

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Robert M. Sinsabaugh and Robert G.)
Drennan, dba Lindbergh Shuttle, for)
authority to operate as a passenger)
stage operation between points in)
San Diego County and the San Diego)
Lindbergh International Airport.)

Application 84-04-113
(Filed April 23, 1984)

O P I N I O N

By this application Robert M. Sinsabaugh and Robert G. Drennan (applicants), dba Lindbergh Shuttle, request a certificate of public convenience and necessity to operate as a passenger stage corporation for passengers and their baggage between the consolidated transportation terminal in El Cajon, on the one hand, and the San Diego Lindbergh International Airport, on the other hand.

Applicants propose to operate over the following routes:

"Between the new El Cajon consolidated transportation terminal located near the intersection of South Marshall and West Main Streets in El Cajon, California. The route will be via Interstate Eight (8) West to Highway Ninety-Four (94) West to Interstate Five (5) North to Hawthorne Street to Harbor Drive to the East and West Terminals of the San Diego International Lindbergh Airport. The return route to El Cajon will be via Harbor Drive to Grape Street thence via Interstate Five (5) South to Highway Ninety-Four (94) East to Interstate Eight (8) East, returning to the consolidated transportation terminal in El Cajon."

The application states that the only service now available between the points to be served is by taxi or private automobile.

The applicants do not now have any vehicles but propose to begin service with two 1984 luxury 12 passenger air-conditioned vans. The vehicles are to be garaged, serviced, and maintained by applicants at the terminal in El Cajon.

The pro forma balance sheet attached to the application as Exhibit D shows a net worth of \$16,200.

Applicants' proposed one-way fare is \$12 for adults, \$6 for children 5 to 12 years, and no charge for children under 5 years. In addition to the basic fare, applicants propose conditions and extra charges as follows:

The proposed daily on-call service is as follows:

Each passenger will be entitled to two suitcases.

Extra luggage - \$1.00 per piece.

Skis and golf bags - \$3.00 each.

Footlockers and cartons - \$3.00 each.

No bicycles or pets will be carried.

The proposed daily on-call services is as follows:

LINDBERGH SHUTTLE

"ON CALL" RESERVED DEPARTURES

FROM EL CAJON (CONSOLIDATED TRANSPORTATION TERMINAL)
TO LINDBERGH INTERNATIONAL AIRPORT

<u>Departure Times</u> (Mon. thru Fri.)	<u>Arrival East Terminal</u> (Mon. thru Fri.)	<u>Arrival West Terminal</u> (Mon. thru Fri.)
5:20 a.m.	5:50 a.m.	6:00 a.m.
7:00 a.m.**	7:40 a.m.**	7:50 a.m.**
11:20 a.m.	11:50 a.m.	12:00 Noon
1:00 p.m.**	1:35 p.m.**	1:45 p.m.**
3:15 p.m.	3:50 p.m.	4:00 p.m.
7:00 p.m.*	7:35 p.m.*	7:45 p.m.*

FROM LINDBERGH INTERNATIONAL AIRPORT
TO EL CAJON CONSOLIDATED TRANSPORTATION TERMINAL

<u>Departure West Terminal</u> (Mon. thru Fri.)	<u>Departure East Terminal</u> (Mon. thru Fri.)	<u>Arrival El Cajon</u> (Mon. thru Fri.)
6:05 a.m.	6:10 a.m.	6:40 a.m.
10:00 a.m.**	10:10 a.m.**	10:45 a.m.**
12:10 p.m.	12:20 p.m.	12:55 p.m.
2:00 p.m.**	2:20 p.m.**	2:45 p.m.**
5:45 p.m.	5:55 p.m.	6:35 p.m.
9:15 p.m.*	9:25 p.m.*	10:00 p.m.*

* Planned Introduction Date - November 1, 1984

** Planned Introduction Date - February 1, 1985

The application was noticed on the Commission's Daily Transportation Calendar on April 27, 1984. No protests have been received. A public hearing is not necessary. ✓

Findings of Fact

1. Applicants possess the ability and financial resources to perform the proposed service.
2. The proposed rates are reasonable and should be authorized.
3. There is a public need for this passenger stage service.
4. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
5. A public hearing is not necessary.

Conclusion of Law

Applicants have demonstrated public convenience and necessity for the proposed service. The application should be granted.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of rights and may cancel or modify the monopoly feature of these rights at any time.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Robert M. Sinsabaugh and Robert G. Drennen, authorizing them to operate as a passenger stage corporation, as defined in PU Code § 226, between the points and over the routes set forth in Appendix PSC-1352, to transport persons, and baggage.
2. Applicants shall:
 - a. File a written acceptance of this certificate within 30 days after this order is effective.

- b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
- c. State in their tariffs and timetables when service will start; allow at least 10 days' notice to the Commission; and make timetables and tariffs effective 10 or more days after this order is effective.
- d. Comply with General Orders Series 79, 98, 101, and 104, and the California Highway Patrol safety rules.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.
- f. Remit to the Commission the Transportation Reimbursement Fee required by PU Code § 403 when notified by mail to do so.

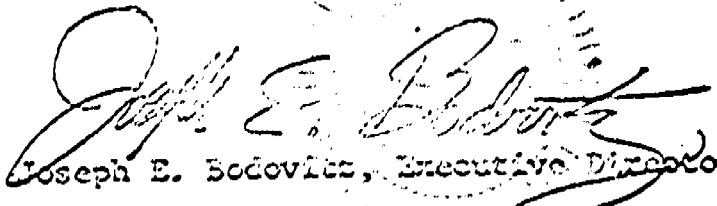
3. Prior to initiating service to any airport, applicants shall notify the airport authority involved. This certificate does not authorize the holders to conduct any operations on the property of or into any airport unless such operation is authorized by both this Commission and the airport authority involved.

4. Applicants are authorized to begin operations on the date that the Executive Director mails a notice to applicants that they have evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicants' vehicles for service.

5. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated JUL 18 1984, at San Francisco, California.

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

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


Joseph E. Bodovitz, Executive Director
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Appendix PSC-1352

ROBERT M. SINSABAUGH
AND
ROBERT G. DRENNAN

Original Title Page

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
AS A PASSENGER STAGE CORPORATION
(PSC-1352)

Showing passenger stage operative rights, restrictions, limitations,
exceptions, and privileges.

All changes and amendments as authorized by
the Public Utilities Commission of the State of California
will be made as revised pages or added original pages.

Issued under authority of Decision 84 G7 146, dated
JUL 18 1984, of the Public Utilities Commission of the
State of California in Application 84-04-113.

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Issued by California Public Utilities Commission.

Decision 84 07 146 , Application 84-04-113.

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

Robert M. Sinsabaugh and Robert G. Drennan by the certificate of public convenience and necessity granted by the decision noted in the margin, are authorized to transport persons and their baggage between San Diego International Airport (SAN) and the consolidated transportation terminal at South Marshall and West Main Streets, El Cajon, over and along the routes described, subject, however, to the authority of this Commission to change or modify the routes at any time and subject to the following provisions:

- a. Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- b. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- c. The service performed may be on an on-call basis. The term on-call as used refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized on-call service will be rendered.
- d. No passenger shall be transported except those having point of origin or destination at SAN.
- e. This certificate does not authorize the holder to conduct any operations on the property of or into any airport unless such operation is authorized by both this Commission and the airport authority involved.

Issued by California Public Utilities Commission.

Decision 84 G7 146, Application 84-04-113.

Appendix PSC-1352

ROBERT M. SINSABAUGH
AND
ROBERT G. DRENNAN

Original Page 3

SECTION 2. ROUTE DESCRIPTION.

Commencing at the consolidated transportation terminal at Marshall and West Main Streets, El Cajon, then via Interstate 8 (I-8), State Highway 94 (S-94), Interstate 5 (I-5), Hawthorn Street and Harbor Drive to SAN. Return via Harbor Drive, Grape Street, I-5, S-94 and I-8.

Issued by California Public Utilities Commission.

Decision 84 G7 146, Application 84-04-113.

The application was retired on the Commission's Daily Transportation Calendar on April 27, 1984. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. Applicants possess the ability and financial resources to perform the proposed service.
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