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June 3, 2009

**ELECTRONIC FILING & HAND
DELIVERY**

David W. Danner
Executive Director and Secretary
Washington Utilities and Transportation Commission
Post Office Box 47250
1300 S. Evergreen Park Dr. SW
Olympia, Washington 98504-7250


Subject: In re Application of SeaTac Shuttle, LLC
Docket No. TC-090118

Dear Mr. Danner:

Attached for filing are an original and four copies of the Statement in Support of Multiparty Settlement, which has been signed by Evergreen Trails, Inc. d/b/a Gray Line of Seattle, and SeaTac Shuttle, LLC d/b/a Whidbey SeaTac Shuttle.

If you have any questions, please contact me.

Sincerely,


David L. Rice, P.C.

cc w/encs.: SeaTac Shuttle, LLC
Shuttle Express

**BEFORE THE
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION**

In re Application of

SEATAC SHUTTLE, LLC
d/b/a WHIDBEY SEATAC SHUTTLE

for Certificate of Public Convenience and
Necessity in Furnishing Passenger and
Express Service

Docket No. TC-090118

STATEMENT IN SUPPORT OF
MULTIPARTY SETTLEMENT BY
EVERGREEN TRAILS, INC. D/B/A
GRAY LINE OF SEATTLE AND SEATAC
SHUTTLE, LLC d/b/a WHIDBEY
SEATAC SHUTTLE

1 Evergreen Trails, Inc. d/b/a Gray Line of Seattle ("Gray Line") and SeaTac Shuttle, LLC d/b/a Whidbey SeaTac Shuttle ("SeaTac") submit this statement ("Statement") in support of the settlement ("Settlement") filed by Gray Line and SeaTac on May 14, 2009, pursuant to WAC 480-07-730.

2 The Settlement resolves a non-controversial matter on which all the parties agree. In the Settlement, SeaTac agreed to a restrictive amendment to the authority it seeks in this proceeding that will prohibit it from carrying passengers between points in Seattle and SeaTac International Airport ("SeaTac Airport"). The amendment is essentially a clarification of SeaTac's original request for authority, because SeaTac does not want to serve the Seattle/SeaTac Airport route, which Gray Line already serves. Shuttle Express informed Gray Line's counsel that it has no objection to this restrictive amendment. Because the Settlement is

lawful, is in the public interest and is supported by the record and the parties, Gray Line and SeaTac request the Commission to approve it.

I. Background

3 Gray Line is an auto transportation company operating under authority issued by the WUTC. *See Attachment to Exhibit 1.* Under this certificate, Gray Line may provide airporter services between points in Seattle and the SeaTac Airport, including the Seattle cruise terminals. Gray Line is actively engaged in transportation of passengers between SeaTac Airport and these points. Gray Line provides this service using a large fleet of equipment that it owns and maintains.

4 SeaTac filed an application on January 16, 2009, in which SeaTac proposed to provide service between Paine Field and SeaTac Airport. SeaTac included a restriction stating that there would be closed door service between Seattle and SeaTac Airport. Gray Line filed a protest ("Protest") of SeaTac's application on February 20, 2009 because Gray Line was concerned that the closed door restriction did not prevent SeaTac from providing service between points *within* Seattle and the SeaTac Airport. *See Exhibit 1.*

5 Counsel for Gray Line contacted SeaTac to discuss the restriction. Mike Lauver of SeaTac explained that SeaTac had no interest in providing service between points in Seattle and SeaTac Airport. Once it became clear that there was no material dispute between Gray Line and SeaTac, Gray Line and SeaTac settled on the following underlined revision to SeaTac's requested authority.

CLOSED DOOR SERVICE BETWEEN: Seattle and Seattle Tacoma International Airport. No passengers may be transported between points in Seattle and the Seattle Tacoma International Airport.

6 The full Settlement is attached as *Exhibit 2*. Gray Line served the Settlement on the other party to this proceeding, Shuttle Express. On May 27,

2009, a representative from Shuttle Express informed Gray Line's counsel that Shuttle Express has no objection to the Settlement.

II. The Settlement Meets the Legal Standard for Approval

7 "The commission will approve settlements when doing so is lawful, when the settlement terms are supported by an appropriate record, and when the result is consistent with the public interest in light of all the information available to the commission." WAC 480-07-750. The Settlement meets this standard.

8 First, the settlement is "consistent with the public interest." The Settlement resolves a dispute between Gray Line and SeaTac without requiring them to address these issues (on which they already agree) in a full-blown evidentiary hearing on the merits, which would be an unnecessary burden on Commission and party resources. The Settlement will also have no adverse impact on service available the public. SeaTac does not want to provide service between points in Seattle and SeaTac Airport and does not seek a certification permitting it to do so under Chapter 81.68 RCW and Chapter 480-30 WAC. Gray Line currently serves that route.

9 Second, the proposed Settlement is permitted by law. It is not presented for any improper purpose and is solely an effort by the parties to resolve a non-disputed issue efficiently.

10 Third, the Settlement is supported by the record. Gray Line and SeaTac filed the Settlement on May 14, 2009, which contains the revised certificate language. Gray Line and SeaTac will appear at the June 10, 2009 evidentiary hearing on the Settlement and will each present a witness in support of the Settlement.

III. Conclusion

11 For the foregoing reasons, Gray Line and SeaTac respectfully request that the Commission approve the Settlement as presented, with an effective date as soon as possible.

DATED this 2nd day of June, 2009.

EVERGREEN TRAILS, INC. D/B/A
GRAY LINE OF SEATTLE

Printed Name:

Jerry Butch

Signature:

[Handwritten Signature]

Title:

GM

SEATAC SHUTTLE, LLC d/b/a
WHIDBEY SEATAC SHUTTLE

Printed Name:

Michael Lawler

Signature:

[Handwritten Signature]

Title:

Vice Pres

Exhibit 1

**BEFORE THE
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION**

In re Application of

SEATAC SHUTTLE, LLC

for Extension of Certificate No. C-1077,
Seatac Shuttle, LLC, d/b/a Whidbey Seatac
Shuttle.

Docket No. TC-090118

Permit No. C-1077

PROTEST AND REQUEST FOR
ADJUDICATIVE PROCEEDING
AND HEARING OF EVERGREEN
TRAILS, INC.

1 Evergreen Trails, Inc. d/b/a Gray Line of Seattle (“Gray Line”) protests the above-captioned application of SeaTac Shuttle, LLC (“Applicant”) under WAC 480-30-116. Gray Line requests that the WUTC commence an adjudicative proceeding and set this application for hearing for the reasons identified in this protest.

2 Gray Line is an auto transportation company operating under authority issued by the WUTC. See Attachment (Certificate No. C-819). Under this certificate, Gray Line provides passenger and express airporter services between the Seattle-Tacoma International Airport and points in Seattle, including the Seattle cruise terminals. *Id.* at p. 2. Gray Line is actively engaged in transportation of passengers and express between the Seattle-Tacoma International Airport and these points. Gray Line provides this service using a large fleet of equipment that it owns and maintains. Gray Line’s address is 4500 W. Marginal Way S.W., Seattle, Washington, 98106.

3


Gray Line believes that a grant of Applicant's application is not in the public interest and is not required by the public convenience and necessity. Applicant requests authority to provide passenger service between Paine Field and Seattle Tacoma International Airport and Seattle and Paine Field. Gray Line already provides satisfactory service along the portions of this route within its certificated territory. There is no public need for the Applicant's proposed, duplicative service, as Gray Line's existing equipment is not fully utilized and is available to provide additional service should the need and opportunity arise. Gray Line may be willing to agree to a restrictive amendment that eliminates the duplicative service from the Applicant's application, but it is not possible to specify the exact form of that amendment at this time.

4

If the WUTC sets this matter for hearing, Gray Line will appear, submit evidence, and present two witnesses at the hearing in support of this protest. Gray Line's presentation should take approximately two hours, although that estimate may change over the course of this proceeding. Gray Line will represent itself in this proceeding and will be represented by its attorneys, Brooks E. Harlow and David L. Rice, who may be contacted at: Miller Nash LLP, 4400 Two Union Square, 601 Union Street, Seattle, Washington, 98101, 206.622.8484, brooks.harlow@millernash.com, david.rice@millernash.com.

DATED this 20th day of February, 2009.

MILLER NASH LLP

By: 
David L. Rice

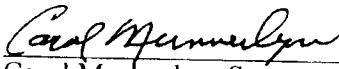
Attorneys for Evergreen Trails, Inc.
d/b/a Gray Line of Seattle

CERTIFICATE OF SERVICE
WUTC DOCKET NO. TC-090118

I hereby certify under penalty of perjury that I caused to be served as noted below,
a copy of the Protest and Request for Adjudicative Proceeding and Hearing on the Applicant at
the following address by certified mail, return receipt requested:

SeaTac Shuttle, LLC
d/b/a Whidbey SeaTac Shuttle
P.O. Box 2895
Oak Harbor, WA 98277

Dated this 20th day of February, 2009.



Carol Munnerlyn, Secretary

ATTACHMENT

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

For the Operation of Motor Propelled Vehicles

pursuant to the provisions of Chapter 81 RCW

THIS IS TO CERTIFY that authority is granted to operate as a MOTOR CARRIER in the transportation of the commodities and in the territory described herein to

EVERGREEN TRAILS, INC.
D/B/A EVERGREEN TRAILWAYS AND
GRAYLINE OF SEATTLE
4500 W. MARGINAL WAY SW
SEATTLE, WA 98106

CERT NO.
C-819

Seattle and Snohomish via Maltby and Cathcart and via Clearview.

Snohomish and Monroe and between Monroe and Halford via U.S. Highway No. 2.

Seattle and a point three miles east of Monroe, via Duvall and as an alternate route, between Monroe and Grace intersection via State Highways 522 and 9.

Monroe, Snohomish and Everett, Washington via U.S. Highway No. 2.

Sedro Woolley and Northern State Hospital.

Oak Harbor and Whidbey Island Junction at the intersection of Secondary State Highway No. 1-D with State Highway No. 1.

Seattle and East Entrance to Paine Field via State Road No. 1 to Fleming Way, thence over Fleming Way to Edmonds-Beverly Park Road, thence via Edmonds-Beverly Park Road to Airport Way South to East Entrance of Paine Field; also from Airport Way South to Army Housing Project and Southwest Corner of Paine Field.

Mukilteo and a point approximately .50 mile west of the intersection of Mukilteo-Beverly Park Road with Emarder Road via Mukilteo-Beverly Park Road, Larson Road from Nelson's Corner to the intersection with Fleming Way, and Fleming Way.

SERVICE DATE

APR 15 2003

COPY

WASHINGTON UTILITIES AND TRANSPORTATION
COMMISSION

By



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

Everett and Arlington via I-5 to Marysville thence to Arlington County Airport via States Avenue and Shoultes Road; thence via Stillaguamish Highway to Olympic Avenue to its intersection with 224th Street N.E., Arlington.

Everett and Lake Stevens and Hartford, Washington.

Arlington and Darrington and Sound Timber Company's Camp, Washington.

Sedro Wooley and Mount Vernon, Washington, via the following routes: (A) Via Clear Lake; (B) Via New Lateral Highway No. 16 to Burlington, thence Pacific Highway to Mount Vernon; (C) Via Cook Road to Burlington, thence Pacific Highway to Mount Vernon.

LIMITATIONS:

- (1) No local service shall be rendered under this certificate between Seattle and Bothell or intermediate points.
- (2) No local service shall be rendered under this certificate between Seattle and the junction of the new Pacific Highway with Fleming Way (near Lake Serene) and intermediate points.
- (3) No through service shall be rendered or tickets sold or honored between Everett and Seattle via Mukilteo or otherwise.
- (4) No local service shall be rendered under this certificate between Mukilteo and the City of Everett.

The following authority and Limitations was obtained from C-849, Western Tours, Inc., by Order M. V. C. No. 1498.

PASSENGER SERVICE

BETWEEN: Seattle and the Seattle-Tacoma Airport.

LIMITATIONS:

1. Service hereunder is expressly limited to the transportation of airline passengers and flight crews between Seattle-Tacoma Airport on the one hand, and hotels and air and water and ground transportation offices and facilities in Seattle on the other hand, at rates substantially higher than the fares of regular common carriers.
2. No express service may be rendered hereunder except in the carrying of baggage and excess baggage of passengers and flight crews.



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

3. No service may be rendered hereunder from, to or between intermediate points.

The following authority and Limitations was obtained from C-771, The Gray Line of Seattle, Inc., by Order M.V.C. No. 1499.

PASSENGER SERVICE

BETWEEN:

Seattle and Rainier National Park via Southwest Entrance; Tacoma and Rainier National Park via Southwest Entrance; Ashford and Rainier National Park via Southwest Entrance; Seattle and Rainier National Park via Northeast Entrance; Tacoma and Rainier National Park via Northeast Entrance; Yakima and Rainier National Park via Northeast Entrance.

BETWEEN:

Seattle and Summit of Chinook Pass both via Tukwila, Renton Junction, West Valley Highway, Auburn, Greenwater and Silver Springs and via Lake Washington Floating Bridge, Kenneydale, Renton, Maple Valley, Black Diamond, Enumclaw, and Greenwater.

BETWEEN:

Seattle, Newhalem and Washington Pass via U.S. Highway I-5 to Burlington; thence via State Highway 20 to Newhalem and Washington Pass as a closed door operation between Seattle and points intermediate to Concrete. One-way or round-trip passengers may be handled between Seattle on the one hand and points Concrete to Washington Pass on the other hand. Also locally between Concrete and Washington Pass and intermediate points.

LIMITATIONS:

Service authorized between Seattle and the Summit of Chinook Pass is limited to sight-seeing passengers only in round-trip transportation from Seattle and with no stopovers allowed.

Tour service commencing at Seattle, WA, thence north via I-5 to junction of SR-20, thence east via SR-20 to junction of SR-153, thence south via SR-153 to junction of U.S. Route 97, thence via U.S. Route 97 to junction of U.S. Route 2 & 97, thence north via U.S. Route 2 & 97 to Leavenworth thence south via U.S. Route 2 & 97 to junction of U.S. Route 97 thence south via U.S. Route 97 over Blewett Pass to junction of I-90, thence east via I-90 to junction of I-82 thence south via I-82 to Yakima thence west via SR-410 over Chinook Pass to Mount Rainier National Park thence south via SR-123 to the access road leading to Paradise, thence via the Paradise access road to Paradise and continuing to the junction of SR-706 thence west via



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

SR-706 to junction of SR-161, thence north via SR-161 thence north on I-5 returning to Seattle and, as an alternative route, the same service commencing at Seattle following the same route in a reverse order.

Round trip passenger and sightseeing service beginning in Seattle thence south on I-5 to Olympia thence north on US-101 to junction of SR-20 thence east on SR-20 to Port Townsend, thence west on SR-20 to junction of US-101, thence west on US-101 to Hurricane Ridge Road, thence south on Hurricane Ridge Road to end of road and back again to junction of US-101, thence south on US-101 to junction of Rain Forest Road, thence east on Rain Forest Road to end and back again to US-101, thence south on US-101 to junction of SR-109, thence south on SR-109 to junction of US-12, thence east on US-12 to junction of SR-8, thence east on SR-8 to junction of US-101, thence south on US-101 to junction of I-5, thence north on I-5 to Seattle.

PASSENGER AND EXPRESS SERVICE

Sightseeing service round trip from Seattle south on I-5 to Castle Rock and the junction of I-5 and SR-504, thence east on SR-504 to the end of SR-504 and, as an alternate route dependent upon highway closures, south from Seattle on I-5 to junction of SR-505, thence east on SR-505 to SR-504, thence east on SR-504 to the end of SR-504.

Return via one of four alternate routes depending upon road closures and the origin of passengers:

1. From the end of SR-504 west to Castle Rock and the junction of I-5, thence north on I-5 to the junction of SR-505; thence east on SR-505 to Jackson Hwy (or, depending on availability of SR-505, from end of SR-504 east to junction of SR-505; thence west on SR-505 to Jackson Hwy.); thence north on Jackson Hwy. to Lewis & Clark State Park and continuing north to Chehalis; thence south on Jackson Hwy. to junction of Jackson Hwy. and US-12, thence east on US-12 to SR-7; thence north on SR-7 to junction of SR-161; thence north on SR-161 to junction of I-5 (or north on SR-161 to junction of SR-410 and thence west on SR-410 to I-5 at Tacoma); thence north on I-5 to Seattle.
2. Alternate route as described in No. 1 above to the junction of SR-7 and SR-161; thence north on SR-7 to junction of SR-702; thence west on SR-702 to junction of SR-510; thence west on SR-510 to junction of I-5; thence north on I-5 to Seattle.
3. From the end of SR-504 west to junction SR-505; thence west on SR-505 to junction of I-5; thence north on I-5 to Seattle.
4. From the end of SR-504 west to junction of SR-505; thence west on SR-505 to Jackson Hwy.; thence north on Jackson Hwy. to Lewis & Clark State Park and continuing on to Chehalis and junction of I-5; thence north on I-5 to Seattle.

Round trip passenger and sightseeing service beginning and ending in Seattle.



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

OPTION 1

Day 1 from Seattle via Winslow Ferry, thence via SR-305 and SR-3 to Port Gamble, thence via Lofall Ferry, and SR-104 to the junction of US-101, thence north on US-101 to the junction of SR-20, thence north on SR-20 to Port Townsend, return south on SR-20 to the junction of US-101, thence west on US-101 to the Hurricane Ridge Road, thence south on Hurricane Ridge Road to end of road and return to junction of US-101, thence west on US-101 to Port Angeles.

Day 2 from Port Angeles west on US-101 to the junction of the Rain Forest Road, thence east on the Rain Forest Road to the end of the road and return to the junction of US-101, thence south on US-101 to the junction of US-12 thence via US-12 to the junction of SR-8, thence east on SR-8 to the junction of US-101, then east on US-101 to the junction of I-5, thence north on I-5 to Seattle.

OPTION 2

Day 1 from Seattle via I-5 to the junction of SR-16, thence west via SR-16 to the junction of SR-3, thence south on SR-3 to the junction of SR-106, thence via SR-106 to the junction of US-101, thence north on US-101 to the junction of SR-20, thence north on SR-20 to Port Townsend, thence south on SR-20 to the junction of US-101, thence west on US-101 to Hurricane Ridge Road, thence south on Hurricane Ridge Road to end of road and return to junction of US-101, thence west on US-101 to Port Angeles.

Day 2 from Port Angeles west on US-101 to the junction of the Rain Forest Road, thence east on the Rain Forest Road to the end of the road and return to the junction of US-101, thence south on US-101 to the junction of US-12, thence via US-12 to the junction of SR-8, thence east on SR-8 to the junction of US-101, thence east on US-101 to the junction of I-5, thence north on I-5 to Seattle.

OPTION 3

Day 1 from Seattle via I-5 through Olympia to the junction of US-101, thence west on US-101 to the junction of SR-8, thence north on US-101 to the junction of SR-20, thence north on SR-20 to Port Townsend, thence south on SR-20 to the junction of US-101, thence west on US-101 to Hurricane Ridge Road, thence south on Hurricane Ridge Road to the end of road and return to junction of US-101, thence west on US-101 to Port Angeles.

Day 2 from Port Angeles west on US-101 to the junction of the Rain Forest Road, thence east on the Rain Forest Road to the end of the road and return to the junction of US-101, thence south on US-101 to the junction of US-12, thence via US-12 to the junction of SR-8, thence east on SR-8 to the junction of US-101, thence east on US-101 to the junction of I-5, thence north on I-5 to Seattle.

OPTION 4



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

Day 1 from Seattle to Port Angeles using the routes of Day 1 in Options 1, 2 or 3.

Day 2 from Port Angeles west on US-101 to the junction of the Rain Forest Road, thence east on the Rain Forest Road to the end of the road and return to the junction of US-101, thence south on US-101 to the junction of the unnumbered road south of Neilton, thence west on this unnumbered road to Moclips at the junction of SR-109, thence south on SR-109 to the junction of US-12, thence east on US-12 to the junction of SR-8, thence east on SR-8 to the junction of US-101, thence east on US-101 to the junction of I-5, thence north on I-5 to Seattle.

THE FOLLOWING INTRASTATE AUTHORITY WAS TRANSFERRED FROM BREMERTON-TACOMA STAGES, INC. C-345 UNDER 49 U.S.C. 11341(a) OF THE INTERSTATE COMMERCE COMMISSION.

PASSENGER AND EXPRESS SERVICE

BETWEEN:

Tacoma and Bremerton, Washington over SR 16, SR 3 and SR 304 via Narrows Bridge, Gig Harbor and Port Orchard or direct SR 16, SR 3 and SR 304.

BETWEEN:

Bremerton and Shelton, Washington via the following routes: Bremerton to Junction with SR 3 over SR 304; and via the Old Belfair Highway to Belfair, SR 106, via Union to junction with US 101 and US 101 to Shelton.

Bremerton and Port Angeles, Washington via SR 304 and SR 3 to Hood Canal Bridge and/or (over Clear Creek Road) (Pioneer Way) and Sr 3 between Silverdale and Hood Canal Bridge; Hood Canal Bridge to Port Angeles via SR 104 and US 101 via Center, Discovery Bay, Blyn and Sequim.

Bremerton and Seattle, Washington Via the following Routes:

1. Direct Bremerton-Seattle Ferry; 2. Kitsap Lake, Chico, Silverdale over Kitsap Way and SR 3, or direct to Silverdale on SR 3, and from Silverdale to Poulsbo over SR 3 and SR 305 or via Bangor (Trident Site) and Keyport on Clear Creek Road; Luoto Road, SR 3 and SR 308 to Keyport; 3. Over SR 308 and SR 3 and SR 305 to Poulsbo, Poulsbo to Winslow over SR 305, and Washington State Ferries between Winslow and Seattle.

Bremerton and Keyport, Washington via Brownsville on SR 303 and SR 308, or via Central Valley over Riddell Road, Central Valley Road.



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

BETWEEN:

Silverdale and Brownsville, Washington over Bucklin Hill Road and SR 303.

BETWEEN:

Silverdale and Bangor, Washington over Anderson Hill Road, Old Frontier Road and Olympic View Road; or over Clear Creek Road and Half Mile Road.

BETWEEN:

Bremerton and Hood Canal Bridge, Washington over SR 304 and SR 3 to Hood Canal Bridge or over Clear Creek Road, Pioneer Way, and Sr 3 between Silverdale and Hood Canal Bridge.

BETWEEN:

Hood Canal Bridge and Port Angeles, Washington via SR 104 and US 101 via Center, Discovery Bay, Blyn and Sequim.

BETWEEN:

Hood Canal Bridge and Kingston, Washington Via Port Gamble over SR 104.

BETWEEN:

Lynnwood and Poulsbo, Washington from the intersection of 44th Avenue West and SR 524 over SR 524 to Edmonds and Edmonds to Kingston via Washington State Ferries; West from Kingston to Bond Road via SR 104; South on Bond Road to Poulsbo.

BETWEEN:

Lake Ballinger and Poulsbo, Washington, from the Corner of 19th Avenue N.E. and N.E. 205th (56th Avenue West and 244th Street S.W.) via the following route: North on 56th West to 220th Street S.W.; East on 220th Street to 52nd Avenue West; North on 52nd Avenue West to 212th Street S.W.; East on 212th Street S.W. to 44th Avenue West; North on 44th Avenue West to SR 524; West on SR 524 to Edmonds; Edmonds to Kingston via Washington State Ferries; West from Kingston to Bond Road via SR 104; South on Bond Road to Poulsbo.

ALTERNATE ROUTE:



WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

Continuation

From the Junction Interstate Highway 5 with State Highway 104 over State Highway 104 to Edmonds; thence via the routes specified above to Poulsbo.

Between: Seattle and Olympia via I-5

Between: Tacoma and Seattle via I-5

LIMITATIONS:

No local service shall be rendered under this certificate between Hood Canal and Port Angeles; No local service shall be rendered within King County; No local service shall be rendered within Snohomish County.

TC-030122

04-08-03



Exhibit 2

**BEFORE THE
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION**

In re Application of

SEATAC SHUTTLE, LLC
d/b/a WHIDBEY SEATAC SHUTTLE

for Certificate of Public Convenience and
Necessity in Furnishing Passenger and
Express Service

Docket No. TC-090118

STIPULATION OF EVERGREEN
TRAILS, INC. D/B/A GRAY LINE OF
SEATTLE AND SEATAC SHUTTLE,
LLC d/b/a WHIDBEY SEATAC
SHUTTLE

1 Evergreen Trails, Inc. d/b/a Gray Line of Seattle ("Gray Line") and SeaTac
Shuttle, LLC d/b/a Whidbey Seatac Shuttle ("SeaTac Shuttle") stipulate as follows.

2 SeaTac Shuttle agrees to narrow the authority it seeks in this docket by adding
the underlined text shown below:

PASSENGER SERVICE by reservation only:

AIRPORTER PASSENGER SERVICE BETWEEN: Whidbey Island and
Paine Field; Paine Field and Seattle Tacoma International Airport;
Seattle and Paine Field.

AUTO TRANSPORTATION SERVICE by reservation only:

BETWEEN: Whidbey Island and Seattle.

BETWEEN: Hotels and motels within a 1 mile radius of Paine Field

CLOSED DOOR SERVICE BETWEEN: Seattle and Seattle Tacoma
International Airport. No passengers may be transported between
points in Seattle and the Seattle Tacoma International Airport.

STIPULATION OF EVERGREEN TRAILS, INC. D/B/A
GRAY LINE OF SEATTLE AND SEATAC SHUTTLE, LLC
d/b/a WHIDBEY SEATAC SHUTTLE - 1

MILLER NASH LLP
ATTORNEYS AND COUNSELORS AT LAW
TELEPHONE (206) 622-8484
4400 TWO UNION SQUARE
601 UNION STREET, SEATTLE, WASHINGTON 98101-2352


SEATAC 0000 0000000 1

NOTE: Nothing in this certificate authorizes transportation between Paine Field and hotels and motels within a 1-mile radius of Paine Field.

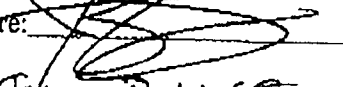
3 Gray Line has no objection to SeaTac Shuttle's application, so long as the Commission adopts SeaTac Shuttle's requested authority with the above amendment. Gray Line will remain a party to this proceeding to ensure that the Commission adopts the authority as stated above or with amendments that are acceptable to Gray Line. If the Commission rejects the above-stated amendment, Gray Line will request a continuance of the hearing so that it can prepare a case and present witnesses.

DATED this 1 day of May, 2009

SEATAC SHUTTLE, LLC D/B/A
WHIDBEY SEATAC SHUTTLE

Signature: 
Printed Name: MICHAEL LAUER
Title: VP

EVERGREEN TRAILS, INC. D/B/A
GRAY LINE OF SEATTLE

Signature: 
Printed Name: Jeremy Bohler
Title: GM

STIPULATION OF EVERGREEN TRAILS, INC. D/B/A
GRAY LINE OF SEATTLE AND SEATAC SHUTTLE, LLC
d/b/a WHIDBEY SEATAC SHUTTLE - 2

MILLER NASH LLP
ATTORNEYS AND COUNSELORS AT LAW
TELEPHONE (206) 461-8884
1400 TWO UNION SQUARE
801 UNION STREET, SEATTLE, WASHINGTON 98101-7932

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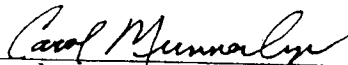
CERTIFICATE OF SERVICE

WUTC DOCKET NO. TC-090118

I hereby certify under penalty of perjury that I caused to be served a copy of the "Stipulation of Evergreen Trails, Inc. d/b/a Gray Line of Seattle and SeaTac Shuttle, LLC d/b/a Whidbey SeaTac Shuttle" on SeaTac Shuttle at the following address, by certified mail, return receipt requested:

Seatac Shuttle, LLC
d/b/a Whidbey SeaTac Shuttle
PO Box 2895
Oak Harbor, WA 98277

Dated this 14th day of May, 2009



Carol Munnerlyn, Secretary

STIPULATION OF EVERGREEN TRAILS, INC. D/B/A
GRAY LINE OF SEATTLE AND SEATAC SHUTTLE, LLC
d/b/a WHIDBEY SEATAC SHUTTLE - 1

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CERTIFICATE OF SERVICE


WUTC DOCKET NO. TC-090118

I hereby certify under penalty of perjury that I caused to be served a copy of the "STATEMENT IN SUPPORT OF MULTIPARTY SETTLEMENT BY EVERGREEN TRAILS, INC. D/B/A GRAY LINE OF SEATTLE AND SEATAC SHUTTLE, LLC D/B/A WHIDBEY SEATAC SHUTTLE" on SeaTac Shuttle and Shuttle Express at the following addresses, by certified mail, return receipt requested and by electronic mail:

Seatac Shuttle, LLC
d/b/a Whidbey SeaTac Shuttle
P.O. Box 2895
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Shuttle Express
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Dated this 30 day of June, 2009



Carol Munnerlyn, Secretary