

Decision 89 03 008

MAR 8 1989

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 Yellow Airport and Tour Service to)
 amend and extend its operations as a)
 Passenger Stage Corporation under its)
 Certificate of Public Convenience and)
 Necessity pursuant to the provisions)
 of Section 1031 et seq. of the State)
 of California Public Utilities Code,)
 between points in the Counties of)
 San Francisco, San Mateo and the)
 San Francisco International Airport.)

Application 88-08-015
(Filed August 8, 1988)

OPINION

Yellow Airport and Tour Service (Yellow) holds a certificate of public convenience and necessity authorizing operations as a passenger stage corporation between points in the City and County of San Francisco, on the one hand, and San Francisco International Airport (SFO), on the other hand. The certificate was granted by Decision (D.) 83-06-084.

Yellow here seeks authority to expand its certificate to authorize operations between points in a portion of San Mateo County and San Francisco International Airport (SFO). The portion of San Mateo County, which Yellow intends to serve is set forth on a map which is attached to the application as Exhibit A. The proposed service area is bounded on the north by the San Francisco City and County line, on the east by San Francisco Bay, on the west by State Highway 1 to the southerly city limits of Pacifica thence generally along an imaginary line just west of State Highway 35 (Skyline Boulevard) and on the South by the Santa Clara County line.

Yellow alleges that public convenience and necessity require the granting of the application for the following reasons:

- "1. The service area extension that is proposed by this application is different and distinct from any airport transportation system that is currently being offered to the residents and businesses of the county of which Yellow has applied for authority to operate in.
- "2. Even though five other services, Lorrie's Tours and Travel, Bay Area Super Shuttle, Good Neighbors Air Bus, S.F.O. Airporter and California Mini Bus now offer service or a similar service in San Francisco City and County, there is inadequate service available to the residents and businesses of San Mateo County.
- "3. At the present time, it costs a resident approximately the following for a one-way trip to San Francisco International Airport via taxicab:

Various Cities in San Mateo ...\$5.00-\$56.00

"As the Commission can see from the above figures, it can become very expensive if a resident must take a taxicab to one of the cities in San Mateo County to his home.

- "4. We at Yellow Airport and Tour Service are receiving on the average of 100 calls a week that are in areas applied for in this application before the Commission that we cannot service. Attached are statements from our order takers and dispatchers about the number of calls and requests that Yellow receives for service to the areas that are applied for."

Yellow proposes to operate this service 24 hours per day, 7 days per week. Paragraph VII indicates that the service will be limited to passengers originating at or enroute to the San Francisco International Airport or the Oakland International Airport. Yellow does not now hold authority to provide service to or from the Oakland International Airport. Also the application does not set forth any proposed fares to or from the Oakland

International Airport. Yellow is placed on notice that should it desire to serve Oakland International Airport it must file an application for authority to do so.

Yellow intends to use the same type vehicles (7 to 10 passenger vans) that it presently uses in its service between San Francisco and SFO. Should patronage warrant, Yellow would add larger capacity vans. Yellow seeks authority that it be allowed to utilize vans not to exceed a capacity of 25 passengers. Its present authority is limited to transportation in vans having a carrying capacity not to exceed 11 passengers. The authority granted herein will contain the same limitation. Should Yellow find in the future that it needs to utilize larger vans in its service, an application requesting the utilization of larger capacity vehicles should be filed.

Fares proposed by Yellow are set forth in Exhibit B attached to the application as follows:

Between SFO
and

ZONE A

Daly City	\$ 7.00	Pacifica*	\$9.00
Colma	7.00	So. San Francisco	7.00
Airport Hotels	5.00	Burlingame	7.00
Millbrae	7.00	San Bruno	7.00
San Mateo	11.00		

* North of Rockaway

ZONE B

Hillsborough	\$ 7.00	Belmont	\$11.00
Foster City	11.00	The Highlands	11.00
Marine Parkway	15.00	Pacifica**	15.00
San Andreas Lake	15.00		

** South of Rockaway

ZONE C

San Carlos	\$13.00	Redwood City	\$13.00
Atherton	17.00	Menlo Park	17.00
East Palo Alto	19.00	Redwood Park	15.00

ZONE D

Woodside	\$30.00	Ladera	\$35.00
La Honda	45.00	Portola Valley	30.00
Sky Londa	40.00		

Yellow also proposed a fare between Airport Hotels on the one hand and San Mateo on the other hand. Authority between those points is not being granted; therefore, we have not listed that proposed fare. The authority granted herein is limited to the transportation of passengers whose origin or destination is SFO. Applicant proposes a reduced fare schedule for children; however, the application does not indicate the age limit for such fares. The tariff to be filed will have to be specific as to what age level the children's fares apply. Authority is also sought to offer discounts or coupons as promotional devices in the development of business. That request is not specific and therefore must be denied.

Exhibit C attached to the application contains copies of its income statements for the year 1987 and the first 6 months of 1988. The statements show a loss of \$84,703.20 for 1987 and a profit of \$73,086.59 for the first six months of 1988. It also contains copies of balance sheets as of December 31, 1987 and June 30, 1988. The balance sheet as of December 31, 1987 discloses that liabilities exceed assets by \$25,912.48, however, the balance sheet as of June 30, 1988 discloses that assets exceed liabilities by \$46,874.38. The financial statements indicate that Yellow's financial picture is improving and that it has the financial resources to institute and maintain the proposed service.

The application was served in accordance with Rule 21(k) of the Commission's Rules of Practice and Procedure. Notice of the

filing of the application was published in the Commission's Daily Transportation Calendar of August 12, 1988. No protests to the granting of the application have been received.

Findings of Fact

1. Applicant holds authority to provide a passenger service between SFO, on the one hand, and the City and County of San Francisco, on the other hand.

2. Applicant seeks authority to provide service between SFO, on the one hand, and certain points within San Mateo County, on the other hand. ✓

3. Applicant has the ability, experience, equipment and financial resources to provide the proposed service.

4. Public convenience and necessity require the issuance of a certificate to perform the proposed service.

5. No protests have been received.

6. A public hearing is not necessary.

7. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

Conclusion of Law

The Commission concludes that 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 Yellow Airport & Tour Service, a corporation, authorizing it to operate as a passenger stage corporation, as

defined in PU Code § 226, between the points and over the routes set forth in First Revised Page 1 and First Revised Page 3 of Appendix PSC-1297, attached, to transport persons and baggage.

2. Applicant 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 its tariffs 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, applicant shall notify the airport authority involved. 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.

4. Applicant is authorized to begin operations on the date that the Executive Director mails a notice to applicant that it has evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

5. The application is granted as set forth above.
This order becomes effective 30 days from today.
Dated MAR 8 1989, at San Francisco, California.

G. MITCHELL WILK
President
FREDERICK R. DUDA
STANLEY W. HULETT
JOHN B. CHANTAN
Commissioners

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

Victor Weisser

Victor Weisser, Executive Director

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

Yellow Cab Cooperative, Inc., a corporation, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized as a passenger stage corporation to provide on-call, door-to-door service for passengers and their baggage between San Francisco International Airport and points within San Francisco *and points within San Mateo County subject to the restrictions set forth below:

- a. Vans having a carrying capacity not to exceed 11 passengers shall be used. At least one of these shall be equipped with a wheelchair lift and be available daily.
- b. No taxicabs shall be used to provide service under this certificate.
- c. No passengers shall be transported except those having an origin or destination at the San Francisco International Airport and an origin or destination within the *service territories described in Section 3.

Issued by California Public Utilities Commission.

* Changed by Decision 89 03 008, Application 88-08-015.

T/EJ/ej

Appendix PSC-1297
(D.83-06-084)

YELLOW CAB COOPERATIVE, INC.

First Revised Page 3
Cancels
Original Page 3

SECTION 2. ROUTE DESCRIPTIONS.

Route 1. San Francisco

Between points within the San Francisco service territory and the San Francisco International Airport airline passenger terminals.

*Route 2. San Mateo County

Between points within the San Mateo County service territory and the San Francisco International Airport airline passenger terminals.

SECTION 3. SERVICE AREA DESCRIPTIONS.

Service Area 1. San Francisco

The San Francisco service territory is defined for this certificate as all the territory within the limits of the City and County of San Francisco.

*Service Area 2. San Mateo County

The San Mateo County service territory is defined for this certificate as all the territory in San Mateo County which is bounded on the north by the San Francisco City and County line, on the east by San Francisco Bay, on the west by State Highway 1 to the southerly city limits of Pacifica thence generally along an imaginary line just west of State Highway 35 (Skyline Boulevard) and on the South by the Santa Clara County line.

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