

Decision 00-06-025 June 8, 2000

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BLUE & GOLD FLEET, L.P., a limited partnership, to increase fare levels for the transportation of passengers in vessel common carrier service between the Alameda Gateway area and the Port of Oakland, on the one hand, and Angel Island State park, on the other hand.

Application 00-02-045
(Filed February 29, 2000)

OPINION**Summary**

Blue & Gold Fleet, L.P., is authorized a fare increase of \$0.50 per passenger for round trip service between Alameda/Oakland and Angel Island State Park.

Discussion

Blue & Gold Fleet, L.P. (B&G) filed an application for a fare increase of \$0.50 per passenger for its present round trip service between Alameda/Oakland and Angel Island State Park. The projected additional annual revenue from this increase is \$3,501. This service is conducted pursuant to an agreement with the City of Alameda, reached as a result of an open bidding process. This agreement contains proposed fares. It is the responsibility of B&G to seek these fare levels from this Commission. B&G alleges that even with the increase sought by this application and with an indicated governmental subsidy, the service will operate at a loss.

B&G also points to some confusion regarding its current tariff and fares. It suggests that fares filed under Cal.P.U.C. No. 1 were in the old Blue and Gold Fleet tariff, whereas other fares were filed under Cal.P.U.C. No. 2, representing

the services acquired from Red and White Fleet by Decision 97-06-066. To clear up any confusion, B&G asks that Cal.P.U.C. No. 1 be cancelled in its entirety and that all authorized fares for Alameda/Oakland service be incorporated into Cal. P.U.C. No. 2, which would then be the only tariff of B&G on file with the Commission.

Finally, B&G asks that we allow the new fares to be published on short notice. It repeats the allegation that the carrier is losing money on the service and that this increase will not bring revenue to the break-even point.

Notice of this application appeared in the Commission's Daily Calendar on March 7, 2000. In Resolution ALJ 176-3035, dated March 16, 2000, the Commission preliminarily categorized this application as ratesetting and preliminarily determined that a hearing was not necessary. There have been no protests. Given these developments, a public hearing is not necessary and it is not necessary to disturb the preliminary determinations made in Resolution ALJ 176-3035.

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Pub. Util. Code § 311(g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

Findings of Fact

1. B&G holds authority from this Commission to operate as a common carrier vessel.
2. B&G procured authority pursuant to an open bid process to operate ferry service from Alameda/Oakland to Angel Island State Park.
3. B&G seeks an increase in the round-trip fares for this service of \$0.50 per passenger.
4. This increase will increase projected annual revenues by \$3,501.

5. The increase in revenue will not bring the service in question to profitability.

6. There appears to be some confusion between the tariffs and fares in Cal.P.U.C. No. 1 and Cal.P.U.C. No. 2.

7. There have been no protests to the application.

Conclusions of Law

1. The proposed fare increase will be just and reasonable and should be granted.

2. Cal.P.U.C. No. 1 should be cancelled in its entirety and all authorized fares for Alameda/Oakland ferry service should be incorporated into Cal.P.U.C. No. 2.

3. The fares authorized by this decision may be published within five days of the effective date of this decision, pursuant to Pub. Util. Code § 491.

4. Since B&G is losing money on this service and there are no protests to the proposed fare increase, the decision should become effective immediately.

O R D E R

IT IS ORDERED that:

1. Blue & Gold Fleet, L.P. (B&G), a limited liability company, is authorized to establish the increased vessel passenger fares set forth in this application.

2. Tariffs may be filed on or after the effective date of this order. It shall become effective five days after the effective date of this order provided that the Commission and the public are given not less than five days' notice.

3. B&G series, Cal.P.U.C. No.1, Local Passenger Tariff No. 1, may be effectively cancelled, concurrently upon transferring all of its authorized fares, rules, and regulations into Cal.P.U.C. No. 2.

4. This authority shall expire unless exercised within 90 days after the effective date of this order.

5. In addition to the required posting and filing of tariffs, B&G shall give notice to the public by posting in B&G's operating vessels a printed explanation of the fares. Such notice shall be posted not less than five days before the effective date of the fare changes and shall remain posted for a period of not less than 30 days.

6. This application is granted as set forth above.

7. This proceeding is closed.

This order is effective today.

Dated June 8, 2000, at San Francisco, California.

LORETTA M. LYNCH
President
HENRY M. DUQUE
JOSIAH L. NEEPER
RICHARD A. BILAS
CARL W. WOOD
Commissioners