

ORIGINAL

Decision 84 OS 091

AUG 1 1984

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of EVANS AIRPORT SERVICE, INC., a California corporation, under the shortened procedure tariff docket for authorization to carry small amounts of delayed airline passenger luggage from San Francisco International Airport to the Cities of Napa and Vallejo.

Application 84-06-093  
(Filed June 27, 1984)

O P I N I O N

Evans Airport Service, Inc. (applicant), is a corporation organized under the laws of the State of California, with its principal place of business in Napa.

Applicant is a passenger stage corporation (PSC-985) with authority to transport passengers and their baggage, between the Cities of Napa and Vallejo, on the one hand, and San Francisco International Airport, on the other hand. This authority was originally granted on February 18, 1976, by Decision 85468, in Application (A.) 55749. The certificate has been modified from time to time, the most recent modification being pursuant to Decision 93551, dated September 15, 1981, in A.60218.

Greyhound was a protestant in the original proceeding and the parties agreed that applicant's authority could be restricted to transporting only baggage that passengers were carrying with them. Greyhound no longer provides service from Napa and Vallejo, which makes the original agreement ineffective.

Baggage is sometimes misdirected or delayed and arrives on a later flight than its owner. No passenger stage corporation is

authorized to deliver this baggage to residents of Vallejo and Napa. A grant of authority to transport such baggage will add less than 1% to applicant's gross income, but would be a convenience for local residents and efficient, since applicant is currently transporting passengers on the route.

Applicant's fare schedule indicates that a passenger and baggage are transported for \$11 from or to Napa and the airport, and \$10 from or to Vallejo and the airport; delayed baggage delivered by the airlines will be transported from the airport to both cities for \$5 a bag.

Notice of the filing of the application was included in the Commission's Daily Transportation Calendar on July 2, 1984. No protests were received.

#### Findings of Fact

1. Applicant is a passenger stage corporation with authority to transport passengers and their baggage between San Francisco International Airport, and Napa and Vallejo.
2. The original application was protested and applicant agreed to transport only baggage that was being carried by passengers.
3. Protestant no longer serves the area and is not concerned whether applicant receives additional authority.
4. No passenger stage is presently authorized to transport baggage which arrives on a later flight than its owner, and applicant is anxious to provide this needed service.
5. Applicant has attached to the application an amended tariff page with proposed rates.

#### Conclusions of Law

1. The application should be granted.
2. Applicant should amend its tariff to include rates and rules applicable for the new service to be provided.

O R D E R

IT IS ORDERED that:

1. Evans Airport Service, Inc. is authorized to transport baggage, which has been delayed in transit, from San Francisco International Airport to Vallejo and Napa, as set forth in the attached Third Revised Page 2 canceling Second Revised Page 2 of Appendix A of Decision 85468.

2. Applicant shall amend its tariff to include this expanded authority within 15 days of the effective date of this order.

3. The application is granted as set forth above.

This order is effective today.

Dated AUG 1 1984, at San Francisco, California.

Commissioner Priscilla C. Grew,  
being necessarily absent, did  
not participate

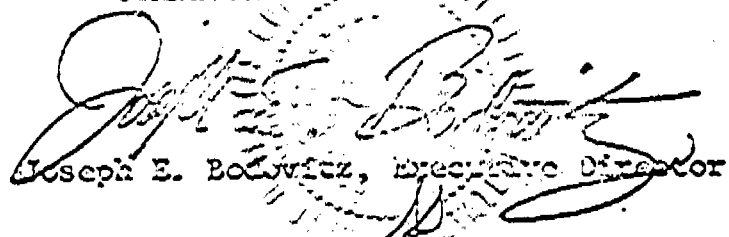
LEONARD M. GRIMES, JR.  
President

VICTOR CALVO  
DONALD VIAL

Commissioners

Commissioner William T. Bagley  
being necessarily absent, did  
not participate.

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

  
Joseph E. BoCovitz, Executive Director

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

By the certificate of public convenience and necessity granted by the decision noted in the margin, Evans Airport Service, Inc., is authorized to transport passengers, their baggage, and \*baggage delayed in transit in either direction between a terminal in the City of Napa (Napa) and a terminal in the City of Vallejo, on the one hand, and the passenger terminals at the San Francisco International Airport (SFO), on the other hand, over the most appropriate route, subject to the following provisions:

- (a) The vehicles used in its service shall be vans, limousines, or other passenger automobiles having a seating capacity for no more than 22 passengers and a driver, or a total of 23 persons.
- (b) The carrier shall have the appropriate local governmental agencies' permission for parking its vans, limousines, and other passenger automobiles to load and discharge passengers at SFO.
- (c) Only passengers whose trips are between Napa and SFO or Vallejo and SFO shall be transported. Passengers to or from points intermediate to Napa, Vallejo, and SFO shall not be transported.

Issued by the California Public Utilities Commission.

\*Added by Decision 84 OS 091, Application 84-06-093.

authorized to deliver this baggage to residents of Vallejo and Napa. A grant of authority to transport such baggage will add less than 1% to applicant's gross income, but would be a convenience for local residents and efficient, since applicant is currently transporting passengers on the route.

Applicant's fare schedule indicates that a passenger and baggage are transported for \$11 from or to Napa and the airport, and \$10 from or to Vallejo and the airport; delayed baggage delivered by the airlines will be transported from the airport to both cities for \$5 a bag.

Notice of the filing of the application was included in the Commission's Daily Transportation Calendar on July 2, 1984.

Findings of Fact

1. Applicant is a passenger stage corporation with authority to transport passengers and their baggage between San Francisco International Airport, and Napa and Vallejo.
2. The original application was protested and applicant agreed to transport only baggage that was being carried by passengers.
3. Protestant no longer serves the area and is not concerned whether applicant receives additional authority.
4. No passenger stage is presently authorized to transport baggage which arrives on a later flight than its owner, and applicant is anxious to provide this needed service.
5. Applicant has attached to the application an amended tariff page with proposed rates.

Conclusions of Law

1. The application should be granted.
2. Applicant should amend its tariff to include rates and rules applicable for the new service to be provided.