

Commission Secretary  
Washington State Utilities and Transportation Commission  
1300 South Evergreen Park Drive Southwest  
P.O. Box 47250  
Olympia, WA 98504-7250

RE: Docket No. TC-060177  
Rules relating to Rates and Ratemaking

I would echo those comments already sent in by other providers regarding the frustration with the policies of fare increase and the time and paper work involved as well as the need for regulation. We supply an airport shuttle service from the Pullman, WA, community to Spokane International Airport. This is a very small portion of our business and not particularly profitable. We started the service with what we felt the market could bare” and continue to do it as a service to this community since transportation in this area is lacking. We have only once submitted request for an increase. It was too time consuming to continue to request increases so have instead tried to increase the ridership to off-set fuel increases. In reviewing the policies for regulating this industry and how long ago they were established and the frustration of dealing with change that needs to be made in a timely manner—fuel increases for example. I am questioning why this segment of travel is still regulated. We offer motor coach charters which were deregulated years ago where competition and the market determines prices and service. I’m sure the need to regulate this intrastate service had merit at the time but is that need still here? Where else in the business work does another entity determine what you can charge or what your profit can be. In most businesses this is done by the market place and competition. At least address the idea of making it easier, if not eliminating, the whole fare structure of rules relating to auto transportation.