

ORIGINAL

Decision No. 92196 SEP 3 - 1980

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of Airport Limousine Service of)
Sunnyvale, Inc., dba Airport)
Shuttle for authority to operate)
as a passenger stage corporation)
between points in Santa Clara)
and San Mateo Counties and the)
San Francisco International)
Airport and San Jose City)
Airport.)

Application No. 59082
(Filed August 22, 1979)

In the matter of the application)
of P.S.P.A. Corporation (dba)
Airport Connection) for a)
Certificate of Public Convenience)
and Necessity to operate as a)
Passenger Stage Corporation)
between the San Francisco Airport)
and the San Jose Airport, with)
intermediate reservation only)
stops at the Howard Johnson Motor)
Lodge - Redwood City, the Holiday)
Inn - Palo Alto, Stanford)
University, the Rickey's Cabana)
Hyatt House Hotels - Palo Alto,)
the Sunnyvale Hilton Inn, the)
Holiday Inn - Sunnyvale, the)
Marriott Inn - Santa Clara, and)
the Holiday Inn - San Jose)
Airport, using 14-passenger radio)
dispatched minibuses.)

Application No. 59096
(Filed August 27, 1979)

Martin J. Rosen and Ross Anderson, Attorneys at Law, for Public Services Planning and Analysis Corporation (P.S.P.A.), dba Airport Connection, applicant in A.59098 and protestant in A.59082.

Bernard B. Siner, Attorney at Law, for Airport Limousine Service of Sunnyvale, Inc., dba Airport Shuttle, applicant in A.59082 and protestant in A.59098.

Jim Catino, for Four Seasons Limousine, Inc., protestant in A.59098; Handler, Baker, Greene & Taylor, by Walter H. Walker, III, Attorney at Law, for SFO Airporter, Inc., protestant in A.59098; and George L. Long, for Golden State Limousine Service, protestant in A.59082 and A.59098.

Masaru Matsumura, for the Commission staff.

O P I N I O N

In Application No. 59082, as amended, applicant Airport Limousine Service of Sunnyvale, Inc., dba Airport Shuttle (Shuttle), requests authority to perform an on-call passenger stage service on a six-day per week basis utilizing equipment seating no more than 15 passengers between a total of 27 specified points within the cities of Campbell, Cupertino, Los Altos, Los Gatos, Menlo Park, Mountain View, Palo Alto, Redwood City, San Jose, Santa Clara, and Sunnyvale, and the San Francisco International Airport (SFO) and the San Jose City Airport (SJC), restricted to passengers originating at or destined to either of the two airports.

In Application No. 59098, as amended, applicant P.S.P.A. Corporation, dba Airport Connection (Airport Connection), requests authority to perform a scheduled passenger stage operation in 14-passenger minibuses between SFO and SJC and the Howard Johnson Motor Lodge in Redwood City; the Stanford Research Institute in Menlo Park; Stanford University, the Holiday Inn, the Rickey's Cabana Hyatt House Hotels (Rickey's), and the Flamingo Hotel in Palo Alto; the Sunnyvale Hilton Inn, the Holiday Inn, and the facilities of the Lockheed Missiles & Space Company, Inc. in Sunnyvale; the Marriott

Inn in Santa Clara; and the Holiday Inn at SJC. Only passengers destined to or originating at either of the two airports will be transported.

Each applicant protested the other's application. In addition, SFO Airporter, Inc. (Airporter) and Four Seasons Limousine, Inc. (Four Seasons) protested the Airport Connection application and Golden State Limousine (Golden State) protested both applications. The applications were consolidated for hearing and decision, and the hearing was held during six days in January and February 1980 before Administrative Law Judge Pilling.

Shuttle currently operates a luxury airport limousine service in the counties of Contra Costa, Alameda, San Mateo, and Santa Clara with 59 luxury limousines and 125 employees. Its present service is tailored to pick up or deliver airline passengers at their homes, offices, or other points designated by the passengers. For the year ended December 31, 1979 it grossed \$2,200,000 from limousine operations, netting \$23,000. As of that date Shuttle had a net worth of \$132,000.

By its application Shuttle intends to conduct an airport minibus operation as a supplement to its limousine service, which will pick up or deliver airline passengers at 27 fixed points in 11 cities in San Mateo and Santa Clara Counties on an on-call basis. The president of Shuttle testified that his company would purchase as many radio-equipped minibuses as needed for the operation. His company presently owns four minibuses, and the proposed operation is expected to require eight minibuses to start. He testified that the proposed operation is intended to reach persons, particularly families who have no means of transportation to the airports other than by limousine which many cannot afford. Additionally, if Shuttle can encourage its limousine passengers to use the minibus service, there will be fuel savings and a saving to the passenger in transportation costs. Costs of operation are estimated to total 30 cents a mile. Fares will range between \$8 and \$12 to or from SFO and between \$8 and \$10 to and from SJC, depending on the point served.

Prospective passengers will be required to call Shuttle's office to make arrangements to be picked up. They will be assigned pickup point at a time convenient to the passengers.

Shuttle presented three public witnesses who testified to the convenience of and need for Shuttle's proposed service. One witness, a food broker from Burlingame who employs 42 salesmen, testified that he would encourage his salesmen to use Shuttle's service rather than take their automobiles to and from the airports as a method of reducing his company's travel costs. Another witness, a musician living in Sunnyvale, testified that he now uses Shuttle's limousine service and that in his opinion the minibus service would serve a useful public purpose. The third witness, a representative of a law book publishing firm, testified there was a need for Shuttle's service because of the adverse parking situation at the airports, the need to save fuel, and the reduced cost of the minibus service compared to the limousine fares.

Airport Connection currently operates a scheduled airport minibus service between SFO and the areas of Berkeley, Concord, Emeryville, Orinda, and Walnut Creek using six 14-passenger vans. As of September 30, 1979 it claims to have a net worth of approximately \$25,000 and for the 12 months ending on that date to have made a net profit of \$24,000 on gross operating revenues of \$336,000. Since July 1979, Airport Connection has had passenger stage authority to serve the Oakland International Airport to and from Berkeley, Emeryville, and Oakland. Because that airport wanted to charge Airport Connection too much for use of the airport property, no service has been instituted. Negotiations are still in progress. The president of Airport Connections owns stock in a company which is presently seeking to provide an airport bus service in the State of New York.

The president of Airport Connection testified that his company will establish a dispatching and reservation office with at least six telephone lines in one of the counties to be served. The proposed scheduled service will be composed of two separate operations. Seventeen schedules a day each way (only eight schedules on Saturday) will operate between Rickey's in Palo Alto and SFO with intermediate stops (by reservation only) at the Flamingo Hotel, the Holiday Inn, and Stanford University in Palo Alto, the Stanford Research Institute in Menlo Park, and Howard Johnson Motor Lodge in Redwood City. The first schedule will leave Rickey's in Palo Alto at 6:00 a.m. and the last schedule will leave SFO at 10:50 p.m. The second operation will consist of 14 schedules a day each way (only five schedules on Saturday) between the Holiday Inn in San Jose and SFO with intermediate stops at SJC, the Marriott Inn in Santa Clara, the Holiday Inn, the Hilton Inn, and the Lockheed Missiles & Space Company in Sunnyvale. The stops at the Holiday Inn in San Jose, the Marriott Inn in Santa Clara, and the Holiday Inn and the Hilton Inn in Sunnyvale will be by reservation only. The first schedule will leave the Holiday Inn in San Jose at 5:26 a.m. and the last schedule from SFO will leave at 9:50 p.m. The proposed fares will be between \$7 and \$11 to or from SFO and between \$2 and \$4 to or from SJC. Reservations will be accepted up to 25 minutes before scheduled departure time.

The president of Airport Connection estimated that in the proposed operation the average cost per revenue mile would be approximately 76 cents and that the revenue per passenger mile would be about 28 cents. With a first year of operation load factor of 17 percent he estimated that he would receive gross revenue of 66.6 cents per vehicle mile. In the second year operation he estimated he would have a 27 percent load factor which would gross \$1.058 per vehicle mile. The second year gross revenue would be in excess of the estimated 76 cents average cost per vehicle mile. He projected for the first two years of operation a net profit of \$51,900, excluding depreciation and taxes. He testified that through family connections he had a promise of a loan of \$100,000 and that he had a net worth of \$295,000. The witness introduced into evidence (Exhibit 16) a copy of a permit dated November 1, 1979 issued to Airport Connection by SFO authorities to use space at SFO to "discharge and pick up passengers at the Airport Terminals for transportation between the Airport and PUC authorized Airport Connection stops."

Airport Connection presented five public witnesses who gave testimony on the alleged need for its proposed service. Three travel agents testified that it is becoming increasingly difficult to make reservations for airport limousine service to or from San Mateo or Santa Clara Counties; that some of the agents' customers complain of the long limousine ride necessitated in dropping off or picking up a number of passengers before the complaining customer's stop; that the only scheduled service available to and from the airports has only three schedules a day; and that local public transit is inadequate because of the length of running time and inordinate number of stops it makes.

The manager of the Lockheed Employee Transportation Services testified that his company's five-year expansion plan has been stopped by the city of Sunnyvale until his company can take a minimum of 1,200 commuter cars off the road. In an effort to do this his company has provided a covered area on its property equipped with telephones and toilets as a public bus terminal to encourage its 18,000 employees to use public transportation. He estimates that 50 percent of his company's employees who travel by air use a private automobile to get to and from the two airports. His company supports Airport Connection's proposed service because the scheduled stops at Lockheed by Airport Connection will assist in further reducing automobile traffic originating at or destined to the Lockheed plant, particularly during the morning and afternoon rush hours. He also thinks that air travelers in the nearby Moffett Field area will use Airport Connection's service.

The traffic manager for Ford Aerospace and Communication Corporation in Palo Alto testified that (1) his company is active in promoting carpools and the use of public transit; (2) his company supports the application because the proposed service would benefit his company's employees as well as the public in general; (3) the proposed service would help reduce the number of automobiles on the highways; and (4) the lower fare, as compared to that of the limousine, was attractive. He stated he was vaguely aware of Airporter's service but does not consider Airporter's three-times a day service satisfactory.

Airport Connection produced two public witnesses who attested to its service reliability in Alameda County.

Protestant Airporter operates two schedules a day each way between SFO and SJC with intermediate stops in Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Menlo Park, Palo Alto

(including Rickey's), Mountain View, Sunnyvale, Santa Clara, and San Jose. Additionally, it operates one schedule a day each way between SFO and Rickey's in Palo Alto serving the same intermediate points north of Palo Alto served by its other two schedules. (On-call service only is performed at Burlingame, San Mateo, Belmont, San Carlos, Redwood City, Menlo Park, Sunnyvale, and Santa Clara.) These schedules comprise its peninsula service. This service has been in effect since 1970. Since 1976 the service has been conducted with large intercity coaches seating between 38 and 53 passengers. The SFO-SJC schedules leave SFO at 8:15 a.m. and 7:00 p.m., and on the return leave SJC at 10:35 a.m. and 8:30 p.m. The other schedule leaves SFO at 4:00 p.m. and leaves Rickey's in Palo Alto on return at 5:00 p.m. Fares range from a high of \$3.60 between the two airports to a low of \$1.65 for service at Burlingame and San Mateo. During the year 1979 the six schedules transported a total of approximately 4,700 passengers with an average load per trip of 2.14 passengers. The service grossed \$13,281 in revenue. Ninety-five percent of its passengers originate at or are destined to Palo Alto. The only intermediate stops made by Airporter at which Airport Connection proposes to stop are at Rickey's in Palo Alto and at the Holiday Inn in Sunnyvale.

Airporter contends that it is in critical need of patronage to support its peninsula service and that there are simply not enough passengers to accommodate an additional scheduled passenger stage operation, the institution of which will merely dilute the presently available business. If Airporter suffers a loss of patronage or a dilution of the pool of riders available to it, Airporter stated that it would obviously have to increase its rates or decrease its service in order to lessen the burden by

which its peninsula operation is subsidized by its other operations. Airporter is ready and willing to change its operation when the needs of the traveling public require such change.

Airporter pays SFO 16 $\frac{1}{2}$ percent of the fares it collects from passengers originating at SFO, or \$150,000 per year, whichever is greater, for the privilege of picking up passengers at SFO. In return, SFO has given Airporter what Airporter considers to be an exclusive right to solicit at the airport and pick up passengers on a nonprereservation basis destined to points served by Airporter in its passenger stage operation (see Exhibit 26). This agreement expires July, 31, 1982.

Neither Four Seasons nor Golden West presented any testimony.

Discussion

The only effective protest was made by Airporter, which protested only the application of Airport Connection. Section 1032 of the Public Utilities Code provides that the Commission, after hearing, may issue a certificate to operate in a territory already served by a certificate holder only when the existing passenger stage corporation(s) serving such territory will not provide service satisfactory to the Commission. The statute places no limitations on the determination of satisfactory service.

In these proceedings, Shuttle and Airport Connection intend to use a different type of equipment, i.e., 14-passenger buses in lieu of the larger 40-passenger buses used by Airporter. The lower operating costs of the smaller buses, coupled with the higher fares

to be charged by Shuttle and Airport Connection, permit them to provide more frequent service and to provide service to more convenient points of pickup and discharge than Airporter, and thus to more satisfactorily serve the needs of persons desiring transportation to and from SFO and SJC.

Therefore, Airporter's service materially differs from that proposed, and Section 1032 is not applicable. The proposed certificates should be granted.

Findings of Fact.

1. Shuttle requests authority to perform an on-call passenger stage service between SFO and SJC and specified points in the cities of Campbell, Cupertino, Los Altos, Los Gatos, Menlo Park, Mountain View, Palo Alto, Redwood City, Santa Clara, San Jose, and Sunnyvale in equipment seating no more than 15 passengers and restricted to the transportation of passengers originating at or destined to either of the two airports.

2. Shuttle currently operates a luxury airport limousine service serving points in the counties of Contra Costa, Alameda, San Mateo, and Santa Clara from which it grossed \$2 million in 1979.

3. Shuttle's limousine service is tailored to picking up at or delivering passengers to their homes, offices, or other points designated by the passengers.

4. Shuttle's proposed service will supplement its limousine service.

5. Shuttle's operation will reach those persons who cannot afford limousine transportation to the airports.

6. Shuttle's proposed operation will initially require eight minibuses which it is financially able to acquire.

7. The rates Shuttle intends to charge - between \$8 and \$12 to or from SFO and between \$8 and \$10 to or from SJC, depending on the point served, are not unreasonable.

8. Three public witnesses, two of whom represented companies which have an extensive number of employees that use air travel, testified in support of Shuttle's proposed service.

9. Shuttle is fit, willing, and able to perform the proposed service.

10. Airport Connection seeks authority to operate a scheduled passenger stage service in 14-passenger minibuses between SFO and SJC with a scheduled stop at Rickey's in Palo Alto, and on-call service at the Howard Johnson Motor Lodge in Redwood City; the Stanford Research Institute in Menlo Park; the Holiday Inn, Stanford University, and Flamingo Hotel in Palo Alto; the Sunnyvale Hilton Inn, the Holiday Inn, and the facilities of the Lockheed Missiles & Space Company, Inc. in Sunnyvale; the Marriott Inn in Santa Clara; and the Holiday Inn in San Jose restricted to the transportation of passengers originating at or destined to either of the two airports.

11. Airport Connection currently operates an airport minibus service between SFO and areas of Berkeley, Concord, Emeryville, and Orinda.

12. Airport Connection proposes to engage in two separate operations: (1) a 17-schedule a day service (eight schedules on Saturday) between SFO and SJC with certain intermediate stops on call and (2) a 14-schedule a day service (five schedules on Saturday) between Rickey's in Palo Alto and SFO with different intermediate stops on call.

13. Five public witnesses, including three travel agents, testified in support of Airport Connection's proposed service.

14. Airport Connection is able, willing, and financially fit to conduct the proposed operation.

15. The fares Airport Connection proposes to charge are not unreasonable.

16. Airporter offers scheduled passenger stage service in large intercity coaches twice daily each way between SJO and SJC with intermediate stops including Rickey's, and once daily each way between SFO and Rickey's with intermediate stops on call.

17. Ninety-five percent of the passengers transported by Airporter in its peninsula service are picked up at or are delivered to Palo Alto.

18. Airporter averages 2.14 passengers per schedule in its peninsula service.

19. Airporter's fares range from a high of \$3.60 between the two airports to a low of \$1.65.

20. The overwhelming majority of the potential passenger traffic moves between the airports, on the one hand, and stops intermediate thereto, on the other, rather than between the two airports.

21. In its proposed SFO-SJC operation, Airport Connection will be serving only one intermediate stop served by Airporter, namely, the Holiday Inn in Sunnyvale, at which stop both carriers will be rendering on-call service.

22. Airport Connection's SFO-SJC service should have little competitive effect on Airporter's SFO-SJC service.

23. Other than SJC, Rickey's is the only stop which Airport Connection will be serving in its SFO-Rickey's operation which is now served by Airporter. ✓

24. Airporter's frequency of service between Rickey's and SFO is too low to meet the needs of the average airport traveler.

25. Airport Connection's frequency of 17 schedules a day and eight schedules on Saturday in its proposed Rickey's-SFO operation will meet the needs of the average airport traveler.

26. Airport Connection's proposed Rickey's-SFO operation will assist in reducing the private automobile congestion at SFO.

27. Airport Connection's proposed Rickey's-SFO service, including intermediate point service, will differ in many substantial respects from the service now given by Airporter in the same territory in that (1) frequency of service will be greater, (2) passenger equipment will be smaller and less costly to operate, and (3) the higher fares will be closer to the level of fares for limousine service than for bus service.

28. The service proposed by Airport Connection and Shuttle is materially different than the service offered by protestant Airporter.

29. The record does not disclose the manner or extent that the proposed service of Shuttle and Airport Connection will compete with the services offered by other protestants.

30. Public convenience and necessity require the granting of Shuttle's application.

31. Public convenience and necessity require the granting of Airport Connection's application.

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

33. Because there is a demonstrated public need for the proposed service, the following order should be effective the date of signature.

Conclusions of Law

1. As the service to be offered by Shuttle and Airport Connection is significantly different from that now offered by Airporter and such proposed service will satisfy a public need not being met by Airporter, Airporter's present service is not satisfactory to the Commission within the meaning of Section 1032 of the Public Utilities Code.

2. Applications Nos. 59082 and 59098 should be granted to the extent provided in the following order.

Shuttle and Airport Connection are placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Airport Limousine Service of Sunnyvale, Inc., dba Airport Shuttle, authorizing it to extend operations as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix B of Decision No. 81684, as amended, by incorporating Original Page 3.

2. A certificate of public convenience and necessity is granted to P.S.P.A. Corporation, dba Airport Connection, authorizing it to extend operations as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A-1 of Decision No. 90011, as amended, by incorporating First Revised Pages 2 and 4, in revision of Original Pages 2 and 4, respectively.

3. In providing service pursuant to the authority granted by this order, applicants shall comply with the following service regulations. Failure to do so may result in a cancellation of the authority.

- (a) Within thirty days after the effective date of this order, applicants shall file a written acceptance of the certificates granted. Applicants are placed on notice that if they accept the certificates they will be required, among other things, to comply with the safety rules administered by the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series, and the insurance requirements of the Commission's General Order No. 101-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicants shall establish the authorized service and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79-Series and 98-Series.

- (e) Applicants shall maintain their accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of their operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

The effective date of this order is the date hereof.

Dated SEP 3 - 1980, at San Francisco, California.

John E. Bryan
President
Thomas L. ...
Richard W. ...
Clair T. ...
Donald M. ...
Commissioners

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

The certificate hereinafter noted supersedes all authority heretofore granted to Public Services Planning and Analysis Corporation to operate as a passenger stage corporation.

Public Services Planning and Analysis Corporation, doing business as Berkeley-Airport Connection, 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 and their baggage between the*San Jose Municipal Airport, San Francisco and Oakland International Airports, on the one hand, and the points hereinafter described, on the other hand, subject, however, to the authority of this Commission to change or modify said authority at any time and subject to the following provisions:

- (a) Only passengers destined to or originating at the*San Jose Municipal Airport, San Francisco or Oakland International Airport passenger terminals shall be transported from or to the points stated in each of the respective routes as stated under Section 2.
- (b) Pickup and discharge of passengers will be limited to the specific points hereinafter described.
- (c) Service shall be provided with vehicles seating no more than fifteen (15) passengers, including driver.

Issued by California Public Utilities Commission.

*Added by Decision No. 92196 i. Application No 50048

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS
AND SPECIFICATIONS. (Continued)

*(d) Service shall be provided with vehicles having a seating capacity of not more than fifteen (15) passengers excluding the driver to the following points only:

Cambell

Pruneyard Shopping Center

Los Altos

Four Square Center

Menlo Park

Red Cottage Motel

Palo Alto

Flamingo Motel
Holiday Inn
Rickey's Hyatt House
Stanford University
Tiki Inn

San Jose

Holiday Inn
Hyatt House
Le Baron Hotel
San Jose Municipal Airport
Town & Country Shopping Center

Sunnyvale

Hilton Inn
Holiday Inn
Royal Executive Inn

Cupertino

Oaks Shopping Center

Los Gatos

Los Gatos Lodge

Mountain View

Los Altos Inn
Moffett Blvd. & Highway 101

Redwood City

Algiers Motel
Howard Johnson's

Santa Clara

Edgewater Lodge
Howard Johnson's
Mariani Motel
Marriott Hotel
Santa Clara University

Issued by California Public Utilities Commission.

*Added by Decision No. 92196, Application No. 59082.

SECTION 2. ROUTE DESCRIPTIONS. (Continued)

Route 4. Berkeley-Oakland/Oakland International Airport

Commencing at the Marriott Inn, 200 Marina Boulevard, Berkeley (pickup point), then over the most appropriate route to the Holiday Inn, 1800 Powell Street, Emeryville (pickup point), then over the most appropriate route to Jack London Square, Oakland (pickup point - by reservation only), then via the most appropriate route to Oakland International Airport passenger terminals. Return via reverse of the same route.

*Route 5-Redwood City, Menlo Park and Palo Alto-San Francisco International Airport

Commencing from San Francisco International Airport, thence over Bayshore Freeway (Hwy 101) and over the most convenient streets and roads to the following stops:

Redwood City	Howard Johnson's Hotel
Menlo Park	Stanford Research Institute
Palo Alto	Holiday Inn
	Stanford University
	Flamingo Motor Inn
	Palo Alto Hyatt Hotel

*Route 6-Sunnyvale, Santa Clara, San Jose-San Francisco International Airport

Commencing from San Francisco International Airport, thence over Bayshore Freeway (Hwy 101) and over the most convenient streets and roads to the following stops:

Sunnyvale	Lockheed Missiles and Space Co
	Hilton Inn
	Holiday Inn
Santa Clara	Marriott Hotel - Great America
San Jose	San Jose Airport
	Holiday Inn

Issued by California Public Utilities Commission.

*Added by Decision No. ~~92196~~, Application No. 59098.