

93110 MAY 19 1981

Decision

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of David L. Kamp, dba Butte County )  
Transit, for authority to operate )  
as a passenger stage corporation )  
between points in Butte County. )

Application 60319  
(Filed March 3, 1981)

O P I N I O N

David L. Kamp, an individual doing business as Butte County Transit, requests a certificate of public convenience and necessity to operate as a passenger stage corporation between certain points in Butte County.

Applicant intends to use 20-passenger transit buses which will be fully accessible to the handicapped.

Applicant alleges that there is a demand for the proposed intercity service and that the service proposed is different from those currently available. ✓

Applicant has experience operating bus service for the elderly and handicapped in the Chico and Paradise areas.

In addition to indicating a net worth of \$76,142, applicant has arrangements to receive local subsidy funding through June 30, 1982, which further establishes the financial feasibility of applicant's proposed new passenger stage services.

The application was listed on the Commission's Daily Calendar of March 9, 1981. The Commission's Transportation Division staff has reviewed the application and recommends that in the absence of protest or request for public hearing it be granted. No protest has been received.

Applicant proposes to charge the following one-way fares:

Commuter runs	\$ .75
Noncommuter runs	\$ .50
Local Service	\$ .25
Transfers	Free
Commuter Pass	\$25.00/month

Findings of Fact

1. Public convenience and necessity require the proposed service.
2. 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. As need for immediate commencement of the proposed service has been demonstrated, this order should be effective on the date of signature.

Conclusions of Law

1. Public Convenience and Necessity require that the application be granted. A public hearing is not necessary.

2. The effective date of this order should be the date of signature.

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 David L. Kamp authorizing him to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A of this decision, as requested.

2. In providing service pursuant to the authority granted by this order, applicant shall comply with the following service regulations. Failure to do so may result in the cancellation of the authority.

(a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if he accepts the certificate he will be required, among other things, to comply with the safety rules administered by the California Highway Patrol, the rules and other regulations of the

Commission's General Order No. 98-Series,  
and the insurance requirements of the  
Commission's General Order No. 101-Series.

- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and file tariffs and timetables in triplicate in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79-Series and 98-Series.
- (e) Applicant shall maintain his accounting records on a calendar-year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of his operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

This order is effective today.

Dated MAY 19 1981, at San Francisco, California.

John E. Bryan  
President  
Richard D. Blake  
Thomas W. King  
Walter C. King  
Priscilla C. Green  
Commissioners

Appendix A \*

David L. Kamp  
Doing Business As  
BUTTE COUNTY TRANSIT

Original Title Page

Certificate  
of  
PUBLIC CONVENIENCE AND NECESSITY  
TO OPERATE  
AS A PASSENGER STAGE CORPORATION  
PSC - 1164

Showing passenger stage operative rights, reservations, limitations,  
exceptions and privileges applicable thereto.

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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 No. 93110, dated MAY 19 1981  
of the Public Utilities Commission of the State of California in  
Application No. 60519.

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

David L. Kamp, by the certificate of public convenience and necessity, granted by the decision noted in the margin, is authorized to transport passengers and their baggage between various points in Butte County over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said route 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 a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction they apply to operations in either direction unless otherwise indicated.
- (c) This authority shall, unless modified or extended by further order of the Commission, expire June 30, 1982.

Issued by California Public Utilities Commission.

Decision No. 93110, Application No. 60319.

## SECTION 2. ROUTE DESCRIPTIONS.

Route 1

Commencing at the intersection of Main Street and First Street in the City of Chico, County of Butte, California; thence westerly along First Street to Broadway; thence southeasterly on Broadway to Seventh Street; thence easterly on Seventh Street to Wall Street; thence southerly along Wall Street to State Route 32 (also known as Ninth Street in the City of Chico); thence easterly along State Route 32 to Fir Street; thence northerly on Fir Street to State Route 32 (also known as Eighth Street in the City of Chico); thence westerly on State Route 32 to State Route 99; thence southerly on State Route 99 to California State Route 149; thence continuing southeasterly along State Route 149 to California State Route 70; thence continuing southeasterly along State Route 70 to Nelson Avenue in the City of Oroville; thence easterly along Nelson Avenue to County Center Drive; thence northerly and northeasterly along County Center Drive to Table Mountain Boulevard; thence southeasterly along Table Mountain Boulevard to Montgomery Street; thence westerly along Montgomery Street to Myers Street; thence southerly along Myers Street to Mitchell Avenue; thence easterly along Mitchell Avenue to Washington Avenue; thence southerly along Washington Avenue to Olive Highway; thence southeasterly on Olive Highway to the Oroville Medical Center and return via the same route to the point of commencement.

Route 2

Commencing at the intersection of Pearson Road and the Skyway in Paradise; thence northeasterly along the Skyway to Wagstaff Road; thence easterly along Wagstaff Road to Clark Road; thence southwesterly along Clark Road to Pearson Road; thence westerly along Pearson Road to the Skyway; thence southwesterly along the Skyway to State Route 99 in the City of Chico; thence northerly on State Route 99 to State Route 32; thence easterly on State Route 32 to Fir Street; thence northerly on Fir Street to State Route 32 (also known as Eighth Street in the City of Chico); thence westerly on State Route 32 to Wall Street; thence northerly on Wall Street to Seventh Street; thence westerly along Seventh Street to Main Street; thence northerly along Main Street to First Street; thence westerly on First Street to Broadway; thence southeasterly on Broadway to Seventh Street; thence easterly on Seventh Street to Wall Street; thence southerly on Wall Street to State Route 32 (also known as Ninth Street in the City of Chico); thence easterly on State Route 32

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Decision No. 93110, Application No. 60319.

## SECTION 2. ROUTE DESCRIPTIONS.

Route 2 (continued)

to Fir Street; thence northerly on Fir Street to State Route 32 (also known as Eighth Street in the City of Chico); thence westerly on State Route 32 to State Route 99 and return via State Route 99 and the Skyway to the point of commencement.

Route 3

Commencing at the Gridley, California Farm Labor Housing Project located on the East-Gridley Road on the west side of the Feather River and proceed westerly on the East-Gridley Road to State Route 99; thence continuing westerly on Wilson Street in the City of Gridley to Sycamore Street; thence continuing westerly on Sycamore Street to West Biggs-Gridley Road; thence northerly along the West Biggs-Gridley Road to Tehama Street in the City of Biggs; thence easterly along Tehama Street, continuing easterly onto B Street to Sixth Street; thence northerly along Sixth Street to E Street; thence easterly along E Street to West Rio Bonito Road; thence northeasterly along West Rio Bonito Road to California State Route 99; thence north on State Route 99 to California State Route 162; thence east on California State Route 162 (also known as Oroville Dam Boulevard East in the City of Oroville); thence continuing northeasterly on Oroville Dam Boulevard East with an optional stop at the Greyhound Bus Terminal and continue easterly to Myers Street; thence northerly on Myers Street to Mitchell Avenue; thence easterly on Mitchell Avenue to Washington Street; thence southerly on Washington Street to Olive Highway (also known as California State Route 162); thence continuing southeasterly to the Oroville Medical Center Hospital and return via the same route to the point of commencement.

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