

ORIGINALDecision No. 39773

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 TANNER MOTOR LIVERY, LTD., (1) a cor-
 poration, for a Certificate of Public
 Convenience and Necessity to operate
 as a common carrier for hire, trans-
 portation service between downtown
 Santa Barbara, California, and the
 Santa Barbara Municipal Airport at
 Goleta, California.) Application No. 27786

In the Matter of the Application of
 SANTA BARBARA TRANSIT CO., a corpora-
 tion, for a Certificate of Public Con-
 venience and Necessity to operate as
 a common carrier for hire, (transporta-
 tion service between downtown Santa
 Barbara, California, and the Santa
 Barbara Municipal Airport at Goleta,
 California.) Application No. 27819

TUDOR GAIRDNER, for applicant Tanner Motor Tours, Ltd.,
 protestant in Application No. 27819.

J. F. GOUX, for applicant Santa Barbara Transit Co.,
 protestant in Application No. 27786.

O P I N I O N

Applicants separately seek authority to establish and
 operate a common carrier service for the transportation of pas-
 sengers between Santa Barbara and the Santa Barbara Municipal
 Airport situated near Goleta.

(1) Applicant Tanner Motor Livery, Ltd. was permitted to amend
 its application by substituting the word "Tours" for "Livery"
 in its name throughout the application.

A public hearing was held at Santa Barbara on November 14, 1946, at which time the matters were submitted on a common record.

In Application No. 27786, filed August 22, 1946, Tanner Motor Tours, Ltd. proposes a de luxe type service, using seven-passenger Cadillac and Packard limousines, for the transportation of commercial air-line passengers between the United Air Lines' terminal, on the one hand, and the Carrillo Hotel and the United Air Lines' office in Santa Barbara, on the other hand. The proposed route, a distance of approximately 10 miles, is along U. S. Highway No. 101. Adult one-way fares will be \$1.00, plus tax, and children five to twelve years of age will be charged half fare. No regular schedules are proposed except that it is proposed to meet the arrival and departure of the air liners on a so-called "on call" basis, i.e., the air-line representatives will notify applicant when flights are to be met.

Tanner Motor Tours, Ltd. now operates a taxicab, sight-seeing, and a "for hire" limousine service in the City of Santa Barbara and vicinity, and it also transports air-line passengers to and from said city and the airport terminal under a contractual arrangement with United Air Lines. This applicant's manager testified that 94 air-line passengers were carried by his company in March of 1945 and 244 in October of 1946. The average number of passengers carried, per month, during said period was approximately 160 or a daily average of approximately 5.5. Between June and October, 1946, the monthly average had increased to 250 and the daily average to 8.1. In June, 1946, United Air Lines increased its schedule

at Santa Barbara to two northbound and two southbound flights. At present United Air Lines pays applicant for limousine ground transportation service a minimum of \$3.45 per trip. The record also shows that Southwest Airways will soon inaugurate a passenger air-line service at Santa Barbara Airport and that both air lines have requested the service as herein proposed by Tanner Motor Tours, Ltd.

In Application No. 27819, filed September 6, 1946, Santa Barbara Transit Co. requests that it be authorized to establish a service practically identical to that which Tanner Motor Tours, Ltd. proposes except that passengers would be picked up and discharged at nearly all the leading hotels in the Santa Barbara area as contrasted with the more centralized downtown service proposed by Tanner Motor Tours, Ltd. Fares are the same and the route and "on call" service do not vary materially. This applicant is now conducting a certificated bus operation between Santa Barbara and Goleta rendering service to the airport gate situated on U. S. Highway No. 101. The evidence shows that the bus schedule is hourly between 6:15 a.m. and 12:15 a.m. This applicant's vice president testified that his company also operates some sightseeing service; that the company owns 17 buses and one station wagon; that he and members of his family would be willing to use their private automobiles, consisting of one five-passenger Cadillac and two five-passenger Buicks, in the proposed service; that he could probably get one used eleven-passenger Packard from Texas in one or two months if the need arose; that his company does not now own any limousines.

Air-line representatives testified that present and future air-line travel at the Santa Barbara Municipal Airport

require a limousine ground service as herein proposed and that the service as proposed by applicant Tanner Motor Tours would be more desirable because of its centralized plan of pickup and discharge of passengers. The United Air Line representative stated that the ground transportation service should be conducted by a common carrier because air lines do not care to engage in this type of transportation and because present arrangements are too costly and otherwise unsatisfactory.

Although the airport is now served by buses, taxicabs, and "for hire" limousines, the evidence is clear and convincing that there is a public need for a de luxe or limousine type of common carrier service for the convenience and need of air-line passengers requiring transportation to and from the air-line terminal. Each month several hundred air-line passengers are accommodated with this type of service. The secretary of the Board of the Santa Barbara Airport Commission offered evidence showing that a public need exists for the proposed service (Exhibit No. 2). He also testified that, with the addition of the Southwest Air Line schedules, air-line passenger traffic will be increased materially. The record is also clear that the volume of business is insufficient to justify the granting of two competing services as the evidence shows that operations at the beginning may have to be conducted at a small loss. The applicants, however, are financially able and willing to absorb any loss that may be incurred in establishing the service.

The evidence shows that Tanner Motor Tours, Ltd. is an experienced operator of the type of service herein proposed and that it possesses the necessary equipment to make the service

available the instant it receives the required authority. It further appears that air-line representatives prefer a service to and from some centrally located point in the downtown section of the city rather than a multi-point pickup and discharge service.

Applicant Santa Barbara Transit Co. contended that, as it is already serving the territory and is willing to provide service to the satisfaction of this Commission, its application should be granted. The evidence of record shows that the specialized service proposed by applicant Tanner Motor Tours, Ltd. will more readily and satisfactorily meet the public need and that the type or class of public transportation herein proposed by said applicant is not competitive with the present operations of Santa Barbara Transit Co.

Upon consideration of the entire record we find that a public need exists for the transportation of air-line passengers between Santa Barbara and the city's airport, as proposed by applicant Tanner Motor Tours, Ltd., and that the volume of travel is not sufficient to justify the granting of both applications; therefore, the application of Tanner Motor Tours, Ltd. will be granted and the application of Santa Barbara Transit Co. will be denied.

O R D E R

A public hearing having been held upon the above-entitled applications, and the Commission being fully advised,

IT IS ORDERED:

I

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Tanner Motor Tours, Ltd., a corporation, authorizing the establishment and operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers and their baggage between Santa Barbara and the Santa Barbara Municipal Airport, subject to the following conditions:

- (a) The service to be performed hereunder shall be restricted to the transportation of air-line passengers and their baggage traveling between the Carrillo Hotel, located at Chapala and Carrillo, and the United Air Lines' office located on East De La Guerra Street, on the one hand, and the terminal at the Santa Barbara Municipal Airport, on the other hand.

(2) That, in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than one (1) day's notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.

- (c) Subject to the authority of this Commission to change or modify them by further order, applicant shall conduct operations, pursuant to the certificate herein granted, over the most appropriate public streets and highways between the points involved.

II

(1) That the application of Santa Barbara Transit Co., Application No. 27819, be, and it hereby is, denied.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 23rd day of December, 1946.

Harold A. Kells
Justus J. Caenen
Francis D. Gray
Leslie H. Russell
J. J. [Signature]
COMMISSIONERS