

Decision 82 04 105 APR 21 1982**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application )  
of Matthew J. Kehoe and Donald )  
L. Rees DBA Federal Shuttle )  
Systems, for authority to operate )  
as a passenger and baggage stage )  
between points in Stanislaus )  
County and the San Francisco )  
International Airport. )

Application 82-02-21  
(Filed February 11, 1982)

O P I N I O N

Matthew J. Kehoe and Donald L. Rees (applicants), doing business as Federal Shuttle Systems, seek a certificate of public convenience and necessity to operate as a passenger stage corporation transporting passengers and their baggage between Turlock and Modesto, on the one hand, and San Francisco International Airport (SFO) on the other.

Applicants propose to operate three schedules each way every day of the week; two will be operated regularly and one will be operated on-call. Seats will be reserved, and only passengers having an origin or destination at SFO will be served.

Applicants plan to charge the following rates, which are for one-way trips between Turlock or Modesto and SFO:

|   |                   |
|---|-------------------|
| Adult   | \$16.00           |
| Child 2 yrs. to 12 yrs.                             | \$10.00           |
| Child under 2 yrs.                                  | No charge         |
| Luggage in excess of<br>two pieces per<br>passenger | \$1.00 Each piece |

Applicants have assets of \$371,617, liabilities of \$280,912, and an equity of \$90,705; they claim to have sufficient financial resources to institute and operate the proposed service. They own ✓

two air-conditioned vans, with 12 seats each, that they claim are capable of providing the service.

Although Aspen Airways provides three flights a day each way between Modesto's airport (MOD) and SFO, its fare is \$25.00 to \$40.00. There is a need for a lower-cost service, such as would be provided by applicants. ✓

The granting of the authority for this operation should have a beneficial effect upon the environment because it would discourage the use of the private auto for trips to SFO.

Notice of the filing of this application was listed on the Commission's Daily Calendar on February 17, 1982. Copies of the application were served on the appropriate governmental agencies and upon Airport Express of Modesto, Inc. and Greyhound Lines, Inc., the likely surface competition. No protests have been received; a public hearing is not necessary.

#### Findings of Fact

1. Applicants request a certificate of public convenience and necessity to operate as a passenger stage corporation.
2. Applicants have the financial resources and equipment to provide the proposed service.
3. It can be seen with certainty that there is no possibility that the activity in question may have a significant deleterious effect on the environment.
4. No protests have been received concerning the service proposed by applicant, and a public hearing is not necessary.
5. Public convenience and necessity require that the application be granted.

#### Conclusion of Law

Public convenience and necessity have been demonstrated and the application should be granted.

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

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Matthew J. Kehoe and Donald L. Rees authorizing them to operate as a passenger stage corporation, as defined in Public Utilities Code Section 226, between the points and over the routes set forth in Appendix A, to transport persons and their baggage.

2. Applicants 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 Order Series 79, 98, 101, and 104 and the California Highway Patrol safety rules.

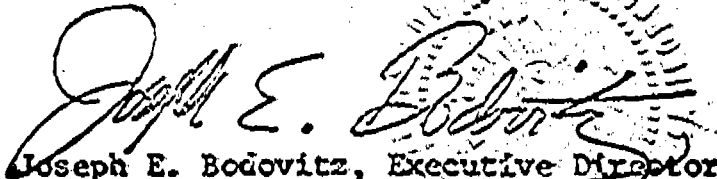
e. Maintain accounting records in conformity with the Uniform System of Accounts.

This order becomes effective 30 days from today.

Dated APR 21 1982, at San Francisco, California. ✓

JOHN E. BRYSON  
President  
RICHARD D. CRAVELLE  
LEONARD M. CRIMES, JR.  
VICTOR CALVO  
PRISCILLA C. CREW  
Commissioners

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

  
Joseph E. Bodovitz, Executive Director

T/ctb

Appendix PSC-1216

MATTHEW J. KEHOE AND  
DONALD L. REES  
dba  
FEDERAL SHUTTLE SYSTEMS

Original Title Page

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY AS A  
PASSENGER STAGE CORPORATION  
PSC-1216

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

---

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 82 04 105, dated APR 21 1982,  
of the Public Utilities Commission of the State of California, in  
Application 82-02-21.

T/ctb

Appendix PSC-1216 MATTHEW J. KEHOE AND DONALD L. REES Original Page 1  
dba  
FEDERAL SHUTTLE SYSTEMS

SECTION I. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS,  
AND SPECIFICATIONS.

Matthew J, Kehoe and Donald L. Rees dba Federal Shuttle Systems, Inc. by the certificate of public convenience and necessity granted by the decision noted in the margin, are authorized to operate as a passenger stage carrier to transport passengers and their baggage between Turlock and Modesto, on the one hand, and San Francisco International Airport (SFO), on the other, over the most direct or reasonable route, subject to the provision that all passengers will have either origin or destination at SFO and no passengers will be picked up or discharged at any point not specified in this order.

(END OF APPENDIX)

Issued by California Public Utilities Commission.

Decision 82 04 105, Application 82-02-21.