portola Drive, southwest on Portola Drive to Junipero Serra Boulevard, south on Junipero Serra Boulevard to San Francisco City Limit, east along San Francisco City Limit to Mission Street, north east on Mission Street to Army, east on Army Street to where its prolongation meets the shoreline of San Francisco Bay then north to the point of beginning.

Issued by California Public Utilities Commission.

*Added by Decision 83-06-102, Application 83-04-48. ✓

Appendix PSC-1003
(D.82-06-048)

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

First Revised Page 5
Cancels
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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.

*Route 5


From Territory 3 (using any appropriate streets and highways), then via Interstate 280, Interstate 380, and U.S. Highway 101 to San Francisco International Airport.

*Route 6

From Territory 3 (using any appropriate streets and highways) then via U.S. Highway 101 to San Francisco International Airport.

Issued by California Public Utilities Commission.

*Added by Decision 83-06-108, Application 83-04-48.



12 5. The motion of Airporter to file a late protest in A.83-03-25-
25 is denied.

6. Tariffs shall be filed with the Commission allowing 5 days' notice to the Commission and the public prior to the operation of the temporary authorities granted to Sharabi and Lorrie.

This order is effective today.

Dated JUN 29 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President

VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
WILLIAM T. BAGLEY
Commissioners

Appendix PSC-1169
(D.82-11-037)

ARIK SHARABI

First Revised Page 1
Cancels
Original Page 1SECTION 1. GENERAL AUTHORIZATION. RESTRICTIONS. LIMITATIONS.
AND SPECIFICATIONS.

Arik Sharabi, doing business as California Mini-Bus, 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 persons, baggage, and express between San Francisco International Airport and hotels located on Geary Street in the downtown area of San Francisco.

* Sharabi is granted temporary authority to provide on-call service to the area commencing at the intersection of The Embarcadero and Harrison Streets, then west on Harrison Street to 12th Street, north west on 12th Street, north on South Van Ness and Van Ness Avenue to the intersection of Beach Street, except for that area defined as being within the boundaries of the junction of the prolongation of Stockton Street and the San Francisco Bay on the north, south on Stockton Street to Post Street, west on Post Street to Larkin Street, south on Larkin Street to Market Street, east on Market Street to the prolongation of Market Street and The Embarcadero. Service will be over and along the most direct or reasonable route or routes subject, however, to the authority of this Commission to change or modify these points or routes at any time and subject to the following provisions:

- *a. All scheduled passengers shall have origin or destination at the service points specified in Section 2.
All on-call passengers shall have origin or destination at San Francisco International Airport or in the service area defined for temporary authority.
- b. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- c. All service authorized shall be to provide service seven days a week from 6 a.m. to 11:30 p.m.

Issued by California Public Utilities Commission.

*Added by 83 66 163, Application 83-03-25.

Appendix PSC-1169
(D.82-11-037)

ARIK SHARABI

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SECTION 2. ROUTE DESCRIPTIONS

Via the most appropriate streets and highways to service points at the following San Francisco locations:

1. Stewart Hotel, 351 Geary Street
2. David's Hotel, 480 Geary Street
3. Bellevue Hotel, 505 Geary Street
4. El Cortez Hotel, 550 Geary Street
5. Geary Hotel, 610 Geary Street
6. Cathedral Hill (formerly Jack Tar) Hotel, Van Ness Avenue and Geary Street

Then via the most appropriate streets and highways to the San Francisco International Airport.

*On-call service shall be via the most appropriate streets and highways to pick-up points in the service area defined for temporary authority.

Then via the most appropriate streets and highways to the San Francisco International Airport.

Issued by California Public Utilities Commission.

83 03 103

*Changed by _____, Application 83-03-25.

Appendix PSC-1003
(D.82-06-048)

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

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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.

*3. Territory 3

Beginning in the City and County of San Francisco at the prolongation of 18th Street and the shoreline of San Francisco Bay; then west on 18th Street to Castro Street, South on Castro Street to 20th Street, west on 20th Street to Eureka Street, South on Eureka Street to 23rd Street, west on 23rd Street to Grand View Avenue, south on Grand View Avenue to Clipper Street, west on Clipper Street to Diamond Heights Boulevard to Portola Drive, southwest on Portola Drive to Junipero Serra Boulevard, south on Junipero Serra Boulevard to San Francisco City Limit, east along San Francisco City Limit to Mission Street, north east on Mission Street to Army, east on Army Street to where its prolongation meets the shoreline of San Francisco Bay then north to the point of beginning.

Issued by California Public Utilities Commission.

*Added by 83 06 103, Application 83-04-48.

Appendix PSC-1003
(D.82-06-048)LORRIE'S TRAVEL & TOURS, INC.
(PSC-1003)First Revised Page 5
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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.

*Route 5

From Territory 3 (using any appropriate streets and highways), then via Interstate 280, Interstate 380, and U.S. Highway 101 to San Francisco International Airport.

*Route 6

From Territory 3 (using any appropriate streets and highways) then via U.S. Highway 101 to San Francisco International Airport.

Issued by California Public Utilities Commission.

83 06 106

*Added by _____, Application 83-04-48.