

SS 11 167

NOV 30 1983

ORIGINAL *TD-7.*

Decision

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
Bay Area Limousine and Bus Service of )  
Oakland, California, dba Bay Area )  
Bus Service, for authority to )  
operate as a passenger stage )  
corporation between points in )  
Alameda County and the San Francisco )  
International Airport. )

Application 83-09-73  
(Filed September 27, 1983)

O P I N I O N

Bay Area Limousine & Bus Service, Inc. (applicant) is a California corporation. Applicant's articles of incorporation are already on file with the Commission in file TCP 184-A. It operates a charter-party service with 21 vehicles out of a terminal in Oakland, California. The fleet includes 11- and 15-passenger vans, along with 20- and 46-passenger buses. All vehicles are considered luxury models, with air-conditioning.

Applicant has applied for authority as a passenger stage corporation to transport passengers between the Oakland and San Francisco International Airports with no en route stops. Only passengers traveling between the airports will be accommodated. The fare (in either direction) is \$7.00 for adults and \$3.50 for children 6 to 12 years of age. The proposed service will operate seven days a week from 6:00 a.m. to 11:55 p.m. The first bus leaves Oakland Airport at 6:00 a.m. and arrives at San Francisco Airport at 6:55 a.m. The last service leaves SF Airport at 11:00 p.m. and arrives at Oakland Airport at 11:55 p.m. Buses will arrive at each terminal every two hours during the period that service is provided.

The Port of Oakland provided two letters in support of the application. It was noted that available transportation from the Oakland Airport decreased since SFO Airporter applied to discontinue

service. Applicant alleges that its proposal will satisfy part of the need and that additional segments will be added if current operations are profitable. Applicant's balance sheet dated September 23, 1983 shows total assets of \$213,890 and current liabilities of \$73,006.

Copies of the application were served on Peerless Stages, Airporter-SF., Airport Limousine SF., AC Transit, San Mateo County Transit, SF International Airport, and several cities and counties in the area to be served. Notice of the filing of the application appeared in the Commission's Daily Transportation Calendar on October 3, 1983. No protest or request for public hearing has been received.

Findings of Fact

1. Applicant possesses the ability, experience, and financial resources to perform the proposed service.
2. There is a public demand for the proposed service.
3. Public convenience and necessity require that the service proposed by applicant be certificated.
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.

Conclusions of Law

1. The Commission concludes that the application should be granted as set forth in the ensuing order.
2. The following order should be effective on the date of signature and tariff filings should be authorized on less than statutory notice since there is a demonstrated 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 Bay Area Limousine & Bus Service, Inc., 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 Appendix PSC-1320 to transport persons and their 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 and timetables when service will start; allow at least 3 days' notice to the Commission; and make timetables and tariffs effective 3 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.

3. 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 the 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.

This order becomes effective 30 days from today.

Dated NOV 30 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.  
President  
VICTOR CALVO  
PRISCILLA C. CREW  
WILLIAM T. BAGLEY  
Commissioners

Commissioner Donald Vial, being necessarily absent, did not participate.

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

  
Joseph E. Bodovitz, Executive Director

T/bcy

Appendix PSC-1320

BAY AREA LIMOUSINE & BUS  
SERVICE, INC.

Original Title Page

CERTIFICATE  
OF  
PUBLIC CONVENIENCE AND NECESSITY  
AS A PASSENGER STAGE CORPORATION  
PSC-1320

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

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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.

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Issued under authority of Decision 83 11 107, dated NOV 30 1983,  
of the Public Utilities Commission of the State of California,  
in Application 83-09-73.

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

Bay Area Limousine & Bus Service, Inc., a California 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 transport passengers and their baggage, over and along the routes described in Appendix PSC-1320, subject, however, to the authority of this Commission to change or modify this authority 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. Only passengers originating at or destined to San Francisco International Airport or Oakland International Airport shall be carried.

Issued by California Public Utilities Commission.

Decision SC 11 107, Application 83-09-73.

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Appendix PSC-1320

BAY AREA LIMOUSINE  
& BUS SERVICE, INC.

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SECTION 2. ROUTE DESCRIPTION.

Route 1. Oakland Airport-San Francisco Airport

Commencing with service point at Oakland International Airport, then via the most appropriate streets and highways to San Francisco International Airport (service point).

Issued by California Public Utilities Commission.

Decision 83 11 107, Application 83-09-73.