



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 349-6140

BENJAMIN C. BARNES
Chairman

CHIEF KEVIN J. FITZGERALD
Fire Department
Commission Member

CAPTAIN HENRY W. BREEN
Police Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

Date: May 22, 1996

To: Robert W. Healy, City Manager

Fr: Richard V. Scali, Executive Officer

Re: Jitney Application- U.S. Shuttle, Inc.

This is to inform you that the License Commission held a hearing on April 30, 1996 on the DPU remanded jitney application of U. S. Shuttle, Inc.. The remanded application was filed on April 2, 1996 and a final decision must be made by the City Council by June 3, 1996. Normally, the Commission would not rehear an application before the expiration of one year. Since it was remanded by the DPU, this was a hearing on that remand.

The application is for four vehicles to travel along the streets listed except that certain streets have been eliminated due to Traffic and Parking recommendations and others added. See Appendix A for lists of streets. The shuttle will travel from other towns to Cambridge on those streets listed, to pick up guests at the hotels in Cambridge, to the airport. These trips will be on a fixed route as listed but stops are not delineated.

The License Commission voted 3-0, on May 14, 1996, to recommend to you that the City Council deny this application. The reasons for denial are the same as our last denial but with a few additions:

- 1) The applicant did not present a need for this service nor additional information that would cause the Commission to change its vote. No documents, evidence, or statistics were presented to show a need for additional services in the area. The Commission expected that new documentation or testimony would be submitted as the DPU had ordered in their decision. The burden was on you to present your case in full which we find that you have not done. Documents were requested from U. S. Shuttle on calls made to them in April test days. These documents were received but are unclear as to Cambridge calls. No additional data was submitted to show a need. U. S. Shuttle is already operating on a reservation basis in Cambridge. It seems that the customer would be better served should the shuttle come to the door of the hotel or customer. Since a list of stops was not submitted, we do not know where the stops

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MAY 28 AM 11:13
CAMBRIDGE MA

Please file
with Mpls
Agenda Item

are and if they would be more convenient for a customer. Although the Cambridge Hotel Association did submit a letter in support of the shuttle, they also wished to continue to support the cab industry and did not state that their guests were not now being serviced.

2) Currently there are numerous services already provided in the city, i.e., Mount Auburn shuttle, Bolt, Beranak and Newman shuttle, two site-seeing tour trolleys, 248 cabs.

3) This Commission have observed up to 25 cabs alone in Harvard Square sitting idle, on both day and evening, without customers. The cab industry would be severely stressed by additional jitney services. At our first hearing, between 50 - 100 (100 when hearing began, 50 were left at start of testimony) cab drivers showed up to object to this application. A petition of 340 drivers was presented objecting to this application. A great majority of these cab drivers are Cambridge residents who believe that Cambridge businesses should come first. Other reasons encouraging denial were lack of need and false statements of enviornmental benefit plus harmful economic impact to cab industry. The presence of three City Councilors at our hearing who testified against this application, suggests that they are concerned about the so-called "New Americans" (cab drivers) who have come to our country to try and make a living. The average cost of a medallion these days is \$70,000.00 plus the cost of the vehicle. Just meeting the cost of the note on the loan is a great burden to these cab drivers.

4) Also at our first hearing, evidence was presented by cab drivers and police that U. S. Shuttle has not abided by the law at present. Shuttles have been seen outside hotels awaiting to pick up fares without so-called "SHIPS" forms which are the list of people who have pre-arranged to be taken to the airport by U.S.Shuttle and remaining outside hotels to pick up those who may see the shuttle and ask to board last minute.

I enclose the entire file as presented to our Commission and ask that you submit this to City Council for a hearing. I have notified U. S. Shuttle of the date of the City Council hearing date.

cc: Benjamin Barnes, Chairman; Kevin Fitzgerald, Fire Chief; Henry Breen, Police Captain; D. Margaret Drury, City Clerk; James Wall; Mayor Kenneth Reeves; Councilor Katherine Triantifillou; Councilor Anthony Galluccio; William Cavellini; Frank Weiner, Esq.; Arthur Santoro; Joseph Silva; Joseph Klements, Esq.; Arthur Goldberg, Esq.; Donald Drisdell, Esq.; Neal Murphy, DPU; Brian Cristy, DPU



CAMBRIDGE LICENSE COMMISSION

CITY OF CAMBRIDGE

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RICHARD V. SCALI
Commission Executive Officer

May 22, 1996

Joseph Klements, Esq.
Richardson and Tyler
15 Broad Street
Boston, MA 02109

RE: Jitney Application- U.S. Shuttle, Inc.-Remanded From DPU

Dear Mr. Klements:

With regard to your client above, this is to inform you that the License Commission held a hearing on April 30, 1996 on the DPU remanded jitney application of U. S. Shuttle, Inc.. The remanded application was filed on April 2, 1996 and a final decision must be made by the City Council by June 3, 1996. Normally, the Commission would not rehear an application before the expiration of one year. Since it was remanded by the DPU, this was a hearing on that remand.

The application is for four vehicles to travel along the streets listed except that certain streets have been eliminated due to Traffic and Parking recommendations and others added. The shuttle will travel from other towns to Cambridge on those streets listed, to pick up guests at the hotels in Cambridge, to the airport. These trips will be on a fixed route as listed but stops are not delineated.

The License Commission voted 3-0, on May 14, 1996, to recommend to the City Council deny this application. The reasons for denial are the same as our last denial but with a few additions:

- 1) The applicant did not present a need for this service nor additional information that would cause the Commission to change its vote. No documents, evidence, or statistics were presented to show a need for additional services in the area. The Commission expected that new documentation or testimony would be submitted as the DPU had ordered in their decision. The burden was on you to present your case in full which we find that you have not done. Documents were requested from U. S. Shuttle on calls made to them in April test days. These documents were received but are unclear as to Cambridge calls. No additional data was submitted to show a need. U. S. Shuttle is already operating on a reservation basis in Cambridge. It seems that the customer would be better served should the shuttle come to the door of the hotel or customer. Since a list of stops was not submitted, we do not know where the stops are and if they would be more convenient for a customer. Although

the Cambridge Hotel Association did submit a letter in support of the shuttle, they also wished to continue to support the cab industry and did not state that their guests were not now being serviced.

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The City Manager will pass this decision along to the City Council and a hearing date of June 3, 1996 will set before the City Council.

This decision is made pursuant to Cambridge Ordinance Chapter 5.20.360 and M.G.L. c. 159A.

Sincerely yours,

Richard V. Scali
Executive Officer

cc: Benjamin Barnes, Chairman; Kevin Fitzgerald, Fire Chief; Henry Breen, Police Captain; D. Margaret Drury, City Clerk; James Wall; Mayor Kenneth Reeves; Councilor Katherine Triantifillou; Councilor Anthony Galluccio; William Cavellini; Frank Weiner, Esq.; Arthur Santoro; Joseph Silva; Joseph Klements, Esq.; Arthur Goldberg, Esq.; Donald Drisdell, Esq.; Neal Murphy, DPU; Brian Cristy, DPU



City of Cambridge

33-
Calendar Item #4

IN CITY COUNCIL

~~April 29, 1996~~
May 6, 1996

COUNCILLOR GALLUCCIO
COUNCILLOR REEVES
MAYOR RUSSELL
COUNCILLOR SULLIVAN
COUNCILLOR TOOMEY

WHEREAS: U.S. Shuttle Inc. has been denied their application for an airport shuttle service by the Department of Public Utilities, but has reapplied to the License Commission for this shuttle service; now therefore be it

ORDERED: That the City Council go on record as being opposed to the reapplication of U.S. Shuttle, Inc. for a Jitney license; and be it further

ORDERED: That the City Clerk be and hereby is requested to forward a copy of this order to the License Commission to inform the Commission of the City Council's action; and be it further

ORDERED: That the City Manager be and hereby is requested to review, with the help of an advisory committee, the City's current transportation services and to recommend to the City Council within six months a balanced and comprehensive plan for transportation services that will benefit residents and tourists alike.

In City Council May 6, 1996

Adopted by an affirmative vote of seven members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

D. Margaret Drury

D. Margaret Drury
City Clerk

COUNCILLOR DAVIS RECORDED IN THE NEGATIVE.



CITY OF CAMBRIDGE

CAMBRIDGE, MASSACHUSETTS 02139

TEL 349-4300

FAX 349-4307

EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

To Benjamin Barnes, License Commission Chair
Susan Clippinger, Director, Traffic, Parking & Transp.
Susan Schlesinger, Asst. City Manager, CDD

Date May 13, 1996

From Robert W. Healy, City Manager

Subject Calendar Item #004, dated 5/6/96 RE: REVIEW OF THE CITY'S CURRENT
TRANSPORTATION SERVICES.

Please review the attached Council Order and report back to this office with your findings.
NOTE: WHEN RESPONDING TO COUNCIL ORDERS, PLEASE REFERENCE ORDER
NUMBER AND DATE OF ORDER.

the Irving House

Friendly accommodations in the heart of Cambridge

24 Irving Street
Cambridge, MA 02138
(617) 547-4600

30 April 1996

Benjamin Barnes, Commissioner
Licensing Commission
831 Massachusetts Avenue
Cambridge, MA 02139

Dear Mr. Barnes,

As manager of the Irving House for the past six years, I have tried several times, through local limousine services to establish a regular shuttle service from Logan Airport to the Cambridge Hotels. I heard your testimony in February before the Department of Public Utilities and assume that you were there to hear mine.

I would like to ask you to consider some points I was unable to raise at that hearing. I have felt very strongly about this matter for a number of years. I have no ties with US Shuttle, and do not personally care whether they or another (or more than one) company get a license to operate a scheduled transportation service from points in Cambridge to major terminals and other areas.

- Cambridge and Boston are, because of their age and geography, walking cities. This is part of their charm and convenience, as well as a major contributor to their limitations for developers and car bound travelers. Because both driving and parking are difficult, I always advise my incoming guests to avoid bringing a car unless they have a specific need for it. We promote our location as one convenient to almost everything on foot or by public transportation. This philosophy is not only good for us, with limited parking (which we also offer for free), but good for Cambridge itself, which as we all know, is not able to accommodate any more cars.
- The public transportation from Logan Airport to Cambridge is not convenient. We are hoping that there will be a connection from South Station, a bus running from that terminal to the airport, so we can encourage people to use that service if it is appropriate to their plans. At this time, however, there is no promise of that. While we do give directions by subway from the airport, most people choose to use the cabs, which from the airport, for some strange reason, are never Cambridge cabs anyway (Is it true, as I have heard, that a cab cannot take a passenger from the airport if it has just delivered one? Must it do half of each round trip EMPTY? If so, some powerful people are making some very bad decisions!)
- Because we are on a residential street, and in any case because we try to keep noise pollution down, we require any cabs called to Irving House to NOT honk their horns. We tell our guests to be ready for cabs they have called. However, we must regularly police this, as new drivers are not consistently informed by their superiors of the particulars of every little place. I have never had to tell a US Shuttle driver not to honk.

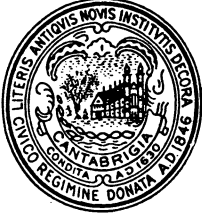
- Cabs can carry two or three people and moderate amounts of luggage. For groups, for those traveling with a lot of luggage, a van or a specially ordered station wagon (at extra cost) is necessary. It is not always possible to get the station wagons, and families traveling together have seating problems anyway even with station wagons.
- In my own travels, I have been particularly pleased with shuttle service to the center of the city I am visiting. For many people it is the best introduction to a place. Airports by the nature of their operations must be far from a city center, and the city center is often the best place to get one's bearings. The fastest, easiest way to get from where the plane stops to where your visit begins is most welcoming. In addition, I have often had pleasant conversations with other passengers in these vans. Cities which choose to allow these services promote a hospitable and convenient image to visitors.
- While taxi cabs provide a particular kind of service, the shuttle busses offer quite another, complimentary one, which may take some business away from the cabs, and some from the subways. The cabs, however, are just one car for one caller, not a very efficient method of moving lots of people around. The subways, while they keep the vehicle count down, are not convenient enough to grab a significant part of the flow. Scheduled shuttles offer an alternative which reduces the number of vehicles in Cambridge, and downtown Boston, and makes access to the cities from the transportation centers easy for many people.
- As a Cambridge resident, I observe that the city has a problem with the number of vehicles on our streets. I would like to know that every effort is being made to simplify and reduce the vehicle flow and facilitate transportation for our incoming visitors.
- In my attempts to establish a regular service, I have spoken with limousine services, which have indicated that the cab companies 'would never let that happen...' I would hate to think that the city regulators would allow such a stranglehold to prevent the creation of a very useful service.

Thank you for your kind attention. We look forward to hearing about the establishment of this service.

Yours Truly,



Rachael Solem
Manager/Owner



CITY OF CAMBRIDGE
Traffic, Parking and Transportation
57 Inman Street,
Cambridge, Massachusetts 02139

Susan E. Clippinger
Director

Administration	349-4700
Parking Violations	349-4705
Resident Parking	349-4701

April 12, 1996

Mr. Richard Scali
Executive Officer
Cambridge License Commission
831 Mass. Ave.
Cambridge, Ma 02139

Dear Mr. Scali:

I have reviewed the jitney license application for US Shuttle Inc. to delete the closed door restriction from a municipal street license to operate a shuttle service on various Cambridge streets. The public ways included in their license does not include Alewife Brook Parkway which would connect Massachusetts Avenue, Concord Turnpike, Cambridge Park Drive and Concord Avenue.

As I stated in my letter dated November 15, 1995, we recommended that Broadway from Quincy to Galileo Galilei Way be deleted from their request. Broadway is primarily residential with three schools and two playground abutting the street and is not recommended or included on other shuttle or sightseeing bus licenses.

Very truly yours,

Lauren M. Preston
Deputy Traffic Director

LMP:lb
CC: J. Klements

U.S. Shuttle Hearing

April 30, 1996

NAME

ADDRESS

DEL. 210.

✓ Jim Wall 102 Clematis Ave 894-3100
Waltham

✓ Nos. M. Clements 15 Broad St
Boston 523-0000

✓ Rachael Eden 393704
24 Trump Street 547 4600

~~Joe Jeffers~~

~~The Concord over Som.~~

~~354 5466~~

✓ Bill Cavellini 158 Brookline St. 4912933

Jimm Henry 21 ROBERTS RD 441-5271

✓ Joseph W Silva 76 Hampshire St 864-5000

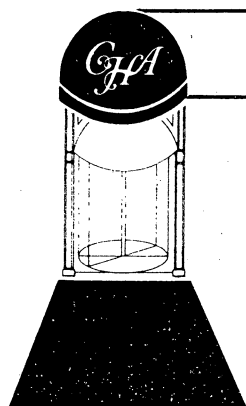
✓ Lawrence Rife 289 Pearl St, Camb. ⁴⁹¹⁻⁶²⁰⁶
~~492~~ 1

✓ Anthony Galluccio 66 Buckingham St. 868-4393
~~33 Atlantic St~~

✓ Norman Dacht 661-8466

✓, Katherine Trantuffella -

✓ STEPHEN LATONELLA 438-6061



CAMBRIDGE HOTEL ASSOCIATION

May 7, 1996

**Best Western
Homestead Inn**
220 Alewife Brook Parkway
Cambridge, MA 02138-1102
Tel: (617) 491-8000
Fax: (617) 491-4932

Cambridge Center Marriott
Two Cambridge Center
Cambridge, MA 02142
Tel: (617) 494-6600
Fax: (617) 494-6565

**The Charles Hotel
in Harvard Square**
One Bennett Street
Cambridge, MA 02138
Tel: (617) 864-1200
Fax: (617) 661-5053

Harvard Manor House
110 Mt. Auburn Street
Cambridge, MA 02138
Tel: (617) 864-5200
Fax: (617) 864-2409

Howard Johnson Hotel
777 Memorial Drive
Cambridge, MA 02139
Tel: (617) 492-7777
Fax: (617) 492-6038

Hyatt Regency Cambridge
575 Memorial Drive
Cambridge, MA 02139
Tel: (617) 492-1234
Fax: (617) 491-6906

The Inn at Harvard
Harvard Square
1201 Massachusetts Avenue
Cambridge, MA 02138
Tel: (617) 491-2222
Fax: (617) 491-6520

Royal Sonesta Hotel
5 Cambridge Parkway
Cambridge, MA 02142
Tel: (617) 491-3600
Fax: (617) 661-0542

Sheraton Commander Hotel
16 Garden Street
Cambridge, MA 02138-9106
Tel: (617) 547-4800
Fax: (617) 868-8322

Mayor Sheila Russell and Members of the Cambridge City Council
City of Cambridge
795 Massachusetts Avenue
Cambridge, Massachusetts 02139

Dear Mayor Russell and Members of the Cambridge City Council:

I am writing this correspondence on behalf of the Cambridge Hotel Association in support of the addition of shuttle services for travelers to Cambridge, specifically regular shuttle service to Logan Airport. As this year's President of the Cambridge Hotel Association, this was discussed at our last meeting on March 19, 1996. It is the consensus of the Cambridge Hotel General Managers that we have strongly supported the Cambridge Taxi Cab industry, and we will continue to do so in the future. We also feel that the majority of our hotel guests will continue to utilize Cambridge taxi cab services to Logan Airport because of the convenience, and the ready availability of taxi cabs at our hotels. We also want to communicate to you, and the City Council that the Cambridge Hotel Association's position is that approval of shuttle services to Logan Airport will provide positive additional transportation services to our city. It is our goal to provide travelers to Cambridge the very best of services and promote the tourism industry as a whole.

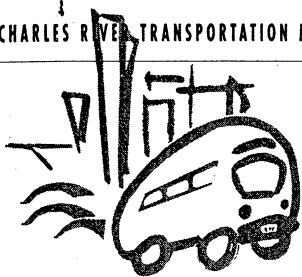
Please do not hesitate to call me personally if you, or a City Council member has any questions regarding our position in this important matter.

Sincerely,

RICHARD CARBONE

Richard Carbone
President, Cambridge Hotel Association

CC: Benjamin Barnes, Cambridge License Chairman and Members of the License Commission, City Manager Robert Healy, Cambridge Hotel Association



c/o Crimson Tech
325 Vassar Street
Cambridge, MA 02139

617•499•4614
617•864•6897 • fax

May 7, 1996

Benjamin Barnes
Chair
License Commission
City of Cambridge
831 Massachusetts Ave
Cambridge, MA 02139

Re; Proposed US Shuttle Service to Logan

Dear Chairman Barnes:

We respectfully request that you approve US Shuttle's proposed service from fixed locations in Cambridge to Logan airport.

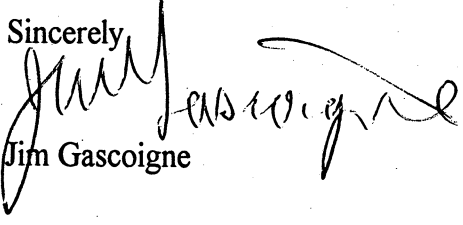
US Shuttle's proposal is a clear winner. A regularly scheduled Shuttle Service will entice some residents to leave their cars at home. With improved access, some business travelers or tourists would forgo renting a car. Fewer cars on the road means less pollution and improved air quality for the citizens of Cambridge. Similarly, US Shuttle's proposed service will reduce congestion. If approved, one shuttle bus will replace ten to fifteen cars on the road to Logan.

The proposed service is especially important in Cambridge, given the difficulty of reaching Logan by public transportation. Red Line travelers must change at Park Street and Government Center to reach Logan. This is difficult to accomplish under a crush of baggage. US Shuttle would provide a relatively inexpensive alternative.

Charles River Transportation Management Association is a non-profit, membership organization of eight Cambridge businesses. Its mission is to reduce congestion and improve air quality, with a belief that better management of transportation will yield economic benefits for members and the community. The economic benefits are straightforward. If employees and customers can access the business as pedestrians, bicyclers, transit users, shuttle riders or by other alternative means to commuting alone by car, businesses need to commit fewer resources to parking.

US Shuttle's proposed service is a prime example of how private initiatives can serve the public interests of access, cleaner air and reduced congestion. We request that you approve this proposal. Please contact me should you have any questions regarding our organization or our strong interest in the approval of this proposal.

Sincerely,


Jim Gascoigne

cc Sheila Russell, Mayor
 Robert Healey, City Manager
 Henrietta Davis, City Council

November 22, 1995

We, the undersigned Cambridge taxicab owners and drivers, are opposed to the request for a jitney license by U.S. Shuttle, Inc. U.S. Shuttle is asking permission to pick up and drop off at all Cambridge Hotels and some industrial parks for trips to and from Logan Airport. License Commission hearing on this is Tues, November 28 at approximately 8:00 PM.

The applicant has not established that there is a public need for this service, falsely implies net environmental benefits, and has failed to show how this proposed service would decrease traffic congestion. The negative impact on the hundreds of working people in the taxi industry should also be a consideration in the decision.

NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
Emile Syhan	82	Yellow
Ginette Berles	133	Ambas
Jon Emmanuel	88	Ambass
Raymond Ditt	32	Ambassador
James Ditt	13	Ambassador
JACKSON Ebel	173	YELLOW
FRANTZ MYRTHIC	151	YELLOW
Nelson Hernandez	28	Ambassador
Eddy Durogee	25	yellow
Ed. Gillet	48	YELLOW
Harold J. Ayman	195	Yellow
Johnny Apollon	15	yellow
Mohamed Berkst	22	AMBASSADOR
Joseph Jacques	165	Yellow
Michael Sambo	114	Ambassador
Alvin Johnson	63	Ambassador
Eugene Travers	59	Yellow Cab.

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
TRIVIO Faustin	20	A/B
JOSPH L. GACHETTE	127	YELLOW
CARMELO BENJAMIN	164	↓
Michael Catter	144	"
MIKE ASSINTE	116	Ambassador
J. Kacelles	20	A/B
Holder CAB	115	A/B
Lawrence Pign	A/B ^{HOCK} 22136	A/B #50 (Doverett)
Mohamed KAFEL	CAB #247	yellow CAB Co.
Franky Duford	CAB 165	YELLOW CAB Co
Richard J. Jannett	Cab 100	Ambassador
ABRAHAM Galal	05/14	AMBASSADOR
MARC Gelfman	171	Yellow CAB
Robert Byers	120	Yellow Cab
James E. Hilder	226	Ambassador
Pat A. Hughes	226	Ambassador
Robert J. Sidolus	208	Yellow
John P. Williams	97-220-233	A/B
Richard Bennett	212	A/B
Sam Thibodeau	123	Yellow

November 22, 1995

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
Berson Mathieu	85	Checker
Hassan Elmakoud	124	Checker
John W. Benis	09	CHECKER
Burke	89	Checker
Walid N. N. N.	245	Checker
Paul Harris	118	Checker
Rogers	188	"
Jean R. Philippe	77	"
Adalberto Pina	Fleet	"
Henry A. A.	246	Checker
Joe L. L.	175	Checker
Joe C. Sulli	137	Checker
Robert Van Doren	181	"
Robert Brown	191	"
Sam Sullivan	19	Checker
Kenneth A. A.	135	Checker
Al. Jack	56 owner	Checker Cab

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[illegible][illegible]

November 22, 1995

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
LESSON G. PIERRE	Cab 178	U.T.S.
Janio Aubry	74	UTS
Rosnel LOVANKY	214	UTS
Samuel Jean-mary	04	U.T.S.
Joseph E. Cadet	190	U.T.S.
Alcide J. Frisnel	190	UTS
Joseph D. Galt	04	U.T.S.
Lionel Gousse	177	U.T.S.
Jean Arrame	172	UTS
Maurice Noel	246	U.T.S.
Wesley Metelus	033	U.T.S.
SERGE J. Jean-Jacques	222	U.T.S.
Ron Silva	244	Brattle Cab
ANN HURLEY	26	" "
Thie SALVIA	84	Brattle
James Gaurin	813	checker
RENAUD BOSSE	113	CHECKER
Archan Goussat	42	AMB. / BR.
Cherif Goussat	153	AMBASSADOR

November 22, 1995

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
Ann Marie Mardinez	checker	Checker
John Connor	checker	checker
~~John Victor~~	checker	
Robert F. Friel	Checker	driver 189
Kenneth LeBlond	CHECKER	CHECKER
Yvon Dufrenoy	Ind	
Samuel Alexander	27	UTS
H. Vermaas	101	UTS
Ahmad Farhat	150	checker
Naim Datter	70	Amb
Reza Sahiri	12A	checker
Peter Schintler	170	yellow
John Br. Agnewinski	169	AMBASSADOR
Joseph Chapiro	39	yellow
Samir Hachem	111	Indy
George NASR	#3	
Yahia Aci	138	AMBASS
Walter St Hilaire	202	CM CAB
Mekonnen M. Beyene	167	Mekonnen Mesfin
Joe Kheuro	237	Ambas

November 22, 1995

We, the undersigned Cambridge taxicab owners and drivers, are opposed to the request for a jitney license by U.S. Shuttle, Inc. U.S. Shuttle is asking permission to pick up and drop off at all Cambridge Hotels and some industrial parks for trips to and from Logan Airport. License Commission hearing on this is Tues, November 28 at approximately 8:00 PM.

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
VIEH IGNAGE	110	AAB
Eugene Travers	59	Yellow Cab.
Gabriel	105	yellow
Al Rodney	130	
ARTHUR Malouf	248	Checker
JEAN A LAFLEUR	183	CHECKER
ALIREMANI	179	Alireman
GEORGE JANINEH	55	
Jean S. Louince	044	U.T.S
Ziad Nakhoul	80	
Daniel S. Desir	07	yellow
Ignace Viol	110	AMBASSADOR
VICKY Dbe	173	YELLOW
KESLER NOEL	16	U.T.S
William St Hilaire	202	
Bill Brown	140	ambros/Bart
Paul Boit	174	ambassador
Emilio Pomm	200	U.T.S
Samuel Jean-mary	04	U.T.S
Henri Robert Jean	217	Brake Cab.

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
HOWAN BEGAZY	144	
Viles Fan Fan	119	
CHARLES. VOURLOUTE	196	CHECKER
Thomas MIRBEL	76	U.T.S
Jean Victor	154	checker
Daniel Rozme	198	checker - Night
Eddy Fernandez	25	yellow - night
JEAN LEVELLE	99	Battle
Monarome Delva	199	Yellow
Joseph Russell	-06-	checker
Anthony Villeron	194	checker
JEAN G. JOSSELIN	132	CHECKER
Raymond M. M. M.	12216	YELLOW
~~Joseph~~	158	
Jude Rosoni	1145	Ambassador
Norman L. Roy	125	AMBASSADOR
BASSAM ELjubile	79	checker cab
F. Sarrin	203	Amb.
ASSEM MARZOUK	170	Amb
ZAHAD HAKSIB	158	Amb

November 22, 1995

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
Bill Cavellini	53	Ambassador/Brattle
Mike Devans	26	Ambassador/Brattle
Robin W. Drumble		CTA
MICHEL SASSINE	114	Ambassador Brattle
Arthur Santos	218	Compu Cab
JEAN Thomas	149	Checker Cab
Jason Khalil	79	CHECKER CAB
Ken ALASSAD	79	CHECKER CAB
R. CORNET	65	CHECKER CAB
Ruben A. Boly Munguia	043	AMBASSADOR
JEAN S. LEUCIARD	214	UTS
CARLOS NETZAHUALT	229	AMBAZADOR BRATTLE
Mohamed KAFEL	247	yellow CAB Co
HASSAN YOUNNES	104	CHECKER CAB Co
Abdoul KAFEL	104	CHECKER CAB Co
Ahmed Maltat	121	CHECKER CAB Co
GIVARD Simon	04	U + S
Freddy Q. M.	60	UTS
DAVID KANON	139	Checker Cab
Darryl Youngblood	87	CHECKER CAB

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
Mel Milhem	Cab Co.	Checker cab co.
Antoine Julien	CAB 189	" "
James D. Generos	Cab. M	Checker cab co.
Garret Gorge	154	" "
Khaled Ous	Cab 77	Checker cab co.
Charles Buber	30	Checker
Ponté T. Wey	75	Checker
Balwinder Gill	188	Checker.
Vikram C. Garg	181	Checker
AHMAD RAAD	175	CHECKER
Armando Campos	85	Checker
Eugene Dine	139	Checker
Chafik Haddad	245	Checker
Wooki Ibrahim	248	Checker
Rob Roy	085	CHECKER
Kamal Amroun	104	Checker
Samir Selt	155	Checker
Abel Jean P. Jouis	159	Checker
Charles Young	87	Checker
Rene-Devis Jean-Jacques	58	Checker

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
<u>Valbon mitch a</u>	<u>Cab 19</u>	<u>Checker</u>
<u>Herbert Trupin</u>	<u>Cab 191</u>	<u>CHECKER</u>
<u>GUSTAVO HERNANDEZ</u>	<u>Cab 248</u>	<u>Checker</u>
<u>Georges Phashian</u>	<u>Cab 155</u>	<u>checker</u>
<u>JEHOBAINE NORMILOS</u>	<u>Cab 67</u>	<u>CHECKER</u>
<u>RICHARD MANGAN</u>	<u>CAB 01</u>	<u>Checker</u>
<u>ZEIN YASSINE</u>	<u>CAB #243</u>	<u>Checker</u>
<u>DAVID KANOR</u>	<u>CAR 139</u>	<u>Checker</u>
<u>Danny Yampouras</u>	<u>CAB 87</u>	<u>CHECKER</u>
<u>Frank Philino</u>	<u>87</u>	<u>Checker</u>
<u>Antonio B. DeRuia</u>	<u>01</u>	<u>Checker</u>
<u>Giuseppe Sammons</u>	<u>231</u>	<u>Checker</u>
<u>John Cochran</u>	<u>01</u>	<u>Checker</u>
<u>Robert Light</u>	<u>65</u>	<u>CHECKER</u>
<u>Thomas Oprea</u>	<u>62</u>	<u>Checker</u>
<u>Winston Scott</u>	<u>62</u>	<u>Checker</u>
<u>Robert</u>	<u>75</u>	<u>CHECKER</u>
<u>Ali Hadroj</u>	<u>73</u>	<u>Checker</u>
<u>Anni Marie Sheehan</u>		<u>Checker</u>
<u>LISA MITRI</u>	<u>Checker</u>	<u>Checker</u>

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[illegible]

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH-
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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
CLES Berlans	133	A/B
Arman / Jarrouch	02	Am Amb Jarr
John X. Kettler	244	X. Ambson
John Blirac	187	Cher Ket
Jean R. Kelly	156	A/B
DERRICK LEWIS	146	A/B
Billy McAllister	225	Cher Ket
Jose Manuel Luna	71	ambassador
Walter T. Hill	101	U.T.S.
Rosemond Rosemond	201	Ambassador
Mutter B. B. Berny	#72	A/B
John Vincent	227	UTS
B. B. B. B.	126	
Abel Jr. Rejoins	159	
WINS-ELSETH	186	Union TAXI
Joseph Kherallah	312, 179, 239 237	A/B
Robert L. Rejoins	127	Yellow
Charles Brooker	168	Yellow
Edmond X. P. P. P.	39	A/B
John	148	UTS

November 22, 1995

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NAME	TAXI #(s) drive and/or own	RADIO SERVICE CONTRACTED WITH
Robert Montae	# 11	Union Taxi
John A. Louis Jean	# 105	Union Taxi
André DuFresne	President of	Union TAXI
Ronald Smith	# 64	A.M.B. TAXI
Jackie Dillen	2	A.M.B. TAXI
Thomas F. Kelly	02	Embassy
Norman Doreville	14	A.B. TAXI
Bill Doreville	6	A.B. TAXI
David Nader	# 64	Embassador BR.
VERE Melius	X 033	U-T-S
Chris (Jeff)	# 88	AMBASSADOR
Alfred Smith		
Joe Doreville	# 43	AMBASSADOR
Joseph Fene-Lovey	35	Union TAXI
Jackson Sylvain	184	AMBASSADOR-BR.
Rodolphe Marcelin	45	Indeo
Joseph MARCELIN	242	
Greg Whipple	Dought 133	AMBASSADOR
Joseph Fene-Lovey	web 171	
John W. Fene-Lovey	023	AMBASSADOR

U.S. SHUTTLE, INC.

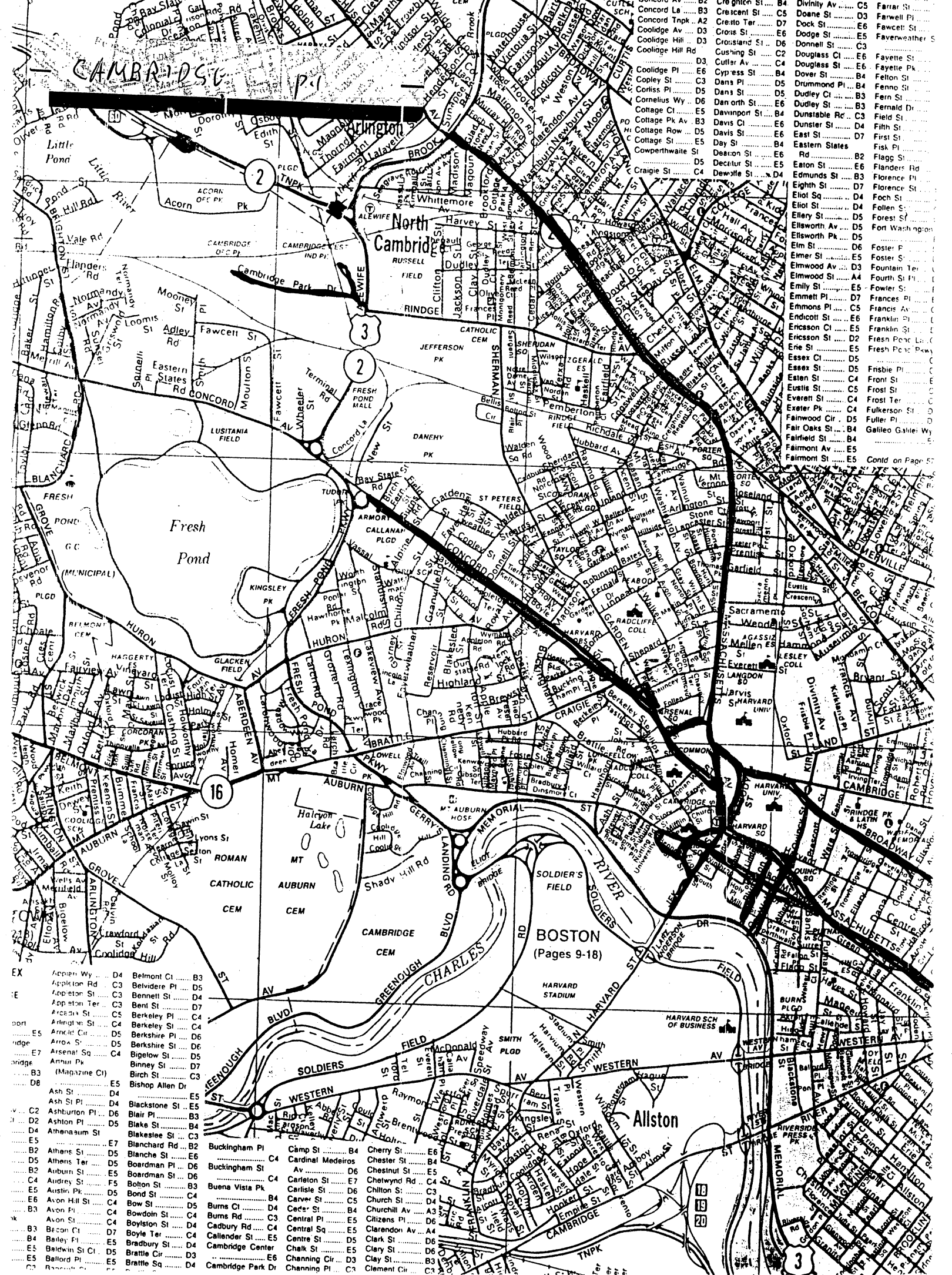
EMPLOYEE LIST

TOTAL DRIVERS: 72

TOTAL OFFICE STAFF: 26

TOTAL GARAGE STAFF: 6

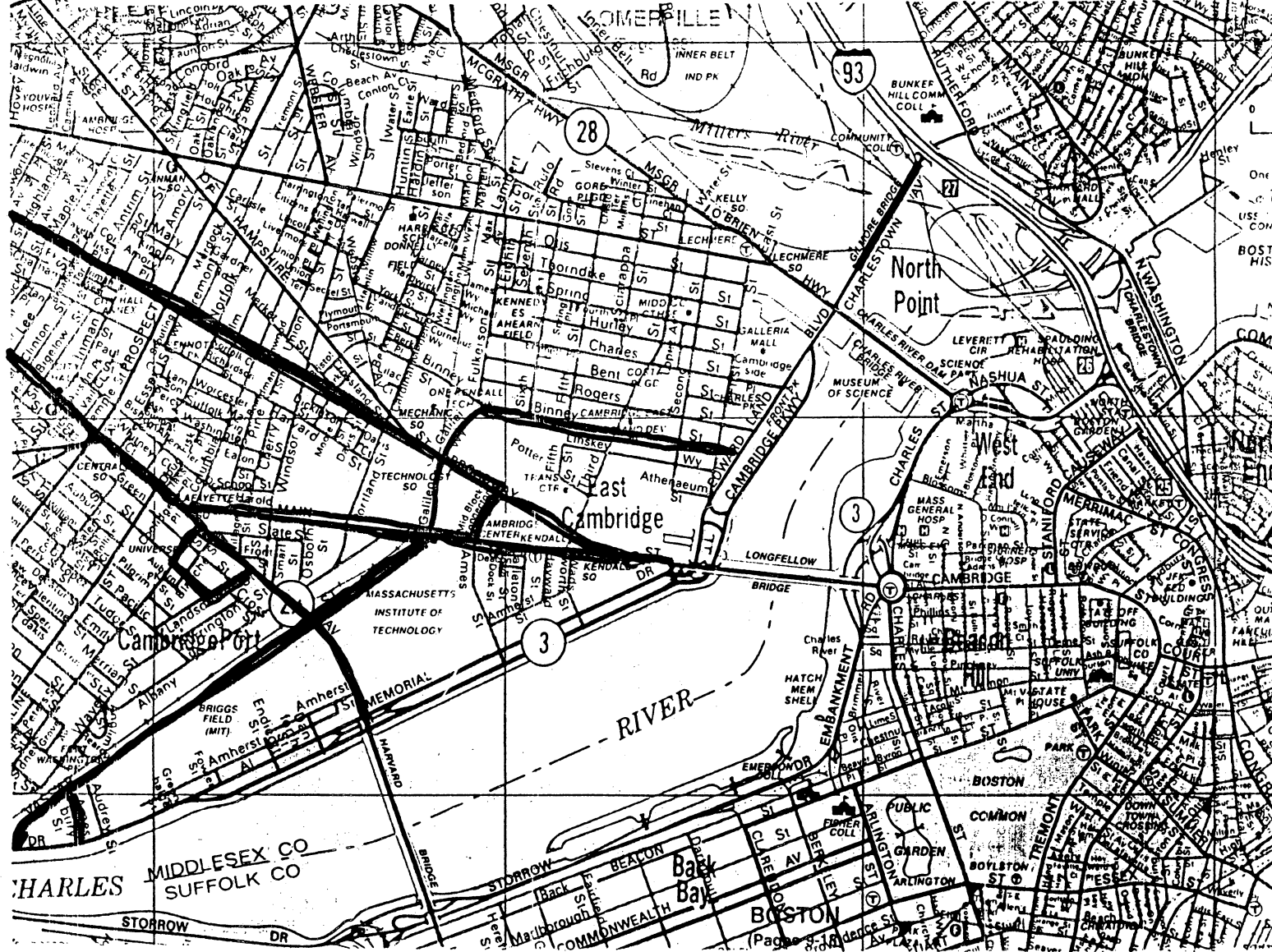
TOTAL EMPLOYED: 104



CAMBRIDGE

pc2

Glenn Tr	A3	Highland St	C3	Lampson St	D6	Merrill St	D5	Perry St	D7	Temple St	D5	Westcott St	E5	Cambridge Common	D4	Central	E7
Glenwood Tr	E5	Hillside Pl	D4	Lancaster St	C4	Michael Wy	D6	Pemberton Ct	B4	Russell St	B4	Western Av	E5	Cambridge East Research and	D5	Harvard Squ	D5
Gold Star Rd	A4	Hillside Av	C4	Landdowne St	E6	Connector	E6	Pemberton Ter	C4	Terminal Rd	B3	Wesley Av	B3	Development Park	E7	Kendall	D2
Gold Star Rd Ct	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Cambridge Hospital	D5	Lechmere	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Cambridge Office Park	D5	Porter Square	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Cambridge Fridge & Latin School	D5	River & Latin	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Cambridge West Industrial Park	B3	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Catholic Cemetery	B3	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Central Station (Rapid Transit)	E5	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Charles River Bridge	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Charles Park	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Charles River Dam	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	City Hall	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	City Hall Annex	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Corcoran Park	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Corcoran Playground	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Costa Playground	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Danahy Park	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Donnelly Field	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Wood St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Woodbridge St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Woodrow Wilson	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Worcester St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Worthington St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Wright St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Wyman Rd	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Wyman St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Yerxa Rd	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	York St	D6	River Street Br	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Engine #1 (Central Station)	D5	Community Pr	D5
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Engine #4 (Porter Square)	D5	County	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Engine #5 (Inman Square)	D5	Area 152 Mile	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Engine #6	D5	Population	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Engine #7	D5	Form of Gov	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Engine #8	D5	Area Code	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Fitzgerald Elementary School	D5	Zip Code	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Fort Washington Park	D5	Central Squ	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Fresh Pond Golf Course (Municipal)	D5	East Cambr	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Freth Pond Mall	D5	Harvard Squ	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Galleria Mall	D5	Kendall Squ	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Gilmore Bridge	D5	North Cambr	D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Glacken Field	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Gora Playground	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Haggerty Elementary School	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Harrington School	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Harvard Bridge	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Harvard Observatory	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Harvard Square Station (Rapid Transit)	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Harvard University	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Hoyl Field	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Jefferson Park	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Kendall Station (Rapid Transit)	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Kennedy Elementary School	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	King Elementary School	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Kingsley Park	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Lar Anderson Bridge	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Lechmere Station (Rapid Transit)	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Ley College	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Library	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Longfellow Bridge	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Longfellow Park	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Lovell Park	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Lustania Field	D5		D6
Gold Star Rd Pl	A2	Hillside Pl	D4	Langdon Sc	C4	Middlesex St	B3	Pemberton Ter	C4	Thompson Ct	B3	White St	B4	Magazine Beach	D5		D6



CONCORD/ROUTE 2 AREA ROUTE
AVERAGE DAILY ACCESS TO LOGAN AIRPORT

<u>City/Town</u>	<u>#Passengers</u>
Concord	111
Lincoln	54
Bedford	216 (includes 22 rom Hanscom Air Force Base)
Lexington	254
Arlington	176
Belmont	138
Cambridge	<u>1,336</u>
Total	2,285

Source: Massport 1993 Passenger Count

CONCORD/ROUTE 2 AREA ROUTE
OTHER LOCATIONS SERVED

<u>City/Town</u>	<u>Location</u>
Concord	Concord Academy Emerson Hospital
Concord/Lincoln/Lexington	Minute Man National Historical Park
Bedford	Hanscom Air Force Base
Lincoln	Hanscom Field Civil Terminal
Lexington	MIT Lincoln Laboratory Raytheon Company Corporate Headquarters Hayden Avenue Industrial Park
Cambridge	Cambridge College Harvard University Lesley College Massachusetts Institute of Technology Smithsonian Astrophysical Laboratory Volpe National Transportation System Center Polaroid Corporation Corporate Headquarters Cambridge Park Drive Industries

Sightseeing Tours in Cambridge

CONCORD/ROUTE 2 AREA ROUTE
HOTELS SERVED

<u>City/Town</u>	<u>Hotel</u>	<u>#Rooms</u>
Concord	Best Western Concord	106
(160 rooms)	The Colonial Inn	47
	Hawthorne Inn	7
Bedford	Bedford Travelodge	42
(142 rooms)	Ramada Inn	100
Lexington	Holiday Inn Express	165
(284 rooms)	Sheraton Tara Lexington Inn	119
Cambridge	A Cambridge House Bed & Breakfast Inn	17
(2138 rooms)	Best Western Homestead Inn	69
	Cambridge Center Marriott	431
	The Charles Hotel in Harvard Square	296
	Harvard Manor House	72
	Hyatt Regency Cambridge	469
	The Inn at Harvard	113
	The Mary Prentiss Inn	18
	The Missing Bell	N/A
	Royal Sonesta Hotel Boston/Cambridge	400
	Sheraton Commander Hotel	175
	Susse Chalet Inn - Cambridge/Boston	78
	Sub Total	2,724
Boston	Double Tree Guest Suites	310
	Total	3,034

CONCORD/ROUTE 2 AREA ROUTE
AVERAGE DAILY ACCESS TO LOGAN AIRPORT

<u>City/Town</u>	<u>#Passengers</u>
Concord	111
Lincoln	54
Bedford	216 (includes 22 rom Hanscom Air Force Base)
Lexington	254
Arlington	176
Belmont	138
Cambridge	<u>1,336</u>
Total	<u>2,285</u>

Source: Massport 1993 Passenger Count

U.S. SHUTTLE, INC.

EQUIPMENT LIST AS OF FEBRUARY 13, 1996

<u>VAN No.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>PAX</u>
521	1994	FORD	HD REGULAR CLUB WAGON XLT	11
522	1994	FORD	HD REGULAR CLUB WAGON XLT	11
523	1995	FORD	HD REGULAR CLUB WAGON XL	11
525	1995	FORD	HD REGULAR CLUB WAGON XL	11
526	1995	FORD	HD REGULAR CLUB WAGON XL	11
527	1993	FORD	HD MAXI CLUB WAGON XLT	14
528	1994	FORD	HD MAXI CLUB WAGON XLT	14
529	1994	FORD	HD MAXI CLUB WAGON XLT	14
530	1994	FORD	HD MAXI CLUB WAGON XLT	14
531	1995	FORD	HD REGULAR CLUB WAGON XL	11
532	1995	FORD	HD REGULAR CLUB WAGON XL	11
533	1995	FORD	HD REGULAR CLUB WAGON XL	11
534	1994	FORD	HD MAXI CLUB WAGON XLT	14
535	1995	FORD	HD MAXI CLUB WAGON XLT	14
536	1995	FORD	HD MAXI CLUB WAGON XLT	14
537	1995	FORD	HD MAXI CLUB WAGON XLT	14
538	1995	FORD	HD MAXI CLUB WAGON XLT	14
539*	1996	FORD	HD REGULAR CLUB WAGON XL	11
540*	1996	FORD	HD REGULAR CLUB WAGON XL	11
541*	1996	FORD	HD REGULAR CLUB WAGON XL	11
542*	1996	FORD	HD REGULAR CLUB WAGON XL	11
543*	1996	FORD	HD REGULAR CLUB WAGON XL	11
544*	1996	FORD	HD MAXI CLUB WAGON XLT	14
545*	1996	FORD	HD MAXI CLUB WAGON XLT	14

<u>BUS No.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>PAX</u>
221*	1996	CHAMPION	CH220	24
222*	1996	CHAMPION	CH220	24

<u>VEHICLE No.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>PAX</u>
101+	1995	GMC	SIERRA 4x4 Z71	3

* = ON ORDER

+ = SERVICE TRUCK

HD = HEAVY DUTY

PAX = PASSENGER CAPACITY



NOTE: PLEASE TYPE OR PRINT CLEARLY! INSTRUCTIONS ON OTHER SIDE.

MASSACHUSETTS CORPORATION ANNUAL REPORT

Federal Identification No. 04-3236833

1. The exact name of the corporation is: U.S. SHUTTLE, INC.

2. Location of its principal office in Massachusetts: 103 MAIN STREET

SOUTH HADLEY MASSACHUSETTS 01075
(city or town) (state) (zip)

NOTE: If corporation is organized wholly to do business outside Massachusetts, state location of that office also:

(number & street) (city or town) (state) (zip)

3. Name and address of Resident Agent, if any: _____
(name)

(number & street) (city or town) (state) (zip)

4. Date of the end of the last fiscal year was: DECEMBER 31, 1994
(month) (day) (year)

5. Check here if the corporation stock is publicly traded: ☐ .

6. The capital stock of each class as of the end of its last fiscal year was:

CLASS OF STOCK	PAR VALUE PER SHARE STATE IF NO PAR	TOTAL AUTHORIZED BY ARTICLES OF ORGANIZATION OR AMENDMENTS		TOTAL ISSUED AND OUTSTANDING
		Number of Shares	Total Par Value	Number of Shares
COMMON:	no par	1000	NO PAR	1000
PREFERRED:				

7. State the names and addresses of the officers specified below and of all the directors of the corporation, and the date on which the term of office of each expires:

OFFICERS	NAME	ADDRESS Number, Street, City or Town, State, Zip Code	EXPIRATION OF TERM
PRESIDENT	JACQUELINE WALL	80 SEARLE ROAD, SO. HADLEY, MA	NEXT
TREASURER	GEORGE WALL	80 SEARLE ROAD, SO. HADLEY, MA	ANNUAL
CLERK	GEORGE WALL	80 SEARLE ROAD, S.H., MA 01075	
DIRECTORS	JACQUELINE WALL	80 SEARLE ROAD, SO. HADLEY, MA	MEETING
	GEORGE WALL	80 SEARLE ROAD, SO. HADLEY, MA	
	EDWARD WALL	3501 STEARNSHILL RD. WALTHAM, MA	
	DEREK SKAWINSKI	3501 STEARNSHILL RD. WALTHAM, MA 02154	

I, the undersigned Jacqueline Wall being the President of the above-named corporation, in compliance with the General Laws, Chapter 156B, hereby certify that the above information is true and correct as of the dates shown. IN WITNESS WHEREOF AND UNDER PENALTIES OF PERJURY, I hereto sign my name on this

4th day of March, 1995

Signature: Jacqueline Wall Title: President



The Commonwealth of Massachusetts
DEPARTMENT OF PUBLIC UTILITIES

CORRECTED COPY APRIL 18, 1996

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

U.S. SHUTTLE, INC.
18 Moore Street
Belmont, Massachusetts 02178

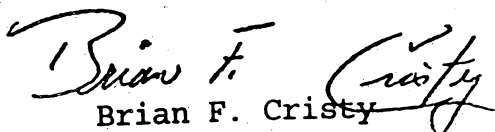
CERTIFICATE NO. 96-RB-49

After a hearing on February 13, 1996, the Department of Public Utilities ("Department") approved the petition of U.S. SHUTTLE, INC., having a principal place of business at 18 Moore Street, Belmont, Massachusetts 02178 for a certificate declaring that public convenience and necessity require the operation of motor vehicles for the carriage of passengers for hire, in accordance with the provisions of G.L. c. 159A, § 7, as amended.

It appearing, after due notice and public hearing, that the applicant has obtained a license from the licensing authority of each of said municipalities in accordance with the provisions of G.L. c. 159A, § 1, the Department hereby **CERTIFIES** that public convenience and necessity require the operation by said applicant of motor vehicles for the carriage of passengers for hire over and upon the route or routes hereinafter set forth.

This Certificate authorizes the operation of vehicles for the transportation of passengers for compensation on public ways; subject, however, to such terms and conditions as the Department may hereafter lawfully attach to the Certificate as the public convenience and necessity may require, and to such rules and regulations as the Department may from time to time prescribe, and to the right of the Department to suspend or revoke the Certificate for violations of any of the provisions of Chapter 159A of the General Laws, as amended, and the regulations and Orders of the Department made under authority thereof, after a hearing.

This Certificate is restricted to the transportation service described and within the limits set forth in Schedule "A" attached hereto and made a part hereof.


Brian F. Cristy
Director
Transportation Division

SCHEDULE "A"

CERTIFICATE NO. 96-RB-49

This CERTIFICATE is issued for the transportation of passengers for hire by motor vehicles with a CPCN over specific routes in Andover, Arlington, Bedford, Belmont, Beverly, Billerica, Boston, Braintree, Burlington, Cambridge, Canton, Chelsea, Chelmsford, Concord, Danvers, Dedham, Essex, Gloucester, Haverhill, Lawrence, Lexington, Lincoln, Lowell, Lynn, Lynnfield, Malden, Manchester, Marblehead, under the jurisdiction of the Massachusetts Turnpike Authority, Medford, Melrose, Methuen, under the jurisdiction of the Metropolitan District Commission, Milton, North Andover, Norwood, Peabody, Quincy, Randolph, Reading, Revere, Rockport, Salem, Saugus, Somerville, Stoneham, Swampscott, Tewksbury, Wakefield, Wenham, Westford, Westwood, Wilmington, Winchester, and Woburn; upon the following route or routes to wit:

The specified route of the service for the Danvers route is:

IN DANVERS

On U.S. Route 1 between the Danvers-Peabody town line and the Danvers-Topsfield town line

On Interstate 95 between the Danvers-Peabody town line and the Danvers-Topsfield town line

On MA Route 128 between the Danvers-Peabody town line and the Danvers-Beverly town line

On Ferncroft Road between U.S. Route 1 and the Danvers-Middleton town line

On Endicott Street between Margin Street and the Danvers-Peabody town line at Sylvan Road

On Independence Way between Endicott Street and Constitution Lane

On Commonwealth Avenue between Endicott Street and Constitution Lane

On Trasks Lane

On Andover Street between the Danvers-Peabody town line and the Danvers-Middleton town line

On Maple Street (MA Route 62) between Nichols Street and the Danvers-Middleton town line

IN PEABODY

On Newburyport Turnpike (U.S. Route 1) between the Peabody-Lynnfield city line and the Peabody-Danvers city line

On Interstate 95 between the Peabody-Lynnfield city line and the Peabody-Danvers city line

On MA Route 128 between the Peabody-Lynnfield city line and

Lexington town line and Concord Road

IN LEXINGTON

- On MA Route 2
- On Interstate 95
- On Waltham Street
- On Massachusetts Avenue/MA Route 2A between Wood Street and the Lexington-Lincoln town line
- On Old Massachusetts Avenue
- On Hartwell Avenue
- On Bedford Street
- On Wood Street

IN ARLINGTON

- On Concord Turnpike between the Arlington-Cambridge town line and the Arlington-Lexington town line
- On Pleasant Street (MA Route 60) between Venner Road and the Arlington-Belmont town line
- On Lake Street between the Arlington-Belmont town line and the Concord Turnpike

IN BELMONT

- On Concord Turnpike (MA Route 2) between the Belmont-Arlington town line and the Belmont-Arlington town line
- On Lake Street
- On Pleasant Street (MA Route 60)

UNDER JURISDICTION OF THE METROPOLITAN DISTRICT COMMISSION

- On Alewife Brook Parkway (MA Route 16) between Massachusetts Avenue and Concord Avenue
- On Concord Avenue (MA Route 16)
- On Memorial Drive between the Cambridge Parkway and Larz Anderson Bridge
- On Cambridge Parkway Connector
- On Edwin H. Land Boulevard
- On Eliot Bridge
- On Larz Anderson Bridge
- On Western Avenue Bridge
- On River Street Bridge
- On Longfellow Bridge
- On Charles River Dam
- On Soldiers Field Road between 400 Soldiers Field Road and Larz Anderson Bridge
- On Charles Street
- On Leverett Circle in its entirety

IN CAMBRIDGE (closed door operation only)

- On Concord Turnpike (MA Route 2) between the Cambridge-Arlington city line and the Cambridge-Belmont city line
- On Concord Turnpike (MA Route 2) between the Cambridge-Arlington city line and Alewife Brook Parkway
- On Cambridge Park Drive
- On Concord Avenue between Fresh Pond Parkway and Garden Street

On Chauncy Street between Garden Street and Concord Avenue
 On Garden Street between Chauncy Street and Massachusetts Avenue
 On Waterhouse Street between Massachusetts Avenue and Garden Street
 On Massachusetts Avenue between Alewife Brook Parkway and Memorial Drive
 On Peabody Street between Massachusetts Avenue and Massachusetts Avenue
 On Cambridge Street Underpass
 On Broadway between Cambridge Street Underpass and Main Street
 On Bow Street between Massachusetts and DeWolfe Street
 On DeWolfe Street between Bow Street and Memorial Drive
 On Plympton Street between Memorial Drive and Massachusetts Avenue
 On Brattle Street between Massachusetts Avenue and Elliot Street
 On Elliot Street between Brattle Street and John F. Kennedy Street
 On Mt. Auburn Street between University Road and Massachusetts Avenue
 On University Road between Mt. Auburn Street and Bennett Street
 On Bennett Street between University Road and Elliot Street
 On Main Street between Massachusetts Avenue and Longfellow Bridge
 On Mid Block Connector between Main Street and Broadway
 On Sydney Street between Massachusetts Avenue and Franklin Street
 On Green Street between Sydney Street and Landsdowne Street
 On Franklin Street Sydney Street and Landsdowne Street
 On Landsdowne Street between Franklin Street and Massachusetts Avenue
 On Pleasant Street between Memorial Drive and the Howard Johnson Motel
 On Vassar Street between Main Street and Memorial Drive
 On Amesbury Street between Vassar Street and Memorial Drive
 On Galileo Galilei Way between Binney Street and Main Street
 On Binney Street between Edwin H. Land Boulevard and Galileo Galilei Way
 On JFK Street between Memorial Drive and Massachusetts Avenue

IN BOSTON

On John F. Fitzgerald Expressway between Leverett Circle and North Street
 On Cross Street between the Sumner Tunnel and New Chardon Street
 On New Chardon Street between Cross Street and Merrimac Street
 On Merrimac Street between New Chardon Street and New Sudbury Street
 On Congress Street between New Sudbury Street and North Street

five times a year on her personal trips to California from the Andover area and that she had experienced problems before with another certificated carrier. (Tr. 2, at 95-100).

Mr. Waterhouse, who is disabled and a recipient of Social Security benefits, testified that he would use the proposed service to Spaulding Rehabilitation in Boston two to three times a month, rather than depending on friends to drive him in (Tr. 2, at 102-105).

Ms. Solem, as general manager, testified that the guests of her Irving House, Cambridge could use the service to both Logan Airport and the North Shore area. She stated that Irving House discourages guests from bringing their personal vehicles, as parking is limited, therefore, public transportation is more advantageous (Tr. 2, at 106-117).

Ms. Chandler, as general manager, testified that the Susse Chalet Inn, Cambridge, primarily services tourists and business guests. She stated a regular route service as proposed, would greatly enhance guest satisfaction at her hotel and that it would be preferable to alternative transportation now available to them (Tr. 2, at 138-147).

Mr. Bongard, as guest services manager, testified that the guests of his Wyndham Garden Hotel, Burlington, have a frequent need for regular route service to and from points which the Petitioner proposes to serve, and that they would use the service if granted (Tr. 2, at 147-151).

The Department does not find the three grounds for denial outlined by the City of Cambridge, concerning the Petitioner's application for the municipal street license sufficient to deny the Petitioner's appeal to this Department to act as the licensing authority, or to deny the CPCN. However, the Department is concerned regarding the steps taken by the



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 349-6140

BENJAMIN C. BARNES
Chairman

CHIEF KEVIN J. FITZGERALD
Fire Department
Commission Member

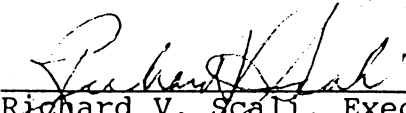
CAPTAIN HENRY W. BREEN
Police Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

LICENSE COMMISSION RE-CONSIDERATION HEARING TO BE HELD
TUESDAY, APRIL 30, 1996 AT 1 TO 3 P.M.
IN THE MICHAEL J. LOMBARDI MUNICIPAL BUILDING
831 MASSACHUSETTS AVENUE, 2ND FLOOR

Re-consideration of the denial of a Jitney license for U. S.
Shuttle, Inc.

Decision


Richard V. Scali, Executive Officer

Accepted and Approved:

Chief of Fire Department

Police Department Representative

License Commission, Chairman



CAMBRIDGE LICENSE COMMISSION

CITY OF CAMBRIDGE

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Chairman

CHIEF KEVIN J. FITZGERALD
Fire Department
Commission Member

CAPTAIN HENRY W. BREEN
Police Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

April 16, 1996

Joseph M. Klements
Richardson and Tyler
15 Broad Street
Boston, Mass., 02109

Re: U. S. Shuttle, Inc.

Dear Mr. Klements:

The hearing on your application for reconsideration of the denial of a Jitney license for U. S. Shuttle, Inc. will be held on Tuesday, April 30, 1996, 1 to 3 p.m., 831 Massachusetts Avenue, 2nd floor hearing room, Cambridge, Mass., 02139.

Very truly yours,

Richard V. Scali
Executive Officer

RVS:lk

cc: Bill Cavellini; Arthur Goldberg, Law Department; Neal Murphy, D.P.W.; Frank Weiner, Esq.; Margaret Drury, City Clerk

CITY OF CAMBRIDGE

BOARD OF LICENSE COMMISSIONERS

Notice is hereby given under M.G.L. Chapter 159A, section 7 that U.S. Shuttle, Inc., James Wall, General Manager, has applied for reconsideration of the denial for a Jitney license. Four vehicles will be used as U. S. Shuttle, Inc. (Garaging in Belmont and Waltham)

Route: On Concord Turnpike (Mass. Rte. 2) between Cambridge-Arlington city line and the Cambridge-Belmont city line; On Concord Turnpike (Mass. Rte. 2) between the Cambridge-Arlington city line and Alewife Brook Parkway; On Cambridge Park Drive; On Concord Avenue between Fresh Pond Parkway and Garden Street; On Chauncy Street between Garden Street and Concord Avenue; On Garden Street between Chauncy Street and Massachusetts Avenue; On Waterhouse Street between Massachusetts Avenue and Garden Street; On Massachusetts Avenue between Alewife Brook Parkway and Memorial Drive; On Peabody Street between Massachusetts Avenue and Massachusetts Avenue; On Cambridge Street Underpass; On Broadway between Cambridge Street Underpass and Main Street; On Quincy Street between Broadway and Massachusetts Avenue; On Bow Street between Massachusetts Avenue and DeWolfe Street; On DeWolfe Street between Bow Street and Memorial Drive; On Plympton Street between Memorial Drive and Massachusetts Avenue; On Brattle Street between Massachusetts Avenue and Elliot Street; On Elliott Street between Brattle Street and John F. Kennedy Street; On Mt. Auburn Street between University Road and Massachusetts Avenue; On University Road between Mt. Auburn Street and Bennett Street; On Bennett Street between University Road and Elliot Street; On Main Street between Massachusetts Avenue and Longfellow Bridge; On Mid Black Connector between Main Street and Broadway; On Sydney Street between Massachusetts Avenue and Franklin Street; On Green Street between Sydney Street and Landsdowne Street; On Franklin Street between Sydney Street and Landsdowne Street; On Landsdowne Street between Franklin Street and Massachusetts Avenue; On Pleasant Street between Memorial Drive and The Howard Johnson Motel; On Vassar Street between Main Street and Memorial Drive; On Amesbury Street between Vassar Street and Memorial Drive; On Galileo Galilei Way between Binney Street and Main Street; On Binney Street between Edwin H. Land Blvd and Galileo Galilei Way.

The hearing on this application will be held on Tuesday afternoon, April 30, 1996, at one to three o'clock, in the Michael J. Lombardi Municipal Building, 2nd floor, 831 Massachusetts Avenue, Cambridge, Mass., 02139.

Benjamin Barnes
Kevin Fitzgerald
Henry Breen
License Commission

CITY OF CAMBRIDGE

BOARD OF LICENSE COMMISSIONERS

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4.25.96 Camb. Chronicle

Benjamin Barnes
Kevin Fitzgerald
Henry Breen
License Commission

MESSAGE CONFIRMATION

04-16-96 11:15

PHONE NUMBER : 617 969 3302
SESSION NO. : 821
PAGES : 02
START TIME : 04-16-96 11:14
ELAPSED TIME : 01' 29"
TYPE : STANDARD
MODE : 9600/STD/MR
RESULTS : O.K



CAMBRIDGE LICENSE COMMISSION CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 349-6140

BENJAMIN C. BARNES
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Police Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

CITY OF CAMBRIDGE
LICENSE COMMISSION
831 MASSACHUSETTS AVENUE
CAMBRIDGE, MA 02139

TELEPHONE: (617) 349-6140
FAX #: (617) 349-6132

FAX COVER SHEET

TO:

DARREN COLLINS
The Tab

FAX NUMBER:

433-8201

FROM:

HORRAINE V. KENNELLY
License Commission

NUMBER OF SHEETS, INCLUDING THIS COVER SHEET

2

REMARKS:

IF THERE ARE PROBLEMS WITH THIS TRANSMISSION, PLEASE CALL US AT
(617) 349-6140.

CITY OF CAMBRIDGE

BOARD OF LICENSE COMMISSIONERS

Notice is hereby given under M.G.L. Chapter 159A, section 7 that U.S. Shuttle, Inc., James Wall, General Manager, has applied for reconsideration of the denial for a Jitney license. Four vehicles will be used as U. S. Shuttle, Inc. (Garaging in Belmont and Waltham)

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The hearing on this application will be held on Tuesday afternoon, April 30, 1996, at one to three o'clock, in the Michael J. Lombardi Municipal Building, 2nd floor, 831 Massachusetts Avenue, Cambridge, Mass., 02139.

Benjamin Barnes
Kevin Fitzgerald
Henry Breen
License Commission

RICHARDSON AND TYLER

Donald J. MacRae
Joseph M. Klements
Paul B. Cullinane
Brian E. Lacey
Benedict A. Monachino

Est. 1897
COUNSELLORS AT LAW
15 BROAD STREET
BOSTON, MASS. 02109
(617) 523-0800

Facsimile Number
(617) 523-7379

G. K. Richardson (1892-1978)
Earle S. Tyler, Sr. (1896-1986)

April 1, 1996

Mr. Richard V. Scali
Executive Officer
Cambridge License Commission
831 Massachusetts Avenue
First Floor
Cambridge, Massachusetts 02139

Re: U.S. Shuttle, Inc.

Dear Mr. Scali:

Enclosed please find an application for a license, together with the following supporting information which was prepared as directed in your handout entitled "Jitney Permit Procedure":

1.
 - a. Applicant's name: U.S. Shuttle, Inc.
 - b. Applicant's address: 18 Moore Street, Belmont, MA and 102 Clematis Avenue, Waltham, MA.
 - c. Applicant's telephone: (617) 894-3100.
 - d. Number of vehicles: see enclosed equipment list.
 - e. Place of garaging: 102 Clematis Street, Waltham.
 - f. Number and names of drivers: see enclosed list.
 - g. Reason for applying: to remove closed door restriction from existing license.
 - h. Purpose of service: to operate a shuttle service between points along U.S. Shuttle's existing regular route, on the one hand, and, on the other, hotels, motels, business establishments, Logan Airport, Hanscomb Air Field, hospitals, tourist attractions, North and South Stations, bus terminals, and other passenger destinations and origins along U.S. Shuttle's existing regular routes.
2. Cambridge Office: Not applicable.
3. Building Department approvals: Not applicable.
4. Articles of Incorporation: See enclosed copy.

5. Business certificate: Applicant does business under its own name and thus, has filed no "dba" certificate. If additional information is required, please advise the undersigned prior to hearing.

6. Hearing and advertising fee: Check in the amount of \$110.00 is enclosed.

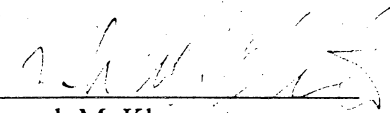
7. Consultation with Traffic and Parking Department: A copy of this application has been mailed to the Traffic and Parking Department, together with a letter from the undersigned indicating that the applicant wishes to meet with them, and asking them to contact the undersigned to arrange a consultation at their convenience.

If you require any further information to process this application, please notify the undersigned. When a hearing date is set, please notify the undersigned. If you will require additional information at the hearing, please notify the undersigned, and we shall do our best to oblige.

Thank you for your attention to this matter.

Very truly yours,

RICHARDSON AND TYLER
Attorneys for the applicant

by 
Joseph M. Klements

cc: Arthur J. Goldberg, Esq.
U.S. Shuttle, Inc.

Application No. _____

for Jitney

License

April 1 1996

To the Honorable, the Board of License Commissioners
of the City of Cambridge:

The undersigned respectfully pray that
a license may be granted to U.S. Shuttle, Inc. to delete the closed door
restriction from its municipal street license for the City of Cambridge,
a copy of which license is attached hereto.

Petitioner is a duly organized and existing Massachusetts corporation.

~~Petitioner is a citizen of the United States.~~

~~Petitioner has declared his intention to become a citizen of the United States.~~

Signed:

Name U.S. Shuttle, Inc.

By Residence

Joseph M. Kline
Its attorney

FURTHER ORDERED: That the appeal of U.S. SHUTTLE, INC., requesting that the Department act as the licensing authority and issue it a municipal street license for the City of Cambridge, pursuant to the provisions of G.L. c. 159A, § 1, be and hereby is GRANTED with the RESTRICTION that the operation through the City of Cambridge is a closed door operation; and it is

FURTHER ORDERED: That the petition of U.S. SHUTTLE, INC., requesting that the Department issue it a certificate of public convenience and necessity for the operation of motor vehicles for the carriage of passengers for hire over certain public ways in Andover, Arlington, Bedford, Belmont, Beverly, Billerica, Boston, Braintree, Burlington, Cambridge, Canton, Chelsea, Chelmsford, Concord, Danvers, Dedham, Essex, Gloucester, Haverhill, Lawrence, Lexington, Lincoln, Lowell, Lynn, Lynnfield, Malden, Manchester, Marblehead, under the jurisdiction of the Massachusetts Turnpike Authority, Medford, Melrose, Methuen, under the jurisdiction of the Metropolitan District Commission, Milton, North Andover, Norwood, Peabody, Quincy, Reading, Revere, Rockport, Salem, Saugus, Somerville, Stoneham, Swampscott, Tewksbury, Wakefield, Wenham, Westford, Weston, Westwood, Wilmington, Winchester, and Woburn, pursuant to the provisions of G.L. c. 159A, § 7, be and is hereby GRANTED, and it is

FURTHER ORDERED: That the petition of U.S. SHUTTLE, INC., requesting that the Department amend its certificate of public convenience and necessity No. 95-RB-16 by adding specific routes over public ways in the towns of Framingham, Natick, Wellesley, and on public ways under the jurisdiction of the Massachusetts Turnpike Authority, pursuant to

On Edwin H. Land Boulevard
On Eliot Bridge
On Larz Anderson Bridge
On Western Avenue Bridge
On River Street Bridge
On Longfellow Bridge
On Charles River Dam
On Soldiers Field Road between 400 Soldiers Field Road and Larz Anderson Bridge
On James J. Storrow Memorial Drive
On Embankment Road
On Charles Street
On Leverett Circle in its entirety

IN CAMBRIDGE(closed door operation only)

On Concord Turnpike (MA Route 2) between the Cambridge-Arlington city line and the Cambridge-Belmont city line

On Concord Turnpike (MA Route 2) between the Cambridge-Arlington city line and Alewife Brook Parkway

On Cambridge Park Drive
On Concord Avenue between Fresh Pond Parkway and Garden Street
On Chauncy Street between Garden Street and Concord Avenue
On Garden Street between Chauncy Street and Massachusetts Avenue
On Waterhouse Street between Massachusetts Avenue and Garden Street
On Massachusetts Avenue between Alewife Brook Parkway and Memorial Drive
On Peabody Street between Massachusetts Avenue and Massachusetts Avenue
On Cambridge Street Underpass
On Broadway between Cambridge Street Underpass and Main Street
On Bow Street between Massachusetts and DeWolfe Street
On DeWolfe Street between Bow Street and Memorial Drive
On Plympton Street between Memorial Drive and Massachusetts Avenue
On Brattle Street between Massachusetts Avenue and Elliot Street
On Elliot Street between Brattle Street and John F. Kennedy Street
On Mt. Auburn Street between University Road and Massachusetts Avenue
On University Road between Mt. Auburn Street and Bennett Street
On Bennett Street between University Road and Elliot Street
On Main Street between Massachusetts Avenue and Longfellow Bridge
On Mid Block Connector between Main Street and Broadway
On Sydney Street between Massachusetts Avenue and Franklin Street
On Green Street between Sydney Street and Landsdowne Street
On Landsdowne Street between Franklin Street and Massachusetts Avenue
On Pleasant Street between Memorial Drive and the Howard Johnson Motel
On Vassar Street between Main Street and Memorial Drive

On Amesbury Street between Vassar Street and Memorial Drive
On Galileo Galilei Way between Binney Street and Main Street
On Binney Street between Edwin H. Land Boulevard and Galileo Galilei Way
On JFK Street between Memorial Drive and Massachusetts Avenue

IN BOSTON

On John F. Fitzgerald Expressway between Leverett Circle and North Street
On Cross Street between the Sumner Tunnel and New Chardon Street
On New Chardon Street between Cross Street and Merrimac Street
On Merrimac Street between New Chardon Street and New Sudbury Street
On Congress Street between New Sudbury Street and North Street
On North Street between Congress Street and the Callahan/Sumner Tunnels
On Enrico Fermi Overpass between Sumner Tunnel Toll Plaza at Porter Street and exit
and entrance ramps to Logan Airport

UNDER THE JURISDICTION OF THE MASSACHUSETTS TURNPIKE AUTHORITY

On the Callahan and Sumner Tunnels including the ramps and approach road thereto
and to the Toll Plaza

U.S. SHUTTLE, INC.

EQUIPMENT LIST AS OF FEBRUARY 13, 1996

<u>VAN No.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>PAX</u>
521	1994	FORD	HD REGULAR CLUB WAGON XLT	11
522	1994	FORD	HD REGULAR CLUB WAGON XLT	11
523	1995	FORD	HD REGULAR CLUB WAGON XL	11
525	1995	FORD	HD REGULAR CLUB WAGON XL	11
526	1995	FORD	HD REGULAR CLUB WAGON XL	11
527	1993	FORD	HD MAXI CLUB WAGON XLT	14
528	1994	FORD	HD MAXI CLUB WAGON XLT	14
529	1994	FORD	HD MAXI CLUB WAGON XLT	14
530	1994	FORD	HD MAXI CLUB WAGON XLT	14
531	1995	FORD	HD REGULAR CLUB WAGON XL	11
532	1995	FORD	HD REGULAR CLUB WAGON XL	11
533	1995	FORD	HD REGULAR CLUB WAGON XL	11
534	1994	FORD	HD MAXI CLUB WAGON XLT	14
535	1995	FORD	HD MAXI CLUB WAGON XLT	14
536	1995	FORD	HD MAXI CLUB WAGON XLT	14
537	1995	FORD	HD MAXI CLUB WAGON XLT	14
538	1995	FORD	HD MAXI CLUB WAGON XLT	14
539*	1996	FORD	HD REGULAR CLUB WAGON XL	11
540*	1996	FORD	HD REGULAR CLUB WAGON XL	11
541*	1996	FORD	HD REGULAR CLUB WAGON XL	11
542*	1996	FORD	HD REGULAR CLUB WAGON XL	11
543*	1996	FORD	HD REGULAR CLUB WAGON XL	11
544*	1996	FORD	HD MAXI CLUB WAGON XLT	14
545*	1996	FORD	HD MAXI CLUB WAGON XLT	14

<u>BUS No.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>PAX</u>
221*	1996	CHAMPION	CH220	24
222*	1996	CHAMPION	CH220	24

<u>VEHICLE No.</u>	<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>	<u>PAX</u>
101+	1995	GMC	SIERRA 4x4 Z71	3

*= ON ORDER

+ = SERVICE TRUCK

HD = HEAVY DUTY

PAX = PASSENGER CAPACITY

Driver List

John Akemal
William Axtell
Bobby Bayles
Paul Bolduc
Joseph Brogna
Howard Bryant
John Burroughs
James Capozzi
Maurizio Cerasoli
John Connelly
Mike Cordice
Curt Cormier
Daniel Duncan
Reggie Edge
Maxwell Erilus
Russell Fonseca
Chun Ho
Robert Lavalie
Kevin Lyman
John McAdam
Steve Moreira
George Murphy
James Nash
Michael Neves
Wellington Oliveira
Ben Opara
David Perito
Jonas Pierre-Louis
Kevin Powers
Andrew Rambelje
Juan Rios
Robinson Joseph
Richard Teeven

The Commonwealth of Massachusetts

OFFICE OF THE MASSACHUSETTS SECRETARY OF STATE

MICHAEL JOSEPH CONNOLLY, Secretary

ONE ASHBURTON PLACE, BOSTON, MASSACHUSETTS 02108

ARTICLES OF ORGANIZATION

(Under G.L. Ch. 156B)

ARTICLE I

The name of the corporation is:

U. S. Shuttle, Inc.

ARTICLE II

The purpose of the corporation is to engage in the following business activities:

To provide Charter, Airport and other transportation services to the public.

COPY

C ☐
P ☐
M ☐
R.A. ☐

P.C.

Note: If the space provided under any article or item on this form is insufficient, additions shall be set forth on separate 8½ x 11 sheets of paper leaving a left hand margin of at least 1 inch. Additions to more than one article may be continued on a single sheet so long as each article requiring each such addition is clearly indicated.

ARTICLE III

The type and classes of stock and the total number of shares and par value, if any, of each type and class of stock which the corporation is authorized to issue is as follows:

WITHOUT PAR VALUE STOCKS

TYPE	NUMBER OF SHARES
COMMON:	1000
PREFERRED:	0

WITH PAR VALUE STOCKS

TYPE	NUMBER OF SHARES	PAR VALUE
COMMON:	0	N/A
PREFERRED:	0	N/A

ARTICLE IV

If more than one type, class or series is authorized, a description of each with, if any, the preferences, voting powers, qualifications, special or relative rights or privileges as to each type and class thereof and any series now established.

There is only one class of stock, with identical rights and privileges.

ARTICLE V

The restrictions, if any, imposed by the Articles of Organization upon the transfer of shares of stock of any class are as follows:

The transfer of the corporation's stock is restricted according to the Bylaws.

ARTICLE VI

Other lawful provisions, if any, for the conduct and regulation of business and affairs of the corporation, for its voluntary dissolution, or for limiting, defining, or regulating the powers of the corporation, or of its directors or stockholders, or of any class of stockholders: (If there are no provisions state "None".)

None

Note: The preceding six (6) articles are considered to be permanent and may ONLY be changed by filing appropriate Articles of Amendment.

ARTICLE VII

The effective date of organization of the corporation shall be the date approved and filed by the Secretary of the Commonwealth. If a later effective date is desired, specify such date which shall not be more than thirty days after the date of filing.

The information contained in ARTICLE VIII is NOT a PERMANENT part of the Articles of Organization and may be changed ONLY by filing the appropriate form provided therefor.

ARTICLE VIII

a. The post office address of the corporation IN MASSACHUSETTS is:

b. The name, residence and post office address (if different) of the directors and officers of the corporation are as follows:

	NAME	RESIDENCE	POST OFFICE ADDRESS
President:	Jacqueline F. Wall	80 Searle Road,	South Hadley, MA 01075
Treasurer:	George F. Wall	80 Searle Road,	South Hadley, MA 01075
Clerk:	Edward G. Wall	80 Searle Road,	South Hadley, MA 01075
Directors:	Jacqueline F. Wall	80 Searle Road,	South Hadley, MA 01075
	George F. Wall	80 Searle Road,	South Hadley, MA 01075
	Edward G. Wall	80 Searle Road,	South Hadley, MA 01075
	Derek Skawinski	8 Hillcrest Park,	South Hadley, MA 01075

c. The fiscal year (i.e., tax year) of the corporation shall end on the last day of the month of: December

d. The name and BUSINESS address of the RESIDENT AGENT of the corporation, if any, is:

COPY

ARTICLE IX

By-laws of the corporation have been duly adopted and the president, treasurer, clerk and directors whose names are set forth above, have been duly elected.

IN WITNESS WHEREOF and under the pains and penalties of perjury, I/WE, whose signature(s) appear below as incorporator(s) and whose names and business or residential address(es) ARE CLEARLY TYPED OR PRINTED beneath each signature do hereby associate with the intention of forming this corporation under the provisions of General Laws Chapter 156B and do hereby sign these Articles of Organization as incorporator(s) this 1st day of June 19 94

Jacqueline F. Wall
Jacqueline F. Wall

80 Searle Road, South Hadley, MA 01075

George F. Wall
George F. Wall

80 Searle Road, South Hadley, MA 01075

Edward G. Wall
Edward G. Wall

80 Searle Road, South Hadley, MA 01075

NOTE: If an already-existing corporation is acting as incorporator, type in the exact name of the corporation, the state or other jurisdiction where it was incorporated, the name of the person signing on behalf of said corporation and the title he/she holds or other authority by which such action is taken.

CAMBRIDGE LICENSE COMMISSION

CITY OF CAMBRIDGE

RE-CONSIDERATION HEARING

April 30, 1996

1:00 p.m.

in the

Sullivan Chambers of Cambridge City Hall

795 Massachusetts Avenue

Cambridge, Massachusetts 02139

Arlington Reporting Corporation
(617) 646-1730

P R O C E E D I N G S

(1:08 p.m.)

EXECUTIVE OFFICER RICHARD SCALI: We're going to start, please, if we could. This is the meeting of the Cambridge License Commission Re-Consideration Hearing on Tuesday, April 30th, 1996. It's now 1:08 p.m. We're in The Sullivan Chambers of Cambridge City Hall at 795 Mass. Ave.

This is a re-consideration of the denial of the Jitney license for U.S. Shuttle, Inc., and I apologize if we just take one person out of order because he has to leave for an appointment at 2 p.m. The procedure will be that U.S. Shuttle will present their case in full and then there will be opposition -- people can speak in opposition, and then there'll be a rebuttal with regard to U.S. Shuttle.

Councillor Galluccio requested to be heard first, if he could, and we'll take him first.

COUNCILLOR CHARLES GALLUCCIO: Thank you very much. I appreciate you taking me out of order. As the Board may recall, I was one of the City Councillors who signed on to a unanimous order back

1 prior to the License Commission's decision to deny the
2 application. And the -- I was also -- went to the
3 Department of Public Utilities to oppose the
4 application at that point. And I wanted to make it
5 clear that my position in being opposed to this is
6 still consistent.

7 I still feel strongly opposed to this
8 application and I think that while I think many of the
9 arguments have already been made, I really want to
10 stress that while the argument has been made that this
11 would improve the transportation industry in Cambridge,
12 I would offer my opinion that I think it would actually
13 be of a real detriment to the transportation industry.

14
15 And we have to look at the fact that the
16 taxicab industry is so heavily regulated well, where
17 medallions are selling for somewhere around \$80,000 a
18 piece, and they're heavily regulated by virtue of what
19 they can charge and how they operate, that to allow the
20 shuttle to come in unregulated and take the best fare
21 that the taxicabs have in the City -- which in my
22 opinion is keeping them afloat -- the fare to the

1 airport, in an unregulated fashion and then be able to
2 go to the airport and pick up, which the cabs can't do
3 now, I think we have to look at the impact on the
4 entire transportation industry in Cambridge.

5 And I think what will happen is it will
6 decimate the taxicab industry and I think we'll find
7 that the people now that depend on taxicabs to take
8 them to the supermarket or to take them on short trips,
9 which only the taxis are there to do, their needs will
10 not be met, because I think this will have such a
11 dramatic impact on the taxi industry that we'll see a
12 real loss of taxicabs in the City and I also think
13 we'll see a decline in the type of service we get.

14 I have stressed in the past that I think
15 there's room for improvement by the taxicab industry
16 and I think the License Commission has taken steps to
17 see that that improvement takes place. I think this
18 would run completely contrary to all our efforts by
19 allowing U.S. Shuttle to come in. And I think that --
20 you realize now that they can already call and make
21 reservations for the shuttle. This would allow them to
22 actually make pick-ups at the hotel in a uniform and

1 consistent fashion, and I think it directly will take
2 away from the taxi -- taxi's business and I see no
3 reason to let this application go through in light of
4 our regulation of the taxi industry.

5 I also wanted to make a point that in a
6 letter that our traffic department had sent to the
7 License Commission from Lauren Preston, which reflected
8 some concerns about traffic. I would also like to just
9 reiterate that, that when we allow the shuttle to line
10 up at the hotels, I think that there's already some
11 backup there at certain times, contrary to what people
12 say about taxis not being available, they are, and in
13 many times you'll see them lined up in force outside
14 the hotels, and I think we need to look at the backup
15 in traffic that this would impose, as well, and I'd
16 like to expand on that argument.

17 But again, I just wanted to reiterate my
18 strong opposition to this proposal and I hope that the
19 License Commission will take very seriously our
20 commitment to the taxi industry in the City and also
21 think about the long-term impact and the general impact
22 on transportation in the City, because I think those

1 who don't understand this issue quite well do not
2 realize how the transportation industry would be
3 effected by this proposal.

4 So, I strongly oppose and I hope that
5 the License Commission will continue to adamantly
6 oppose this at this point and also as it goes to the
7 Department of Public Utilities, because we will need
8 the unanimous support of the License Commission in
9 order to continue the opposition that we need to stop
10 this. Thank you.

11 EXECUTIVE OFFICER RICHARD SCALI: Just
12 in keeping with our policy where other City officials
13 can speak, Councillor Triantafillou is here.

14 COUNCILLOR KATHERINE TRIANTAFILLOU:
15 Thank you very much.

16 CHAIRMAN BENJAMIN BARNES: Good
17 afternoon, Councillor.

18 COUNCILLOR KATHERINE TRIANTAFILLOU:
19 Good afternoon, and the tables are turned here. Just
20 the other day, you were facing the other direction, so
21 I'm glad to see you here using the space.

22 CHAIRMAN BENJAMIN BARNES: We took you

1 up on your suggestion.

2 COUNCILLOR KATHERINE TRIANTAFILLOU:

3 This is indeed a historic occasion because Councillor
4 Galluccio and I agree totally on an issue that's before
5 the City Council. I couldn't say it better than he has
6 already said it in terms of our commitment to
7 protecting the taxi drivers of the City.

8 I was the sponsor of the original
9 resolution that came to you when the last time the
10 shuttle issue came up, and from my belief that I think
11 that allowing the shuttle in in the way it's suggesting
12 is going to have a devastating impact on the taxi
13 industry.

14 And just to expand on a couple of
15 comments. My experience with shuttles, for example in
16 the City of San Francisco, I know there you -- the only
17 kind of shuttles you get is when you call two hours
18 ahead of time. You can't just call up and get a
19 shuttle. You can't get a shuttle anywhere just because
20 you're there. Even if you're at a hotel, you have to
21 call and reserve space on a shuttle. It doesn't
22 operate the way some people are suggesting it would

1 operate, that they're just going to rove around the
2 city and pick up people. And that works well. Most
3 people know they're going to go to the airport at a
4 particular time, and they can call up and do that. And
5 if they can already do that now, why do we want to
6 change it?

7 It would be my desire that of course the
8 taxi drivers and the industry respond to some of the
9 consumer complaints about the ability to get service
10 and/or having some sort of flat fare. But that can be
11 done, I think, among ourselves and certainly with the
12 Licensing Commission itself and the taxi (school), of
13 people working together to try to figure out how to
14 better service. Because better service is going to
15 make a better industry and people will be happier.

16 I don't think the answer is allowing a
17 totally unregulated shuttle business to come in and
18 operate in Cambridge without any regulations
19 whatsoever, other than this desire that -- you know, we
20 should have lower prices to get to the airport. I
21 think that it's a service that is already being offered
22 in a way that helps people and we don't need to have

1 unregulated shuttle service.

2 The other thing is that, again, people
3 who drive taxicabs are -- this is not, you know, major
4 corporations who are doing these taxicabs. These are
5 small business owners, people who don't have a lot of
6 assets and resources, frequently they don't even --
7 they may not even own the taxi, and the people who are
8 driving it are struggling to make a living.
9 Immigrants, poor people, people who don't have access
10 to other kinds of jobs frequently, and they're here,
11 they're doing their best. Sometimes they may fall
12 short of people's expectations, but I don't think we
13 should cut them off at the knees by allowing U.S.
14 Shuttle to come in totally unregulated.

15 With that, I would just reconfirm my
16 support. It has not changed from the first time I
17 signed onto the resolution, and if we had voted on it
18 last night, I would have signed onto it again. So, I
19 just want to make sure that you knew that, that I have
20 not changed in my position and I hope that you will
21 work very hard in opposition to this request by U.S.
22 Shuttle. Thank you.

1 CHAIRMAN BENJAMIN BARNES: Thank you,
2 Councillor. Just briefly, for people just walking in.
3 Please, there's a sign-in sheet and we will call you as
4 you appear on the sign-in sheet. As iterated by Mr.
5 Scali, we're going to have U.S. Shuttle go first, with
6 their counsel, call as many witnesses as you please,
7 mindful of the time -- that we're here 'til 3 p.m. We
8 do not want to do a two-day thing happened at the
9 Department of Public Utilities. So, we have a 3 p.m.
10 schedule and I believe we can get everyone in that time
11 frame.

12 So, Counsel, you can go first, then
13 opposition, and then you have a chance to sum up.

14 EXECUTIVE OFFICER RICHARD SCALI: Just
15 by way of some record-keeping here, I didn't announce
16 who was here. The Chairman is in the center, Benjamin
17 Barnes. To his left is the Fire Chief, Kevin
18 Fitzgerald, and to his right is Police Captain Henry
19 Breen, and they are the three voting authorities for a
20 recommendation to the City Council, and the City
21 Council --

22 CHAIRMAN BENJAMIN BARNES: I think, Mr.

1 Scali, if you'd just for a moment (do) the procedural
2 history, how we got to this point and what happens
3 after the vote and why this is actually before us
4 again.

5 EXECUTIVE OFFICER RICHARD SCALI: Okay.
6 I would be glad to do that. There was a hearing that
7 was held in November of 1995 with regard to this
8 application. That application was recommended for
9 denial by the License Commission and was heard by the
10 City Council in December of '95, I believe. That
11 denial was upheld and submitted. U.S. Shuttle then
12 appealed that to the D.P.U. and a hearing was held in
13 February of 1996 by the D.P.U.

14 The D.P.U. basically upheld our decision
15 except that they recommended that it be remanded back
16 the the License Commission of the City for re-hearing
17 on -- I guess on a few issues with regards to concern
18 that the License Commission or the U.S. Shuttle did not
19 present all of their witnesses at the time when they
20 were originally heard in November of 1995, and
21 therefore recommended that we give them an opportunity
22 to present testimony further than what they presented

1 in November of '95.

2 So, we are now re-hearing that original
3 application. It is not a new application. It is the
4 License Commission's policy not to take a new
5 application before the expiration of one year, so this
6 is not a new application. This is a re-hearing on an
7 old application. And should this decision be denied
8 again, it will then go to the D.P.U. for further appeal
9 should U.S. Shuttle decide to appeal that.

10 CHAIRMAN BENJAMIN BARNES: Thank you.
11 Just briefly, any questions on the procedural aspect?

12 (No response audible.)

13 CHAIRMAN BENJAMIN BARNES: Okay. We'll
14 start with counsel for U.S. Shuttle.

15 ATTORNEY JOSEPH KLEMENTS: Good
16 afternoon and thank you for the opportunity to address
17 you. My name is Joseph Klements. I'm the attorney for
18 U.S. Shuttle. I assisted them in their presentation to
19 the Department of Public Utilities and in doing so I
20 became very familiar with the proposed service, so I
21 will propose to give you as much information as I can
22 about that service this afternoon. And Mr. Wall, the

1 General Manager and the son of the owners, is also here
2 to answer any questions that I may not have the answers
3 to.

4 At this point in time, in the process of
5 the hearing at the D.P.U. last February, the Department
6 of Public Utilities acting as a licensing authority did
7 give U.S. Shuttle permission to operate over M.D.C.
8 roadways, roadways in the roughly 59 other cities and
9 towns encompassed by the application, and also over the
10 roadways of Cambridge, but they did restrict any
11 operations in Cambridge to closed-door operations, that
12 is they could not pick up or discharge passengers in
13 the City of Cambridge. The request we are making
14 today, as outlined in the application we filed with
15 you, is that that closed-door restriction be lifted.

16 And Mr. Scali is correct that the D.P.U.
17 did suggest in their decision that we make a full
18 presentation to you so that you could consider whether
19 or not that should occur. To assist you, I have a lot
20 of exhibits. I'll pass them up and tell you about them
21 and -- you know, of course feel free to interrupt me at
22 any time if you have any questions. This first one

1 here is two pages and it's just a rough outline of the
2 streets of Cambridge. Marked in red are those
3 Cambridge city streets over which they operate, the
4 streets over which they would like to have that closed-
5 door restriction lifted.

6 Should I pass those up to you, Mr.
7 Scali? Is that the best procedure?

8 EXECUTIVE OFFICER RICHARD SCALI:
9 (Inaudible) to the Commissioners.

10 ATTORNEY JOSEPH KLEMENTS: Okay. I have
11 two copies of everything, so if that's a help, if it
12 might --

13 The second thing I just wanted to pass
14 up to you is a copy of the narrative contained in the
15 Certificate of Public Convenience and Necessity. It
16 describes the streets street by street, so this is
17 words, the map is a picture.

18 And so that you know who the applicant
19 is that you are dealing with, I did bring with me
20 copies of the corporation's Massachusetts Corporation
21 Annual Report. It shows who the owners are and the
22 officers of this company. It is a family operation

1 owned by Mr. Wall's parents, and the two primary
2 operating officers are Mr. Wall and his brother. I can
3 pass that up, as well.

4 Again, so you can get a sense for who
5 this applicant is and the nature of their operation, we
6 have an equipment list, which shows what type of
7 equipment, model years, and the like, which they are
8 operating. These are all modern, well-maintained vans
9 in good condition. There's a list specifying the
10 equipment right here and, in accordance with the D.P.U.
11 regulations, the equipment is all clearly marked with
12 the name of the operator.

13 Like most players in the transportation
14 industry, U.S. Shuttle has many employees. It's a
15 labor-intensive business. Their drivers, too, depend
16 upon this business to make ends meet and we have a
17 summary for you here of the number of employees they
18 have, drivers, office staff, garage staff and the like.
19 They have sufficient garage staff and a garage
20 sufficient to do all routine maintenance and repairs on
21 these vehicles and keep them in good, clean operating
22 condition for the safety of the public.

1 The operation which U.S. Shuttle
2 proposes covers seven different routes, extending
3 throughout 60 cities and towns in the Commonwealth of
4 Massachusetts. It's an integrated operation. They've
5 studied the traffic lanes in all these different cities
6 and routes. One of the cities is Cambridge.

7 Some of the types of service that they
8 would provide would be picking people up in Cambridge
9 and taking them to the airport, picking people up at
10 the airport and taking them to Cambridge. The
11 operation would not be limited to Cambridge. It also
12 goes through many abutting cities and towns.

13 At this point in time, about 25 percent
14 of their service calls are from hotels. The other 75
15 percent are coming from Cambridge residents who want
16 this service. That is indicative of a need for this
17 service.

18 Other destinations to and from which
19 they operate are towns on the North Shore, particularly
20 in the summer when hotel guests want to visit places up
21 there, the Fleet garden for athletic events, Faneuil
22 Market, the National Parks in Boston and out in the

1 Lexington/Concord area. All of these points would be
2 served on this regular route operation.

3 This operation, by the way, is a heavily
4 regulated one. It is not regulated, however, by the
5 Cambridge Licensing Board. A previous speaker did
6 mention completely unregulated service. Well, the
7 Department of Public Utilities, like yourself, is a
8 consumer protection agency which regulates
9 transportation for the protection of the public for the
10 protection of consumers. And U.S. Shuttle complies
11 fully with their regulations.

12 Further indicative of some of the need
13 for this service, I brought along some of the other
14 data we've developed. Currently, you sit astride a
15 route which would operate through Concord, Lincoln,
16 Bedford, Lexington, Arlington, Belmont and Cambridge.
17 The MassPort has come up with an average daily access
18 to Logan Airport from those towns. On a daily basis,
19 2,235 people were going to and from Logan Airport from
20 those towns in 1993. We have that broken down by city,
21 as you can see and might imagine, Cambridge, being the
22 biggest city, has the largest passenger count.

1 Similarly, we've broken down for you
2 some of the hotels that lie astride this route. Many
3 of them are in Cambridge and we've shown you how many
4 rooms these hotels have so that you can get a feel for
5 what type of passenger use or demand there is for this
6 service.

7 These were picked because U.S. Shuttle
8 has received calls for service at these points. Other
9 places that they propose to serve on this regular route
10 and from which they've received calls for service are
11 listed on this other handout that I have for you,
12 entitled other locations served.

13 Just to give you a little bit of
14 background about the nature of their business and why
15 they want to institute this regular route service, the
16 first area that U.S. Shuttle started serving a year or
17 two ago was in the western suburbs. They were asked to
18 serve places like the Marriott in Newton. They did so
19 successfully. They started getting so many calls for
20 service that they decided that they could more
21 efficiently get these people to and from where they're
22 going by instituting a regular route. They applied to

1 all the cities and towns. They applied to the D.P.U.
2 They obtained that license and they commenced serving
3 it.

4 They found that it was much easier and
5 more efficient and easier for them, for the hotel
6 management, for the customers and for other people
7 along the route if they ran a regular schedule so that
8 people could count on the service without having to
9 call ahead. Plus, they found that they would have more
10 riders on each vehicle, which meant fewer vehicles on
11 the road if they had a regular route service.

12 After they instituted that regular route
13 service in the western suburbs, the ridership in the
14 vehicles increased to a point where now system-wide
15 they transport 5.7 people in each of their vans on the
16 average trip.

17 What happened after they did that was
18 they started providing the on-call reservation-type
19 service to other towns and they found that they were
20 getting a lot of calls for service at places like those
21 hotels and other locations on the list, as I just gave
22 you. So, they said if -- to themselves, if this

1 service was such a success in the western suburbs and
2 so widely used, perhaps we should offer it in the
3 Cambridge and Concord area as well, and that is where
4 the idea for this application came from.

5 Currently, they provide a charter
6 service to approximately 60 cities and towns. They
7 provide a on-call reservation-type service for those
8 on-call type trips. Their dispatcher takes the call,
9 logs it in, they send somebody out, pick them up and
10 make the delivery. What it is now is it's the density
11 of the calls which is driving this request for a
12 regular route. Presently, they have received 250 to
13 300 calls each day for service at points in Cambridge.
14 As I indicated earlier, 75 percent of those are
15 residents of the City of Cambridge, not hotel-related.

16 CHAIRMAN BENJAMIN BARNES: I'm sorry. I
17 thought you said 25 percent last --

18 ATTORNEY JOSEPH KLEMENTS: 25 percent is
19 from hotels --

20 CHAIRMAN BENJAMIN BARNES: And 75 --

21 ATTORNEY JOSEPH KLEMENTS: -- 75 percent
22 is from residents. Instituting this regular route

1 would let them serve people along the route more
2 efficiently and free them up to better serve some of
3 the people off the route with the on-call service.
4 Currently, they're also about to begin service at two
5 hotels situated in Cambridge on M.D.C. roadways,
6 pursuant to the license they hold from the M.D.C. and
7 the Department of Public Utilities.

8 They've had a good response from the
9 public for their service. They've had very few
10 complaints, and any complaints there have been have
11 been rapidly resolved. And this regular route service
12 would just be a better, more responsive way to serve
13 the public.

14 EXECUTIVE OFFICER RICHARD SCALI: Which
15 locations on M.D.C. property are they serving the
16 Cambridge hotels?

17 ATTORNEY JOSEPH KLEMENTS: There are two
18 Cambridge hotels on M.D.C. highways, I'm told.

19 CHAIRMAN BENJAMIN BARNES: Which ones?

20 ATTORNEY JOSEPH KLEMENTS: Royal Sonesta
21 and the Best Western. They haven't yet started the
22 service there. They're about to.

1 POLICE CAPTAIN HENRY BREEN: (Inaudible)

2 Alewife Brook across from Dunkin' Donuts?

3 (INAUDIBLE STATEMENT)

4 POLICE CAPTAIN HENRY BREEN: Concord

5 Ave. and Alewife Brook Parkway.

6 ATTORNEY JOSEPH KLEMENTS: Yeah, they

7 have the Alewife license from the M.D.C. and it's

8 unrestricted.

9 CHAIRMAN BENJAMIN BARNES: You said they
10 haven't started at the Sonesta?

11 ATTORNEY JOSEPH KLEMENTS: They haven't
12 started at either hotel. That is in the very near
13 future.

14 FIRE CHIEF KEVIN FITZGERALD: Once they
15 cross the sidewalk, they're in Cambridge; am I right,
16 Captain?

17 POLICE CAPTAIN HENRY BREEN: Pardon me?

18 FIRE CHIEF KEVIN FITZGERALD: Once they
19 cross the sidewalk, they're in Cambridge?

20 POLICE CAPTAIN HENRY BREEN: Years ago,
21 when it was under the Metropolitan District, it was
22 exclusive Metropolitan. Now, it's under the State, so

1 we have concurrent jurisdiction, but if there's an
2 accident, they usually come. If they don't come, we'll
3 take jurisdiction, but we do have concurrent
4 jurisdiction now, Chief.

5 FIRE CHIEF KEVIN FITZGERALD: You go
6 inside for an incident, right?

7 POLICE CAPTAIN HENRY BREEN: Yes, we do.

8 FIRE CHIEF KEVIN FITZGERALD: And we put
9 out the fires.

10 CHAIRMAN BENJAMIN BARNES: Continue,
11 Counsel.

12 ATTORNEY JOSEPH KLEMENTS: Thank you.
13 At the D.P.U., several witnesses from Cambridge
14 appeared and testified in support of the application,
15 including a general manager from a hotel -- two
16 different hotels. There is a summary of their
17 testimony in the decision. I believe that was provided
18 to your attorney, Mr. Goldberg, but I brought copies of
19 the relevant pages along with me today so that you
20 could have an understanding of what these witnesses
21 testified to regarding a need for this service in
22 Cambridge.

1 EXECUTIVE OFFICER RICHARD SCALI: Are
2 they testifying today?

3 ATTORNEY JOSEPH KLEMENTS: They will not
4 be testifying today, no, but I brought this summary of
5 their prior testimony.

6 POLICE CAPTAIN HENRY BREEN: With your
7 permission, Mr. Chairman. Counsel, could you just
8 bottom-line with two or three sentences what their
9 testimony was?

10 ATTORNEY JOSEPH KLEMENTS: Certainly.
11 One was the general manager of a guest house, who said
12 that her service -- her customers could use this
13 service to both Logan Airport and the North Shore area,
14 that their guest house discourages guests from bringing
15 their personal vehicles because parking is limited and
16 that this service would be very advantageous to them.

17 CHAIRMAN BENJAMIN BARNES: What's the
18 name of that establishment?

19 ATTORNEY JOSEPH KLEMENTS: Irving House.
20 The second was the general manager of a hotel in North
21 Cambridge, whose clientele is primarily tourists and
22 business guests, and she said that a regular route

1 service would greatly enhance satisfaction at the
2 hotel. It would be preferable to alternative
3 transportation now available to them.

4 CHAIRMAN BENJAMIN BARNES: And the name
5 of that second?

6 ATTORNEY JOSEPH KLEMENTS: The Swiss
7 Chalet.

8 CHAIRMAN BENJAMIN BARNES: Thank you.

9 ATTORNEY JOSEPH KLEMENTS: Perhaps I
10 misunderstood. A previous speaker mentioned a report
11 from Mr. Preston that said there is already some
12 traffic backup at hotels. I received some comments
13 from Mr. Preston prior to this hearing, but it didn't
14 contain that comment.

15 CHAIRMAN BENJAMIN BARNES: I don't
16 believe it was some hotels. I think he was concerned
17 with one street that you had on your application, I
18 believe it was Broadway.

19 EXECUTIVE OFFICER RICHARD SCALI: I have
20 the letter here.

21 ATTORNEY JOSEPH KLEMENTS: I guess my
22 question is whether there's a letter that I haven't

1 seen.

2 POLICE CAPTAIN HENRY BREEN: With the
3 permission of the Chair, would you read the letter into
4 the record?

5 EXECUTIVE OFFICER RICHARD SCALI: The
6 letter is dated April 12th from Lauren Preston, Deputy
7 Traffic Director, stating that, I have reviewed the
8 Jitney license application for U.S. Shuttle to delete
9 the closed-door restriction from municipal street
10 license to operate a shuttle service on various
11 Cambridge streets. Public ways included in their
12 license does not include Alewife Brook Parkway, which
13 would connect Mass. Ave., Concord Turnpike, Cambridge
14 Park Drive and Concord Avenue.

15 As I stated in my letter dated November
16 15th, 1995, I would recommend that Broadway from Quincy
17 to Gallileo Way deleted from their request. Broadway
18 is primarily residential with pre-schools and two
19 playgrounds abutting the street and it is not
20 recommended on our -- on other shuttle or sightseeing
21 bus licenses.

22 CHAIRMAN BENJAMIN BARNES: Did you get a

1 copy of that letter?

2 ATTORNEY JOSEPH KLEMENTS: I did get a
3 copy of that letter. What puzzled me was the reference
4 to traffic backup, because that wasn't in that letter
5 and I thought perhaps there was some other
6 correspondence that I was not privy to.

7 EXECUTIVE OFFICER RICHARD SCALI: I
8 don't have any other correspondence.

9 ATTORNEY JOSEPH KLEMENTS: Okay.
10 Regarding the points raised in his letter, the reason
11 the Alewife Brook Parkway was not included in the
12 Cambridge Licensing application was that the license
13 was obtained from the M.D.C. What is necessary for
14 them to operate on a street or a highway is a license
15 from the governing body with jurisdiction over that
16 street or highway. And it's only the operation on the
17 street or highway which is regulated. Once you go off,
18 the street and onto private property, that in itself is
19 not under regulation under Chapter 159A.

20 CHAIRMAN BENJAMIN BARNES: What about
21 the --

22 ATTORNEY JOSEPH KLEMENTS: The operation

1 --

2 CHAIRMAN BENJAMIN BARNES: What if
3 another municipality has concurrent jurisdiction with
4 that street? Do you have to receive from both or just
5 from one?

6 ATTORNEY JOSEPH KLEMENTS: I believe
7 it's just one.

8 CHAIRMAN BENJAMIN BARNES: Just one.

9 ATTORNEY JOSEPH KLEMENTS: The other
10 comment that he raised in his letter about the area
11 between Quincy Street and Gallileo Way, I came in that
12 way, and he's right, you know? There are schools and
13 playgrounds and the applicant certainly is sensitive to
14 that. If this Board sees fit to grant the relief we're
15 requesting, we would not object to leaving the closed
16 door restriction on that section of Broadway.

17 At this point, I would just like to
18 bring forward the general manager of the Irving House
19 and I don't know if she's prepared to speak
20 extemporaneously or if I can ask her questions.

21 CHAIRMAN BENJAMIN BARNES: Either way
22 you want to proceed.

1 ATTORNEY JOSEPH KLEMENTS: Okay.

2 RACHEL SOLEM: My name is Rachel Solem.

3 I've been general manager of Irving House for six
4 years. We're located --

5 CHAIRMAN BENJAMIN BARNES: Good
6 afternoon.

7 RACHEL SOLEM: Excuse me?

8 CHAIRMAN BENJAMIN BARNES: Good
9 afternoon.

10 RACHEL SOLEM: Good afternoon. We're
11 located on a residential street and we are the only
12 business on the street, so we're quite respectful of
13 that limiting situation as far as the picking up and
14 dropping off of our guests is concerned, and while we
15 do have a lot of cabs coming and going and plenty of
16 people like to use them, the U.S. Shuttle service has
17 been a very good supplement to that, very reliable and
18 I don't have to ever remind drivers not to honk on the
19 street. I would be very much in favor of a scheduled
20 service, even though it would not stop on our street
21 and our guests would probably have to walk maybe a
22 quarter of a mile to find a location at another hotel

1 or on a main street where they could find a shuttle.

2 I have since the D.P.U. hearing in
3 February polled all of the Cambridge hotel general
4 managers and asked them if they would be in support of
5 this application, and they very much would also be.
6 They have a great deal of demand from guests for a
7 service.

8 EXECUTIVE OFFICER RICHARD SCALI: Could
9 I ask you which general managers you polled, because
10 your information is contrary to the information that I
11 received. So, I'd like to know who you polled.

12 RACHEL SOLEM: Okay. I've spoken with
13 Richard Carbone, who is the manager of both the Inn at
14 Harvard and the Harvard Square Hotel; Tony (Femeno) and
15 Ellen (Reilly) of the Cambridge House; the -- Charlotte
16 --

17 CHAIRMAN BENJAMIN BARNES: Swiss Chalet?

18 RACHEL SOLEM: No, no, no. Mary
19 (Prendessin), the manager of the Sheraton, Mr.
20 (Gulisarian). And the ones I did not reach because I
21 played phone tag for awhile, Helena Reese did reach.
22 She works for the Chamber of Commerce. And you can ask

1 her what their response was, but she told this morning
2 that they were all in favor. So, that would include
3 the --

4 EXECUTIVE OFFICER RICHARD SCALI: Do you
5 know when that was done, that poll --

6 RACHEL SOLEM: Recently, within the last
7 two or three weeks. My conversations happened between
8 February and the end of March, and I joined the
9 Cambridge Hotel Association during that time through my
10 conversations with them.

11 EXECUTIVE OFFICER RICHARD SCALI: Was
12 there a special meeting held?

13 RACHEL SOLEM: No, no meeting. Not
14 about this, no. Cambridge is a walking city and
15 anything we can do to increase the number of occupants
16 in each vehicle traveling the roads and reduce thereby
17 the number of total vehicles in the city, would be
18 generally helpful. I'm also a Cambridge resident and I
19 do as much walking and use of the subways and even cabs
20 as I can. And a scheduled service would be a real
21 asset to residents and hotels alike, I'm very sure of
22 that.

1 Public transportation between Cambridge
2 and Logan is not direct and not simple and for people
3 carrying luggage it's really inconvenient. However,
4 when I have guests calling and they're coming into the
5 airport and they're assuming they're going to rent a
6 car, I discourage them from doing that, and I tell them
7 it is a walking city, it's hard to drive, it's hard to
8 park.

9 We offer off-street parking, but we very
10 much encourage you not to bring a car and not to rent a
11 car. It saves them money and then they get to discover
12 the joys of walking around Cambridge. But cabs are not
13 able to carry whole families, not able to carry a lot
14 of luggage, fairly expensive, and the subways required
15 two changes of subway, at least, and then a walk, --
16 well, that doesn't matter.

17 But it's complicated and we certainly
18 give people those directions, but I can't expect them
19 to use the subways if they come from a city or any
20 other place with no subway system at all. Sometimes
21 they do it and they do fine, but it would be very much
22 more welcoming to have incoming travelers who've never

1 been to the city before be able to use this service.

2 It's really the nicest way to enter a
3 city when you're flying in and the next thing you want
4 to do is get your bearings in the city, if you can come
5 in the easiest possible way you're at a great advantage
6 and you feel much better about the beginning of your
7 journey. And that's about it.

8 CHAIRMAN BENJAMIN BARNES: Can I ask you
9 a question?

10 RACHEL SOLEM: Yes.

11 CHAIRMAN BENJAMIN BARNES: What would
12 you have to do differently or what would make it easier
13 if U.S. Shuttle was on a scheduled service than what
14 their current service is to your establishment?

15 RACHEL SOLEM: We would simply post the
16 schedule rather than having people calling them
17 directly and we would let people know where they could
18 pick up the shuttle, which would not be right in front
19 of our place.

20 CHAIRMAN BENJAMIN BARNES: So, it's just
21 a matter of not making a phone call?

22 RACHEL SOLEM: Well, if they knew where

1 it was, they would both probably not take the subways
2 and probably not call cabs, so it's going to pull
3 business away from both of those methods.

4 EXECUTIVE OFFICER RICHARD SCALI: I
5 guess my question is the only thing that you would --
6 the only thing that would simplify from your daily
7 routine would be now you wouldn't have to make a phone
8 call; is that correct?

9 RACHEL SOLEM: That's probably true, as
10 far as our operations go. It makes a huge difference
11 to the guests, but as far as our particular operations
12 go, that's right.

13 POLICE CAPTAIN HENRY BREEN: Madam,
14 wouldn't you think it would be more convenient leaving
15 it as it is now because if the guests wants the ,
16 shuttle, you call, but they don't have to go anywhere,
17 it comes to their house; is that correct?

18 RACHEL SOLEM: It does, yes.

19 POLICE CAPTAIN HENRY BREEN: Thank you.

20 RACHEL SOLEM: And cabs can certainly do
21 that.

22 FIRE CHIEF KEVIN FITZGERALD: Through

1 you, Mr. Chairman?

2 CHAIRMAN BENJAMIN BARNES: Yes. Chief?

3 FIRE CHIEF KEVIN FITZGERALD: Irving
4 House, what is the capacity there, rooms?

5 RACHEL SOLEM: We have a total of 58
6 rooms in two houses.

7 FIRE CHIEF KEVIN FITZGERALD: How many?

8 RACHEL SOLEM: 58.

9 FIRE CHIEF KEVIN FITZGERALD: 58? What
10 was your average occupancy for 1995?

11 RACHEL SOLEM: 77 percent.

12 FIRE CHIEF KEVIN FITZGERALD: 77.

13 Throughout the year?

14 RACHEL SOLEM: Yes, averaged over the
15 year.

16 FIRE CHIEF KEVIN FITZGERALD: How many
17 parking spaces do you have?

18 RACHEL SOLEM: We have 15 at one house
19 and 12 at another -- at the second house.

20 FIRE CHIEF KEVIN FITZGERALD: Thank you.

21 CHAIRMAN BENJAMIN BARNES: Thank you.

22 ATTORNEY JOSEPH KLEMENTS: In summing

1 up, I would just like to point out that in addition to
2 the advantage of not having to make a call, if these
3 vehicles are available on a schedule of every half-
4 hour, the guest is going to have more options. The
5 Cambridge resident is going to have more options.

6 Currently, under the on-call
7 arrangement, U.S. Shuttle can respond to many calls,
8 but not all. They can make a more efficient use of
9 their equipment by having it circulating on an route.
10 It's available on a schedule, the resident knows when
11 it would be there and can plan accordingly, and if it's
12 an unusual location or an unusual time, they can still
13 try to make the on-call type service, but they can't
14 always be sure that they'll be able to respond.

15 This greater use -- this greater ,
16 efficiency, in their experience, will result in having
17 more occupants in the vehicle. The regular route
18 vehicles which they run presently have a higher number
19 of occupants in them on average than the on-call
20 vehicles. It's just the nature of the service. And as
21 the previous speaker alluded, if you have higher
22 occupancy in the vehicle, that means you have fewer

1 vehicles on the road.

2 I've tried to outline for you the nature
3 of the operation. I've tried to outline for you why we
4 think there's a need for this service. And I conclude
5 by asking that you remove that closed-door restriction.
6 At this point in time if you have any questions for me
7 or for Mr. Wall, we'd be pleased to try to answer them
8 or give you any more information about the proposed
9 service.

10 CHAIRMAN BENJAMIN BARNES: Thank you.
11 Any questions from the Board?

12 FIRE CHIEF KEVIN FITZGERALD: Yes, one
13 question.

14 CHAIRMAN BENJAMIN BARNES: One moment.
15 Chief, you have the floor.

16 FIRE CHIEF KEVIN FITZGERALD: In my five
17 years in licensing, I find it peculiar to have someone
18 that's not associated with the firm polling other
19 people that would be customers for that firm. I'm
20 wondering if you have an arrangement of the management
21 of Irving House?

22 ATTORNEY JOSEPH KLEMENTS: As a matter

1 of fact, we were unaware that she was coming here
2 today.

3 FIRE CHIEF KEVIN FITZGERALD: Very good.
4 Okay.

5 ATTORNEY JOSEPH KLEMENTS: She was a
6 welcome volunteer. Several hotel managers have
7 indicated they would not come today for fear of
8 intimidation.

9 CHAIRMAN BENJAMIN BARNES: By whom?
10 We're not an intimidating bunch.

11 ATTORNEY JOSEPH KLEMENTS: This Board is
12 not, that's correct.

13 FIRE CHIEF KEVIN FITZGERALD: Say again?

14 ATTORNEY JOSEPH KLEMENTS: I said this
15 Board is certainly not an intimidating bunch, that's
16 correct. I have nothing but the utmost respect for
17 this Board.

18 FIRE CHIEF KEVIN FITZGERALD: Thank you.

19 CHAIRMAN BENJAMIN BARNES: Any other
20 questions, Chief?

21 FIRE CHIEF KEVIN FITZGERALD: No.

22 CHAIRMAN BENJAMIN BARNES: Okay. I have

1 a couple questions. Captain Breen, do you --

2 POLICE CAPTAIN HENRY BREEN: No, sir.

3 CHAIRMAN BENJAMIN BARNES: On your
4 application, if I was to take your shuttle and set out
5 -- got on at Fresh Pond Parkway, could I get off at any
6 other point on the streets or would I have to go all
7 the way to the airport? Could I take it from Fresh
8 Pond Parkway to -- you have here Eliot Street. Could I
9 get off at Eliot Street?

10 ATTORNEY JOSEPH KLEMENTS: Currently,
11 no, that is the meaning of the closed-door restriction.

12 CHAIRMAN BENJAMIN BARNES: No, I'm
13 talking about what you're asking for.

14 ATTORNEY JOSEPH KLEMENTS: If the
15 restriction were removed and someone were to get on at
16 any other point on the route and ask to get off at
17 another point, the driver would collect the fare and
18 accommodate them by discharging them at the other
19 point, yes. So, if a Cambridge resident wanted to get
20 from Alewife or the North Cambridge area down to the
21 M.I.T. area, and the bus were going that way, yes, he
22 could drop the resident off --

1 CHAIRMAN BENJAMIN BARNES: So, similar
2 to, would you say, the MBTA bus?

3 ATTORNEY JOSEPH KLEMENTS: Insofar as
4 the MBTA runs regular routes, yes.

5 CHAIRMAN BENJAMIN BARNES: Second, on
6 the application it states -- you know, the number of
7 streets, but it doesn't say where you're going to stop.

8 ATTORNEY JOSEPH KLEMENTS: The stops are
9 along the route at the driver's -- at the passengers'
10 request, unless there are restrictions placed on the
11 license.

12 CHAIRMAN BENJAMIN BARNES: There are no
13 hotels mentioned on the application.

14 ATTORNEY JOSEPH KLEMENTS: The hotels
15 are situated along the routes, as are many of the other
16 locations from which we've received service requests.

17 CHAIRMAN BENJAMIN BARNES: Chief?

18 FIRE CHIEF KEVIN FITZGERALD: One other
19 point. In transit, would a U.S. Shuttle driver accept
20 a hail? A hail? A person on the sidewalk indicating
21 they want a ride, would they pick up?

22 ATTORNEY JOSEPH KLEMENTS: There has not

1 been a demand for that. I could defer to Mr. Wall,
2 who's into the operations to answer that.

3 JAMES WALL: Jim Wall. I'm the General
4 Manager of U.S. Shuttle.

5 CHAIRMAN BENJAMIN BARNES: Good
6 afternoon, Mr. Wall.

7 JAMES WALL: Good afternoon. I think
8 under the licenses, if granted, that would be possible,
9 but we'd certainly be open to restricting -- discussion
10 with you restricting the license to restrict it against
11 picking up and dropping off within the City of
12 Cambridge and -- if that's something you want to
13 discuss, and we're very open to that.

14 POLICE CAPTAIN HENRY BREEN: Mr.
15 Chairman?

16 CHAIRMAN BENJAMIN BARNES: Mm-hm.

17 POLICE CAPTAIN HENRY BREEN: Jim, Public
18 Utilities rules or the ordinances of the towns and
19 cities that you pass through now, there is a law that
20 most cities and towns like Boston and Cambridge say
21 that a cabby from Boston cannot pick up -- solicit a
22 fare here unless somebody signals them. Now, going

1 along with that, do you have any ordinances and rules
2 that tell you you cannot pick up if somebody signals
3 you?

4 JAMES WALL: Speaking about along the
5 route that we're applying for, I believe that -- and
6 I'd have to check with Mr. Klements -- I believe that
7 the license for regular route service, we would be able
8 to pick up at any private property along the route or
9 any bus stop along the route.

10 POLICE CAPTAIN HENRY BREEN: I guess my
11 question is if I were standing in the street and I saw
12 you going by and I signaled you to pick me up, would
13 there be any -- like with these towns, do they have
14 ordinances, like Cambridge and Boston, that if somebody
15 signals you can, but you can't stop if you see somebody
16 waiting at a bus (light) to solicit --

17 JAMES WALL: I'm not -- I'd like to
18 have Mr. Klements answer that. I'm not really sure.

19 CHAIRMAN BENJAMIN BARNES: Do you
20 understand the question, Counsel?

21 ATTORNEY JOSEPH KLEMENTS: I believe so.
22 If the service were operating today and I were out here

1 on Mass. Ave. and was waving my arm?

2 POLICE CAPTAIN HENRY BREEN: Yeah.

3 ATTORNEY JOSEPH KLEMENTS: Their
4 experience to date running these routes in other towns
5 has been it doesn't happen. If it were to happen, as
6 the statute Chapter 159A is written, they are a common
7 carrier and it would be illegal for them to turn away a
8 request for service on their route. So that just as it
9 would be for a cabby, you know, sitting there with an
10 empty cab. I run up and say I'd like to be taken to
11 somewhere in Cambridge and he says, Get out of here,
12 they'd file a complaint with you.

13 POLICE CAPTAIN HENRY BREEN: No, I'm
14 saying you soliciting, and not them soliciting you.

15 CHAIRMAN BENJAMIN BARNES: I think what
16 -- Correct me if I'm wrong, Captain.

17 POLICE CAPTAIN HENRY BREEN: Yes, sir.

18 CHAIRMAN BENJAMIN BARNES: Let's go with
19 your application. You're on the corner of Brattle
20 Street between Massachusetts Ave. and Eliot Street.
21 Captain Breen is sitting there. Would you just pull
22 over and say, hey, are you waiting for the shuttle, and

1 take him some place? That's what -- There's no
2 solicitation on his part, but he's on one of your
3 routes, would your driver pull over and ask is he
4 waiting for the shuttle?

5 ATTORNEY JOSEPH KLEMENTS: I don't think
6 the driver would be soliciting the fare, no.

7 EXECUTIVE OFFICER RICHARD SCALI: For
8 the Commissioners, if I could just ask a question. In
9 your application, you have mentioned that the
10 application is for four vehicles. You submitted a list
11 of vehicles today for quite a few vehicles. Are you
12 now changing the application to include all of your
13 listed vehicles to be in Cambridge?

14 ATTORNEY JOSEPH KLEMENTS: I gave to you
15 a list of all vehicles which this company operates.
16 They are spread throughout those 60 cities and towns.

17 EXECUTIVE OFFICER RICHARD SCALI: Is
18 your application for four vehicles still, or is it the
19 list of all these vehicles? Which of these four
20 vehicles are going to be in the City?

21 ATTORNEY JOSEPH KLEMENTS: I was not
22 privy to the original filing, so it is hard for me to

1 say.

2 CHAIRMAN BENJAMIN BARNES: But it will
3 be limited to four?

4 ATTORNEY JOSEPH KLEMENTS: I don't know
5 if -- Hold on a second. Let me ask the boss.

6 CHAIRMAN BENJAMIN BARNES: Yes?

7 ATTORNEY JOSEPH KLEMENTS: They're going
8 to have seven routes all over Massachusetts with those
9 vehicles circulating. At this point in time, it just
10 wouldn't -- he doesn't think it would realistically
11 happen that there would ever be more than four vehicles
12 in Cambridge.

13 CHAIRMAN BENJAMIN BARNES: Thank you.

14 ATTORNEY JOSEPH KLEMENTS: If you sent
15 them all here, then everybody else would be without
16 service.

17 EXECUTIVE OFFICER RICHARD SCALI: Also,
18 if I could ask, Ms. Solem testified that it would make
19 it easier for her to direct her guests to a stop where
20 people would get the shuttle service. In your
21 application you don't list any stops, so how would she
22 know where it's going to stop?

1 ATTORNEY JOSEPH KLEMENTS: Talk to Mr.
2 Wall.

3 CHAIRMAN BENJAMIN BARNES: But I mean,
4 that's --

5 EXECUTIVE OFFICER RICHARD SCALI: How
6 would the Commissioners know --

7 CHAIRMAN BENJAMIN BARNES: Correct me if
8 I'm wrong, Executive Director. You're saying on the
9 application it doesn't say at a stop anywhere. It just
10 says you ride the streets?

11 ATTORNEY JOSEPH KLEMENTS: They would be
12 circulating over those streets. If somebody at the
13 Irving House or somebody at Harvard or somebody who has
14 a house on an unrestricted part of Broadway --

15 EXECUTIVE OFFICER RICHARD SCALI: But I
16 guess my question is --

17 ATTORNEY JOSEPH KLEMENTS: -- were to
18 call up the office and say, have you got a vehicle
19 going through, can they stop today, they would just
20 radio the driver and say, Please make a stop at the
21 corner of such and such street on your regular route.
22 Somebody's waiting there for you.

1 EXECUTIVE OFFICER RICHARD SCALI: How is
2 that different from what they're doing right now making
3 a call?

4 ATTORNEY JOSEPH KLEMENTS: If somebody
5 at Irving House were to say, would you please stop and
6 check for people at the corner of such-and-such street
7 every time you go by, they would. And at that point
8 that owner of the Irving House could say, there's a bus
9 that goes by that corner every half hour. If you go
10 out there and stand there with your suitcase, I've made
11 arrangements that they'll stop for you.

12 POLICE CAPTAIN HENRY BREEN: Mr.
13 Chairman --

14 ATTORNEY JOSEPH KLEMENTS: But it would
15 be by --

16 CHAIRMAN BENJAMIN BARNES: (Inaudible)
17 going back to Captain Breen's question.

18 ATTORNEY JOSEPH KLEMENTS: So they don't
19 have to call every day.

20 CHAIRMAN BENJAMIN BARNES: You're
21 solicitating. Go ahead, Captain.

22 POLICE CAPTAIN HENRY BREEN: Thank you,

1 Mr. Chairman. I'm a little confused because right now
2 the lady talked highly of your service for her
3 customers and if I were to go to her place and stay and
4 I was from another city or town and I said, would you
5 get me a shuttle and she calls up and a shuttle comes
6 to the door, this is fine. But if she said to me,
7 you've got to walk three blocks and wait in the rain, I
8 don't see the -- how it's going to be better for her.

9 CHAIRMAN BENJAMIN BARNES: I think she
10 left.

11 POLICE CAPTAIN HENRY BREEN: Could you -
12 -

13 CHAIRMAN BENJAMIN BARNES: Do you have
14 any information --

15 ATTORNEY JOSEPH KLEMENTS: I can get
16 inside her head and try to guess.

17 CHAIRMAN BENJAMIN BARNES: Please.

18 ATTORNEY JOSEPH KLEMENTS: On a rainy
19 day?

20 EXECUTIVE OFFICER RICHARD SCALI: On any
21 day.

22 ATTORNEY JOSEPH KLEMENTS: Any day.

1 What she could do is put a little poster down in the
2 lobby that says U.S. Shuttle travels the following
3 route. They pass by every half-hour. If you go down
4 there and hail them, they'll stop.

5 CHAIRMAN BENJAMIN BARNES: Correct me if
6 I'm wrong --

7 ATTORNEY JOSEPH KLEMENTS: And she can
8 call Mr. Wall and say --

9 CHAIRMAN BENJAMIN BARNES: Wouldn't it
10 be easier to just --

11 ATTORNEY JOSEPH KLEMENTS: -- keep an
12 eye on my street corner.

13 CHAIRMAN BENJAMIN BARNES: -- pull right
14 in front of Irving House and you have the suitcase and
15 you walk right in?

16 FIRE CHIEF KEVIN FITZGERALD: He'd be
17 off his prescribed route.

18 ATTORNEY JOSEPH KLEMENTS: He'd be off
19 his prescribed route. Had we known before we filed the
20 application last fall of the Irving House's strong
21 interest, we might have designed a route accordingly.

22 CHAIRMAN BENJAMIN BARNES: But you don't

1 --

2 ATTORNEY JOSEPH KLEMENTS: We tried to
3 do that, then you know -- maybe we'll be back to you
4 some day for a small amendment.

5 CHAIRMAN BENJAMIN BARNES: But don't
6 they go to Irving House presently when she makes a
7 phone call?

8 ATTORNEY JOSEPH KLEMENTS: Yes.

9 CHAIRMAN BENJAMIN BARNES: And come
10 right to the front door?

11 ATTORNEY JOSEPH KLEMENTS: Yes, they do.

12 CHAIRMAN BENJAMIN BARNES: So, now
13 you're requesting that her clients walk down the street
14 instead of coming to the front door; is that correct?

15 ATTORNEY JOSEPH KLEMENTS: She's said
16 that she would like that.

17 CHAIRMAN BENJAMIN BARNES: Okay.

18 ATTORNEY JOSEPH KLEMENTS: And her
19 customers who walk would like that.

20 CHAIRMAN BENJAMIN BARNES: Okay. Thank
21 you.

22 ATTORNEY JOSEPH KLEMENTS: I'm not

1 familiar with the neighborhood. It may or may not be
2 neat place to walk around in.

3 CHAIRMAN BENJAMIN BARNES: I just have
4 another question. You said --

5 ATTORNEY JOSEPH KLEMENTS: You know,
6 like I said, she wandered in here today. We didn't
7 plan on having anybody other than myself and Mr. Wall.

8 CHAIRMAN BENJAMIN BARNES: You said you
9 received -- first let me get back to that -- 75 percent
10 business from the residents of the City of Cambridge;
11 is that correct? 75 percent of the Cambridge
12 residents?

13 ATTORNEY JOSEPH KLEMENTS: At the
14 current time, they've been tracking for the past month
15 or so calls, and at the current time, 75 percent of the
16 calls they get for service are from residents.

17 CHAIRMAN BENJAMIN BARNES: And where are
18 their destinations, to the airport?

19 ATTORNEY JOSEPH KLEMENTS: That's the
20 primary destination. There are other points, as well.
21 But primarily the air -- over 90 percent airport.

22 CHAIRMAN BENJAMIN BARNES: Over 90

1 percent the airport?

2 ATTORNEY JOSEPH KLEMENTS: Is that
3 right, Jim?

4 JAMES WALL: Yes.

5 CHAIRMAN BENJAMIN BARNES: Do you have
6 any evidence of this 75 percent business, other than
7 your statement?

8 ATTORNEY JOSEPH KLEMENTS: No.

9 EXECUTIVE OFFICER RICHARD SCALI: Phone
10 logs?

11 ATTORNEY JOSEPH KLEMENTS: He's been
12 keeping track of it --

13 CHAIRMAN BENJAMIN BARNES: Do you have
14 phone logs?

15 ATTORNEY JOSEPH KLEMENTS: Do you have
16 phone logs showing calls from Cambridge?

17 JAMES WALL: (Inaudible.)

18 ATTORNEY JOSEPH KLEMENTS: He has the
19 dispatch records.

20 CHAIRMAN BENJAMIN BARNES: Okay.

21 ATTORNEY JOSEPH KLEMENTS: Which I guess
22 are about -- you know, business records.

1 CHAIRMAN BENJAMIN BARNES: Okay. And
2 then you said -- I'm still trying to get a hold on
3 this. It would be easier because now we have a set
4 schedule. What -- I don't understand. What is
5 difficult about calling up and saying can you pick me
6 up at the Sheraton Hotel at 6 o'clock? I mean, I don't
7 see the difficulty.

8 ATTORNEY JOSEPH KLEMENTS: Well,
9 somebody --

10 CHAIRMAN BENJAMIN BARNES: And that's
11 what you -- That's current system.

12 ATTORNEY JOSEPH KLEMENTS: If you're
13 taking random phone calls as a dispatcher, you may get
14 calls from somebody for a pickup at one point at 6, a
15 pickup at another point at 6:15, a pickup at another
16 point at 6:05, and you can't be everywhere at once.

17 On the other hand, if you know where
18 many of your calls are coming from and you can post a
19 schedule, people are willing to accommodate their
20 schedule to yours. So, the 6:10, the 6:15 and the 6
21 o'clock all decide, okay, well, I can make the 6
22 o'clock shuttle or I can make the 6:30 shuttle. You

1 don't have the scheduling headache. You don't have
2 people at the places of business making calls --

3 CHAIRMAN BENJAMIN BARNES: So, the
4 headache is on your part, not on the customers part?

5 ATTORNEY JOSEPH KLEMENTS: Most of the
6 hotel people, from all the different cities and towns
7 who came into the D.P.U. testified that it's a big
8 hassle for us and for our customers.

9 CHAIRMAN BENJAMIN BARNES: To make a
10 phone call is a big hassle?

11 ATTORNEY JOSEPH KLEMENTS: If you have
12 2,000 guests in the City of Cambridge every day, that's
13 2,000 phone calls that somebody's making.

14 CHAIRMAN BENJAMIN BARNES: You're being
15 very optimistic about 2,000 are calling U.S. Shuttle.

16 ATTORNEY JOSEPH KLEMENTS: That's true.

17 CHAIRMAN BENJAMIN BARNES: But going
18 back to the phone call, you're saying you receive --

19 ATTORNEY JOSEPH KLEMENTS: Well, if I
20 could finish --

21 CHAIRMAN BENJAMIN BARNES: (Inaudible.)

22 ATTORNEY JOSEPH KLEMENTS: Okay. Well,

1 I was trying to answer one question at a time, but I'm
2 getting peppered by more than one now. It's kind of
3 hard to answer them all.

4 CHAIRMAN BENJAMIN BARNES: Here comes
5 one now.

6 ATTORNEY JOSEPH KLEMENTS: Okay. I'll
7 do my best.

8 CHAIRMAN BENJAMIN BARNES: You say you
9 receive 250 calls a day, which even if it's 10 hours a
10 day, that's about 25 calls an hour, you say that is
11 overflowing for your staff?

12 ATTORNEY JOSEPH KLEMENTS: That's one of
13 60 cities and towns, Cambridge.

14 CHAIRMAN BENJAMIN BARNES: So, over 250
15 calls just from Cambridge residents?

16 ATTORNEY JOSEPH KLEMENTS: 250 to 300
17 calls from Cambridge daily, yes. The bulk of those are
18 concentrated during daytime.

19 CHAIRMAN BENJAMIN BARNES: And that is
20 overwhelming for your staff?

21 ATTORNEY JOSEPH KLEMENTS: That is not
22 overwhelming, no. That's not what I said.

1 CHAIRMAN BENJAMIN BARNES: What did you
2 say?

3 ATTORNEY JOSEPH KLEMENTS: What I said
4 is that it is possible to more efficiently handle that
5 volume of business with a regular route service.

6 POLICE CAPTAIN HENRY BREEN: Mr.
7 Chairman?

8 ATTORNEY JOSEPH KLEMENTS: And I was
9 starting to explain how when I was interrupted.

10 EXECUTIVE OFFICER RICHARD SCALI: If I
11 could let him explain, because (inaudible) give him an
12 opportunity to explain.

13 CHAIRMAN BENJAMIN BARNES: He'll have an
14 opportunity.

15 POLICE CAPTAIN HENRY BREEN: Just so I
16 can follow the line of question and answers, Counsel.
17 In other words, because you have surrounding cities and
18 towns, you're saying it would more efficient, effective
19 and economical to do it under your plan? Would that be
20 a fair statement?

21 In other words, the question from the
22 chairman was why don't they go to the front door? You

1 said there's too many phone calls, because it's more
2 than just the City of Cambridge for your dispatcher.
3 My question is is it under this interaction, would it
4 be fair and reasonable to say that your answer is
5 because it's more effective, economical and efficient
6 for your firm?

7 ATTORNEY JOSEPH KLEMENTS: It is more
8 effective, efficient and economical and those economies
9 can in turn be passed along to the public that we serve
10 as a common carrier.

11 POLICE CAPTAIN HENRY BREEN: Now, that's
12 a good answer. My next question, Mr. Chairman, but for
13 the service of the clientele, the customer, and this
14 Board always relies on the customer, it's not only the
15 cab company -- the cab company is one clientele that we
16 deal with, but we listen to cab company, but we rule
17 objectively on every case. We take into consideration,
18 the customer as well as the cab company. And my
19 concern would be the customer's being shortchanged by
20 your plan, because the customer under the old plan, he
21 or the manager of the hotel calls and your shuttle
22 comes to that location. Under the new plan, that

1 customer has to walk, if he has bags -- baggage to go
2 to the airport or whatever, he has to walk to a
3 destination in the winter in the inclement weather, and
4 that bothers me.

5 ATTORNEY JOSEPH KLEMENTS: Actually,
6 what we do is we offer the customer a choice of two
7 options, if they want to take the regular route
8 service, it is available to them and the route is
9 published. If they want to have scheduled service, at
10 the a point off the route, or if they want to have
11 scheduled -- a call-in service, I mean, at a point off
12 the route or if they want to call up for service at
13 6:15 when we're only going to be there at 6 and 6:30,
14 that on-call service will still be available. So, the
15 customer really would have two options. So, we're
16 offering the paying public more variety of service, and
17 we hope a better service.

18 CHAIRMAN BENJAMIN BARNES: I just have
19 one more question. Do you have any permission by any
20 of the major hotels in the City of Cambridge to stop on
21 a scheduled basis other than the reservation basis
22 today, where they say the closed-door policy was

1 changed by this Commission, that they will allow you to
2 come on their private property?

3 ATTORNEY JOSEPH KLEMENTS: It's my
4 understanding that we're about to commence service at
5 the two hotels I mentioned on the M.D.C. roadways, yes.
6 We would certainly not do that without their
7 permission.

8 CHAIRMAN BENJAMIN BARNES: How about the
9 other hotels? Let's say the Marriott?

10 ATTORNEY JOSEPH KLEMENTS: Every hotel
11 on that list currently -- Hold on just a second. I
12 don't want to mislead you.

13 Each of the hotels on that list have
14 already engaged in discussions with the applicant
15 regarding the institution of regular route service.
16 They have asked that we keep those discussions
17 confidential and I regret that -- you know, it doesn't
18 help in this proceeding, but my client's a man of his
19 word. He's going to keep those discussions
20 confidential with all respect to this Board.

21 CHAIRMAN BENJAMIN BARNES: No, I don't
22 have a problem.

1 ATTORNEY JOSEPH KLEMENTS: It's a
2 promise between two businessmen.

3 CHAIRMAN BENJAMIN BARNES: Thank you.
4 Any other questions from the Board? Mr. Scali, do you
5 have any points?

6 EXECUTIVE OFFICER RICHARD SCALI: No.

7 CHAIRMAN BENJAMIN BARNES: Thank you,
8 Counsel. At the close of the open comment session, you
9 will have a chance to respond to everything.

10 ATTORNEY JOSEPH KLEMENTS: Thank you
11 very much for your time. We appreciate it.

12 CHAIRMAN BENJAMIN BARNES: Can you read
13 off the names on the list, Mr. Scali?

14 EXECUTIVE OFFICER RICHARD SCALI: Those
15 that came in late, there is a sign-up sheet here, for
16 those who want to speak, so we'll take them in order of
17 people who did sign up. Okay?

18 The first person that's on the list is
19 Bill Cavellini.

20 BILL CAVELLINI: I'm sorry. I thought I
21 was about sixth or seventh on the list. That's why I'm
22 -- wasn't exactly prepared to start right now. But my

1 name is Bill Cavellini and I'm a cab driver in
2 Cambridge, have been for 23 years. And I live at 158
3 Brookline Street.

4 I want to speak to the statement by the
5 applicant and by his witnesses that there is a public
6 need and that they have in fact established that public
7 need. And I want to cite a number of things as I go
8 along.

9 First of all, there has been talk over
10 the course of the initial hearing and this one about
11 taxicabs not providing adequate service. And I want to
12 point out that almost 100 percent of the complaints
13 about inadequate door-to-door service in Cambridge --
14 and I suspect in other cities and towns that the
15 applicant has applied for similar routes -- are limited
16 to afternoon rush hours on winter Thursdays and
17 Fridays, or at least afternoon rush hours in general
18 throughout the year.

19 None of the witnesses that testified at
20 the Department of Public Utilities said what time of --
21 as to poor taxi service -- testified as to what time of
22 day or what day of the week they were having trouble

1 getting a taxi. And I want to point out that there is
2 no transportation mode in the Boston metropolitan area,
3 except perhaps the water shuttle, which can claim that
4 they can provide the same kind of service all hours of
5 the day, including the rush hour. Rush hour is a
6 difficult time to guarantee door-to-door service on
7 time.

8 The second point I want to make is to
9 point out something that I've pointed out before in
10 hearings such as this about requests for increased
11 service from other carriers, and that is that the City
12 of Cambridge funded a study done by Peter Scheinfeld
13 and I believe a gentleman by the name of Chayette. The
14 study was done in 1988 and it was published in 1989.
15 The study concluded that there was no need for
16 additional vehicles to provide door-to-door service in
17 Cambridge.

18 Now, one might ask, well, 1988 and 1989,
19 that was some time ago. But it's interesting to note
20 that no new hotels have been built in this city since
21 that time, to the best of my knowledge, and that
22 commercial construction in general has been very slow

1 in this time period. It's reasonable therefore to
2 conclude that the demand that was studied in '88 and
3 '89 has not increased significantly. So that the
4 City's own study has said there is no need for door-to-
5 door -- increased door-to-door service.

6 The other cities and towns that are
7 along the various routes that were requested by U.S.
8 Shuttle have not had this kind of -- a study such as
9 this. And some of those towns have requested that the
10 licenses and the routes be limited so that they cannot
11 pick up local riders. As has been indicated today,
12 there is no such restriction that U.S. Shuttle is
13 agreeing to. They are saying they will pick up like a
14 bus on a regular schedule and they will pick up like a
15 taxicab at a street corner from a street hail.

16 Now, there are maybe nine major hotels
17 in Cambridge and a number of smaller ones. I'm still
18 speaking to the need -- whether there's a need here.
19 Not one of the major hotels sent a representative today
20 to say I desperately -- my hotel desperately needs this
21 service. Everything we've heard today was hearsay. In
22 fact, it was double hearsay in the case of Ms. Reese

1 from the Chamber of Commerce, who supposedly spoke to
2 all the hotels and who told her that they all need the
3 service.

4 Where are the hotel managers? Where's
5 the hotel association? These people are not shy.
6 These people are not to use -- to used the words of Mr.
7 Klements, they are not easily, quote, "intimidated,"
8 end quote. Who are they intimidated by? Me? Taxi
9 drivers? What are we going to do to them?

10 Who was the force behind the additional
11 300 medallions in Boston some years ago? Was it not
12 the hotel association? Were they shy? Were they
13 intimidated? I contend today that if there was a need
14 on the part of the major hotels in Cambridge, that they
15 would be here testifying, or they would have sent you a
16 letter in writing. Either individually or in the
17 context of their hotel association, which is well-
18 established in this City.

19 Additionally, why was there not a letter
20 from the Chamber of Commerce, which supposedly was
21 active in soliciting the support of the hotels in favor
22 of the U.S. Shuttle route? The need has not been

1 established.

2 Now, we did have testimony from a woman
3 from the Irving House. I believe her name was Rachel -
4 -

5 EXECUTIVE OFFICER RICHARD SCALI: Rachel
6 Solem.

7 BILL CAVELLINI: -- Solem. She also
8 testified at the D.P.U. She's no stranger to the
9 applicant. The supposed surprise on the part of the
10 attorney for the applicant is disingenuous, in my
11 opinion.

12 But from just that limited testimony,
13 are we to assume that there is an unmet need from all
14 bed and breakfasts for additional door-to-door service?
15 Has she polled other bed and breakfasts? I don't think
16 she testified to that.

17 And I question the whole assumption that
18 bed and breakfasts's would be served well by a
19 scheduled route, and I think some of the questioning on
20 the part of the Commissioners speaks to this, but I
21 want to say something about that. (Inaudible) enough,
22 58 rooms, I think it was, that Ms. Solem talked about

1 in two locations. She also talked about there being
2 almost no use or very little use of cars. However, she
3 has 27 parking spaces for 58 rooms. It's more than
4 half or almost half. And it's my experience that a lot
5 of people do take cars to bed and breakfast's, and
6 there are many, many small ones in Cambridge.

7 Their geographical distribution in the
8 neighborhoods, deep into the neighborhoods, off some of
9 the scheduled route that's been requested suggests that
10 they would not be serviced well by this service. So,
11 that's what I have to say about the need.

12 As to the price, which I think is an
13 interesting subject here because it sort of intersects
14 with some talk about the need, and I'll get to that in
15 a minute. There were projections about possible,
16 potential ridership, the figure 250 calls was made, or
17 stated, and so on. And this came up at the Department
18 of Public Utilities as well. The seven and ten dollar
19 per person Cambridge charges, we have fees -- we felt
20 in the industry that they were in effect come-on's to
21 establish an additional customer base and to bring into
22 the market, and we don't expect that price to stay.

1 And one of the interesting things, I
2 think that needs to be pointed out is that while the
3 initial come-on was seven to ten dollars in there
4 mailing, in the value packs, the statistics that they
5 want you to use to gage the demand -- again, this
6 speaks to the need -- is for the month of April. One
7 of the Commissioners asked what time period did you
8 collect these statistics for the demand, and he said
9 the last month.

10 This ad -- full-page ad in the Cambridge
11 Chronicle -- there was one in the Cambridge Tab, this
12 is not seven dollars per person, this is six dollars
13 per person, and the second person -- it isn't ten
14 dollars, it's six dollars. This is what I'm suggesting
15 is going on, is that to prepare for this hearing, a
16 discount rate was offered for the month of April.
17 People saw it in the paper, now there's a lot of calls.
18 for your shuttle for six-dollar rate, better than
19 seven, better than having ten for the second person and
20 ten or more for the third person, but six dollars per
21 person for first one, second one and third. And now
22 (inaudible) for this hearing and for the D.P.U. -- if

1 it goes to the D.P.U. is April numbers on six dollars.

2 POLICE CAPTAIN HENRY BREEN: Mr.

3 Chairman?

4 BILL CAVELLINI: Again, this is

5 disingenuous.

6 POLICE CAPTAIN HENRY BREEN: Could I ask

7 a question?

8 BILL CAVELLINI: Yes.

9 POLICE CAPTAIN HENRY BREEN: What is the

10 date on that paper?

11 BILL CAVELLINI: April 4th, 1996. And

12 the discount (inaudible) valid for travel between

13 4/4/96 and 4/30/96, the month of April.

14 I'd like to know what evidence has been

15 presented, either in the first hearing or this hearing

16 -- I didn't hear any -- that speaks to any anticipated

17 drop-off once the prices go up to 17 dollars per

18 person.

19 Another pressing issue speaks not to

20 U.S. Shuttle's application directly but to the effect

21 on the taxicab rates when the airport/hotel runs are

22 taken away. As I have testified and as I teach in the

1 taxi school and talk about the industry and describe it
2 to the drivers coming in hoping to become taxi drivers,
3 I talk about the delicate way -- the awkward way in
4 which all these customer based -- customer base of the
5 taxi industry is. And -- you know, the basis of a set
6 of co-dependent clients that we have. If we don't have
7 the taxicab runs, it's going to mean higher taxicab
8 rates for elderly and low-income. And in sort of a
9 funnel kind of way. It's an inadvertent -- almost
10 inadvertently, perhaps, the result of this service
11 coming in could mean that there's actually an income
12 re-distribution that takes place, if the rates go up
13 for elderly and low income in Cambridge and the rates
14 go down for the suburbanites traveling through
15 Cambridge.

16 Now, the applicant has touted the
17 support it's gotten from MassPort. I want to point out
18 that MassPort cannot do anything other than support a
19 multiple occupancy vehicle. They are under very strict
20 guidelines and pressure to diminish the traffic going
21 to Logan. The state implementation plan requires them
22 to take this position. But I wonder if they've really

1 examined this application.

2 The figures for average passengers per
3 trip, which is stated here and is stated in the D.P.U.
4 5.7 is unsubstantiated by any data -- any direct data
5 of this company. Taxi drivers and other observing the
6 U.S. Shuttle vans moving through Cambridge rarely see
7 more than three or four passengers on the vehicles, and
8 this is when they're headed out of town from the
9 Marriott or the Sonesta. Cabs can carry that many.
10 Why are these vehicles being touted as more
11 environmentally beneficial?

12 EXECUTIVE OFFICER RICHARD SCALI: Mr.
13 Cavellini, I'll have to ask you to speed along.

14 BILL CAVELLINI: Okay.

15 EXECUTIVE OFFICER RICHARD SCALI:
16 There's about four or five other people who want to
17 speak.

18 FIRE CHIEF KEVIN FITZGERALD: It's 12.

19 BILL CAVELLINI: There is -- There was
20 a previous application for a very similar route in 1992
21 from Joseph's Limousine, except in that application
22 they gave you the stops they were going to make. They

1 said -- and it was at all the hotels and they were
2 going to the airport.

3 When that application was made, the
4 director -- the planning director for the traffic
5 department -- and I think this is what was being
6 referenced by Councillor Galluccio -- there was a
7 letter from Lauren Preston suggesting that the vehicles
8 that Joseph's Limousine were going to bring into the
9 hotel driveways as they stood in the driveways waiting
10 for their passengers to get onto the vehicle, would add
11 to the congestion at those stands in front of the
12 hotels, causing delays and causing a backup onto public
13 streets, particularly in the instance of Broadway and
14 the Marriott, but other instances can be looked at,
15 too. And while there's no letter from Lauren Preston
16 here suggesting that that could be a problem, I can't
17 imagine why it shouldn't be taken into consideration if
18 it was in 1992.

19 EXECUTIVE OFFICER RICHARD SCALI:

20 Summing up?

21 BILL CAVELLINI: Yeah. I have a couple
22 more points I want to make, Richard.

1 EXECUTIVE OFFICER RICHARD SCALI: Other
2 people want to talk and I just want to make sure we get
3 everybody in, that's all.

4 UNIDENTIFIED SPEAKER: (Inaudible) ten
5 minutes.

6 CHAIRMAN BENJAMIN BARNES: The gentleman
7 has yielded (inaudible.) Okay.

8 BILL CAVELLINI: I have heard no
9 testimony today, nor did I hear it at the D.P.U., of
10 how many minutes these vehicles are going to be idling
11 in front of the hotels while they load up or unload,
12 because as we heard today, these vehicles are not only
13 loading up at the hotels to go to the airport, they are
14 unloading from one hotel to another, one business place
15 to another -- to a hotel or another business place,
16 inside Cambridge. Not between cities, but inside
17 Cambridge, they will be acting exactly like taxicabs.

18 UNIDENTIFIED SPEAKER: Absolutely.

19 BILL CAVELLINI: Exactly like taxicabs
20 except with none of the regulation, none of the local
21 regulation, and at the D.P.U. I think it's acknowledged
22 that there is very little regulation of the carriers.

1 There is some, but very little.

2 POLICE CAPTAIN HENRY BREEN: Mr.

3 Chairman? Would you -- Could you clarify to me when
4 you said how long is it going to be -- the motors --
5 the reason I ask you, are you referring to Chapter 9
6 Section 16A which says vehicles should not have its
7 motor on in excess of five minutes or --

8 BILL CAVELLINI: No, I'm -- actually,
9 I'm not referring to that. I wasn't familiar with
10 that. I don't think a vehicle has to have the motor
11 running in order -- when they're waiting for passengers
12 to come -- to load and unload, but I suspect that in
13 many cases, especially in the wintertime, as the
14 taxicabs do, we -- we're sitting on a taxicab stand, we
15 keep our vehicles running, and the reason for that is
16 that the cabs get cold after a while. We may shut them
17 off for five minutes, but then when the cab gets cold,
18 you've got to turn the engine on again. So, that's
19 what I'm referring to. If they're going to be waiting
20 20 minutes at a hotel, they are going to be taking up
21 space where there isn't much space, either in the hotel
22 driveway, where there is a hotel driveway, and they're

1 going to have -- at some point -- during some of that
2 time, depending on how long they're there, they're
3 going to be -- their engines are going to be idling.

4 POLICE CAPTAIN HENRY BREEN: As a health
5 hazard, pollution-wise, we did get a lot of complaints
6 of buses in Quincy Square a couple of years ago and we
7 had to give that attention. That's why I asked you
8 that question.

9 BILL CAVELLINI: Well, Central Square
10 has -- is -- you know, a terminus for a lot of buses
11 and there have been complaints from businessmen as well
12 as residents of the number of buses and the amount of
13 idling that goes on there, and it's -- you can see the
14 air. And the other claim that there's less pollution
15 because they're carrying more passengers, it's --
16 you've got to look at the net result. If less cabs are
17 used and they're all still staying on the hotel stand,
18 assume that they do, they're idling -- especially in
19 the wintertime -- you've got to look at the net gain.
20 Is there a net gain in clean air?

21 Now, maybe after a while, if this
22 license is granted and the shuttle uses the hotel

1 stands that the cabs will just go away, then they won't
2 be idling. That could be.

3 STENOGRAPHER: Excuse me, Mr. Chairman.
4 If I could just have a moment to change tapes.

5 (Off the record.)

6 (2:37 p.m.)

7 CHAIRMAN BENJAMIN BARNES: Two minutes,
8 Mr. Cavellini.

9 BILL CAVELLINI: I'm actually done. And
10 I'm willing to answer any questions. I know I covered
11 a lot of territory, but --

12 CHAIRMAN BENJAMIN BARNES: I think you
13 were very concise. Any questions from the Board?

14 (Applause.)

15 CHAIRMAN BENJAMIN BARNES: Please, we
16 have to keep our applause down. Next --

17 FIRE CHIEF KEVIN FITZGERALD: Mr.
18 Cavellini, when you talk, it's the only time I've ever
19 seen a dozen cab drivers in one place keep their mouths
20 shut.

21 CHAIRMAN BENJAMIN BARNES: Thank you,
22 Mr. Cavellini. Mr. Scali, who's next?

1 EXECUTIVE OFFICER RICHARD SCALI: Next
2 person on the list is Jim Henry.

3 CHAIRMAN BENJAMIN BARNES: Mr. Henry has
4 yielded his time to Mr. Cavellini.

5 JIM HENRY: I think Mr. Cavellini summed
6 it all up.

7 CHAIRMAN BENJAMIN BARNES: Thank you,
8 Mr. Henry.

9 JIM HENRY: I'd like to say one thing,
10 though.

11 CHAIRMAN BENJAMIN BARNES: Please, at
12 the mike.

13 JIM HENRY: I'd like to say you guys did
14 a great job and asked a lot of really good questions
15 and I was really impressed.

16 CHAIRMAN BENJAMIN BARNES: Thank you.
17 Who's next?

18 EXECUTIVE OFFICER RICHARD SCALI: Next
19 person on the list is Joseph Silva.

20 CHAIRMAN BENJAMIN BARNES: Mr. Silva.
21 Good afternoon.

22 JOSEPH SILVA: Good afternoon. My name

1 is Joseph Silva. I'm the owner of Ambassador Brattle
2 Taxi and Yellow Cab of Cambridge. The taxi industry --
3 now this is an industry here in Cambridge that's
4 regulated by the City, we pay taxes to the city, the
5 owners and the drivers and their families live in this
6 city. This industry has not had an increase in over
7 six years. What does this mean? Not only has it not
8 had an increase, but we've had special rates given to
9 the elderly. They're putting a system for hotel
10 special rating to go to Logan Airport to try to help
11 save what these people are trying to take away. And to
12 allow a business to come in and take 25 percent of what
13 is the greatest part of the taxi industry would
14 seriously injure this industry.

15 Also, they want to become a taxi service
16 on their route. And all I want to say in closing is
17 that this industry would be in serious trouble if this,
18 was granted. Thank you.

19 POLICE CAPTAIN HENRY BREEN: Mr.
20 Chairman?

21 CHAIRMAN BENJAMIN BARNES: Captain
22 Breen.

1 POLICE CAPTAIN HENRY BREEN: Sir, what
2 is the probability that you, the taxi, will provide the
3 service that they want to service. You say that you're
4 negotiating to go to the hotels and give them the
5 service to the airport. What is the probability of
6 this being accomplished?

7 JOSEPH SILVA: It's being done now. We
8 have a special rate from each hotel to Logan Airport
9 for one up to four people.

10 POLICE CAPTAIN HENRY BREEN: Thank you.

11 EXECUTIVE OFFICER RICHARD SCALI: Next
12 person on the list is Lawrence Prift.

13 LAWRENCE PRIFT: Good afternoon and
14 thank you.

15 CHAIRMAN BENJAMIN BARNES: Good
16 afternoon.

17 LAWRENCE PRIFT: My name is Lawrence
18 Prift, P-R-I-F-T. I reside at 289 Pearl Street in
19 Cambridge, Mass. I'm a night shift driver for
20 Ambassador Brattle Cab. It's deja vu all over again.
21 It seems we were here twice before on this very topic.

22 I'd like to begin by echoing what Billy

1 Cavellini has said, especially for discount rate and
2 also about the intimidation factor, that persons aren't
3 here from hotels because of that. I don't -- I can't
4 respect that. If they want to be here, they will be
5 here, or they'll call or they'll phone, and I just
6 don't appreciate that.

7 What concerns me at first -- and there
8 are a couple of points. I'll go quickly, because time
9 (inaudible). I believe what the Petitioner is
10 requesting is something which cannot be granted. The
11 D.P.U. has returned this to local level for processing
12 because it was -- the application, I believe, was not
13 in keeping with final requirements; is this correct? I
14 believe that was the case. Is that the case?

15 (No response audible.)

16 LAWRENCE PRIFT: Well, pointing out
17 under City Council, these are definitions of a Jitney..
18 It reads, quote, "by indiscriminately receiving and
19 discharging passengers along the route on which the
20 vehicle is operated or may be running, or while
21 transporting passengers for hire as their business
22 between fixed and regular termini," close quote.

1 The first part of that refers to
2 indiscriminately receiving and discharging. I looked
3 into this and the example on that would be shuttles
4 such as the Galleria Van Jitney, such as the Lotus
5 Jitney, that do not charge for the service. The other
6 type is fixed and regular termini, and this has been
7 brought up. The Petitioner, from my understanding,
8 does not list where they will be stopping, not when
9 they will be there. An application for a jitney
10 license must have that on there, the places where they
11 will be stopping and when they will be there. That's
12 the fixed route. Either they do that or they take and
13 drop off without charging, and that's not the case
14 here.

15 The Petitioner is seeking to charge as
16 they receive passengers on the route. That's fine, but
17 that's not a jitney license. Maybe a bus license or
18 livery license, who knows what else, but it's not a
19 jitney license, and that's the application of record.
20 And again, that's quite critical, because is the
21 finding properly done.

22 The second part is regulation

1 (inaudible) public welfare, not the department. The
2 License Commission shall control the number of licenses
3 issued for jitney without harming the public welfare.
4 I have to point out that wherever a new provider or
5 johnny-come-lately goes, there is economic hardship
6 (visited) on the taxi industry. It is not their
7 intent, but it is the result.

8 I've got a cab. I lease it seven nights
9 a week. It's the life I live and that's that. The
10 point is that the owner of that cab (inaudible)
11 \$70,000, insurance we're in the highest category in the
12 Commonwealth, not our doing, that's how they decided,
13 for that cab to be on the road. Parking tickets have
14 to be paid in full to the City. Excise taxes paid in
15 full in Cambridge.

16 Licenses, fees, there are 65 pages of
17 regulations I operate under and the cab owner operates
18 under. That is not a level playing field. All this
19 has to be done to get the vehicle on the road. The up-
20 front expense is a lot higher, and those are fixed
21 expenses. Some are variable, but most are fixed.
22 There is a harm to our public welfare when there is

1 business taken away from us.

2 I would point out that the Petitioner is
3 not creating a new market. He is drawing from an
4 existing market.

5 To go on to a couple of other points,
6 the Clear Air Act and the (A.D.A.) and also I think the
7 shuttle cab -- my understanding was in December of 1995
8 this Commission voted to limit the number of shuttle
9 permits in the City of Cambridge. I've not heard that
10 referenced today, but I believe that is a matter of
11 fact and that has to be examined. Can a new shuttle
12 license in fact be issued at all? If the answer is no,
13 then I think the application is itself null and void
14 and the Petitioner has not sought to repeal that fact,
15 if it is so.

16 Clean Air Act --

17 EXECUTIVE OFFICER RICHARD SCALI: Mr.
18 Prift, where do you get that reference that -- limited
19 number of shuttles? I don't recall --

20 LAWRENCE PRIFT: December of '95? I
21 believe there was a public -- there was a press release
22 or a publicity statement in the Cambridge Chronicle at

1 the time.

2 EXECUTIVE OFFICER RICHARD SCALI: I
3 don't know what you're referring to.

4 LAWRENCE PRIFT: Then it's rumor, not
5 fact, and I stand corrected on that and withdraw it.

6 The Clean Air Act, the coming of the
7 U.S. Shuttle does not take any vehicles off the road.
8 There are 248 cabs on the road. They were they
9 yesterday. They'll be there tomorrow. Their placing
10 vehicles on the road simply increases the number of
11 vehicles and then in turn adds to congestion and
12 pollution. I really don't see the point of that.
13 We're a small city, four or five square miles. There
14 isn't that much space to play around with.

15 The A.D.A. is a factor, Americans with
16 Disabilities Act. It is an unfunded Federal mandate
17 and I think we're all familiar with that. All sorts of
18 transportation providers are wrestling with A.D.A.
19 requirements and I'm surprised that U.S. Shuttle is
20 exempt from that. We've done a bit of work here.
21 There are a couple of A.D.A. citations. I've read them
22 off before. I'll read them again.

1 Under the Americans with Disabilities
2 Acts, I reference there's a Federal Register Volume 56,
3 Number 173, Date September 6th, 1991, couple of
4 references there, page 45625 refers to jitney services,
5 page 45633 refers to vehicles that operate on a fixed
6 route or a demand-responsive route. That is not a
7 jitney, but a private vehicle.

8 I point out also that Petitioner's
9 vehicles are buses. They have U.S. Shuttle vans under
10 bus registrations and under A.D.A., a bus traveling on
11 an inter-city route, which is what this is about, the
12 vehicle must be accessible, every vehicle must be
13 accessible. So, equivalent service doesn't do it. The
14 vehicle itself must be handicapped wheelchair
15 accessible.

16 I raised it -- in November of '95 I
17 raised this when they were here, I raised it earlier
18 this year at D.P.U., and I raise it again today. May I
19 ask the Chair to consider directing a question to U.S.
20 Shuttle, when U.S. Shuttle receives a request of
21 service from someone who is in a wheelchair, how is
22 that requested handled? To me it's a fair question.

1 If there's a response, I'd like to come back to rebut
2 that response. They've been in business one year and
3 two years. I think there's a -- Are we to believe
4 that at no point in that time has someone not called to
5 request service?

6 You know, as Councillor (Goldman)
7 pointed out at the D.P.U., they have -- they already
8 have a state charter. What do they want a route for?
9 And I'll echo that remark. Anyone is free to call
10 them. We aren't seeking to put them out of business.
11 Anyone is free to call them. That's a state charter
12 and that's been done, and apparently quite
13 successfully. The problem with the route is that it
14 directly competes with us.

15 They've positioned themselves between
16 the public transit and the cab. They're more expensive
17 than the public transit, less expensive than a cab. If
18 they go on a route, they're in effect competing
19 directly with us and that undercuts us. If that is the
20 case, then you either regulate them more or you
21 regulate us less so we can compete with them. Thank
22 you.

1 CHAIRMAN BENJAMIN BARNES: Thank you.

2 (Applause.)

3 EXECUTIVE OFFICER RICHARD SCALI: The
4 next person to speak is Norman Doucette.

5 NORMAN DOUCETTE: I think Bill and Larry
6 said it all.

7 CHAIRMAN BENJAMIN BARNES: Thank you.

8 EXECUTIVE OFFICER RICHARD SCALI:

9 Nothing more to add?

10 CHAIRMAN BENJAMIN BARNES: Thank you,
11 Mr. Doucette.

12 EXECUTIVE OFFICER RICHARD SCALI: Next
13 person on the list is Stephen LaTorella.

14 STEPHEN LATORELLA: I just have one
15 thing real quick to say. I've been doing business in
16 this city for like 15 years. I just got through paying
17 off my medallion and then you're going to have somebody
18 -- like a super shuttle with a 14-seat van come in and
19 take away 25 percent of the business. I have two
20 children. That means you let somebody like this come
21 into the city to take this business away, I got to get
22 up earlier in the morning, I've got to stay out later

1 at night. That means eventually I could end up in
2 divorce court without my wife. That's what I've got to
3 say. All right? And it's a very valid point. I want
4 to spend quality time with my family. You (inaudible)
5 these people come in here, take away my --

6 FIRE CHIEF KEVIN FITZGERALD: How long
7 did it take you to pay off that medallion?

8 STEPHEN LATORELLA: Huh?

9 FIRE CHIEF KEVIN FITZGERALD: How long
10 did it take you?

11 STEPHEN LATORELLA: Ten years.

12 FIRE CHIEF KEVIN FITZGERALD: Ten years,
13 okay.

14 CHAIRMAN BENJAMIN BARNES: Thank you.

15 (Applause.)

16 EXECUTIVE OFFICER RICHARD SCALI: That's
17 the last listed person they have on the sign-up sheet.
18 Is there anybody else that wishes to speak that's not
19 on the list?

20 (No response audible.)

21 CHAIRMAN BENJAMIN BARNES: Counsel, you
22 have the floor.

1 EXECUTIVE OFFICER RICHARD SCALI:

2 There's no one else, just for the record, that raised
3 their hand.

4 Rebuttal on -- Any comments, Mr.
5 Klements?

6 ATTORNEY JOSEPH KLEMENTS: Thank you.
7 On the issue of persons with disabilities, it's my
8 understanding that the final D.O.T. regs are not yet
9 issued. However, as we indicated at the D.P.U.
10 hearing, U.S. Shuttle does have a vehicle which they
11 will dispatch to transport any person with a disability
12 upon request.

13 EXECUTIVE OFFICER RICHARD SCALI: One
14 vehicle?

15 ATTORNEY JOSEPH KLEMENTS: They have a
16 vehicle available to them which they use for that
17 purpose. So far, it's been suitable for any requests.
18 If the demand increases, they'll make suitable
19 arrangements. Insofar --

20 CHAIRMAN BENJAMIN BARNES: Excuse me.

21 UNIDENTIFIED SPEAKER: I'm sorry, Mr.
22 Barnes.

1 CHAIRMAN BENJAMIN BARNES: You have the
2 floor, Counsel.

3 ATTORNEY JOSEPH KLEMENTS: Insofar as
4 any laws or regulations governing five minutes for
5 idling or anything else that governs the operations of
6 a motor carrier or a vehicle, U.S. Shuttle will of
7 course abide by those laws.

8 If this Board has any issues or any
9 concerns which revolve around public safety, such as
10 those raised by Lauren Preston in his letter, we're
11 certainly willing to discuss them with you and attempt
12 to tailor our service so that it can be presented in a
13 safe fashion to the residents of Cambridge. Whether
14 that be limiting operation on Broadway, as he
15 suggested, fashioning bus stops or the number of
16 vehicles to be stopped at one location so that you
17 don't have congestion, of course, those are all public
18 safety concerns and they're a good citizen willing to
19 work with the City.

20 Again, I'd renew my request that you
21 grant this application and if you have any further
22 questions, we're prepared to answer them.

1 CHAIRMAN BENJAMIN BARNES: I just have a
2 couple. First, Mr. Scali, correct me if I'm wrong,
3 part of the ruling from the D.P.U. that's referred this
4 matter back to this committee was that U.S. Shuttle be
5 given opportunity to present a full case because they
6 were not -- they did not have that opportunity the
7 first time?

8 EXECUTIVE OFFICER RICHARD SCALI: They
9 remanded it back to us to present any testimony that
10 they feel that was relevant that they did not present
11 previously.

12 CHAIRMAN BENJAMIN BARNES: Okay. Have
13 you now presented all the evidence that you believe is
14 relevant at this time?

15 ATTORNEY JOSEPH KLEMENTS: What we've
16 attempted to do is to present to you all the evidence
17 which was presented to the Department of Public
18 Utilities, plus some additional evidence which we
19 garnered at that time. So, we've presented all the
20 evidence at our disposal, yes.

21 CHAIRMAN BENJAMIN BARNES: Thank you. I
22 just -- just for the record have two concerns, one is

1 that at the first hearing, I believe there was some
2 documentation submitted, but not on the issue of public
3 need, so I thought you would have submitted some
4 documentation as the percentages of Cambridge residents
5 using your service, the frequency of service within the
6 city to the hotels, and there's just a complete absence
7 of any documentation showing any type of public need
8 other than your testimony that the people want this,
9 and I don't see any documentation to that effect.

10 Second, there is no documentation or no
11 phone call or letter or any indication that this office
12 has received from any of the major hotels. And you say
13 the hotels want this. But we have nothing from the
14 Hyatt, from the Sheraton, from the Marriott, from Royal
15 Sonesta -- and I can go on, there is just no -- there
16 is just complete absence of that.

17 ATTORNEY JOSEPH KLEMENTS: Well, if I
18 might respond to that concern. On the evidence of
19 need, what we presented in the last hearing was
20 representative witnesses who spoke to the issue of
21 need. Rather than haul those people back in here again
22 today, what we had planned on doing was presenting to

1 you the summary of their testimony from the prior
2 hearing, the hearing at which the D.P.U. found that a
3 need exists.

4 Now, those witnesses testified at
5 length. They were cross-examined by your attorney, Mr.
6 Goldberg, and we did bring with us a summary of their
7 testimony so that you could have the benefit of all
8 that testimony -- that evidence.

9 In addition, one way corporations find
10 out if there's a need for service all over this country
11 every day is they advertise. It's a very American
12 practice. U.S. Shuttle advertised and they've been
13 getting 250 to 300 calls per day from residents and
14 hotel people. We gave you the breakdown on it. And
15 that's information -- valuable information that we
16 brought forward to you.

17 It's my understanding that you don't
18 operate under the formal rules of evidence that the
19 United States District Court uses, such as --

20 CHAIRMAN BENJAMIN BARNES: That's
21 correct.

22 ATTORNEY JOSEPH KLEMENTS: -- the best

1 evidence rule or the hearsay rule. But if you want to
2 hold us to that type of a standard, we could certainly
3 bring forward the dispatch records and telephone logs
4 so that you could examine them at your leisure. I was
5 hopeful that the summary provided by myself and Mr.
6 Wall would be sufficient for that purpose.

7 EXECUTIVE OFFICER RICHARD SCALI: There
8 is no summary of phone calls here.

9 ATTORNEY JOSEPH KLEMENTS: The oral
10 summary presented by myself and Mr. Wall that he's
11 receiving 250 to 300 phone calls per day, that 75
12 percent of those are coming from residents and 25
13 percent from hotels.

14 We can take that same data and put it on
15 a sheet of paper instead of telling you. I don't know
16 what that would serve. We could submit the logs.
17 Again, I don't know what that would serve, but if that
18 would -- if that's the pleasure of this Board, I'd be
19 happy to do it as a late-filed exhibit.

20 CHAIRMAN BENJAMIN BARNES: How about the
21 hotel issue?

22 ATTORNEY JOSEPH KLEMENTS: On the hotel

1 issue, we've provided the D.P.U. with testimony from
2 two hotel managers. I planned, as I said, on bringing
3 in the summary of their testimony to you and arguing
4 that that is representative of the need for hotels. We
5 didn't want to haul in every hotel manager. We brought
6 in two to the D.P.U. They thought that was sufficient.
7 I brought him the summary of their testimony to you and
8 would hope that that would be sufficient. I was
9 surprised to hear that one of them didn't show up and I
10 interrupted my presentation so she could speak and then
11 go back to work. And I alluded to why others may not
12 be here, but this is not the forum to go into that kind
13 of complaint in more detail.

14 CHAIRMAN BENJAMIN BARNES: Thank you.

15 EXECUTIVE OFFICER RICHARD SCALI: Some
16 items additional that -- phone calls that were made.
17 Councillor Tim Toomey called. He was unable to attend
18 today. He called to say that he was opposed to this
19 application due to lack of need and lack of cooperation
20 in the past by U.S. Shuttle.

21 Ms. Solem did issue a letter to us with
22 her testimony and that's on the record as to the exact

1 -- her exact wording is on the record here.

2 And then Lauren Preston's letter is on
3 the record as well, which I already read.

4 CHAIRMAN BENJAMIN BARNES: Have you
5 heard from any of the major hotels as to need?

6 EXECUTIVE OFFICER RICHARD SCALI: I
7 haven't spoken with any of the major hotels since the
8 original application went to the D.P.U. in February.
9 At that time, it was my understanding through Mr.
10 Carbone that there were a number of hotels who were --
11 would not allow U.S. Shuttle on their premise -- their
12 private property or premises. I don't know whether
13 that's changed or not. I don't know whether they have
14 a different feeling on that as of today.

15 POLICE CAPTAIN HENRY BREEN: So, Mr.
16 Chairman, with your permission? So, we would have to
17 believe that the record stands as you know it as it
18 stood at that time?

19 EXECUTIVE OFFICER RICHARD SCALI: Mr.
20 Carbone is the president of the hotel association in
21 Cambridge and I know that there was a meeting of --
22 called by Mr. Carbone on this issue in either January

1 or February of '96. And I don't know how they feel
2 presently, but that's how they felt back then.

3 POLICE CAPTAIN HENRY BREEN: Thank you,
4 sir.

5 ATTORNEY JOSEPH KLEMENTS: If I might,
6 one concern that's been expressed is that if one hotel
7 manager is to come forward and support this application
8 and if taxi service should subsequently be not quite up
9 to snuff at that institution, in effect the person is
10 sticking out their neck by coming here.

11 FIRE CHIEF KEVIN FITZGERALD: In what
12 way, sir?

13 ATTORNEY JOSEPH KLEMENTS: Taxicab
14 service is the lifeblood of the hotel. They can't
15 afford to be without --

16 POLICE CAPTAIN HENRY BREEN: I couldn't
17 even draw that as an inference, Counsel, because it's
18 not evidence before this Board. We'd have to have
19 something orally or documented, so --

20 CHAIRMAN BENJAMIN BARNES: And, Counsel,
21 that's borderline -- that's not even borderline, it's
22 insulting to the cab drivers in the City of Cambridge.

1 That's the second time you made a reference that if
2 individuals come before with Commission with a public
3 need and speak that there's going to be repercussions
4 against them, and I never seen that. I'm a resident of
5 City of Cambridge. I've been here all my life. And I
6 think that is very insulting to individual owners of
7 those cabs, as well as the drivers of the taxicabs.

8 (Applause.)

9 FIRE CHIEF KEVIN FITZGERALD: Counsel,
10 we also license bars, alcoholic restaurants,
11 innkeepers, and I kind of took it as a shot at us, too.

12 ATTORNEY JOSEPH KLEMENTS: It was
13 certainly not intended as a shot at this Board. If
14 you wish, we could file with a copy of the police
15 report that the -- that's been filed.

16 CHAIRMAN BENJAMIN BARNES: We're going
17 to close with Mr. Silva.

18 JOSEPH SILVA: If I may say one thing --

19 EXECUTIVE OFFICER RICHARD SCALI: Just
20 say your name again, please.

21 JOSEPH SILVA: Joseph Silva. That we
22 had someone here today representing the Irving House, I

1 believe it was. And I'm sure that this woman can tell
2 you every time she calls for a taxicab or needed one,
3 she got one, even though she is with or does want your
4 shuttle.

5 CHAIRMAN BENJAMIN BARNES: Thank you.

6 (Applause.)

7 LAWRENCE PRIFT: Mr. Chairman, I
8 requested a rebuttal.

9 CHAIRMAN BENJAMIN BARNES: You requested
10 it, but that wasn't granted.

11 Okay. We are going to conclude. Any
12 questions from the Board? Any questions?

13 EXECUTIVE OFFICER RICHARD SCALI: Just a
14 question to the Board as to voting procedures on this
15 application. As you know, the application was
16 resubmitted again on April 2nd of '96. The ordinance
17 requires that you make a decision within 45 days and
18 that it be submitted to the City Council within 60 days
19 -- decided by the City Council in 60 days.

20 CHAIRMAN BENJAMIN BARNES: Is it
21 permissible for us to vote on this matter after May
22 14th?

1 EXECUTIVE OFFICER RICHARD SCALI: I'm
2 just adding up the time here. From April 2nd to May
3 14th, is that 45 days?

4 CHAIRMAN BENJAMIN BARNES: Is that all
5 right for your client?

6 EXECUTIVE OFFICER RICHARD SCALI: Our
7 next public meeting is May 14th. That's why that's our
8 next --

9 CHAIRMAN BENJAMIN BARNES: Is that okay?

10 EXECUTIVE OFFICER RICHARD SCALI: --
11 public meeting date. The Commissioners wish to vote on
12 May 14th?

13 CHAIRMAN BENJAMIN BARNES: We'll vote on
14 May 14th. No other questions, Counsel?

15 ATTORNEY JOSEPH KLEMENTS: Just so I
16 understood what you said, that would be a meeting of
17 this body on May 14th, but it would not be a continued
18 public hearing?

19 CHAIRMAN BENJAMIN BARNES: That's
20 correct. Well -- Mr. Scali?

21 EXECUTIVE OFFICER RICHARD SCALI: The
22 evidence is closed as of -- if the Commissioners vote

1 that -- the evidence is closed as of today and May 14th
2 is a regular hearing date, but on this matter it would
3 only be a voting date on this application.

4 ATTORNEY JOSEPH KLEMENTS: I understand
5 now. Thank you.

6 CHAIRMAN BENJAMIN BARNES: But we'd give
7 you an opportunity to file any documents that you feel
8 necessary at that time until we vote -- you can file
9 that with Mr. Scali, any papers --

10 EXECUTIVE OFFICER RICHARD SCALI: If the
11 Commissioners want something specific, you should state
12 it now. Otherwise, that evidence would be additional
13 information --

14 CHAIRMAN BENJAMIN BARNES: Well, I --

15 EXECUTIVE OFFICER RICHARD SCALI: --
16 (inaudible) other people would not be privy to.

17 CHAIRMAN BENJAMIN BARNES: I'm really
18 interested in the phone logs that you have from the
19 Cambridge residents, if you have that information.
20 Does anyone want anything else?

21 EXECUTIVE OFFICER RICHARD SCALI: The
22 Commissioners wish to have the phone logs submitted

1 before May 14th of your 250 calls. Is that something
2 you wish to submit?

3 ATTORNEY JOSEPH KLEMENTS: If you would
4 like an exhibit, I'll put something together for you,
5 yes.

6 CHAIRMAN BENJAMIN BARNES: Thank you
7 very much.

8 EXECUTIVE OFFICER RICHARD SCALI: The
9 Commissioners are asking that that be submitted before
10 May 14th so they have a chance to review that before
11 the vote.

12 CHAIRMAN BENJAMIN BARNES: If it's
13 possible. If it's not, then that's fine.

14 EXECUTIVE OFFICER RICHARD SCALI: If
15 anybody else wishes a copy of that that's here, you
16 simply have to call my office to review that so that
17 you can be privy to that information before May 14th.

18 BILL CAVELLINI: Can I ask a question?

19 CHAIRMAN BENJAMIN BARNES: Bill
20 Cavellini, question.

21 BILL CAVELLINI: Are you saying that --

22 EXECUTIVE OFFICER RICHARD SCALI: Bill,

1 why don't you come up, please?

2 BILL CAVELLINI: This is just
3 information on --

4 FIRE CHIEF KEVIN FITZGERALD: Would you
5 identify yourself, please?

6 BILL CAVELLINI: Bill Cavellini. What
7 you're suggesting is that the only written information
8 that you would accept between now and the 14th is the
9 phone logs from the applicant?

10 EXECUTIVE OFFICER RICHARD SCALI: Yes.
11 That's what I'm asking the Commissioners to limit
12 themselves to certain documents.

13 BILL CAVELLINI: I thought I heard you
14 say that. May I have permission to submit to you, if
15 necessary, the names of about 200 cab drivers and
16 owners who oppose this re-application, because if it's
17 not part of the record from the previous hearing, then
18 I want to be sure that it's part of this record.

19 CHAIRMAN BENJAMIN BARNES: That was
20 going to be my question. Is it the same individuals
21 that were part of the original application? We have
22 names --

1 EXECUTIVE OFFICER RICHARD SCALI: There
2 is a petition that is in the previous application which
3 -- Is that the same document you're referring to?

4 BILL CAVELLINI: I am referring to the
5 same document, but I want to be sure that it's part of
6 this legal hearing that you're having today. I don't
7 want it to be left out.

8 CHAIRMAN BENJAMIN BARNES: We will send
9 the total record; is that correct?

10 BILL CAVELLINI: I would prefer to re-
11 submit it, if that's acceptable.

12 EXECUTIVE OFFICER RICHARD SCALI: I
13 think we should probably start with the total --
14 paperwork that's from this hearing here. So, if Mr.
15 Cavellini wishes to submit that, and you are privy
16 (inaudible), which you have previously seen; am I
17 correct?

18 CHAIRMAN BENJAMIN BARNES: Let's hear
19 from counsel. Any objections to the petition of
20 taxicabs opposed to this being part of the record?

21 ATTORNEY JOSEPH KLEMENTS: Is this the
22 petition that was filed in opposition to the

1 application in November?

2 EXECUTIVE OFFICER RICHARD SCALI: That's
3 what Mr. Cavellini's telling us. It's the same
4 petition that you --

5 ATTORNEY JOSEPH KLEMENTS: I have no
6 objection to filing a duplicate of that, no.

7 CHAIRMAN BENJAMIN BARNES: Thank you.
8 We will make that part of the record.

9 BILL CAVELLINI: Thank you.

10 CHAIRMAN BENJAMIN BARNES: Motion to
11 adjourn.

12 EXECUTIVE OFFICER RICHARD SCALI: Take
13 it under advisement.

14 CHAIRMAN BENJAMIN BARNES: We will take
15 this matter under advisement. All in favor?

16 FIRE CHIEF KEVIN FITZGERALD: Aye.

17 POLICE CAPTAIN HENRY BREEN: Aye.

18 CHAIRMAN BENJAMIN BARNES: Thank you,
19 ladies and gentlemen, for attending.

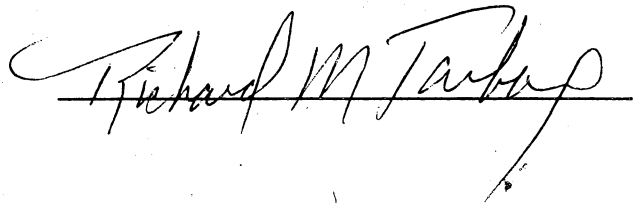
20 //

21 WHEREUPON:

22 THE HEARING WAS ADJOURNED.

C E R T I F I C A T E

I, Richard M. Tarbox, do hereby certify that the foregoing record is a complete, accurate, and true transcription of the testimony, to the best of my ability.

A handwritten signature in cursive script, reading "Richard M. Tarbox", is written over a horizontal line.



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

June 6, 1996

Mr. Joseph Klements, Esq.
Richardson and Tyler
15 Broad Street
Boston, MA 02109

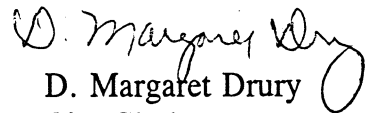
Dear Mr. Klements:

Please be advised that the Cambridge City Council adopted an order on the remand application of U.S. Shuttle, Inc. to operate shuttle service over certain public ways in Cambridge.

This order was adopted at the City Council meeting held on June 3, 1996 adopting the recommendations of the License Commission to **DENY** the Jitney License Application of U.S. Shuttle, Inc.

Thank you for your cooperation in this matter.

Very truly yours,


D. Margaret Drury
City Clerk

DMD:gj

Enc. (1)

cc: Richard Scali, License Commission



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

June 6, 1996

Mr. Neal Murphy
Department of Public Utilities
Leverett Saltonstall Building
Room 1210
100 Cambridge Street
Boston, MA

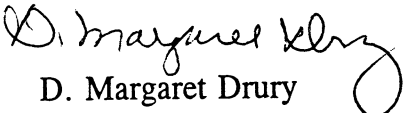
Dear Mr. Murphy:

Please be advised that the Cambridge City Council adopted an order on the remand application of U.S. Shuttle, Inc. to operate shuttle service over certain public ways in Cambridge.

This order was adopted at the City Council meeting held on June 3, 1996 adopting the recommendations of the License Commission to **DENY** the Jitney License Application of U.S. Shuttle, Inc.

Thank you for your cooperation in this matter.

Very truly yours,


D. Margaret Drury
City Clerk

DMD:gj

Enc. (1)



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

June 6, 1996

Mr. Brian Cristy
Department of Public Utilities
Leverett Saltonstall Building
Room 1210
100 Cambridge Street
Boston, MA

Dear Mr. Cristy:

Please be advised that the Cambridge City Council adopted an order on the remand application of U.S. Shuttle, Inc. to operate shuttle service over certain public ways in Cambridge.

This order was adopted at the City Council meeting held on June 3, 1996 adopting the recommendations of the License Commission to **DENY** the Jitney License Application of U.S. Shuttle, Inc.

Thank you for your cooperation in this matter.

Very truly yours,

A handwritten signature in cursive script, reading "D. Margaret Drury".

D. Margaret Drury
City Clerk

DMD:gj

Enc. (1)



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

April 8, 1996

~~Ms. Mary L. Cottrell, Secretary~~
Department of Public Utilities
Leverett Saltonstall Building
Room 1210, 100 Cambridge Street
Boston, MA 02202

Neal Murphy
Brian & Cristy

Dear ~~Ms. Cottrell~~:

Please be advised that the Cambridge City Council adopted an order to amend the jitney license previously granted to Paul W. Taylor, Co., Inc.

The City Council adopted this order at the City Council meeting held on March 25, 1996.

Thank you for your cooperation in this matter.

Very truly yours,

Donna P. Lopez
Donna P. Lopez
Interim Deputy City Clerk

DPL:gwj

Enc. (1)

cc: Richard Scali, License Commission
Paul W. Taylor Co., Inc.



City of Cambridge

Agenda Item No. 1

IN CITY COUNCIL

March 25, 1996

- WHEREAS:** A petition has been received from Paul W. Taylor, Co. Inc. to amend the jitney license previously granted by the City Council on June, 1992; and
- WHEREAS:** In accordance with the provisions of Section 5.20.360(b) of Chapter 5.20 of the Municipal Code of Cambridge, a hearing was held on March 12, 1996 with said License Commission and their decision was transmitted by the City Manager to the City Council at the meeting of March 25, 1996; now therefore be it
- ORDERED:** At the City Council meeting of March 25, 1996, the City Council accepted the recommendations of the License Commission to amend the jitney license granted to Paul W. Taylor Co., Inc., 90 New Salem Street, Wakefield, MA 01880 under the provisions of Chapter 159A of the Massachusetts General Laws for the operation of a cooperative shuttle service between Bolt, Beranek and Newman, Inc. (BBN) and New Boston Fawcett Limited Partnership over the following public ways in the City of Cambridge:

OUTGOING ROUTE

The Shuttle will leave from the front of 87 Fawcett Street, proceed to 70 Fawcett Street and then to 10 Fawcett Street. The bus will turn right on Concord Avenue, right on Moulton Street and stop at 10 Moulton Street. After leaving 10 Moulton the shuttle will turn left on Moulton Street and left at the light at Concord Avenue. It will proceed down Concord Avenue, through Fresh Pond Rotary proceeding west on Route 2. At the lights on Route 2, the bus will turn left onto Cambridge Park Drive and take the first right leading to the Alewife T Station pick-up and drop-off area. After leaving the pick-up and drop-off area, the shuttle will turn right on Cambridge Park Drive, proceeding to the driveway entrance into the parking area at 100 Cambridge Park Drive. The shuttle will drive through the parking lot at 100/150 Cambridge Park Drive to stop at the rear entrance to 150 Cambridge Park Drive.

INCOMING ROUTE

The Shuttle will leave the rear entrance of 150 Cambridge Park Drive. The shuttle will make a left turn into the Alewife T pick-up and drop-off area. After leaving this area, the bus will turn left on Cambridge Park Drive and right on Route 2. After proceeding through the Fresh Pond Rotary, the shuttle will turn right on Concord Avenue and proceed down Concord Avenue turning right onto Moulton Street. After stopping at 10 Moulton Street, the shuttle will turn right on Moulton Street making a right turn into the BBN parking lots. When the shuttle reached Fawcett Street, it will turn right and proceed to 10 Fawcett Street. After leaving 10 Fawcett Street, the bus will make a right turn onto Fawcett Street make a stop at 70 Fawcett Street and continue to 87 Fawcett Street.

ORDERED:

That this license be granted with the following provisions:

- (1) one fifteen (15) passenger van;
one fourteen (14) passenger van;
one eight (8) passenger van be used all with pick up/drop off areas at 50 Moulton Street, 70 Fawcett Street, 10 Moulton Street, 150 Cambridge Park Drive, Alewife T Station and 10 Fawcett Street.
- (2) Service be restricted to employees, customers and visitors of BBN, Inc., and the employees, customers and visitors of the tenants and occupants of 10 Fawcett Street, and be it further

ORDERED:

That the City Council reserves the right to revoke the license granted in the event of the breach of an conditions outlined above.

In City Council March 25, 1996

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drawer, City Clerk.

A true copy;

ATTEST:-

D. Margaret Drury

D. Margaret Drury
City Clerk

APPROVED BY THE CITY MANAGER:

Robert W. Kelly



City of Cambridge

Consent Agenda #4

IN CITY COUNCIL

June 3, 1996

WHEREAS: On December 11, 1995, the Cambridge City Council adopted an order accepting the recommendations of the License Commission to **deny** the petition of U.S. Shuttle, Inc.'s application for a jitney license; and

WHEREAS: On April 2, 1996, a remand application was filed by U.S. Shuttle, Inc. at the Department of Public Utilities and a public hearing was held by the Cambridge License Commission on April 30, 1996; and

WHEREAS: The Cambridge License Commission voted to recommend the denial of the jitney license based on the following reasons:

- (1) The applicant did not present a need for this service nor additional information that would cause the Commission to change its vote. No documents, evidence or statistics were presented to show a need for additional services in the area; and
- (2) Currently, there are numerous services already provided in the City; and
- (3) The cab industry would be severely stressed by additional jitney services. The License Commission observed twenty-five cabs idle in Harvard Square, at both day and evening hours, without customers; and
- (4) Evidence was presented by cab drivers and police that U.S. Shuttle has not abided by the law at present. Shuttles have been seen outside hotels waiting to pick up fares without so-called "SHIPS" forms which are the list of people who have pre-arranged to be taken to the airport by U.S. Shuttle and remaining outside hotel to pick up those who may see the shuttle and ask to board at last minute; now therefore be it

ORDERED: That the City Council go on record adopting the recommendations of the License Commission to **DENY**, the jitney license application of U.S. Shuttle, Inc.

In City Council June 3, 1996

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

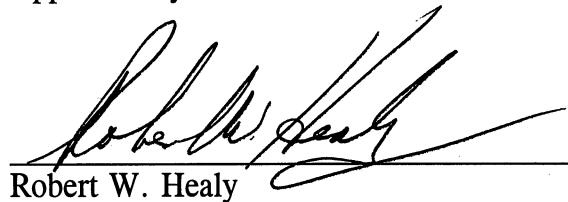
A true copy;

ATTEST:-

D. Margaret Drury

D. Margaret Drury
City Clerk

Approved By:



Robert W. Healy
City Manager

Consent Agenda #4

*of the License
Commission*

June 3, 1996

WHEREAS: On December 11, 1995, the Cambridge City Council adopted an order accepting the recommendations to **deny** the petition of U.S. Shuttle, Inc.'s application for a jitney license; and

WHEREAS: On April 2, 1996, a remand application was filed by U.S. Shuttle, Inc. at DPU and a public hearing was held by the Cambridge License Commission on April 30, 1996; and

*the Department
of Public
Utilities*

WHEREAS: The Cambridge License Commission voted to recommend the denial of the jitney ~~license~~ license based on the following reasons:

(1) The applicant did not present a need for this service nor additional information that would cause the Commission to change its vote. No documents, evidence or statistics were presented to show a need for additional services in the area; and

(2) Currently, there are numerous services already provided in the City; and

(3) The cab industry would be severely stressed by additional jitney services. The License Commission observed twenty-five cabs idle in Harvard Square, at both day and evening hours, without customers; and

(4) Evidence was presented by cab drivers and police that U.S. Shuttle has not abided by the law at present. Shuttles have been seen outside hotels waiting to pick up fares without so-called "SHIPS" forms which are the list of people who have pre-arranged to be taken to the airport by U.S. Shuttle and remaining outside hotel to pick up those who may see the shuttle and ask to board ~~last~~ *at* minute; now therefore be it

ORDERED: That the City Council go on record adopting the recommendations of the License Commission to **DENY**, the jitney license application of U.S. Shuttle, Inc.

In City Council June 3, 1996

Adopted by the affirmative vote of nine members.

Attest:- D. Margaret Drury, City Clerk.

A true copy;

ATTEST:-

D. Margaret Drury
City Clerk

Approved By:

Robert W. Healy
City Manager1



OFFICE OF THE CITY CLERK

CITY OF CAMBRIDGE

CITY HALL, CAMBRIDGE, MASSACHUSETTS 02139

(617) 349-4260

FAX (617) 349-4307

D. MARGARET DRURY
CITY CLERK

December 13, 1995

Ms. Mary L. Cottrell, Secretary
Department of Public Utilities
Leverett Saltonstall Building
Room 1210
100 Cambridge Street
Boston, MA

Dear Ms. Cottrell:

Please be advised that the Cambridge City Council adopted an order on the petition of U.S. Shuttle, Inc. to operate shuttle service over certain public ways in Cambridge.

I was adopted
The City Council adopted this order at the City Council meeting held on *June 3, 1996* ~~December 11,~~ and recommended that the License Commission ~~DENY~~ the Jitney License Application of U.S. Shuttle, Inc. *Adopting the recommendations*

Thank you for your cooperation in this matter.

Very truly yours,

D. Margaret Drury
D. Margaret Drury
City Clerk

DMD:gj

Enc. (1)

cc: Richard Scali, License Commission

*I send to Petitioner
PUT Copies of
Both letters in
Agenda #4.
Remand
Application*



CAMBRIDGE LICENSE COMMISSION

CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 349-6140

BENJAMIN C. BARNES
Chairman

CHIEF KEVIN J. FITZGERALD
Fire Department
Commission Member

CAPTAIN HENRY W. BREEN
Police Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

Date: May 22, 1996

To: Robert W. Healy, City Manager

Fr: Richard V. Scali, Executive Officer 

Re: Jitney Application- U.S. Shuttle, Inc.

This is to inform you that the License Commission held a hearing on April 30, 1996 on the DPU remanded jitney application of U. S. Shuttle, Inc.. The remanded application was filed on April 2, 1996 and a final decision must be made by the City Council by June 3, 1996. Normally, the Commission would not rehear an application before the expiration of one year. Since it was remanded by the DPU, this was a hearing on that remand.

The application is for four vehicles to travel along the streets listed except that certain streets have been eliminated due to Traffic and Parking recommendations and others added. See Appendix A for lists of streets. The shuttle will travel from other towns to Cambridge on those streets listed, to pick up guests at the hotels in Cambridge, to the airport. These trips will be on a fixed route as listed but stops are not delineated.

The License Commission voted 3-0, on May 14, 1996, to recommend to you that the City Council deny this application. The reasons for denial are the same as our last denial but with a few additions:

- 1) The applicant did not present a need for this service nor additional information that would cause the Commission to change its vote. No documents, evidence, or statistics were presented to show a need for additional services in the area. The Commission expected that new documentation or testimony would be submitted as the DPU had ordered in their decision. The burden was on you to present your case in full which we find that you have not done. Documents were requested from U. S. Shuttle on calls made to them in April test days. These documents were received but are unclear as to Cambridge calls. No additional data was submitted to show a need. U. S. Shuttle is already operating on a reservation basis in Cambridge. It seems that the customer would be better served should the shuttle come to the door of the hotel or customer. Since a list of stops was not submitted, we do not know where the stops

RECEIVED
MAY 22 9 36 AM '96
CITY MANAGER

are and if they would be more convenient for a customer. Although the Cambridge Hotel Association did submit a letter in support of the shuttle, they also wished to continue to support the cab industry and did not state that their guests were not now being serviced.

2) Currently there are numerous services already provided in the city, i.e., Mount Auburn shuttle, Bolt, Beranak and Newman shuttle, two site-seeing tour trolleys, 248 cabs.

3) This Commission have observed up to 25 cabs alone in Harvard Square sitting idle, on both day and evening, without customers. The cab industry would be severely stressed by additional jitney services. At our first hearing, between 50 - 100 (100 when hearing began, 50 were left at start of testimony) cab drivers showed up to object to this application. A petition of 340 drivers was presented objecting to this application. A great majority of these cab drivers are Cambridge residents who believe that Cambridge businesses should come first. Other reasons encouraging denial were lack of need and false statements of enviornmental benefit plus harmful economic impact to cab industry. The presence of three City Councilors at our hearing who testified against this application, suggests that they are concerned about the so-called "New Americans" (cab drivers) who have come to our country to try and make a living. The average cost of a medallion these days is \$70,000.00 plus the cost of the vehicle. Just meeting the cost of the note on the loan is a great burden to these cab drivers.

4) Also at our first hearing, evidence was presented by cab drivers and police that U. S. Shuttle has not abided by the law at present. Shuttles have been seen outside hotels awaiting to pick up fares without so-called "SHIPS" forms which are the list of people who have pre-arranged to be taken to the airport by U.S.Shuttle and remaining outside hotels to pick up those who may see the shuttle and ask to board last minute.

I enclose the entire file as presented to our Commission and ask that you submit this to City Council for a hearing. I have notified U. S. Shuttle of the date of the City Council hearing date.

cc: Benjamin Barnes, Chairman; Kevin Fitzgerald, Fire Chief; Henry Breen, Police Captain; D. Margaret Drury, City Clerk; James Wall; Mayor Kenneth Reeves; Councilor Katherine Triantifillou; Councilor Anthony Galluccio; William Cavellini; Frank Weiner, Esq.; Arthur Santoro; Joseph Silva; Joseph Klements, Esq.; Arthur Goldberg, Esq.; Donald Drisdell, Esq.; Neal Murphy, DPU; Brian Cristy, DPU



CAMBRIDGE LICENSE COMMISSION

CITY OF CAMBRIDGE

831 MASSACHUSETTS AVE., 1ST FLOOR, CAMBRIDGE, MASSACHUSETTS 02139 • TEL. 349-6140

BENJAMIN C. BARNES
Chairman

CHIEF KEVIN J. FITZGERALD
Fire Department
Commission Member

CAPTAIN HENRY W. BREEN
Police Department
Commission Member

RICHARD V. SCALI
Commission Executive Officer

May 22, 1996

Joseph Klements, Esq.
Richardson and Tyler
15 Broad Street
Boston, MA 02109

RE: Jitney Application- U.S. Shuttle, Inc.-Remanded From DPU

Dear Mr. Klements:

With regard to your client above, this is to inform you that the License Commission held a hearing on April 30, 1996 on the DPU remanded jitney application of U. S. Shuttle, Inc.. The remanded application was filed on April 2, 1996 and a final decision must be made by the City Council by June 3, 1996. Normally, the Commission would not rehear an application before the expiration of one year. Since it was remanded by the DPU, this was a hearing on that remand.

The application is for four vehicles to travel along the streets listed except that certain streets have been eliminated due to Traffic and Parking recommendations and others added. The shuttle will travel from other towns to Cambridge on those streets listed, to pick up guests at the hotels in Cambridge, to the airport. These trips will be on a fixed route as listed but stops are not delineated.

The License Commission voted 3-0, on May 14, 1996, to recommend to the City Council deny this application. The reasons for denial are the same as our last denial but with a few additions:

- 1) The applicant did not present a need for this service nor additional information that would cause the Commission to change its vote. No documents, evidence, or statistics were presented to show a need for additional services in the area. The Commission expected that new documentation or testimony would be submitted as the DPU had ordered in their decision. The burden was on you to present your case in full which we find that you have not done. Documents were requested from U. S. Shuttle on calls made to them in April test days. These documents were received but are unclear as to Cambridge calls. No additional data was submitted to show a need. U. S. Shuttle is already operating on a reservation basis in Cambridge. It seems that the customer would be better served should the shuttle come to the door of the hotel or customer. Since a list of stops was not submitted, we do not know where the stops are and if they would be more convenient for a customer. Although

the Cambridge Hotel Association did submit a letter in support of the shuttle, they also wished to continue to support the cab industry and did not state that their guests were not now being serviced.

2) Currently there are numerous services already provided in the city, i.e., Mount Auburn shuttle, Bolt, Beranak and Newman shuttle, two site-seeing tour trolleys, 248 cabs.

3) This Commission have observed up to 25 cabs alone in Harvard Square sitting idle, on both day and evening, without customers. The cab industry would be severely stressed by additional jitney services. At our first hearing, between 50 - 100 (100 when hearing began, 50 were left at start of testimony) cab drivers showed up to object to this application. A petition of 340 drivers was presented objecting to this application. A great majority of these cab drivers are Cambridge residents who believe that Cambridge businesses should come first. Other reasons encouraging denial were lack of need and false statements of enviornmental benefit plus harmful economic impact to cab industry. The presence of three City Councilors at our hearing who testified against this application, suggests that they are concerned about the so-called "New Americans" (cab drivers) who have come to our country to try and make a living. The average cost of a medallion these days is \$70,000.00 plus the cost of the vehicle. Just meeting the cost of the note on the loan is a great burden to these cab drivers.

4) Also at our first hearing, evidence was presented by cab drivers and police that U. S. Shuttle has not abided by the law at present. Shuttles have been seen outside hotels awaiting to pick up fares without so-called "SHIPS" forms which are the list of people who have pre-arranged to be taken to the airport by U.S.Shuttle and remaining outside hotels to pick up those who may see the shuttle and ask to board last minute.

The City Manager will pass this decision along to the City Council and a hearing date of June 3, 1996 will set before the City Council.

This decision is made pursuant to Cambridge Ordinance Chapter 5.20.360 and M.G.L. c. 159A.

Sincerely yours,

Richard V. Scali
Executive Officer

cc: Benjamin Barnes, Chairman; Kevin Fitzgerald, Fire Chief; Henry Breen, Police Captain; D. Margaret Drury, City Clerk; James Wall; Mayor Kenneth Reeves; Councilor Katherine Triantifillou; Councilor Anthony Galluccio; William Cavellini; Frank Weiner, Esq.; Arthur Santoro; Joseph Silva; Joseph Klements, Esq.; Arthur Goldberg, Esq.; Donald Drisdell, Esq.; Neal Murphy, DPU; Brian Cristy, DPU



EXECUTIVE DEPARTMENT
ROBERT W. HEALY
City Manager

RICHARD C. ROSSI
Deputy City Manager

CITY OF CAMBRIDGE
CAMBRIDGE, MASSACHUSETTS 02139

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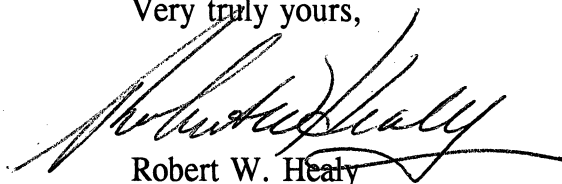
June 3, 1996

To The Honorable, The City Council:

I am hereby transmitting for your consideration a recommendation to deny the jitney application of U.S. Shuttle, Inc. received from the License Commission.

Copies of the record of the proceedings are available in the City Clerk's Office.

Very truly yours,



Robert W. Healy
City Manager

RWH/mec
attachment

Consent Agenda #4

H-89

Relative to a recommendation to
deny the jitney application of
U.S. Shuttle, Inc.

In City Council June 3, 1996

*Order Adopted to
deny petition.*

9-0-0.