

MAY 8 1992

Decision 92-05-019 May 8, 1992

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 Jerry D. & Melita Walden, dba Airport)
 Express for authority to operate as a)
 passenger stage corporation between)
 points in Sacramento, El Dorado,)
 Placer, and Yolo Counties and the)
 Sacramento Metro Airport.)

Application 92-01-031
 (Filed January 13, 1992)

O P I N I O N

Jerry D. Walden and Melita Walden (Applicant), seeks authority under Public Utilities (PU) Code § 1031 et seq. to operate an on-call transportation service between between points in Sacramento, El Dorado, Placer, and Yolo Counties and the Sacramento Metro Airport.

Applicant's proposed service territory covers five zones, as designated on the map attached as Exhibit A of the application. The service areas covered by each zone are described in Appendix PSC-7718 Section II. Applicant plans to operate its service initially with two 7-9 person late-model passenger vans and then to increase its fleet as business develops.

A copy of the application was served on parties interested in, or who may be affected by, the application, as set forth in applicant's Exhibit E. No protest to the application has been received.

The application was reviewed by the Tariff and License Branch of the Commission's Transportation Division (Staff). In response to Staff inquiries regarding proposed fares, applicant revised its proposed fares for Zones 3 and 4. These changes simplified the fare structure by eliminating separate "per-party" charges. Applicant proposes fares for Zones 1-4 ranging from \$9 to \$17. For Zone 5, applicant proposes fares from \$25 to \$55.

Exhibit C of the application sets forth the proposed fares, rules, and regulations of service. Applicant proposes to operate six days per week on an on-call service basis.

Applicant had a net worth of \$10,038 as of January 10, 1992 according to the balance sheet presented in Appendix D of the application.

Applicant alleges that the public convenience and necessity require the granting of this application considering the growth in passenger traffic at the Sacramento Metro Airport which limits parking availability and increases traffic congestion. Applicant further alleges its door-to-door service is different and distinct from any public transportation system currently available in the proposed areas.

Staff recommends the application be granted by an ex parte order. Accordingly, no hearings are required for this application.

Findings of Fact

1. Applicant proposes to operate an airport shuttle passenger stage service between the points and over the routes set forth in Appendix PSC-7718.
2. Applicant served a copy of the application by mail upon interested parties as set forth in Appendix E of the application.
3. Notice of filing of the application appeared in the Commission's Daily Transportation Calendar on January 27, 1992.
4. No protests have been filed.
5. No protest has been received from any public transit operator serving the territory applicant proposes to serve.
6. Applicant has the financial resources to perform the proposed services.
7. It can be seen with certainty that there is no possibility that the proposed service will have a significant adverse impact on the environment.
8. A public hearing is not necessary.

Conclusion of Law

Public convenience and necessity have been shown, and applicant should be granted a certificate.

Only the amount paid to the State for operative rights may be used in rate fixing. The State may grant any number of these rights and may cancel or modify the monopoly feature of these rights at any time.

ORDER

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Jerry D. Walden and Melita Walden, authorizing them to operate as a passenger stage corporation, as defined in PU Code § 226, between the points and over the routes set forth in the attached Appendix PSC-7718, to transport passengers and their baggage.

2. Applicant shall:

- a. File a written acceptance of this certificate within 30 days after this order is effective.
- b. Establish the authorized service and file tariffs and timetables within 120 days after this order is effective.
- c. State in their tariffs and timetables when service will start; allow at least 10 days' notice to the Commission; and make timetables and tariffs effective 10 or more days after this order is effective.
- d. Comply with General Orders Series 101, 104, and 158, and the California Highway Patrol safety rules.
- e. Maintain accounting records in conformity with the Uniform System of Accounts.
- f. Remit to the Commission the Transportation Reimbursement Fee required by PU Code § 403 when notified by mail to do so.

3. Before beginning service to any airport, applicant shall notify the airport's governing body. Applicant shall not operate into or on airport property unless such operations are also authorized by the airport's governing body.

4. Applicant is authorized to begin operations on the date the Executive Director mails a notice to applicant that they have evidence of insurance on file with the Commission and that the California Highway Patrol has approved the use of applicant's vehicles for service.

5. Applicant shall comply with PU Code §§ 460.7 and 1043, relating to the Workers' Compensation laws of this State.

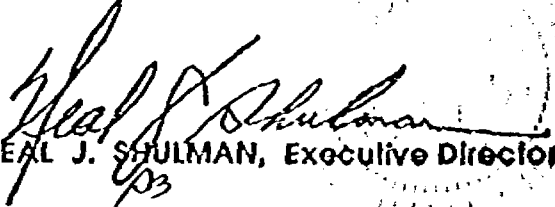
6. The application is granted as set forth above.

This order is effective today.

Dated May 8, 1992, at San Francisco, California.

DANIEL Wm. FESSLER
President
JOHN B. OHANIAN
PATRICIA M. ECKERT
NORMAN D. SHUMWAY
Commissioners

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY


NEAL J. SHULMAN, Executive Director

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY
PSC-7718
TO OPERATE AS A
PASSENGER STAGE CORPORATION

Showing passenger stage operative rights, restrictions, limitations,
exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public
Utilities Commission of the State of California will be
made as revised pages or added original pages.

Issued under authority of Decision 92-05-019, dated May 8, 1992,
of the Public Utilities Commission of the State of California in
Application 92-01-031.

T/APH/jpk

Appendix PSC-7718

Jerry D. Walden
and
Melita Walden

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Issued by California Public Utilities Commission.

Decision 92-05-019, Application 92-01-031.

**SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,
AND SPECIFICATIONS.**

Jerry D. Walden and Melita Walden, by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to transport passengers and their baggage on an "on-call" basis, between the points described in Section II, and the Sacramento Metro Airport, over and along the route described in Section III, subject, however, to the authority of this Commission to change or modify the route at any time and subject to the following provisions:

- a. When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- b. The term "on-call", as used, refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized on-call service will be rendered.
- c. No passengers shall be transported except those having a point of origin or destination at the Sacramento Metro Airport.
- d. This certificate does not authorize the holder to conduct any operation on the property of or into any airport unless such operation is authorized by the airport authority involved.

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SECTION II. SERVICE AREAS.

Zone 1: Metropolitan Sacramento, Inner Area

Beginning at a point where the Sacramento River meets the Sutter County line; south along the river to its intersection with I-80; southwest along I-80 to the deepwater channel; then east along the channel to the Sacramento River; then north along the Sacramento River to Business I-80; then east and north along Business I-80 to the American River; then west along the American River to Highway 160; then northeast along Highway 160 to its intersection with Del Paso Boulevard; then north along Del Paso Blvd. to its intersection with Rio Linda Boulevard; then north along Rio Linda Blvd./Marysville Boulevard to its intersection with the Sacramento County line; then west along the line to the point of origin.

Zone 2: Metropolitan Sacramento, Outer Area

Beginning where the deepwater channel meets the Sacramento River; then south to its intersection with Semas Avenue; then east along Semas Avenue which changes to Fruitridge Road to its intersection with Power Inn Road; then north along Power Inn Road which changes to Howe Avenue to its intersection with El Camino Avenue; then west along El Camino Avenue to its intersection with Rio Linda Blvd.; then along the southern border of Zone 1 to its intersection of the deepwater channel and the Sacramento River (point of origin).

Zone 3: Suburban Sacramento

Beginning at the point where Rio Linda Blvd. meets with the Placer County line; then east along the Placer County line until its intersection with Sunrise Blvd.; then south along Sunrise Blvd. to its intersection with Highway 50; then west along Highway 50 to its intersection with Bradshaw Road; then south along Bradshaw Road to its intersection with Gerber Road; then west along Gerber Road to its intersection with Stockton Boulevard; then south along Stockton Blvd. the Sacramento City line; then west along the Sacramento City line to where it meets the Sacramento River; then north to the Zone 2 intersection of Semas Avenue and the Sacramento River.

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SECTION II. SERVICE AREAS (Continued).

Zone 4: Suburban Communities

Zone 4 consists of the following communities:

Citrus Heights	Rancho Cordova	Davis
Mather AFB	Roseville	Orangevale
Fair Oaks (east of Sunrise Blvd.)		Woodland

Zone 5:

Zone 5 consists of the following communities:

Rocklin	Placerville	Colfax
Penryn	Pollock Pines	El Dorado Hills
Auburn	Loomis	Shingle Springs
Weimar	Newcastle	Cameron Park
Folsom	Elk Grove	

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Appendix PSC-7718

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SECTION III. ROUTE DESCRIPTIONS.

Via the most convenient streets and highways between
the Sacramento Metro Airport and Service Areas
described in Section II.

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