

ORIGINAL

Decision S2 07 109 JUL 21 1982

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of MICHEL J. ADRIANSEN, dba ADRIANSEN'S AIRPORT EXPRESS. For certificate of public convenience and necessity to operate a passenger stage corporation, baggage, and express service between points in Santa Barbara County and the Santa Barbara Municipal Airport.

Application 82-03-104 (Filed March 29, 1982)

O P I N I O N

Applicant Michel J. Adriansen, dba Adriansen's Airport Express, seeks a certificate of public convenience and necessity to operate as a passenger stage corporation in providing transportation of passengers, baggage, and express between points in Santa Barbara County and the Santa Barbara Municipal Airport.

Proposed fares for passengers originating from or destined for a particular zone are:

<u>Zone</u>	<u>Description</u>	<u>Proposed Fare</u> (Per Adult)
A	Buellton	\$10.00
B	Goleta	4.00
C	Santa Barbara Proper	6.00
D	Mesa, Riviera, Outlying SB	7.00
E	Montecito Proper	8.00
F	Montecito Outlying	9.00
G	Summerland	10.00

Passengers will be served on an "on-call" basis seven days per week, except Zone A which will be served only Monday through Friday, one round trip per day. Zone A to Santa Barbara Municipal Airport will depart at 4:30 a.m., Monday through Friday. Departure from Santa Barbara Municipal Airport to Zone A will be made at 3:00 p.m., Monday through Friday.

All other zones will be served on an "on-call" basis seven days per week. Departure from passenger's home, hotel/motel, or place of business will be approximately 1 to 1½ hours prior to flight departure. Arrival at Santa Barbara Municipal Airport will be approximately ¾ of an hour prior to flight departure. Departure from Santa Barbara Municipal Airport to passenger's home, hotel/motel, or place of business will follow scheduled airline arrivals. Only those passengers originating at or destined for Santa Barbara Municipal Airport will be carried.

Applicant's vehicles are two 1967 11-passenger Checker Aerobuses and one 1972 8-passenger VW Type 2 van. Applicant's balance sheet includes \$12,800 cash on hand and other assets, including real estate and vehicles, totaling \$239,300. Applicant's net worth, after allowing for \$52,500 in listed liabilities, equals \$199,600.

Applicant asserts that the proposed service would be a "benefit to the environment and to the public as a result of fewer private vehicles on the road." Applicant further asserts public convenience and necessity require the proposed service for the following reasons:

- "1. At this time no scheduled service exists from the Buellton-Santa Ynez Valley area to Santa Barbara Airport. The applicant proposes to serve the Buellton-Santa Ynez Valley area with one round trip daily, five days per week.
- "2. The traveling public using Santa Barbara Airport presently has no access to a properly licensed Airport Bus service to provide transportation between the metropolitan area and the Airport terminal.
- "3. The current holder of a certificate of public convenience and necessity, dba Aero Airport Limousine, has been denied access to the Airport property because of infractions of the Airport regulations. . . .
- "4. Historically speaking, an 'on-call' door-to-door Airport Limousine service has not been operated at Santa Barbara Airport. Applicant proposes to initiate such service for the comfort and convenience of the traveling public using Santa Barbara Airport. . . ."

The filing of this application was listed on the Commission's Daily Calendar on March 31, 1982. Copies of the application were served on Aero Airport Limousine, the County of Santa Barbara, and the City of Santa Barbara and its municipal airport. No protests have been received.

Findings of Fact

1. Applicant has the ability, experience, equipment, and financial resources to perform the proposed service.
2. The initial fares and the service schedule proposed by applicant are reasonable.
3. Currently no scheduled service exists between the Buellton-Santa Ynez Valley area and the Santa Barbara Municipal Airport; applicant proposes one trip daily, five days per week.

4. There is public demand for applicant's proposed service.
5. Public convenience and necessity require that the service proposed by applicant be certificated.
6. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.
7. A public hearing is not necessary.

Conclusions of Law

1. Public convenience and necessity have been demonstrated. The application should be granted as set forth in the ensuing order.
2. The following order should be effective on the date of signature since there is a demonstrated present need for applicant's service.

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 Michel J. Adriansen authorizing him to operate as a passenger stage corporation, as defined in PU Code Section 226, between the points and over the routes set forth in Appendix A, to transport persons, baggage, and express.
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 his 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.

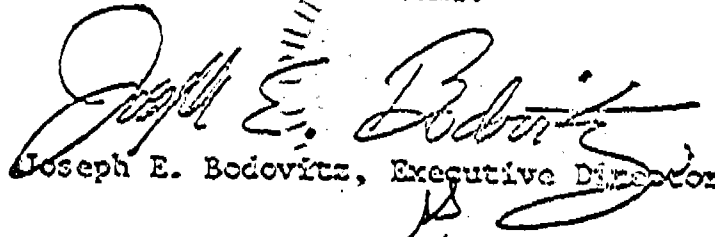
This order is effective today.

Dated JUL 21 1982, at San Francisco, California.

JOHN E. BRYSON  
President  
RICHARD D. GRAVELLE  
VICTOR CALVO  
PRISCILLA C. GREW  
Commissioners

Commissioner Leonard M. Grimes, Jr.,  
being necessarily absent, did not  
participate.

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

  
Joseph E. Bodovitz, Executive Director

/ALJ/iy

Appendix  
PSC-1224

MICHEL J. ADRIANSEN  
DOING BUSINESS AS  
ADRIANSEN'S AIRPORT EXPRESS

Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC - 1224

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 82 07 109, dated JUL 21 1982,  
of the Public Utilities Commission of the State of California,  
in Application 82-03-104.

MICHEL J. ADRIANSEN  
DOING BUSINESS AS  
ADRIANSEN'S AIRPORT EXPRESS

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

Michel J. Adriansen doing business as Adriansen's Airport Express, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to operate as a passenger stage corporation to transport passengers, baggage, and express between the nine described service territories within Santa Barbara County, on the one hand, and Santa Barbara Municipal Airport, on the other hand, over the most appropriate routes and subject to the following provisions:

- (a) No passengers shall be transported except those having point of origin or destination at the Santa Barbara Municipal Airport.
- (b) Route 1 shall be on a scheduled basis.
- (c) Routes 2, 3, 4, 5, 6, 7, 8, and 9 shall be on an "on-call" basis. Tariffs and timetables shall show the conditions under which such on-call service will be operated.
- (d) Service shall be provided with vehicles seating no more than 15 passengers including the driver.
- (e) The transportation of express shall be on passenger-carrying vehicles and shall be incidental to the transportation of passengers and limited to a weight of not more than 100 pounds per shipment.
- (f) Routes 2, 3, 4, 5, 6, 7, 8, and 9 may be combined to make through trips for operational purposes, provided passenger service is not delayed and trip length is not unduly increased.

Issued by California Public Utilities Commission.

Decision 82 07 109, Application 82-03-104.

Section II. SERVICE TERRITORY DESCRIPTIONS:

Service Territory 1 - Buellton

That territory bounded on the north by junction of US 101 and Jonata Park Road, on the south by Santa Ynez River, on the east by Ballard Canyon Road, and on the west by Calor Drive.

Service Territory 2 - El Encanto Heights/Goleta/Isla Vista

That territory bounded on the north by Los Padres National Forest, on the south by the Pacific Ocean, on the east by Turnpike Road, and on the west by Farrin Road.

Service Territory 3 - Santa Barbara Central City

That territory bounded on the north by Cathedral Oaks/Foothill Road (State Highway 192), on the south by Hollister Avenue to Modoc Road to San Andreas Street to Loma Alta Drive, on the east by Cabrillo Blvd. to Milpas to Anapamu to Laguna Street to Mission Canyon, and on the west by Turnpike Road.

Service Territory 4 - Mesa

That territory bounded on the north by Hollister to Modoc Road to San Andreas Street to Loma Alta Drive, on the south by the Pacific Ocean, on the east by Loma Alta Drive, and the west by south Turnpike.

Service Territory 5 - Riviera

That territory bounded on the north by State Highway 192, on the south by Laguna to Anapamu to Milpas, on the east by State Highway 144, and the west by Mission Canyon Road.

Service Territory 6 - Santa Barbara, Outlying

That territory bounded on the north by Los Padres National Forest, on the south by State Highway 192, on the east by Mission Canyon Road, and on the west by Old San Marcos Road.

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Section II. SERVICE TERRITORY DESCRIPTIONS (Continued)

Service Territory 7 - Montecito, Proper

That territory bounded on the north by State Highway 192, on the south by the Pacific Ocean, on the east by Sheffield Drive, and on the west by Milpas and State Highway 144.

Service Territory 8 - Montecito, Outlying

That territory bounded on the north by Los Padres National Forest, on the south by State Highway 192, on the east by Ladera Lane, and on the west by Mission Canyon Road.

Service Territory 9 - Summerland

That territory bounded on the north by Los Padres National Forest, on the south by the Pacific Ocean, on the east by Toro Canyon to Foothill Road to Nidever Road, and on the west by Sheffield Road to State Highway 192 to Ladera Lane.

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SECTION 2. ROUTE DESCRIPTIONS

Via the most appropriate routes between the service territories described above, on the one hand, and the Santa Barbara Municipal Airport, on the other hand, as follows:

- Route 1. Between Service Territory 1 (Buellton) and the Santa Barbara Municipal Airport.
- Route 2. Between Service Territory 2  
(El Encanto Heights/Goleta/Isla Vista)  
and the Santa Barbara Municipal Airport.
- Route 3. Between Service Territory 3  
(Santa Barbara central city) and the  
Santa Barbara Municipal Airport
- Route 4. Between Service Territory 4 (Mesa) and  
Santa Barbara Municipal Airport.
- Route 5. Between Service Territory 5 (Riviera)  
and Santa Barbara Municipal Airport.
- Route 6. Between Service Territory 6 (Santa Barbara,  
outlying) and Santa Barbara Municipal Airport.
- Route 7. Between Service Territory 7 (Montecito, Proper)  
and Santa Barbara Municipal Airport.
- Route 8. Between Service Territory 8 (Montecito, outlying)  
and Santa Barbara Municipal Airport.
- Route 9. Between Service Territory 9 (Summerland)  
and Santa Barbara Municipal Airport.

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