Decision 26-09-052 September 17, 2026

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of Bauer's Intelligent Transportation, Inc. for Authority to Operate as Self-Insured Charter-Party Carrier of Passengers Pursuant to Public Utilities Commission General Orders No. 115-G and No. 101-E.	Application 26-06-005

DECISION ON THE APPLICATION OF BAUER'S INTELLIGENT TRANSPORTATION, INC.

Summary

This decision grants the application of Bauer's Intelligent Transportation, Inc. to accept the order issued by the Federal Motor Carrier Safety Administration qualifying it to self-insure its operations as a charter-party carrier of passengers pursuant to the Commission's General Order 115-G and as a passenger stage corporation pursuant to General Order 101-E for bodily injury and property damage liability up to $500,000 per occurrence.

Application 26-06-005 is open to consider confidential treatment of record material.

1. Background

On June 1, 2026, Bauer's Intelligent Transportation, Inc. (Applicant) filed an application for authorization to operate as a self-insured transportation charter-party carrier of passengers (TCP) pursuant to General Order (GO) 115-G of the California Public Utilities Commission (Commission). Additionally, Applicant requested that certain material be filed under seal due to the sensitive financial information contained in the attachments.

Applicant is a corporation organized under the laws of the State of California. Applicant's principal place of business is at Pier 50 San Francisco, California. Applicant operates within California as a TCP pursuant to a Class "A" Certificate issued by the Commission (TCP 8361-A) and as passenger stage corporation (PSC) under the Certificate of Public Convenience and Necessity granted by Commission Decision (D.) 09-09-038.

On July 7, 2026, the assigned Administrative Law Judge (ALJ) held the prehearing conference (PHC). On July 24, 2026 and July 30, 2026, Applicant amended the application to provide information required for the Commission to evaluate its request. The July 24, 2026 amendments reflect Applicant's revised request for authority to self-insure its operations as both a charter-party carrier (GO 115-G) and as a passenger stage corporation (GO 101-E).

On August 26, 2026, the assigned Commissioner issued the Scoping Memo and Ruling.

No protests or responses were filed in this proceeding.

2. Submission Date

This matter was submitted on July 30, 2026 when Applicant filed the second amendment to the application.

3. Issues Before the Commission

1. Whether Applicant meets all Commission requirements to operate as a self-insured charter-party carrier pursuant to GO 115-G and as a self-insured passenger stage corporation pursuant to GO 101-E. These issues include the following considerations:
    a. Should the Commission approve the order or certificate authorizing self-insurance issued by the Federal Motor Carrier Safety Administration (FMCSA) for the protection against liability required by GO 115-G and GO 101-E?
    b. Is the authorization granted to the Applicant by the Federal Motor Carrier Safety Administration to self-insure against liability for bodily injury and property damage up to $500,000 currently in effect?
2. Whether Applicant has demonstrated adequate protection against liability for bodily injuries and property damage as prescribed in GO 115-G(1) and GO 101-E(1).

4. General Orders 115-G and 101-E

The Commission requires TCPs[1] and PSCs[2] to provide and maintain adequate amounts of protection against liability for payment of damages for personal bodily injuries and for damage or destruction of property.[3] The amount of coverage required for any vehicle with a seating capacity of 16 persons or more is $5 million.[4]

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[1] "Charter-party carrier of passengers" is defined in California Public Utilities Code Section 5360.

[2] "Passenger stage corporation" is defined in California Public Utilities Code Section 226.

[3] *See* General Order (GO) 115-G(1) and GO 101-E(1).

[4] *Id.*

Under GO 115-G, TCPs and PSCs desiring to have orders or certificates issued by FMCSA accepted by the Commission are required to "make application therefore to this Commission stating all of the facts which shall be required by the Commission with respect thereto."[5] If accepted, TCPs and PSCs that are qualified as self-insurers by the FMCSA become exempt from having to provide certificate(s) of public liability insurance and property damage insurance or bonds evidencing the protection against liability required by GO 115-G and GO 101-E so long as their FMCSA qualifications remain effective.[6] Proof of the existence of the FMCSA qualification must be filed with the Commission annually and in the form and at times as the Commission may require.[7]

For TCPs and PSCs seeking to qualify as a self-insurer, the Commission will consider and may approve an application "supported by a true and accurate statement of its financial condition and other evidence which will establish to the satisfaction of the Commission the ability of such charter-party carrier of passengers to satisfy its obligations for public liability and property damage within the limits hereinabove prescribed, without affecting the stability and permanency of the business of such charter-party carrier of passengers."[8]

5. Applicant is Authorized to Self-Insure its Operations by the Federal Motor Carrier Safety Administration.

[5] *See* GO 115-G(7) and GO 101-E(7).

[6] *See* GO 115-G(6) and GO 101-E(6).

[7] *Id.*

[8] *See* GO 115-G(4); GO 101-E(4).

In considering and approving authorization to self-insure, FMCSA considers, at a minimum, the "adequacy of the tangible net worth of the carrier in relation to the size of operations and the extent of its request for self-insurance authority," "existence of a sound self-insurance program," and "existence of an adequate safety program."[9] Applicant requests to have the order issued by FMCSA authorizing self-insurance for bodily injury and property damage liability up to $500,000 per occurrence accepted by the Commission for its operations as both a TCP and PSC in California. Applicant provides its FMCSA decision dated April 7, 2026 approving Applicant's request to self-insure (FMCSA decision).[10] Applicant asserts that its Self-Insured Retention (SIR) mechanism has been activated[11] and includes as evidence a screenshot from the FMCSA MOTUS website as Attachment J. The screenshot shows the Applicant is self-insured effective April 30, 2026 in the primary sum of $500,000 and carries two excess commercial insurance policies that total not less than $4.5 million over and above said retained limit of self-insurance. Applicant states that the SIR applies to all currently operating vehicles.[12] Lastly, Applicant provides as

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[9] *See* 49 CFR Section 387.309(a).

[10] Applicant provided the Federal Motor Carrier Safety Administration (FMCSA) decision as Attachment G of its application and requested confidential treatment. Application, July 30, 2026, at 1 and 3. Applicant states that the decision contains sensitive financial information. The Commission notes that the FMCSA decision provides no indication that any of the decision is confidential. As explained below, the Commission's General Order 66-D requires Applicant to identify each page, section, or field as confidential.

[11] *See* Application, July 24, 2026; Application, July 30, 2026 at 4.

[12] *See* Application, July 30, 2026 at 4.

Attachment H to its application a Motor Carrier Self-Insurance Liability Surety Bond for $500,000, explaining this amount is a reserve for liability claims.[13]

The FMCSA decision reviewed Applicant's financial statements and claims data and performed an in-depth financial analysis of liquidity, debt structure, financial summary, and adjusted tangible net worth. The FMCSA decision concluded with conditions that Applicant was qualified to self-insure its bodily injury and property damage liability up to $500,000 per occurrence. Similar to the FMCSA conditions, the Commission's conditions discussed in Section 7 of this decision below are required to ensure that Applicant remains qualified as a self-insurer for as long as it conducts operations in California.

A review of the application demonstrates that the Commission should approve the self-insurance authority issued by FMCSA for the protection against liability required by GO 115-G and GO 101-E. Applicant has provided adequate proof that it is qualified as a self-insurer with FMCSA.

6. Applicant Demonstrates Adequate Protection Against Liability Pursuant to GO 115-G and GO 101-E.

Applicant operates vehicles that seat 16 persons or more under its TCP and PSC authorities. Under General Order 115-G and General Order 101-E, the amount of coverage required for any vehicle with a seating capacity of 16 persons or more is $5 million.[14]

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[13] *See* Application, July 24, 2026 at 3.

[14] *See* General Order (GO) 115-G(1) and GO 101-E(1).

Applicant has demonstrated adequate protection against liability consistent with the General Orders. As shown in Attachment J, Applicant's SIR of up to $500,000 acts as the primary insurance coverage for bodily injury and property damage. Excess insurance, in excess of the $500,000 retained, is carried in two policies up to the required $5 million. The first excess policy (Policy #023572675), under National Union Fire Insurance Company of Pittsburgh, Pa. (a subsidiary of American International Group, Inc), provides an additional $1.5 million coverage above $500,000 up to $2 million. The second excess policy (Policy #CRA0000124), under Harleysville Insurance Company of New York (owned by Nationwide Insurance), provides an additional $3 million in coverage, covering liabilities between $2 million up to $5 million.

Upon authorization by the Commission of Applicant's $500,000 SIR, as discussed in Attachment I of Applicant's application,[15] Applicant's insurer must file the excess insurance electronically with the Commission. Applicant states: "Applicants' commercial liability that is in place above the $500,000 SIR by AIG Insurance Company is currently waiting for the Commission to post on the TCP Portal this acknowledgment of Applicants [sic] SIR. AIG needs to have this posted immediately so it can enter a new insurance policy taking into consideration the SIR."[16]

GO 115-G and GO 101-E require TCPs and PSCs to electronically file their insurance policies. Currently, the Commission uses its Transportation Carrier

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[15] Application, July 30, 2026, Attachment I "Request for Expedited Schedule."

[16] *See* Application, July 24, 2026 at 4.

Portal (TCPortal), an online permitting system, to receive insurance filings directly from insurance companies and brokers on behalf of their insureds.

At this time, Excess Policy #CRA0000124 is already on file with the Commission but Policy #023572675 is not.[17] Applicant must cause Excess Policy #023572675 to be filed electronically with the Commission using the TCPortal. In addition, Applicant must cause a notice of cancellation for Policy #22119376, which is currently on file and would be replaced by the SIR and by Excess Policy #023572675, to be filed electronically with the Commission.[18]

7. Conditions

The Commission requires TCPs and PSCs to have adequate liability and property damage protection without affecting the stability and permanency of the business of the business.[19]

The Commission is convinced, based on the FMCSA analysis, that Applicant should be authorized to be a self-insurer as FMCSA has comprehensively evaluated Applicant's financial condition, as well as its interstate transportation safety record, and granted the Applicant authorization to self-insure up to $500,000. However, FMCSA has authority to amend or terminate Applicant's self-insured status. Therefore, the Commission must ensure that Applicant remains qualified as a self-insurer without affecting the

[17] Available at https://tcportal.cpuc.ca.gov/TCP/s/account/001t000000g7nopAAA/bauers-intelligent-transportation-inc.

[18] *See* GO 115-G(3) and GO 101-E(3).

[19] *See* GO 115-G(4); GO 101-E(4).

stability and permanency of the business. The Commission therefore imposes the following conditions:[20]

- Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any changes in its FMCSA self-insured status within 5 days of any such changes. Applicant shall further notify the Commission, in writing within 5 days, by letter to the Director of the Consumer Protection and Enforcement Division, of the initiation of any FMCSA proceeding which could result in an order modifying, suspending or revoking its self-insurance authority;
- Applicant shall submit a written attestation to the Commission, by letter to the Director of the Consumer Protection and Enforcement Division, within 10 days of the effective date of this Decision that it is complying with the conditions set forth in the FMCSA decision, including all notification requirements;
- Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any drawdown to its self-insurance, along with an explanation as to how it proposes to respond to additional liability claims. Any drawdown must be replenished within 30 days, and any failure to replenish the amount of a drawdown within 30 days from the date of drawdown must be reported to the Commission;
- Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division within 5 days of assignment of a less

[20] These conditions reflect similar conditions imposed by FMCSA.

than "satisfactory" safety rating by the federal Department of Transportation; and

- Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any additional conditions FMCSA imposes related to its decision to authorize Applicant's self-insurance.

With these conditions, the Commission finds Applicant demonstrates adequate protection against liability for bodily injuries and property damages without affecting the stability and permanency of the business as prescribed in GO 115-G and GO 101-E.

8. Conclusion

The Commission accepts the order issued by the FMCSA qualifying Applicant to self-insure its operations as a charter-party carrier of passengers pursuant to the Commission's General Order 115-G and as a passenger stage corporation pursuant to General Order 101-E for bodily injury and property damage liability up to $500,000 per occurrence. The Commission grants Applicant's request to operate as a self-insured charter-party carrier of passengers pursuant to the Commission's General Order 115-G and as a self-insured passenger stage corporation pursuant to General Order 101-E.

9. Procedural Matters and Confidential Treatment of Documents

Applicant requests expedited review pursuant to the Commission's Rules of Practice and Procedure, Rule 2.9.[21] Applicant explains that it needs the Commission's approval of authority to self-insure so Applicant can enter into a

[21] *See* Application, July 24, 2026 at 4.

new insurance policy with AIG Insurance Company without posting additional collateral on top of existing payments.[22]

Pursuant to Public Utilities (Pub. Util.) Code Section 1701.5, the statutory deadline is 18 months from the date the proceeding is initiated. Rule 2.9(e) states the assigned Commissioner may provide an expedited schedule at their discretion. Here, the Assigned Commissioner's Scoping Memo and Ruling scheduled the proposed decision to be published on September 14, 2026 and the Commission decision to be issued on September 17, 2026. Therefore, Applicant's motion is granted according to the schedule set in the Assigned Commissioner's Scoping Memo and Ruling.

Applicant requests that Attachment G (Approval of Application to Self-Insure by Federal Motor Carrier Safety Administration dated April 7, 2026) and Attachment H (Motor Carrier Self-Insurance Liability Surety Bond for $500,000) be filed under seal due to sensitive financial information contained in the attachments.

The submitter of information with a claim of confidentiality to the Commission bears the burden of proving the reasons why the Commission shall withhold any information, or any portion thereof, from the public.[23] To properly make a claim of confidentiality, Applicant must comply with the requirements that an information submitter must comply with when submitting information that is alleged to be confidential. Consistent with Section 3.2 of the

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[22] *Id.*

[23] *See* GO 66-D; D.06-06-066.

Commission's General Order 66-D, Applicant must: (1) designate each page, section, field, or any portion of the document as confidential; (2) specify the basis for the Commission to provide confidential treatment, including citation to an applicable provision of the California Public Records Act; (3) provide a declaration in support of the legal authority cited that is signed by an officer of the information submitter; and (4) provide contact information.

By October 2, 2026, Applicant must make a compliance filing and provide public versions of Attachment G and Attachment H with specific redactions of what is confidential and reasons specific to the redacted page, section, field, or portion of the document, a declaration in support of the legal authority cited that is signed by an officer of the information submitter, and contact information. Specific redactions mean the redactions must be related to specific claims of confidential protection. Wholesale claims of entire pages and entire documents as confidential may be rejected. For example, a claim that an entire page that contains generally available public information, in addition to financial information specific to Applicant, may be rejected. Failure to comply will result in denial of Applicant's motion to file under seal.

All rulings by the assigned Commissioner and the assigned ALJ are affirmed.

10. Summary of Public Comments

Rule 1.18 allows any member of the public to submit written comments in any Commission proceeding using the "Public Comment" tab of the online Docket Card for that proceeding on the Commission's website. Rule 1.18(b) requires that relevant written comments submitted in a proceeding be summarized in the final decision issued in that proceeding.

No public comments were submitted for this proceeding.

11. Comments on Draft Decision

This is an uncontested matter in which the decision grants the relief requested. Accordingly, pursuant to Pub. Util. Code Section 311(g)(2) and Rule 14.6(c)(2), the otherwise applicable 30-day period for public review and comment is waived.

12. Assignment of Proceeding

Commissioner Christine Harada is the assigned Commissioner and Zhen Zhang is the assigned Administrative Law Judge in this proceeding.

Findings of Fact

1. Applicant is a corporation authorized to do business in California.
2. Applicant's principal place of business is Pier 50 San Francisco, California.
3. Applicant is authorized to do business by the Commission as a charter-party carrier of passengers pursuant to a Class "A" Certificate issued by the Commission (TCP 8361-A) and a passenger stage corporation under the Certificate of Public Convenience and Necessity granted by Commission Decision (D.) 09-09-038.
4. Applicant seeks authority to operate as a self-insured charter-party carrier pursuant to GO 115-G and as a self-insured passenger stage corporation pursuant to GO 101-E.
5. After extensive financial analysis, FMCSA granted Applicant authority to self-insure.

6. Applicant provided adequate proof that the FMCSA authorization to self-insure against liability for bodily injury and property damage up to $500,000 is effective since April 30, 2026.

7. Applicant must file electronically Excess Policy #023572675 with the Commission using the TCPortal.

8. Applicant demonstrated adequate protection against liability for bodily injuries and property damage as required by GO 115-G and GO 101-E.

9. Applicant provided adequate proof of a need for an expedited schedule due to financial considerations.

10. Applicant must comply with the requirements that an information submitter must comply with when submitting information that is alleged to be confidential consistent with Section 3.2 of the Commission's General Order 66-D.

11. Applicant must comply with GO 66-D by identifying with specificity which page, section, or field, or any field of Attachment G and Attachment H as confidential.

Conclusions of Law

1. Applicant meets all Commission requirements to operate as a self-insured charter-party carrier pursuant to GO 115-G and as a self-insured passenger stage corporation pursuant to GO 101-E.

2. The Commission should approve the self-insurance authority issued by FMCSA for the protection against liability required by GO 115-G and GO 101-E up to $500,000.

3. To ensure compliance with GO 115-G and GO 101-E, the Commission should impose the following conditions to ensure Applicant satisfies its

obligations for public liability and property damage within the limits hereinabove prescribed, without affecting the stability and permanency of its business:

a. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any changes in its FMCSA self-insured status within 5 days of any such changes. Applicant shall further notify the Commission, in writing within 5 days, by letter to the Director of the Consumer Protection and Enforcement Division, of the initiation of any FMCSA proceeding which could result in an order modifying, suspending or revoking its self-insurance authority;

b. Applicant shall submit a written attestation to the Commission, by letter to the Director of the Consumer Protection and Enforcement Division, within 10 days of the effective date of this Decision that it is complying with the conditions set forth in the FMCSA decision, including all notification requirements;

c. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any drawdown to its self-insurance, along with an explanation as to how it proposes to respond to additional liability claims. Any drawdown must be replenished within 30 days, and any failure to replenish the amount of a drawdown within 30 days from the date of drawdown must be reported to the Commission;

d. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division within 5 days of assignment of a less than "satisfactory" safety rating by the federal Department of Transportation; and

e. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any additional conditions FMCSA imposes related to its decision to authorize Applicant's self-insurance.

4. Applicant's motion for an expedited schedule should be granted.

5. All rulings by the assigned Commissioner and the assigned ALJ should be affirmed.

6. Applicant must comply with the Commission's GO 66-D, Section 3.2, which requires the submitter to designate each page, section, field, or any portion of the document as confidential, a declaration in support of the legal authority cited that is signed by an officer of the information submitter, and contact information.

7. Failure to comply with GO 66-D will result in denial of Applicant's motion to file under seal Attachment G and Attachment H of the application.

8. This proceeding should remain open.

O R D E R

IT IS ORDERED that:

1. Bauer Intelligent Transportation, Inc. (Applicant) is granted authority to operate as a self-insured charter-party carrier pursuant to GO 115-G and as a self-insured passenger stage corporation pursuant to GO 101-E.

2. To ensure compliance with GO 115-G and GO 101-E, the Commission imposes the following conditions:

a. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any changes in its Federal Motor

Carrier Safety Administration (FMCSA) self-insured status within 5 days of any such changes. Applicant shall further notify the Commission, in writing within 5 days, by letter to the Director of the Consumer Protection and Enforcement Division, of the initiation of any FMCSA proceeding which could result in an order modifying, suspending or revoking its self-insurance authority;

b. Applicant shall submit a written attestation to the Commission, by letter to the Director of the Consumer Protection and Enforcement Division, within 10 days of the effective date of this Decision that it is complying with the conditions set forth in the FMCSA decision, including all notification requirements;

c. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any drawdown to its self-insurance, along with an explanation as to how it proposes to respond to additional liability claims. Any drawdown must be replenished within 30 days, and any failure to replenish the amount of a drawdown within 30 days from the date of drawdown must be reported to the Commission;

d. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division within 5 days of assignment of a less than "satisfactory" safety rating by the federal Department of Transportation; and

e. Applicant shall notify the Commission in writing, by letter to the Director of the Consumer Protection and Enforcement Division, of any additional conditions FMCSA imposes related to its decision to authorize Applicant's self-insurance.

3. Applicant's motion for expedited schedule is granted.

4. By October 2, 2026, Applicant is required to provide public versions of Attachment G (Approval of Application to Self-Insure by Federal Motor Carrier Safety Administration dated April 7, 2026) and Attachment H (Motor Carrier Self-Insurance Liability Surety Bond for $500,000) with specific redactions of what is confidential and reasons specific to the redacted page, section, field, or portion of the document, a declaration in support of the legal authority cited that is signed by an officer of the information submitter, and contact information.
5. All rulings by the assigned Commissioner and the assigned Administrative Law Judge are affirmed.

6. Application 26-06-005 remains open.

This decision is effective today

Dated September 17, 2026 at San Marcos, California.

JOHN REYNOLDS
President
DARCIE L. HOUCK
KAREN DOUGLAS
MATTHEW BAKER
CHRISTINE HARADA
Commissioners