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Decision 91-07-005 July 2, 1991

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 Santa Rosa Airporter, Inc., a )  
 California corporation, for authority )  
 to provide service between points in )  
 Berkeley and Emeryville, on the one )  
 hand, and Oakland International )  
 Airport on the other hand. This would )  
 be in conjunction with present SRA )  
 service and include present points in )  
 Mendocino, Sonoma and Marin Counties. )  
 In addition, we pray authority to )  
 approve small parcel delivery between )  
 all present and proposed points. )

ORIGINAL

Application 91-05-013  
(Filed May 7, 1991)

OPINION

Santa Rosa Airporter, Inc. (SRA) is a California corporation providing scheduled passenger transportation service pursuant to a certificate of public convenience and necessity (PSC-1367). The certificate was most recently revised by Decision (D.) 89-08-045. SRA now provides service between Ukiah and San Francisco International Airport (SFO).

By this application SRA seeks additional authority to extend its service to the Oakland International Airport (OIA), with additional stops at the Berkeley Marriott in Berkeley and the Holiday Inn in Emeryville. SRA also requests authority to transport small packages and parcels not exceeding 100 pounds and not exceeding 24 by 36 inches.

SRA states that there is no such service between Mendocino, Sonoma, and Marin Counties and OIA now. SRA expects the proposed service to attract many new passengers. It developed the new route to be operated in conjunction with, and without disruption to, its existing SFO service.

SRA operates a fleet of five passenger stage vehicles. It states that to the extent that any additional equipment will be needed for the proposed operation, it stands ready, willing, and able to increase its fleet as needed.

SRA maintains that it has the requisite experience and personnel and the financial ability to render the proposed service. SRA further states that the proposed new stops are located adjacent to existing routes and will therefore have minimal impact on its operating expenses. In fact, SRA believes the proposed new route will enhance its financial position and further improve its ability to render adequate public service by allowing it to make greater and more efficient use of its existing equipment. SRA notes that it has and will continue to maintain liability insurance in excess of Commission requirements, and that it has an excellent safety record.

SRA intends to operate the service hourly from 4:15 a.m. to 1:15 a.m. Service from the Holiday Inn will commence at 5:45 a.m. Arrivals and departures will be at 15 minutes after the hour at OIA, 30 minutes after the hour at the Berkeley Marriott, and 45 minutes after the hour at the Holiday Inn. The last Holiday Inn stop will be at 10:45 p.m. Fares between OIA and points in Mendocino County will range from \$30.00 to \$45.00. Fares between OIA and points in Sonoma, Marin, and Alameda Counties will be \$22.00, \$20.00, and \$13.00, respectively.

SRA believes there is a demand for the service, noting that potential customers inquire many times a day whether such service is available. Attached to the application are several letters of support from establishments in Emeryville, Corte Madera, Novato, Ukiah, Petaluma, and Rohnert Park. By letter to the Executive Director dated May 6, 1991 (also attached to the application), the Oakland Airport Manager expresses that agency's support for the application.

Discussion

Applicant proposes a valuable service for residents of Mendocino, Sonoma, and Marin Counties that is not currently available from other passenger stage corporations. Although there is no allegation that points in Berkeley and Emeryville are not being served, we note that no protests have been received. OIA authorities support the proposed service by applicant. SRA is already providing authorized passenger service to SFO, and it is confident of its ability to provide the extended service to OIA. The potential for greater and more efficient use of its equipment represents an opportunity for SRA to enhance its financial situation. We conclude the authority should be granted.

Findings of Fact

1. Notice of the filing of the application appeared on the Daily Transportation Calendar dated May 13, 1991.
2. No protest was filed within the 30-day period set forth in Rule 8.3 of the Commission's Rules of Practice and Procedure.
3. SRA is now authorized as a passenger stage corporation pursuant to certificate PSC-1367.
4. SRA is now providing service between Ukiah and SFO using five passenger stage vehicles.
5. Applicant expects to attract new passengers who do not currently have passenger stage service available.
6. The proposed new stops are located adjacent to existing routes, and are expected to have minimal impact on SRA's operating expenses and no disruption to its current SFO service.
7. The proposed new route is expected to enhance SRA's financial position and further improve its ability to render adequate public service by allowing it to make greater and more efficient use of its existing equipment.
8. There is a public demand for the proposed service that is not being met by any currently authorized passenger stage carrier.

Conclusions of Law

1. Public convenience and necessity require the granting of the requested certificate.
2. The application is uncontested, and a hearing is not necessary.
3. Pursuant to Public Utilities (PU) Code § 225, the Commission may authorize a passenger stage corporation to provide package and parcel express service which is incidental to the transportation of passengers.
4. The application should be granted.
5. Since there is a current need for the proposed service which is not being met by other carriers, this order should be made effective today and tariff and timetable filings should be authorized on one day's notice.

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.

ORDER

IT IS ORDERED that:

1. The certificate of public convenience and necessity previously granted to Santa Rosa Airporter, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in PU Code § 226, is amended as set forth in Appendix PSC-1367.
2. Applicant shall:
  - a. File a written acceptance of this amended 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 and timetables when service will start; allow at least one day's notice to the Commission; and make timetables and tariffs effective one or more days after this order is effective.
- d. Comply with General Orders Series 101, 104, and 158, 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.

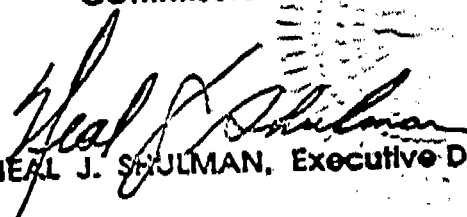
3. Before beginning service to any airport, applicant shall notify the airport's governing body. Applicant shall not operate into or on airport property unless such operations are also authorized by the airport's governing body.

- 4. The application is granted as set forth above. This order is effective today.

Dated July 2, 1991, at San Francisco, California.

PATRICIA M. ECKERT  
President  
G. MITCHELL WILK  
JOHN B. OHANIAN  
DANIEL Wm. FESSLER  
NORMAN D. SHUMWAY  
Commissioners

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

  
NEAL J. SHULMAN, Executive Director

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

Santa Rosa Airporter, Inc., by the \*amended certificate of public convenience and necessity granted by the decision noted in the margin, is authorized as a passenger stage corporation to transport passengers, their baggage, and \*express between points described in Section 2, subject, however, to the authority of this Commission to change or modify these routes at any time and subject to the following provisions:

- a. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- b. \*Express means the transportation of property in common carriage in passenger carrying vehicles only. Each shipment shall not exceed 100 pounds nor 24 inches by 36 inches in size.
- c. No passengers shall be transported except those having a point of origin or destination at either San Francisco (SFO), or \*Oakland (OAK) International Airports.
- d. Upon ten days' notice to the Commission and the public, Santa Rosa Airporter may move a stop location a maximum of one-half (1/2) mile, as measured in a straight line on a map, in any direction from its location specified in this certificate. The new stop location must be more than one-half mile from Marin Airporter's nearest Commission-authorized stop location.

Issued by California Public Utilities Commission.

\*Amended by Decision 91-07-005, Application 91-05-013.

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS (Continued).

- e. \*Service shall be provided on a scheduled basis.
- f. \*The service points located in Berkeley and Emeryville shall only be for passengers originating from, or destined to OAK.
- g. \*This certificate does not authorize the holder to conduct any operation on the property of or into any airport unless such operation is authorized by the airport authority involved.

Issued by California Public Utilities Commission.

\*Amended by Decision 91-07-005, Application 91-05-013.

## SECTION II. ROUTE DESCRIPTIONS.

Route 1: - Santa Rosa - Rohnert Park - Petaluma - \*Route 4 - SFO

Beginning with a service point at the El Rancho Motel, 2200 Santa Rosa Avenue, Santa Rosa, then via the most appropriate streets and highways to:

Red Lion Inn, 1 Red Lion Drive, Rohnert Park  
Lyons Restaurant, 6255 Commerce Blvd., Rohnert Park  
Winchell's Donut Shop, 225 S. McDowell Blvd., Petaluma  
\*Berkeley Marriott, 200 Marina Boulevard, Berkeley (1)  
\*Holiday Inn, 1800 Powell Street, Emeryville (1)  
SFO

Route 2: - Ukiah - Hopland - Healdsburg - Santa Rosa - \*Route 4 - SFO

Beginning with a service point at Raley's Travel Center, 1325 N. State Street, Ukiah, then via the most appropriate streets and highways to:

Ukiah Airport, Ukiah  
Hopland  
Owl Cafe, 485 South Cloverdale Blvd., Cloverdale  
Dry Creek Inn, Dry Creek Rd. and I.101, Healdsburg  
El Ranch Motel, 2200 Santa Rosa Ave., Santa Rosa  
\*Berkeley Marriott, 200 Marina Boulevard, Berkeley (1)  
\*Holiday Inn, 1800 Powell Street, Emeryville (1)  
SFO

(1) See subparagraph "f" under Section I, General Authorizations, Restrictions, Limitations, and Specifications. Passengers originating from, or destined to OAK shall embark, or disembark at the service points, either at Berkeley or Emeryville for transfer from or to service on Route 4.

Issued by California Public Utilities Commission.

\*Amended by Decision 91-07-005, Application 91-05-013.



## SECTION II. ROUTE DESCRIPTIONS (Continued).

Route 3: - Marinwood - Terra Linda - San Rafael  
Corte Madera - Mill Valley - \* Route 4 - SFO

Beginning with a service point at the Rush Creek Travelodge, 7600 Redwood Highway, then via the most appropriate streets and highways to:

Golden Gate Bridge Transit stop (GGT), Redwood Hwy., and De Long Ave., Novato  
GGT, I.101 and Marinwood off-ramp, Marinwood  
GGT, I.101 and Terra Linda off-ramp, Terra Linda  
Greyhound Depot, 3rd St. and Tamalpais Ave., San Rafael  
Corte Madera Inn, 1815 Redwood Hwy., Corte Madera  
Howard Johnson's Motel, 160 Shoreline Hwy., Mill Valley  
\*Berkeley Marriott, 200 Marina Boulevard, Berkeley (1)  
\*Holiday Inn, 1800 Powell Street, Emeryville (1)  
SFO

\*Route 4 - Berkeley - Emeryville - OAK

Beginning with a service point at the Berkeley Marriott, 200 Marina Boulevard, Berkeley, then via the most appropriate streets and highways to:

Holiday Inn, 1800 Powell Street, Emeryville  
OAK

(1) See subparagraph "f" under Section I, General Authorizations, Restrictions, Limitations, and Specifications. Passengers originating from, or destined to OAK shall embark, or disembark at the service points, either at Berkeley or Emeryville for transfer from or to service on Route 4.

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