

Heckman Application—Public Convenience and Necessity Issues Matrix

authority sought	Does the authority sought overlap authority held by existing auto transportation company?	Does the authority sought overlap authority sought by another auto transportation company?	Is there a protest to the authority that is sought?	Did the applicant present evidence of need for the service?	Did the applicant present evidence that the existing company is not providing service to the satisfaction of the Comm'n?	Is there a basis for granting the authority sought?
<p>expanding existing service between Port Angeles, on the one hand, and Seattle and SeaTac airport on the other, to include stops not only in Sequim, but also in Discovery Bay, Kingston, Edmonds, and Silverdale</p>	<p>Yes. Pennco provides door-to-door, reservation-only service between Clallam and Jefferson Counties (within which Discovery Bay is located) and points in Seattle. However, the Commission has determined that door-to-door, reservation-only service is a different service than the scheduled, fixed pick-up point service provided by Heckman.</p>	<p>Yes. Pennco seeks to provide both door-to-door, reservation-only service and scheduled, fixed pick-up point service between Clallam, Jefferson, and Kitsap Counties, on the one hand, and the Kingston ferry terminal, on the other. Heckman could provide this same service if its application were granted—at least from the named cities to Kingston. And in fact it already does so.</p>	<p>Yes.</p>	<p>Some. Mr. Heckman testified the company has been providing service to stops at these points under its tariff. Heckman submitted a bench request response that showed that it had provided service to 74 customers at Kingston over the course of a year. Heckman's witnesses Farmer and Estes spoke only to Heckman's existing service between Olympic Peninsula and Seattle. Similarly, the letters in Ex. 7 concern Heckman's capital assistance grant for service between Port Angeles and Seattle. The Johannessen letter apparently concerns service from Port Townsend to Seattle.</p>	<p>No. However, the Commission has previously determined that door-to-door service is different than scheduled, fixed point service.</p>	<p>Partly. Witness testimony may support service between named points on the Olympic Peninsula, on the one hand, and Seattle and SeaTac on the other. The company has, in fact, been providing service under the mistaken assumption that it had the authority. The assumption was reasonable given that the prior owner filed tariffs containing the points and those tariffs were not rejected by the Commission.</p>

