

BEFORE THE WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

November 3, 2017

RE: DOCKET NO. TC-170681 - Cruising Transportation Co. LLC d/b/a Cruising Shuttle Applicant

**OBJECTION OF PACIFIC NORTHWEST TRANSPORTATION SERVICES, INC.**

The undersigned files this objection on behalf of the following existing certificate holder (WUTC-862):

Pacific Northwest Transportation Services, Inc.,  
d/b/a Capital Aeroporter  
P.O. Box 2163  
Olympia, WA 98507-2163  
Attn.: James N Fricke/John Fricke

Pursuant to WAC 480-30-116, Capital Aeroporter respectfully objects to the application for permanent auto transportation authority filed in this Docket TC-170681 by Cruising Transportation Company LLC d/b/a Cruising Shuttle, 32169 33rd Ave SW, Federal Way, WA 98023 ("Applicant"). Applicant has requested a certificate of public convenience and necessity to provide service described as: "Door-to-door service, by reservation only, to and from points within King, Snohomish, Pierce and Thurston County, Pier 66, Pier 91 and Seattle-Tacoma International Airport.."

Pacific Northwest Transportation Services, Inc. is the named holder under existing Certificate of Public Convenience and Necessity number C-862 (copy attached as PNTS Certificate 862) as provided under the provisions of RCW Title 81. Capital Aeroporter operates door-to-door shared ride service, as well as scheduled service between Sea-Tac Airport and points in all of Thurston County, most of Pierce County and portions of King County, as well as door-to-door shared ride and scheduled service between points in Thurston County and Seattle Waterfront Terminals, including Pier 66 and Pier 91, as defined in Certificate C-862 attached.

The Applicant's requested service would generally overlap the existing authority of Capital Aeroporter in Thurston, Pierce, and King Counties, requesting the same service operating in essentially the same area as has been granted by the certificate C-862. Capital Aeroporter daily provides this service and is unaware of any complaints regarding service not being provided to the satisfaction of the Commission. Capital Aeroporter has a fleet of vehicles of various sizes as well as qualified and trained drivers. Capital Aeroporter has sufficient capacity in vehicles, drivers, and dispatch to meet the current and future demand for door to door service in those areas where it is authorized to serve in Thurston, Pierce, and King Counties.

Capital Aeroporter actively markets and promotes its services in ways reasonably expected to reach the traveling public and is constantly seeking to improve its services and traveler awareness of its services. Allowing Applicant to overlap any portion of Capital Aeroporter's authority to provide the same service as Capital Aeroporter would be harmful to the public interest in that it would upset the economics of door to door share ride services and drive up the average cost per passenger, leading to fare increases and reduced service quality. Since Capital Aeroporter already provides satisfactory service of the same type and to most of the same locations for which applicant seeks authority, there is no need for the Applicant's services.

Capital Aeroporter expects to call two potential witnesses to appear in support of this objection, with an estimated hearing time of one-half day, including cross-examination time.

Due to the authority that Capital Aeroporter currently holds and fully provides service therein, the only restrictive amendment that would eliminate its interest in the application would be an exclusion from all points currently certificated to Capital Aeroporter in three of the four counties listed in the application where Capital Aeroporter already provides the same service.

Respectfully submitted this 3rd day of November, 2017.

John Fricke  
Vice President—Operations/COO  
360-754-7113 x105  
[johnf@capair.com](mailto:johnf@capair.com)

James N. Fricke  
President/CEO  
360-754-7113 x106  
[jimf@capair.com](mailto:jimf@capair.com)

FAX 360-754-7118