

**BEFORE THE WASHINGTON
UTILITIES AND TRANSPORTATION COMMISSION**

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| WASHINGTON UTILITIES AND |) | DOCKET TC-131269 |
| TRANSPORTATION |) | |
| COMMISSION, |) | ORDER 02 |
| |) | |
| Complainant, |) | |
| |) | |
| v. |) | |
| |) | |
| SHUTTLE EXPRESS, INC. DBA |) | |
| SHUTTLE EXPRESS, GO |) | |
| SHUTTLE EXPRESS, LIMOS BY |) | ORDER DISMISSING COMPLAINT, |
| SHUTTLE EXPRESS, AND |) | LIFTING SUSPENSION, AND |
| DOWNTOWN AIRPORTER |) | ALLOWING REVISED TARIFF |
| |) | REVISIONS TO BECOME |
| Respondent. |) | EFFECTIVE |
| |) | |
| |) | |

BACKGROUND

- 1 On July 5, 2013, Shuttle Express, Inc., dba Shuttle Express, Go Shuttle Express, Limos by Shuttle Express, and Downtown Airporter (Shuttle Express or Company) filed with the Washington Utilities and Transportation Commission (Commission) revisions to the Company’s currently effective Tariff No. 9. Shuttle Express proposed to increase charges and rates for service it provides by approximately \$190,000 or 2.0 percent overall. The Company further proposed to eliminate the reduced fare for additional passengers transported between Sea-Tac International Airport and the Everett Train Station, as well as standardize the adult fare for additional passengers travelling in a group for all locations served by door-to-door service. The requested effective date was August 30, 2013.
- 2 The Company provides passenger transportation service to and from Sea-Tac International Airport for nearly 400,000 passengers in multiple cities and unincorporated areas in Pierce, King, Snohomish, Jefferson, and Island Counties. According to the Company’s original filing, Shuttle Express proposed to replace its current zone-based pricing schedule with a zip code-based pricing schedule. Under the proposed pricing schedule, fares for one-way service between Sea-Tac International Airport and customers located in certain zip codes would remain constant or decrease by as much as \$5.00 while

others would increase between \$1.00 and \$4.00. The Company also proposed to increase one-way fares to and from the Everett Train Station to \$29.00 and discontinue scheduled service to and from the Monroe Park and Ride. Shuttle Express' last fare increase was on February 1, 2013.

- 3 On August 29, 2013, the Commission entered Order 01, Complaint and Order Suspending Tariff Revisions (Order 01), pending an investigation to determine whether the proposed revisions were fair, just, reasonable, and sufficient.
- 4 On September 16, 2013, the Company filed a revised pricing schedule in which fares for one-way service between Sea-Tac International Airport and customers located in certain zip codes would increase between \$1.00 and \$3.00 while other fares would remain the same or decrease between \$1.00 and \$4.00. Fares for additional passengers in a group travelling to and from the Everett Train Station would increase from \$12.00 to \$29.00 one-way. The revised pricing schedule does not generate any additional annual revenue and actually results in a net decrease of \$3,100 (0.01 percent) in additional annual revenue.
- 5 Commission Staff reviewed Shuttle Express' books and records and agrees with the Company's revised fare design. Staff and Shuttle Express also agreed on a methodology for allocating revenues from the Company's non-regulated and regulated activities. Staff's analysis shows that the revised rates would allow the Company to maintain the accepted standard operating ratio and not require additional revenue. Staff recommends that the Commission allow the revised rates to become effective.

DISCUSSION

- 6 The Commission agrees with Staff that Shuttle Express has demonstrated that its expenses are reasonable and required as part of its operations, the Company's financial information supports the revised revenue requirement, and the revised rates and charges would generate the revised revenue requirement. Shuttle Express thus has demonstrated the revised fares are fair, just, reasonable, and sufficient and should be allowed to become effective.

FINDINGS AND CONCLUSIONS

- 7 (1) The Washington Utilities and Transportation Commission is an agency of the State of Washington vested by statute with the authority to regulate the rates, regulations, practices, accounts and affiliated interests of public service companies, including auto transportation companies.
- 8 (2) Shuttle Express is an auto transportation company and a public service company subject to Commission jurisdiction.
- 9 (3) On September 16, 2013, Shuttle Express filed revised rates and a revised fare design replacing the tariff filing the Company made on July 5, 2013.
- 10 (4) This matter came before the Commission at its regularly scheduled meeting on September 26, 2013.
- 11 (5) Shuttle Express has demonstrated that its expenses are reasonable and required as part of the Company's operations, the Company's financial information supports the revised revenue requirement, and the revised rates and charges would generate the Company's revenue requirement.
- 12 (6) The rates in the revised tariff Shuttle Express filed on September 16, 2013, are fair, just, reasonable, and sufficient. Accordingly, the Commission should dismiss the complaint and lift the suspension in Order 01 and allow the revised tariff revisions filed on September 16, 2013, to become effective on September 27, 2013.

ORDER

THE COMMISSION ORDERS:

- 13 (1) The complaint is dismissed, and the suspension in Order 01 is lifted.
- 14 (2) The revised tariff revisions Shuttle Express, Inc. dba Shuttle Express, Go Shuttle Express, Limos by Shuttle Express, and Downtown Airporter filed in this docket on September 16, 2013, shall become effective on September 27, 2013.

DATED at Olympia, Washington, and effective September 26, 2013.

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

DAVID W. DANNER, Chairman

JEFFREY D. GOLTZ, Commissioner